



British Section

Newsletter

Vol.24 No.2

December 2019

† David Crathorn
† Manfred Schampel

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., F.P.W.I. (GB)

E-mail: wors@8bwhi.eclipse.co.uk

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

The next elections will be in Sofia on 25th May 2020

AEC BRITISH SECTION COMMITTEE

The committee, officers (other than the President) re-elected at the Annual General Meeting on 19th April 2019, is as follows

Honorary President:

Colin Charman,
formerly 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

Vice-president:

Patrick Rigby,

Secretary & Webmaster:

Jenny Worsfold,
E-mail: jenworsfold@tiscali.co.uk

Assistant Secretary:

Peter Davies
E-mail: peter@24foxglove.co.uk

Visits Secretary:

Post abolished

Treasurer, Membership Secretary and Recruitment Officer:

Nigel Hyde,
E-mail: 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. 24 No. 2
December 2019**

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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/ (**revised**)

The aecitalia website is not recognised as representing the official Italian section of AEC. Vito Visconti is no longer a member of AEC.

The **French section website** has been **re-established** at:

<http://aec-france.pagesperso-orange.fr/>

The **British Section Website** is available at <http://www.aec-europe.co.uk>

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

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

EDITORIAL

We have finalised the arrangements for the 2020 AGM and social weekend to be held from Friday 24th April to Monday 27th April based at the Elstead Hotel Bournemouth, the AGM commencing at the earlier time of 15h00 to precede the weekend gathering with dinner in the evening and a programme of visits on the Saturday and Sunday, departing on Monday morning. Details of the programme prices and booking arrangements will be found within this newsletter, but all those receiving it by e-mail should have received this information already.

We are delighted that some of our friends in Europe have said that they would like to join us.

Also for European Days in Sofia, Bulgaria, guide price and booking arrangements have been finalised – although there may be a small price adjustment on arrival because of uncertainty regarding numbers attending. However, contrary to previous thoughts, a deposit of 200euro per person will be required; and I have to get this to the Romanian section by 15th December. I am happy and able to fund this in the short term, but now require a firm commitment to attend as soon as you receive this notice. Those I know who are interested in attending will have received a notification already. Full details of the improved programme are shown later in the newsletter on page 9.

We are in turbulent times. Much has happened in the last three months. Our Prime Minister has broken two more promises. He said Britain would leave the European Union on 31st October. 'Do or Die'. He didn't do; nor did he die (in a ditch he said, but he didn't dig the ditch either). And as we go to press, Britain heads towards another general election, which we hope will either resolve the current impasse or at least point a way forward. The two main political parties do seem drifting towards the extremes and to be going out of their way to make themselves unelectable. There is hope that, with tactical voting by savvy younger people whose futures are at stake, Britain in the end will come to its senses, the new middle ground might prevail; and we give up on the blather of 'sovereignty' and 'defended borders'; realise that the talk of 'Bulldog spirit' as if the country was at war is all hot air and accept that those on the other side of the moat we call the English Channel are actually our friends and benefactors, without whom we won't be able to manage very well.

At least for the moment we remain where we *should* remain – within the European Union.

Sadly one of our members is no longer with us to see what happens. David Crathorn passed away late in October. He was a 'regular' at our London reunions until ill health prevented it. He will be sorely missed.

And across the Channel more sad news – see later. We are all getting older and we don't seem to attract the younger generation on which our future depends

Philip Worsfold 10.11.2019

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

Reminders.

Again a reminder that the British section website is now up and running at 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.

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 addresses on page 2.

PEOPLE

† David Crathorn

Sadly I have to inform you that David Crathorn passed away on the evening of 27th October. He was a gentle soul who was always there when needed, yet never sought the limelight. It was to me a great honour to have known him and shared his company at Reunions and European Days. I shall miss him greatly. It was a strange coincidence that he knew the family in Burgundy who made the wine I had been purchasing at the Paris wine fair for many years, and which I visited myself earlier this year. Erell Ninot, now a widow with two young children, would have been about 18 years old when she first sold me half a dozen bottles of wine, twenty years ago! More recently, David came to the wine fair with me and another friend and we discovered that he had attended Erell's aunt's wedding! What a small world we live in.

† Manfred Schampel

It is with great sadness that we also have to announce that Manfred Schampel has passed away in the early hours of 30th September, after a long period in and out of Hospital. He had been undergoing chemotherapy and was very weak towards the end but maintained a positive outlook.

He had been General European Secretary of AEC before retiring to become President of the German section. A man of principle, he could be a prickly customer at times and a stickler for doing things correctly; but once you got to know him was charming and a valued friend.



Robert Gelekum

Hon AEC President, Horst Vanselow, has informed us that fellow Hon President, Robert Gelekum, is now in a retirement home near his home dwelling. He is now confined to a wheelchair and needs more assistance regarding sanitary matters and getting into bed. His wife is unable to lift him. However he is as bright and lucid as ever and is well versed in the news. But he misses company, especially his AEC

meetings. Robert was deeply involved with the German Maglev train project, sadly terminated after a fatal accident - one that was a specific rail safety issue, not related to the Maglev train itself. Robert was 86 years old on 2nd September last year.

