
H O G M E E T I N G

M I N U T E S

DATE: Friday 3rd May 2024 at 09:30 CEST

PLACE: NH hotel Bilbao and online

PRESENT:

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Online

Andres Wedzinga Wedzinga@fedecrail.org Fedecrail

Item

Number Text

Norsk google oversettelse

1 **Introductions**

As attendee list

Gottfried Aldrian as the director responsible HOG, opened the meeting. He proposed that Steve Wood be the chairman for the meeting. Steve noted that there was a record attendance for a HOG meeting.

Som deltakerliste

Gottfried Aldrian, ansvarlig leder i HOG, åpnet møtet. Han foreslo at Steve Wood skulle være møteleder. Steve bemerket at det var rekordoppslutning for et HOG-møte.

2 Minutes of the meeting held in Frankfurt 4th November 2023

Neil McDonald proposed that the minutes of the previous meeting in Frankfurt held on the 4th November 2023 should be accepted as a true record of the meeting. The meeting agreed they were a true record without alterations.

Neil McDonald foreslo at referatet fra forrige møte i Frankfurt holdt 4. november 2023 skulle aksepteres som en sann opptegnelse av møtet. Møtet var enige om at de var en sann rekord uten endringer.

3 Matters arising

There were no matters arising.

Det var ingen saker som dukket opp.

4 Notes from the online meeting held 28th February 2024

The meeting approved the notes from this meeting as a true record

Møtet godkjente notatene fra dette møtet som en sann opptegnelse

5 Matters arising

There were no matters arising.

Det var ingen saker som dukket opp.

6 Border stations

There was an item in a recent GRB meeting concerning the management of border stations, particularly with the change in electrification voltages. This prompted the question do we have any issues with border stations. Whilst the group didn't have any issues with border stations. The meeting discussed various examples of difficulties of working cross interfaces between infrastructure providers. For example, from Portugal into Spain with the Portuguese presidential train. As the Spanish NSA would not accept the Portuguese grandfather rights. Also, the difficulties of working to and from a private line from the national network. Particularly once the national network was signalled using ERTMS. Demark noted that they had been offered training on ERTMS for 8 persons at a cost of 2500 euros a course. In Norway they had been rebuilding tracks to remove the need to run over the national network. In some cases, the refusal of the NSA to grant authority to run could end up with court cases. Finland and Sweden noted that their different approaches from the different NSAs.

Det var et punkt i et nylig GRB-møte om forvaltning av grensestasjoner, spesielt med endringen i elektrifiseringsspenninger. Dette førte til spørsmålet om vi har noen problemer med grensestasjoner. Mens gruppen ikke hadde noen problemer med grensestasjoner. Møtet diskuterte ulike eksempler på vanskeligheter med å jobbe på tvers av grensesnitt mellom infrastrukturleverandører. For eksempel fra Portugal til Spania med det portugisiske presidenttoget. Ettersom den spanske NSA ikke ville godta de portugisiske bestefarrettighetene. Også vanskelighetene med å jobbe til og fra en privat linje fra det nasjonale nettverket. Spesielt når det nasjonale nettverket ble signalisert med ERTMS. Danmark bemerket at de hadde fått tilbud om opplæring i ERTMS for 8 personer til en pris av 2500 euro per kurs. I Norge hadde de bygd om spor for å fjerne behovet for å kjøre over landsnett. I noen tilfeller kan NSAs avslag på å gi fullmakt til å stille ende opp med rettsaker. Finland og Sverige bemerket at

deres forskjellige tilnærminger fra de forskjellige NSAene.

7 Vehicle Authorisation working group

There was nothing specific to report.

8 Meeting with CER

We held an online meeting with the CER technical director Enno Wiebe to discuss the use of ECM for heritage operators. To support this meeting we had prepared a memo on the definition of heritage.

This was the memo that we sent round with the agenda for this meeting. If there are any comments, please send them to Ian Leigh by Friday 10th May.

