

LA GRANDE ALLURE

*Travelling by train in Europe
and elsewhere Overseas*

1970's



by Peter Dawes

La Grande Allure:
Travelling by train in Europe and elsewhere Overseas
1970's

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ISBN 978-1-77295-046-9.

FRONT COVER PHOTO

1970's-1: Furka-Oberalp's *Glacier Express* starts its descent into Andermatt, Switzerland, on the way from Chur to Brig (1978/09/07) [PETER DAWES].

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First posted: May, 2007 (this **VERSION 7**, September, 2019).

DEDICATION

to John H. Price

FOREWORD

This project documents my extensive train travels over the years in Europe, and to a much lesser extent in Australia and Fiji, India and Sri Lanka, Japan and Hong Kong.

The current volume covers 1976, 1978 and 1979 holidays, primarily in Austria, England, France, Germany, Scotland, Switzerland and Wales.

This is **VERSION 7** (for changes from the previous version, please see page 171).

ABOUT THE AUTHOR

PETER DAWES worked as a transportation policy researcher, analyst, project manager and advisor for the Canadian Transport Commission and Government of Alberta until taking early retirement. He has had a lifelong personal and professional interest in railways and passenger trains, and resides with his wife Sandra in Edmonton, Alberta.

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PHOTO CREDITS

All by the author.

IMPORTANT!

Please see **GENERAL NOTES AND CAVEATS** below for important information regarding copyright, ownership, use and acquisition of photos appearing in this document (specifically under **Photographs**, page 13).

INTRODUCTION

Welcome to my overseas rail-travel project. The title, *La Grande Allure*, is taken from a poem by the French writer, Valéry Larbaud [*Ode*”, in *Behrend*, p. 28], and refers to the days when *Trains de luxe* were operated across Europe by the Compagnie internationale des Wagons-lits et du Tourisme (International Sleeping Car and Tourism Co.). Remnants of this golden era persisted into the 1970's, if one knew where to find them.

This project follows my earlier *No Matter Where It's Going: Travelling by train in Canada and elsewhere in North America*. As I mentioned in the introduction to those volumes, my gig isn't modelling, painting or photographing trains (although I have taken many during my travels). I mostly like to ride them, from the fastest high-speed *Train à grande vitesse* (TGV) to the slowest tourist steam excursion in Wales. European railways certainly have shown that, where utilized properly, trains can offer both efficient transportation for business, visiting and tourism purposes *and* an escape from the pressures of modern-day life. Best of all, I've developed a select circle of long-time friends through this highly social activity.

Over the years, my overseas trains have ranged from: the old *Night Ferry* running between London and Paris via Dover and Dunkerque (with Sealink ferries), diesel High Speed Train's between London and the West Country (the HST's), and *Glacier Express* between Chur and Brig in southern Switzerland – all during the 1970's; to the København-Oslo overnight train, Paris-Genève TGV, and steam-hauled *Shakespeare Express* of the 1980's; the *Orient Express* between Paris and Wien (the real, working

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version, not the luxury tourist train), Praha-Stuttgart overnight, and North Yorkshire Moors steam train of the 1990's; the *Lusitânia* hotel train linking Madrid and Lisboa, *Caledonian Sleeper* between London and Aberdeen, and Severn Valley steam train of the 2000's; and *Dacia* overnight service from Sighișoara in Romania to Wien, *Dibrugarh Rajdhani Express* from Mughalsarai to New Jalpaiguri in India, and *Nozomi* Shinkansen from Yokohama to Ōsaka, Japan, of the 2010's.

I figure I've taken 905 overseas train trips and travelled 136,461 kilometres (85,165 miles) during these holidays – more than three times around the world and an average of 57 trips and 8,529 km (5,323 mls) per holiday. European service providers have accounted for 89% of the trips and 84% of the distance; Australian and Fijian, Indian and Sri Lankan, Japanese and Hong Kong the rest. My home bases have been Ottawa (1976 through 1981 holidays) and Edmonton (1984 to date).

The 1970's have accounted for 18% of the trips. Other percentages (in descending order) are: 1980's, 37; 2000's, 17; 2010's, 16; and 1990's, 12. Each decade has seen its share of fascinating adventures.