TRANSPORT AND TRAVEL NEWS

NEWS IN BRIEF

National Rail Gate Passes,

Gold, Silver and Western region blue passes will now activate gate lines at Taunton, Exeter St David's, Plymouth and Truro.

NEWS FROM THE EUROPEAN COMMISSION.

Infrastructure - TEN-T - Connecting Europe

€117 million for sustainable transport infrastructure in Europe

27/09/2019

The EU is investing over €117 million in 39 key transport projects that will help build missing connections across the continent, while focusing on sustainable transport modes. The projects will reduce the noise generated by freight trains, develop and improve cross-border railway links and upgrade crucial infrastructure in ports. They will be supported through the Connecting Europe Facility (CEF), the EU's financial mechanism supporting transport infrastructure.

EU Commissioner for Transport Violeta Bulc said: *"We are delivering on our commitments to make transport more sustainable, safer and smarter. Today's decision gives a further push to the transition to low-emission mobility across Europe – starting with our railways and our ports."*

Eight projects contribute to **reducing rail freight noise** in the EU by upgrading rail wagon braking systems. The quieter and more efficient brakes result in better energetic performance of trains, but also better living conditions to those living close by railway tracks. Almost **75,000** freight railway wagons will be upgraded as part of these eight projects.

Furthermore, the call also supports **rail infrastructure projects** aiming at upgrading existing railway lines, like the electrification of the line from Austria to the Hungarian border (€2.9 million for the studies) or the cross-border section of the line between Bremen (Germany) and Groningen (the Netherlands) worth €12.7 million in EU support.

Lastly, a large group of projects involve **upgrading infrastructure within EU ports** to foster multimodality and lowering emissions of pollutants and greenhouse gases. In the port of Oulu (Finland) the EU will support the extension and construction of railway tracks and of a quay to accommodate longer trains (€2.1 million), whilst in the port of Civitavecchia (Italy) the last mile of railway track will be upgraded and directly connected to the Trans-European Transport Network (TEN-T) thanks to support worth €3.8 million.

Background

The projects were selected for funding via a competitive call for proposals launched on 8 January in all EU Member States. 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 the EU Member States. Since 2014, the first CEF programming year, six waves of calls for project proposals have been launched (every year since 2014). In total, so far CEF supports 756 projects for a total amount of €22.3 billion in the transport sector.

Next steps

Following EU Member States approval of the proposal, the Commission will adopt a formal decision in the coming days. The Commission's Innovation and Networks Executive Agency (INEA) will then sign the grant agreements with the project beneficiaries at the latest by January 2020.

CONNECTING EUROPE FACILITY:

Main tunnel completed on the Stuttgart – Ulm railway line

Drilling was completed on the Fildertunnel, the largest tunnel of the Stuttgart-Ulm railway project. The 9.5 kilometre-long tunnel will be the longest railway tunnel of its kind in Germany. This marks another milestone in the completion of the Stuttgart – Ulm railway line, which is expected to significantly reduce travel times between the two cities. Commissioner for Transport, Violeta Bulc said: *“We are bringing Europeans even closer. The new line will not only benefit the people in the region, but also long-distance travellers from Paris to Munich and beyond. The greater capacity and the shorter travel times will give a boost to high-speed trains as an alternative to air transport.”* This section of the Rhine-Danube Core Network Corridor is an important segment of the trans-European transport network (TEN-T). The Stuttgart-Ulm project is the biggest project supported by the Connecting Europe Facility (CEF) in Germany. The EU is supporting the project with a total sum of €1.27 billion.

EUROSTAR PLAN FOR HIGH-SPEED TRAINS DIRECT TO GERMANY

Graeme Paton, Transport Correspondent and Adam Sage, Paris

September 27th 2019. from ‘The Times’

The plan is being driven by SNCF, which owns a majority stake in Eurostar. Rail passengers will be able to travel direct from London to Germany and southwest France for the first time under plans for a high-speed network.

In a project announced yesterday Eurostar, the cross-Channel train company, could merge with a rival operator on the Continent to create an integrated network spanning five countries.

The plan is designed to capitalise on environmental concerns over air travel by giving more passengers a sustainable alternative to air travel. A direct rail journey from London to Bordeaux would take about four-and-a-half hours.

Forecasts drawn up by company bosses suggest it could boost the number of passengers across the combined network by two thirds over the next decade, from 18.5 million to 30 million.

The project, codenamed **Green Speed**, combines Eurostar with Thalys, the state-owned high-speed rail operator running between France, Belgium, the Netherlands and Germany.

Eurostar, which operates out of St Pancras station, connects London with Calais, Paris, Lille, Lyon, Brussels, Rotterdam and Amsterdam, with additional summer trains directly to Marseilles and winter services to the Alps.

Under the new network British passengers will also be able to travel directly to Germany, with trains reaching destinations in the north of the country including Cologne, Düsseldorf, Essen, Aachen and Dortmund.

Trains will also be able to reach Bordeaux and there will be additional direct services to the French Alps and cities in Belgium including Antwerp and Liège.

The plan is being led by SNCF, France’s state railway operator, which owns majority stakes in Eurostar and Thalys and wants a majority in the merged group. SNCF presented proposals yesterday to its board and to SNCB, the Belgian state rail operator, and Patina Rail, an Anglo-Canadian consortium that has a minority stake in Eurostar.

