

**British Section**

**Newsletter**

**Vol.23 No.2**

**December 2018**

## **European Association of Railway Personnel**

**Association Européenne des Cheminots (AISBL)**

**International Association (A.R. 4.2.1985)**

**International Non-governmental Organisation with advisory status to the  
Council of Europe (6.4.1977)**

**International Non-governmental Organisation with consultative status to the**

**UN (decision E/ 2002/ of 22.07.2002) and member of the  
United Nations Economic and Social Council (ECOSOC)**

**Registered address: A.E.C (AISBL). - 25 Square de Meeus 1000 Brussels, Belgium**

**AEC EUROPEAN BUREAU – elected at the General Assembly at Poznan (PL),  
September 2017.**

**European President: Nicolae Dutu (RO)).**

**Vice-President: Dott. Giuseppe Cirillo (I)**

**European Secretary: Malgorzata (Margaret) Boczek-Kwaczynska (PL).**

**Asst European Secretary: Philip Worsfold, B.Sc., C.Eng., M.I.C.E. (GB)**

E-mail: [wors@8bwhi.eclipse.co.uk](mailto:wors@8bwhi.eclipse.co.uk)

**Treasurer: Karl Eder (A). Asst Treasurer: Walter Rohr (A)**

**AEC BRITISH SECTION COMMITTEE**

The committee, officers (other than the President) elected at the Annual General Meeting on 19<sup>th</sup> April 2018, is as follows

**Honorary President:**

Colin Charman,  
Operations Manager  
Eurostar Engineering Centre.

**Past Honorary President & Hon. Life Member:**

Theo Steel (formerly Project Director ONE Railway)

**President:**

Bob Clark,  
E-mail: [bob.aec.bs.eu@gmail.com](mailto:bob.aec.bs.eu@gmail.com)

**Vice-president:**

Patrick Rigby,

**Secretary & Webmaster [NEW]:**

Jenny Worsfold,  
E-mail: [jenworsfold@tiscali.co.uk](mailto:jenworsfold@tiscali.co.uk)

**Assistant Secretary:**

Peter Davies,  
E-mail: [peter@24foxglove.co.uk](mailto:peter@24foxglove.co.uk)

**Visits Secretary:**

Post left vacant

**Treasurer, Membership Secretary and Recruitment Officer:**

Nigel Hyde,  
E-mail: [nigel.hyde6@btinternet.com](mailto:nigel.hyde6@btinternet.com)

**Checker of Accounts:**

Colin Charman,

The British Section Newsletter is produced by a small team headed by Philip Worsfold, who fulfils the non-committee role of Editor and Translator.

**A.E.C. BRITISH SECTION NEWSLETTER, Vol. 23 No. 2  
December 2018**

The list of committee members is on page 2.

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**A membership Application Form / GDPR Declaration is attached to the e-mail edition of this Newsletter.**

**The European web page is at: <http://www.A-E-C.net> (hosted by the German section)**

AEC Latvia is at [www.ldzb.lv/aec/lv/](http://www.ldzb.lv/aec/lv/) (**revised**)

The aecitalia website is not recognised as representing the official Italian section of AEC.

Vito Visconti is no longer a member of AEC.

**This list has been updated and only sites currently available are shown.**

The **British Section Website has now been re-established** and is available at <http://www.aec-europe.co.uk>

The **British Section Facebook** page is currently closed and in view of recent problems on Facebook, will remain so.

The French website has also closed due to the webmaster's ill health.

The British Section Newsletter is also available on line at the European website and on the British section website.

**Joyful Greetings! May Christmas and the New Year bring you Peace and Happiness.**

## **EDITORIAL**

I write this in the shadow of the political turmoil in Great Britain that has resulted from the publication of the deal that the British Prime minister has negotiated with the European Union for the departure of the United Kingdom from the Union. Nobody seems to like it. The Brexiteers think it is too soft and accuse the EU of bullying tactics (bullying is a favoured topic in the British newspapers). Those opposed to leaving the Union consider it a sell out and that to remain offers the best option. Those who are still undecided in the light of the revelation of the true social and financial costs of leaving the Union don't know which way to turn. At least the good news is that the Prime Minister has admitted that No Brexit is, after all, a possibility. We live in hope.

The recent visit by members to the Middleton Colliery Railway revived in your editor happy memories of a misspent youth, playing trains for real instead of getting his head down to study. He might have got a better degree at university, but it was still good enough to get me a job on the railway. I have used editor's privilege to insert a photograph from those halcyon days!

**The British section website is now up and running at [www.aec-europe.co.uk](http://www.aec-europe.co.uk) It will be a source of up to date information, so please use it regularly. Jenny Worsfold is the **webmaster** and material for insertion should be sent to her as e-mail attachment.**

**I bring to your early notice, details of the venue of the Annual General Meeting on Friday 26<sup>th</sup> April 2019.** Because of uncertainties concerning our previous venue, we have rethought our ideas in accordance with the proposals of the last Annual General Meeting (See Minute 14 – page 8 of the June 2018 Newsletter) Since Colin Charman is seriously unwell, his proposal to organise a venue for the 2019 AGM has fallen to others. With increased activity among our members in the North, Derby was at first considered, but the suggested venue could not accommodate us, so, instead, we have opted for Bournemouth, to minimise the President's travel expenses. Some years ago, Bob arranged an excellent Christmas event at the **Elstead Hotel** and it is there where we shall hold our 2019 AGM. The date chosen immediately precedes a major Trades Union conference in the town and the Elstead can offer **accommodation only on the Friday evening immediately following our AGM.** However there are **5 twin/double rooms available to us on a first come first served basis at the special room rate of £70 including breakfast. They will be held until 31<sup>st</sup> January 2019. Should you wish to take advantage of this offer, you should book by telephone, mentioning the rooms reserved for Mr Robert Clark.**

The telephone number of the hotel is **01202 293 071.**

The address is:

**The Elstead Hotel  
12-14 Knyveton Road  
Bournemouth  
BH1 3QP**

It is within a short walking distance from Bournemouth station.