We will share with CER the memo, when we have any remaining comments.

During the meeting CER said they support the Fedecrail view.

Vi holdt et nettmøte med CER teknisk direktør Enno Wiebe for å diskutere bruken av ECM for kulturarvsoperatører. For å støtte dette møtet hadde vi utarbeidet et notat om definisjonen av arv.

Dette var notatet som vi sendte rundt med agendaen for dette møtet. Hvis det er noen kommentarer, vennligst send dem til Ian Leigh innen fredag 10. mai.

Vi vil dele notatet med CER når vi har noen gjenværende kommentarer.

Under møtet sa CER at de støtter Fedecrail-synet.

9 Task force on revising ECM

The task force is looking at how to revise the workings of ECM to make it more efficient.

The meeting discussed how ECM was applied in each country. In Sweden they operate with ECM, but you can only operate your own vehicles.

In Finland and Demark, they must follow ECM.

In some countries the national organisation has the certificate, for ECM and the members work to that.

In France they have grandfather rights, that can be retained.

In the discussion with CER and this could a common option to within the EU, it was suggested that the Dutch organisation to speak to transport ministry about an exemption.

In Norway they have exceptions from the regulations.

Arbeidsgruppen ser på hvordan man kan revidere ECMs virkemåte for å gjøre den mer effektiv.

Møtet diskuterte hvordan ECM ble brukt i hvert land. I Sverige opererer de med ECM, men du kan kun betjene dine egne kjøretøy.

I Finland og Danmark skal de følge ECM.

I noen land har den nasjonale organisasjonen sertifikatet, for ECM og medlemmene jobber for det.

I Frankrike har de bestefarrettigheter, som kan beholdes.

I diskusjonen med CER og dette kunne et felles alternativ til innenfor EU, ble det foreslått at den nederlandske organisasjonen skulle snakke med transportdepartementet om et unntak.

I Norge har de unntak fra regelverket.

10 ERTMS latest developments

Neil McDonald reported that the A1 trust in the UK headed by Graham Bunker had not made any progress in fitting the A1 locomotive with ERTMS. The overhaul has been protracted, so the A1 fitment is about a year late.

Ivar Gubberud questioned if France any update, which they had not. In Holland there is nothing much happening. There is the possibility of simplified system, but the supply industry is not responding of the ministry on this system.

For further discussion should we question the certification process and who can we install ERTMS at a low cost.

As GSM-R is obsolete, we will need to switch over to the use of 5G. The meeting noted that trackside baseline is now 4.

The meeting asked if we could approach ERA to see if can be used by heritage only need a digital radio allowed to use without a full system mode, either with or without class B signalling systems.

We could also look at hardware to stop the trains overrunning on to ERTMS signalled lines or some sort of electronic fence, such as used by the Zillertal Railway in Austria and as used in Sweden.

Neil McDonald rapporterte at A1-trusten i Storbritannia ledet av Graham Bunker ikke hadde gjort noen fremskritt med å utstyre A1-lokomotivet med ERTMS. Overhalingen har vært langvarig, så A1-monteringen er omtrent ett år forsinket.

Ivar Gubberud spurte om Frankrike noen oppdatering, noe de ikke hadde. I Holland er det ikke mye som skjer. Det er mulighet for forenklet system, men leverandørindustrien svarer ikke fra departementet på dette systemet.

For videre diskusjon bør vi stille spørsmål ved sertifiseringsprosessen og hvem kan vi installere ERTMS til en lav kostnad.

Siden GSM-R er foreldet, må vi gå over til bruk av 5G. Møtet bemerket at grunnlinjen ved sporet nå er 4.

Møtet spurte om vi kunne henvende oss til ERA for å se om kan brukes av arv bare trenger en digital radio tillatt å bruke uten full systemmodus, enten med eller uten klasse B signalsystemer.