Proponents of the merger say the same trains could run on lines operated by Eurostar and Thalys, simplifying journeys between London and the Continent and enabling passengers to travel on a single ticket.

“We have about 25 trains in each [unit] and they are not interchangeable,” said Rachel Picard, managing director of Voyages SNCF, the operator’s high speed division. “A Eurostar Class 374 Siemens Velaro e320 (17 trainsets) cannot run in Germany and a Thalys can’t go through the [Channel] Tunnel. That creates a certain weakness.

“By putting them together, it will be easier to have equipment at our disposal and the effects of critical mass which will enable us to optimise our resources while increasing our offer.”

The companies denied it would lead to job losses on Eurostar, insisting more staff would be needed.

The merger would need approval from the European Commission, which refused a planned tie-up of France’s Alstom and Germany’s Siemens to create a train-making giant this year.

Guillaume Pepy, chairman of SNCF and Eurostar, said: “The challenge of climate change and the demand for eco-responsible travel calls for an ambitious response. The creation of a combined European high-speed rail company would deliver a compelling alternative to road and air travel for our 18.5 million passengers and would herald a new era in the development of European high-speed rail services.”

EUROPEAN DAYS AND OTHER EVENTS

Dates of European Events.

AEC European Days in Bulgaria (Sofia) 2020 organised by the Romanian section 24th – 30th May 2020 (note corrected dates). See details on page 10.

The Spanish section proposes European Days in Madrid/Toledo for May 2021.

A preliminary programme is given on page 11. The proposal was further discussed at the meeting of the Administrative Council in Linz, in September.

AEC European Days in Poland 2022 – The preliminary programme is given on page 12

Items From The German Section Calendar.

04.12.2019 RV Rostock: Adventsfeier

09.12.2019 RV Rostock: BSW - Weihnachtsfeier

Europäische Treffen

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

24.05. - 30.05.2020 Europäische Tage 2020 der Sektionen Rumänien und Bulgarien in Sofia

**** AEC BRITISH SECTION :2020 AGM and INTERNATIONAL GATHERING ** Friday to Monday 24th - 27th April 2020, in Bournemouth.**

The British section of AEC invites you to share a weekend with us, at the Elstead Hotel, Bournemouth, from Friday evening 24th April until Monday morning 27th April.

The hotel, which has an indoor swimming pool among other amenities, is situated a short walk from Bournemouth railway station.

This will be an eco-friendly weekend with all visits made using public transport.

Unfortunately, numbers are limited so places will be allocated on a first come, first served basis.

PROGRAMME

Friday 24th British Section AGM, 15h00. Arrival of other participants in time for 7 pm welcome and dinner.

Saturday 25th. Visit by train to the historic city of Winchester.

Sunday 26th. Open top bus tour of Bournemouth and Poole. Visit by boat to Brownsea Island.

Monday 27th Departure of participants after breakfast.
Specific timings will be announced on your arrival.

PRICE. The global price of £253 per person, with £45 supplement for a single room, includes a Full English Breakfast, evening meal and all visits. **It does not include lunch** since many people will not feel the need for much at midday. There will always be the opportunity to buy a snack – or more – around lunchtime.

BOOKINGS.

To book your place, you will need to send a non-refundable deposit of £50 (British pounds Sterling)

either by cheque in British pounds sterling, payable on a British bank made out to Association Européenne des Cheminots

Or by credit transfer in **British pounds sterling** to the British section's bank account

Association Europeenne des Cheminots

To find out how to do this, please contact either the treasurer

nigel.hyde6@btinternet.com

or secretary jenworsfold@tiscali.co.uk

The final date for receipt of booking, with deposit, is 17th January 2020 if we still have availability

Final payment for UK participants is due before 1st April. To help visitors from outside the UK to save money transfer charges, we would be happy to accept the remainder (£203 or £248) in cash (£ sterling) on arrival.

If you have any other questions contact the secretary: jenworsfold@tiscali.co.uk

**EUROPEAN DAYS IN SOFIA, BULGARIA, ORGANISED BY THE ROMANIAN
SECTION. 23RD – 30TH MAY 2020**

(Note revised prices)

Sunday: 24 May 2020

- 08.00-24.00 – Arrival of participants at the European days of the AEC.
Transfer from the train station and from international airport of Sofia.
Accommodation at **Hotel Rila***** located just 50 metres from the main shopping street of Sofia, equipped with restaurant, terrace, conference room, bar, etc.

- 19.00-23.00 - Dinner at the restaurant.

Monday: 25 May 2020

- 07.00-09.00 – Breakfast
- 09.00-13.00 - Administrative Council meeting in the conference room of the hotel.
- 13.00-15.00 – Lunch in the hotel's restaurant.
- 15.30-18.00 - Meeting of General Assembly and election of the new European Bureau AEC.
- For other participants, take the program relax by the pool or stroll through the historic center.
- 18.30-22.00 - Official opening of the European Days of the AEC. Festive dinner with music, dance and a folklore program with a Bulgarian specific at a restaurant in the area.