The current document provides detailed accounts of my three 1970's holidays. Further volumes cover the 1st part of the 1980's (1980, '81 and '84), 2nd part of that decade (1985 and '88), 1990's, 2000's, and 2010's. There is also a comprehensive "Reprise" providing: a review of overseas rail-passenger developments by decade; an overall summary of my travels; personal ratings of trains; interesting cars and locomotives encountered; and several tables of detailed trip information. I've also prepared a "Companion Document" offering trip, train and equipment details, which may appeal to the real enthusiast.

Turning to the current volume, I begin by providing **ACKNOWLEDGEMENTS** of those persons without whose assistance this project could not have happened. To assist readers as they go through the year-by-year accounts, I then offer **GENERAL NOTES & CAVEATS**, **ABBREVIATIONS**, a **SAMPLE ENTRY**, and a **QUICK INDEX OF TRAINS TAKEN**.

Next comes the meat of the document. For the **decade** involved, I provide the overall context, summary of trips taken, places visited, and particularly noteworthy trips. For each **holiday** within that decade, I begin with a **SYNOPSIS** covering: the context; trips taken and distance travelled; types and numbers of cars and locomotives making up the trains; places visited; noteworthy train trips; fastest and slowest average speeds; and any memorable associated trips by other modes of transport.

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Then, under the heading **TRIPS AND TRAIN COMPOSITION** and for each train trip, I provide the date and (in a headline) service provider, train number, embarkation point, disembarkation point, origin and final destination (if different), and train name (where applicable). I go on to show the detailed train composition in a darkly shaded box, followed by departure time, arrival time, purpose of the trip, and in some cases major enroute stops. (If more than one leg was involved, I mention the ultimate destination, trip purpose and connecting points at the start of the first leg.) I then describe any interesting aspects about the train and route taken, and things that happened along the way. I also provide a brief account of any relevant events that occurred before the train departed or after it arrived at my destination.

At the end of the entry (lightly shaded so that it can be more easily noticed by those interested in these matters, or avoided by those not so inclined), I often provide the distance in both kilometres and miles, elapsed time and average speed. Occasionally, I offer further details on equipment, particularly Sleeping cars and locomotives.

Now for an important explanation. I fully reference every point-to-point, inter-community *rail* trip taken, including excursions on both regular lines and preserved railways – also commuter rail trips, provided they went beyond the city or region concerned. I note, but do not fully reference, associated marine, road and air trips, as well as intra-community trips by main-line railways. Where urban transit systems are concerned, I make note of trains and trams, both underground and surface if they were of an interurban nature (such as joining a city centre with an airport), provided a direct connection between intercity stations, or enabled access to a specific event or attraction.

At the end of the volume, I provide a **GENERAL INDEX** by subject, **BIBLIOGRAPHY**, **LIST OF PHOTOS**, **LIST OF SCANNED IMAGES**, and note describing **CHANGES FROM PREVIOUS VERSION**.

Three final points. First, please bear in mind that this is a *personal* account of rail and associated travel. It will appeal mainly to people who already enjoy train travel or might want to try it out; to railway modellers, photographers, historians or researchers; and perhaps to those who are just interested in the evolution of rail travel in Europe during this period. While trip purpose, references to travelling companions, and anecdotes are included, I present this information in such a manner as to be easily avoided by those looking strictly for train composition.

Second, more knowledgeable readers will find many comments and explanations to be old hat and obvious. If you fit this bill, please understand that you will be a lot more familiar with this subject area than others.

Third, I strongly encourage feedback – everything from factual clarifications to minor typographical corrections; to additional car and locomotive information; and to photographs that might fill in gaps or improve on my own efforts. Please contact me using the information shown on page 2 above.