Vi kan også se på maskinvare for å stoppe togene som kjører over på ERTMS-signallinjer eller et slags elektronisk gjerde, slik som brukes av Zillertal Railway i Østerrike og som brukes i Sverige.

11 LL brake blocks.

The reports had been completed and no further issues reported.

Rapportene var fullført og ingen ytterligere problemer rapportert.

12 Recommendations from ERA to EC

Our outgoing President Jaap Nieweg noted that there had been 34 recommendations over 9 years from ERA to the commission. Some of which may not have been drafted in a way that supports heritage operations. The meeting agreed that there were no recommendations that they wished us to challenge. The meeting did however ask that we have a procedure in place to handle future recommendations. The discussion with CER is an example of when.

Vår avtroppende president Jaap Nieweg bemerket at det hadde vært 34 anbefalinger over 9 år fra ERA til kommisjonen. Noen av dem er kanskje ikke utformet på en måte som støtter kulturarvdrift. Møtet ble enige om at det ikke var noen anbefalinger som de ønsket at vi skulle utfordre. Møtet ba imidlertid om at vi hadde en prosedyre på plass for å håndtere fremtidige anbefalinger. Diskusjonen med CER er et eksempel på når.

	How should applications for new operators' licences be supported? We should ask Josef Doppelbauer during our meeting with him	Hvordan bør søknader om nye operatørlisenser støttes? Vi bør spørre Josef Doppelbauer under vårt møte med ham
13	Applicable legislation	
	The meeting agreed this was a useful document and that we should continue to support it.	Møtet ble enige om at dette var et nyttig dokument og at vi fortsatt skulle støtte det.
14	Visits to Poland and Bosnia Herzegovina	
	<p>Steve Wood reported that he had visited Poland. Their narrow-gauge lines wanted to understand how UK works for legislation as they are catching up with the west. This included a visit to Line 102 which runs on into Ukraine. Poland is considering forming an umbrella organisation. Wolsztyn has offered to host the Fedecrail conference in 2026.</p> <p>Ian Leigh reported that he had visited Bosnia and Herzegovina. To see if there was potential to develop steam tourist operations.</p> <p>Reports are appended to these minutes.</p>	<p>Steve Wood rapporterte at han hadde besøkt Polen. Deres smalsporede linjer ønsket å forstå hvordan Storbritannia jobber for lovgivning når de innhenter vesten. Dette inkluderte et besøk på linje 102 som går videre inn i Ukraina. Polen vurderer å danne en paraplyorganisasjon. Wolsztyn har tilbudt seg å være vertskap for Fedecrail-konferansen i 2026.</p> <p>Ian Leigh rapporterte at han hadde besøkt Bosnia-Hercegovina. For å se om det var potensial for å utvikle damp turistvirksomhet.</p> <p>Rapporter er vedlagt dette referatet.</p>
15	Meeting with Josef Doppelbauer	
	The meeting has been arranged with Herr Doppelbauer on 28th May 2024 and will be attended by SW, IL, GA and MM.	Møtet har blitt arrangert med Herr Doppelbauer 28. mai 2024 og vil bli deltatt av SW, IL, GA og MM.
16	Revision of the Technical Specifications for Interoperability (TSIs)	
	<p>There are no specific updates to TSIs now.</p> <p>The meeting noted the ERA working plan, any comments should be sent to Ian Leigh, who will forward them on to Jochen, Gottfried and Andres</p> <p>The meeting noted the updates to the CSM.</p> <p>If anyone has more details on competence guidance, could they send them on to Andres Wedzinga.</p>	<p>Det er ingen spesifikke oppdateringer av TSI-er nå.</p> <p>Møtet noterte ERA arbeidsplanen, eventuelle kommentarer skal sendes til Ian Leigh, som vil videresende dem til Jochen, Gottfried og Andres</p> <p>Møtet noterte oppdateringene til CSM.</p> <p>Hvis noen har flere detaljer om kompetanseveiledning, kan de sende dem videre til Andres Wedzinga.</p>
17	Digital European Programme	

The meeting noted there was a Digital European Programme. The discussion considered, cybersecurity protection on data for customers as well as organisation.

