



British Section

Newsletter

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European Association of Railway Personnel

Association Européenne des Cheminots (AISBL)

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**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)**

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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-esp.blogspot.com (CHANGE)

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

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

AEC 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 <http://www.aslef-dc5.org.uk/Members/europa.htm>

Editorial: A note from the President.

Urgent notice. The **deadline** for bookings for **European Days in York**, England, 20th – 26th September, is **MARCH 31st 2009**; you are urged to send in your application forms to Peter Davies, 24 Foxglove Drive, BIGGLESWADE. SG18 8SP – Great Britain, together with a payment of **£200 per person** (sterling payments only can be accepted; payment details are on the booking form; British cheques should be made payable to **AEC**.) **as soon as possible**. A minimum of 100 bookings is necessary for the event to be viable. As I write we have seven! If we do not receive enough bookings by 31st March, the event will have to be cancelled.

Will members of the British section, and others, who have kindly offered their help during the event, please note that it is necessary for them to submit a booking. The tight pricing of the event does not allow for free accommodation. In the (unlikely) event of there being a small surplus at the end, this will be distributed equally as a refund among those who have helped.

The FEANDC is also holding a spring congress in Clervaux, Luxembourg. AEC members are invited to attend. A programme and application form are enclosed with this issue of the newsletter.

We have had an interesting visit to Southend and the annual film afternoon since our last edition – reported elsewhere – and some of us (not many) will be going to Lüneburg in Germany in May for European Days. It is worrying to note that the German section had a nail-biting run up to the final booking date for this event. They too had the problem of low bookings and thought they might have to cancel it. It has been suggested that perhaps twice yearly is now too frequent for European Days. There has been further discussion at European Committee level about the registration of the new Statutes. So far, this has not taken place and a ‘stay of execution’ achieved in the short term. We shall return to the matter in committee in Lüneburg.

Your editor has become involved in a lot of correspondence concerning the problems being faced by those wishing to photograph trains and railways. The topic has been rumbling on for some years, with France being cited as a problem area, although this does not tie up with his own experiences there during the past couple of years or so. More serious were the reports of heavy handedness by the railway security people in the United States and of the arrest of a rail enthusiast at New York Central station. This person happened to be a lawyer and has studied the legal position, finding that the security people are in error. He is taking them to court and the results of his endeavours are eagerly awaited. In Britain too, the Transport Police seem to think that anyone trying to use a camera on a railway station is a budding terrorist and several people have been asked to explain their innocent activities and in some cases told to delete their photos while the law looked on. Of course those carrying cameras – sometimes quite big single lens reflex ones are a soft option. It’s more difficult to catch someone using a mobile phone to take their pictures! I wonder how many times terrorists have taken pictures of policemen apprehending innocent train spotters. Remember the furore a couple of years ago when a British group of aircraft enthusiasts were arrested in Greece for taking down the numbers of and photographing military aircraft as part of their innocent hobby?!

On 7th February, Andrew Martin wrote in the Guardian newspaper that “rail visionaries talk of stations as community hubs - but train firms are busy putting up barriers”. He referred to the attempt to close off Darlington station to prevent would be well wishers getting close to the special train which was to be hauled by ‘Tornado’

– the first mainline standard gauge steam locomotive to be built in Britain for 50 years – on its first main line journey. A press campaign foiled this move, but further south, people at stations between York and Grantham were unable to show their passion.

The day of the platform ticket is long gone (*they do still exist in a few places – ed*) and could not be re-introduced as, according to a spokesperson, “they would add another layer to an already complicated fare structure.” Platform passes are issued occasionally, he says, but Andrew Martin doubts if those young men with notebooks and cameras will make it through. After all, they could all be Al Qaida members. On the same page, Mark Lawson wrote on surveillance. “We’re all public now. Surveillance and snitches may mean celebrities (*in this case Carol Thatcher – ed*) will not be the only ones to rue unguarded remarks.” A report just published from the House of Lords on the ‘surveillance society’ warned, “everyone is now in the public eye; we are tracked as we walk the streets by 4 million CCTV cameras protecting us from crimes for which we might then be arrested if our DNA is in the State database.” And elsewhere another article warned us about the “slide towards a surveillance society”.