Tuesday: 26 May 2020

- 07.00-09.30 - Breakfast
- 10.00-13.00 – Tour of the city of Sofia with a visit to the Cathedral Alexander Nevski, Saint Sophia Church, Saint George Church, The Royal Palace and The National Theater Ivan Vazov.
- 13.30-15.30 - Lunch at a restaurant in Central Sofia.
- 16.00-19.00 – 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.
- 19.30-21.30 - Dinner at a restaurant in Central Sofia.

Wednesday: 27 May 2020

- 07.00-09.00 - Breakfast at the hotel.
- 09.30-12.30 - Visit the Krakra Fortress and the Pernik Mining Museum (35km)
- 13.00-15.00 - Lunch at a restaurant in the Rila Nature Park (95km).
- 15.30-18.00 - Visit to Rila Monastery, the largest Orthodox monastery in the Balkans.
Return to Sofia.
- 19.30-21.30 - Dinner at a restaurant in Central Sofia.

Thursday: 28 May 2020

- 07.00 - Packed breakfast. Bus departure in the center of Bulgaria – about 200 km.
- 10.30 -12.00 - Visit Arbanasi - the oldest village in Bulgaria, in fact a mini architectural jewel.
- 12.30 – 14.00 – Lunch at Sevastokrator Restaurant in Arbanasi.
- 14.30 – 16.00 – Visiting Veliko Tarnovo - the former medieval capital of Bulgaria
- 16.30 – Travel to Sofia.
- 20.30 – Dinner at one restaurant in Central Sofia

Friday: 29 May 2020

- 07.00-09.00 - Breakfast at the hotel.
- 09.30-12.00 - Visit to the City Hall in Sofia and the Headquarters of the Bulgarian Railways.
- 12.30-14.30 - Lunch at a restaurant in Sofia.
- 15.00-18.00 - Free time for shopping and relaxation.
- 18.30-22.00 - The official closing of the European Railway Days - AEC - with music, dance and a special artistic program at a restaurant.

Saturday: 30 May 2020

- 07.00-09.00 - Breakfast at the hotel.
Departure of participants. Transfer to the train station or the airport.

Estimated costs :

1. From May 25 (festive dinner) until May 30 (breakfast) – **525 euro**
2. From May 24 (dinner) until May 30 (breakfast) – **595 euro**
3. From 24 (dinner) until 26 (breakfast) – **180 euro**
4. Supplement Single room - **20 euro/night**.

The program includes accommodation in **Hotel Rila*****, full board including drinks for lunch and dinner, bus transport, tour guide with guide, entry to objectives and transfers from the station or airport.

A block deposit of 200euros per person is required to be paid before 15th December 2019.

For the British section, Philip Worsfold will arrange this. The second payment, where appropriate is due before 15th March 2020.

Information for late bookings:

Beneficiary: **ECO NET CONSULTING SRL**

Address: **700133 Iasi – Romania, 7-11 Bacinschi Street**

Euro IBAN account: **RO19 BRDE 240 SV 265 2520 2400**

Bank: **BRD GSG SA**, Swift Code: **BRDEROBU**

Payment specification: **AEC - SOFIA 24 / 25-30 May 2020**

**AEC EUROPEAN DAYS IN MADRID, MAY 2021
(Programme Project)**

Sunday in May Arrival of members of the Administrative Council. Pick up at Barajas Airport or Madrid-Chamartin Railway station (AVE-Vestibulo Espera tickets lounge), Transfer to 4* hotel (either in Las Rozas Aravaca or in the outskirts or northern area of Madrid (where there is a railway station). Allocation of rooms and evening meal.

Monday in May - Breakfast in hotel – 09h00 – meeting of the Administrative Council -13.00 lunch in the hotel for delegates to the meeting. Arrival of members for European Days at Madrid Chamartin (AVE-Vestibulo Espera ticket lounge), or at the airport. Transfer to the hotel -**19.30 Gala Dinner, Opening of European Days in the hotel.**

Tuesday in May: TOLEDO – 07h30 Uhr - Breakfast in hotel – 08h30 Departure of buses for journey to TOLEDO -13h30 – lunch in a restaurant and conducted visit of the town and the Alcazar-Army Museum -19h30 return journey to the hotel and dinner.

Wednesday in May: Panorama-Tour and visit to the Royal Palace in Madrid

07h30 Breakfast in hotel – 08h30 Panorama tour through Madrid -10h30 visit to the Royal Palace (free entry on Wednesdays) -13h30 lunch in the hotel or in a restaurant in Madrid – Afternoon free, possibility of a stroll in Madrid's Plaza Mayor
-19h: 30 Dinner in the hotel

Thursday in May: A look at the Panora Railway Museum Madrid.

07h30 – Breakfast in the hotel. - 8h 30 – trip by train to Arganda and Poveda –
13h30 – lunch in a restaurant – 16h30 – **Visit to the Railway Museum, Trip on the miniature railway** – 19h00 – Evening meal in the museum

Friday in May: El ESCORIAL – Monastery and the Talgo factory in Las

Matas – 07h30 Breakfast in the hotel – 08h30 – Depart by bus to the El Escorial monastery- - 13h00 lunch in a restaurant, possible visit to the Talgo factory (rolling stock) in Las Matas – 17h00 – return to the hotel -19h.30 – **Gala dinner and Closing of European Days** with party and folk dancing

Saturday in May: Breakfast in the hotel und departure of delegates. Transfer to airport or railway station

Cost per person (provisional – in Euros)

The possible dates are 13th (day 1) to 19th (day 7) May.