*(The views expressed are personal and do not necessarily reflect the views of the Association.)*

## **Recruitment**

Nigel Hyde has been elected as Treasurer and membership Secretary as well as Recruitment Officer. Any ideas you have should be channelled through him. All enquiries about membership should be addressed to **Nigel Hyde. Please note telephone number and e-mail address on page 2.**

1914-1918

**NOW! This is not a SONG OF JOY!!!!**  
(or Hope & Glory)

*Land of Hope and Glory,  
Mother of the free,  
How shall we extol thee,  
Who are born of thee,  
Wider still and wider,  
Shall thy bounds be set,  
God who made the mighty,  
Make thee mightier yet!,  
God who made thee mighty,  
Make thee mightier yet!.....  
and God is obeying that wish as England  
gets mightier as each day passes*

This is a rousing tune with great meaning for many and many meanings for others who see the message as a religious message that God is subservient to England (please note NOT BRITAIN!). A relic of historical Imperialism, a desire for never setting sun on an Empire that oppressed other peoples, a piece of idealistic fantasy or a piece of jingoist tub thumping.....who knows what message was intended but the lyrics seem to extol freedom which makes the nation great. As Armistice day approaches and the moment the guns fell silent 100 years ago to end a war that was a real royal family feud fuelled by patriotic fervour and the assassination of another Royal....**[Archduke Franz Ferdinand of Austria, heir presumptive to the Austro-Hungarian throne, and his wife Sophie, Duchess of Hohenberg ]in Sarajevo when they were mortally wounded. The political objective of the assassination was to break off Austria-Hungary's South Slav provinces. The assassination led directly to the First World War when Austria-Hungary subsequently issued an ultimatum to the Kingdom of Serbia, which was partially rejected. Austria-Hungary then declared war, triggering actions leading to war between most European state..** We were supposed to have never ending peace and UTOPIA... a land fit for HEROES (no mention of HEROINES!, although some women gained the right to vote – 25 years after their sisters in New Zealand who gained the right in 1893). Millions signed up or were conscripted not just in ENGLAND but in the rest of the UK and its Empire; all faiths rallied to the cause-----many never returned and rest in Flanders Fields.....the same fields in the poem\_\_\_\_\_

**In Flanders fields the poppies blow  
Between the crosses, row on row,  
That mark our place; and in the sky  
The larks, still bravely singing, fly  
Scarce heard amid the guns below.**

**We are the Dead. Short days ago  
We lived, felt dawn, saw sunset glow,  
Loved and were loved, and now we lie  
In Flanders fields.**

**Take up our quarrel with the foe:  
To you from failing hands we throw  
The torch; be yours to hold it high.  
If ye break faith with us who die  
We shall not sleep, though poppies grow  
In Flanders fields.**

As we remember all the fallen who fought on all sides of this great conflict and rest in peace far from home 100 years and more ago let us give thanks for the sacrifices they made so we could live in FREEDOM today. History shows us that this war did not end all wars and today we still have conflict although there has been peace in Europe (apart from the Balkan Wars of the 1990s and those within the former Soviet Union) for the last 7 decades.

**Let us work towards eradicating war worldwide so we can have peace everywhere, make the UTOPIA that they fought and died for a reality.  
THIS TRUELY WOULD COMMEMORATE THEIR SACRIFICE.**

***Remember, if you wear a poppy that black, white, male, female, Atheist, Christian, Hindu, Jew, Muslim and Sikh – of many nations – all made the ultimate sacrifice and they ALL spilled RED BLOOD.  
Wear your Poppy with pride and commemorate all who fell.***

**I would like to wish all members and their families a Merry Christmas and a Happy Peaceful and prosperous New Year.**

*(The views expressed are personal and do not necessarily reflect the views of the Association.)*

## **PEOPLE**

### **† Joe Mertens**

We have to announce the death after a long illness of Joe Mertens of the Belgian section. Joe was well known to many of our early members, and Bob Clark in particular, has happy memories of trips to Belgium in which Joe figured large. We offer our condolences to his family and the Belgian section.

### **Josee Willems**

Josee's health remains fragile, but we are assured that she is still with us despite an earlier report to the contrary.

### **Colin Charman**

At our last AGM, Colin announced his impending retirement and his hope to again become more active in the section's affairs. He offered to make enquiries to organise the 2019 AGM to include a social function with an overnight stop, with a view to encouraging members to get to know one another better. Sadly, Colin finds himself seriously ill and unable to undertake this project. What the future holds for him is, at present, uncertain. As he put it 'This is not the way I had wished retirement would turn out'. We sincerely hope that the future will turn out O.K in the end and in the meantime offer him and his family our very best wishes and some comfort at a difficult time.

## **TRAVEL & TRANSPORT NEWS**

### **EU To Invest Nearly €700 Million in Sustainable and Innovative Transport.**

01/10/2018

***The European Commission has proposed to invest €695.1 million in 49 key projects to develop sustainable and innovative transport infrastructure in Europe across all transport modes. Selected projects will provide infrastructure enabling greater use of alternative fuels and electric cars, modernise Europe's air traffic management, and further develop waterborne and rail transport.***

EU Commissioner for Transport Violeta Bulc said: *"Our investment plan for Europe is delivering: today we are proposing to invest €700 million in 49 key transport projects through the Connecting Europe Facility (CEF). These projects are concentrated on the strategic sections of Europe's transport network to ensure the highest EU added-value and impact. This will allow us to further accelerate our transition to low-emission mobility across Europe, and firmly deliver on the EU's agenda for jobs and growth. We expect it to unlock a total of €2.4 billion of public and private co-financing."*

The largest part of the funding will be devoted to modernising European air traffic management (ATM – €290.3 million), developing innovative projects and new technologies for transport (€209.5 million), as well as upgrading the railway network, maritime connections, and ports and inland waterways (€103.6 million). In supporting the selected projects, the Commission is firmly delivering on the objectives outlined in its Clean Mobility package.

Over €250 million of CEF funding will be invested in 26 projects dedicated to developing new technologies in transport notably promoting alternative fuels, such as:

- greening the maritime transport link between Swinoujscie port in Poland and Ystad port in Sweden;
- deploying hydrogen public transport infrastructure in Denmark, the UK and Latvia;
- building a network of bio-liquefied natural gas stations on roads connecting southern Spain and eastern Poland, via France, Belgium, the Netherlands and Germany;
- developing zero-emission public transport services for Amsterdam airport, as well as electrifying urban and regional bus routes in Croatia, Italy, Slovenia and Slovakia.

