



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





Published by:

FEDECRAIL – European Federation of Museum and Tourist Railways

Merellaan 11

4461 RH Goes

Netherlands

<http://www.fedecrail.org>

contact@fedecrail.org

Text © individual Authors as identified 2019

This format © FEDECRAIL – European Federation of Museum and Tourist Railways 2019

This document was produced on behalf of the European Federation of Museum and Tourist Railways by
Heimo Echensperger, Editor & Layout



Content

Please click on the speaker's name to get directly to the presentation or script.

1. **David T. Morgan, MBE, TD** – Keynote “25 years of FEDECRAIL”
Fedecrail President (emeritus)
2. **Matthias Wagener** – Die Harzer Schmalspurbahnen – Das Dampflokiparadies 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



25 years of FEDECRAIL

By DAVID MORGAN

In 1825 George Stephenson opened the Stockton + Darlington Railway. In 1925, Britain celebrated the centenary with a parade of locomotives at Shildon on that railway and in 1975 that celebration was replicated, involving locomotives from several heritage railways as well as museums. Britain did not have a commemoration of Rainhill where the first railway death occurred. In the same spirit, the Dutch Railway Museum in Utrecht, in collaboration with ~~the~~ NETHERLANDS Spoorweg (the Dutch Railway) hosted an international gathering to celebrate 150 years of NETHERLANDS Spoorweg in 1989. We in Britain, together with railway buffs throughout Europe, came to participate in this event. In particular, we chartered a steam train to travel a loop to Winterswijk and back to Utrecht, in partnership with the Friends of the Dutch Railway Museum and the Berliner Eisenbahn Freunde led by Rüdiger Reich. We all stayed in a hotel above Utrecht Station, whose barman circulated drinks to his guests by an electric model train whose open coal trucks served as trays for 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 & 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 Hameln (Hameln is German), famous for the "AEL PIPER" legend, as one of the hotels there was owned by a volunteer on his railway. So in 1991, all interest parties met 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 Annessens Pre-metro station in Brussels. Members included Jean Amintz (France), Heimo Ekenasperger (Germany), Kjell Palen (Swedish Railway Museum), Frederic Riehl / Sebastian Jume (Blonay) / Charly Reithseng in Switzerland and Rik de Gruyter (Belgium) and Lissus Kooij (Netherlands). Eventually we thrashed out the principal points for a constitution and we instructed Belgian lawyers to turn them into a formal incorporation, now known as the European Federation of Museum + Tourist Railways (better known as FEDERAIL, a name invented by Jean Amintz), an organisation "sans but lucratif", in other words a "not for profit" body.

So the big question is what have we done? I think that we always identified that lobbying should be our first objective and within a year we were confronted with our first threat: "the ^{hot} yellow surfaces directive" - or more formally a draft directive for health and safety within a room or cabin or a means of transport. This would require, inter alia, lagging 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 Senor Briosa 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 Amintz. Senor Briosa dug his heels in. In exasperation, I eventually exclaimed "You are the sort of man who would, if he could, instal a handrail to the top of every mountain".

"Publish" Briosca 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 Rat, I received a letter from the Society of Motor Manufacturers congratulating us on our success and inviting me to speak at a dinner. "What took us 2½ years to argue without success, you achieved in two months" they said.

Then we had a stroke of luck. Our second annual meeting and conference was held in the European Parliament Building in ~~Strasbourg~~ Strasbourg. Through the good office 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, as he is speaking next but it's fair to say that he became our champion. He succeeded in amending or getting derogations ~~for~~ from 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 ~~3~~ three working groups: the Heritage Operators Group (HOG) which continues to review European legislation, the Tramway Operators Group and

London
5 Great College Street
Westminster
London SW1P 3SJ
Tel +44 (0)20 7222 7040
Fax +44 (0)20 7222 6208

Leeds
Verity House
6 Canal Wharf
Leeds LS11 5BQ
Tel +44 (0)113 341 1900
Fax +44 (0)113 243 2205

Cardiff
25 Park Place
Cardiff CF10 3BA
Tel +44 (0)29 2034 3035
Fax +44 (0)29 2034 3045

The Environmental Working Group which at present is focussing 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 UATRAN ~~etc~~, the World Alliance of Tourist Trains and Trains which allows visitors to the UIC website to click onto ours under their Toprail programme when searching information on individual railways.

Naturally we also proffer advice to members who seek it and give opportunities for networking. We try to boost the training of young people through our FEDEC YOUTH project and international camps. We also ~~publish~~ issue a newsletter edited by Joseph Sabar and we publish news on our website thanks to Ingrid Schütte.

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.

Unsere Harzer Schmalspurbahnen umfassen darin ein 140,4 km langes Netz aus drei romantischen Bahnstrecken: Die Harzquerbahn, die Selketalbahn und die Brockenbahn. Eckpunkte sind dabei die Städte Wernigerode, Nordhausen, die im Jahre 2006 durch eine Streckenverlängerung angebundene Welterbestadt Quedlinburg sowie der mit 1.142 m höchste Berg des Harzes, der Brocken. Gelegen in den Bundesländern Sachsen-Anhalt und Thüringen erschließen wir auf einer Spurweite von nur 1.000 mm den östlichen Teil des Mittelgebirges und bilden seine touristische Klammer. Zwischen 1887 und 1905 wurden unsere Bahnen eröffnet. Aufgrund seiner Einzigartigkeit wurde das Streckennetz bereits 1972 unter Denkmalschutz gestellt.

Mit insgesamt 25 Dampflokomotiven der Baujahre 1897 bis 1956 und zahlreichen weiteren historischen Fahrzeugen sind unsere Harzer Schmalspurbahnen ein wahres Paradies für Eisenbahnfreunde. Und als „Größte unter den Kleinen“ sind sie auch ein starker Tourismusmagnet, der wie kaum eine andere Einrichtung Emotionen zu wecken vermag. So ziehen unsere historischen Züge jährlich über 1 Millionen Fahrgäste in ihren Bann. Bei einer Höchstgeschwindigkeit von nur 40 km/h erleben sie bei uns die pure Entschleunigung vom Alltag. Immer mehr Gäste kommen dabei aus dem europäischen Ausland, aber auch zunehmend aus der ganzen Welt zu uns, um sich den Dampf um die Nase wehen zu lassen. Unsere historischen Züge zählen daher zu Recht zu den größten touristischen Attraktionen in der Mitte Deutschlands. Sie sind ein weltbekanntes Aushängeschild für die ganze Region. Von daher kann die Zukunft der Harzer Schmalspurbahnen als gesichert betrachtet werden.

Die Geschichte unserer Harzer Schmalspurbahnen ist durchaus wechselvoll. Ursprünglich von zwei privaten Bahngesellschaften gegründet, erbaut und betrieben verblieben sie nach Ende des zweiten Weltkriegs in der östlichen Hälfte des in zwei politische Systeme geteilten Harzes. Ab 1949 übernahm die Deutsche Reichsbahn die Betriebsführung. Nur wenig später, im August 1961, folgte im Zuge des Ausbaus der innerdeutschen Grenze die Einstellung des Personenverkehrs zum Brocken. Der Berg lag fortan im Sperrgebiet und war für den Zivilverkehr unerreichbar. Es sollte dreißig Jahre dauern, bis der Zugverkehr dorthin am 15. September 1991 feierlich wieder aufgenommen wurde. Zuvor war der Brocken durch die politische Wende in Europa im Herbst 1989 wieder „frei“ geworden.

Die bewegende Wiedergeburt der Brockenbahn war gleichzeitig auch die Initialzündung für die Gründung unserer Harzer Schmalspurbahnen GmbH (HSB) am 19. November 1991. Gründer waren damals zwanzig kommunale Anrainer, darunter die Landkreise Wernigerode, Nordhausen und Quedlinburg. Ihr Ziel war und ist es, den Weiterbetrieb auf dem einzigartigen Gesamtnetz zu sichern. Sie alle sind auch heute noch bei den aktuell neun nominellen Gesellschaftern bei der HSB vertreten. Gemeinsam mit den Bundesländern Sachsen-Anhalt und Thüringen bilden sie auch heute noch eine feste Solidargemeinschaft, die mit einem großen - auch finanziellen - Engagement den Betrieb unserer Bahnen unterstützt. Am 1. Februar 1993 haben wir dann den Betrieb der Schmalspurbahnen von der Deutschen Reichsbahn übernommen.