Admin Council (2 nights), from evening meal, day 1 to breakfast day 3	double room 190euro	single room 235euro
Base price (5 nights), from evening meal day 2 to breakfast day 7	double room 650euro	single room 800euro
Full week (6 nights), from evening meal, day 1 to breakfast day 7	double room 740euro	single room 890euro

The document in my possession also indicates a single supplement of 35euros per day but this seems rather unreasonable in view of the higher cost of a single room

**PROVISIONAL PROGRAMME FOR EUROPEAN DAYS
Provisionally 22-28 MAY 2022 IN LUBLIN (PL)**

May 2022 (Sunday):

Arrival of members attending the Administrative Council meeting

- 19.00 - dinner at the hotel

May 2022 (Monday):

- until 9.00 - breakfast at the hotel
- 9.00 - 11.30 - meeting of the Administrative Council of AEC
- 11.30 - coffee break
- 11.50 - debates of the session of AC
- 13.00 - lunch at the hotel
- 14.30 - cont . of AC

(arrivals of other guests at ED)

19.00 - 22.30 gala dinner for the start of European Days at the Hotel

May 2022 (Tuesday): Lublin

- 7.00 - 8.30 breakfast
- 9.00 - 12.30 guided tours of Lublin – Old town square; Castle; Museum of the Lublin Countryside
Lubelska Underground Trail (under the Old Town)
Archcathedral of ST.John the Baptist; Czartoryski Palace; Sobieski Palace

- 13.00 - 14.30 lunch in Restaurant
- 15.00 further sightseeing of Lublin
- 19.00 dinner at the hotel

May 2022 (Wednesday): Zamość (about 100 km)

- 7.00 - 8.00 breakfast
- 8.00 transfer to Zamość and sightseeing - Old Town; Town hall; tenements; markets (large, salt & water); Zamoyski Palace; Fortress; Cathedral; Old Synagogue; Churches (Franciscans, Catherine, St. Nicholas)
- around 13.00 lunch
- 2.30 pm visiting Zamość
- 19.00 dinner at the hotel

May 2017 (Thursday): Nałęczów (about 30 km) and Kazimierz Dolny (from Nałęczów about 25 km)

- 7.00 - 8.30 breakfast
- 9.00 - transfer to Nałęczów - sightseeing - The Małachowski Palace; Stare Łazienki; Spa Park; Cottage of Zeromski; Museum of Blacksmiths
- 13.00 - lunch
- 14.30 - transfer to Kazimierz Dolny – sightseeing; Market; Ruins of the Castle in Kazimierz; Churches of St. Francis, John the Baptist and St. Bartholomew ; Hill of the Three Crosses; (Janowiec Castle crossing by boat over the Vistula river)
- 19.00 dinner

May 2022 (Friday): Kozłówka (about 30 km)

- 7.00- 8.30 breakfast
- 9.00 a ride to Kozłówka – sightseeing of Palace; Zamoyski Museum
- 13.00 lunch
- return to Lublin - free time
- 19.00 gala dinner ending the European Days at the hotel

May 2022 (Saturday):

- 7.00 - 9.00 breakfast
- departure of participants of the event

Price to follow.

56th European Congress of FEANDC

10th – 15th June 2020 Lugano

Arrival from Milan / Milan Malpensa airport or Basel / Zurich
Continental Parkhotel, Lugano www.continentalparkhotel.com

Walk from the train station to the hotel about 5 minutes

Wednesday, June 10th, 2020

Arrival (from the north via the
Gotthard Base Tunnel)

Thursday, June 11, 2020

Excursion *

Friday, June 12, 2020

Excursion *

Saturday June 13, 2020

Morning - Official Day - Membership Unit FEANDC

Afternoon - at leisure - European board meeting

GALA evening

Sunday, June 14, 2020

Excursion *

Monday, June 15, 2020

Return journey

Maybe via the old Gotthard tunnel with panoramic train

*Actual days of specific excursions are to be decided.

Boat trip on Lake Lugano <https://www.lakelugano.ch>

Monte Generoso www.montegeneroso.ch

Verzasca/Bellinzona www.ticinopten.ch

Possibilities for trips on your own on Saturday

Shopping in Lugano (open 09.00 - 17.00)

Other available excursions::

San Salvatore: www.montesansalvatore.ch

Switzerland in Miniature Museum: Melide www.swissminiatur.ch

LAC Lugano Arte e Cultura

Hermann Hesse

Monte Verità www.ticinopten.ch

Early Advice: of future FEANDC Congresses.

2021 Germany - Frankfurt 10 June to 13 June

2022 Luxembourg - Munsbach 8 September to 12 September

2023 France.

REPORT OF BACK-ON-TRACK CONFERENCE 2019

Trevor Garrod, who edits the bulletin of European Rail Travel attended the conference in Hamburg Altona over the weekend of October 18-20 and has sent us his report. It is too large to produce in full, but should you wish to see it, I can e-mail the full report to you on request.

The theme was "Nachtzüge statt Flüge – Night Trains instead of Flights"

Video recordings of most introductions are available on the Back-on-Track Youtube channel:

<https://www.youtube.com/channel/UC9QWdzqU3PMS5pvZ206FYbQ>

I give below some points of particular interest to those travelling across Europe by train.