The selected projects will also contribute to the establishment of a Single European Sky via modernising European air traffic management in 23 EU Member States and Serbia, the upgrading of the Ampsin-Neuville lock complex on the Middle Meuse river in Belgium, and the upgrading of the maritime ports of HaminaKotka and Leixões.

An additional €450 million is made available to finance alternative fuel infrastructure through the InnovFin Energy Demo Projects (EDP) and **CEF Debt Instrument**. They are managed by the European Investment Bank.

## **Background**

All proposed projects were selected for funding via two competitive calls for proposals, open to projects in all EU Member States:

The 2017 CEF Transport Blending call launched on 8 February 2017, takes an innovative approach, making available an indicative budget of €1.35 billion of EU grants, to be combined with financing from the European Fund for Strategic Investments (EFSI), the European Investment Bank (EIB), National Promotional Banks or private sector investors. Some 69 applications, requesting a total of €1 billion in co-funding, were received by the second deadline. Of these, 35 projects were selected, totalling €404,8 million.

Previously, 39 projects had been selected for funding, totalling € 1 billion in CEF Blending funding

The CEF Transport SESAR call launched on 6 October 2017 aims to modernise ATM in Europe and provide a high performing ATM infrastructure that will enable the safe, efficient and environmentally friendly operation and development of air transport. The CEF Transport SESAR call was open for project proposals on the deployment of new and mature technologies and practices that support harmonised ATM systems and standards in Europe. Some 33 applications requesting €406.9 million were received, out of which 14 projects were selected, totalling €290.3 million.

The EU's financial contribution comes in the form of grants, with different co-financing rates depending on the project type. Under the CEF programme, **€23.2 billion** is available for grants from the EU's 2014-2020 budget to co-fund TEN-T projects in EU Member States. Since 2014, the first CEF programming year, there have been four yearly waves of calls. In total, CEF has so far supported 641 projects with a total amount of €22.3 billion.

## **Next steps**

Following EU Member States approval of the proposal, the Commission will adopt a formal decision in the coming weeks. The Commission's Innovation and Networks Executive Agency (INEA) will then sign the grants with the project beneficiaries by January 2019.

## **RAIL: BETTER CONTINGENCY MANAGEMENT ONE YEAR AFTER RASTATT INCIDENT**

13/08/2018

Due to an incident near the German city of Rastatt one year ago, on 12 August 2017, a highly used rail track section was closed for all traffic for nearly two months. The section is part of the Rhine-Alpine rail freight corridor and connects the ports of Rotterdam, Hamburg and Antwerp to Switzerland and Italy, it is one of the busiest rail freight routes in the EU. Since alternative routes were limited in capacity and by interoperability, the incident led to very significant financial losses and was detrimental to rail freight.

The European Commission swiftly reacted to this incident and gathered key stakeholders to find European solutions, quickly establishing measures to mitigate such incidents more effectively in the future.

The resulting [Handbook for International Contingency Management](#) describes standards that will - in case of an international disruption - allow for the continuation of rail traffic at the highest possible level. It assures better information on the status of the disruption, on actions taken, on alternatives and on traffic flow impacts.

## **STEPHENSON TREASURE REDISCOVERED**

### **An original document by George Stephenson has been rediscovered after 50 years**

The infrastructure manager Network Rail has announced the uncovering of detailed plans for the construction of steam locomotives by George Stephenson - known as the Father of the Railways – which have now been restored to the public for the first time. The notebook, dated 1822, was found by John Page, a Network Rail archivist in York. It outlines Stephenson's reorganization and budget for the Stockton and Darlington Railway and served as a blueprint for the subsequent railways.

John Page discovered the notebook, which had not been seen since the 1950s, when he was looking for documents in the archive's document room in April. The shelves contain about 20,000 documents. The Stephenson notebook has the number 350.

The rediscovery means that the public can see the notebook for the first time - the National Railway Museum in York presented the notebook to the public on September 27, the 193<sup>rd</sup> anniversary of the opening of the Stockton-Darlington route.

The notebook shows Stephenson's survey of the original track designed by George Overton in 1821 and the changes he recommended.

Until December 28th, the notebook will be shown as part of the Highlights exhibition in the Great Hall of the Museum. The exhibition features paintings, medals, handcrafted models and other significant artifacts, many of which are on display for the first time.

Sir Peter Henty CBE, chairman of Network Rail, said: "George Stephenson's original study on the Stockton and Darlington Railway ushered in the railroad age, not only in the UK, but around the world." Network Rail is pleased and proud of this amazing artefact and we are very pleased that it was exhibited by our friends at the National Railway Museum. Railways were, and still are, essential for the creation of economic growth, employment and housing."

Catherine Robins of the National Railway Museum said, "I would like to thank Network Rail for the opportunity to exhibit this notebook along with other important items from the collection; a rare and historic document that contains many new and interesting details that will help to bring to life the story of the early years of the railway"

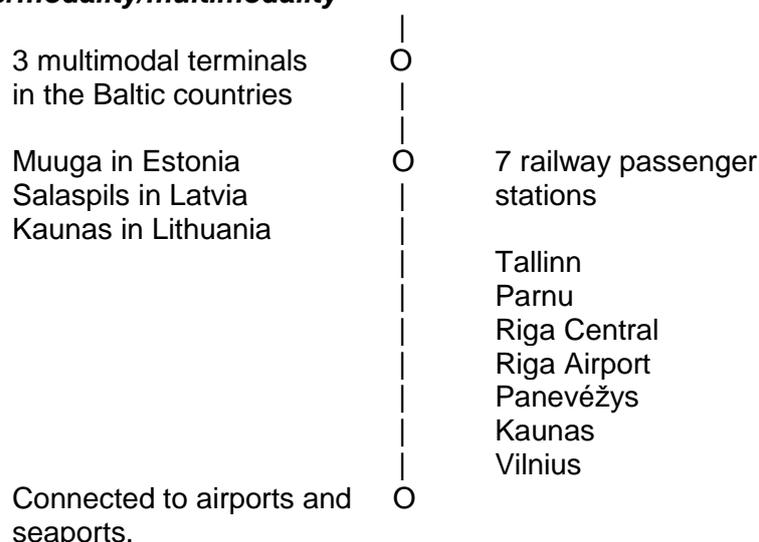
## **RAIL BALTICA: (Warszawa) - Kauna - Panevėžys - Riga - Parnu - Tallinn – (Helsinki)**

**Information about this project was published recently in the journal of the Permanent Way Institution. Since members of AEC's Latvian section have been involved, your editor was prompted to find out more. Here follow brief details from the Rail Baltica web site.**

Rail Baltica is a greenfield rail transport infrastructure project with a goal to integrate the Baltic States in the European rail network. The project includes five European Union countries – Poland, Lithuania, Latvia, Estonia and indirectly also Finland. It will connect Helsinki, Tallinn, Pärnu, Riga, Panevežys, Kaunas, Vilnius, Warsaw. The Baltic part of the Rail Baltica project is referred to as the Rail Baltica Global Project.