That export data outside the EU was not permitted by EU law.

Railways have rational protected systems.

Members should ensure they have electrotonic file system, that are accessible to the team so they are not lost if someone leaves.

Møtet bemerket at det var et digitalt europeisk program. Diskusjonen tok for seg cybersikkerhetsbeskyttelse på data for kunder så vel som organisasjon.

At eksport av data utenfor EU ikke var tillatt i henhold til EU-lovgivningen.

Jernbaner har rasjonelt beskyttede systemer.

Medlemmer bør sørge for at de har et elektrotonisk filsystem som er tilgjengelig for teamet, slik at de ikke går tapt hvis noen forlater.

18 Coal

Concerns remain as to whether we will be able to obtain coal in the longer term. Reinhard was unable to be at the meeting so IL, will circulate the latest email from Reinhard.

Det er fortsatt bekymring for om vi vil klare å skaffe kull på lengre sikt. Reinhard kunne ikke være på møtet, så IL vil sirkulere siste e-post fra Reinhard.

19 AOB

European chemical agency, are considering banning lead, which might have an impact on sliding parts. IL to investigate.

The Swedish mainline members issue their own certification, this might be useful in Holland. IL to arrange a Teams meeting with Sweden and Dutch.

Conce European Chemical Agency vurderer å forby bly, som kan ha en innvirkning på glidende deler. IL å undersøke.

De svenske hovedlinjemedlemmene utsteder sin egen sertifisering, dette kan være nyttig i Holland. IL arrangerer et Teams-møte med Sverige og Dutch.

rns gjenstår om vi vil være i stand til å skaffe kull på lengre sikt. Reinhard kunne ikke være på møtet, så IL vil sirkulere siste e-post fra Reinhard.

20 Next meetings

21st September in Bo'ness in Scotland

2nd November in St Quentin in France

21st September in Bo'ness in Scotland

2nd November in St Quentin in France

POLISH CONFERENCE PRZEWORSK 15-16TH MARCH

Many members will be aware of the work of our member NERHT (New Europe Railway Heritage Trust), which aims to provide help and assistance to railway preservation organisations in the former Eastern Bloc countries.

Therefore, it was a great privilege and honour to be asked by NERHT Chairman Stephen Wiggs to speak on behalf of Fedecrail at a conference organised by the Polish Federation of Museum, Tourist and Local Railways at Przeworsk in Poland in March.

Przeworsk boasts a narrow gauge 75 cm line running a total of 46 KM to the village of Dynow which is used to run heritage trains during the summer months and is operated by Przeworsk Council. Incredibly the line has been totally re-laid to the highest track standards assisted by EU funding following flood damage to the original alignment. The only cloud on the horizon is the result of the recent elections in the area which may result in a change of personnel which may result in policy changes, naturally NERHT and Fedecrail will assist where possible.

The formal part of the conference was on the Friday morning where I spoke on behalf of Fedecrail on legislation that applies to Heritage railways both on standard and narrow-gauge lines, also the background from the UK perspective. Other notable speakers were from the UTK (the Polish NSA), and members of the Polish Federation also the contractors who carried out the work relaying the line. Following lunch there was a discussion forum.

In the afternoon we went on a train ride on the line to Kanczuga hauled by one of their diesel locomotives, which is their current limit of operations due to flood damage. The affected section is only short and will be re-laid in order for trains to be restored this summer.

We then proceed by coach to inspect their tunnel, of which they are particularly proud, which is 602 meters long on a dead straight alignment. Tunnels are comparatively rare in Poland and on narrow gauge in particular.