Rund 260 Mitarbeiter sind derzeit in den verschiedenen Unternehmensbereichen für uns tätig. Zu unserem vielschichtigen Repertoire zählt eine breite touristische Erlebnispalette. Diese reicht von Angeboten rund um die Dampflok, themenbezogenen Sonderfahrten, Pauschalreisen und Charterzügen bis hin zu Veranstaltungen wie „Faust – Die Rockoper auf dem Brocken“. In unseren attraktiven Verkaufsbüros und Dampfplätzen lässt die bunte Auswahl an bahntypischen Souvenirs sowie reisebegleitenden Publikationen kaum einen Wunsch offen.

Aber auch das harmonische Zusammenspiel von nostalgischer Technik vor und modernster Technik hinter den Kulissen bildet einen wichtigen Garanten für eine weiterhin erfolgreiche Entwicklung unserer Harzer Schmalspurbahnen. Vor uns stehen viele Herausforderungen für die Zukunft des Unternehmens, insbesondere in der Finanzierung, der Personalentwicklung und der Instandhaltung der betagten Fahrzeuge sowie der umfangreichen Streckeninfrastruktur. Die demografische Entwicklung und der zunehmende Fachkräftemangel in Deutschland machen es uns dabei nicht leicht.

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 unabhängiger 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 Dampflok 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

1



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



- Running a train is increasingly complex
- There's more paperwork than ever
- Volunteering is less popular than before
- Administrative hurdles get higher
- Heritage mainline trains are not sufficiently recognized



- Today's railway offers more room for initiative
- More responsibility means more flexibility
- The average age in the societies goes down
- There's a general goodwill towards our activities
- The importance of technical heritage is publicly underlined



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



6



Museum and Tourist Railways in Germany

Hans-Jürgen Credé, Chairman VDMT



- ▶ **Historical Development**
- ▶ **Current Importance**
- ▶ **Future Challenges**

2

VDMT

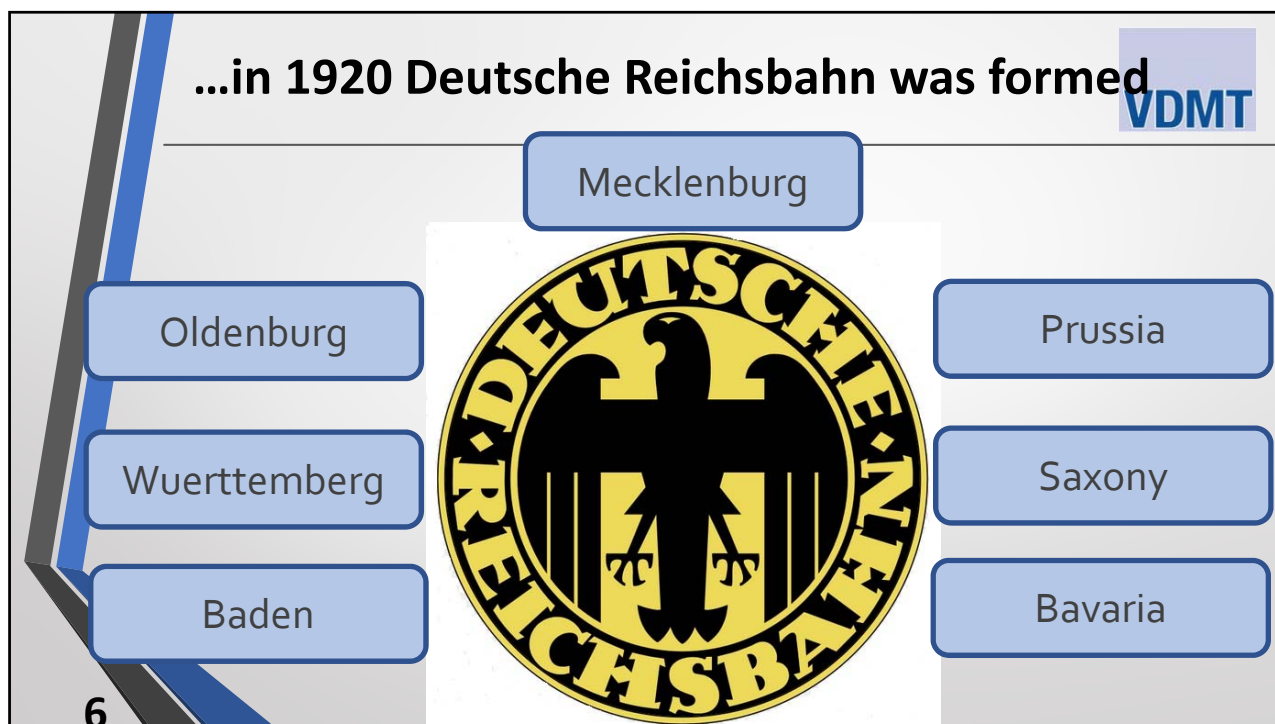
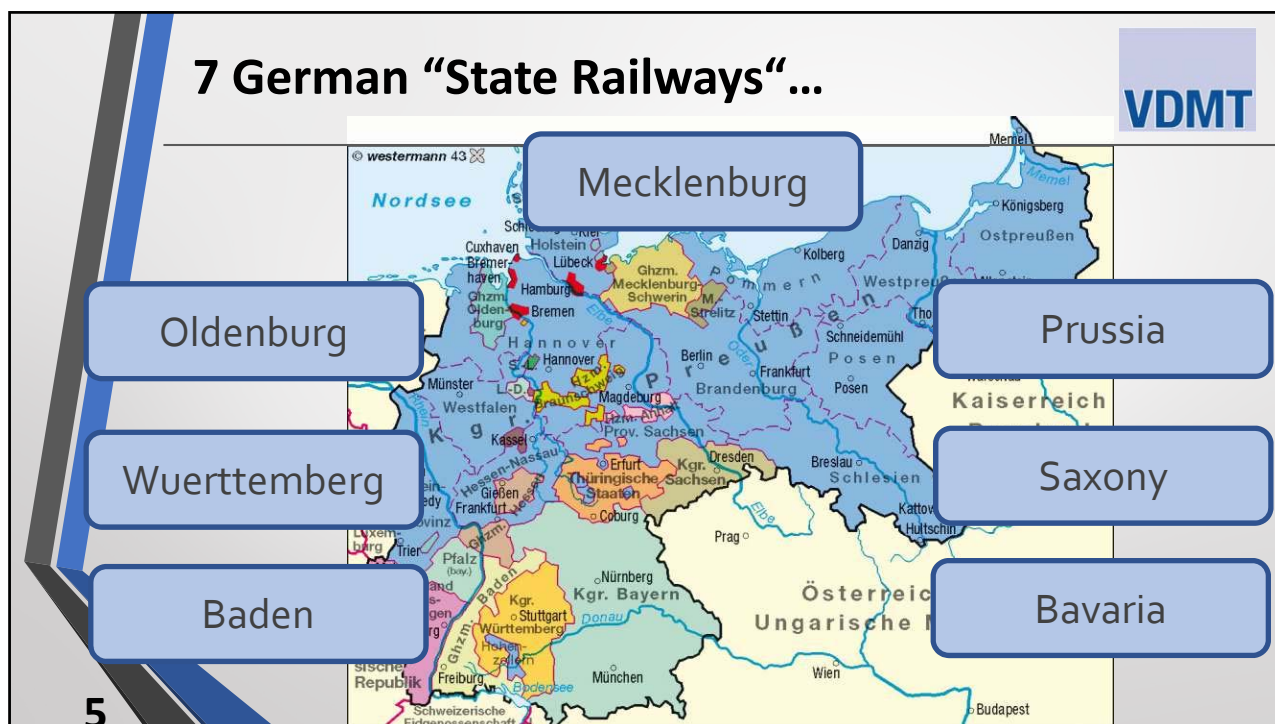
I. Historical Background

Complex Structures due to Historical Development

3

History





...in 1945 Germany was divided...

VDMT



DEUTSCHE
DR
REICH
BAHN

7

...Reunification 1989...