There were numerous mentions of the effect of environmentally unfriendly air travel and how the use of night trains, currently in decline because of air's convenience, might be revived with more attractive night trains – 'Hotel trains'. [I have recent experience of the Spanish 'Trenhotel' Talgo trains and the Franco-Italian 'Thello' services – the latter using refurbished conventional sleeping cars of the same basic design as those on the rather tired Rome – Sicily services.]

One suggestion envisaged a pool of modern carriages that could be leased to smaller companies to help them enter the market.

ÖBB, welcomed the engagement of 'Back-on-Track' which had made it possible for the company to expand its Nightjet network, with projected services to Brussels and Amsterdam.

The Swedish government aimed to reduce CO₂ emissions by 70% by 2030; with Trafikverket studying the costs and practicalities of a plan which included night trains to Continental cities.

Several points were made about the age of existing rolling stock, the need for fair competition and a simplified EU wide ticketing system,

Eastern Europe had had particular problems after 1989, with the rapid purchase of private cars, but there was evidence that younger people were now turning more to trains; and the EU financing of the standard gauge Rail Baltica was welcome. Within 20 years, there could be high speed international trains from Helsinki to Berlin or even Brussels.

A new Amsterdam –Vienna night train was to be introduced in 2021 with possible Amsterdam – Zurich in 2023-4.

Business travellers were more likely to be regular customers than were leisure users; but might not be able to plan far ahead – and did people who take overnight buses or low cost flights necessarily want a sleeper?

Night trains were formerly used a lot to link Bucharest with regional centres in Romania, but now increasing numbers of people took the plane despite EU funded improvements to rail infrastructure in eastern Europe. There was scope for more attractive services.

Trevor Garrod referred to the Association in European Rail Agents in Great Britain, who sold tickets to and on the continent (www.aera.co.uk) and of the importance of being able to discuss with an expert when planning a journey.

Input from Trevor Garrod and Poul Kattler. 01/11/2019

VISIT TO THE BLACK COUNTRY LIVING MUSEUM, DUDLEY – 19TH AUGUST. JOHN HAYWARD

John Hayward, John Woods, Patrick Rigby and John Batts met up at Birmingham New Street station to travel to Tipton, arriving in pouring rain.

It was a very wet five minute walk to the bus stop to catch the bus to the Black Country Living Museum. Fortunately, there was a shelter which gave us some protection from the elements.

An impressive ornate three-storey building faced us as we entered the museum area. This was the former Rolfe Street Baths complex which was rescued from its original location in Smethwick where it had been erected in 1888. The building now houses the Museum's new reception and exhibition galleries. Built to provide washing and recreational facilities at a time when few houses had running water, the baths were masterminded by Smethwick Local Board of Health, in response to the early Public Health Acts of the 1840s. It is a striking example of late nineteenth century civic architecture. The ornate three-storey frontage with the baths entrance and manager's living accommodation formed an architecturally pleasing screen to the large utilitarian shed-like structures housing the two swimming pools, twenty-eight slipper baths, two showers and municipal laundry. In 1989 the building was taken down from its Rolfe Street location, preserved and recorded brick by brick before being faithfully re-erected on the Museum site ten years later.

Just outside near the museum entrance, we passed a small Manning Wardle 0-6-0 saddle tank loco named 'Winston Churchill' on display.

John Woods had had the foresight to obtain some 2 for 1 coupons beforehand, enabling us to get tickets for half price.

The Black Country Living Museum opened to the public in 1978, and has since added over 50 shops, houses and other industrial buildings from around the Black

Country; mainly in a specially built village. Most buildings were relocated from their original sites to form a base from where demonstrators portray life spanning 300 years of history, with a focus on 1850-1950. It occupies 26 acres (105,000 square metres) of former industrial land partly reclaimed from a former railway goods yard, sewerage works, disused lime kilns, canal arm and former coal pits and continues to evolve, as further buildings and other exhibits are added.

A 3'6" gauge single deck tram was outside the vehicle sheds (not open to the public) but due to the adverse weather conditions, the tram was not in service.

An ex BMMO (Midland Red) double deck bus was waiting outside and leaving shortly, so we quickly got on board to escape from the rain. I noticed three signs inside the top deck stating 'Passengers are requested not to play radios on this vehicle. Passengers are respectfully reminded that they are required by law to tender their fares. The destination should be clearly stated' and 'Children travelling at half fare do so providing that they do not occupy a seat whilst adults are standing'.

The bus departed and travelled through the open air museum site. It stopped at the Drift Mine, where there were underground tours, and then on through a recreated Old Birmingham Road, which shows a snapshot of style during the house-building boom of the 1930s, and the St. James's School (lessons throughout the day), terminating outside the Albion Tram Depot

Here, we wandered around the various exhibits - a 1930s Fairground with a helter-skelter and various old style rides. Next to it was Broome's Garage which depicts a 1930's garage and is named for Alex Broome, a racing motor mechanic who worked for Sunbeam until the company closed in 1936 when he started his own garage. Outside was a Morris 8 E Saloon but next to it was Morris Minor van manufactured in September, 1960 and painted brown in the livery of The Patrick Collection so, of course, we had get photos of Patrick Rigby with the van!

