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European Association of Railway Personnel

Association Européenne des Cheminots (AISBL)

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

**A.E.C. BRITISH SECTION NEWSLETTER, Vol. 22 No. 1
September– 2017**

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A membership application form is attached to the e-mailed edition of the newsletter. If you require paper copies, please send a C5 stamped self-addressed envelope to Philip Worsfold at the address on page 2.

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

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

AEC Spain is at <http://www.aec-es.net/>

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

Due to security issues the **British Section Website** and the **British Section Facebook** page have been closed down. The French website has also closed due to the webmaster's ill health. The British Section Newsletter will still be available on line on line at the European website. A new British section website is under consideration.

EDITORIAL

As I write the silly season is upon us. The Brexit negotiations have started and it has become evident that the British government is totally unprepared to deal with the enormity of what is involved and as naïve as the majority of British public in thinking that Brexit will be to their advantage. In one recent poll, some Brexiteers feel that destroying the British economy and creating massive unemployment is a price worth paying, just to get out; and as I write, the headline in today's Daily Express is howling because a British politician has dared to suggest that there should be a second referendum on the terms agreed for Brexit before it is actually put in hand. I have joined the European Movement, which is now campaigning hard in association with other pro-European organisations as the reality of the situation begins to bite. I have a friend in France who is very active in local and national politics. He also has his ear to the ground regarding the Brexit negotiations. What he tells me of the more detailed talks proceeding outside the limelight is more reassuring to me than what I read in much of the British press. I don't know though if there is any truth in the rumour that one of the most pro-Brexit newspapers is considering moving its head office from London to Dublin!

This issue marks a return to three-monthly publication of the newsletter. With most members now receiving it by e-mail, the overall cost of postage – the biggest drag on our finances – is now reduced. But enough from me, since we have quite a big edition this time.

(The views expressed in this article are personal and do not necessarily represent those of the Association.)

Recruitment

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

PRESIDENT'S JOTTINGS.

THE VIEW FROM THE HILL – a journey on the train of thought.

As a young boy I used to stand on a hill near my house watching trains go by on the lines below. At that time I had no idea how my life and railways would become intertwined but they did and I am glad. My senior secondary school stood on a hill and the same trains passed by that hill too, so perhaps this was a subliminal signal of my future direction. I started on the railways properly the year the UK, Denmark and Ireland joined Europe to be the 7th, 8th and 9th members of the EEC. I was ecstatic but I don't know why.

Scotland was at that time an industrious society heavy industries in the west and mining in the east in Fife (now all a distant memory) which gave us a Socialist outlook. The rest of the country was very traditional conservative with the Highlands & Islands taking the Liberal path. Where I lived in Paisley, we were always considered radical, the whole area labelled as RED CLYDESIDE – this title bestowed (some say) on our people after Churchill (Yes the very same Winston of WW2 fame) sent troops (English Regiments) into Glasgow against the citizens of that city. This has not been forgotten in this dear green place. Our education system turned out literate, well rounded people myself included. Something about my school lives on in me and I don't remember this being taught; and that was to keep an open mind and seize the freedom you have to explore new things and places. The railways gave me that freedom. I have seen lots of places and freedom of movement has made it easier to meet and know new people and places

Life has carried on and along the way I moved to England from where I witnessed great events of history...some of great tragedy and some that brought joy to the world. For me the growing family of nations joining together as a union was and still is the greatest joy for me. Now I stand on a hill near my house and I see trains go past into the town, ships sailing on the ocean and a dark cloud on the horizon. Why, you may ask, do I see this cloud? The answer is simple. My European Family is being torn apart, my freedom of movement is being removed and people I once thought of as fairly tolerant and open minded have become insular and intolerant ,so it seems, of progress! Monty Python once said "Always look on the bright side of life" but even that is not possible now...it costs too much to turn the light on!!!! Oh well back to the hills and maybe if I look hard enough I will find the shepherd who can guide me away from the clouds.

Bob Clark
President

(The views expressed in this article are personal and do not necessarily represent those of the Association.)

TRANSPORT AND TRAVEL NEWS

Travel News.

Rail ticketing from Hoek van Holland

The line from Hoek van Holland to Schiedam (Rotterdam) has been taken over by Rotterdam Transport Authority (RET) from NS, as part of its metro system. The line is now closed (from 31 March until September) for conversion to light rail use, with replacement express buses in use between Hoekvan Holland and Rotterdam Centraal station. Railfuture is interested in this mainly because of the importance of this link as part of a vital through route to most of continental Europe, apart from direct connections from the UK to Dutch stations; and has worked with Dutch sister organisation ROVER to convince the relevant operators to make journeys as easy as possible.

Railfuture also works closely with the Association of European Rail Agents, whose members sell tickets.

It is understood that the following ticketing and fares arrangements will now apply:

1. Combined RET/NS tickets (€18) will be sold by Stena Line for all Rotterdam public transport and NS trains in the Rotterdam area.
2. Local tickets are also sold on the Harwich—Hoekvan Holland ferry— RET day tickets (€7.50) and a three-hour ticket (€2.30).
3. RET tickets are also available from automatic machines at Hoek van Holland station, but no international tickets can be obtained here. They can only be bought through an agent or website in the UK, or at Rotterdam Centraal station.
4. InterRail tickets are also valid on RET trains.
5. The Dutch Flyer ticket — between any Greater Anglia station and any Dutch station — is still available.

All the above-mentioned tickets will be valid on the replacement express buses, It is not yet clear how passengers will be able to negotiate the RET entrance gates.

Eurostar prices

Members may not be aware that there are cheaper prices on Eurostar for staff with 'protected' status. The second class single fare for those eligible is £23.

Transport in Europe.

TGV BRAND RELEGATED TO HISTORY AS INOUI ROLLS OUT

By James Graham | June 12, 2017

PARIS – Almost 36 years after it launched the TGV, Train à Grande Vitesse or “high speed train,” brand of high speed rail, French national carrier SNCF has announced that the name will be history by 2020. In its place will be inOUI, a re-branding effort aimed at attracting 15 million new customers by 2020.

Since its launch in 1981, TGV services have been the benchmark for high-speed trains in Europe, however TGV usage has been threatened by growing cheaper long-distance coach and bus services.