The whole day was rounded off by a dinner and an informal evening at which many points of mutual interest were discussed, particularly the possibility of the Polish Federation umbrella joining Fedecrail. To this end a further meeting may be proposed to be held possibly in Warsaw.

The following day the opportunity was taken to visit prospective member Line 102 based in Przemysl. This is an international organisation which with Ukraine aspires to operate heritage trains cross border. The line has been completely re-laid and we were taken to view this, followed a meeting in their club car one of the two preserved coaches in Przemysl yard. Unfortunately, the Ukrainian representatives were unable to be there due to the difficulty of leaving Ukraine during the current situation. We hope to welcome them into membership at the Bilbao conference.

I would like to thank Stephen Wiggs, Andrew Goltz and everybody concerned with the organisation of the conference, which was both informative, interesting and entertaining.

Steve Wood, Fedecrail Chairman of HOG

Appendix 2

Free Morning, we travelled on a few of the trams in Sarajevo. Some of the Tatra trams were in poor repair with rust clearly visible. Some were covered in advertising wraps. They are taking delivery of new Bombardier trams, you could be anywhere trams. Sarajevo itself has sort of recovered from the war. But there are plenty of reminders such as damage to the building. There are quite a few derelict buildings in the city centre. There is a museum on the site of where the archduke and his wife were shot setting in to motion the start of the first world war.

At 14.00 we had a meeting with Edin Forto, BiH State-level Minister of Transport. Accompanied by the British ambassador Julian Riley. In the Government Building Trg Bosne I Hercegovine 1, Sarajevo. We opened the meeting explaining what NERHT and Fedecrail do and how we could assist with the development of tourist railways. Assisting with visits to the tourist railways in other countries so they could see what other countries had done and bringing in experts to help with items such as marketing. The minister was well informed on the potential for tourist railways. He commented that the focus currently in BiH was on road building and road improvements. He promised to consult the relevant parties as to what needed to be done to promote tourist railways and come back to us within two weeks.

Our next meeting at 15.30 was with the Director of ZFBH (Federation Entity Railways) Enis Dzafic, and two of his direct reports. We were again accompanied by Ambassador Julian Riley. Presidency Building Musala 2 Sarajevo. This was a more technical meeting. We went through what NERTH and Fedecrail could offer. Including returning with experts to set report on what is possible. We then suggested the railway should run steam trains from Sarajevo to Mostar. Perhaps once or twice a year. It was very clear they had little funds to spare to such a venture. So, they were very interested in the possibility of EU funding for tourist trains. They were concerned with how to manage the local press to generate interest. But they had made time from their top management team to be at the meeting. We suggested forming a working group within the railway to organise regular tourist trains using steam. Which they said they would do. There appear to be very few technical barriers, for example they don't have an ATP system. It was clear after the meeting they were very proud of their Talgo trains that run twice a day from Sarajevo to Mostar.

Meeting with Alex Budden, Adriatic Metals. This company has refurbished the line from Podlugovi - Vareš Majdan to run minerals trains. These trains then continue on the main line to Ploce. They are mining for various minerals including silver. Whilst they do have two passenger coaches, they do not appear to be interested in running tourist trains.

TUES 23 APRIL

Call on Director of Banovici Mine Rasim Dostovic and Director of Investment Nenad Todorovic at HQ RMU Banovici, Armije Bosne I Hercegovine 52. Then visit standard gauge and narrow gauge steam railways. RMU Banovici provided an interpreter. We had a meeting, a visit to their locomotive depot and were then taken out to lunch in a communist era meeting hall.

There was some interest from the mine management in running tourist trains, which they have done in the past. They have an underground coal mine and an opencast coal site. They use their narrow gauge railway to transport the coal from the mine to the separation plant. They were very concerned about the potential for disruption to the mines production when running tourist trains. To make space in the timetable they cancelled one coal trip and then gradually caught up again by loading and unloading slightly faster several of the following trains. It was not immediately clear as to why there was not the spare capacity for additional tourist trains. The route is double track and signalled, although we did not see the terminal operations. They have 3 coaches provided by USA aid which are stored out in the open, by the mine offices, and suffering as a result with peeling paint. For more regular tourist operation, we would need to understand the cause of these issues.

