

# STARS INTERNATIONAL

## OVERSEAS TOURS 2010

### THE BELGIAN *rapide* TOUR

(THREE DAY, WEEKEND TOUR, IN THE SMALL EURO-COACH/BUS)

Friday 29th to Sunday 31st January 2010



**ALL INCLUSIVE FARE - £179.10**

**Hotel Single Room Supplement - £28(Optional)**

**In Order to Qualify for Members' Loyalty Discount on this Tour –  
You must book, with the full fare, by 4th January**

The Belgian *Rapide* has been, for many years, the 'opener' of our annual International programme, and the one that awakens many of our members from the relative inactivity of winter. It's the chance to get back into the swing of things with a Tour packed full of interest (and locos). It never ceases to amaze just how popular this tour is, and in many years past re-runs have been required to satisfy demand (last year was such a year). Over the last 10 years the delivery of new-builds to SNCB has continued unabated. Classes 13, 41, and 77 have been recently followed by Classes 28 and 18. In addition the delivery of new Double Deck stock, including the DVTs (65xxx) and the continued refurbishment of the AM73/74/78/79 EMUs into 'City Line' livery which has resulted in renumbering of the sets into the high 900's. Whilst this year's itinerary looks familiar, we are now including two new locations of interest which both appear on the final day. They are **Dampoort Yard**, where you will see two or three more Class 77 locos and stabled locos awaiting freight duties, and **Kust**, a new stabling point between Zwankendamme and Zeebrugge where a further handful of Class 28s can be captured. (Please note **this will be the only tour this year to visit the Charleroi area**. So, start the New Year well with an enjoyable weekend in the company of other like-minded people. Don't leave booking too late otherwise you may end up disappointed.

#### TIMINGS

Out and return timings are set out at Timings Band 'A' – see page 8 of this brochure

#### ITINERARY

##### **Days One & Two - Friday 29th / Saturday 30th January**

It really is a day of intensive activity starting early in the morning with visits to **Kortrijk Depot, Tournai Station, Saint Ghislain Station, Mons Station & SP, Monceau, Charleroi Sud SP, Charleroi Sud Station, Charleroi Sud Infra, Charleroi Sud Quai Depot, Chatelet, the Schaerbeek Depots, Haren** and ending with the big one - **Antwerpen Nord**. The overnight stay is in Antwerpen (our hotel is just 50 metres from the station) and with an arrival time in the City of mid-afternoon, free time is available to do as you please.

##### **Day Three - Sunday 31st January**

Another day with plenty of sightings and the order is **Merelbeke Depot**, a view of the **Wagon Works, Dampoort Yard, Gent Sint Pieters Station and SP, Brugge Station & SP, Zwankendamme SP, Kust SP, Zeebrugge SP, Oostende Depot, CS and Station**, and finally **De Panne**.

# THE LILLE *rapide* TOUR

(THREE DAY, WEEKEND TOUR, IN THE SMALL EURO-COACH/BUS)

Friday 19th to Sunday 21st February, 2010



**ALL INCLUSIVE FARE - £165.86**  
**Hotel Single Room Supplement - £28. (Optional)**

**In Order to Qualify for Members' Loyalty Discount on this Tour –  
You must book, with the full fare, by 15th January**

The Lille *rapide* has become another of our traditional early annuals and in 2009, like its Belgian equivalent, proved so popular that a re-run was required. This tour covers the area of France close to the UK and also carries the most locations over two days. The participant of this tour should do well for sightings of Class 27000 locomotives, which can be seen stabled at Lens, Somain, Delivrance or Dunkerque, and of new build Class 75, a goodly number of which will be found at Amiens and Longueau. If you are still 'chasing' the dwindling Class BB16500 locos, Lens may just have the one you are after. This is another Tour where all the major locations are included and there is little or no need to 'tamper' with the itinerary. However, we are now including two additional interesting locations where 'privateers' can be found. They are **Colas at Dourges**, where Class E37500 and ECR Class 77 locos can be found, and **Caffiers**, a stabling point for both VFLI and ex. EWS Class 66 locos. This is an enjoyable tour and in 2009 was enhanced by full visits to Fives Depot, Delivrance Depot, and Cite Triage. On the re-run we secured a visit to Longueau Depot. Do join us this year.

## TIMINGS

Out and return timings are set out at Timings Band 'A' – see page 8 of this brochure

## ITINERARY

### Days One & Two - Friday 19th / Saturday 20th February

As soon as we leave Calais we are in the right territory and in quick succession we visit **St Omer, Hazebrouck** and **Bethune Stations**. This is followed by a lengthy run to **Amiens** where we visit the **Station, Sernams Yard** (for a couple of Y's) and **Depot**. Next up will be **Longueau Depot**. Despite the significance of Longueau to the Class 75 acceptance, do not be surprised to see more on Amiens Depot than Longueau. Then, after a brief visit to **Arras Yard and Station**, we return to visits 'proper' at **Lens Depot**. A short distance away we arrive at **Colas at Dourges**. The final trio for the day is **Douai, Somain Depot (View)** and **Valenciennes**. We are based overnight in Lille and our Hotel is just 250 metres from the Station.

### Day Three - Sunday 21st February

There is much to do on our return to Calais but before we leave the City we will have taken in **Lille Fives Depot, Lille CS, Lille TGV SP** and **La Delivrance Depot**. Back at **Dunkerque** we take in both the **Cite Triage and Grande Synthe Triage**. In between those we include **Dunkerque Station**. We follow this with **Boulogne Station SP**, and our final two locations of the tour, **Caffiers SP**, followed by a view of **Calais Frethun Depot**.

# THE BAYERN TOUR

(9 DAY TOUR IN LARGE EURO-COACH)  
Saturday 13th to Sunday 21st March, 2010



**ALL INCLUSIVE FARE - £877.95**  
(But see '*STARS DISCOUNT FARE*' below)  
**Hotel Single Room Supplement - £171 (Optional)**

**In order to qualify for Members' Loyalty Discount on this tour –  
you must book by 4th January, with a Minimum Deposit of £220, and  
the balance must be paid by 29<sup>th</sup> January**

Our 2010 German programme opens with a Tour which has been one of the most popular and comprehensive in STARS history and one that still truly excites and inspires. Some 'merchants of doom' will tell you that Germany is now "all units" and "not worth bothering with!" This Tour stands as proof to the contrary. Whilst it's true that many past loco-hauled duties have been replaced by Units and that the majority of 'S' Bahn systems are Unit operated, Units do not haul freight! Freight depot sightings in Germany do not come any bigger than Nurnberg 2 and Mannheim, and they are both included on this tour. During your free time you can choose a 'hot' location to observe passing freight whilst in Nürnberg, München, Ulm and Köln.

The itinerary includes an overnight stay at a major rail centre every day, and as well as visits to the all the large depots you would expect, the tour is configured to give you much more free time at the big locations. With a subtle mix of early finishes and late starts, at Frankfurt, Ulm and Stuttgart Hbfs you will be able to observe both morning and evening "rush hours", whilst from ideal vantage points at Hackerbrücke or Donnersbergerbrücke Stations you will be able to enjoy **Two** morning München "rush hours". Yes, if you want the Units there will be plenty for you. It is a tour intended to maximise your sightings and we would estimate that you could write down in excess of 2,000 numbers during the course of the tour (and we do sell replacement notebooks on the tour!)

**STARS DISCOUNT FARE** - This is truly a Tour of the highest all round quality. As always, the most important aspect is the itinerary and this one cannot be beaten for content. You will be travelling in a modern touring coach with all the facilities for your comfort including air conditioning, toilet/washroom, and refreshments. The Hotels are up market and positioned either at or near the Stations. Considering all elements, we believe this tour gives you excellent value for money. However, there is a **possibility to further reduce your fare** and that's where **STARS DISCOUNT FARE** comes in. We hope that the tour will 'fire' the imagination of enough members, and, if we receive sufficient bookings, we can make pro rata reductions on the base cost because the fixed costs of the tour will be spread over more participants. Here's how it will work. The base cost has been calculated on **20 Members** participating. **For every booking we receive over 20, the fare will reduce by £25.** If we finally run with **24 members**, that will bring the base fare down to **£777.95**, and so on. The maximum discount available is **£200** (resulting in a fare of **£677.95**) and achieved when **28 members** book (We have to halt the reductions at this point

because the higher numbers will generate further fixed costs). The more who book the better it will be for everyone

### TIMINGS

Out and return timings are set out at Timings Band 'A' - see page 8 of this brochure.

### ITINERARY

#### Days One & Two - Saturday 13th / Sunday 14th March

After leaving the ferry we make the long run through to **Koblenz Hbf** where you can take a well deserved break of around two hours whilst you observe the morning traffic. We then continue to Bw **Frankfurt 1**, for our first depot visit of the tour, before arriving at the Hotel (directly opposite the Hbf). We plan to arrive before 14.00, and all you then need to do is cross the road to **Frankfurt Hbf** where you can then amuse yourself for the rest of the day, unless you have other plans.

#### Day Three - Monday 15th March

The coach will not leave until 09.30 and so, after a sumptuous breakfast (involving grilled bacon and scrambled egg if you wish) you can wander over to the Hbf for a couple of hours to observe the morning 'peak'. We then set off on a very interesting day which will involve visits to the delightful **Bw Würzburg** followed by **Würzburg Zell**. We continue to **Bw Nürnberg 1** and **Bw Nürnberg 2**, where the loco/unit count should be well over 100 items on both depots. At the latter, half of that total could be locos of Classes 152, 182 and 189, with a handful of ÖBB loks thrown in for good measure. At this point we vary this Tour from the last two 'runnings'. Tonight we 'overnight' in Nürnberg in order that you can take in both the evening and morning 'peaks'. Seldom will spotting be so leisurely. The hotel is alongside the Hbf and, having arranged rooms overlooking the main lines, all you will need to do is look through your window. *A warning – this could disrupt your bedtime!* In the morning you can take breakfast at 06.30 and then enjoy a good two hours observation before we leave. A chance to clear up those Class 146's allocated to Nürnberg 1.