- The largest Baltic-region infrastructure project in the last 100 years
- A 10-year construction period
- For both passenger and freight traffic
- Length: 870 km
- Environmentally friendly – powered by electricity, produces less noise and vibration
- Max. speed: 249 km/h (passengers), 120 km/h (freight)
- More than €5 bn investment in the region
- Implemented by Estonia, Latvia, Lithuania
- Part of the EU's North Sea Baltic TEN-T corridor
- Financed by EU (CEF), Estonia, Latvia, Lithuania

### ***Provides intermodality/multimodality***



### ***Environmentally friendly***

Rail Baltica will be fully electrified so that any emissions will be avoided. The newest technologies and materials are going to be utilised in its construction. The line is planned so that it avoids the Natura 2000 protected areas as far as possible and without significant impact on other environmentally sensitive protected areas. Wherever necessary, noise protection barriers will be installed. Special animal passages will be built through the embankment.

### **Safe**

Rail Baltica will be built according to the most stringent safety requirements. The newest generation of European railway traffic management system (ERTMS) will be used to control the train movement. All crossings with roads and pedestrian pathways will be at two levels. It will be fenced in full length. Passenger stations will have all the necessary facilities in order to make the access to the train services an easy and pleasant experience to anybody.

### **Modern**

Rail Baltica will be built using the most up-to-date technologies and materials. Some of them are still in the process of elaboration, standardisation or early stages of commercialization. New intermodal freight terminals will be built in each of the Baltic countries to allow for fast and efficient transfer of containerized cargo between different transport modes. Railway stations will represent the latest developments in the area of multimodal passenger terminals connecting conveniently different urban, regional and long distance services with car and bike parking, shopping and recreational areas.

### **Rail Baltica – North-South railway axis**

The Rail Baltica project is a symbolic return of the Baltic States to Europe – until the Second World War the Baltic States were already connected to Europe with 1435 mm wide railways. But since the middle of 20th century the Baltic countries have been mainly linked to an East-West railway axis using the Russian gauge 1520 mm rails, reflected in current rail traffic flows. Today most rail freight traffic transported by railway in Baltic states originates from CIS countries, in particular from Russia, and rail transport services are mainly provided on East – West axis using existing 1520 mm gauge system which makes it difficult and costly to interconnect the Baltics with the rest of EU via Poland. Therefore, there is a full consensus on the need to eliminate the Baltic missing rail link of the EU's North Sea – Baltic TEN-T Core Network Corridor ensuring full integration of Estonia, Latvia and Lithuania into the single European railway area.

*The Rail Baltica project is one of the priority transport projects of the European Union because it will:*

- Remove bottlenecks
- Build missing cross-border connections
- Promote modal integration and interoperability

## **EUROPEAN EVENTS**

**Your editor receives regularly copies of the newsletters of the German and Austrian sections and also more intermittently from some other sections. Should you wish to receive copies (in the native language) they can be forwarded as e-mail attachments, but not as hard copy.**

**Due to a mix-up over dates, it was not possible to give notification as required by the European statutes for a second 2018 meeting of the Administrative Council, within the Christmas celebrations of the Austrian section on Friday 7th December. Nevertheless, an informal meeting will take place between those members of the Administrative Council who are able to attend this event; and notes of the discussion (if any) will be circulated to National Presidents. The European President is proposing to hold the first 2019 meeting of the Administrative Council in Bucharest in Spring 2019.**

## Dates of European Events.

**AEC European Days in Austria** (Linz) 22<sup>nd</sup> – 28th September 2019 - **see below.**

**FEANDC General Meeting in Lübeck (D)**, 13<sup>th</sup> -16<sup>th</sup> September 2018.

**The FEANDC Congress for 2019** will still take place in Glasgow as planned from 5<sup>th</sup>- 9<sup>th</sup> September 2019. See details below.

**AEC European Days in Bulgaria** (Sofia) organised by the Romanian section – 19th – 24th May 2020.

The Spanish section is proposing European Days in Madrid/Toledo for 2021.

## ITEMS FROM THE GERMAN SECTION CALENDAR:

02.12.2018 RV Hamburg: Weihnachtsfeier im Wildpark Schwarze Berge

05.12.2018 RV Rostock: Adventsfeier, M. Köster

08.12.2018 OV Ludwigslust: Weihnachtsfeier

22.12.2018 OV Ludwigslust: Tannenbaum schlagen

## Europäische Treffen

**22.09. - 28. 09.2019 Europäische Tage 2019 der Sektion Österreich in Linz in Oberösterreich.**

**18.05. - 24.05.2020 Europäische Tage 2020 der Sektionen Rumänien und Bulgarien in Sofia**

## AUSTRIAN SECTION

**7. Dezember 2018** Jahresabschlussfeier. In Wien

**2018:** 11. Dezember **2019:** 08. und 22. Januar, 12. und 26. Februar, 12. und 26. März, 09. und 23. April, Im Vereinsbüro der AEC - Sektion Österreich stehen an jedem zweiten und vierten Dienstag im Monat, jeweils von 14.00 bis 16.30 Uhr, Vorstandsmitglieder zur persönlichen oder telefonischen Kontaktaufnahme zur Verfügung.

**Adresse:** 1040 Wien, Gußhausstraße 19 (Ecke Argentinierstraße), 3. Stock (Lift), Tür 18  
**Bitte wenden Sie sich an ein Vorstandsmitglied.**

## Kegeltermine 2018/2019 (Bowls Programme)

Das Kegeln findet jeweils am Dienstag in der Zeit von 16.30 – 20.30 Uhr in der Sportanlage am Praterstern (Wien), statt.

