



European Association of Railway Personnel

British Section

Newsletter

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Council of Europe (6.4.1977)**

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the UN (decision E/ 2002/ of 22.07.2002) and member of the United
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**A separate membership application form
is enclosed with this issue.**

The European web page is at: <http://www.A-E-C.net>

AEC France is at www.aecfrance.eu/)

AEC Italy is at www.aecitalia.org

AEC Latvia is at www.ldz.lv/biedriba/

AEC Spain is at www.aec-es.org

AEC Poland is at www.aecpl.republika.pl (*Private site, not officially recognised.*)

AEC Austria is at www.aec-oesterreich.at.tf

AEC in Romania is at www.aecaferom.xhost.ro

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

You can also find the British Section Newsletter on line at the French and European websites by clicking on to the labelled link, and also at the ASLEF District 5 website at www.aslef-dc5.org.uk/europa.htm (NEW)

Editorial: A note from the President.

I am writing this early in August. You may have noticed the early editorial cut off date, which was set so that I would be able to prepare the Newsletter before I set off for European days in Lyon. In fact, I am not travelling direct to Lyon, but am spending a few days in Switzerland on the way there, and am continuing south to Avignon for a couple of days after the Lyon event. I shall have a busy time upon my return to get the paper document printed, assembled, stuffed and posted by the beginning of September. I hope it will be on time, but please excuse any lateness.

Two interesting events at the beginning of August have emphasised the dithering stance of British government circles with regard to high speed railways in this country. China has opened its first conventional high speed railway. Britain has built a new steam locomotive! A number of recent reports by pressure groups and interested parties have emphasised the fact that our national rail system is at saturation point and that some relief is required urgently in the form of more high speed lines. Nevertheless their viability and 'green' credentials have been questioned by those who resent paying for the provision of better infrastructure – or even maintaining the present creaking system – notwithstanding recent investments, deemed to be of high cost.

The commentary received from Marc Aubry in Belgium and reproduced here in English translation, emphasises the need to improve rail freight links to achieve more environmentally friendly transport than road alone can offer. It came as a surprise that 40% of freight in the United States travels by rail. Back in the 1980, Britain enlarged some tunnel clearances (usually by lowering the track) to accommodate 8'6" and 9'0" high containers, the latter on small-wheeled wagons, but the enlarging of tunnels in Belgium and France to accommodate the long distance rail haulage of road freight trailers is mentioned rather like a side issue in the Belgian document. I guess in European terms, Britain is little more than a siding, but it needs to be good enough to withstand the traffic, if we are to see ourselves out of the current recessionary times.

The revised programme for European Days in York was accepted by the European Executive Council when it met in Antwerp. Bookings for both European Days in Lüneburg, Germany and in York are now open. You can book through Philip Worsfold for the German event. A booking form for European Days in York is enclosed with this issue.

We were devastated to hear of the train crash on 8th August in the Czech Republic, which cost seven lives. The Krakow to Prague EuroCity train collided with the debris of a bridge which had collapsed while it was under maintenance.

Philip Worsfold and the production team.

Recruitment

Bright ideas should be discussed with **Bob Clark**. Enquiries about membership should be addressed to **Bill Andrews**. Their addresses and phone numbers are given below.

There is a separate membership application form with this edition of the newsletter. Please use it if you are able to recruit a new member. Recruit seven members and get your next year's subscription free!

COMMITTEE

The committee is as follows:

Honorary President:

Theo Steel (formerly Project Director ONE Railway)

Past Honorary President:

Malcolm Southgate OBE (formerly Deputy Director, Eurostar)

Honorary Vice-president:

Colin Charman, MCIT, Eurostar (UK) Ltd,
E-mail: colin.charman@eurostar.co.uk

President:

Philip Worsfold, B.Sc., C.Eng., M.I.C.E.
E-mail: wors@8bwhi.eclipse.co.uk

Vice-president:

Patrick Rigby,
E-mail: patrickrigby@bun.com

Secretary:

Gerry Atkin M.I.L.T.
E-mail: gandeatkin@aol.com

Assistant Secretary:

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

Visits Secretary:

At the Annual general meeting, this post was left vacant on a temporary basis.

Treasurer and Membership Secretary:

Bill Andrews.
E-mail: fam.Andrews@ntlworld.com

Recruitment Secretary:

Bob Clark
E-mail: bobclark_aec@yahoo.ie

Auditor:

Mike Hill

PEOPLE

† John O. H. Norman, J.P., MCIT.

Sadly, and I regret to say somewhat belatedly, we have to report the death of member John Norman. John had been a member since 1991.

† Jurai Szalai

We have also heard from the Slovak section of the death of their first president, Jurai Szalai, who had been vice-president of the Czechoslovak section before the country split. We offer our sincere condolences.

TRANSPORT & TRAVEL NEWS

Wrexham and Shropshire Railway

We have heard that the Wrexham and Shropshire Railway honours free and privilege travel facilities in accordance with the National Fares Manual.

Chinese High Speed line

On 1st August, China officially marked the beginning of its high-speed rail era when the Chinese Railways launched service on the Beijing-Tianjin Intercity Railway, an auxiliary project for the Beijing Olympic Games.

The 75-mile line will serve four stations. Trains will operate at speeds up to 217 mph and run between the two cities in less than 30 minutes.

During the next three to five years, the Chinese Railways plans to complete construction on a number of other high-speed lines. The railway's more than 6,000-mile high-speed network is scheduled to be completed within 15 years.

New locomotive construction in Great Britain

1st August also saw the public unveiling of the first main line locomotive to be built in Britain since the early 1990's. The event took place in Darlington before the national press, some of whom arrived at 20 mph (32 km/h) due to overhead line faults on the East Coast route! The locomotive concerned was No 60163 'Tornado' a latter day member of the much appreciated A1 class of Pacific (4-6-2, 231 or 2C1 if you use the continental systems) steam locomotives. The design originated from the former LNER Doncaster design office under the then Chief Mechanical Engineer, Arthur H. Peppercorn and 49 were built from 1947 to 1949 – costing £16,000 apiece at that time. Despite their popularity, following the unsatisfactory Thompson 'Pacifics', none were preserved. 'Tornado' was the brain-child of David Champion's A1 Steam Locomotive Trust and financed by 'mature' enthusiasts, who donated the £3 million needed to construct the new locomotive. Appropriately it was built in the old Stockton and Darlington Railway's Hopetown works – all except the boiler, for which facilities no longer exist in the UK. The boiler was constructed in the German Railways workshops in Meiningen. It was A. H. Peppercorn's widow, Dorothy, now 92 years old and who was the first patron of the trust, who did the honours in naming the engine built to her late husband's design. Soon it is hoped that 'Tornado' will take to the main lines of not just Britain but also France and Germany and maybe elsewhere in Europe, at the head of special trains for enthusiasts and those seeking the nostalgia of the age of steam.