#### Day Four - Tuesday 16th March

We start today where we would have finished yesterday with a look at **Bw Schwandorf** and the expected Class 232's. We follow that with **Bw Regensburg** and **Bw Ingolstadt**, where a small but varied number of locos will be seen, including some ÖBB Classes. We then run directly to München where we call at **Bw München Nord** to see the freight locos. Finally, before we go to our Hotel, we visit **Bw München 1** – locos, ICE sets, units, et al. We are timed to arrive at the Hotel, which is just 250 yards from the Hbf, during the evening "rush hour" - "tally-ho".

#### Day Five - Wednesday 17th March

No coach travel today. We plan to visit **Bw Kempten** and **Bw Mühldorf** by rail. Please note that the cost of your rail ticket is **now included in your fare**. Also please note that you will have the opportunity to observe the morning 'peak' and we intend to have you back in München for the evening 'peak'.

#### Day Six - Thursday 18th March

Is it possible for such an 'easy' day to be so intensive? Yes, it is! Departure from München will be at 10am, allowing you a final morning 'peak'. We then call at **Bw**

**Augsberg**, now closed but now used as a stabling point. The preservationists have also taken 'root' here in one of the old buildings. We then continue to **Bw Ulm** with a visit that will include the **Electric Depot** and views of the **Unit Depot** and **Overhead Depot**. That completed, we intend to be at our Hotel for 15.30. It could not be closer to the Hbf - the rear doors, including the restaurant room door, opens onto the platform! Awaiting you is not only an evening 'peak' but a succession of freights 'hammering' through the station.

#### **Day Seven – Friday 19th March**

Yet another 10.00 departure and another 'easy' day. Just two depots - but they are big! After **Bw Stuttgart** and **Bw Kornwestheim**, we check into our Hotel in Stuttgart. Normally we stay in the InterCity at the Hbf but the building work taking place there has temporarily reduced their capacity. We have not given up hope of having our accommodation confirmed here but, as a precaution, we have booked another hotel just a five minute journey away on the 'U' Bahn. With a planned arrival time of 14.30, you have ample time to go to the Hbf and position yourself for the late afternoon 'peak' traffic - locos 'up top' and S Bahn below.

#### **Day Eight – Saturday 20th March**

We may be on the 'final lap' of the tour but there will be no 'let up' today. The first visit will be to the prolific **Bw Mannheim** – it's the weekend, and there should be much on. We follow that with **Bw Darmstadt** and **Bw Gremberg**, before we check into our final hotel of the tour, at Leverkusen. After we arrive, there will be time for you to go into Köln for, perhaps, a session on the Hbf or a meal.

#### **Day Nine – Sunday 21st March**

Prior to leaving Köln we will have time for a visit to **Bw Köln Deutzerfeld**, before moving on to **Aachen West Gbf** and a view of **Aachen Hbf** and **SP**. It's then time to reflect on a very long tour, and count your sightings and photos, as we return to Calais and home.

# THE WIEN FLYER TOUR

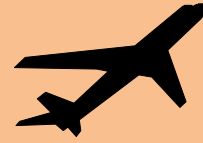
**(4 DAY BREAK AT A SUPER RAIL CENTRE)  
(BEGINNING ON EASTER SATURDAY)**

**Saturday 3rd to Tuesday 6th April, 2010**

## **COST ELEMENTS**

**Base Cost - £209.50 (Mandatory)**

**Hotel Single Room Supplement - £85.00 (Optional)**



**In Order to Qualify for Members' Loyalty Discount on this Tour –  
you must book by 22 January, with a Minimum Deposit of £50, and  
the balance must be paid by 19th February**

Vienna, a city where boredom should never beset a rail enthusiast. Five big stations, five traction depots, an extensive freight yard, and a sizeable Museum. All will fully occupy the participants of this tour during our weekend stay. The relentless delivery of new Class 1116 and 1216 electric locos, and the relatively new Classes 2016 and 2070 diesel locos, means that everyone should 'score' well. Our 4 Star Hotel could not be in a more convenient location, alongside the West Bahnhof. It promises to be another very enjoyable City 'break' and one not to be missed. On Saturday and Sunday you will join the group participating in the Austrian Railtour, because the itinerary is identical for both tours on both days.

**Not included in the Fare**, but the most economical and essential ticket for your stay is the **72 hour Vienna Ticket**. They can be purchased at the machines for **13.60 Euros (2009 prices)**, and are valid from the time they are issued,

We regret that we **cannot book flights on your behalf** and you must arrange your own flight, or overland travel. However, we are able to give advice which will point you in the right direction. (In November Easy Jet were quoting a fare of £114.58 for a return direct flight on these dates, including Airport Charges and Taxes – Can you beat that?)

### **Day One - Saturday 3rd April**

A flight arriving around lunchtime is a must, ensuring that you join us for visits to **Zfl Wien West, Zfl Wien Sud** and **Zfl Wien Ost**. Hopefully, we will also include **Zfl Wien FJB** before the day ends.

### **Day Two - Sunday 4th April**

The day starts with a visit to the **Museum Depot** at **Strasshof**. This is followed by a visit to **Zfl Wien Nord**, a depot very much in the hands of the preservationists. Finally, we will also include the extensive Freight Yard at **Kledering** and any other location we missed yesterday.

### **Day Three - Monday 5th April**

Today you part company from the group participating on the Railtour and you are free to follow your own agenda. There will be no shortage of options. You can observe

morning 'peak' traffic at any number of suitable locations. **Meidling** and **Hutteldorf** are usually quite good. There is also ample time to explore the Tram System, or take a ride on the **Wiener Lokalbahn (WLB)**.

#### **Day Four – Tuesday 6th April**

Departure day when, once again you are able to follow you own priorities and a late afternoon or evening flight home will allow you to make the most of the time that remains.

**Remember - Do Not Book Your Flight  
Until We have Confirmed The Tour As Running**

# THE AUSTRIAN RAILTOUR

**(9 DAY HOLIDAY TOUR BY RAIL)  
(BEGINNING ON EASTER SATURDAY)**

**Saturday 3rd to Sunday 11th April, 2010**



## COST ELEMENTS

**All Inclusive Cost - £574.50**

**6 Day First Class Austrian InterRail Ticket - £242.00 (Optional)**

**6 Day Standard Class Austrian InterRail Ticket - £180.00 (Optional)**

**Hotel Single Room Supplement - £159.50 (Optional)**

**In order to qualify for Members' Loyalty Discount on this tour –  
you must book by 22nd January, with a Minimum Deposit of £145.00, and  
the balance must be paid by 19th February**

There has been a three year gap since the last Austrian Railtour ran, but such is the pace of change in Austria that we are now compelled to run more frequently. Demands from Members and the vast quantity of new-build locos appearing, makes this tour a must. New-build Classes 1016, 1116, 1216, 2016 and 2070 will eventually replace around two-thirds of ÖBB's existing traction. So, many new locos to see, but do you still have some old ones to chase?

The first three nights of the tour will be spent in Vienna, allowing us not only to easily complete the city locations at the start of the tour, but also include Villach and Knittelfeld on Monday, and deal with St Polten on our way to Amstetten on Tuesday. The benefit will be that with the five nights we stay in Amstetten, all other major depots in Austria can be covered in the time remaining. Add to that the hundreds of locos and stock you will see as we travel by train during the week, and it is not difficult to see why it is STARS who offer the Premier Austrian 'package' this year.

### ***WHAT IS INCLUDED IN YOUR FARE?***

- ❖ 3 nights up market accommodation in our quality 4 Star Hotel in Wien, and family run hotel in Amstetten. Breakfasts included.
- ❖ Admission and guide charges at Works and Depots (wherever appropriate).
- ❖ All other ancillary charges, taxes and administration.

### ***WHAT IS NOT INCLUDED IN YOUR FARE?***

- ❖ **Travel to and from Austria, including Air Travel. We cannot book flights on your behalf**, you must arrange your own, or overland travel. However, we are able to give advice which will point you in the right direction. (In November Easy Jet were quoting a fare of £126.58 for a return direct flight on these dates, including Airport Charges and Taxes – Can you beat that?)
- ❖ **Tickets required for Days 1, 2 and 9 of the Tour.** Because everyone is likely to arrive for the tour and leave on the last day at different times, and by different means, we are unable to make any general arrangements for tickets. Those arriving at the airport will need to purchase a **48 hour Vienna Ticket (10 Euros \*)** and a **One Zone Supplement (1.80 Euros \*)** from the machines at the S Bahn Station. (\* denotes 2009 Fares). This will facilitate the journey

- into the City and unlimited travel on public transport on Days 1 and 2.
- ❖ **Travel outside the scope of the Vienna Ticket.** This should only occur on one occasion – the journey to and from Strasshof Museum (**1.80 Euros each way\***).
  - ❖ **Meals other than breakfasts.**
  - ❖ **Admission charges to Museums.**
  - ❖ **Taxi or Public Transport Fares (if any) outside of Vienna**

*Be warned! Feedback from our Members indicates that this is likely to be a very popular tour. Unfortunately we have a 'cap' on our accommodation allocation at Amstetten. Once that allocation is full, we will almost certainly have to close bookings – don't miss out on such a great tour – book early!!*

## ITINERARY

### Days One & Two - Saturday 3rd to Sunday 4th April

The first two days are identical to the first two of The **Wien Flyer Tour** (details begin on **page 18** of this publication), and we will be accompanied by participants of that tour.