MT



DEUTSCHE
DR
REICH
BAHN

8

...leading in 1994 to Merger



...leading to



...a broad spectrum for the representation of
German museum railway industry



VDMT

II. Heritage Trains in Germany

Development Milestones

11

It all began...

... with Railway Enthusiasts in East and West

12





1966 1970 1977


VDMT

Unsere Loks gewöhnen sich das Rauchen ab

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

West Germany – Steam Ban on Federal Railway

15




1966 1970 1977 1982

VDMT

East Germany – Starting Traditional Railway Operation on Standard Gauge

16



1966 1970 1977 1982 1985 VDMT

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

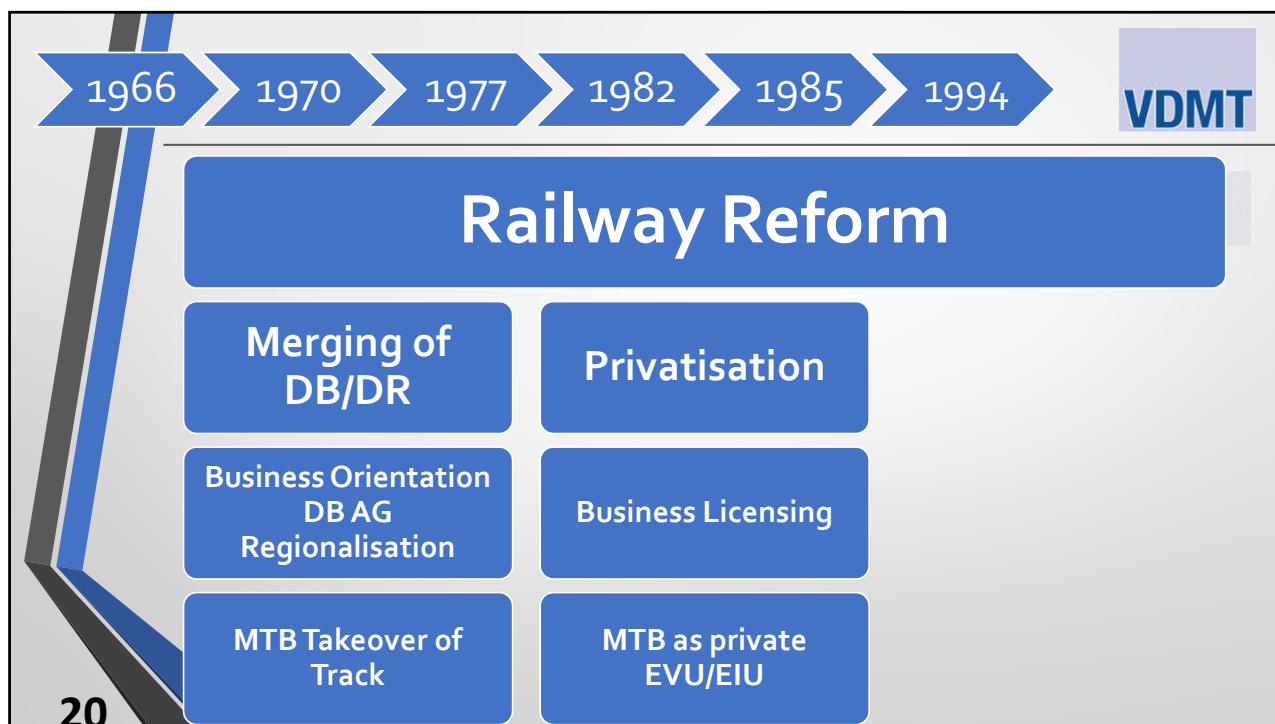
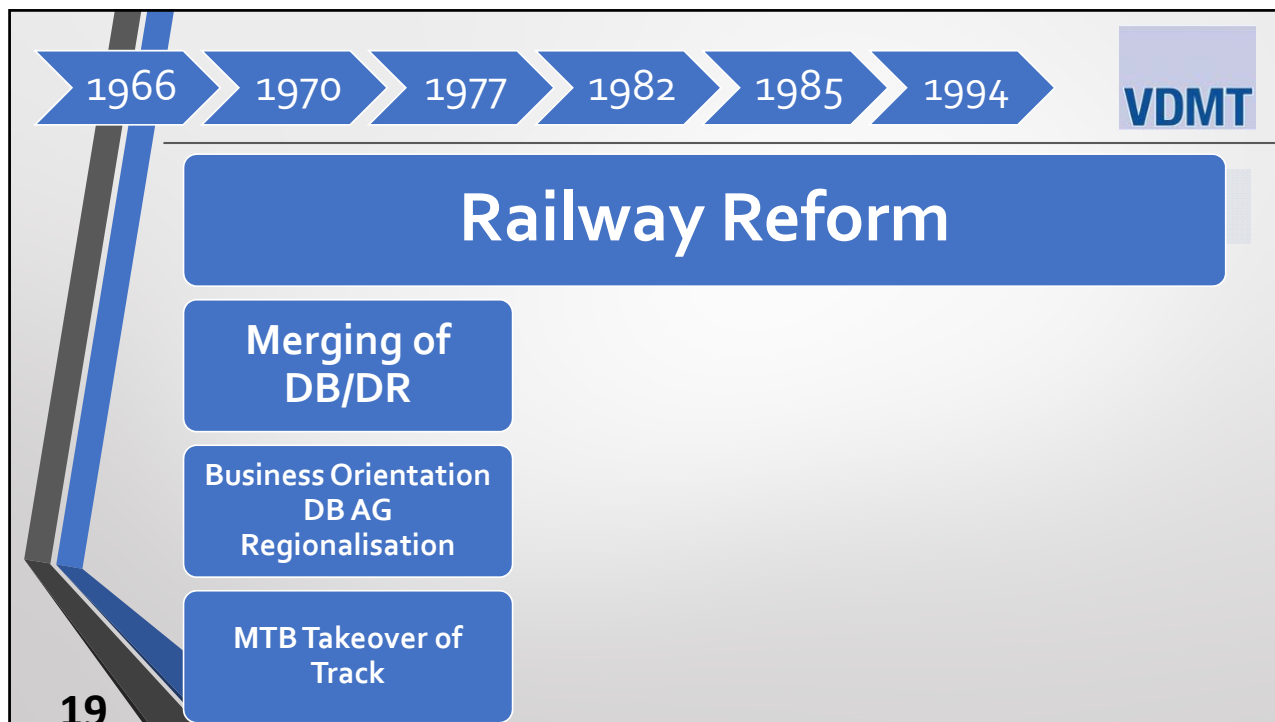