EUROPEAN DAYS and OTHER EUROPEAN EVENTS

The current position is as follows:

24th – 30th May 2009 European Days in **Lüneburg, Germany** (featured in this edition)

20th – 26th Sept 2009 European Days in **York, England** (revised programme featured in this edition. Booking forms with this newsletter.)

Spring 2010 European Days in **Santiago de Compostella, Spain**. (details in the next edition.)

Autumn 2010 European Days in **Poland**

Forthcoming events in the German Programmes are:

10.09.2008 RV Rostock: Vortrag ‚Erste Hilfe‘ im Club
08.10.2008 RV Rostock: Kegeln im Brauereikeller
27-29.10.08 RV Hagen: Reise auf ein Weingut mit Ausflug nach Trier
03.11.2008 OV Berlin: DDR-Museum oder Straßenbahnbetriebshof
12.11.2008 RV Rostock: Vortrag ‚Geunde Ehrmehrung‘ im Club
21.12.2008 RV Rostock: Theaterbesuch
28.11.2008 OV Berlin: Wahlveranstaltung und Weihnachtsfeier
04-07.12.08 RV Frankfurt: Weihnachtsfeier in Thüringen
10.12.2008 RV Rostock: Weihnachtsfeier im Club

Europäische Treffen

24.05.- 30.05.2009 Europ. Tage in Lüneburg, Deutschland

Sept/Okt. 2009 Europ.Tage in York, Großbritannien

PROVISIONAL PROGRAMME FOR EUROPEAN DAYS FROM 24.05. UNTIL 30.05.2009 IN LÜNEBURG (GERMANY).

Sunday, 24.05.2009 *Arrival of the Executive committee members*

Arrival of the delegates for the committee meeting at **Lüneburg** railway station; Transfer from Lüneburg station to Hotel Seminaris after registration, at extra cost.

20h00 Evening meal in Hotel Seminaris.

Monday, 25.05.2009 *Committee meeting*

until 10h00 Breakfast in Dining room.

12h00 Lunch for the delegates of the committee meeting, in the Town hall.

13h30 Meeting of the Committee: Timing according to the Agenda.

until 18h00 Arrival of the other members at **Lüneburg** railway station. Free transfer from railway station to Hotel Seminaris after registration.

19h00 Grand opening of European Days in Lüneburg 2009.

20h00 Dinner in Hotel Seminaris. Musical entertainment.

Tuesday, 26.05.2009 *Lüneburg Day*

07h00 -08h45 Breakfast in Dining room.

09h00 Tour of the town with guide through the Old Town, starting from the hotel.

- 10h30 Reception of the members in the Huldigungssaal (Council Chamber) of the Town Hall by the Mayor, Herr Mäde.
- 13h00 Lunch in Hotel Seminaris.
- 15h00 -17h00 Travel to and visit the Salt Museum.
Escorted walk in the Old Town centre of Lüneburg.
- 19h00 Evening meal in Hotel Seminaris. Cosy end to the day.
- 20h00 Performance by a musical group.

Wednesday, 27.05.2009 *Hamburg Day*

- 07h00 -08h45 Breakfast in Dining room.
- 09h00 Journey by coach to Hamburg.
- 10h00 Visit to St. Michaeliskirche, the Landingstage and the „Altes Elbtunnel“. (Old Tunnel under the Elbe River)
- 11h00 -12h30 Trip in small boats Rundfahrt auf kleinen Barkassen around Hamburg port, in the „Classic Queen“
Journey in our bus on the Elbchaussee and through Blankensee (Principal district of the rich merchant families).
- 13h00 Lunch in the ‚Willkommhöft‘ Ship greetings point at Schulau on the bank of the Elbe. Greeting of arriving and departing ships by playing the National anthem of the country of registration.
- 14h00 Tour around Hamburg in our buses.
- 15h00 -17h30 Stroll through the luxury shopping streets in the Alster: Jungfernstieg, Große Bleichen, Neuer Wall und Mönckeberg Straße (our „Mö“).
Look at the computer controlled marshalling yard at Maschen.
- 19h00 Evening meal in Hotel Seminaris. Cosy end to the day.

Thursday, 28.05.2009 *Hansestadt Lübeck Day*

- 07h00 -08h30 Breakfast buffet in Dining room.
- 08h30 Journey by coach to the Hanseatic League town of Lübeck.
- 09h00 Visit to the Boat lift at Scharnebek.
- 10h30 Guided tour through the Old Town of Lübeck.
- 12h30 -14h00 Lunch in the historic restaurant of the Shipping Company.
- 14h30 Trip by ship on the Trave estuary and into the Baltic Sea.
- 16h00 Return journey on the bus through the Ratzeburg sea marshes to Lüneburg.
If possible, visit to the cathedral in Ratzeburg.
- 19h00 Evening meal in Hotel Seminaris.

Friday, 29.05.2009 *Lüneburg Heath Day*

- 07h00 -08h45 Breakfast buffet in Dining room.
- 09h00 Bus journey to Undeloh in the middle of the heathland.
- 10h00 Walk or trip by horse drawn carriage in the ‚Naturpark Lüneburger Heide‘ (Lüneburg Heath Natural Park).
Over a distance of about 20km no motor traffic is allowed.
To reach the idyllic little village of the heath Wilsede, the only possibilities are: on foot, by bike or by horse drawn carriage.
The distance from Undeloh to Wilsede is 4 km.
- 12h00 Lunch in "Wilseder Hof".
- 13h30 Return trip in the horse drawn carriage, or walking to Undeloh.
Free time for visit to places on the heath or a coffee in one of the numerous small guesthouses.
Possibility to buy souvenirs.