### Day Three - Monday 5th April

A very long day today, but very rewarding. Outward via Semmering to Villach. Not only will we enjoy a visit to **Zfl Villach**, but our total stay in the area is nearly three hours - extra time to pick up locos and units working in and out of the station. On our return we visit **Zfl Knittelfeld** and view **Hws Knittelfeld**.

### Day Four – Tuesday 6th April

Time to change locations, but we do so in a very efficient way. We travel as far as St Polten, where we will need to make use of left luggage for a while. We then pay visits to **Hws St Polten** (the Works), **Zfs Alpbahnhof** (N/G Depot), and **Zfl St Polten**. A return trip to enable us to visit **Zfs Krems**, will be made prior to recovering our luggage and completing the journey to Amstetten, where we check into our Hotel. The final act of the day will be a visit to **Zfl Amstetten**.

### Day Five - Wednesday 7th April

Another packed day, made possible by the position of the new depot at Linz. It is now situated by the Works, and thus saves valuable time going to and from, so much so that we are now able to do Salzburg in the same day. The order will be **Hws Linz** and **Zfl Linz**, followed by **Zfl Wels** and **Zfs Attnang Puchheim** as we make our way to Salzburg. Once there we visit **Zfl Salzburg** and **Zfs Gnigl**. There should also be time to visit the Lokalbahn **SVB** Depot at **Itzling**.

### Day Six - Thursday 8th April

Having visited 2 Major Works, 17 Depots, a Museum and a Major Freight yard, all in the first five days, perhaps it is inevitable that the time has come to slow down. Longer journeys now await us but some through most spectacular scenery. Outward via Hutteldorf and Meidling to **Zfl Wiener Neustadt**, then onward to Graz for visits to **Zfl Graz** and **Graz GKB** (including the Depot). We return by a more direct route, through the mountains, with a visit to **Zfs Selzthal**.

### Day Seven - Friday 9th April

Another long journey today as we make the journey to visit **Zfl Innsbruck**. After the visit there are several choices. There will be time to go down to visit **Zfl Bludenz** or you may prefer two hours on the station before the train returns. You could also take a run on the private **Montafonerbahn AG (MBS)** from Bludenz to Schruns, where you will find the depot. There is also time to visit **Jenbach** and its two private lines, the metre gauge **Achenseebahn (AB)** and the 760mm gauge **Zillertalbahn (ZB)** – both have Depots at Jenbach. Another possibility on your return is **Zfs Worgl**.

#### **Day Eight - Saturday 10th April**

Very much a free day when you can 'do your own thing.' If you did not get to Bludenz, Jenbach or Worgl yesterday, you can try your choice today. You may consider having a look at the ÖBB metre gauge rack line from Puchberg to Hochschneeberg, operated by steam traction. There is the impressive ÖGEG Preservation Site at Ampflang. The possibilities are almost endless.

#### **Day Nine – Sunday 11th April**

Dispersal day when we each go our separate ways. What can you find to capture your interest before you finally leave.

#### **Important Notes:**

- 1. In order that we can book your rail tickets, please include your date of birth and Passport number on your booking form.**
- 2. Remember - Do not book your flight until we have confirmed the tour as running**

# THE WESTERN FRANCE TOUR

**(8 DAY TOUR IN LARGE EURO-COACH)**

**Sunday 2nd to Sunday 9th May, 2010**



**ALL INCLUSIVE FARE - £699.95**

*(But see 'STARS DISCOUNT FARE' below)*

**Hotel single Room Supplement - £112.00 (Optional)**

**In Order to Qualify for Members' Loyalty Discount on this Tour –  
You must book by 26th February, with a Minimum Deposit of £175, and  
the balance must be paid by 19th March.**

It seems a very long time ago that we covered the Atlantic Coast side of France. We had included the Bordeaux and Limoges areas, and the Rennes and Nantes areas, on tour itineraries in 2007 and 2008, but both tours fell casualties to insufficient bookings. In reality Rennes and Nantes were last visited in 2006, Bordeaux and Limoges last visited a year earlier. High time then that we give this territory another 'airing' and we invite you to join us on this "Western Front 'Y' Hunt". If you need Y's allocated to Rennes, Nantes, Limoges, Bordeaux or Tours, this is just the outing for you. As well as those Depots named, we will also call at stations and other locations where at least one of these machines has been found previously. However, Shunter sighting will not be your only benefit from this tour as Main line Passenger and Freight Locos will also be seen in abundance, along with Units.

We include a free day in Bordeaux for you to 'do your own thing'. Perhaps you have your own objective to go for? Then go for it! Alternatively, you can spend all day on Gare Saint Jean, or at one of the freight-watching locations – the choice is yours. In total, we plan to visit 45 locations of railway interest, a number which can be added to with extras and your own agendas.

**STARS DISCOUNT FARE** - Again this is a tour where a **possibility to further reduce your fare** exists with the **STARS DISCOUNT FARE** scheme. We hope that the tour will 'fire' the imagination of enough members, and, if we receive sufficient bookings, we can make pro rata reductions on the base cost because the fixed costs of the tour will be spread over more participants. Here's how it will work for this tour. The base cost has been calculated on **20 Members** participating. **For every booking we receive over 20, the fare will reduce by £21.** If we finally run with **24 members**, that will bring the base fare down to **£614.95**, and so on. The maximum discount available is **£200** (resulting in a fare of **£530.95**) and achieved when **28 members** book (We have to halt the reductions at this point because the higher numbers will generate further fixed costs). The more who book the better it will be for everyone

## TIMINGS

Out and return timings are set out at Timings Band 'A' - see page 8 of this brochure.

## ITINERARY

**Days One & Two – Sunday 2nd / Monday 3rd May.**

After leaving Calais you have the opportunity to catch up on some sleep as we make the 3 hour journey to our first location at **Le Havre**. We take a break at **Le Havre Station**, followed by time at **Le Havre Yard** and **Stabling Point**. We continue to **Gravenchon**, and then a visit to **Caen Depot**. After taking time to clear up the contents of **Caen Station**, we continue to **Rennes Depot**. Rennes is our overnight stay and our Hotel is alongside the Station. Our arrival in mid afternoon will allow plenty of opportunity for observations, including the evening 'peak'.

#### **Day Three - Tuesday 4th May**

Leaving the hotel, and making our way towards Nantes we will be working through a number of minor stabling points where a Rennes 'Y' (or two) might be found. The order will be **L'Hermitage, La Brohiniere, Lamballe, Saint Briec, Guingamp, Carhaix** and **Auray**. After this point we will have progressed to the Nantes area and our visits to **Saint Nazaire Station** and **Docks** should reveal about 4 Ys. However, don't be surprised if there are one or two of the Rennes allocation present – that has been known in the past. After a brief call at **Montoir-de-Bretagne** we finally arrive at Nantes, our 'base' for the night. Once again, our hotel is alongside the Station and once you have checked-in, in no time at all you can be back with the 'action'.

#### **Day Four - Wednesday 5th May**

Our task this morning will be to clear up the Nantes locality. We begin with **Nantes Docks** where we should find up to 4 shunters, and follow that with **Chantenay Yard** where another can be found (or 2 if we are lucky). We then progress to **Nantes Blottereau Depot** for a visit. As we continue south the next call is **La Roche Sur Yon** and the possibility of two more Nantes shunting machines. When we arrive at **La Rochelle Station** we will be in the Bordeaux allocation area. The final visits of the day will be **Saintes Depot** and **Station** (expect 3 BD Y's here), complemented by a view of the **Works**. Finally we arrive in Bordeaux where we go straight to our hotel which is situated about 400 metres from Gare St. Jean, and next to the tram tracks!

#### **Day Five - Thursday 6th May**

This is a **Free Day** in order to give our coach drivers the statutory break they must have. However, it provides you with the perfect opportunity to get out and about, and the activity for the day is your choice, as nothing has been organised. Will you take a train trip to try to track down something from your 'wants' list? Or will you spend the day on the station watching and photographing the freight trains as they pass? The choice is yours.

#### **Day Seven - Friday 7th May**

We will make a good start to the day with **Bordeaux Depot** where the shunter sightings should be well into double figures. We follow that with a visit to the yard at **Hourcade** where we hope to see another 5. After a long run we arrive at **Perigueux Station** where, along with **Perigueux PW**, it is possible that a further 6 or more Bordeaux Shunters can be found. Just over an hour later, we will visit **Brive Depot** and **Brive Station**. We are now in the Limoges area and, after our Brive visits, we go directly to our Hotel for the night. Again the Hotel is just 400 metres from the Station.

#### **Day Eight - Saturday 8th May**

The short drive is made from our hotel to **Limoges Depot**, followed by the nearby **Puy Imbert Yard**. We continue to **Poitiers Station** where we should see 3 or 4 TP Shunters, and **Poitiers Stabling Point**, where we should see another 2, which could be BD or NB allocated machines. Next call will be **Tours St Pierre Depot** and the

**Yards.** The final visit of the day will be **Les Aubrais Depot**, and then it's off to our hotel in Orleans for the final night of the Tour.