The following day it was announced in the press that the British Government intends to keep a database of the international journeys of its citizens to aid the fight against crime, illegal immigration and terrorism. All this on top of the hoops that legitimate would-be international travellers are required to jump through at their peril at the immigration desk (although I can see the point in banning soft, smelly cheese in aircraft cabins).

Now I read the following:

“The National Union of Journalists (NUJ), in association with British Journal of Photography (BJP), has called for photographers to make their voices heard at a media event on 16 February as a new law is introduced that allows for the arrest - and imprisonment - of anyone who takes pictures of police officers 'likely to be useful to a person committing or preparing an act of terrorism'”.

It became law on 16 February; the Counter-Terrorism Act 2008 amends the Terrorism Act 2000 regarding offences relating to information about members of armed forces, a member of the intelligence services, or a police officer.

The new set of rules, under section 76 of the 2008 Act and section 58A of the 2000 Act, targets anyone who “elicits or attempts to elicit information about (members of armed forces) ... which is of a kind likely to be useful to a person committing or preparing an act of terrorism”.

A person found guilty of this offence could be liable to imprisonment for up to 10 years, and to a fine.

The law is expected to increase the anti-terrorism powers used today by police officers to stop photographers, including press photographers, from taking pictures in public places.

The NUJ teamed up with Mark Thomas, a writer, broadcaster, comic and political activist, Chris Atkins, who is behind the documentary Taking Liberties, photojournalist Marc Vallée and BJP for a media event outside New Scotland Yard on Monday 16 February. “The plan is simple, turn up with your camera and exercise your democratic right to take a photograph in a public place,” said Vallée.

For more information, visit www.nuj.org.uk, the [Facebook event page](#) or 1854.eu for further updates and coverage.

Let us face up to the facts. We in Britain already live in a “surveillance society”. There are probably more security cameras in Britain than in the whole of the rest of Europe put together – shopping malls, street corners, motorways and principal roads,

buses, trains, corner shops – the list is endless. We are the most photographed nation on earth. I don't doubt that they help in the fight against crime, as we see often enough on our television screens. But put it all together and it smacks of the nightmare scenario put forward by George Orwell in his (then) futuristic novel 'Nineteen Eighty Four'. Little did I think when I read it, that what he predicted would come true in my lifetime? The only thing missing is the 'thought police'. And with more big databases in the hands of the government how much longer will it be before we hear that in the interests of crime prevention, the prevention of illegal immigration and the fight against terrorism, the government has decided to take emergency powers to install itself as a 'Government of National Security' and hey-presto – the totalitarian police state has arrived! Or is it already with us and it's too late to do anything about it?

Any comments? I look forward to hearing from you.

Philip Worsfold and the production team.

Recruitment

Bright ideas should be discussed with **Bob Clark**. Philip Penaluna has suggested that we produce a 'Powerpoint' presentation to aid recruitment. This could be multilingual, within limits, for use by any national section, if required. We shall discuss it both at our Annual General meeting, and in the Administrative Council meeting in Lüneburg in May. If you are unable to get to the AGM but wish to comment, please do so to Bob Clark at least a week beforehand. We look forward to hearing from you.

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 (Retiring Project Director ONE Railway)

Past Honorary President:

Malcolm Southgate OBE (formerly Deputy Director, Eurostar)

Honorary Vice-president:

Colin Charman, MCIT, Eurostar (UK) Ltd,
Operations Safety & Standards Manager, 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 (Co-opted):

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**† Joe von Ruhland**

It is with the deep sadness that we have to announce the death of Joe von Ruhland. He was a colleague who worked at Stratford in the days of Anglia Region and always a keen follower of AEC events in Great Britain and until recently a 'regular' at our London reunions. He'd been in hospital latterly having suffered a slight stroke late last year. It was so nice that he and his wife, Anne were able to join us on the trip on the Watercress line to Alresford in 2007.

His was interesting upbringing in that he came of Austrian stock but was educated in India. One of his daughters has brought out a book about "Environmental Concerns of the Earth".

We offer our sincere condolences to Anne and the family.