16h00 Return journey by bus to the hotel. - Free time.
19h00 Gala evening and ball, with dance band, floral and table decorations. Various dishes and drinks, presentation of honours, handing over of the symbols of AEC: the banner, the key, the cushion and the lantern.

Saturday, 30.05.2009 **Departure**

07h00 -10h00 Breakfast buffet in Dining room. Morning free at your disposal.
Departure of delegates. Luggage transfer to Lüneburg railway station.
Possibility of a direct transfer to Hamburg at extra cost.

Cost:

From evening meal on Monday 24.05. until breakfast on Saturday 30.05.2009: **490 €**

From evening meal on Sunday 23.05. until breakfast on Saturday 30.05.2009: **565 €**

per person in double room.

Single room supplement: 20 € per Night.

The basic package includes: 5 night's stay with full board in Hotel "SEMINARIS" in Lüneburg.

Tours with guided explanations, Opening evening and Gala evening with a dance band.

Included in the price are catering, accommodation, trips and visits and the transfer from Lüneburg railway station; each meal includes a drink of your choice.

Enquiries about booking or costs should be addressed to the treasurer of the German section, Frau Marita Kynast-Kohl, Finkenstraße 8, D-31698 LINDHORST
Tel. =+49 (0)5725 6708 - Fax:+49 (0)5725 915838
or Email: marita.kynast-kohl@bahn.de

Bookings with a deposit of 250 Euro per person, with details of single or double room (smoking or non smoking) and arrival times should be sent, before 15.01.2009, to the treasurer of the German section Frau Marita Kynast-Kohl.

**Bankverbindung: A.E.C.-Sektion Deutschland,
Sparda Bank Hannover, Konto: 100924814 - BLZ: 25090500
IBAN: DE55250905000100924814 – BIG: GENODEF1S09**

Final payment: 240 Euro (or more, according to booking) before 30.03.2009 to the same account.

Hotel address: Hotel SEMINARIS Lüneburg, Soltau Straße 3, D-21335
LÜNEBURG
Tel. +49 (0) 4131 7130 – Fax: +49 (0) 4131 713128
Email: lueneburg@seminaris.de - Internet: www.seminaris.de/lueneburg

The event is arranged by the German section of AEC, which is the responsible organiser. Payment through the British section will be offered purely to minimise the cost of money transfer. If you wish to take advantage of this offer, a deposit of £225 per person is required. **Cheques should be made payable to Philip Worsfold, and should reach him before 31st December 2008.** The British section does not act as a travel agency and does not make travel arrangements. Neither the British section of AEC, nor any individual officer thereof can accept responsibility for any problems or losses arising. You will be responsible personally for your payments and for any losses that may be incurred. You are advised to take out appropriate insurance cover.

EUROPEAN DAYS IN YORK, 20th – 26th SEPTEMBER 2009
Revised Provisional Programme

Hotel: Ramada Encore Hotel, York

Your Hotel is very centrally situated. Perhaps after arrival, if time permits, a walk to the famous “Shambles” or a visit to York Minster.

Note that there are no car parking facilities at the hotel.

Sunday 20th September 2009

Arrival of some delegates (Executive Committee) at Ramada Encore Hotel Central York.

Executive Committee Meeting

The Conference room for committee meetings is at the Ramada Encore Hotel.

Monday 21st September 2009

Continental Breakfast in Ramada Encore Hotel Central York.

Other delegates arrival by rail, air or road (see note above about car parking).

For those arriving early: 14.00hrs Traditional London ‘Routemaster’ Bus sightseeing tour of York. (approx one hour)

Opening Ceremony at Priory Centre 16.30 hrs

Evening Meal at local Italian Restaurant. (Possible Two Sittings) (one drink included)

Tuesday 22nd September 2009

Continental Breakfast in Ramada Encore Hotel Central York.

Whitby and the local Countryside to include a Fish & Chips lunch with a cup of tea.

We return by North Yorkshire Moors Railway from Whitby to Pickering at approx 14.00hrs . Then coach from Pickering back to our hotel.

Evening Meal at Russells Carvery with one drink per person included.

Wednesday 23rd September 2009

Continental Breakfast in Ramada Encore Hotel Central York.

We visit Castle Howard with a 2 course buffet lunch (water on the tables)

Medieval Banquet Evening Meal and Entertainment.

Thursday 24th September 2009

Continental Breakfast in Ramada Encore Hotel Central York.

Free time to explore York yourself. Take a sightseeing trip on the river with Yorkboats (45mins) included in your stay. (see voucher)

We will be having a traditional English Ploughman’s lunch and a pint at local venue. (See voucher)

Evening Meal will be in a York historical building with one drink per person

Friday 25th September 2009

Continental Breakfast in Ramada Encore Hotel Central York.

During the morning we visit the famous Jorvik Centre. Otherwise time is free for that last minute shopping.

Betty’s, is your destination for lunch time (you will have a £10 voucher)

Optional Traditional London ‘Routemaster’ Bus sightseeing tour around York from the Hotel departing 14.00 & 15.30hrs.

Tonight we have our Gala Dinner at the National Railway Museum York, which includes the Lord Mayor’s Reception in the NRM Great Hall followed by music and the closing ceremony.

Saturday 26th September 2009

After a Continental Breakfast in Ramada Encore Hotel it's Homeward Bound.

NOTE EXTRA DAYS MAY BE ADDED SUBJECT TO AVAILABILITY AT £80 DOUBLE/TWIN & £70 SINGLE PROVIDED REQUESTED ON INITIAL BOOKING FORM.

- THIS PROGRAMME IS SUBJECT TO CHANGE -

Special dietary requirements will be accommodated wherever possible.

Due to restraints on accommodation, the total number of delegates is limited to a maximum of 140 persons, including members of the executive committee. It may become necessary to limit the size of individual national delegations.