#### **Day Nine - Sunday 9th May**

A long drive north this morning means that our 'visiting time' is limited. However, there will be much interest because we include **Chartres Station** and **Yard**. We follow this with a visit to **Rouen Sotteville Depot**. The final locations will be **Caffiers** and a view of **Frethun Depot**. We then return to the port and home.

*STARS INTERNATIONAL*  
*PROUDLY PRESENTS*

**Two Outstanding Charter Rail Tours**

**THE 'BRNO BUSSAR'**

**Saturday 15th May, 2010**

**and**

**THE 'MORAVIA MEANDERER'**

**Sunday 16th May, 2010**

It was on the Czech Republic Railtour in April, 2009, that STARS included their first ever Charter Train. Using heritage Class 820 railcar No. M240.0113, participants enjoyed a tour of the Brno area which included access, by rail, to three depots, travel over freight only lines, and entry into yards. The day was a resounding success and it was the opinion of all who participated, that we should do this again, and the sooner the better. When word went round, that was also the view of many who did not participate, and wished they had!

With the confidence that successfully breaking new ground brings, this year we are pleased to offer you the choice of one or two days railtouring, together with accommodation, and timed in order that those who wish to participate on the following Slovakian Railtour can do so with ease.

We regret that we are unable to include flights in the package but we can recommend a choice of two routes:

1. If you are participating in one or both of the railtours, the most economic of routes appears to be London Stansted to Brno with Ryanair. However, **there are no flights either way on this route on a Saturday**. As a result we are quoting the cost of an additional night at the Hotel, should you require it.
2. If you intend to participate in both the Brno Charter(s) and the Slovakian Railtour afterwards,  
your best option is into, and out of, Vienna. There are good direct connections to Brno from Wien  
Meidling, and from Bratislava into Wien Sudbahnhof.

You now have the opportunity to enjoy a weekend on one or both of these great low cost Rail Tours. There's even a special price if you want to participate on both.

# THE 'BRNO BUSSAR'

Saturday 15th May, 2010

**ALL INCLUSIVE FARE - £138.00**

**Fare Without Accommodation (booked in advance) - £49.00**

**Fare Without Accommodation (pay on day &**

**Subject to Seat Available) - £55.00**

**Hotel Single Room Supplement - £30 (Optional)**

We recommend that you fly in on Friday 14 May and, if you can arrive by 14.30 hours, you can join us for the short journey and visit to **Tisnov Depot**, strangely, a location never visited before by STARS. This 'aperitif' in front of the main 'courses' **is not included in your fare**, but with an outward journey of 26 minutes and a return of 38 minutes, the cost will be fairly modest.

The Tour begins on Saturday morning at Brno Hl St when we board our waiting Unit. We then make the relatively short journey to **Brno Dolni Depot**, where we alight for a full visit. There is much variety here as half of the buildings are used by the preservationists and the other half by the private operators. Such diversity in traction types and livery will certainly not disappoint the photographers.

We then move on, via a couple of yards and the main line, to **Horni Herspice Depot**. This is the main Unit and coaching stock depot for the area, but this may represent the last chance to visit the old buildings as they are. By the time we visit an ultra modern depot, being built opposite, will be nearing completion. Photographers should not despair! Locos in the shape of Classes 750 and 754, along with a couple of Class 708's will also be found here.

We climb aboard once again for the journey, via the freight only lines, to **Malomerice Yard**. As we travel through the yard you will pass and identify every locomotive present with ease. At the far end of the yard we reverse and 'coast' down the access 'road' into **DKV Brno Malomerice**. Normally no visits are permitted at the weekend, but we made such a favourable impression on the Director of the Depot during our last visit, he has kindly approved this special one-off today. Both Spotters and Photographers alike will delight at the number and types of locos 'on shed'.

For the next part of the entertainment, we leave our rail transport and join a bus – "Oh.. not Czech Bustitution!" we hear you cry. No, not in the usual sense. This is a very special bus. It's a restored single deck Russian built coach, circa. 1961, and it will take us to a very special place. **Brno Lisen Museum** to be precise. Here we will enjoy a visit exclusive to STARS where you will see well over 50 trams from all over the Czech Republic, nearly all of which have been restored to their original liveries. In addition, there are also two steam locomotives, tram locos, departmental trams, and two Russian built M.I.G. fighter aeroplanes thrown in for good measure. So much history under one roof.

The last occasion, the bus returned us directly to the Hl St, but that was a weekday and pathing in and out of the main station was impossible. It is not likely that this problem will exist to the same degree on a Saturday afternoon, and it is intended at we

rejoin the Unit for a final 'run-round' after the Museum. Unfortunately we will be unable to confirm any positive arrangements for the end of the tour until nearer the date.

**Included in the Fare for this Railtour is:**

1. Your Rail Ticket for the Tour.
2. Entry Charges for the Depots and Lisen Museum
3. Refreshments on the Train. Sandwiches, Sausages and Bread, Biscuits, Beer and non-alcoholic beer, Soft Drinks, and Coffee, will all be available on board at no extra cost.
4. 2 nights accommodation in a good quality hotel, with breakfast included.
5. Taxes, Admin: and Incidental Charges.

## **THE 'MORAVIA MEANDERER'**

**Sunday 16th May, 2010**

**ALL INCLUSIVE FARE - £161.50**

**Fare Without Accommodation (booked in advance) - £72.00**

**Fare Without Accommodation (pay on day &  
Subject to Seat Available) - £78.00**

**Hotel Single Room Supplement - £30 (Optional)**

This second of our Railtours is an extended round-trip. Despite the fact that we will be travelling over main lines for the second half of the journey, the pace will be leisurely and we will stop for line side photography when appropriate.

We board the Unit on Sunday morning and travel east over the rural line through Blazovice, Slavkov u. Brna, Kyjov, and Bzenec (the first and last two locations being junction Stations), to our first destination at **Veseli nad Moravou**. Here our Unit enters the Depot through the yards, and a full visit begins. On a previous visit the hospitality of the Director was beyond belief. He held a local authority licence to make alcoholic drinks and was so proud of the wine and Slivovice he produced. He was at pains to ensure that everyone sampled both, and with the latter at 38% proof, a few members were 'tottering' as they left. If he is still there, prepare for a full frontal assault on your liver! As far as the railway interest goes, the role of the depot is not only one of maintenance and repair, but also experimental. Prepare for the unexpected.

Once back aboard the Unit we turn south on the rural line to Sudomerice nad Moravou, and join the main Prerov to Breclav line at **Rohatec** where we pass the Station Stabling Point.

We continue south to another main line junction Station at **Hodonin**. A depot once stood here but it now exists as a major stabling point for Units and Trailers, with fuelling facilities.

A little further south and we reach the border station at **Breclav**, where we 'meander' our way through the yards, including the freight exchange yards and, finally, into the **Depot** for a full visit. Not only will you see a varied selection of Czech locos, but also **ÖBB** Locos on cross-border trains.

We return to north to Brno via the main line and passing the junction stations at Zajeci, Sakvice and Vranovice.

**Included in the Fare for this Railtour is:**

1. Your Rail Ticket for the Tour.
2. Entry Charges for the Depots.
3. Refreshments on the Train. Sandwiches, Sausages and Bread, Biscuits, Beer and non-alcoholic beer, Soft Drinks, and Coffee, will all be available on board at no extra cost.
4. 2 nights accommodation in a good quality hotel, with breakfast included.
5. Taxes, Admin: and Incidental Charges.

**Doing Both Railtours? We can offer you:**

**ALL INCLUSIVE FARE - £232.00**

**(Includes 3 nights accommodation with breakfast)**

**Fares Without Accommodation (booked in advance) - £85.00**

**Fares Without Accommodation (pay on day) - £91.00**

**Hotel Single Room Supplement - £45 (Optional)**

**Extra Night at Hotel Required?**

**One Extra Night Including Breakfast**

**(Sharing in Twin Room and Subject to Availability) - £40.00**

**Hotel Single Room Supplement - £15 (Optional)**

**Remember - Do Not Book Your Flight For Either Railtour  
Until We Have Confirmed Them As Running**

# THE SLOVAKIAN RAILTOUR

(9 DAY HOLIDAY TOUR BY RAIL)

Monday 17th to Tuesday 25th May, 2010



**ALL INCLUSIVE FARE - £535.65**

**Hotel Single Room Supplement - £175.00 (Optional)**

**6 Day First Class Slovakian InterRail Ticket - £129.00 (Optional)**

**6 Day Standard Class Slovakian InterRail Ticket - £97.00 (Optional)**

**In Order to Qualify for Members' Loyalty Discount on this Tour –  
You must book by 5th March, with a Minimum Deposit of £135.00 and  
the balance must be paid by 2nd April**

It was in 2007 when we last ran the tour, and this will represent the fifth full rail tour to Slovakia. Previous tours have tended to concentrate on 'both ends' of the country, using bases of Kosice and Bratislava for 4 nights each. Whilst that has enabled us to reach most of the depots, we neglected the centre and there were depots we never visited. We corrected that on the last tour, when we cut the nights at Kosice and Bratislava to 3 each, and in between them we inserted 2 nights in Zvolen, from where we could cover the Works and six central depots. Whilst the previous tour was very successful, this year we have decided to exchange one of the days at Bratislava to make three at Zvolen, thus maximising coverage of that central area, and also allowing us to include Kralovany Depot. We believe this to be the most comprehensive Slovakian Railtour so far and we hope you can join us on it.

We regret that we are unable to book air fares on your behalf, but we are happy to advise you of your best option if required.