Jean-Pierre Estival

I mentioned in an earlier edition that our former European (now Honorary) President had been appointed as President of the new sub commission for 'Transport and infrastructure issues' for a period of four years. He now writes (27th January):

“It was to-day the inauguration of the first session of NGOs involved in the works of the Council of Europe in Strasbourg. I officially represented our association, along with Mr Waldman and Mrs Nicolle. We are among the "happy few " members remaining there, since more than 120 associations have been discarded and rejected, being considered as not serious or reliable NGOs by the Council. We are acknowledged and labelled as European experts, which is an honour for all of us.

Personally I have taken part in the new commission concerning sustainable development in Europe and was given the floor 8 times on all the issues concerning transport issues and their contribution to a sustainable development. It was an exciting day for all of us. I was asked by the President of this Commission to draft a memorandum, which I'll do in the near future.

I hope you will be glad to see that we did not abandon our commitments and we are proud of it.”

† Mike Atkin

As we go to press we have received the sad news that Mike Atkin passed away on the evening of 21st February. Our deepest condolences to his family. More about Mike in the next edition.

TRAVEL NEWS

Britain's railways...

With record low temperatures and snow at its deepest for many a year, it was heartening to note the absence of horror stories about the shortcomings of the British railways. Early on, there were reports of reduced services in Southeast England due to train crews being unable to get to work and 'freezing points'. London Victoria Station was mentioned but it was evident from the television footage that although the station was all but deserted, all the point heaters were in fact working! Since then the only news I have heard concerned the Gunnislake branch from Plymouth, in the Southwest. The service had been suspended and there was no replacement bus service, since the icy conditions made it too dangerous to provide one! Meanwhile on the roads... more than 200 people stranded overnight on a hill near Exeter; and a woman gave birth to twins in the cab of a fire engine!

...and Deutsche Bahn (DB).

Peter Neumann reports in the "Berliner Zeitung" of 17 Jan 2009:

On January 14, 2009 at 14.03 the plug got pulled on the German national train system's computers - all of them. No ticket machines would work; either the self-service or the counter machines; the Internet pages returned errors; the boards in the train stations telling you which track to take had died; and apparently even some of the operations computers just shut off. There was a single point of failure - the "uninterruptible" power system (UPS). The computer centre of the Deutsche Bahn in Mahlsdorf (Berlin) was upgrading the UPS. Suddenly there was no electricity flowing through the mains. None! And the entire system fell like a house of cards. Oh, they had a backup system set up for lots of money, we suppose; I've seen the computer centres, they look like prisons, windowless monstrosities with high fences topped by razor wire just down the road in Biesdorf. The spokesperson won't say exactly what happened, but the cut-over to the backup system did not work. It took hours to get the system back up and running - apparently every system assumes that every other

system is already up and running, and turning them all on at the same time is quite a drain on electricity. The speaker will not go into any more detail on this topic, except to say that the specific nature of the error meant that each system had to be restarted by itself.

Of course, the usual speculation made the rounds - hackers, terrorists, viruses. But again - never make up complicated theories for what can be explained by simple incompetence. The spokesperson said "We have found the weak point and can guarantee that something like this will never happen again."

Comp.risks (*an outfit that monitors such events – ed*) has a long memory....
(commentary by Prof.Dr. Debora Weber-Wulff, FHTW Berlin, D-10313 Berlin.)

Jack May, an American friend of John Hayward, adds:

Just like it is no longer realistically possible to eliminate the automobile as the prime method of travel for the majority of people living in Western Europe and the English-speaking world (and the middle and upper classes in the rest of the world) it is no longer possible to have alternatives to the computer in workings of all major enterprises. We have reached the point of no return! In fact we reached it decades ago.

The enterprises that absolutely depend on computers include our government, air and rail transportation systems, manufacturing, banks and the day-to-day operations of other big businesses. Common sense calls for backup systems to take over when failure occurs, and most responsible enterprises have spent millions (if not billions) to build them. But it is virtually impossible to create manual back ups, as they would need huge numbers of personnel to get them operating. Thus most backup systems are also computer systems, with different sources of power and possibly different source code interfacing with existing networks. But the problem with these is that they rarely can be tested as a whole. 'Unit Testing' is always performed and 'System Integration' is tested as far as it can, without affecting day-to-day activities.

You cannot afford to stop your business and bring your main programs down in order to determine that the backup works perfectly (both qualitatively and quantitatively). Such an interruption, even if planned carefully, could play havoc with your enterprise. So you bring all your intelligence to the table when designing and implementing these backup systems, and then hope for the best.