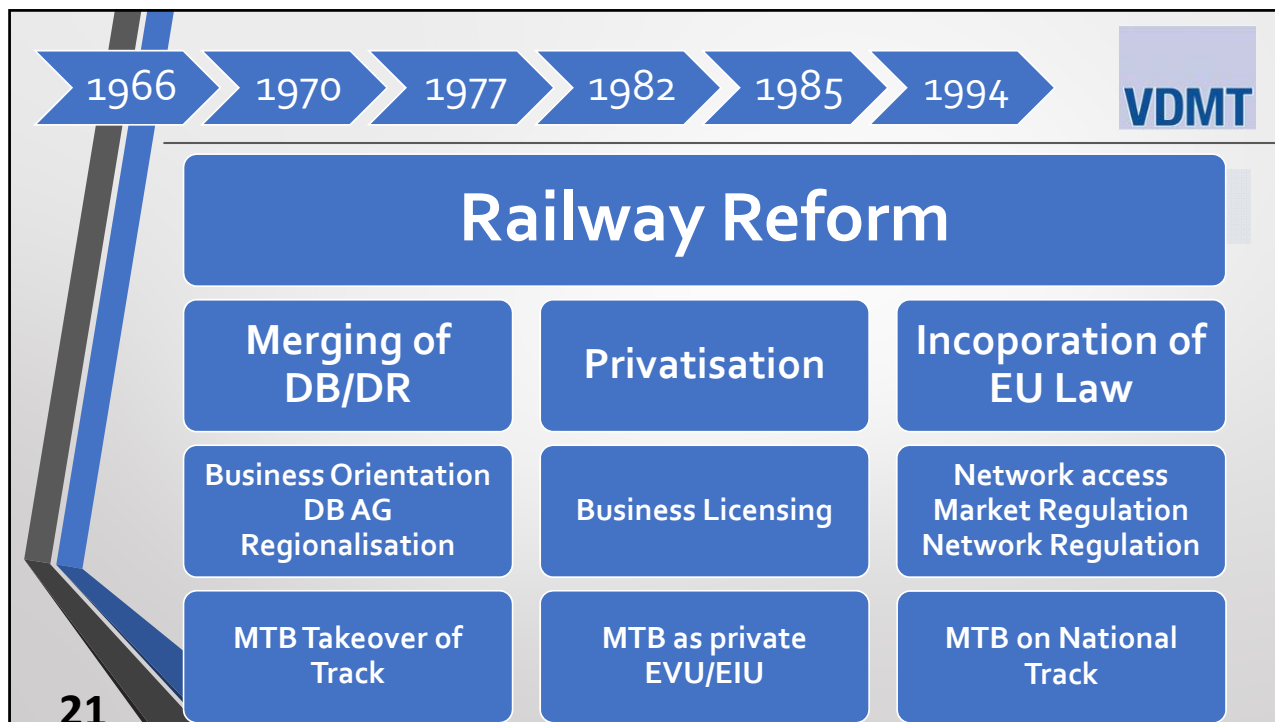
17

1966 1970 1977 1982 1985 1994 VDMT

Railway Reform

18





VDMT and the Reform

VDMT**VDMT**

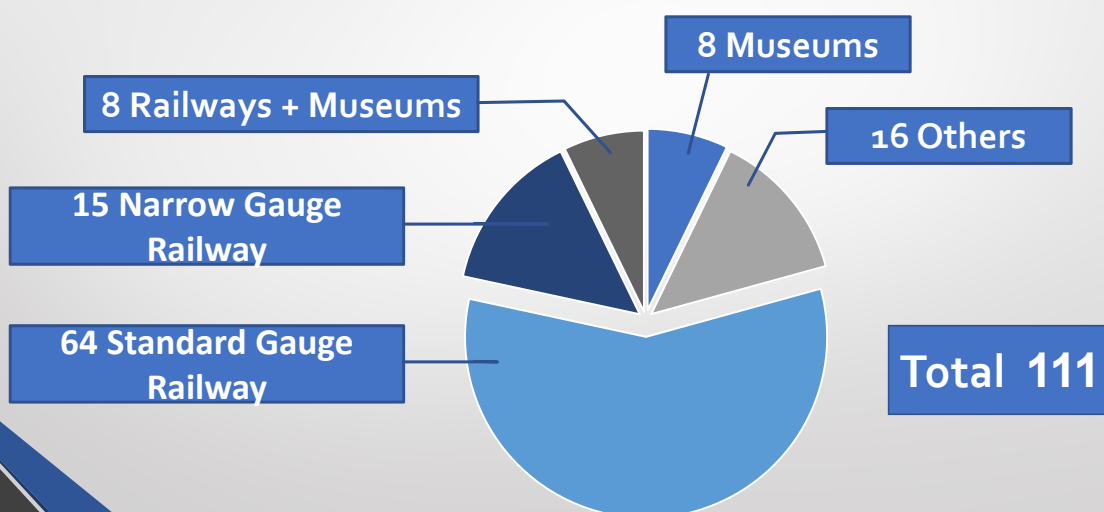
Verband Deutscher Museums- und Touristikbahnen

25

Representing Interests
Managing Different Sections
Networking

23

VDMT – Membership Structure

VDMT

24

Aim

VDMT

To maintain the Operation of Historic Railways as Sustainable Cultural Heritage



25

Which means...

VDMT

Dialogue with...

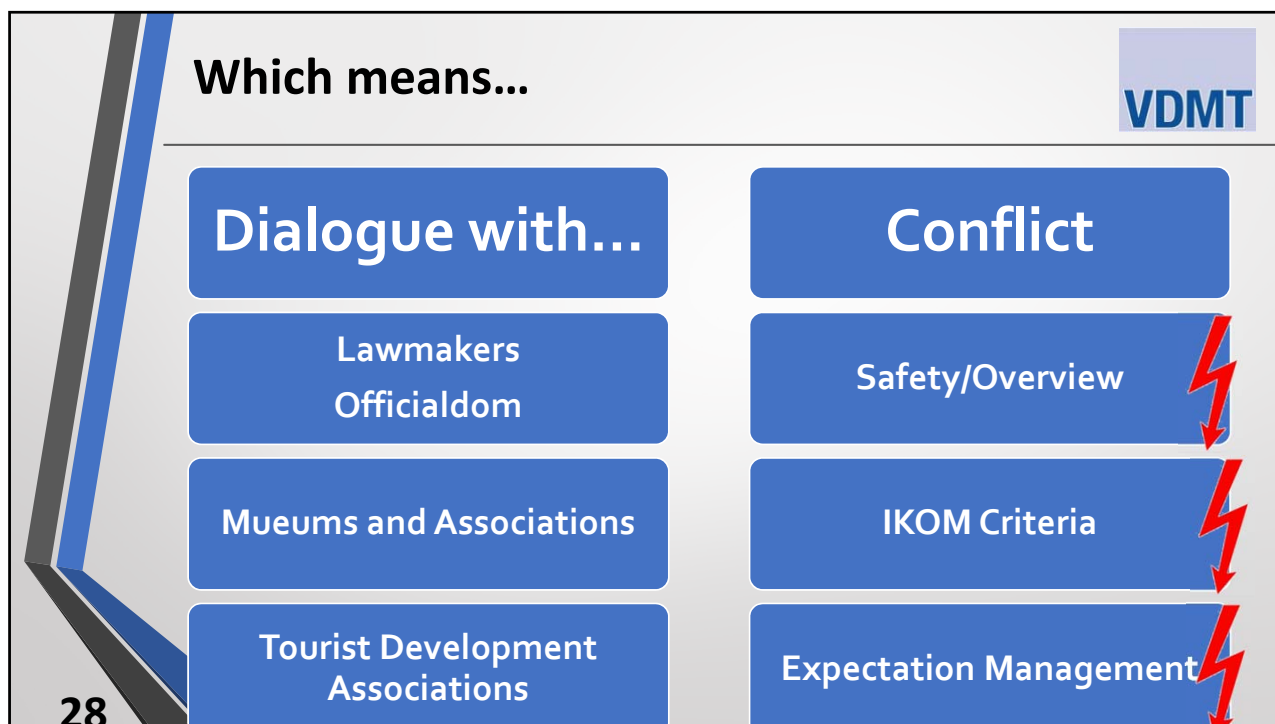
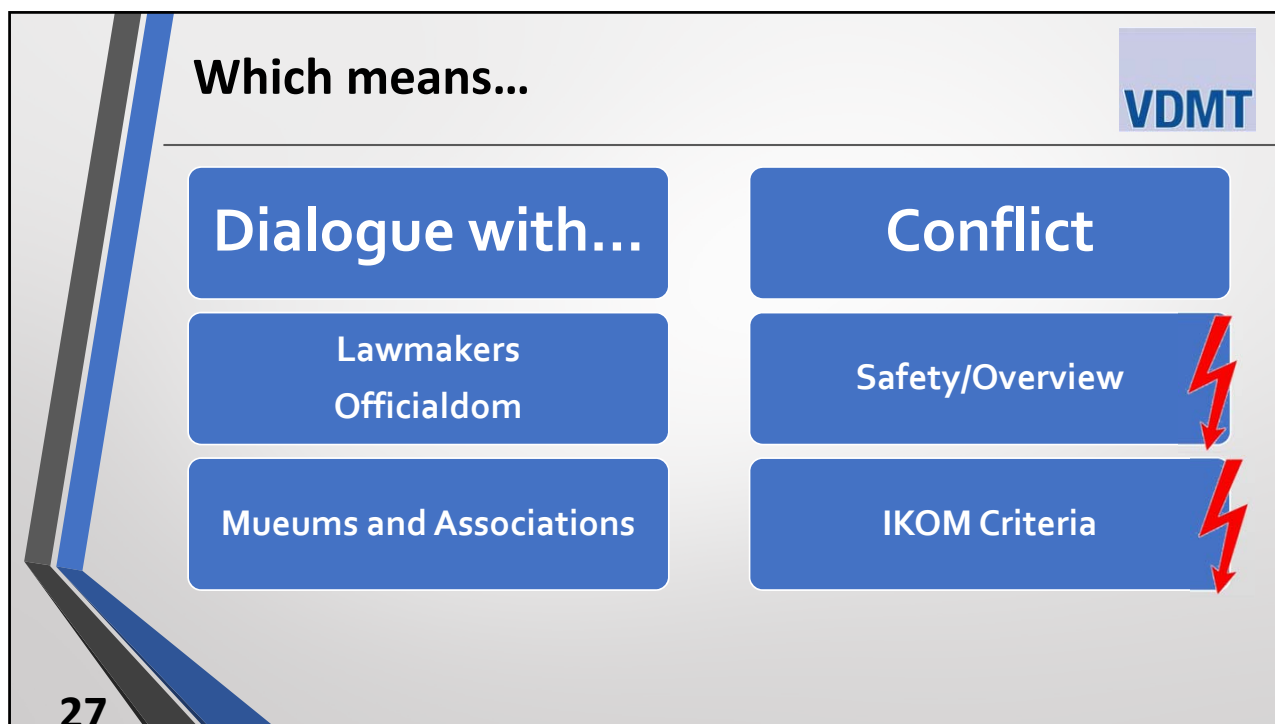
Lawmakers
Officialdom