## ITINERARY

### Day One - Monday 17th May

Low cost flights are available direct from London Stansted to Bratislava. Alternatively, any number of operators fly into Vienna and there is a good rail service from Sud Bahnhof to Bratislava Hl St. The train journey from Bratislava to Kosice takes five hours and participants who wish to make the evening visit to **Kosice Depot** should time their outward journey to enable connection with the 11.50 or 13.50 trains from Bratislava.

If you have participated on one or both of the Czech Charter Trains, departures from Brno at 08.24 and 10.24, changing at Bratislava, will arrive in Kosice at 16.02 and 18.02 respectively. **This fare is not included in your fare for this tour.**

### Day Two - Tuesday 18th May

Today we use road transport in the form of hire cars to tackle those locations close to the Ukrainian border which are either difficult or downright impossible to reach by rail. **This year those costs are included in your fare.** Today the emphasis is on the 1524mm broad gauge and we start with **Haniska Pri Kosciach** the home of the Class 125 double locomotives, which work the heavy freight trains to and from the Ukrainian border. We then go on to **Cerna Nad Tisou Depot**, a dual gauge installation right on the border. Here, and also at the **Transfer Yard**, you will see broad gauge Class 770s and 771s in action. We call at the **Station** before moving on

to **Matovce Depot**, the sub shed on the border. Back to standard metals with a visit to **Humenne Depot and Station**. Final call of the day will be **Presov Depot**.

### **Day Three - Wednesday 19th May**

This promises to be a very interesting day visiting Depots on the main East/West lines. We start with **Poprad Tatry Depot** where both Standard and Narrow Gauge stock is found. We then ride up, on the narrow gauge, into the Tatra Mountains and by the time we have reached **Strbske Pleso**, we hope to have cleared the line. We then descend the rack line to **Strba** where our next depot awaits, home to the 3 x Class 405 electric units and 3 x Class 905 control trailers. Heading back we visit **Spisska Nova Ves Depot**, home to the Class 131 double locomotives. Finally we visit the delightful **Margecany Depot** and its valley setting.

### **Day Four - Thursday 20th May**

Time to pack up and leave Kosice as we move on to our central base in Zvolen. On the way we visit the small, but delightful, depot at **Plesivec**. We visit **Zvolen Depot** after we have checked into our hotel.

### **Day Five - Friday 21st May**

We begin with an early morning visit to **Zvolen Works**, and then take to the rails for visits to **Lucenec Depot** and **Filakovo Depot**.

### **Day Six - Saturday 22nd May**

The day starts with a long run. However, it is well worth while because at the end of it is **Zilina Depot** which will produce a wealth of diverse traction, both electric and diesel. We continue to **Kralovany Depot** a location we have not visited for many years. We return to Zvolen via Vrutky.

### **Day Seven - Sunday 23rd May**

It's time to move on again. On our way to Bratislava we pass the small Depot at **Levice**, where all locos and stock should be visible from our train. We follow up with a visit to **Nove Zampky Depot** where we will find Class 240s in abundance. We then continue into Bratislava where we visit **Bratislava Hl St Depot**, before checking into our Hotel.

### **Day Eight - Monday 24th May**

The last full day and quite a heavy one. The morning is given over to visits to both **Bratislava Vychod I** and **Vychod II Depots**. At the former we should find preserved steam and diesel locos from the National collection. We then journey out to **Leopoldov Depot** followed by **Trencianska Tepla Depot** and also the **Narrow Gauge Depot** at the Station, the latter is home to the 3 x Class 411 electric units and 2 x Class 911 control trailers. The final visit of the day will be **Tranava Depot**.

### **Day Nine - Tuesday 25th May**

Dispersal day. However, a visit to the **Museum** alongside Bratislava Hl St would be well worthwhile before you go.

#### **Important Notes:**

- 1. In order that we can book your rail tickets, please include your date of birth and Passport number on your booking form.**
- 2. Remember - Do not book your flight until we have confirmed the tour as running**

# THE RHINELAND TOUR

(5 DAY TOUR BY LARGE EURO-COACH

and with no overnight travel)

Wednesday 2nd to Sunday 6th June, 2010



**ALL INCLUSIVE FARE - £482.86**  
**Hotel Single Room Supplement - £98 (Optional)**

**In Order to Qualify for Members' Loyalty Discount on this Tour –  
You must book by 19th March, with a Minimum Deposit of £120, and  
the balance must be paid by 16th April.**

Our intention for this tour was to use a Minibus/Coach and call it the '*Rhineland Rapide*'. However, we then gave it further thought and concluded that we could address two of the more persistent requests of our members.

The first is timing. This is a tour we traditionally ran in late autumn, but many of our Members remarked that the first 'biting' winds of winter whilst standing on Gleis 6 of the Hbf or freight watching at Köln West, rather took the edge off the experience. On the basis that hypothermia is a 'cop' you can well do without, we have given the tour a summer 'slot'.

Secondly, for many years we have given thought to starting a tour in the morning and eliminating overnight travel. Previously, we have not taken the concept further on the basis that having to make an overnight stop so soon after arriving in Europe wasted a day and added one night's hotel accommodation to the cost. However, this year we have decided to 'trial' it on two medium distance tours. This is the first. The second will be the Paris tour later in the year. Perhaps it is appropriate that another '*STARS First*' occurs on a tour which was our first ever German tour 20 years ago!

The itinerary largely follows the format of previous Rhineland and Köln *Rapide* tours, includes a Free Day and a Day spent visiting probably the four most prolific locations in the area. On this popular tour, we visit the Main Depots and most local 'Hot Spots'.

## TIMINGS

Out and return timings are set out at Timings Band 'B' – see page 8 of this brochure

## ITINERARY

### Day One - Wednesday 2nd June

We make an early departure from 'base' and work our way through the pick up points to Dover for a late afternoon ferry departure. We will make a stop for lunch at Maidstone Services on the way. After leaving Calais we head directly Brussels which will be our overnight stop. The Hotel faces Brussels Midi Station, which might warrant investigation before you 'turn in'.

### Day Two - Thursday 3rd June

Perhaps last night the lure of your bed was stronger than the lure of Gare du Midi. No problem. A 10am departure means that you can enjoy an unhurried breakfast and still take in 2 hours of the morning 'peak' on the Station. Once under way we are direct to Köln, stopping only for a break at **Stolberg Hbf**. On arrival in the City our order is **Bw. Köln Gremberg**, a view of **Gremberg Rbf**, and **Eifeltor Gbf.Bw**. We then go

directly to the hotel to arrive late afternoon. For this Tour we will stay at Leverkusen, but **Köln Hbf** is easily accessed in about 25 minutes on the 'S' Bahn. You are then free to keep your first vigil at the Hbf (stay as long as you choose). One of the highlights will always be standing on the Hbf whilst the trains parade past you at roughly one every 90 seconds. Despite the introduction of the Class 644 'Talent' DMUs and Class 423 & 425 EMUs, not to mention ICE 3s, well over 50% of the trains are still loco hauled.

### **Day Three - Friday 4th June**

**A Free Day.** The opportunity for you to 'take off' to wherever you wish. The options are considerable, and by making use of the very reasonable Nordrhein Westfalen Ticket (25 Euros - single ticket, or 34 Euros - group of up to 5), Dusseldorf, Essen and Dortmund are easy destinations. However, could you manage a full day on the Hbf? Perhaps you could if you mixed it with freight watching at Köln Sud or West.

### **Day Four - Saturday 5th June**

Back to the Coach for a day of Depot visits. Once again, we believe we have chosen the pick of the 'bunch'. We start off with **Hagen Hbf** and then the nearby **Vorhalle Depot** and **Rbf SP**. We continue to **Bw Dortmund** and a view of **Dortmund Gbf**. Next up is **Wanne Eickel**, a very large Stabling Point where not only can a number of Railion locomotives can be found, but also locos of private ownership. One location we could not leave out of the itinerary comes next, **Bw Oberhausen Osterfeld Sud**, including the top yard where locomotives can be both stabled and stored. The day is concluded with a visit to **Oberhausen West**. We return to Köln late afternoon and sufficient time for a final 'stint' on the Hbf, or a good meal (or both!).

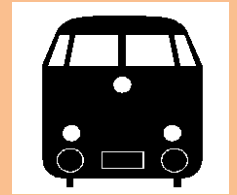
### **Day Five - Sunday 6th June**

Before we leave the City we will visit **Bw. Köln Deutzerfeld**. On our run back to Calais we call at **Aachen West Gbf** and **Aachen Hbf**. Aachen is a location we visit frequently but, with the prospect of around 20 locomotives, it is not a location to miss.

# THE BULGARIA RAILTOUR

(8 DAY TOUR BY RAIL)

Thursday 8th to Thursday 15th July, 2010



**ALL INCLUSIVE FARE - £450.85**  
**Hotel Single Room Supplement - £110.00 (Optional)**  
**Upgrade to First Class Rail Travel - £38.00 (Optional)**

**In Order to Qualify for Members' Loyalty Discount on this Tour –  
You must book by 7th May, with a Minimum Deposit of £112.00 and  
the balance must be paid by 4th June**

As part of our annual tours programme we endeavour to include a Country new to STARS every year. This year it's the turn of Bulgaria, and the opportunity to renew acquaintance with some old friends. We are referring of course to the ex BR Class 87's (the one time West Coast 'Electric Scots') which are enjoying an extended life with BVG.

We are offering an all-inclusive fare for this tour which **includes six days Standard Class Rail travel** but, as always, we are unable to arrange your flights - that is something you must do for yourselves. The Hungarian low-cost airline, Wizz, fly to and from Luton, to Bourgas and Sofia.