ACKNOWLEDGEMENTS

Many thanks to the following:

- the late Mark Bunting, Tom Matoff, Ken Mozersky, John Stilgoe, the late Brian Sullivan, and Greg Thompson for being key influences where both my interest in trains and career in transportation are concerned (as cited in the initial *No Matter Where It's Going: 1950's* volume);
- Ken Boulton, Tom Clark, Greg Gormick, Ken Holmes, Fred Matthews, Doug Smith and Nicholas Vincent for being kindred spirits;
- Tom Clark for wonderful companionship on many trips, and for expanding my appreciation of British steam trains;
- Stefan Dringenberg providing information on equipment; the late George Drury for his articles and books on Swiss rail travel; Jean Patenaude for advice regarding the presentation of company names in French; the late John Price for his efforts as long time editor of the seminal Thomas Cook *Continental* and *International* timetables; and Geoff Sarbutt, Neil Smith and Michael Taylor for providing information on railway equipment;
- Cindy Chow, Charlie Dawes and Dan Walter for providing valuable advice concerning this project;
- Shaun Fawcett for essential help in publishing these volumes online; and

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- my wife Sandra for much-appreciated companionship on several holidays, for design suggestions, and for developing the route schematics, website and web version of these documents.

Specifically where this volume is concerned:

- Louise Côté, Alison Hunter (also her friend Fiona Andrews), and Greg Thompson for being good travelling buddies, and the Hunter and Shevils families for providing accommodation.

Despite the assistance provided, the author remains entirely responsible for errors or omissions.

Finally, this volume is dedicated to John Price, whose Cook's guides were indispensable in the planning, execution and subsequent referencing of these trips.

Peter Dawes
Edmonton, Alberta
September, 2019.

GENERAL NOTES AND CAVEATS

Timings: are shown in local time and taken from Cook's timetables, railway schedules, or other sources (please note that some of the Cook's used on holidays were misplaced and therefore were not available for the actual journey periods when it came time to prepare these volumes, in which case those from adjacent or near years were used; also, some timings were confirmed on the spot from station information boards or sheets);

Distances: are taken mostly from Cook's, or from railway timetables where Cook's doesn't provide such information or does so in a manner which makes computing difficult (distances may vary from one trip to another due to routing changes or updates of information made by Cook's or service providers, and for international services are calculated to or from the nearest operating point, which might not necessarily be right at the border; are rounded to the nearest full kilometre or mile; and may vary from timetables especially where conversion back and forth between the two measures was necessary and where Cook's or the service

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provider used a different ratio);

Average speeds: may reflect time required for operational, servicing, passenger access, parcel and mail handling, or crewing purposes;

Intermediate stops: are either as shown in Cook's, railway timetables or other sources, or were recorded during the trip (stops may be omitted where numerous, especially on local or regional trains, or if they were of a conditional nature);

Train numbers: are shown as typically applied by continental railways, while in the British Isles, departure time from the boarding point is used instead of a number (as has been the common practice there);

Car and locomotive numbers: were usually **not** recorded, due to the sheer number of services taken, quick station stops, and complexity of both train composition and the numbers themselves (e.g., one of the Sleeping cars on my first London-Paris *Night Ferry* was numbered 66 87 79-42 215-7);

Car and locomotive names: were rarely encountered but always recorded;

Car or car type occupied: is indicated in **Bold** where there was more than one possibility (sometimes accompanied by a Star [*] for clarity in the web version);

Distinction between first- and second-class Coaches: was recorded during some of the earlier holidays, but is not shown in any of these volumes;

Sleeping car types: were not always recorded but have been determined where possible, based on information contained in various sources;

Locomotive hauled trains: refers to trains having one or more locomotives, or one or more powered cars pulling or pushing non-powered cars, and are shown as "d" for Diesel, "e" for Electric, or "s" for Steam (furthermore, the term "Diesel" is used instead of the more technically correct "Diesel-Electric" or "Diesel-Hydraulic");

Locomotive origins and destinations: are often estimated out of necessity, especially beyond the

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segment travelled and on the Continent, in which case they are shown with a question mark (e.g.: "Ee BASEL-LUXEMBOURG?" means an electric locomotive definitely starting at Basel and possibly terminating at Luxembourg);

Train reversals enroute: are common in Europe but are normally ignored here (especially a train entering a stub-end station, then leaving in the opposite direction, usually with a fresh locomotive attached to what had been the rear end);