Bookings can now be accepted on the enclosed booking forms. You are asked to pay a deposit of £200 per person before 31st March 2009 and final payment by 15th July 2009. You should note that the prices on the application form are still provisional and may change in the light of the current inflationary economic situation. Failure to pay the deposit in time will result in the cancellation of your booking and the place offered to another person. Booking forms in French and German are also available from Philip Worsfold, by postal request (with international reply coupon if from abroad) or by e-mail. These contain details for making payments from Europe.

All payments must be in pounds sterling, at the cost of the sender.

Cancellations after 15th July 2009 will be subject to a £40 cancellation fee.

All applicants are advised to take out appropriate travel insurance.

GLOBALISATION AND RAIL 'SUPERHIGHWAYS'. A view from Belgium.

Commentary received from Marc Aubry, a vice-president of the Belgian section, president of the Brussels sector. Translation from French by Philip Worsfold.

The term 'mondialisation' (globalisation) first appeared in the French language at the beginning of the 1980's in the field of economic work and geopolitics. It signifies the increase in the movement of goods, services, labour, technology and capital on an international scale and is derived from the verb 'mondialiser' accepted in 1928. Initially it indicated simply the extension of the markets for industrial products on the scale of the geopolitical blocs of the Cold War. For long in the academic domain, it came into general use during the 1990's, partly under the influence of the emerging idea of a 'global village' put forward by the philosopher Marshall McLuhan and more so by means of anti-globalists and supporters of alternative propositions, which by means of their very names brought the increase of the phenomenon to the public attention.

The terms 'globalisation' and 'mondialisation' and the sense attributed to them depend on the point of view and the current of thought of the people who use them.

ORIGINS.

The distinction between the two terms is specific to the French language. The original English word is globalization, for the most part absorbed into the majority of other languages. In English, the different approaches, globalization/mondialisation are explored by different currents of thought. The English word 'globalization' covers largely the same area of discussion as the different French semantics. As in the French speaking world, different people give different meanings to the terms, putting the accent on the economic, cultural or political dimension, depending on their adherence, conscious or not, to a particular current of thought.

Yet the closeness of 'globalisation' to the English and the specificity of 'mondialisation' in French has led to a divergence of meaning.

In French, the term 'globalisation' indicates the supposed extension of economic reasoning to all human activities and suggests a limitation to the terrestrial world. The term 'mondialisation' indicates the extension worldwide of exchanges which may be cultural, political, economic, or anything else. In this sense, the expression 'world' can indicate near outer-space, accessible by aeronautic or satellite means or take on meanings specific to particular cultures, (e.g. the Chinese world...) On the other hand, from now on environmental problems present themselves on a worldwide scale, for example deforestation or pollution from the development of means of transport.

'MONDIALISATION'.

Completely generic, the term 'mondialisation' indicates a historic process whereby individuals, human activity and political structures generally show their mutual dependence and exchanges, material or otherwise, which grow over significant distances on the planetary scale. It consists of the growing interdependence of economies and contributes to the expansion of human exchanges and interactions.

The origin of the term explains that this process was most often envisaged solely within the field of global economics, the development of the exchange of goods and services, accentuated since the end of the 1980's by the creation of global financial markets. However, to that must be added:

- The cultural aspect which gives a large part of the population access on the one hand, to elements of the culture of other populations sometimes far away and also the overall realisation by the developed countries in general of the diversity of cultures worldwide.

- The political aspect, represented by the development of international organisations and non governmental organisations.

- The sociological aspect of 'mondialisation' summarised by Sygmunt Bauman, sociologist and emeritus professor of the Universities of Warsaw and of Leeds: "Globalisation is inescapable and unstoppable. We already live in a world of inter-connexion and interdependence on a planetary scale. Whatever happens in one place can affect the life and the future of people everywhere else. When measures to adopt in one particular place are evaluated, it is necessary to take account of the effects on the rest of the world. No sovereign territory, however big, however populous, however rich it may be cannot protect for itself its way of life, its security, its long term prosperity, its social model or the very existence of its people. Our mutual dependence operates on a global scale..."

So essentially, it is agreed that we talk of 'mondialisation' in order to distinguish the particular field under consideration (economic, cultural or political) and the period of history in mind.

ASPECTS OF CONTEMPORARY 'MONDIALISATION'.

Economic aspects

For rich countries, economic 'mondialisation' brings two essential benefits. The first profits the consumer, who has access to a bigger range of goods (diversity) at a lower price than if they were manufactured in his own country. Quantitatively this effect is considerable, and perhaps to be taken in addition to the consumer profit in buying Chinese textile products. The second benefit is to holders of capital, who receive a better return on their capital.

On the other hand, the rich countries suffer the displacement of their heavy industries, requiring less qualified employees, as well as the growing competition between the rich countries themselves. Quantitatively of little importance, these effects do cause problems, however, because they are localised, affecting especially particular persons or regions, when the profits are shared by the whole population. That said, the less qualified part of the working population in the developing countries is only 3%.

However the levels of science and technology in China and India are rapidly approaching western standards and the quality of telecommunications means that the direct competition between working populations now also affects the middle classes (for example the displacement of call centres) and engineers (all the big software manufacturers have a branch in India).

Certain quantitative econometric studies, which have tried to evaluate these two aspects have reached the conclusion that the gains for rich countries at the international level of work are greater than the losses (displacement, de-industrialisation). The problem the rich countries face with regard to economic globalisation will be above all, the problem of sharing the gains in order to be able to indemnify the losers with a share of the profit proportional to their loss.

During the last two decades, 'mondialisation' has not brought growth in Europe. It has been the generator of inequality and environmental damage.

It is for that reason that we must find alternative sources of energy to fossil fuels (coal, oil). This brings me to talk about 'rail corridors'.

Congestion on the main transport arteries is criticised in the community report as a malady to be eliminated. Road congestion costs 1% of the European gross earnings. Hence it recommends 'that an instrument of guarantee to provide up to 1 billion euros shared between the European Investment Bank and the E.U. budget for 2008-2012, would allow the release of 20 billion euros in bank loans to finance road infrastructure.

AND FOR RAIL?

The share of the freight market has reduced from 21% in 1970 to 8.4% in 1998, when it was still 40% in the United States. In this context, 600km of rail routes are closed each year. We can consider that the lack of infrastructure adapted to modern transport, the absence of inter-operability between networks and systems, the lack of research in innovative technology and, finally, the uncertain reliability of a service that does not respond to the needs of the populace. However the success of new high speed services has led to a growth of long distance passenger transport.