“InOUI reflects the transformation of our passenger service which will spur growth throughout our pipeline,” says Rachel Picard, managing director at Voyages SNCF.

“It also marks a new management approach for our 20,000 employees – men and women who work every day to deliver outstanding service to our customers.”

The move follows the creation of the OUIGO basic high speed rail service in 2013. It introduced low-cost, high-speed rail for travellers – from €5 for children and €10 for adults – in signature pink and blue train sets.

OUIGO provides a low-cost high-speed service and aims to capture 25 percent of the French high-speed rail market by 2020, while inOUI will offer premium high-speed rail travel.

The launch of inOUI will see a massive investment in rolling stock, including €1.5 billion in new Océane train sets between Paris and Bordeaux; more than 5,000 employees in customer-facing roles receiving specialized training to improve customer service; and, a significant investment in digital technology, with €300 million spent to equip all trains with Wi-Fi. Platform boarding and customer relations tools will be developed so that conductors can spend more time assisting travelers and delivering customized services.

This new offering will be rolled out line-by-line in the next 30 months, starting with the Paris-Bordeaux service on July 2. Paris-Lyon and Paris-Lille will follow later in 2017. In 2017, SNCF anticipates that one-third of all high-speed passengers will choose the new inOUI brand

FRANCE OPENS TWO HIGH NEW HIGH-SPEED LINES

Keith Fender

3rd July 2017

The first passenger train on the new high-speed line arrives at Bordeaux on Saturday. The brand new TGV L'Océane train with the latest InOUI branding is an Alstom product from early 2017.

BORDEAUX, France – French rail operator SNCF added another 302.5 miles to its high speed rail network on July 1, expanding the length of the French high speed rail system by 20 percent in just one day. Two new 200 mph lines opened connecting Paris with Bordeaux in the southwest and Rennes in the west. Both lines extend the existing Paris to Tours/Le Mans high speed line, which opened in 1990. The inaugural train from Paris to Bordeaux operated on Saturday with invited guests making the journey in 2 hours, 1 minute while the inaugural train on the Paris to Rennes route was later the same day and carried new French President Emmanuel Macron.

Both new lines were built using a public-private financing arrangement with two private concession companies. This approach was chosen to reduce the amount of government funds used, but will result in higher user access charges for trains operating on the line. The 189-mile Tours to Bordeaux project cost \$10.3 billion, of which 42 percent was privately financed with a 50 year concession whilst the shorter 114-mile Le Mans to Rennes line cost \$3.8 billion, of which 26 percent was privately funded with a 25 year concession. Both new lines have several new connections to existing parts of the rail network enabling cities near but not actually on the line to benefit from new high-speed service.

Major passenger stations on both routes have been renovated in advance of the new high speed services. The historic station at Bordeaux has been totally renovated with its large iron-and-glass roof – one of the largest at any station anywhere in the world – completely repainted for the first time in about 100 years and fitted with new glass to replace the old.

Regular passenger services on both new lines started July 2. Journeys from Bordeaux to Paris are reduced to 2 hours, 4 minutes, down from 3 hours, 15 minutes. Before any of the high-speed line was built, the fastest time in 1990 was 4 hours, 5 minutes with 125 mph operation on the original line. The Rennes to Paris journey is now only 95 minutes, a reduction of 39 minutes.

SNCF plans to offer more trains along with faster service on the new routes with 27 pairs of TGV trains daily Paris to Bordeaux and 20 pairs of TGV trains from Rennes to Paris.

SNCF DOES NOT EXPECT DB TO RUN TO LONDON

15 Jun 2017

DB brought an ICE3 train to London in 2010 to publicise its plans to extend its Frankfurt - Brussels high speed service to the UK.

Deutsche Bahn has now effectively deferred its high-profile plan to run direct high speed trains between Germany and London. Reports in the French press last week had quoted Birgit Bohle, Managing Director of DB Fernverkehr, suggesting that the German operator had no desire to compete directly with its French counterpart SNCF on international routes.

On June 13, Paul Geyssens, Manager for International Sales & Marketing at Belgian national operator SNCB, told *Railway Gazette* that it was ‘also his understanding’ that no DB trains would run from Brussels to London or Paris Nord for ‘at least five years’ and probably longer. SNCB sells tickets for both DB and SNCF via its B Europe website and other channels.

SNCF owns a majority stake in cross-Channel high speed operator Eurostar, while the two companies co-operate to run Franco-German trains to and from Paris Est. DB has not responded to a request for clarification.

ARE EUROPEAN SLEEPING TRAINS DOOMED?

European Parliament report highlights decline of overnight trains; says Austria and Eastern Europe retain the most.

BERLIN — The number of passenger night trains offering sleeping accommodation operated within Europe has declined rapidly since 2010. Low-cost airlines and faster day trains are credited with taking passengers from traditional overnight services. The European Parliament's Committee on Transport and Tourism has published a research report into the future of night train services. "Passenger night trains in Europe: the end of the line?" looks at the business reasons that have created uncertainty in many national railroad managements.

A number of night train services will have closed by the end of 2017. Germany's Deutsche Bahn has already closed its City Night Line services and the network of France's Intercités de Nuit has been severely reduced.

In 2016, only 11 European Member States out of 28 had wholly domestic night train services and 18 had stations called at by at least one international night train service. By the end of 2017, it is expected that central Europe will retain a number of services operated on a commercial basis, mainly on Austria's ÖBB Nightjet network, which currently extends to eight other EU Member States, Switzerland, and Sweden. Western Europe will have limited night trains, with tourist-focused “hotel trains” in Spain, Portugal, and Ireland, a number of subsidised services in the United Kingdom, three remaining subsidised services in France, and no services in the Belgium, Netherlands, or Luxembourg.

Eastern Europe will have a large number of services, whether operated by Russia's RZD on the Russian broad gauge network or subsidised through Public Service

Contracts. In Austria, operator ÖBB Nightjet has taken over some of Germany's DB City Night Line routes and plans to expand its network.

Night train business travel is in decline, with most travel now being for leisure or tourism purposes. The only passengers who will always save hotel costs are tourists away from their home base, such as those from another continent on a multi-centre holiday in Europe.