To use an old cliché, this will certainly be a trip of two halves, because that is how we have 'split' the tour. We spend the first three days in the east at Bourgas. On Sunday we make the long journey west to Sofia, where we spend the remaining four days of the tour. At this stage we have still to agree our programme with BDZ and, as a result, cannot be specific as to our programme on any given day. However, we can whet your appetites with the locations we intend to visit.

## ITINERARY

### First Half

#### **Days One to Three – Thursday 8th to Saturday 10th July**

On the first day we fly into Bourgas, situated on the Black Sea, and check into our 4 Star Hotel situated just 200 metres from the main Railway Station. The flight departs from Luton at 13.50 and arrives in Bourgas at 19.10. During our stay in the east we will include not only **Bourgas Depot**, but also the depot at **Varna**, another Black Sea Port. There are also interesting depots situated on the 'border', namely **Svilengrad** (from where lines go into both Greece and Turkey), and **Ruse & Kardam**, both located on the northern border with Romania. Ruse is interesting in that it is the base for the private freight company 'Bulmarket' who have many locos. There are also the central depots of **Stara Zagora** and **Gorna Orjahovitza** to include.

### Transfer Day

#### **Day Four – Sunday 11th July**

The transfer to Sofia will take around 8 hours but there will be plenty to see on the way. On arrival, another 4 Star Hotel awaits us, just 400 metres from the Station.

## **Second Half**

### **Days Five to Eight – Monday 12th to Thursday 15th July**

During the remaining days we will cover the **Sofia Depots**, and the border depots at **Kulata** (Greek border), **Calafat** (Hungarian border), and **Volujak** (near to the Serbian border). Other central depots include **Pleven** and **Plovdiv**. Last, but by no means least, there is the Narrow Gauge Depot at **Septemvri**. On the final day we fly back from Sofia to Luton. The flight departs at 11.45 and arrives at 13.10.

#### **Important Notes:**

- 1. In order that we can book your rail tickets, please include your date of birth and Passport number on your booking form.**
- 2. Remember - Do not book your flight until we have confirmed the tour as running**

# THE LUXEMBOURG *rapide* TOUR

(THREE DAY, WEEKEND TOUR, IN THE SMALL EURO-COACH/BUS)

Friday 6th to Sunday 8th August, 2010



**ALL INCLUSIVE FARE - £188.50**

**Hotel Single Room Supplement - £40 (Optional)**

**In Order to Qualify for Members' Loyalty Discount on this Tour –  
You must book by 28th May, with a Minimum Deposit of £45, and  
the balance must be paid by 25th June**

This has to be one of STARS most popular tours because in successive years we have had to organise re-runs to cater for demand. It is not difficult to see the attraction of the railways of Luxembourg, which has been the subject of recent major investment. As a result, the railways of this small country are undergoing substantial modernisation with the influx of modern locomotives and coaching stock and a new depot under construction. As well as a tour of the **main depot at Luxembourg**, this tour gives you ample time, once there, to explore the rail network in the country and visit outlying stabling points where you should see some of the small shunters. **The cost of the rail ticket giving you the freedom of Luxembourg is not included in your fare**, but at about 5 Euros it is hardly likely to break the bank! The convenient, up market, hotel that we use is renowned for providing a first class breakfast and the tour has the added attraction of visiting several Belgian depots and stabling points on our way to and from Luxembourg. Just two words of advice - book early!

## TIMINGS

Out and return timings are set out at Timings Band 'A' – see page 8 of this brochure

## ITINERARY

### Days One & Two - Friday 6th / Saturday 7th August

We leave Calais and head for Belgium and into the Ardennes. First up will be **Bertrix Station** (the Depot closed some time ago) to take the morning air followed by **Stockem Depot & Yard**, and **Arlon Station & SP**, where there should be plenty of electrics stabled. It's then into the Grand Duchy for **Petange, Esch sur Alzette, Bettembourg, Luxembourg Depot** and **Luxembourg PW Depot (Hollerich) & Yard**. We arrive at our Hotel in Luxembourg just after midday, after which you will be free to ride the metals of Luxembourg or maybe take a trip into France (Thionville or Metz) or Germany (Trier).

### Day Three - Sunday 8th August

After a superb breakfast, we head straight for Belgium, through the Ardennes, to **Angleur Yard** and **Kinkempois Depot** (note we will not be calling at Etlebruck, you will need to cover that location during your free time). From there it is onto **Salzannes Works (view)** and **Ronet Depot**. Regretfully, after those visits, we must head for Calais and home.

# THE ISLE OF MAN TOUR

(A UNIQUE STARS 6 DAY HOLIDAY)

Monday 30th August to Saturday 4th September, 2010

**ALL INCLUSIVE FARE. - £489.00**

**Hotel Single Room Supplement - £90 (Optional)**

*(Single Rooms are very limited and will be allocated  
on a strict 'first come, first served' basis)*

**Sea View Supplement - £60 (Optional)**

**In Order to Qualify for Members' Loyalty Discount on this Tour –**

**You must book by 22nd January, with a Minimum Deposit of £50.**

**An Interim Deposit of £75 must be paid by 18th June, and  
the final balance must be paid by 16th July.**

For many years STARS Members, who are overwhelmingly of the male gender, have said a fond farewell to wives and partners before taking themselves off for weeks at a time to pursue a hobby that the 'abandoned' spouses have little interest in, but tend to tolerate! Understandably, very few ever accompany their 'other halves' abroad. This tour is aimed at altering all that. The tour is probably the nearest to a 'normal' holiday that STARS is ever likely to get, and in offering it we score yet another '*first*'. It is incredible that an Island so small could contain so much to interest the rail enthusiast, but during the week we will explore the workings of 4 railways, a miniature railway, a mine railway, and a horse-drawn tramway, at a leisurely and unhurried pace. Even then there will be ample free time for the participant to turn attention to other non-railway attractions of which the Island has in abundance. So 'civilised' is this tour that it becomes the first ever to include evening meals throughout.

So Ladies, can we tempt you to come along? During the day we can guarantee no ultra early starts and no late night finishes. You can enjoy the rides on trains and trams, taking in all the sights and scenery. Involve yourself as much or as little in the rail activity as you please, safe in the knowledge there is plenty more to see and enjoy. There are no long journeys to endure and no dirty depots to be 'dragged' around. No language difficulty.

Obviously the rail element forms the 'core' of the activity, but we feel that it is in the best interests of all participating to 'hold fire' on a firm itinerary until we have identified the preferences of all who have booked and draw up an itinerary commensurate with such preferences.

## **WHAT IS INCLUDED IN THE COST?**

- ❖ 6 night's accommodation in our quality Hotel on Loch Promenade Douglas, overlooking the sea. Rooms with a sea view are available on request, on payment of a supplement (see above). Accommodation is inclusive of Breakfast, and **Evening meal.**
- ❖ Live evening entertainment at the Hotel on two nights.
- ❖ All rail, tram and bus fares during the entire holiday (except Manx Express Bus services).
- ❖ Admission and guide charges at the Railway Museum, Works and Depots (wherever appropriate).

- ❖ All other ancillary charges, taxes and administration.

#### ***WHAT IS NOT INCLUDED IN THE COST?***

- ❖ Meals other than breakfast and evening meal.
- ❖ **Travel to and from the Island, including Air Travel. We cannot book flights on your behalf,** you must arrange your own, or a ferry crossing. However, we are able to give advice which will point you in the right direction (See below).

#### ***GETTING THERE***

The cost of taking a Coach or Mini Bus to the Island would be horrendous, particularly as it would be virtually idle for the whole week, and add too much to the cost of the Holiday. For this reason, and that we are also unable to arrange air fares, we are asking you to make your own arrangements, and suggest:

##### ***By Air into Ronaldsway Airport:***

When we checked in early December, the low cost airline Flybe were quoting £71.98 (all inclusive) return fare from London Gatwick. Can you beat that?

##### ***By Ferry from Heysham or Liverpool to Douglas:***

Also in early December, the Isle of Man Steam Packet Company was quoting the cost for one foot passenger at £40.50 return. Quotes for a car on the same date ranged between £278 & £325.

#### ***OUR 'CORE' ITINERARY DURING THE WEEK WILL BE:***

##### **Isle of Man Steam Railway**

Opened in 1874, this 3ft narrow gauge railway still runs with its original locomotives and carriages, through an ever changing countryside, to a choice of destinations in the south of the island. At 15 and a half miles, from Douglas to Port Erin, via Castletown and Ballasalla, it is the longest narrow gauge steam line in Britain. Loco No. 4 'Loch', one of the original engines, is still in service today.

We will also visit **Port Erin Museum**, and arrange visits to **Douglas Depot** and **Carriage Shed**.

##### **Manx Electric Railway**

Is a unique vintage railway over 100 years old. Open and closed tramcars take passengers on an unforgettable journey along the east coast from Ramsey to Douglas, via Laxey. From the breathtaking heights of Bulgham Rocks to the pretty Maughold countryside, there is no better way to appreciate the Isle of Man's beautiful Scenery.

We will also arrange visits to the **Depots** at **Douglas** and **Laxey**.

##### **Douglas Horse Tramway**

A colourful summer sight on Douglas Promenade since 1876, this sedate mode of transport is a testimony to Victorian engineering and endurance – and just as popular with today's visitors. The 2 mile route from Derby Castle at one end of the prom to the sea terminal at the other, is served by the original rolling stock – the world's oldest working trams.

We will also arrange visits to the **Depot**.