The European Commission aims to:

- develop a common approach to safety in order to integrate progressively the national safety systems.
- complete the inter-operability measures in order to facilitate trans-frontier traffic and to reduce costs on the high speed network.

- provide an effective guidance tool: the European Agency for Rail Safety and Interoperability.
- spread and accelerate the opening of the freight market and open up the national freight market.
- join the Intergovernmental organisation for International Rail Transport (OTIF)
The OTIF agreement was signed in Berne in 1985 and modified by the Vilnius protocol in 1999. The aim was to establish a system of rights applicable to direct international passenger, luggage and freight traffic between the member states. OTIF has 14 (? – *this appears too few –ed*) member states:
 - all the countries of Europe except the countries formerly part of the Soviet Union (apart from Lithuania and Latvia)
 - Countries of the Near-East (Iraq, Iran, Lebanon and Syria)
 - Countries of North Africa (Algeria, Morocco and Tunisia)

RAIL SUPERHIGHWAYS.

Imagine the A7 motorway (south of France) without heavy freight traffic! This road artery, traversed each day by more than 11000 lorries, has had a competitor since 29 March 2007 (date of the inauguration of the rail freight route between Bettembourg and Perpignan; the agreement signed by Dominique Perben (former French minister of transport and his Luxemburg opposite number, Lucien Lux).

Previously this route had accommodated more than 30000 lorries per year. This line is 1060 kms long and can unblock the motorways. The project was the brainchild of Mr Louis Gallois (now with Airbus) and Mr Michel Boyon (president of the French rail network), this "superhighway" has been able to go further than its neighbours in B-cargo (SNCB et DLC).

The innovation of this line is its loading platform, designed by the Alsatian Modalohr company. This firm had already developed in 1999, a flat wagon with a pivoting floor, allowing a lorry to load its own cargo trailer in 30 minutes. The project had appealed immediately: One kilometre by road cost the transporter 1 euro as against 0.99 euro by rail. Rail also produces only 10,000 tonnes of Co2 per train per year.

The cost of this rail 'motorway' was modest; 56 million euros. On the one hand, 36 million euros were spent by the state to renovate the track and re-gauge the tunnels. For the rest, 20 million euros of which 17 million were for the purchase of wagons, invested by the operating company, Lorry-Rail. This company is a joint venture by the depots and consigning agents (42.6% of the capital), Vinci (19.9%), SNCF, the Luxemburg railways (CFL) and Modalohr (12.5% each).

New companies could soon appear, for several projects are in hand. First, is the extension of the line between Orbassano (suburbs of Turin, in Italy) and Aiton (near Chambéry) to Vénissieux (Lyon).

Then follows the extension of the Bettembourg-Perpignan route to Marseilles in the south and to Paris and Lille in the north.

Future projects include:

Achieving the crossing of the Pyrénées, with the particular aim of a connection between Barcelona and Perpignan.

Starting other new priority projects such as the TGV/ combined transport Stuttgart-Munich-Salzburg/Linz-Fehmarn, linking Denmark to Germany.

And not forgetting the Spanish TGV (*AVE –ed*) and the addition of a rail line from Verona to Naples and from Bologna to Milan, and the continuation of TGV Sud Européen to Nîmes.

The European Commission has responded favourably to the requests by InfraBel (a division of SNCB) in favour of several major projects vital to European mobility. This

is support which confirms the key place in Europe occupied by the Belgian rail network. It has agreed 94 million euros to start with over a period of 6 years, split between 5 major projects in the heart of Europe:

A. Corridor C: this freight corridor is destined to become a real rail superhighway for freight traffic between Antwerp and Basle and also between Antwerp and Lyon. InfraBel will install the ETCS European inter-operability system on the 510 km of the Belgian tracks concerned between now and 2013. A total budget of 72 million euros will be the subject of a European subsidy.

B The Brussels - Luxembourg artery will benefit from a subsidy of 30 million euros for the period 2007-2013 (increase of line speed; saving of time).

C The 'Diabolo' has the aim of improving rail accessibility to Brussels airport.

D The project for reopening the 'Steel Rhine' route (Rhin Acier), the shortest route linking the port of Antwerp to the Ruhr valley in Germany will benefit from a 7 million euro subsidy.

E The high speed network will benefit from 6 million euros, which will enable the completion of the lines towards the Netherlands.

RECENT EVENTS...

We have continued to meet at the 'Lord Moon of the Mall' once a month. On **30th July** we enjoyed a visit to the Mid Norfolk Railway, courtesy John Woods. We met up at Wymondham (Norfolk) around 13h00; some had time for lunch before we travelled on the 14h00 departure to Dereham (it appears to have discarded the 'East' in its name). After just after half an hour at Dereham, we returned to Wymondham in the same train, a two car class 101 DMU (both cars powered) one of which had been restored pretty well to original livery – completely by hand, we were told; and a fine job was made of it. It appeared that the running number of this car had been lost but your editor came to the rescue, remembering that on these units it had also been painted on the cover of the destination blind box. There it was, lurking under several coats of paint, but visible if you knew where to look. The other car was still in classic rail; blue and dove grey livery. At the lineside we saw a third power car being restored to the old dark green livery, and also Dennis Howell's beautifully restored (in Great Western post-war livery) ex BR Western Region 94XX 0-6-0 pannier tank No 9466, used on weekend steam trains. There is also a comprehensive fleet of Ex BR passenger rolling stock. After the visit we made our various ways home; some eastwards to Peterborough and the Midlands, and some via Norwich and onwards to London, this offering (on paper at least) the quickest connection to London. Unfortunately, the train failed at Chelmsford, limped to Shenfield, where we, at least, decamped into an electric unit from Southend, arriving at Liverpool Street about 50 minutes behind schedule – not helpful when you have a critical connection at Paddington, thankfully made in the nick of time. We learned subsequently that the Norwich train reached Liverpool Street only just behind us, so repairs must have been effected pretty quickly at Shenfield.