NATIONALISATION & THE RAILWAYS

Alistair Mant

Alistair Mant spent most of his career thinking, writing and consulting on the problems which arise in complex systems - especially when the technical/operational dimension bumps into human nature and fallibility. That's where the messiest problems crop up.

So he wrote on 12th May 2017,

The whole topic (or bogey) of nationalisation is back on the agenda, courtesy the Labour Part manifesto. The tenor of the upcoming argument is captured in the twitter feed of an attention-seeking student at Stirling University called John Bennett who blogs as @ReesMoggBlog. He writes "To any 18-24 year olds seeing Labour's manifesto and thinking 'nationalisation sounds like a great idea' ask an over-40 about British Rail". No doubt young Mr. Bennett asked his dad's opinion on BR and said father duly opined not only that British Rail was rubbish but also this was because it was a nationalised institution.

Pleasingly, there is antagonist twitter feed from Revd. Peter Nimmo @PeterNimmo1, Minister of the Old High St. Stephen's Church in Inverness. Revd Nimmo knows his railway onions and is producing a steady stream of evidence of the glory of BR as innovator and world leader in railway technology and methodology. It's worth reading. I know a bit about this as I was deeply involved in the Southern Region of BR in the 1980s - just prior to privatisation. I told everybody who would listen that privatisation would cost Britain about three times as much to run its railways as the integrated BR system. I was wrong, it's now between 4-5 times as much.

But young Bennett is tapping into an old folk memory of the horrors of British Rail. By the time it was sold (fatted up for privatisation) Southern Region was running very well indeed. Its problems were primarily down to under-investment rather than any innate deficiencies in public ownership. And talk to any Frenchman or Italian about their railways and you'll encounter the same moans about punctuality, reliability, cost and responsiveness - irrespective of whether the railway is public, private or half-and-half. Railways are inherently prone to systemic operational cockup.

The railways simply illustrate the fact that Britain finds itself in the position of a once-middle class family used to the finer things of life but reduced to occasional visits to the food bank. We're not rich enough to buy the things we want. We'd like to live like the Germans but we can't earn enough money to afford it. More to the point, we'd like to live like the Scandinavians because we rather like them. And surveys show they are the happiest people on earth.

The point about the Nordic countries is that they are prepared to pay for a public realm (shared not privatised) through their taxes. There is a persistent 5-6% difference in the gross tax take vs GDP as between Britain and the Scandinavians. They would not have it otherwise. But most of them don't share the underlying conviction that public is always bad (ask the over-40s) and private is always good.

HS2 'WILL BE MOST EXPENSIVE RAILWAY ON EARTH AT £403M A MILE'

As reported in the Sunday Times, 16th July 2017:

HS2's first phase between London and Birmingham will cost almost £48bn PA. Britain's new high-speed rail line will be the most expensive railway in the world with costs per mile expected to reach £403m, according to Government calculations.

The HS2's first phase between London and Birmingham will cost almost £48bn, according to expert analysis commissioned by the Department for Transport (DfT). Michael Byng, who created the method used by Network Rail to cost its projects, made the estimates for DfT and said the line would cost double the official figure and 15 times more than the cost per mile of the TGV in France.

The scheme could cost up to £104bn in total, including extensions to Manchester and Leeds, he believes. The first 6.6 miles from Euston to Old Oak Common would cost £8.25bn, or £1.25bn a mile.

The senior civil servant responsible for the project reportedly told Mr Byng he was "very worried" the official costs could be unrealistic.

Former transport minister John Spellar said the controversial project was an "ever-deepening bottomless pit".

"HS2 has not questioned the figure, or my methodology, nor have they come up with any structured estimate of their own," Mr Byng told the *Sunday Times*.

"A couple of days later I got a call from the DfT saying 'Look, if 6.6 miles is going to cost us £8.25bn, what chance have we got of getting to Birmingham?' I said: 'I'll work it out for you.'

"Michael Hurn, the project sponsor at the DfT, is a very good guy and is very worried at the advice he's been given [by HS2]. The big contractors are also worried. They've said when they submit a bid it's nowhere near [as low as] the estimates that HS2 have got for the job."

HS2 said it "did not recognise" Mr Byng's figure and was "confident we will deliver the project on time and on budget".

The DfT said: "We are keeping a tough grip on costs and the project is on time and on budget."

TO BELGIUM BY TRAIN ALL THE WAY (travel writer in the Scottish Newspaper 'North Star'.)

by Ron Smith,

Flying anywhere has become very tedious – you can't carry this or that, you are X-rayed, searched, stood in corridors, crammed into tiny seats – I began to wonder what it would be like to travel calm and relaxed – and the answer was by train. We set off for Belgium from Keith on the late afternoon train to Inverness. Once there, you exit the station and cross the road to the Caledonian Lounge. This is a classy oasis of calm and style. The steward checked our tickets and showed us in to 5 star luxury. There was a buffet, you help yourself, and the food is all local Scottish products, biscuits, cheese, crisps, everything. There was a range of Tomatin whisky of various ages, including a cask strength one (and you can help yourself!!!) plus wine (not Scottish of course, about the only thing that wasn't) beer, soft drinks, tea and coffee, unbelievable.

We then trundled back across the road to the train. None of the hassle of ticket barriers that Scotrail inflict on us. The platform was open, and the dark blue romantic train stretched away down the platform into the gathering gloom of the evening. At the door of our coach the attendant was waiting. He was dressed in Harris Tweed, overcoat, suit, everything. He took our order for breakfast and showed us to our cabin.

After breakfast, we arrived in Euston. It is a 6 minutes stroll down the road to take the Eurostar train to Brussels. Being early in the morning, the shopping centre with tracks above it that is St. Pancras International was not so hectic, and again strolling through it all was relaxing – and I had my Swiss Army Knife in my pocket all the time, and we carried water as well. It is all so civilised. [*I'm amazed that he got away without having his Swiss army knife confiscated – Ed*]

These trains are so smooth and quiet, it shows what can be done if we spend enough money on rail infrastructure! The passage through the Channel Tunnel actually went unnoticed by us, and soon we were charging through France and

Belgium at some great high speed, before slowing to wriggle our way into Brussels Midi (which means South) station. For customs purposes, our international train goes into a special set of tracks fenced off from Belgium, and you slowly go through the formalities and out into the busy part of the station. We had a little time to wait before going to the platform for our train on to Dinant. These are hourly trains so you do not have to wait long, nor worry if there are delays – you can always take the next one!