**2018:** 06. November, 04. Dezember,

**2019:** 09. Januar, 05. Februar, 05. März, 02. April, 07. Mai, 04. Juni

## EUROPEAN DAYS IN LINZ (A) 2019

### Proposed Programme:

**Sunday, 22. September 2019 *Arrival of members of the Administrative Council in Linz Transfer to Park Inn Hotel. 19h00-Dinner in the hotel restaurant.***

**Monday, 23. September 2019 *Arrival of other members in Linz***

09h00 – 13h00 Linz – Administrative Council

18h30 Welcome in the hotel Restaurant.

19h00 Gala Opening of European Days. Opening of European Days

**Tuesday, 24. September 2019 *City tour Linz***

09h00 Departure by "Linz City Express" for visiting the city of Linz plus the visit of the "Mariendom"

10h00 Visiting „Ars Electronica Center“

11h00 Departure by train with the „Pöstlingbergbahn“ to the top of the Pöstlingberg – leisure time

13h00 Return to the centre of Linz with the Pöstlingbergbahn  
13h30 Lunch in the brewery restaurant „Stieglkeller“, afterwards leisure time  
19h00 Boattrip on the Danube & dinner on board

**Wednesday, 25. September 2019 Trip to Traunsee in the Salzkammergut**

09h00 Departure by bus to Vorchdorf  
10h05 Departure by historic train to Gmunden  
10h32 Arrival at Gmunden “Seebahnhof“  
10h45 Departure by ship – „Schlösserrundfahrt“  
11h45 Lunch at the Restaurant „Hoisnwirt“  
13h00 Departure by ship to Gmunden  
14h00 Visit the famous ceramic factory “Gmundener Keramikmanufaktur”  
15h30pm Departure by bus to Ampflwang  
16h30 Visit the Railway museum  
18h30 Departure by bus to Linz  
19h.30pm Dinner in the Restaurant “Josef“ in Linz

**Thursday, 26. September 2019 A day in Freistadt (including Brewery)**

08.30am Visit to the works of Plasser und Theurer in Linz (track maintenance & construction company).  
10h30 Freistadt (city tour & visiting the brewery)  
12.30 Lunch in the “Brewery Freistadt“  
14.30 Visiting and ride with the famous Pferdeisenbahn (Horse railway)  
16h00 Return to Linz  
18h30 Dinner in Restaurant „Josef“ in Linz with Music and Folklore.

**Friday, 27. September 2019 A wonderful trip to the monastery St Florian and a “flight to the mountains”**

08h45 Departure by bus to the monastery St. Florian, where composer Anton Bruckner was organist  
09h30 Organ concert in the monastery St. Florian  
10h00 Leisure time  
11h.00 Departure by bus to the Wurzeralm  
12h00 Cable car ride  
12h30 Lunch on the mountain, leisure time  
15h00 Cable car ride and afterwards back to Linz by bus  
18h30 Conclusion of the European Days in Linz  
19h00 Dinner in the hotel restaurant „Park Inn“with music

**Saturday, September 28, 2019 Departure of the participants**

From 7am Breakfast  
Transfer to the railway station Linz

**Estimated pricing:** (Based on information from 1<sup>st</sup> June 2018)

Price per person in double or twin room.

**660 euro** from September 23, 2019 as of dinner till September 28, 2019 breakfast

**740 euro** from Dinner on September 22, 2019 till September 28, 2019 breakfast

Single room supplement: **47 euro per night**

**Included benefits:** 4star Hotel in Linz. Full accommodation, all transfers , cable car ride, Entrance in various museums and the monastery St Florian

**Registration and Pre payment of 300 euro per until 28<sup>th</sup> February 2019**

**Final payment (360 or 440 euro) before 1<sup>st</sup> August 2019**

We hope you like the programme and look forward to your visit.

**Details of booking through the British section will follow later.**

## EUROPEAN DAYS IN BULGARIA 19<sup>th</sup> – 24<sup>th</sup> May 2020.

Organised by the Romanian section of AEC, helped by Bulgarian colleagues who, we hope, will form a new Bulgarian section. Here is the provisional programme.

### Sunday: 18<sup>th</sup> May 2020

08h.00-24h00 – Arrival of participants at the European days of the AEC. Transfer from the railway station and from international airport of **Sofia**. Accommodation at the 'Earth and People Hotel \* \* \* \*' (restaurant, terrace, conference room, bar, gym, sauna, swimming pool, etc.)

19h.00-23h00 – Dinner at the restaurant.

### Monday: 19<sup>th</sup> May 2020

07h00-09h00 – Breakfast

09h00-13h00 – Administrative Council meeting in the conference room of the hotel.

13h00-15h00 – Lunch in the hotel's restaurant.

15h30-18h00 – Meeting of General Assembly and election of the new European Bureau AEC.

- For other participants, relax by the pool or stroll through the historic centre.

18h30-22h00 - Official opening of the European Days of the AEC. Festive dinner with music, dancing and a Bulgarian folk programme at the Earth and People's restaurant.

### Tuesday: 20<sup>th</sup> May 2020

07h00-09h30 – Breakfast

10h00-13h00 – Tour of the city of Sofia with a visit to the Cathedral Alexander Nevski, St. Sophia Church, Sfantu Gheorghe Church, the Royal Palace and the National Theatre Ivan Vazov.

13h30-15h30 – Lunch at a restaurant in the city.

16h00-19h00 – Continue to the city and visit the National Park Mount Vitosha, the oldest natural park on the Balkan Peninsula, visible from almost all parts of Sofia.

19h30-21h30 – Dinner with music at the Earth and People Hotel Restaurant,

### Wednesday: 21<sup>st</sup> May 2020

07h00-09h00 – Breakfast at the hotel.

09h30-12h30 – Visit to Rila Monastery, the largest Orthodox monastery in the Balkans - about 100 km

13h00-15h00 – Lunch at a restaurant in the area

15h30-19h00 – Visit to Rila National Park Return to Sofia.

19.30-21.30 - Dinner at the Earth and People Restaurant.

### Thursday: 22<sup>nd</sup> May 2020

07h00 - Packed breakfast. Bus departure to the centre of Bulgaria –a about 200 km.