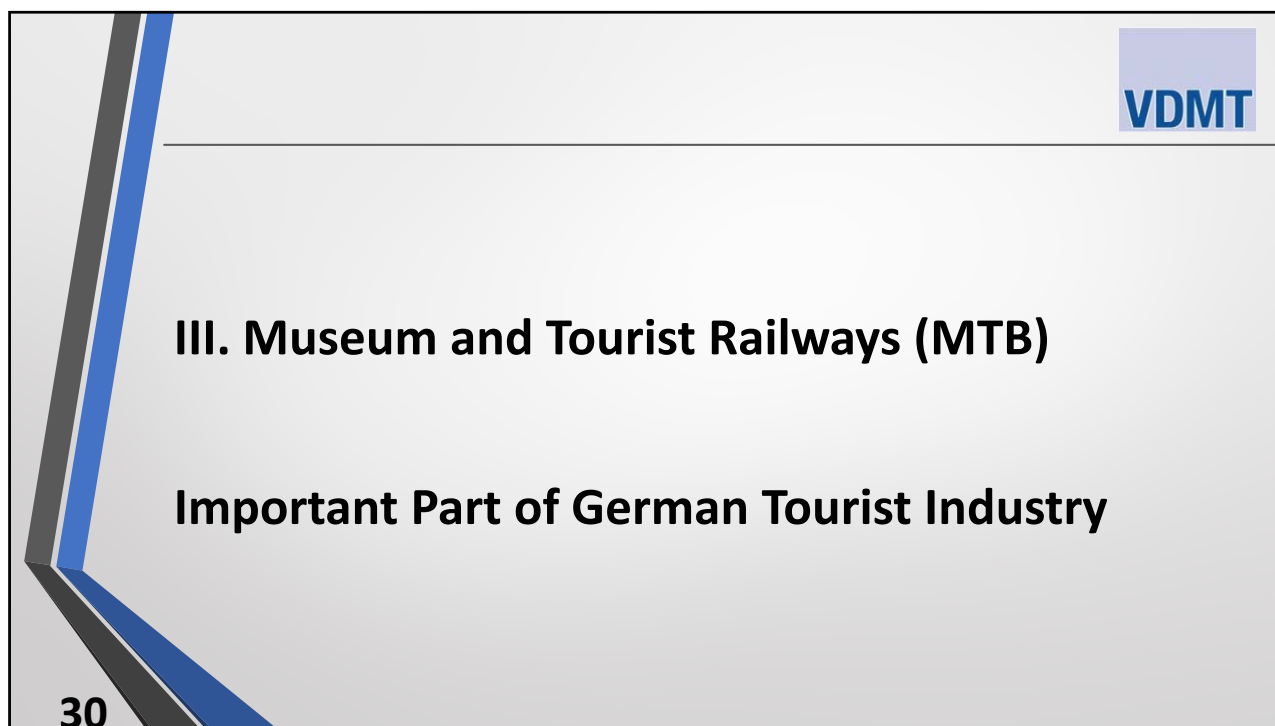
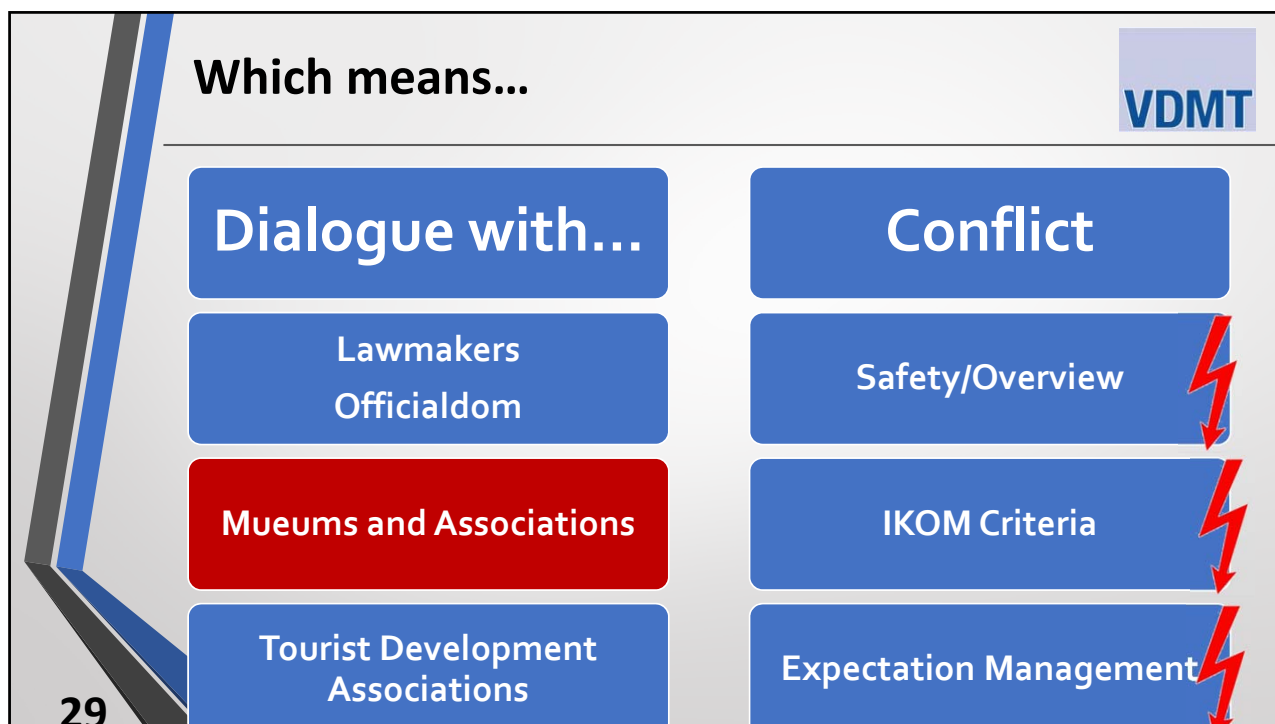
Conflict

Safety/Overview



26





MTB – Ein Ordnungsversuch

VDMT

Aim	Cluster	Charakteristika
Freetime Mobility	Tourist Railways	• All Year Operation
Experiencing History	Operation of Historic Rail Vehicles	• Specials
Knowledge Transfer Culture Museum Aims	Museum Railways	• Seasonal Operations by Volunteers
	Museums with no operating Vehicles	• Regular Opening Times