Belgium from the coast to Brussels is as flat as a pancake, and many folk think all the country is flat, but as we neared our destination we were running through wooded hills and river valleys, really bonny country.

Arriving at Dinant was stepping out into another world – such a contrast to the hustle and bustle of London and Brussels. For the last bit of the run, our smart Belgian train had been following the wide brown river Meuse. The town, population of around 13,500 people, is split by the river. Looking across to the other side you are caught by the classic view of Dinant, as used in many railway posters over the years. There is a sharp steep cliff, with a massive fortress on top. Immediately below this, squeezed onto a narrow shelf by the river is the magnificent collegiate church of Our Lady, and colourful houses stretching all along the bank of the Meuse. We were so relaxed that we couldn't be bothered searching for our hotel, so jumped into a taxi which took us to our hotel in no time, costing just 5 Euros. The Ibis hotel is almost new, well situated on the banks of the river, great views, very helpful staff, and good food too – what more could you ask for?

The next day we explored Dinant with a walking guide. He was a fount of knowledge. Before it was tamed with canalisation, weirs, locks, and so on, the Meuse was a dangerous river, but vital for communication. At Dinant, with the cliffs of the hills coming so close to the river, there was a ford, and it is believed the Romans even built a bridge here. This prompted the growth of the town, and the massive fortifications to enforce the tolls for river traffic which added to the income of the town. Between the two world wars Dinant was very popular with tourists, brought by the railway from France and Germany as well as from the UK. Many large houses today were formerly hotels.

There are tourist boats to give trips up and down the river, a cable car to take you up to the fortress, which is worth exploring, (you can walk up by the 408 steps if you are feeling fit) and many attractive tea rooms, cafes and shops. Everywhere you go you come across giant saxophones. The bridge connecting the two halves of the town has saxophones along each side, and they are everywhere. This is because Adolphe Sax, the inventor of this as well as many weird and wonderful wind instruments that never caught on, was born here. In what was a shop on the Rue Grande there is now a Sax museum. A bronze life sized statue of Adolphe sits on a bench outside, with space next to him for you to have your photo taken with the great man. The Museum is open all the time, free, and interactive.

There are several empty shops in the Rue Grande, the main shopping street, but these have had vinyls covering the windows. These pictures show famous Belgian inventors – I never knew there were so many, asphalt, electric trams, steam engine developments, and so on. This is a good way of disguising the empty shops.

The big Collegiate Church of Our Lady is well worth a visit. It has such history. It was built between 1,000 and 1200, in stages, and has suffered fire, wars, and destruction by part of the cliff face falling onto it. It has been rebuilt several times, including after being partially destroyed by the Germans in the First World War. The famous onion dome was eventually replaced, and the Carillon of bells only finally replaced in 2014. There is an “English” chapel inside, as a lot of money was raised in the UK to help with the rebuilding. There is a magnificent stained glass window and some monumental brass candle sticks, at least 6 feet high. These are examples of “Dinanterie” – brass working has been carried on here for centuries, and still is today. When the Germans arrived here in August 1914 they destroyed most of the town, and massacred 674 civilians. This wholesale slaughter is marked by several

memorials around the town, on both sides of the river, it was an awful atrocity. There are the “Marvellous Grottos” to explore. These are a system of 3 caves, linked by stairways around 80 metres deep in the side of the hill opposite the fortress. They are very accessible and very popular to visit. Prominent at Dinant are references to Leffe – this was a famous brewery, there are some big buildings and an Abbey with that name, and a stream that runs down into the Meuse, but the beer is not brewed in Dinant any more. One beer that I did come across was Duvel. It is good beer. Belgium is justifiably famous for excellent beer – but Duvel claim that their beer is exceptionally good as it uses yeast from the Highlands of Scotland! This is explained on a beer mat that shows Nessie in a beer bottle! That was unexpected. One wonderful local speciality is “Couques de Dinant”. These are biscuits that range in size from a saucer up to, and normally, a full sized salmon! They are known as “dentist’s friend” as they are so hard they break your teeth. They must be the only biscuits that carry a warning that you must not bite them. They are made from an old recipe from when there was only flour and honey available. They are so hard they say that you can keep them for 10 years and they will still not go soft. You eat them by dunking, or by breaking bits off and letting them melt on your tongue. One of the remaining original makers is Patisserie Jacobs on the Rue Grande. They also have a café behind the shop part, and you can also have a tour of the bakery behind that and see how the pastry is still hand pressed into pear wood moulds. Another speciality is “Flamiche”. It is said that a lady was walking along with a basket of eggs and flour and fell over, breaking the eggs. She rushed into a nearby baker and he salvaged what she could, the result being the Flamiche cheese pie, which is delicious. There is even a “Confrerie” of locals dedicated to carrying on the tradition of the Flamiche...although whether they still fall over carrying the ingredients I do not know. Dinant is one of those lovely places to discover. There is the Bethlehem old convent, walks along the crest of the hill from the fortress to castle remains and chateaux to explore (and also an Ostrich farm open to visitors too!) You can take a boat trip up the river a little to the “Castle” (more like a big chateau) of Freÿr. This has magnificent gardens, and once derived its income from taxing passing boats and also guarded a ford. When the French arrived they destroyed it, but around 1571 it was rebuilt. Then a new generation of owner decided to demolish one side of the square building to let the sun shine in, so the current building, open to the public, has some odd bitties and shapes. There are many camping sites, hotels, guest houses and hostels, our [Ibis Hotel](#) is very well situated, very close to the Casino, and also to the old prison – so be sure to pay your gambling debts! Touring around the local area would be good fun too; there really is something for everyone here. We left Dinant reluctantly; we would have liked to spend more time here, but had planned to move on to Spa – the word “Spa” comes from this Belgian town, which was the first Spa in the world. We walked over the saxophone bridge to the station, and the modern smooth train took us back along the Meuse and off to Namur.

EUROPEAN EVENTS

AEC European Days in Poland. 25th – 30th September 2017 – booking is now closed.