10h30-12h00 – Travelling to Arbanasi - the oldest village in Bulgaria; in fact an architectural miniature jewel.

12h30-14.00 – Lunch at a Bulgarian restaurant.

14h30-17h30 — visiting Veliko Tarnovo - the former medieval capital of Bulgaria

19h00-20h00 – Dinner at a restaurant en route

22h00 - Arrival in Sofia

### Friday: 23<sup>rd</sup> May 2020

07h.00-09h00 – Breakfast at the hotel.

09h30-12h00 – Visit to the City Hall in Sofia and the Headquarters of the Bulgarian Railways.

12h30-14h30 – Lunch at a restaurant in Sofia.

15h00-18h00 - Free time for shopping and relaxation.

18h30-22h00 - The official closing of the European Days of AEC, with music and dancing and a special artistic program at the Earth and People Restaurant.

**Saturday: 24<sup>th</sup> May 2020**

07h00-09h00 – Breakfast at the hotel.

Departure of participants. Transfer to the railway station or the airport.

**Estimated costs:**

1. From May 19 (festive dinner) until May24 (breakfast) - **490 euro.**
2. From May 18 (dinner) until May 24 (breakfast) – **560 euro..**
3. From May 18 (dinner) until May 20 (breakfast) – **160 euro.**
4. Single room supplement - **1 11 euro / night.**

Prices are calculated a for minimum of 100 persons and include accommodation in Earth and People Hotel \*\*\*\* - full board, including lunch and dinner, coach transport, guided tour programme, entrance to objectives and transfers from the railway station or airport.

**PROGRAMME FOR FEANDC CONGRESS 2019: GLASGOW, DOUBLE TREE BY HILTON HOTEL (CENTRAL)-****Thursday 5<sup>th</sup> Sept. to Monday 9<sup>th</sup> Sept. 2019****Thursday 5<sup>th</sup> September 2019.**

Delegates arrive at Glasgow Central Station or Airport (see last page) & transfer to DoubleTree By Hilton Hotel, Glasgow Central - Either walk approx. 13 mins or by Taxi. 13.00hrs-17.30hrs. Meet & Greet desk at the Hotel – distribution of our weekend programme of

events/timings/delegates list/gifts. Give out of the Glasgow City Sightseeing 2 Day Bus Pass + Maps (Multi language commentary) for individual visit of the town. Hop on/hop off wherever you want.

Evening Meal in Hotel at 19.30 (one drink inc.).

**Friday 6<sup>th</sup> September 2019.**

Breakfast in Hotel restaurant for delegates from 06.30 to 10.30hrs.

Individual visit of Glasgow with the Glasgow City Sightseeing 2 Day Bus Pass + Maps (Multi language commentary); hop on/hop off wherever you want. We suggest a tour should include a visit to Glasgow Transport Museum. There is a stop on the City Sightseeing bus to cater for this.

17.00 – 19.00hrs. FEANDC Meeting for Country Representatives in Hotel.

19.30 Evening meal in Hotel (one drink Inc.)

**Saturday 7<sup>th</sup> September 2019.**

07.00 Breakfast in Hotel

07.45 prompt walk from Hotel to Glasgow Queen St Rail Station to catch 08.21hrs service to Fort William. Reserved seating. Arr. Circ. 12.05hrs.

Our rail journey from Glasgow to Fort William goes beside Loch Lomond and through The Trossachs National Park. Look out for the spectacular views, and the wild animals.

12.15. 2 course lunch at Brewers Fayre, Fort William, just across the road from rail station.

14.15. Depart by Doigs Coaches for the road journey to Glasgow (with a break at The Green Welly shop/complex on the way).

Arr 17.15 approx. Glasgow Hotel.

19.00. FEANDC Gala Banquet-Speeches/Presentations /Hand over to FEANDC Switzerland 2020. One drink included.

23.00 finish. Includes Bagpiper & Music.

### **Sunday 8th September 2019.**

07.00 To 09.00hrs Breakfast in the Hotel.

09.15 depart Hotel by coach to Edinburgh for sightseeing coach/walking tour. (With French & German guides). On the way, visit to Kelpie Horses Falkirk. Come and see the world's largest equine sculptures up close - and even go inside to marvel at the complexity and the engineering which created these fantastic pieces of art.

Free Time in Edinburgh to visit Holyrood House, Edinburgh Castle, Princes Street shops, or The Royal Mile which stretches from Holyrood Palace & Parliament to the Castle, downhill from the castle, uphill from Holyrood Palace and Parliament, with plenty of shopping opportunities.

16:00 Depart Edinburgh back to Hotel arrive approx. 18:00

19.30 Evening meal in Hotel. (One drink included.)

### **Monday 9th September 2019.**

06.30 to 10.30 Breakfast in Hotel.

All delegates depart for home.

Details of booking arrangements are available from Peter Davies – see address, page 2

## **RECENT EVENTS...**

### **Aec Visit To The Middleton Railway - The World's Oldest Working Railway - 29.08.2018**

**Report By John Hayward**

A group of six members, led by John Woods, assembled outside Wetherspoons at Leeds station at 13.00. The pub is situated in the North Colonnade built by the LMS in 1938 under the direction of their chief architect, W.H.Hamlyn. This served as a link between the LMS Wellington station and the New Station (formerly NE & LNWR joint) upon which both became known as Leeds City station. In 1999, it was splendidly restored to its 1930s condition and the main station rebuilt again in 2002.

We sat outside in the warm sunshine and enjoyed drinks and food before travelling in two taxis the two miles to the Middleton Railway in south Leeds.

The history of the Middleton Railway goes back the 18th century. Coal had mined in this area since 1632 but the building of a waggonway in 1755 to staithes (piers) on the river Aire gave the then mine owner, Charles Brandling, a near monopoly on supplying coal to Leeds.

This waggonway was the forerunner of others in the area. In turn, they were followed by the building of a railway in 1758 from the mines to the river Aire. The original track was wooden with horses hauling the wagons. However, in the 1800s, the war with Napoleon caused the price of horses and fodder to rise dramatically. It was decided to convert the railway to steam, even although there had never been a successful steam operation before. The mine manager, John Blenkinsop, designed a 2-1-2 rack locomotive named 'Salamanca' after a Peninsular war battle near the Spanish university city on 22.07.1812 where Wellington defeated the French. The loco was built by Fenton, Murray & Wood in Holbeck in 1812 and this was the start of over 160 years of railway locomotive manufacturing in the area with over 10,000 steam locos being built between 1812 and 1972.