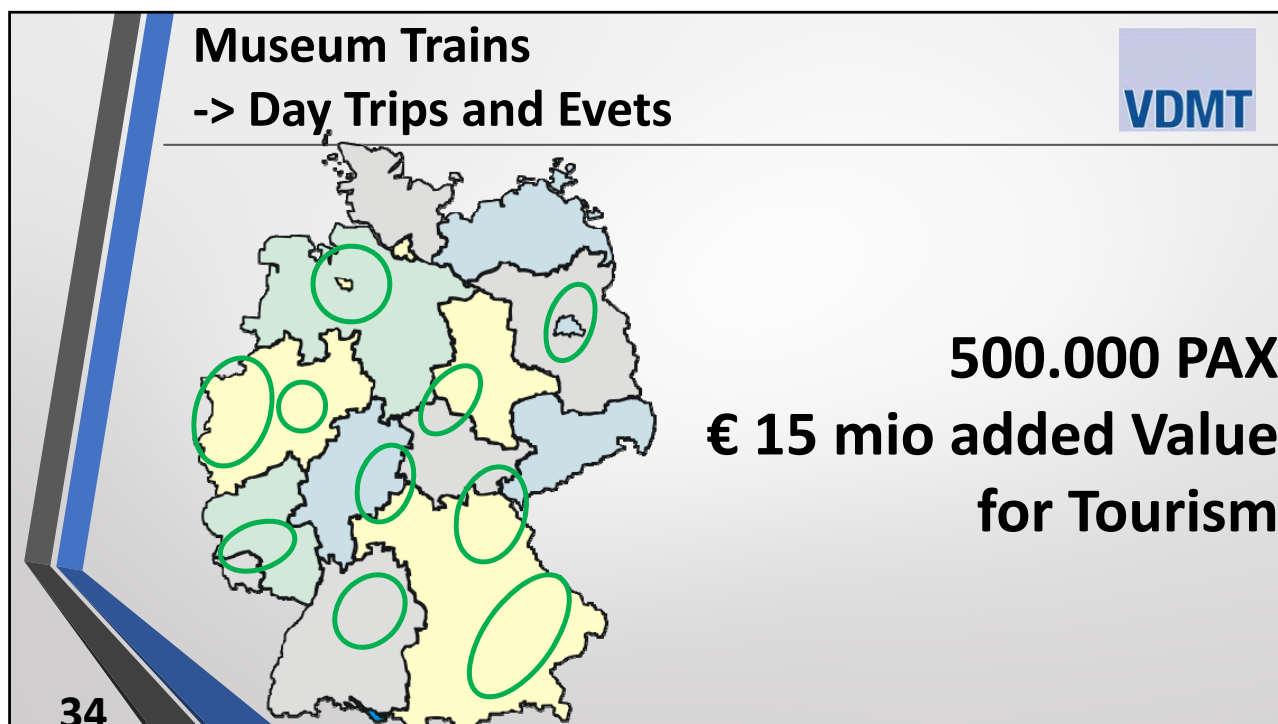
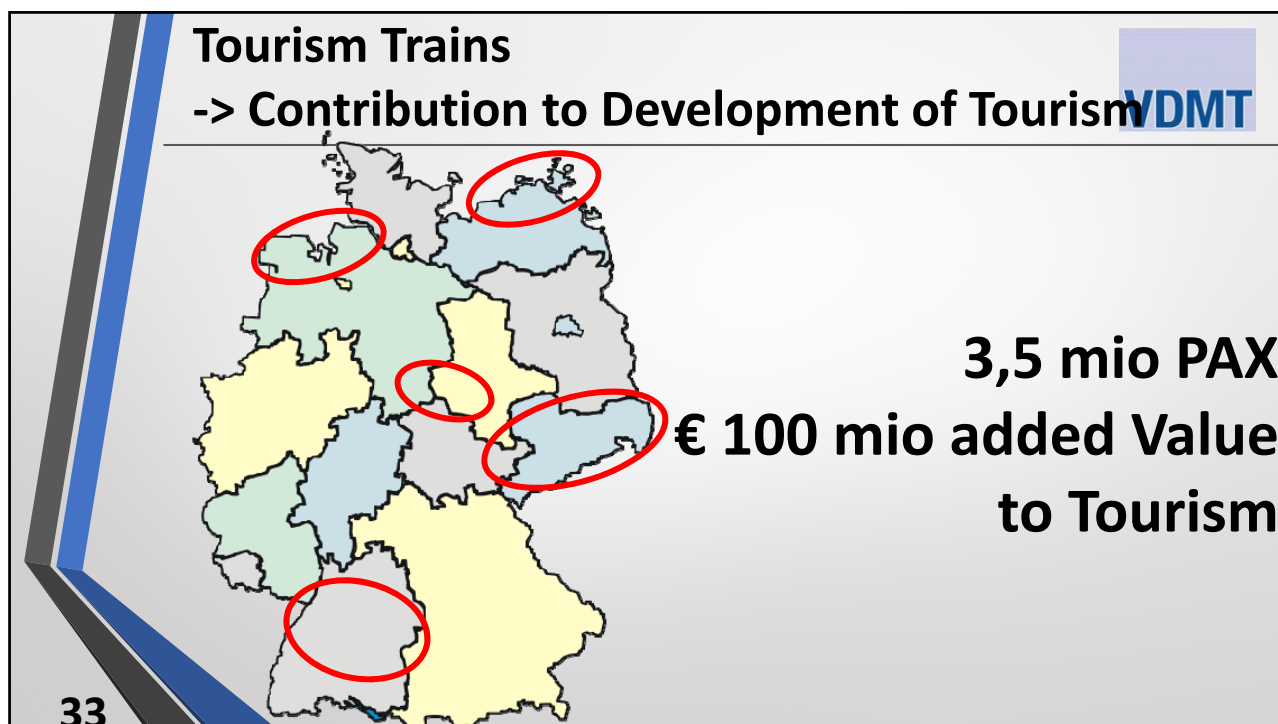
31

Die Sector

- More than 200
- + MTB without P
- + Public Access T
- + Museums for H
- + Industrial Sites