AEC European Days in Sicily. 13th – 19th May 2018 – see programme on next page.

The proposed AEC European Days in Glasgow, Scotland has now been abandoned in favour of European Days in Romania.

The FEANDC Congress will still take place in Glasgow as planned from 5th- 9th September 2017.

Items from the German section Calendar:

13.09.2017 RV Rostock: Besuch des Eisenbahn-Museums Gedser (Dänemark)
11.10.2017 RV Rostock: Kegeln in Broderstorf
08.11.2017 RV Rostock: Vortrag HRO zur Integration
02.12.2017 OV Ludwigslust: Weihnachtsfeier
06.12.2017 RV Hamburg: Weihnachtsfeier in Lüneburg
06.12.2017 RV Rostock: Adventsfeier
11.12.2017 RV Rostock: Weihnachtsfeier
17.12.2017 OV Ludwigslust: Tannenbaumschlagen

EUROPEAN DAYS IN NAXOS, SICILY; 13TH – 19TH MAY 2018 Provisional Programme.

Sunday 13th May – arrival in the afternoon of delegates for the AEC Administrative Council at railway station -GIARDINI NAXOS -TAORMINA. Transfer from the station to the hotel 4* ZONE, Giardini Naxos – Letojanni. Allocation of accommodation, dinner and overnight stay.

Monday 14th May – Breakfast at the hotel. 09h00 – AEC Administrative Council meeting. 13h00 – lunch at the hotel for AC delegates.
In the afternoon, arrival at the hotel of other participants ofr European Days. 19h30 – Opening Dinner.

Tuesday 15th May – Breakfast in the hotel. 09h00 guided visit by bus to visit Syracuse. 13h30 – lunch in a restaurant - continuation of the visit. 18h30 return to the hotel, dinner et overnight accommodation.

Wednesday 16th May – Breakfast in the hotel. 09h00 excursion to Etna. 13h00 return to the hotel for lunch. 15h00 – excursion to Messina – tourist visit – return to the hotel dinner et overnight accommodation.

Thursday 17th May - Breakfast in the hotel. 08h30 excursion to visit Taormina – return to the hotel for lunch. In the afternoon a visit to Catania. 19h00 return to the hotel, dinner et overnight accommodation.

Friday 18th May – Breakfast in the hotel. 09h00 excursion to visit Acireale and Acitrezza. 13h30 return to the hotel – Free time. 19h30 – Gala Dinner and Closure of European Days.

Saturday 19th May – Breakfast at the hotel before departure for home.

COST OF PARTICIPATION.

From Dinner 13th May to lunch 14th May double/twin room.	90euros per person in
From Dinner 13th May to lunch 15th May double/twin room.	170euros per person in
From Dinner 14th May to breakfast 19th May double/twin room.	570euros per person in [dates & meals corrected]

Visitor tax, payable directly to the hotel: **10euros per person.**

Single room supplement: 22euros per day.

The cost includes accommodation in 4 star hotel; full board with drinks (¼l wine and ¼l water), the bus excursions as shown.

The programme is subject to variation.

Déposit of 50% before **30th January 2018**. The balance to be paid in full before **30th March 2018**.

HERBERT SPENCER – 1820-1903.

Philip Worsfold

With thanks and apologies to John Woods, and acknowledging a long quotation from 'Those of Us who Loved Her – the Men in George Eliot's Life', by Kathleen Evans (The George Eliot Society 1980)

Our visits secretary, John Woods has a great interest in the musical 'Billy Elliot'. He says he has seen all the 'Billies' who performed in the London productions at the Victoria Palace Theatre. He has also travelled provincial Britain and the far flung outposts of Europe in search of performances of the musical. His interest in Eliots does not end there, though; for he is also an ardent admirer of George Eliot, who wrote under that pseudonym because she was more likely to get published. Her real name was Marian (or Mary Ann) Evans (1819-1880), and the famed author – the female Shakespeare – of the classics 'The Mill on the Floss', 'Silas Marner', 'Middlermarch' and 'Daniel Deronda'. There were many men in her life but it was not until a few months before her death that she married John Cross. One of those men was Herbert Spencer and he is of interest to us because he was, for a time, a railway engineer. But here I can do no better than to let Kathleen Adams take up the story.

Marian's relationship (it could hardly be called an "affaire") with Herbert Spencer was comparatively abortive, but of interest to admirers of George Eliot because it shows the sort of man to whom she was attracted sufficiently to consider marriage and yet, paradoxically, he was totally unlike the other men with whom she might have been in love. Such details as are shown in the biographies of George Eliot give one an immediate picture of an intellectual self opinionated cold fish, and the biography by David Duncan of Herbert Spencer does nothing to alter this image. Perhaps it was respect for his subject that caused Mr Duncan to make him appear less than human, and the biography to be tedious and boring. Not until one begins to read Spencer's Autobiography does another side of the man appear, and only then is the reader aware of the flesh and blood that covered the dry bones.

He was descended on his mother's side from sixteenth century Huguenots from Lorraine who were driven from their home-land by religious persecution. Herbert Spencer, a rebel against authority, particularly in his early life, was interested in this evidence that he was descended from families who had resisted arbitrary authority. His mother, Harriet Holmes, a moral and amiable character, was very good looking. Her marriage to Herbert's father was somewhat clouded by her lack of sympathy with her husband's intellectual pursuits and by his exacting and censorious attitudes. George Spencer was a schoolteacher, and was described as singularly handsome. He was independent, frank and suave but, surprisingly, he laid great store by the conventions of society.

Herbert was born on April 27th 1820 at 12 Exeter Row (afterwards 27 Exeter Street) Derby, and his birth was registered at the Methodist Register Office in London on July 1st. Prior to his baptism, the baby was called Frederic, but his name was changed to Herbert after his father saw and was impressed by some lines of poetry written by Herbert Knowles. Herbert was not a robust child. Four brothers and sisters succeeded him, none of whom lived more than a few days, apart from Louisa, a year his junior who lived to be two years nine months. The atmosphere in the Spencer home was rather depressing - Mr. Spencer was dogged by ill health although a lot of it appears to have been more imaginary than physical. He gave up teaching to run a lace making business; lace-making by machinery was at that time something of a novelty, but the business failed and the family moved to Nottingham in 1824. Herbert's parents' health and spirits improved but he himself was a lonely child. He was not pressed to lessons so fell behind other children in book knowledge. He enormously enjoyed country life, his writing and drawing at the age of seven years were much praised but there was a singular lack of enthusiasm for the standard of his reading. His father was against schooling for him at this stage. With his obsession about health, he could not accept that his son's health would bear the intellectual strain. Mr. Spencer was inclined to judge everyone by his own standards.