##### **Groudle Glen Railway**

Operated entirely by volunteers and owned by the 'Isle of Man Steam Railway Supporters' Association'. It is a true narrow gauge railway, originally built in the 1890's. 2007 had a special significance for today's volunteers as 25 years have now passed since the signing of an agreement with the then landowners, which allowed the restoration work to begin. Over the years that followed, a new railway was built which has included some of the original buildings.

#### **Orchid Line Miniature Railway**

Runs on a half mile track through the heart of the Curraghs Wildlife Park. Trains run, weather permitting, most Sundays and Bank Holidays. Manx Steam and Model Engineering Club volunteers run this very special miniature steam railway.

#### **Snaefell Mountain Railway**

Over 100 years old, this Electric mountain railway runs from Laxey to the summit of Snaefell at 2,036 feet. The line is 5 miles long, built to a 3ft 6in (1067mm) gauge, and uses a fell centre rail for braking on the steep gradients. It is electrified using overhead wires at 550 volts DC, with bow collectors. Services operate at regular intervals between April and September, taking 30 minutes for a one-way journey. From the line you can view the six kingdoms: England, Ireland, Scotland, Wales, Mann and Heaven.

#### **Great Laxey Mine Railway**

In 1999, the Laxey and Lonan Heritage Trust began the restoration of the surface section of the former tramway. The restored Great Laxey Mine Railway was officially opened on 25th September, 2004. Passengers can now ride in a tiny carriage along the line where loaded wagons of ore were once hauled from the mine. The railway, a quarter of a mile in length, runs up the valley from the former Washing Floors, now the valley Gardens, to the main adit entrance where there is a picnic site, footpath and information boards explaining the mining features. The line runs beneath the main Laxey to Ramsey road and the Manx Electric Railway through the longest railway tunnel on the Island.

*The descriptions of these attractions listed above are taken from the Official Isle of Man Government website:*

<http://www.visitisleofman.com>

#### ***OTHER ATTRACTIONS WHICH YOU MAY CONSIDER MERITS YOUR ATTENTION DURING FREE TIME:***

##### **The Manx Grand Prix & Junior T.T.**

Is taking place during our stay. Thirty-seven and three-quarter miles of thrills, and spills, as the riders, and their high powered motor cycles, get to grips with the tricky Island circuit. Ramsey, Ballacraine Corner, Ballaugh Bridge, and anywhere in the Mountains are spectacular viewing points.

##### **Curraghs Wildlife Park.**

Here the animals roam free in large enclosures designed with their natural habitat in mind, and situated in some 26 acres of land.

##### **Motor Cycle Museum.**

Situated near the top of Snaefell, no other location better charts the history of two wheel motor sport on the Island.

#### **Around Douglas**

**Nobles Park.** Acres of open parkland and landscaped gardens, incorporating a modern leisure complex.

**Gaiety Theatre & Opera House.** Key heritage building on the Island and centre for the performing arts

**Regimental Museum.** Dedicated to the 15<sup>th</sup> (Isle of Man) Light AA Regiment, formed in 1939 to defend the Island from attack, but later distinguished itself in many theatres of the Second World War.

#### **Around Peel**

**Peel Castle.** Built in 1392.

**House of Manannan.** Built in 1997 on part of the old Peel Railway Station. One of its prize exhibits is a Norse Long ship, sailed to the Island from Norway in 1979.

**Corrin's Tower.** Built in 1806 by Thomas Corrin. Later, he had his family were buried on the hill next to it.

**Leece Museum.** The Municipal Museum of Peel.

**Manx Transportation Museum.**

**The Kipper Factory.** A plaice on the Island where they encourage smoking!!

For every attraction above, there is at least another three and we would need a separate brochure to do everything justice. However, there is a very good website which lists and describes all other places of interest.

**<http://www.iomguide.com>** Enjoy.

#### **Important Note:**

So popular is the Isle of Man, the choice of dates for this tour was all that remained available to us, and the reason we were compelled to alter our preferred date from July. In order to keep our hotel booking we must confirm the tour as running, and send a deposit, by the end of January. Failure to do so will result in cancellation, and there is no shortage of groups waiting for such an eventuality. It is for this reason that we require your booking and deposit so early. However, due to the timescale we have decided to ask for a modest initial deposit, in the form of £50, and then an interim payment, followed by the final balance, 10 and 6 weeks prior to the tour.

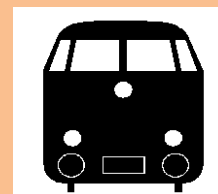
**This will be an outstanding tour but if we do not confirm it by the end of January, it will be lost. Please ensure that you send your bookings by the January deadline.** On the positive side, early confirmation allows you over 6 months to find the lowest air fare.

**Remember - Do Not Book Your Flight  
Until We have Confirmed The Tour As Running**

# THE EAST GERMANY & POLAND RAILTOUR

(9 DAY TOUR BY RAIL)

Wednesday ? to Thursday ? September, 2010



**ALL INCLUSIVE FARE - £659.67**

*'All Inclusive Fare' means Hotel Charges, Rail Fares  
(with the exception of those set out below) and Administration Charges'*

**4 Day First Class Polish InterRail Ticket - £111.00 (Optional)**

**4 Day Standard Class Polish InterRail Ticket - £82.00 (Optional)**

**Hotel Single Room Supplement - £221.00 (Optional)**

**In order to qualify for Members' Loyalty Discount on this tour –  
you must book by 2nd July,  
with a Minimum Deposit of £165, and  
the balance must be paid by 30th July.**

In May, 1998, we ran our first every tour to Poland. Polish tours then ran fairly regularly for the next five years until July, 2003, when the East Poland was the last. It is incredible that we have overlooked the country for so long, but we put that right with this Tour. By a 50:50 'split' we are able to spend a couple of days in Berlin, cover the Dresden and Cottbus areas (neglected last year) and include the narrow gauge steam line from Cranzahl to Oberwiesenthal, the only German N/G line that STARS have never visited. The other half of the tour will be spent in Poland and from our 'base' in Poznan will cover many of the Depots we covered on that first ever tour.

In the twelve years since we made our first visit to Poland so many changes have taken place, not least in the cost of hotels! Some of the hotels we preferred are now so high in price they were just non starters, but we have still managed to arrange good quality hotels within realistic cost parameters. Unfortunately, this does not extend to single rooms, where anyone electing such is expected to pay double that of someone sharing! Nevertheless, we are advertising the tour with the high single room supplement and, of course, you have the choice. However, we are unhappy with this situation and were still addressing the issue as this brochure went to print. We are hopeful of securing a more sensible deal, in which case the saving will be passed on to you.

***This Tour is undated because we are hoping that Aw. Cottbus will announce a public open day for September. If and when that decision is made, we will respond accordingly and announce the dates without delay.***

A reminder that some substantial walks to depots will be required or taxi, bus or tram fares, which are NOT included in your fare.

Please remember that we are unable to arrange your flight and that will be a matter for yourself, but it does give you the opportunity to take advantage of a rock-bottom fare with a low-cost airline. Easyjet is one of the airlines operating into Berlin Schonefeld

Airport.

***Please Note. Rail Fares are included in your fare, with the exception of:***

- 1. The Polish InterRail Pass.***
- 2. Return Fare from Poznan to Berlin, for which we hope to arrange a group fare.***
- 3. The Berlin Welcome Ticket.***

***However, if you enjoy concessionary, or free, rail travel in Germany and can take advantage of such on this tour, we will quote you a lower fare.***

## **ITINERARY**

### **Day One – Wednesday ? September**

On arrival you should make your way by S Bahn to Berlin Spandau where our Hotel is situated. **Please note**- although the cost of rail travel in Germany is **Included** in your fare, as soon as you arrive, you should purchase a **48 hour Berlin Welcome Card (Zones ABC)** from any Ticket Machine or Station Booking Office. In 2009 the cost was **18.50 Euros**. This will be valid from the Airport, and out to Seddin. This will be a very much ‘a do as you please day’, but perhaps the diversion of a visit to **Berlin Museum fur Verkehr Und Technik (MVT)**, which holds an extensive collection of preserved locos and railway artefacts, and is housed in the old **Anhalter Bahnhof**. How about a visit to the 600mm gauge **Wuhlheide Park Eisenbahn** (or Childrens’ Railway) – it’s well worth while.

### **Day Two - Thursday ? September**

Visits to **Bw. Seddin** and **Wustermark** are first up today. Afterwards a view of the S Bahn Depot at **Wansee** and observations on lines **S1** and **S7**. Finally, we visit **Lichtenberg** (Depot closed but locos, many of them private, stable in yard and area).

### **Day Three - Friday ? September**

South is the direction today as we head straight for a visit to **Bw Dresden Friedrichstadt**. We spend the best part of 4 hours in Dresden which not only allows ample time for the depot but also time for observations at **Dresden Hbf**. From here we travel west and passing, ten minutes out of Dresden, **Freital Hainsberg**. Look out for the N/G Steam 2-10-2T locos here. With one change we arrive at **Cranzahl** and from here we are steam hauled to the terminus of the line at **Kurort Oberwiesenthal** where a **Depot Visit** awaits. Because this is the only German N/G line yet to be visited by STARS, you can call this both a ‘**first**’ and a ‘**last!**’ It will be a late return, but not a boring one, because the journey is ‘broken’ by changes at Chemnitz, Leipzig, and Lutherstadt Wittenberg, and ample opportunity to add many more sightings.

### **Day Four - Saturday ? September**

We begin with a trip out to the Polish border at **Frankfurt an der Oder**. From here we continue to a visit at **Bw Cottbus** and, we hope, a Public Open Day at **Aw Cottbus**. Dependant on how things develop, a visit to **Senftenberg** or **Elsterwerda**, or both, may be possible before we return to Berlin.