The novel feature of 'Salamanca' was a cogwheel on one side of the locomotive which engaged teeth on the outside of the rail of the 4'1" gauge track. These combined rails were 3'0" in length. This enabled a lightweight locomotive to pull a heavy load without breaking the cast iron rails which had been a problem with using heavier locomotives. It was thus the world's first rack and pinion cog railway.

Unfortunately, the loco exploded in 1818 killing the driver after he allegedly tampered with the safety valve. By that time three further rack locos had been built 1812-1815.

However, by 1835, the railway had reverted back to being horse drawn using normal adhesion. Eventually, steam loco haulage was reintroduced in 1866 and the track gauge was later converted to the standard track gauge of 4'-8½" in 1881.

The section of line from Moor Road into Leeds was dismantled in 1947; with the rest due to close in 1960. It was saved by rail enthusiasts (*your Editor among them*) that year who took it over to run it as a preserved railway, initially carrying freight to/from local firms who still had private siding connections to the line. This freight traffic ceased in 1983 and it is now purely a passenger carrying railway although there is still has a link with national system off the Balm Road branch at Balm Road Junction on the Leeds to Sheffield Route. However, the junction points have been out of use since 1990.

When the railway was taken over by the volunteers the track was in very bad condition. Sleepers were rotten, the chairs on them were a miscellany - Midland from the 1881 relaying plus some from GNR, SE&CR, LNER and LMSR. The prize specimens were stamped Met&LNE from the short Watford to Rickmansworth line - the only one built by the joint railway. A far-from-home GWR one shared a sleeper with a chair from the GER! The first passenger train ran on 20.06.1960 using an 0-6-0DM loco, (subsequently named 'John Alcock') built by Hunslet (c/n 1697) in 1932, hauling a Swansea & Mumbles Railway 106 seat double deck tram no.2 (one of thirteen built by Brush in 1928). (*Your Editor was the Guard*) Sadly, due to unavoidable neglect and being heavily vandalised, it was broken up during the 1960s.

Incidentally, the front end of car no. 7 was saved for preservation at Swansea Museum.



Your Editor (left) at work restoring the Dartmouth Works branch in 1960 (photo Ben Wade)

The first freight train ran on 01.09.1960 also using the 'John Alcock' loco. With changes brought about by the construction of the M621 motorway, the track between Moor Road and the present Park Halt was brought up to passenger standards with first public trains running over it in July 1969. The railway has now run continuously for over 220 years and is at present just short of a mile in length.

A modern building houses the ticket office, shop and ticket office. Beyond it is the Engine House museum and a path that leads up to a single platform

for departing and arriving trains. There are also workshops behind.

We arrived just in time to buy tickets at £3 return each (they were half price on Wednesdays) to travel on the 14.00 service to Park Halt. There was a good crowd on board mostly consisting of families with young children. As the train departed from Moor Road station, it passed a selection of locomotives and rolling stock stored on sidings before entering a 263 ft long Armco tunnel built in 1971 in advance of the M621 motorway being constructed over it. The M621 links with the M1.

Shortly afterwards, the train crossed over the junction with the remnants of a short section of the Dartmouth Works (freight) branch. This is occasionally used on special events and has, in recent years, been used for training mainline track workers.

The line then runs through pleasant woodland to reach Park Halt - 0.91 miles from Moor Road station. It is near the location of the last colliery served by the railway which closed on 16.05.1968. Much of the industry formerly alongside the line and served by the railway has long since been swept away leaving Park Halt in a nice area on the edge of Middleton Park; 630 acres, opened in 1920 on the remnants of a manorial estate which was created after the Norman Conquest. It includes 200 acres of ancient woodland (the largest such area in Leeds) plus open grassland and recreation areas, including a boating lake. The park is crossed by the remains of several old waggonways, an 18th century carriageway and the former tramway to Middleton and Belle Isle. There is a three mile marked trail around the park indicating places of interest



Our intrepid travellers arrive at Park Halt.(photo John Hayward)

After the loco ran round its train at Park Halt we departed for the return journey back to Moor Road. Much of the present track is lined with strong steel fencing. A recurring problem for the railway in the past has been vandalism and theft and these fences together with good lighting lower the risk of unwanted visitors. After arrival back at Moor Road we assembled for a group photograph before inspecting the museum's Engine House - a modern structure completed in 2005, which contains several mainly industrial locomotives plus two models of the 'Salamanca' 2-1-2 rack locomotive and

an original section of the cog rail. After this interesting visit to the Middleton Railway, we returned in two taxis back to Leeds station.

### **KEIGHLEY & WORTH VALLEY RAILWAY - Visit 19<sup>th</sup> September 2018** **Jenny Worsfold**

A small group from the British section paid a day visit to the **Keighley and Worth Valley Railway** in September. One of our members is a volunteer on this 8 km standard gauge preserved railway and he looked after us well.

The railway originally opened in 1867 to serve 3 small towns and 15 mills along its length from Keighley to Oxenhope. Closed in 1962, it was reopened by the Keighley and Worth Valley Preservation Society in 1968, and improvements have been made at various points since then.

The railway has featured in a number of films, among them "The Railway Children", and we were able to see the engine used in this film and the "old gentleman's saloon" in the shed at Oxenhope.

As another of our members has recently made a model of this saloon, he was delighted to be able to compare his model with its big brother.

Getting off along the way at Haworth station, only two of us went up the hill to visit the Brontë museum (and an excellent pub on the way). This added an extra dimension to the visit and we can certainly recommend anyone visiting the railway to make time for that too.



Press button B at Keighley Station



Haworth Station on the K & W V R

### **Grainstore Brewery at Oakham Station, on Wednesday 17 October**

The visit to the Grainstore Brewery at Oakham Station, on Wednesday 17 October with lunch at the Brewery was appreciated by the group who made it there; although I understand they didn't all make it to the Town Museum!

Nigel is still researching a possible visit to the South Yorkshire Air Museum at Doncaster. This will take about 3 hours to look round properly.