The garage contained some other vehicles including saloon car made by AJS - a name more usually associated with motorcycles.

We looked at the various shops in the nearby 'Old Birmingham Road' past a long queue outside the Hobbs & Sons fish and chip shop which has been returned to its 1935 condition. It has dished up the nation's favourite food to countless Black Country folk. The landmark building was moved and rebuilt, brick by brick, at the Museum where it forms the centrepiece of the 1930's High Street, together with the H Morrall's gentlemen's outfitters. The shops come from Hall Street, Dudley and date from the late-18th century but were refaced with bright red pressed brickwork in 1889. Four more shops came from Birmingham Street, Oldbury and date from about 1860. One of these shops was the 1920s James Gripton's radio shop with the reconstruction, set in 1939, containing 'new' and second hand radios mostly priced in guineas. This brought back memories for us.

Down the hill, we crossed the Canal Street Bridge, one of the first structures to be rebuilt on the site. It was originally over the Birmingham canal in Wolverhampton, built 1879 and dismantled in 1976, it had once carried trams and later trolleybuses over the canal. It was relocated onto the museum's Canal Street in 1978 and restored from vandalism and its gas lights repaired.

Nearby was a Penfold pillar box once in Baker Street, London; designed by architect J W Penfold in 1865 and manufactured in Dudley.

There were more shops to inspect; a Methodist Chapel and the Bottle and Glass Inn, which once backed onto the canal at the Stourbridge Flight of 16 locks

We then went on to inspect the Lord Ward's Canal Arm and boat dock typical of the sort of dock that would have been found on the Birmingham Canal Navigations. The entrance to eastern end of the Dudley Tunnel is adjacent the site.

We took a brief look inside the modern and crowded visitor centre, which was opened by Princess Anne in 2016.

After a minor detour, we took a path to look at a lift bridge over a canal dock. It is an unusual vertical lift bridge that once carried a road across the transshipment basins near the Lloyds Proving House in the Factory Basin Goods Yard in Tipton on the Great Western Railway (GWR). These basins were off the Birmingham Old Canal. The Proving House had been built in 1865 after Lloyds Register ruled that all anchors and chains should be tested at public machines.

The bridge was originally built in 1922 and is an unique counter-balanced design. As we returned to the museum entrance, we discovered an ex Bradford double deck trolley bus was now operating.

After drinks and a snack we made our way back to the bus stop.

Jkh 23.08.2019.

VISIT TO THE ROMNEY HYTHE & DYMCHURCH RAILWAY, 10TH SEPTEMBER. JOHN HAYWARD

The five members of our group met at St Pancras International station to travel by 'Javelin' high speed train to Ashford International. Outside the station exit, we caught the No 11 bus to New Romney on the roundabout route via the attractive village of Lydd. From there, the bus travelled across the marshes and along the long road facing the sea before dropping us off outside the station of the Romney, Hythe and Dymchurch Railway (RH&DR).

We were able to buy the privilege rate all day 'Romney Rover' ticket which included entry to the model railway plus an entrance ticket to the model railway exhibition.. The RH&DR is a 15" gauge line which was built by two fabulously wealthy men, Captain Howey and Count Louis Zborowski. The latter was linked to the Astor family. Captain Howey had inherited his great uncle's land which he owned in the centre of Melbourne and was worth tens of millions pounds, even then. Although both men were very involved in motor racing, they also had a mutual passion for miniature railways and each had a miniature railway on their estates. They came together to build the RH&DR across the marshes between Hythe and New Romney and, at that time, both places were served by Southern Railway branch lines. Unfortunately, Count Zborowski was killed in a motor racing accident in Monza in 1924, before the 8.75 mile line was completed, but Captain Howey continued with their dream. The double track line was opened by the Duke of York (later to become King George VI) in July, 1927 with first public train hauled by no.5 'Hercules'. The line was further extended by 5.5 miles to Dungeness in August, 1928. With the Kent coast becoming the front line of the defence of our shores during World War 2, the railway was taken over by the Ministry of Defence who built an armoured train for it which did, on one occasion, shoot down a Me109 aircraft.

The railway was left in a very poor state after the war, mainly due to damage to the track during preparations for the D-Day landings. As a result, the double track line between New Romney to Dungeness was reduced to a single track.

When I first visited the railway at New Romney during the early 1950s, our group was shown around by Captain Howey. At that time railway had some interesting items lying around, including an old Rolls Royce car mounted on railway wheels.

We visited the model railway exhibition above the Heyward Buffet. The exhibition also contains artefacts on the history of the RH&DR. After lunch in the Buffet our group joined the train to Dungeness which was hauled by 4-8-2 no.5 'Hercules' – which had hauled the inaugural train over the line in 1927.

The Southern Railway branch line to Dungeness had closed to passengers in July, 1937 but was retained for freight until May, 1953. It was restored in 1965 to serve the two nuclear power stations with trains carrying nuclear flasks to and from a transshipment point near the power stations. Dungeness A nuclear power station opened in 1965 and decommissioned in 2006 and the B power station was commissioned in 1983 and is expected to be decommissioned in 2028.