Once, while travelling by coach, he was joined by a semi intoxicated fellow traveller. Mr. Spencer was unable to resist pointing out to the man the evil of his ways and the terrible consequences of the demon drink. The man replied, good temperedly, "Well, y'see, master, there mun be sum o' all sorts and I'm o' that sort."

When Herbert was seven years old, the family returned to Derby and took up residence at 8, (afterwards 17, then 31) Wilmot Street. Mr. Spencer resumed teaching, and his son attended a school run by a Mr. Mather, before going on to another run by his Uncle William. Herbert was a difficult child, constantly rebelling against authority. He received very fitful discipline from his father and his mother was much too gentle to apply discipline at all; no doubt this was one of the factors that caused him to grow into the self opinionated man. Altogether he did badly at school, never being punished because of his father's disapproval of punishment. There was, however, another side to this self-willed boy. He was a dreamer and a builder of castles in the air. He looked forward to lying in bed before going to sleep and dwelling on fancies, but was constantly annoyed with himself at waking up next morning and finding that sleep had inevitably overtaken his thoughts. But the dreams continued in day-light, making him so abstracted that he talked aloud in the street, making passers-by turn to look. On one occasion he was sent on an errand into town, .but was so lost in thought that he walked right through the town and out into the country. He pulled himself up short, remembered his errand, turned round and walked back through the town and all the way home, emerging from his second day-dream again at his own front door. At about this time, fishing was a favourite pursuit. When he was aged about nine he fell into the Derwent while on a fishing expedition and was carried away in the swift-running river. He was saved from drowning by a boy called George Holme, thus beginning a friendship that became life-long. In 1893, when Herbert Spencer was a famous writer and philosopher of seventy three, he presented George Holme with a bound copy of his works inscribed "From Herbert Spencer to his old friend George Holme without whose courageous aid rendered in boyhood neither this work nor any of the accompanying works should ever have existed."

Despite the fact that he was making little progress in routine lessons, he was acquiring an unusual amount of miscellaneous information. When he was barely eleven he attended Doctor Spurzheim's lectures on phrenology. Before he was thirteen he assisted his father in the preparation of experiments in physics and chemistry for teaching purposes. He had a very advanced knowledge of insect and plant life and was skilled at sketching from nature.

He was greatly influenced by earnest relatives, although he was still headstrong and defiant of authority. Family discussions, rarely enlivened by humour, went on in his hearing and sowed seeds of interest in social, political and religious topics. When he was thirteen, he went with his parents to visit his Uncle Thomas who was the incumbent at Hinton Charterhouse, near Bath. Herbert thought this was a holiday until his uncle presented him with a copy of Euclid. When his parents returned home, he was left behind, furious that the decision had been made without his knowledge when he was used to taking part in family discussions. The unhappiness that followed was partly caused by constant quarrelling with a school-fellow; eventually they were separated for lessons by doing half-day sessions each. After two weeks he could bear it no longer and set off home. He began his walk back with only two shillings in his pocket. On the first day he walked forty-eight miles, staying overnight at an inn but was too tired and restless to get any benefit from sleep. The following day he walked a further forty-seven miles, and on the third day, after walking twenty miles he obtained a lift on a coach and arrived at Derby, distressed and starving, having walked for three days on a diet of penny rolls, water and an occasional glass of beer. His aunt and uncle at Hinton Charterhouse had made no attempt to find him after his disappearance. They wrote to his parents, worrying them very much at his wilfulness, but Mr. and Mrs. Spencer were aware how distressed their son must have been to undertake such a walk from Bath to Derby. Herbert eventually agreed to return to Hinton Charterhouse and went with a desire to please and a greater

capacity for work. He worked hard and spent his leisure in useful pursuits - his uncle was too serious a man to allow time for play, and was strong minded enough to still have collisions of temperament with his nephew. Herbert's confidence in his own judgement - the other side of his disregard for authority made him dictatorial to other young people. His father told him "Your faults arise from too high an opinion of your own attainments", but Herbert's self-confidence was a natural accompaniment of a powerful intellect working freely. Herbert returned home, his education completed, in 1836. The choice of a profession was becoming urgent. His aunt suggested medicine, his uncle recommended a career in teaching. For a while he assisted in the schools run by his uncle William and Mr. Mather. Then a friend suggested engineering.

In November 1837 he joined the staff of the London and Birmingham Railway. Within a few months he was put in charge of the approach to Harrow Road Bridge in London with about eighty men working for him. During the whole of his stay in London, lasting over six months, he never once went to a place of amusement and never read a novel or any light literature, spending a great deal of his spare time doing mathematics. However, even this studious life had its lighter moments as is shown by an account of an informal railway journey he made.

While working at Wolverton, he needed to return to his lodgings near Harrow station on a train which was not scheduled to stop until it arrived in London. Knowing that there was a gradient of 1 in 330 down to Harrow he attached a coach truck without a brake to the London train, boarded it and uncoupled it when it had reached sufficient speed to carry it on to Harrow under its own momentum. With a happy vision of coasting quietly into Harrow, he sat back and relaxed, only to find that the combination of the gradient and obviously well greased axles was keeping his truck going at a fair speed. Instead of gradually slowing to a halt at Harrow, he was still only a dozen yards behind the train, and to his dismay, rushed through the station at thirty miles per hour! He shouted for help to a plate-layer at the side of the track, but the man merely gaped at the sight of someone being rushed along in a runaway truck. Herbert prised a cross bar from the bottom of the truck and leant over the side, trying to use the bar as a brake but this idea had to be abandoned as he was in danger of over-balancing. His greatest fear was that he would crash into the crossing gates at Willesden, in those days only a village without a station, but finally he came to a halt in the middle of an embankment crossing the Brent valley. Realising that the truck would be a danger to trains the next morning, he woke the crossing keeper at Willesden. The man thought it was a hoax but was eventually persuaded to go up the track with Herbert and help to push the truck into a siding. But even now his troubles were not over, as, in their effort to cross the points, they derailed the truck and had difficulty in getting it back onto the track and into safety. Herbert trudged home to bed, but news of his escapade reached his colleagues, causing great laughter at his expense.