### **Day Five – Sunday ? September**

We travel over the border today and into Poland. On arrival in Poznan, we will check

into our hotel, and then make our way to **Poznan Depot** for a visit. We also hope to have time for the **Wolsztyn Scansen (Museum) Depot**.

#### **Day Six – Monday ? September**

Another very interesting day is in prospect as we make our way north west and visits to **Szczecin, Stargard, and Krzyz**.

#### **Day Seven – Tuesday ? September**

We concentrate on the opposite direction today with visits to **Gniezno, Inowroclaw, Bydgoszcz and Torun**.

#### **Day Eight – Wednesday ? September**

For the final full day we embark on a ‘loop’ which will take in visits to **Jarocin, Ostrow Wilkp, and Wroclaw**.

#### **Day Nine – Thursday September**

Everything has to end, and so does this tour – today! We make our way to the departure points, however, if you have arranged your flight late enough you may just have time to squeeze a few more locations before you go.

#### **Important Notes:**

- 1. In order that we can book your rail tickets, please include your date of birth and Passport number on your booking form.**
- 2. Remember - Do not book your flight until we have confirmed the tour as running**

# THE PARIS TOUR

(6 DAY TOUR IN A LARGE EURO-COACH

and with no overnight travel)

Tuesday 5th to Sunday 10th October, 2010



**ALL INCLUSIVE FARE - £647.25**

**Hotel Single Room Supplement - £211.00 (Optional)**

**In order to qualify for Members' Loyalty Discount on this tour – you must book by 30th July, with a Minimum Deposit of £165, and the balance must be paid by 27th August.**

One of our most popular tours and we hope that will be reinforced by this second of the year on which we eliminate overnight travel. Our first overnight is in Lille which will allow you the luxury of a late visit to Gare Du Lille Flandres and observations during the morning 'peak'. However, our stay clashes with a congress in the City, and the accommodation is more expensive as a result! Another 'down' is that the Paris Hotel, in the same manner as the Polish Hotels, are charging 'double' for single occupancy! This is a situation we will not tolerate and are taking steps to resolve it (and if it means a change of Hotel, so be it!) Very much on the 'plus side' formal authorisation for visits has been less problematic in the Paris area of late, and the tour includes coverage of all the 'usual' major locations, along with some which we seldom visit and, with one and a half days of free time, maximum sightings and enjoyment will be assured.

**STARS DISCOUNT FARE** - Again this is a tour where a **possibility to further reduce your fare** exists with the **STARS DISCOUNT FARE** scheme. We hope that the tour will 'fire' the imagination of enough members, and, if we receive sufficient bookings, we can make pro rata reductions on the base cost because the fixed costs of the tour will be spread over more participants. Here's how it will work for this tour. The base cost has been calculated on **20 Members** participating. **For every booking we receive over 20, the fare will initially reduce by £18.** If we finally run with **24 members**, that will bring the base fare down to **£591.09**, and so on. The maximum discount available is **£105.75** (resulting in a fare of **£557.24**) and achieved when **28 members** book (We have to halt the reductions at this point because the higher numbers will generate further fixed costs). The more who book the better it will be for everyone.

*Note: There will be further revision of these figures if we secure a reduction in costs by changing Hotel. In that case the participant will benefit from the reduction and ALSO the STARS DISCOUNT FARE if the numbers booked are over the 20 mark.*

## TIMINGS

Out and return timings are set out at Timings Band 'B' – see page 8 of this brochure

## ITINERARY

### Day One – Tuesday 5th October

We make an early departure from 'base' and work our way through the pick up points

to Dover for a late afternoon ferry departure. We will make a stop for lunch at Maidstone Services on the way. After leaving Calais we head directly Lille which will be our overnight stop. However, before we arrive in the City we call at **La Delivrance** for a view of the **Depot**. The Hotel is just a few yards from **Gare Du Lille Flandres**, which might warrant investigation before you 'turn in'.

### **Day Two – Wednesday 6th October**

A 10am departure means that you can enjoy an unhurried breakfast and still take in 2 hours of the morning 'peak' on the Station. Once under way we are direct to Paris where we should arrive at our Hotel before 1pm. Once checked-in you are then free to follow your own 'agenda' including picking your spot for your first evening 'peak.'

### **Day Three – Thursday 7th October**

**YOUR FREE DAY**

### **Day Four – Friday 8th October**

Back to the Coach today and first up will be a visit to **La Chapelle Depot**. We follow that with a visit or view to **Montrouge Depot** and a view of **Chatillon Depot**. We continue to **Rungis, Massy (RATP)**, and **Trappes Yard & SP**. We then return to the Hotel but, if you intend to observe another evening 'peak', we can drop you off on route.

### **Day Five – Saturday 9th October**

A typical Paris Tour Saturday, and we start with a visit or view of **Sud Ouest Depot**. We continue to the large Depot and expanse of **Villeneuve St Georges**, along with the nearby **Triage**. We continue to **Valenton** followed by **Vaires Gare**, the **EMU SP** and **Vaires Loco SP**. **Noisy Le Sec is next** followed by **Drancy Triage** and the nearby Locomotive stabling point at **Le Bourget**.

### **Day Six – Sunday 10th October**

Time to leave Paris and start the homeward journey. However, there is plenty to see on the way and we start with the large **Acheres Depot**, which has become the 'repository' of nearly all Y's from the Paris area. We then call at **Pontoise**, on our way to **Lens** which will be our last full visit of the Tour. Back in Calais we include a view of **Frethun Depot** before we board our Ferry.

# THE GRANDE BELGIAN & NETHERLANDS TOUR

(5 DAY TOUR BY LARGE EURO-COACH)

Wednesday 3rd to Sunday 7th November, 2010

ALL INCLUSIVE FARE - £463.20

Hotel Single Room Supplement - £85 (Optional)



**In order to qualify for Members' Loyalty Discount on this tour –  
you must book by 20th August, with a Minimum Deposit of £115, and  
the balance must be paid by 17th September.**

When we ran the *Bene Rapide Tour* in October, 2009, we were surprised to find just how many members still wanted to participate even though the highlight of the Tour (Tilburg Works Open Day) had been cancelled. This was the strongest indicator that four years was too long an interval to elapse between dedicated Netherlands Tour, and it is something that we will be addressing next year. Meanwhile, we are enhancing what is already one of our most popular tours, with a day in Holland taking in those locations difficult to access by rail. Mechelen Works, including simulator, lunch and Museum, still takes pride of place, and the usual 'suspects', Schaerbeek, Hasselt, Antwerpen Nord and Merelbeke, can never be left out. It's an excellent itinerary, packed full of sightings of new build locos and stock, and one that will be a fitting end to what we hope will have been an outstanding year. Do join us.

## TIMINGS

Out and return timings are set out at Timings Band 'A' – see page 8 of this brochure

## ITINERARY

### Days One & Two - Wednesday 3rd / Thursday 4th November

It's a familiar start to a Belgian tour as we will visit **Kortrijk Depot** followed by **Tournai Station**. From here we head to the **Schaerbeek Depots** before commencing our annual visit of **Mechelen Works**. Our hosts here are most congenial and know us of old and thus ensure we get to see and photograph everything. After lunch in the canteen (the cost of which is not included in the overall fare of this tour), we make our way into Brussels. Our Hotel is close to Noord Station and, with an estimated arrival time of around 2pm your options are almost endless. You could spend the remainder of the afternoon, and with it the evening 'peak', on Noord or Midi Stations. However, you may feel a little more adventurous and opt for a trip to a part of Belgium we do not cover on this Tour. Either way the choice is yours.

### Day Three - Friday 5th November

Refreshed after a good night's sleep, we set off to our first call of the day at **Leuven Depot**, and the nearby **Museum**. We continue to **Hasselt** where we spend time at the **Depot, Infra Depot, Carriage Sidings, Station, and Yard**. From here we head towards Antwerpen, but calling in at **Mol** on the way. The overnight stay is in Antwerpen (our hotel is just 50 metres from, and faces, the station) and with an arrival time in the City of mid afternoon, free time is still available to do as you please.

Berchem is a popular location to observe the passing freight traffic and evening 'peak', or you may venture into Brussels.

#### **Day 4 - Saturday 6th November**

It really is a day of intensive activity and after the run from Antwerpen we begin with **Roosendaal Station, Depot, Yards and Dordrecht Station**, locations where we can expect to find much stock stabled early on a Saturday morning. Next up will be a view of **Kijfhoek Yard**, followed by a view or visit to **Shunter BV**, the 'Privateers' who are across the road from **Feijenoord Depot**, where we gravitate to next. We then venture out towards the 'Europort Peninsula' with visits to **Waalhaven** and **Botlek**, where you will begin to see private locos in abundance. There should be at least one Rail4Chem loco on the way to **Maaskvlade** where we should capture another 10 to 20 locos of assorted ownership. As if that was not enough for one day, we leave Holland and conclude with the big one, **Antwerpen Nord**.

#### **Day Five - Sunday 7th November**

Time to head home, but plenty to keep you interested on the journey. The first call is **Merelbeke Depot**, followed by **Dampoort Yard, Gent St Pieters Station**, and **Stabling Point**. Continuing we call in at **Brugge Station** and **SP**. There follows **Kust & Zwankendamme SPs** and **Zeebrugge SP**. We check out **Blankenburge Station** as we make our way to Oostende. After concluding visits to **Oostende Depot, Carriage Sidings** and **Station**, we continue to Calais and the ferry.