### **Other things.**

John continues to arrange visits at short notice. If you wish to receive details and to book a place, he should be contacted by phone: - **07 380 388 874**

### **...AND THINGS TO COME**

#### **London reunions.**

Reunions will continue on the **third** Thursday of the month nominally from **16h00 onwards** until about 19h00. We shall continue meeting at the **Royal Oak** in Tabard Street, London until further notice; but dependent upon what the change in management there brings about. Any change to this arrangement will be given on the website – so keep an eye on it [www.aec-europe.co.uk](http://www.aec-europe.co.uk)

However, the film show on **Thursday 17<sup>th</sup> January 2019** will take place at the Secretary's home address.(see page 2). Transport will be provided to and from Tiverton Parkway station and lunch will be provided for those who book in advance. Since the future of the venue for Third Thursday reunions is a bit in the air, one alternative has been suggested – **the Brunswick, opposite Derby station**. It would be a cracking good location; and would be helpful for members living north of the Trent, for whom getting to London is a bit of a chore. Alternating locations might be one solution. The matter can be discussed further at the meeting on 20<sup>th</sup> December and any decision will be communicated via the website and to e-mail recipients of the Newsletter.

### **ASSOCIATION TIES AND BADGES.**

In common with other sections, the British section of the Association has a necktie and a badge. Our particular items are common to both the British and Belgian sections. We have produced the ties and the Belgian section, the badges. I am sorry that we do not have a specific item for ladies.

Ties are available, at £4.50 plus postage, and badges are in stock in small numbers, at £1.50 each, including UK inland postage. These items are available from **Philip Worsfold**. Please contact him first by e-mail or phone to check availability (details at the top of page 2.)

### **EUROPEAN RAIL TIMETABLE**

You may need a magnifying glass to read the smallest print in the European Rail Timetable, now published three-monthly' with a monthly on-line edition, to keep you up to date. It includes the majority of the British internal services as well as principal services throughout Europe. It can be ordered on line from: <http://www.europeanrailtimetable.eu/european-rail-timetable.html> for delivery by post and purchased over the counter at:

- Oundle News, Oundle Northamptonshire, UK.
- Stanfords, Long Acre London and Corn Street Bristol, UK ([www.stanfords.co.uk](http://www.stanfords.co.uk)).
- GVE-Verlag/BahnBuchShop, Bahnhof Berlin-Lichtenberg ([www.bahnbuchshop.de](http://www.bahnbuchshop.de)).
- Fahrplancenter, Winterthur Switzerland ([www.fahrplancenter.com](http://www.fahrplancenter.com)).
- Blackwell's Bookshop, Broad Street Oxford UK.

Philip Worsfold holds a reasonably up to date copy. Most European services can also be accessed on the Deutsche Bahn and other European railways' websites. Be aware that Deutsche Bahn and SNCF French Railways no longer publish printed timetables.

#### **YOUNG BUFFERS ASSOCIATION.**

#### **RAILWAY STUDY ASSOCIATION.**

We recommend the support of these organisations, membership of which is open to members of AEC. There follows a little more detail about them.:

**Young Buffers Association:** There is no subscription provided that you have an e-mail address; and no obligation to attend their events. If you would like further details, the Secretary is Larry Fullwood, tel. 01485 541599, e-mail [larry.fullwood@virgin.net](mailto:larry.fullwood@virgin.net).

**Railway Study Association:** The RSA has merged with the Chartered Institute of Logistics and Transport (CILT). Subscription rates have changed and no longer include a subscription to 'Modern Railways'. Each annual session of lectures, in London and Birmingham, held on (different) Wednesday evenings, begins in October with the President's Address.

Full details of the changes and details of all activities can be found on the CILT website.

#### **REPTA.**

The long standing Railway Employees' and Public Transport Association offers bargain price insurance through AVIVA and concessions and discounts at stores and attractions throughout the country. The 'Yearbook' gives full details, including the invaluable guide to staff travel facilities throughout the world. **Membership rates are changed for 2019.** Individual membership now costs £5.85 per year including the yearbook; with family membership, including two adults and all children (up to age 18) at £10.35. Our Asst Secretary, Peter Davies is also General Secretary of REPTA. Contact him (see page 2) for details, or visit: [www.repta.co.uk](http://www.repta.co.uk)

#### **FEANDC.**

FEANDC has similar social aims to AEC; and like AEC has sections in a number of European countries, including some which do not have AEC sections.

More details and all other information about FEANDC are available from Peter Davies (address etc on Page 2).

#### **AND FOR THE FUTURE???**

We shall endeavour to continue the production of these newsletters. I continue to use the website of the European Commission and also Rail News as sources of news of international interest and thank those members who send me information – especially John Hayward. But I still continue with my plea for more from you. I hope I shall be able to keep my promise of more articles. So please, put pen to paper. We need more than ever to build up a library of articles. Please keep in touch and let us have your information, your views and your ideas. The next issue will be published for 1<sup>st</sup> March 2018 and will contain the agenda for the Annual General Meeting in Bournemouth on 26<sup>th</sup> April 2019. The copy deadline is **1<sup>st</sup> February 2019.**

## SUMMARY OF DATES

Reunions will continue on the **third** Thursday of the month nominally from **16h00 onwards** until about 19h00 at the **Royal Oak** in Tabard Street, London.

**Exceptionally, on Thursday 17<sup>th</sup> January** the **Film show** will take place at the Secretary's home address in Sampford Peverell near Tiverton.(see page 2). Transport will be provided to and from Tiverton Parkway station and lunch will be provided for those who book in advance.

**Future dates for 2019 Reunions and meetings are:**

**Thursday 21<sup>st</sup> February**

**Thursday 21<sup>st</sup> March**

**Thursday 18<sup>th</sup> April** (Friday 19<sup>th</sup> April is Good Friday)

**Friday 26<sup>th</sup> April – Annual General Meeting at the Elstead Hotel, Bournemouth at 16h00.**

**Thursday 16<sup>th</sup> May.**

Any changes to the venue for Third Thursday reunions will be shown on the website [www.aec-europe.co.uk](http://www.aec-europe.co.uk) and confirmed to e-mail subscribers.

Inquiries and bookings relating to visits organised by John Woods should be addressed to John by e-mail at -

[jauwoods@gmail.com](mailto:jauwoods@gmail.com)