...AND THINGS TO COME

- Reunions in London continue to take place at the ‘**Lord Moon of the Mall**’ on the **second Thursday of each month**, so the dates from now on are, **11th September, 9th October and 13th November 2008**. There will be no meeting in December 2008. Meetings begin there again in the New Year on **8th January 2009**.
- **Please remember that, generally, the last Wednesday of the month** is earmarked for possible lunchtime talks and visits. Forthcoming ‘**last Wednesday**’ dates are **24th September, 29th October and 26th November 2008**. We have possible events for the October and November dates – a talk on Crossrail and a Brewery visit or Stratford update. On **28th January 2009**, we hope to have another video session at the **Royal Oak in Tabard Street**. Further details will be available from John Woods by e-mail to jauwoods@googlemail.com.

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 now available, at £4.50 plus postage, and badges are again in stock in small numbers, at £1.50 each, including postage. These items are available from **the President, Philip Worsfold**. Please contact him first by phone to check availability.

GREAT BRITAIN ALL LINE TIMETABLE THOMAS COOK EUROPEAN TIMETABLE

Philip Worsfold holds a recent copy of The Stationery Office Great Britain All Line Timetable and also Cooks European Rail and Shipping Services timetable (monthly edition). This timetable contains the majority of British services in a succinct, abbreviated form.

Train operators produce their own pocket timetables.

AND FOR THE FUTURE?

We shall endeavour to continue the production of these three-monthly newsletters to get information to you. They will still be mostly information with just the occasional article. So please, put pen to paper. We need to build up a library of articles. Please keep in touch and let us have your information, your views and your ideas. Next copy deadline is **14th November 2008**.

SUMMARY OF DATES

London Reunions on the second Thursday of the month at the “Lord Moon of the Mall”, Whitehall, London:

11th September,

9th October,

13th November 2008.

There will be no meeting in December 2008. Meetings begin again on

8th January 2009.

etc.

Dates reserved for talks or visits on the last Wednesday of the month:

24th September,

29th October,

) Possibility of Crossrail talk, brewery visit or

26th November 2008.

) Stratford update on these dates.

There will be no meeting in December 2008. Meetings begin again on

28th January 2009, (possible video session at the **Royal Oak in Tabard Street.**)

A.E.C. MEMBERSHIP APPLICATION

Mr/Mrs/Miss/Ms/Other*. Surname:.....Initials:.....

Forename:.....

Job Description:.....

Work Address:.....

Town/City:..... Postcode:.....

Internal Phone:..... Fax:.....

External Phone:..... Fax:.....

Micromail Box No:..... E-mail Address:.....

ACTIVE / RETIRED *

Home Address:.....

Town/City:..... Postcode:.....

Telephone:..... Include in Directory?: YES/NO *

Mobile:..... Include in Directory?: YES/NO *
(*delete as applicable)

Membership of the A.E.C. costs only £5.00 per annum and is open to anyone in the railway industry without qualification. However, if you would like to complete the following statement, please do so. It would be helpful for us to know.

I can speak the following language(s) (state how well, e.g. fluent, fair, a little)

.....

I should like to join the Association Européenne des Cheminots.

Signature.....

Data supplied will be kept on a computer database. Home, **where authorised above** and Work telephone and Fax numbers and electronic mail addresses can be divulged to other members **only**.

Please make cheques/PO's for £5.00 payable to: "A.E.C."

Send this application to:

Mr W. Andrews, Hon. Treasurer, A.E.C.

32, Greet Road,

LANCING. BN15 9NS

E-mail: fam.andrews@ntlworld.com

*If you encourage 7 people to join within your subscription year, the next year's subscription is **free!***



BRITISH SECTION

ASSOCIATION EUROPÉENNE DES CHEMINOTS

European Association of Railway Personnel

Associazione Europea dei Ferrovieri

Europäischer Vereinigung der Eisenbahner

International Association (A.R. 4.2.1985).

International Non-governmental Organisation with advisory status to the Council of Europe (6.4.1977), and to the UN (decision E/ 2002/ of 22.07.02) Member of ECOSOC.

Registered address: Association Européenne des Cheminots (AISBL)
- Kardinaal Mercierlaan, 33/31 - B-3001 Heverlee, Belgium.

From the Hon Asst Secretary,
Organiser for European Days.
Tel: 00-44-1767-317683
e-mail: 24foxglove@tiscali.co.uk

24, Foxglove Drive,
Biggleswade,
Beds.
SG18 8SP. England

Dear Member

BOOKING FORM (price corrected 27.06.08)

EUROPEAN DAYS IN YORK, 20th – 26th SEPTEMBER 2009

1. Your Details

	Participant	Accompanying person:
Last Name :		
First Name :		
Address (Private):		
Telephone (private) :		Telephone (office) :
Mobile telephone :		e-mail :

The participants are accommodated at the Ramada Encore Hotel, in central York, a 7-minute walk from the railway station. No car parking facilities are available at the hotel.

	Date	Time	Station / Airport
Arrival			
Departure			

2 – Hotel reservation and costs – please indicate with a X

	Sunday 20.09.09	Monday 21.09.09	Tuesday 22.09.09	Wedn'sd'y 23.09.09	Thursday 24.09.09	Friday 25.09.09	Saturday 26.09.09	Sunday 27.09.09		
	Exec. meeting	European Days						Optional extra nights		
Double										
Twin										
Single										

All rooms £80.00 for double occupancy: £70.00 for single occupancy. (All rooms have shower and toilet)

Please X for Smoking accommodation or Non-smoking accommodation

The price includes a continental breakfast.

Further night's bookings should be possible but must be indicated at the time of completing this form and subject to confirmation.

Dietary Requirements: Please indicate. We will do what we can to accommodate but regret no guarantees.

3. Costs of European Days per person

Please cross (x)	Programme (Participants not wanting to stay as long should ask the organising team for a price)	Per Person costs
	Sunday 20.09.09 until after breakfast Saturday 26.09.09 – Exec. & whole programme, 2 persons sharing room	£489 + meal
	Sunday 20.09.09 until after breakfast Saturday 26.09.09 – Exec. & whole programme, 1 person in room	£639 + meal
	Monday 21.09.09 until Saturday 26.09.09 European Days , 2 persons sharing room	£449
	Monday 21.09.09 until Saturday 26.09.09 European Days , 1 person in room	£599
	Optional extra nights :- per person per night Double occupancy Single occupancy	£40 £70

Are included in **European Days'** costs:

- All meals as shown in programme (limited drinks as shown)
- Opening Ceremony
- Gala Evening, with Lord Mayor's Reception (to be confirmed), music and Closing Ceremony at National Railway Museum, York.
- Excursion programme, including coaching, entrance fees, visit costs, as indicated.