Multiple Unit trains: refers to trains in which all or some cars were powered, and are indicated by the addition of an "m" (e.g., "Cmd" means Coach in a Diesel Multiple Unit train; "Cme" one in an Electric Multiple Unit train);

Equipment units: are shown in categories such as "Coaches, Pullmans & Lounges" (please note that not all car types mentioned under these category titles were encountered in every decade or period);

Equipment deadheading: is indicated by [dd];

Ownership of Swiss equipment: is differentiated between the national railway SBB and BLS group of private railways in 1978 only (equipment of both was often found in the same train and shared common designs and colour schemes, making identification difficult or impossible during the brief station stops);

Combination Coach/Guard/Baggage cars: are shown in these volumes as pure Coaches;

Buffet and Restaurant cars: are shown as "B" or "R" (some Buffet cars might have been recorded as Restaurant cars, and vice versa; full Buffet cars were not always distinguished from combination Buffet Coaches, especially in the earlier years; and Buffet cars weren't always identified as such in Electric Multiple Unit trains);

Snack-bar and cart facilities: are not indicated but one or the other typically was available on major trains;

City & other names: are shown in the local language, in some cases more than one (please see below under **ALTERNATIVE VERSION OF NAMES**);

Award of multi-service provider trips: goes to the service provider accounting for the greater or greatest distance;

Travel by non-rail means: is highlighted by a bullet, either on its own if it occurred at the start of a journey on a non-rail travel day, otherwise within the normal text;

Photographs: were taken by the author, have been chosen to support the text, ***remain the property of the author, are protected by copyright, and must not be used in any fashion without permission*** (please bear in mind that some included in this volume are over three decades old, and that colour photos are particularly vulnerable to deterioration; also, those involving early morning, late afternoon, or night trains often were taken in adverse lighting conditions);

Recording of train composition: has inevitably resulted in inaccuracies and omissions, due to: switching of equipment prior to my joining or leaving a train (or during the middle of the night); mistakes made in recording equipment types; late boarding or hurried exit from trains; and occasional grumpiness or sheer laziness – in which case assumptions have been made regarding the particular car or locomotive (or number of units), based in some cases on photos taken at the time, and shown in *Italics*.

ABBREVIATIONS

SERVICE PROVIDERS

BLS	Bern-Lötschberg-Simplon Bahn
BR	British Rail
CFL	Société nationale des chemins de fer Luxembourgeois (Luxembourg National Railways)
DB	Deutsche Bundesbahn (German Federal Railway)
FO	Furka-Oberalp Bahn
FR	Festiniog Railway
MSB	Münchener S-Bahnverkehr (Munich Suburban Rail Transport Association)
NS	Nederlandse Spoorwegen (Netherlands State Railway)
ÖBB	Österreichische Bundesbahnen (Austrian Federal Railways)

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RhB	Rhätische Bahn (Rhaetian Railway)
SBB	Schweizerische Bundesbahnen/Chemins de fer fédéraux Suisse/Ferrovie Federali Svizzere (Swiss Federal Railways)
SNCB	Société nationale des chemins de fer Belges/Nationale Maatschappij der Belgische Spoorwegen (Belgian National Railways)
SNCF	Société nationale des chemins de fer Français (French National Railways)
SWEG	Südwestdeutsche Eisenbahnen Aktiengesellschaft (Southwest German Rail Authority)

ADDITIONAL RAILWAYS AND RAIL ENTITIES

BN	Bern-Neuchâtel Bahn (BLS)
CFR	Societatea Națională a Căilor Ferate Române (National Society of Romanian Railways)
CIWL	Compagnie internationale des Wagons-lits et du Tourisme (International Sleeping Car and Tourism Co.)
CP	Caminhos de Ferro Portugueses (Portuguese State Railways)
CPR	Canadian Pacific Railway
DR	Deutsche Reichsbahn (German State Railway)
DSB	Danske Statsbaner (Danish State Railways)
DSG	Deutsche Schlaf- und Spiesewagen Gesellschaft (German Sleeping and Restaurant Car Co.) (DB)
FS	Ferrovie dello Stato (Italian State Railways)
FSS	Flying Scotsman Services
GCR	Great Central Railway
IR	Indian Railways
JRC	Tōkai-Nihon Ryokaku Tetsudō (Central Japan Passenger Railway) (JR Central)
MÁV	Magyar Államvasutak (Hungarian State Railways)
PQR	Penrhyn Quarry Railway
PR	Pullman Rail
RENFE	Red Nacional de los Ferrocarriles Españoles (Spanish National Railways)
SEZ	Spiez-Erlenbach-Zweisimmen Bahn (BLS)