In addition to the DB we have seen this happen occasionally with our Air Traffic Control System, Student Registration at Universities, Lottery Tickets, Security Brokerages, etc. Credit Card Systems at restaurants and gasoline stations usually have a manual backup, but these cannot check for illicit usage of credit.

EUROPEAN DAYS and OTHER EUROPEAN EVENTS

The current position is as follows:

24th – 30th May 2009 European Days in **Lüneburg, Germany** (booking for this event is now closed)

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**. (preliminary details in this edition.)

Autumn 2010 European Days in **Poland**.

Spring 2011 European Days in **Italy - 'twixt Sea and Mountain**. (change)

Autumn 2011 European Days in **Romania**.

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 (This location is under review and may change) with one non-alcoholic drink per person included. Beer or wine will be at extra cost.

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 should be sent as soon as possible on the enclosed booking forms. **This includes members of the British section who wish to attend, including those who wish to help with the organisation of the event.** 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.

The Spanish Section of AEC is organising, on the occasion of the year of SAINT JAMES OF COMPOSTELA (AÑO XACOBEO), EUROPEAN DAYS in SANTIAGO DE COMPOSTELA – GALICIA, from Monday 24th to Saturday 29th May 2010

Accommodation will be in the 3 star Hotel Congreso www.hotelcongreso.com 3 km from Santiago de Compostela.

Monday 24th May (meeting of Administrative Council)

From 09h00 to 23h00: Reception of participants at Lavacolla airport or at Santiago railway station.

10h00 Meeting of the AEC Administrative Council

13h30 Light lunch (Tapas)

16h00 continuation of meeting of the AEC Administrative Council

18h30 Visit to the town of Santiago de Compostela (Cathedral and historic area)

20h30 Inaugural dinner of European Days with participation of a Folk group (venue to be determined)

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Tuesday 25th May. Visit to the Atlantic Isles National Park and south Galicia.

07h00 to 08h15 Breakfast
09h15 Excursion to Vigo.
11h00 Chartered boat crossing to visit the islands in the vessel "Ría de Vigo".
13h30 Lunch in a restaurant
18h15 Visit to "Parador Nacional de Bayona", old Celtic village at La Guardia, and the Palace "Castrelos" in Vigo
20h30 Dinner at the Hotel Congreso.

Wednesday 26th May. Visit to the towns of Ourense and Monteforte de Lemos._

07h00 to 08h00 Breakfast
09h30 Depart by train for Monforte de Lemos, visit to the Railway Museum, cellar, monasteries and the "Castro Caldelas" castle.
13h30 Lunch in a local restaurant
16h15 Visit to the Sil canyons.
18h00 Return from Ourense to Santiago de Compostela
20h00 Dinner at Hotel Congreso

OPTIONAL Wednesday visit : Palaces and Museums of the Region'

07h00 to 09h00 Breakfast
09h30 Depart by bus to visit the Museum House of the poet Rosalía de Castro, the Museum of the Camilo José Cela Foundation for the Nobel Prize for Literature and the Railway Museum at Padrón.
13h30 Lunch at the "Escala" restaurant in Padrón.
16h15 Depart by bus to visit the "Pazos" of Ortigueira and Oca
19h30 Dinner at Hotel Congreso

Thursday 27th May. Visit to Ferrol and the Ortegal area in the north of Galicia.

07h00 to 08h15 Breakfast
09h00 Depart by bus for Ferrol; visit the castles and the Naval Museum.
12h00 Boat trip aboard the "la Ría"
14h15 Lunch in Ferrol
16h15 Trip to the area of Ortegal, San Andrés de Teixido and Cedeira.
21h00 Dinner at Hotel Congreso

Friday 28th May. Pilgrim's Mass offered to the Apostle St James at the Cathedra land visit to the historic area of the town and the 'City of Culture'.

07h00 to 08H30 Breakfast
09h15 Depart by bus for the town centre.
09h30 Visit the "City of Culture" in Santiago de Compostela
12h00 "Traditional Pilgrim's Mass", with offertory to the Apostle St James and, later, "Botafumeiro" – the swinging of the great thurible or censer (incense burner).
13h15 Reception at the mayor's parlour of Santiago by the municipal authorities in the Rajoy Palace, opposite the Cathedral of Compostela.
14h30 Lunch (venue to be determined)
17h15 Visit the town of de Santiago.
21h30 Gala Dinner with Folk group and dance at Hotel Congreso.