4. How do I book?

Please send this booking form (make a copy for your own reference) to

Peter Davies,
AEC Asst. Secretary (European Days York),
24 Foxglove Drive,
Biggleswade, Beds SG18 8SP. England

Tel/fax: 00 44 1767 317683, e-mail: 24foxglove@tiscali.co.uk

A £200 per person deposit is required to secure your place, to be received by 31 March 2009. The balance payment to be received by 15 July 2009.

Please make payment (sterling) to the account of Association Europeenne des Cheminots:-

Bank: Lloyds TSB Bank Branch: South Bank, Sort Code: 30-18-25
Account no. 0445398 IBAN: GB89 LOYD 3018 2500 4453 98
BIC/SWIFT :LOYDGB21072

All charges to the account of the sender.

Mark the payment "AEC YORK 2009", and your name.

If making a block Country booking please your indicate Country, and number of people on your bank payment.

Date: _____

Signature: _____

Please send separately an e-mail / letter with full names of those attending, plus completed individual booking forms. You are advised to ensure you have travel insurance.

Executive Committee Members – If you require a Sunday evening meal to be arranged at your extra cost – Payable on the day, please indicate by an X



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Registered address: Association Européenne des Cheminots (AISBL)
- Kardinaal Mercierlaan, 33/31 - B-3001 Heverlee, Belgium.

Du Secrétaire général adjoint,
Organisateur pour Journées Européennes.
Tel: 00-44-1767-317683
e-mail: 24foxglove@tiscali.co.uk

24, Foxglove Drive,
Biggleswade,
Beds.
SG18 8SP. Angleterre.

Cher Adhérent

BULLETIN D'INSCRIPTION (prix corrigé le 27.06.08)

JOURNÉES EUROPÉENNES DE YORK, 20 – 26 SEPTEMBRE 2009

1. Vos Coordonnées

	Participant :	Deuxième personne :
Nom :		
Prénom :		
Adresse (Privée):		
Téléphone (privée) :		Téléphone (bureau) :
Portable :		e-mail :

Les participants sont logés au Ramada Encore Hôtel, à York, Centre-ville; une promenade de 7-minutes de la gare. Il n'y a pas de parking à l'hôtel

	Date	Heure	Gare / Aéroport
Arrivée			
Départ			

2 – Réservations dans l'hôtel et prix – à indiquer s.v.p avec une X

	Dim'nche 20.09.09	Lundi 21.09.09	Mardi 22.09.09	Mercredi 23.09.09	Judi 24.09.09	Vendredi 25.09.09	Samedi 26.09.09	Dim'nche 27.09.09	
	Réunion du comité	Journées Européennes					Nuits en plus facultatives		
Double									
Deux lits									
Single									

Tous les chambres à £80.00 for deux personnes : £70.00 pour chambre single. (Toutes chambres avec douche et toilettes)

Indiquez avec X s.v.p pour Fumeurs

ou Non-fumeurs

Le petit déjeuner est compris.

Réservations supplémentaires pour les nuits suivantes des Journées Européennes sont possible, selon disponibilité. Il faut les indiquer sur la formule de réservation. Il sera nécessaire de les confirmer plus tard.

Régimes spéciales: Nous vous prions de les indiquer. Nous ferons ce que nous pouvons pour vous accommoder, mais sans garantie.

3. Journées Européennes prix par personne

Indiquer avec une croix (x)	Programme (Les participants qui ne veulent séjourner que peu de jours peuvent s'adresser à l'administration)	Prix par Personne
	De Dimanche le 20.09.09 jusqu'à petit déjeuner de samedi le 26.09.09 – Conseil d'administration et programme entière des Journées Européennes , 2 personnes dans une chambre.	£489 + repas
	De Dimanche le 20.09.09 jusqu'à petit déjeuner de samedi le 26.09.09 – Conseil d'administration et programme entière des Journées Européennes , 1 personne dans une chambre.	£639 + repas
	Du lundi 21.09.09 jusqu'à petit déjeuner de samedi le 26.09.09 – programme entière des Journées Européennes , 2 personnes dans une chambre.	£449
	Du lundi 21.09.09 jusqu'à petit déjeuner de samedi le 26.09.09 – programme entière des Journées Européennes , 1 personne dans une chambre.	£599
	Nuits en plus facultatives:- par personne par nuit en chambre double. Et en chambre single.	£40 £70

Le prix du programme comprend:

- Tous les repas (avec boissons limités, voir le programme).
- Ouverture des Journées Européennes.
- Soirée de Gala avec Réception du Maire de York (à confirmer), musique et cérémonie de la Fin des Journées Européennes dans le Musée national du Chemin de Fer à York.
- Programme d'excursions programme, voyages en car compris ainsi que des frais d'entrée et autres déboursments des visites – voir programme.

4. Comment faire une réservation?

Envoyez s.v.p ce bulletin (retenez une copie vous-même) à

Peter Davies,
AEC Asst. Secretary (York Congress),
24 Foxglove Drive,
Biggleswade, Beds SG18 8SP. England

Tel/fax: 00 44 1767 317683, e-mail: 24foxglove@tiscali.co.uk

On demande des arrhes de £200 par personne pour vous réserver une place, qui doivent être payé à notre compte avant le 31 mars 2009. La solde doit être payé à notre compte avant le 15 Juillet 2009.

Faites votre paiement en Livres Sterling au compte de l'Association Europeenne des Cheminots:-

Banque: Lloyds TSB Bank Succursale: South Bank, Code: 30-18-25
No de compte: 0445398 IBAN: GB89 LOYD 3018 2500 4453 98
BIC/SWIFT :LOYDGB21072

Tous les frais doivent être payé par l'émetteur.