VDMT


32





MTB

VDMT

Further Contribution

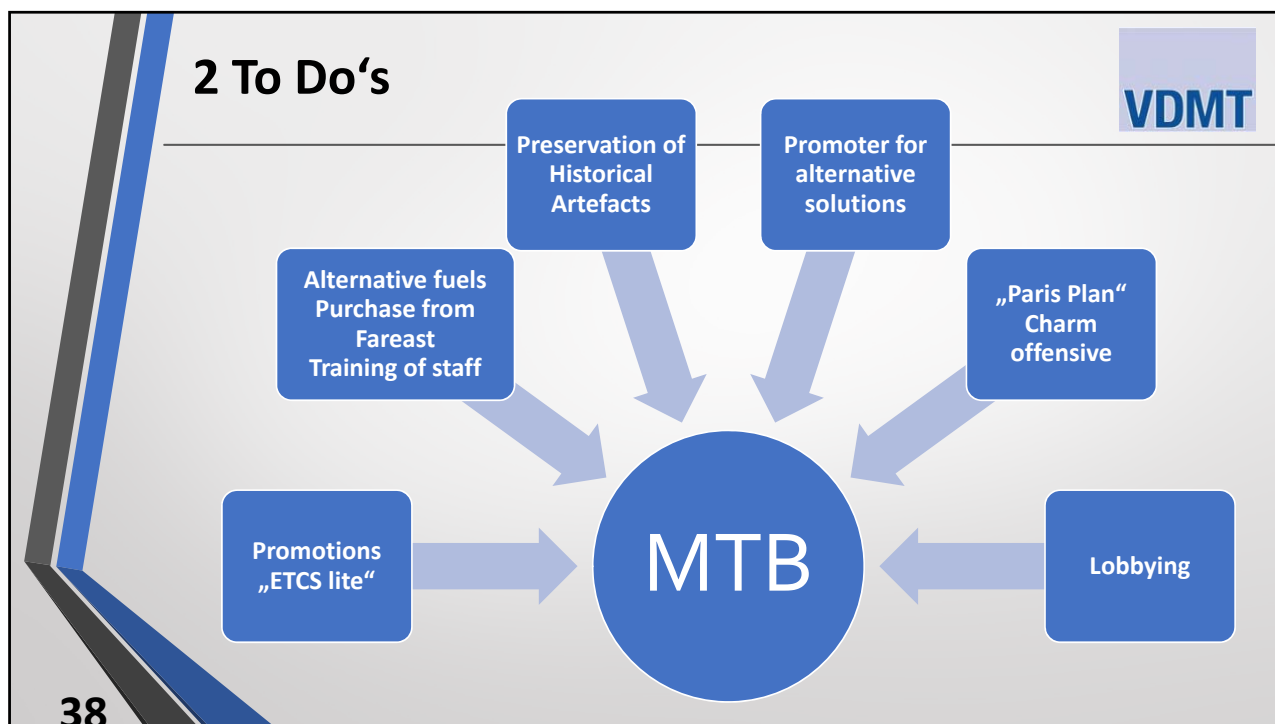
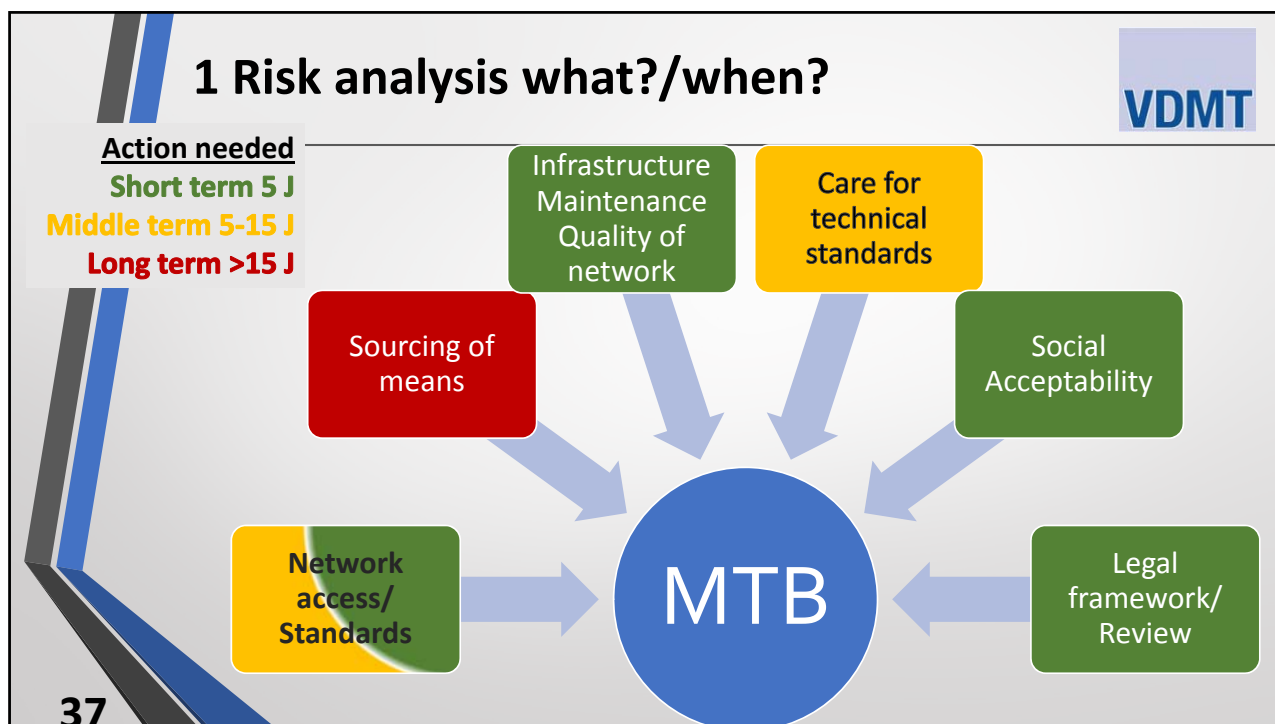
- > 600 km of track are maintained
- >150 Steam Locos are maintained
- >5.000 Volunteers work for MTB

35

VDMT

IV. Sustainably ensuring success

36



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

39

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

...

40

3.2 Next...

VDMT

Provision of Legal Security



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

Determination of relevant authority

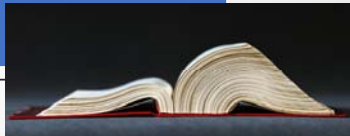
• ...

41

3.2 Next...

VDMT

Technical/Operational Rulebook




Maintenance of Steam Locos

Maintencance of historic rolling stock

• ...

42


Conclusion **VDMT**

We can be optimistic 

- Recognition of sectoral specificity
- Reach large cities without SMS
- Waiver for bureaucracy and monitoring burden

43

Conclusion **VDMT**

We can be optimistic 

- MTB decides about application of rules for exceptions
- Success and unique features secure political support in the region

44



Conclusion

VDMT

Now we need...

Reliable data

Justifiable museum concepts

•Cross sectoral thinking and acting

45

VDMT

**Enough for the next
25 Years of FEDECRAIL**

A large, stylized graphic of the number '25' in blue and green, with a white outline, positioned in the bottom right corner of the slide.