After the 'New Romney & Littlestone-on-Sea' station was closed in 1967, the RH&DR took over the site of a siding (formerly to bring in wagons of coal for the RH&DR) to extend their own station building with a covered structure over additional tracks. This also acts as covered accommodation for some of their rolling stock.

During the journey, the train travelled quite fast – around 20 mph – not bad over 15" gauge jointed track. Dungeness station is on a big loop line so the engine does not have to run round its train.

Near the station at Dungeness is the prominent 150 ft high lighthouse. This was the fourth lighthouse to be built here and was completed in 1904. However, when the nuclear power stations were built nearby, they blocked much of its light so a fifth lighthouse had to be built nearer the headland. The fourth lighthouse was decommissioned in 1960, is now privately owned but is open to the public.

Leaving Dungeness we returned as far as New Romney, where the locomotive was changed. We continued to Hythe behind 4-6-2 no.3 'Southern Maid', stopping at Dymchurch on the way there.

We had time to look around the shop in the station before waiting at the bus stop outside for the bus to Ashford and our train back to St Pancras.

Jkh 12.09.2019

OTHER RECENT EVENTS...

Monthly Reunions.

Our 'move around the country a bit' has proved a success. The September reunion was held as planned at the Monks' Retreat in Friar Street, Reading, attracting additional members and friends. In October we reverted to the Royal Oak in Tabard Street and attracted the usual suspects. We shall return there for our December meeting on 19th December from 16h00; and also on 16th January for the annual film show – lunch from 12h00, with screening at 14h00. Our November meeting at the Brunswick in Derby was not quite the success we had hoped for, despite our having Roger Jackson for company. It was unable to serve food, so we had a drink from a range of beers and ciders so immense as to be confusing; and waited while Roger researched the food possibilities at an adjacent pub. These also were not quite what we wanted so we ended up at the 'Waterfall Café and Bar', opposite Derby station. Here the food was adequate if not particularly outstanding – although the Steak and Ale pie was very good. The ambience would have been great if there had been a few more people in the place. We hope to return to Derby in April, but will reconsider the venue in the meantime – so watch for news on the website and in our next edition.

...AND THINGS TO COME

European events are shown on page 8.

Monthly Reunions and Annual General Meeting.

Our 19th December reunion reverts to the Royal Oak and the film show will also be held there on 16th January.2020 – lunch from 12h00, with screening at 14h00.

Thereafter:

20th February 2020 at the Monks' Retreat, Friar Street, Reading from 13h00,

19th March 2020 at the Royal Oak, Tabard Street, from 16h00

16th April 2020 in Derby from 13h00 at a venue to be decided.

24th – 27th April 2020 at the Elstead Hotel, Bournemouth – Annual General Meeting and International Gathering. See page 8

21st May 2020 at the Royal Oak, Tabard Street, from 16h00

18th June 2020 at the Monks' Retreat, Friar Street, Reading from 13h00,

From then on for the rest of the year we shall follow the London/Derby/London/Reading routine for the monthly meetings.

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. We are looking into the possibility of having a unisex T-shirt or sweatshirt.. What do you think?

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.)

CHARTERED INSTITUTE OF LOGISTICS AND TRANSPORT (CILT) – RAILWAY STUDY FORUM

Railway Study Forum: The former Railway Study Association has merged with the Chartered Institute of Logistics and Transport (CILT) as the Railway Study Forum. Subscription rates have changed and no longer include a subscription to 'Modern Railways'. Each annual session of lectures, in London and Birmingham and other locations are, held on various evenings.

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

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 .

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. For details contact our Asst Secretary, Peter Davies (see page 2), who is also General Secretary of REPTA; or visit: 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 a variety of sources for news of international interest and thank those members who send me information – but I 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 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 1st March 2020
The copy deadline is **1st February 2020**.

SUMMARY OF DATES

Dates of European Events.

AEC European Days in Bulgaria (Sofia) organised by the Romanian section – 24th – 30th May 2020 (note corrected dates).

Dates of Home Events.

The monthly reunion for **December 2019** (from **16h00**) and **January 2020** (**12h00** lunch; 14h00 Film show) will be at the **Royal Oak** in Tabard Street, London. The **February 2020** meeting will be at the **Monks' Retreat**, Friar Street, Reading from **13h00**, the March meeting at the Royal Oak, Tabard Street, from 16h00 and the April meeting in Derby from 13h00, a week before the **Annual General Meeting and International Gathering from 24th April..**

To summarise:

Monthly Reunions and Annual General Meeting.

19th December 2019 at the Royal Oak Tabard Street, from 16h00

16th January.2020 – The film show. Lunch from 12h00, with screening at 14h00.

20th February 2020 at the Monks' Retreat, Friar Street, Reading from 13h00,

19th March 2020 at the Royal Oak, Tabard Street, from 16h00

16th April 2020 at the Brunswick, Derby from 13h00

24th – 27th April 2020 at the Elstead Hotel, Bournemouth – Annual General Meeting and International Gathering. See page 8

BOOK NOW!

21st May 2020 at the Royal Oak, Tabard Street, from 16h00

18th June 2020 at the Monks' Retreat, Friar Street, Reading from 13h00,

Meetings in Reading and in Derby are timed to offer the possibility of lunch together.

The programme of venues will be shown on the website www.aec-europe.co.uk and confirmed to e-mail subscribers.