His next job was with the Gloucester and Birmingham Railway with an increase in salary and a chance of promotion. At this time he was described by one of his colleagues as "an agreeable man, though we thought him a little bumptious". No doubt his attitude to his official superiors was critical; as it was to his fellow officers. His leisure time was now being spent on the invention of technical instruments and his letters home were full of news of these activities. At the same time, the hypochondria which was to become so noticeable in later life was beginning to show. His health was good but occupying his thoughts far too much...

Another deep interest was beginning to fill his mind; an interest in social, political and religious problems. As his prospects in engineering declined, his concern for man and society became more intense...

...The railways were no longer holding Herbert's interest. In January 1841, he recorded 'Got the sack - very glad!' An offer of work was later made to him but 'I refused it without asking what it was.'

Herbert Spencer moved to London and began working in the newspapers. 'I cannot get on in engineering without patronage. In literature talent only is required.' He moved increasingly in literary circles and by April 1851, with no feminine influence in his life, declared that he was a confirmed bachelor. In the summer of that year, though he met Marian Evans and allowed a new friendship to develop. He wrote to a friend 'Miss Evans, whom you have heard me mention as the translator of Strauss and is the most admirable woman mentally I have ever met.'

Spencer was obviously smitten both by her mind and her 'feminine qualities' but the friendship never developed to more than admiration, despite Marian's later admitting to another male friend her love for Herbert.

Herbert Spencer went on to become an eminent writer and philosopher. His entry in the Oxford Companion to English literature is longer than George Eliot's. But then, he was a man!

CALLING ALL WOMEN

and

A VISIT TO METZ

Jenny Worsfold

Yes, you blokes may read this too, but please show it to your wives, partners, girlfriends and any other railway orientated females among your friends.

Nearly three years ago I wrote about our visit to the French section of AEC when they entertained us in Pontarlier. I wrote then of "a really vibrant Section comprising both men and women" and following our recent visit to them in Metz, I can praise them in the same terms. We had a wonderful (if slightly exhausting) time. Tell you all about it in a minute.

But having just become secretary of the British section, I am disappointed to discover that I am one of only two female members (and the other one of them doesn't live in the UK), although we do sometimes see wives or other relatives of members – and they are most welcome. Is there some misapprehension that AEC is all about trains and therefore only suited to 'geeks'? If so, I do hope some news about our visit to Metz will explode this myth.

In Metz we had very convenient accommodation close by the railway station – recently voted the most beautiful station in France. Very ornate and very imposing but I'm not quite so sure about "beautiful". Built in the early 20th century when Metz was still part of Germany, by Wilhelm II (Kaiser Bill to you and me) it was, sadly, designed with war already in mind. During the course of the weekend we were, of course, shown round Metz with its mixture of French and Germanic architecture. We visited a distillery – Mirabel plums turned into a variety of products of varying strengths – and a sweet factory. Samples available at both. We visited the Verdun battlefields and visitor centres with some very moving presentations. We visited an inclined plane boat lift amid some very beautiful scenery, and we went to the amazing "Royal Palace" music hall. Surely variety enough for anyone.

Perhaps most importantly, we met and renewed friendships with other AEC members – on this occasion they were mostly, though not all, French members. This is always great fun and a great privilege, and one which we must value more as Brexit looms. So how about waking up the British section? Let's start by persuading a few more British women to join and to come on European Days, and if you haven't yet been yourself, then how about making it a first for both you and your wife, daughter, ... or whoever she is?

[Editor's note:

For the record, Jenny is the Secretary of the British section, if you had not already noticed. And – see below the picture...



The Metz group outside the 'Royal Palace'.

...Malgorzata Boczec-Kwaczynska is formally the Asst Secretary of AEC but is currently acting as Secretary and is organising the Administrative Council and General Assembly in Poznan this month.

Monika Neumann is treasurer of the Hamburg region of the German section and Astrid Mundt is her deputy.

Mariana Boboc is the General Secretary of the Romanian section and Magda Manaila is their National Treasurer.

Anna Gabriele Brancato is the secretary of the Italian section.]

RECENT EVENTS...

Fakenham Gas Museum

On Thursday 3rd August, six members assembled in Fakenham, two having arrived by road and 4 via train to Norwich and bus X29.

The vast, somewhat rambling county of Norfolk can conceal a multitude of almost forgotten relics from the past, old cars in near-derelict garages for instance, but in this case at Fakenham a perfectly preserved gasworks now very worthily a Scheduled Ancient Monument exists as a museum (but is no longer working)..

The invention of town-gas occurred as many inventions do either during experiments for other things or, as in this case, by its originator William Murdoch in a dreamlike mode watching his coal fire flickering as it burnt (so we are told).

Murdoch managed to tame the burning of coal process to produce gas and thereby illuminate his house. Originally from Ayrshire, he was employed by Boulton & Watt in Birmingham. He had earlier been credited with the invention of the first steam powered road vehicle (where does this leave Messrs Trevethick and Church? - comments please); as well as work on steam engine valve improvements.

The museum, opens basically on Thursday mornings in the 'season' and at other times by arrangement, we learned; and is run by volunteers. It depends on visitors' donations rather than an entry fee.

Retorts, condensers, purifiers, meter (a big fan-like machine) and, glory to behold – a medium sized gas holder, a miniature version of those at St Pancras, are all there and looked after caringly by the local team.

The story was well explained on entry by an excellent explanatory film: the compact cinema just housed the six of us. It was a most interesting visit to an unusual venue.