We toured the locomotive and wagon repair shops. The wagons had clearly been repaired on numerous occasions with the need to replace of the bottom of the side opening doors from wear and corrosion. They have 2 steam locomotives which can be used, although one was minus its wheels (which had been turned) at the time of our visit. There were several more steam locomotives which would need considerable work to bring them back into service. The mine management had expressed concern that the locomotives were a safety risk with the boilers operating at full steam pressure.

The servicing facilities were in run down state such as uneven concrete floors, and the machine shop had old lathes with manual control. We didn't see any other machinery. One consistent message was there was a loss of skills to maintain steam with the retirement of the older workers.

There was nothing in the way of facilities in for tourists, when joining or leaving the trains. Although one coach was set up as a bar car. The access to where the train was kept was difficult over a single-track road bridge, there was no real car parking, no toilets, and no café facilities. It would be difficult to bring a road coach in. Next to the siding there was a large drag line mining machine. The coaches were on a siding. There was no platform, the ground was uneven and no signalling to leave the siding. I assume the train would have to be hand signalled out of the siding.

The track of what we saw was in reasonable condition maintained well enough to stop the coal trains derailing.

WED 24 APRIL

08.00 Call on Director of Kreka Mines Elnur Dizdarevic. Mije Kerosevica 1, Tuzla. Sabina Skenderovic to interpret,

Then: Visit to Bukinje Depot and Sikulje and Dubrave Mines to see Kreka's standard gauge Class 33 "Kriegsloks" in operation.

We held the meeting with the mine GM, he clearly had other pressing issues to attend to. One of his direct reports then joined the meeting. Again, they expressed interest in running tourist trains, but they would need outside funding to do so.

We were not shown any facilities for tourists. They took us directly to the steam locomotive depot in an old car.

In the depot they had three Kriegsloks. One had clearly been stripped of all the useable spare parts. It was just a boiler shell and the frames. The other two were in run down condition, just cleaning them would have helped. One was outside with the dome off, with a small fire to warm it, but it could probably be used. One was in the depot with the superheater tubes being replaced. They had reused the end knuckles as they were expensive to replace. The shed had a rundown appearance. They also had limited machining capability, four manual lathes. They were also suffering from staff shortages they now had 4 staff as 6 had left due to retirements. Outside there were several out of use tank locomotives, which might make good restoration projects.

We discussed the possible interest from Austria and Germany in the Kriegsloks. Plus that the Hungarians might be interested in the locomotives as they have large repair facilities in Budapest.

THURS 25 APRIL

Call on Tuzla Canton Minister of Tourism, Transport and Trade, Denis Becirovic. This was a bit of a surprising meeting, when we found the correct office. As there were 8 attendees on the Bosnian side, then not only did the ministry share the offices with the local TV and radio station. But they also had a press photographer, to take photos of our arrival and meeting which they then posted on their website. They were much more interested in developing tourism, than the mining companies. We made the usual pitch of what NERHT and Fedecrail can do which they were interested in. They made comments on how the Tuzla canton was one of the richest in BiH but they received the least amount of money back from the central government. They had not received any investment in new motorways or railway electrification schemes. They did suggest we could take this up with Brussels. We had noted the previous day that Tuzla station was shut and there hadn't been any trains recently.

They were very interested in us going back to prepare a report on what would need to be done to run tourist trains on the narrow gauge mine railway. The minister had already spoken to the local mayor in Banovici to facilitate this.

Both sides agreed that it was not just international tourists, we were aiming at but also tourists from other parts of BiH and local people as what you can do on a Sunday afternoon.

Ian Leigh
Secretary of HOG