Saturday 29th May. End of European Days.

07h00 to 08h15 Breakfast

DEPARTURE OF PARTICIPANTS

This programme is provisional and subject to change. Booking details are still to be received, but arrangements will be made for booking through the British section.

A RAIL JOURNEY TO HELL AND BACK.

Benedict le Vay in the Daily Mail.

Go to Hell, they said, so we did and found ourselves in heaven. Let me explain.

It was a railway tour of Norway, and we reached Hell, a junction in the north, as we viewed this country of globe-beating beauty in a relaxing, non-polluting way.

And it exceeded all our expectations.

We started in Bergen in the south – me joining friends and family via a cheap Norwegian Airlines flight – and returned from Trondheim in the north.

Bergen was a wonderful port; its old harbour lined on one side with the Bryggen, a quayside area of quaint, tarred, clapboard houses jammed in against narrow-planked alleyways.

We took the Floybanen funicular railway up the 1000ft (305m) hill behind the city and saw tall ships set sail into the fjord beyond. Afterwards, we walked back down to the fortress-like railway station for one of the best train journeys in the world.

This is the spectacular line to Oslo, a journey interrupted – unbelievably by an even better branch line. After climbing to the treeless ice fields of Europe's highest main line, you eventually pass glacier ends with their eerie, green light coming through the ice.

Then, after going through snow sheds to limit the blockage of the line by drifts, you come to Myrdal, the most dramatic railway junction you could imagine and, as an author on travel and railways, I've seen a few.

There you are well over 800m (2650ft) high, in the grassy bowl at the top of a very steep glacial valley, which descends like an abyss via cliffs and waterfalls to the fjord, 20km (13miles) away.

The line from Bergen emerges from one mountainside, goes into the horseshoe-curve station and then enters another snow shed and tunnel at high level for the journey to Oslo.

Joining this, at an insanely steep angle, is another line coming up from the ravines below down to the village of Flam beside the fjord.

It charges inside the granite mountain, does a 180-degree turn in a solid rock tunnel and emerges lower down.

At one point, four levels of the railway are visible as it snakes and turns. At another, Kjosfossen station has been built in a waterfall with froth plunging down right next to and under the platform where passengers alight.

Flam is at the head of the fjord where sheer mountains drop to orchards and then disappear into the deep, where massive cruise ships call at the tiny quay.

Returning the next day to Myrdal junction, it seemed this lovely green valley of meadows, cliffs and waterfalls climbing through clouds was the way to heaven, not Hell at all. Back on the main line, we continued the scenic route to Oslo and spent a couple of days there before catching the train north to Trondheim.

A word about prices in Norway: it's about 50% more expensive than in the UK for food and drink, so be prepared.

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The Trondheim train was another fast Regiontog (inter-city service) and on these it's well worth paying the small Komfort class supplement.

You pass Norway's longest lake, Mjosa, plied by the same paddle steamer, the Skibladner since 1856. The views get better and better, with a stave church just before Ringeby.

We stayed a couple of days in Trondheim. Some of our party took a trip out to the monks' island in the fjord, the more puerile of us took a Lokaltog to Hell, a junction 30km (19miles) up the fjord, where a line to Sweden diverges from that to the far north.

There is nothing to Hell, apart from a few houses. A modern book informed us dryly that only a certain type of silly Englishman bothers to stop there.

But this travelling to places with silly (? - ed) names is not a new trend.

When we looked it up in a 1936 guide, we found: 'North of Trondheim there is a small junction known as Hell – to which the facetious Englishman, alas!, has a fondness for buying a ticket so that he may display it to his friends on his return home.'

More seriously, we wanted to experience the Arctic Circle, so we took the last long line north to Bodo.

This was a daunting ten-hour trip (almost like going to Wick or Thurso from London), but it was beautiful and restful in a gloriously comfortable old-style train.

On the return journey we would go by sleeper, which had three levels of ticket: luxury cabins (£75 for two people), couchette-style, curtained-off bays in a lovely polished wood and glass carriage; or the normal reclining seat.