Marquer le paiement avec "AEC YORK 2009", et votre nom et prénom.

Si vous faites une réservation pour un groupe, indiquer s.v.p le nom du pays et le nombre de personnes dans le groupe.

Date: _____

Signature: _____

Envoyez aussi, par e-mail ou par lettre une liste avec le nom et prénom de chaque adhérent ; aussi les bulletins individuel pour chaque personne. Nous vous conseillons d'acheter des assurances de voyage.

Membres du comité exécutif – Si vous désirez le dîner du dimanche le 20 septembre, nous pouvons l'organiser à prix supplémentaire, payable à l'arrivée. Indiquez s.v.p avec une croix (X).



BRITISH SECTION

Vom Stv. General Sekretär,
Veranstalter der Europäischen Tagen.
Tel: 00-44-1767-317683
e-mail: 24foxglove@tiscali.co.uk

ASSOCIATION EUROPÉENNE DES CHEMINOTS
European Association of Railway Personnel
Associazione Europea dei Ferrovieri
Europäischer Vereinigung der Eisenbahner

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Registered address: Association Européenne des Cheminots (AISBL)
- Kardinaal Mercierlaan, 33/31 - B-3001 Heverlee, Belgium.

24, Foxglove Drive,
Biggleswade,
Beds.
SG18 8SP. England

Liebe Freunden

RESERVIERUNGSFORMULAR (preis corrigiert 27.06.08)

EUROPÄISCHEN TAGEN IN YORK, 20 – 26 SEPTEMBER 2009

1. Seine persönlichen Einzelheiten

Teilnehmer:		Begleiter:
Familien Name :		
Vorname :		
Adresse (Privat):		
Telephon (privat) :	Telephon (Büro) :	
Handy :	e-mail :	

Die Teilnehmer sind im Ramada Encore Hotel, in Stadtzentrum York unterbracht; 7-minuten im Gang des Hauptbahnhofs. Es gibt kein Parkplatz für Autos am Hotel.

	Datum	Uhr	Bahnhof / Flughafen
Ankunft			
Abfahrt			

2 – Hotelreservierung und Preisen – Bitte mit X markieren

	Sonntag 20.09.09	Montag 21.09.09	Dienstag 22.09.09	Mittwoch 23.09.09	Do'n'rst'g 24.09.09	Freitag 25.09.09	Samstag 26.09.09	Sonnt'g 27.09.09		
	Verwaltungsrat						Europäischen Tagen			Zusatznächte
großem B e t t										
Zwei betten										
Einsel										

Alle Zimmer £80.00 für zwei Personen : £70.00 für Einzelzimmer. (Alle Zimmer mit Duche und Toilette)

Bitte X: für Raucher

oder Nicht Raucher

Der Preis ist frühstückeschließlich.

Weitere Reservierungen sind möglich aber müssen am Reservierungsformular angezeigt sein wenn Sie Anmeldung machen. Solche Reservierungen sind zu bestätigen.

Anforderungen: Bitte zeigen Sie anforderungen an. Wie wollen was wir können machen, aber wir können keine Garantie geben:

3. Europäischen Tagen, Preis pro person

Bitte (x) markieren	Program (Teilnehmer, die nicht so lange bleiben möchten, kann ein Preis vom Veranstaltungsteam suchen)	Preis pro Person
	Sonntag 20.09.09 bis Frühstück am Samstag 26.09.09 – Verwaltungsrat und ganzes Program, 2 Personen in Doppelzimmer	£489 + Essen
	Sonntag 20.09.09 bis Frühstück am Samstag 26.09.09 – Verwaltungsrat und ganzes Program, 1 Personen in Einzelzimmer	£639 + Essen
	Montag 21.09.09 bis Frühstück am Samstag 26.09.09 Europäischen Tagen , 2 Personen in Doppelzimmer	£449
	Montag 21.09.09 bis Frühstück am Samstag 26.09.09 Europäischen Tagen , 1 Person in Einzelzimmer	£599
	Zusatznächte:- pro Nacht pro Person in Doppelzimmer In Einzelzimmer	£40 £70

In dem Preis der Europäischen Tagen sind einschließlich:

- Alle Essen wie im Program angezeigt (mit beschränkten Getränken, wie angezeigt)
- Eröffnung
- Galaabend mit Städtischer Empfang, (zur Bestätigung), Musik und Endungszeremonie im nationalen Eisenbahnmuseum in York.
- Program der Besuchen, mit Busfahrten, Eintrittsgebühren, und allen Kosten, wie angezeigt.

4. Wie reserviere ich?

Peter Davies,
AEC Asst. Secretary (European Days, York),
24 Foxglove Drive,
Biggleswade, Beds SG18 8SP. England

Tel/fax: 00 44 1767 317683, e-mail: 24foxglove@tiscali.co.uk

Eine Anzahlung von £200 pro Person deposit ist gebracht Seine Reservierung zu sichern. Bezahlen Sie den **31 März 2009** hervor. Die Bilanz darf vor den 15 Juli 2009 bezahlen sein.

Bezahlen Sie bitte in **Sterling-Pfunden** in Konto des ‚Association Europeenne des Cheminots‘:-

Bank: Lloyds TSB Bank Zweig: South Bank, BLZ: 30-18-25
Konto: 0445398 IBAN: GB89 LOYD 3018 2500 4453 98
BIC/SWIFT: LOYDGB21072

Sie müssen allen Bankgebühren bezahlen.

Markieren Sie, bitte die Bezahlung mit “AEC YORK 2009”, und Seine Name und Vorname.
Wenn Sie ein Gruppenbuchung machen, zeigen Sie, bitte, Seine Land und die Zahl der Personen am Bankbezahlung.

Datum: _____

Unterschrift: _____

Schicken Sie getrennt, bitte, ein e-mail / Brief mit Familiennamen und Vornamen aller Delegierten und auch eigenen reservierungsformularen. Wir raten Sie Reiseversicherung zu kaufen.

Mitglieder des Verwaltungsrat – Wenn Sie wünnen Abendessen am Sonntag 20.09.09, wir können dieses Mahlzeit mit zusätzlichen Kosten arrangieren. Bezahlen Sie am Tag. Markieren Sie, bitte, mit X