For future trips, Kings Lynn to/from Kings Cross is the quicker option and used by two of our 6 for the return journey to London, taking the western leg of bus X29 to reach Kings Lynn

John Woods
August 2017

...AND THINGS TO COME

We shall continue our regular 'second Thursday' Reunions in London, at the 'Lord Moon of the Mall' until the end of the year. At least we can show our European credentials in a Wetherspoon's establishment and while we may not 'Take Courage' – St Paul's words, allegedly – at least we can swallow our 'Pride' at a reasonable price. In the New Year we shall move to the Royal Oak in Tabard Street and meet there on the **third** Thursday of the month from lunchtime onwards until about 19h00. The forthcoming dates for the rest of the year at the Lord Moon of the Mall are **September 12th October, 9th November and 14th December.**

The first date at the **Royal Oak** will be **Thursday 18th January 2018** and will be the usual film show. The following dates will be **Thursday 15th February. Thursday 15th March;** then the Annual General meeting on **Thursday 19th April.2018.**

Other events.

A visit to **Seaton Tramway** is planned for **Monday 11th September** – 10h20 from London (Waterloo) or connect at Basingstoke at 11h07 for destination **Axminster**, arr.13h02; and thence by car/taxi to Colyton for the tram to Seaton.

Possible venues for future visits are Belvoir Castle near Grantham and the Middleton Railway in Leeds (which in his student days your editor helped to rescue as a founder member of the then Middleton Railway Preservation Society).

For other visits and events, please **contact John regularly for up to date details;** Since he has been having long term problems with his phone he asks to be contacted uniquely by e-mail to **jauwoods@gmail.com** **Phone messages can be passed on via the Secretary. Details are on page 2**

ASSOCIATION TIES AND BADGES.

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

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

GREAT BRITAIN ALL LINE TIMETABLE EUROPEAN RAIL TIMETABLE

The Middleton Press edition of the Great Britain Rail Timetable is available from the W.H. Smith bookstall at London Victoria (Central) – and bookstalls at some other London terminals, including Paddington. It has been recast and now contains the Great Britain part of the European Rail Timetable in the same size print. It is also available from the Ian Allan bookshop in Lower Marsh near London Waterloo. Be aware that you may still need a magnifying glass to read the smallest print; as with the monthly European Rail Timetable, with also a 'three-monthly' edition, which includes the above mentioned British internal services as well as principal services throughout Europe. It can be ordered on line from:
<http://www.europeanrailtimetable.eu/european-rail-timetable.html> for delivery by post and purchased over the counter at:

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

Philip Worsfold holds a reasonably up to date copy. Most European services can also be accessed on the Deutsche Bahn and other European railways' websites.

YOUNG BUFFERS ASSOCIATION. RAILWAY STUDY ASSOCIATION.

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

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

Railway Study Association: The RSA is currently in course of merging with the Chartered Institute of Logistics and Transport (CILT). Subscription rates are likely to change but at present include subscription to 'Modern Railways'. Each annual session of lectures, in London and Birmingham, held on (different) Wednesday evenings, begins in October with the President's Address.

Full details of immediately forthcoming changes and details of all activities can be found at www.railwaystudyassociation.org

REPTA.

The long standing Railway Employees' and Public Transport Association offers bargain price insurance through AVIVA and concessions and discounts at stores and attractions throughout the country. The 'Yearbook' gives full details, including the invaluable guide to staff travel facilities throughout the world. Membership for individuals costs £5.75 per year including the yearbook; with family membership, including two adults and all children (up to age 18) at £10.25. **These rates are unchanged for 2017.** Our Asst Secretary, Peter Davies is also General Secretary of REPTA. Contact him (see page 2) for details, or visit: www.repta.co.uk.

As noted in last month's editorial, Peter has organised a river boat cruise and lunch on the River Thames on Saturday 2nd December 2017. The all in price is £39. Assemble at 12h30 at Westminster Pier. Application forms are available from Peter.

FEANDC.

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

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

AND FOR THE FUTURE???

We shall endeavour to continue the production of these newsletters. We resume quarterly publication with this issue, to achieve a better spacing in getting information to you. I continue to use the website of the European Commission and also Rail News as sources of news of international interest and thank those members who send me information – especially John Hayward. But I still continue with my plea for more from you. I hope I shall be able to keep my promise of more articles. So please, put pen to paper. We need more than ever to build up a library of articles. Please keep in touch and let us have your information, your views and your ideas. The next copy deadline is **1st November 2017.**

SUMMARY OF DATES – Spring/Summer/Autumn 2017

Reunions in London will continue on **Thursdays**, from 16h15, at the ‘**Lord Moon of the Mall**’ in Whitehall until the end of the year.

Thursday 14th September.

Thursday 12th October.

Thursday 9th November.

Thursday 14th December.

From January 2018, we shall change our venue to the **Royal Oak at 44 Tabard Street**, meeting on the **third** Thursday of the month (**NEW**) to avoid the clash of dates with Continental Railway Circle; starting at lunchtime and staying for as long as people want up to about 19h00. If the bar proves too noisy, we shall have the option of adjourning to the room upstairs. So from January 2018, all at the **Royal Oak**.

Thursday 18th January 2018 film show.

Thursday 15th February

Thursday 15th March

Thursday 19th April. Annual General meeting

Other events now on various days of the week.:

A visit to **Seaton Tramway** is planned for **Monday 11th September** – 10h20 from London (Waterloo) or connect at Basingstoke at 11h07 for destination **Axminster**, arr.13h02; and thence by car/taxi to Colyton for the tram to Seaton.

Other than this date, John Woods has nothing further planned as yet.

As always **you should contact John regularly for up to date details.**

Since he has been having long term problems with his, phone he asks to be contacted uniquely by e-mail to jauwoods@gmail.com

Please always check your train times before travelling.

EUROPEAN EVENTS

AEC European Days in Poland. 25th – 30th September 2017.

AEC European Days in Sicily. 13th – 19th May 2018 – see programme on page 14.

There should be another meeting of the Administrative Council later in the year 2018.

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:.....

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 £10.00 per annum and is open to anyone in the railway industry without qualification. If you speak a foreign language and would like to let us know, it would be helpful to us.

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 £10.00 payable to: "Association Européenne des Cheminots"

Send this application to:

Nigel Hyde,

66 Halifax Road,

Brighouse, W. Yorkshire. HD6 2EP

Tel: +44(0)1484 400 646;

Mobile: +44(0)7484 810 735

E-mail: nigel.hyde6@btinternet.com