After hours rolling past lakes, forests, mountains and one glorious glacial valley, we were determined not to miss the Arctic Circle.

We needn't have worried. The train climbed, the guard announced in English that we should look out for the small pyramids on either side of the track in this empty wilderness, and the locomotive gave a long, mournful whistle at the very spot.

We descended towards Bodo terminus. The fishing town, some 450 miles (720km) north of even the Shetlands, offered views of a sea dotted with mountainous islands leading to the North Pole.

"We've come to the very northern tip of the railway system," I said.

"Not exactly," said a pedant.

"There's a tiny bit of Swedish railways which pokes in near the top to reach Narvik, with only about 30 miles (48km) in Norway." It's a few more hours in a bus.

Or a very long way round through Sweden by train.

"Back to Hell, everyone!"

Benedict le Vay is the author of the 'Eccentric Britain' series of books, published by Bradt, and 'Britain From The Rails', which will be published in 2009.

RECENT EVENTS...

We have continued to meet at the 'Lord Moon of the Mall' once a month. On Wednesday 28th January a group of members made a return visit to Southend and this time found the pier railway in operation. There are two fairly modern diesel trains, one only being in operation during the winter. The trip along this longest pier in the world takes 15 minutes each way. We took the return trip to the end of the pier but had insufficient time to inspect the engineering work restoring the pier following the fire. On 25th February, Philip Worsfold presented a showing of videos, standing in for John Batts, who was away in Europe.

...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, **12th March, 9th April (the Thursday before Easter), 7th May, 11th June and 9th July 2009** etc.

Please remember that, generally, the last Wednesday of the month is earmarked for possible lunchtime talks and visits. Forthcoming 'last Wednesday' dates are **25th March (Stratford, London), 29th April (Woolwich – Docklands Railway extension), 27th May (note: during European Days in Lüneburg), 24th June (Exeter on the 'Cornish Riviera' and Newton St Cyres for lunch and tasting the beer brewed there), and 29th July 2009** etc.

Further details are available from John Woods at e-mail jauwoods@googlemail.com. To keep abreast of developments it is advisable to contact John regularly, since some events, such as the November brewery visit are arranged at short notice and it is not always possible to announce them in these pages.

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 e-mail 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 **9th May 2009**. The next edition may be late in reaching you, since the editor will be away at European Days in Lüneburg from 23rd to 31st May.

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Notice is hereby given that the 21st Annual General Meeting of the British Section of AEC will take place at the ROYAL OAK, 44, Tabard Street, London

SE1* on Thursday 23rd April 2009, commencing at 1630hrs. Items for the agenda, including those for “Any Other Business” should be sent, in writing, or by e-mail to the Secretary, Gerry Atkin, to reach him not later than Monday 6th April 2009.

DRAFT AGENDA

(Amendments will be announced at the meeting)

1. Opening remarks and Apologies for absence.
2. Minutes of the 20th Annual General meeting of 24th April 2008.
3. Matters Arising.
4. Correspondence.
5. President’s Report.
6. Reports from Officers.
 - Secretary
 - Visits Secretary
 - Membership Secretary
 - Recruitment Secretary
7. Treasurer’s Report and Accounts.
8. Election of Officers for a period of one year, from 15th May 2009.
 - Secretary
 - Asst Secretary
 - Treasurer
 - Visits secretary
 - Recruitment Secretary

(The President was elected in 2006 for a period of four years. Election of a new President is due in 2010)
9. Appointment of Auditor
10. Nomination of delegates for Congress. (New Belgian law.)
11. Dates and Venues for forthcoming European Days.
12. Events Programme.
13. Proposal for a ‘Powerpoint’ presentation to aid recruitment: a) in Britain; b) in Europe
14. Any Other Business (see note above).
15. Proposed date and venue for 2009 Annual General Meeting

*The **Royal Oak** is about ten minutes walk from London Bridge Station, just off Borough High Street, near St George the Martyr Church. The nearest Underground station is Borough (Northern Line, City branch).

--ooOOoo--

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

12th March, 9th April*, 7th May, 11th June and 9th July 2009 etc.

* **Please note that Good Friday is 10th April and Easter Sunday is 12th April.**

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

25th March (Stratford, London), 29th April (Woolwich – Docklands Railway extension), 27th May (note: during European Days in Lüneburg), 24th June (Exeter on the ‘Cornish Riviera’ and Newton St Cyres for lunch and tasting the beer), and 29th July 2009 etc.