46



HERITAGE
RAILWAY
ASSOCIATION

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



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?**



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

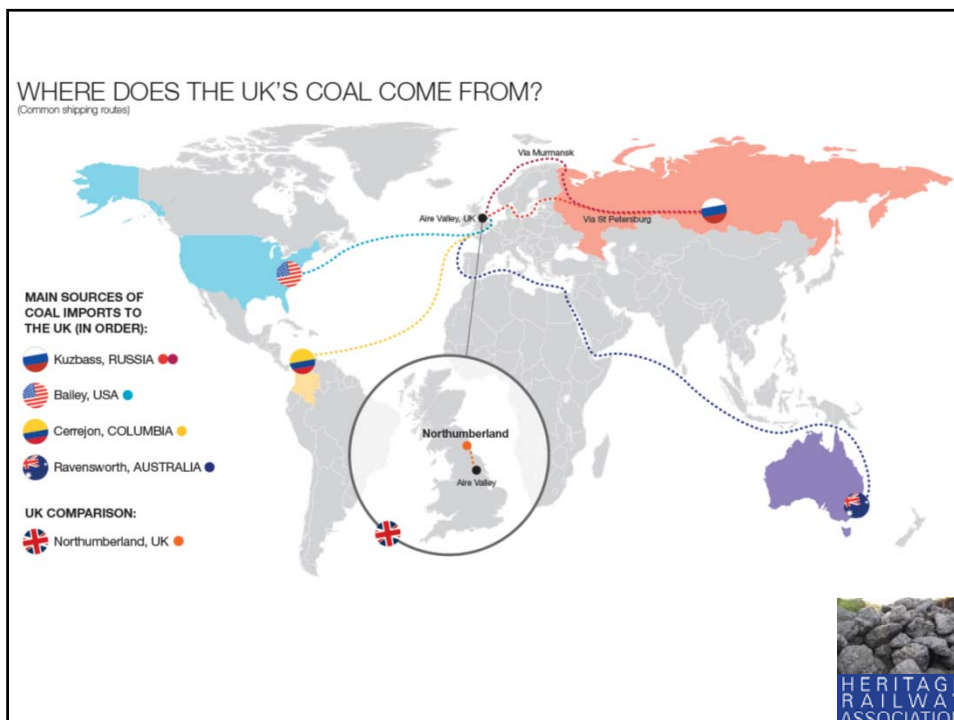
Working together

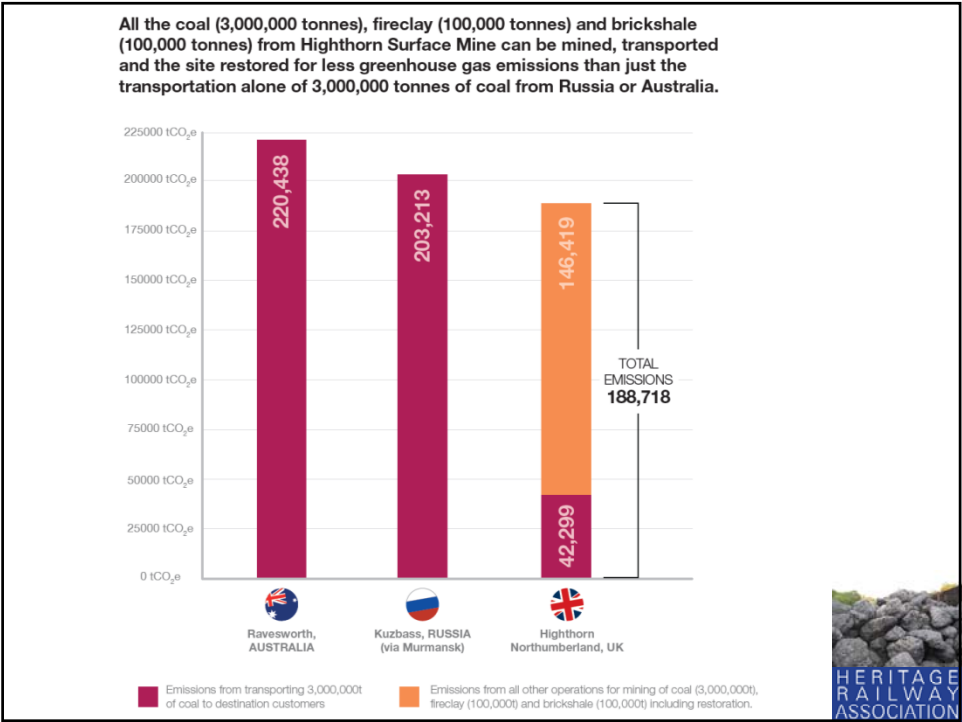
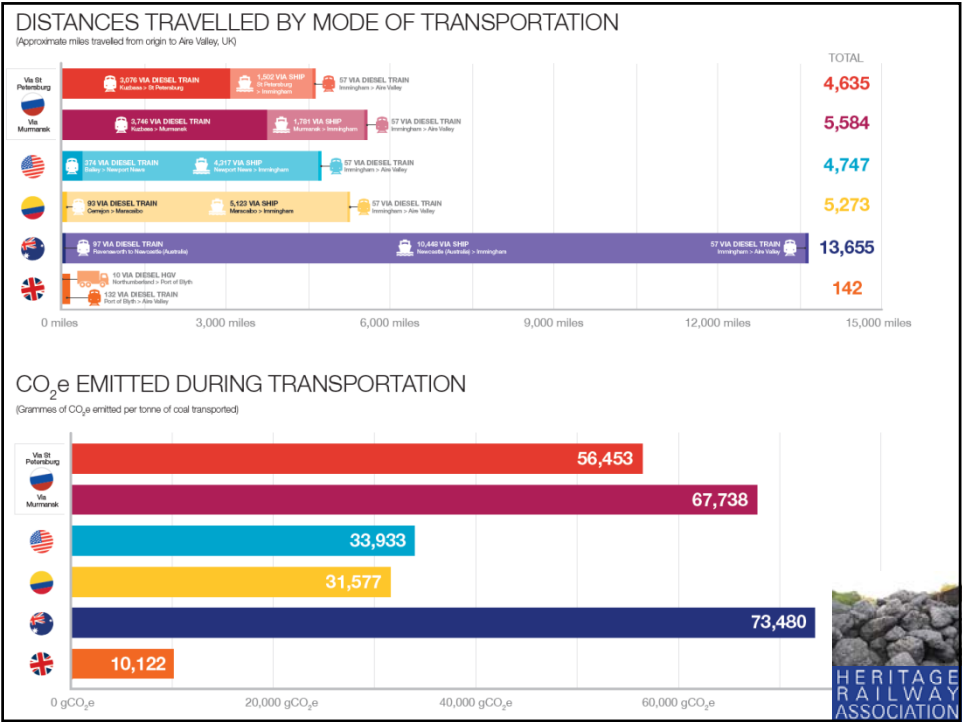


Challenge! - Is coal still a significant polluter?! ...

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."





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



Seven Points for HRA Members ...

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



HERITAGE
RAILWAY
ASSOCIATION

Securing the Future of Coal for Heritage Railways



Steve Oates, Chief Executive, Heritage Railway Association



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





- [Facebook](#)
- [Instagram](#)
- <https://blogg.sparvagssallskapet.se>



Next Generation!



Photo: Heimo Echensperger

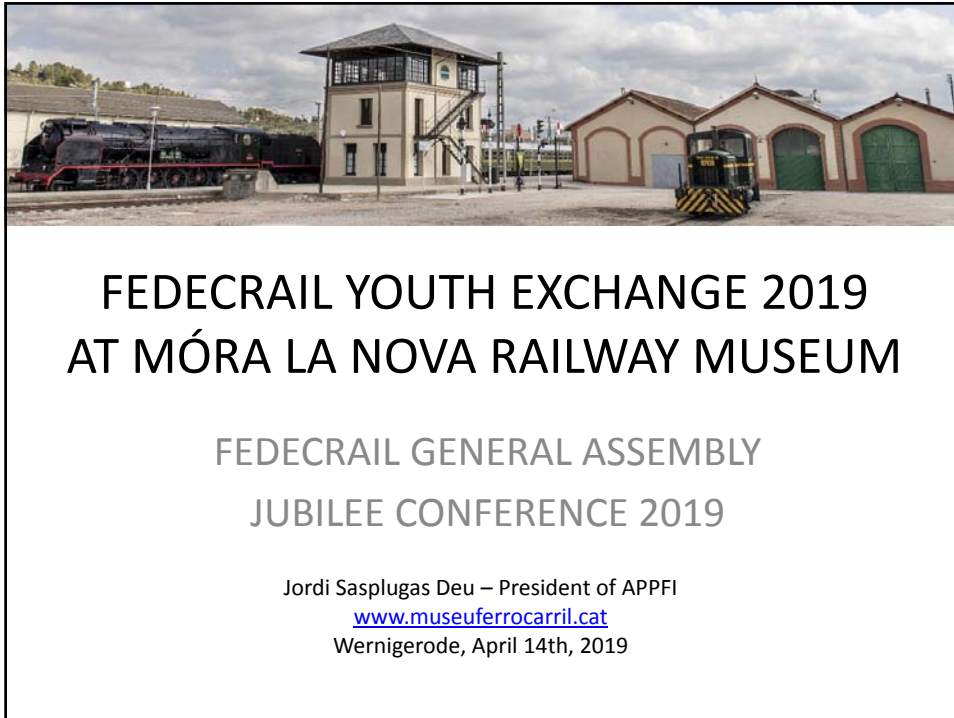


Photo: Heimo Echensperger



Youth Exchange 2019

Spain, Catalonia



Railway Museum at Móra la Nova




FEDECRAIL YOUTH EXCHANGE 2019




WHEN WILL IT TAKE PLACE?



FEDECRAIL YOUTH EXCHANGE 2019



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



FEDECRAIL YOUTH EXCHANGE 2019

WHAT ARE WE GOING TO DO?



Steam heating freight wagon



FEDECRAIL YOUTH EXCHANGE 2019

WHAT ARE WE GOING TO DO?



Steam locomotive Marcinell et Couillet 020T Type



FEDECRAIL YOUTH EXCHANGE 2019

WHAT ARE WE GOING TO DO?



Other works in progress



FEDECRAIL YOUTH EXCHANGE 2019

WHAT ARE WE GOING TO VISIT?



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



FEDECRAIL YOUTH EXCHANGE 2019

WHAT ARE WE GOING TO VISIT?

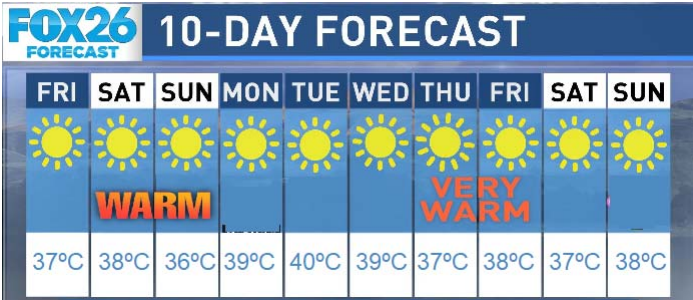


Barcelona



FEDECRAIL YOUTH EXCHANGE 2019

WHAT IS THE WEATHER GOING TO BE LIKE?



What else could you possibly expect?!



FEDECRAIL YOUTH EXCHANGE 2019

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

A photograph of the Móra la Nova Railway Museum. It shows a large, light-colored building with a central tower and several green arched doorways. A steam locomotive is visible on the left, and a yellow and black striped vehicle is on the right.

Thanks for your attention!

A row of four logos: the Museu del Ferrocarril de Móra la Nova logo, the APPFI logo (a circle with '241F' and '2238'), the Móra la Nova coat of arms, and the FEDECRAIL logo.

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