The AGM is on THURSDAY 23rd April. See above.

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!***

Federation Européenne des Associations Nationales de Dirigeants de Chemin de fer.

45th European Congress, CLERVAUX (Luxembourg). June 18th – 23rd 2009

PROGRAMME

Thursday 18th June. Hearty Welcome

Arrival of participants in Clervaux
from 19:00 Welcome evening in Hotel International ****

Friday 19th June. Congress Day

09.00 – 11.15 Meeting of the Board of FEANDC at hotel
09.00 Guided city tour through Clervaux or Visit of photo exhibition “Family of Man” (UNESCO World Heritage) in the castle
11.30 Reception with the Mayor
13.00 Lunch at hotel

15.00 – 16.30 Academic session

European Congress in the banquet hall of the hotel with presentation (150 years of Luxembourg railways) by the Director General of CFL
from 19.30 Gala evening with dancing in hotel

Saturday 20th June. Trading skills in Natural Park of the Upper-Sûre

10.00 Bus trip through the Luxembourg Ardennes with visit to Esch-sur-Sûre, a typical Ardennian borough, visit to the old cloth factory in the house of the Natural Park
Lunch with regional cuisine
Then continuation along the reservoir of the Upper-Sûre to Wiltz, capital city of the Luxembourg Ardennes, with visit to the National Brewery and Tannery Museum in the castle of the former Counts and of the Gardens of Wiltz (2,5 ha garden with plants, sculptures and water features)
18.30 Arrival at hotel
20.30 Dinner (4 courses) in hotel

Sunday 21st June. Vianden & Diekirch: pearls on Our & Sûre

9.00 Excursion by bus to Vianden and Diekirch
In Vianden you choose:
° a guided visit to the castle (9th century feudal manor) or
° circular route – ascent by chairlift and short hiking tour above the valley of the Our & short city stroll, or
° a ride with little panoramic train “Benny” (for those who might get tired) and leisure time
Lunch in Vianden, then continuation to Diekirch
Guided tour of the National Museum of Military History followed by free time in Diekirch until 17.30
18.15 Arrival at hotel
20.30 Dinner (4 courses) in hotel

Monday 22nd June. Luxembourg City: culture, architecture & festive atmosphere.

9.20 Train journey to Luxembourg City Your choice of:

°Visit to the Museum of Modern Art Grand-DucJean (MUDAM) or

°Visit to the Museum of the Fortress ("3 Eechelen"). Then for all participants a bus ride through the "European Quarter" Kirchberg (modern architecture). Lunch in an Italian restaurant.

Afterwards, optional

°guided visit to the old town (UNESCO World Heritage) and of the Grund quarter with subsequent free time, or

°just free time for shopping, visit to museums, etc.

18.30 Dinner in the lower town (Riverside Clausen) (Possibility of going back earlier to Clervaux by trains at 21.50 or 22.50)

22.00 Join the torchlight procession and the fireworks for the celebration of the Luxembourg National Holiday; festive atmosphere in the city Individual trip back to Clervaux (with special trains at 1.15 or 3.00)

Tuesday 23rd June. Goodbye to friends

End of congress after breakfast. Possibility of late checkout.



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) - 25 Square de Meeus 1000 Brussels, 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: (e-mail only)

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, (please contact the above address for details)

Sort Code: 30-18-25

Account no. IBAN:

BIC/SWIFT :

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)
- 25 Square de Meeus 1000 Brussels, 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 déboursements 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: IBAN:) Demander les détails de l'adresse au dessus

BIC/SWIFT:)

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
 International Association (A.R. 4.2.1985).

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 Registered address: Association Européenne des Cheminots (AISBL) - 25 Square de Meeus 1000 Brussels, 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 Teilnähler 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 frühstückeschlieslich.

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: IBAN:) für Einzelheiten, vom obengeschriebenen Adresse fragen.
BIC/SWIFT:)

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 wünchen Abendessen am Sonntag 20.09.09, wir können dieses Mahlzeit mit zusätzlichen Kosten arrangieren. Bezahlen Sie am Tag. Markieren Sie, bitte, mit X