MISCELLANEOUS ENTITIES

ALA	Société anonyme de navigation Angleterre-Lorraine-Alsace (England-Lorraine-Alsace Navigation Co.)
CM	Caledonian MacBrayne
KDL	Köln-Düsseldorfer Linie
QPR	Queens Park Rangers Football and Athletic Club

RAIL EQUIPMENT

A	Automobile carrier
B	Buffet
BC	Buffet Coach
BL	Buffet Lounge
C	Coach
CL	Coach Lounge
d	Diesel
dd	Equipment deadheading
DMU	Diesel Multiple Unit train
E	Engine
e	Electric
EMU	Electric Multiple Unit train
ex-	Formerly
F	Freight car
M	Postal car
m	Self-propelled, multiple-unit train
PC	Power car Coach
R	Restaurant
RC	Restaurant Coach
S	Sleeping car
s	Steam
T	Couchette
X	Baggage/Guard/Parcels/Newspapers

TRAIN SYMBOLS AND MARKETING NAMES

D	Express
E	Semi-fast
HST	High Speed Train
IC	Intercity
TEE	Trans-Europ Express
TGV	Train à grande vitesse
TS	Triebwagenschnellzug (Express Railcar Train)

SLEEPING ACCOMMODATIONS

dc	Double-berth compartment
sc	Single-berth compartment
tc	Triple-berth compartment

EQUIPMENT MANUFACTURERS

ACNF	Ateliers de construction du Nord de la France
ALS	Alstom
BRCW	Birmingham Rail Carriage & Wagon Co.
BREL	British Rail Engineering Ltd.
CGC	Compagnie générale de construction
EE	English Electric
HEC	Hunslet Engine Co.
MC	Metropolitan-Cammell
SLM	Schweizerische Lokomotiv- und Maschinenfabrik
WFB	Waggonfabrik Uerdingen
WMD	Waggon- und Maschinenbau Donauwörth

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COUNTRIES, ETC.

Aust.	Austria
Bel.	Belgium
Eng.	England
Fr.	France
Ger.	Germany
Neth.	Netherlands
Scot.	Scotland
Swit.	Switzerland
Wal.	Wales

ALTERNATIVE VERSION OF NAMES

Athína	Athens
Basel/Bâle	Basle
Beograd	Belgrade
Bern	Berne
Bodensee	Lake Constance
Bruxelles/Brussel	Brussels
Buchureşti	Bucharest
Chur	Coire
Constanţa	Constanza
Donau	Danube
Dunkerque	Dunkirk
Genève	Geneva
Hannover	Hanover
Hoek van Holland	Hook of Holland
København	Copenhagen
Köln	Cologne
Konstanz	Constance
Lyon	Lyons
Milano	Milan

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Mosel	Moselle
Moskva	Moscow
München/Muenchen	Munich
Oostende	Ostend
Praha	Prague
Rhein	Rhine
Roma	Rome
Venezia	Venice
Wien	Vienna

SAMPLE ENTRY

6 SEP:

ÖBB/SBB 466 WIEN WEST-SARGANS [BASEL SBB] Wiener-Walzer

Ee	[SBB]	BUCHS?-BASEL
Ee		WIEN-BUCHS?
C	[2]	WIEN-SALZBURG
C	[3] [SBB]	
S*	[2] [SBB]	
T	[3] [SBB]	
X	[SBB]	
C		[GRAZ] BISCHOFSHOFEN-BASEL
T		"
C		"

To **BRIG**, Switzerland, via Sargans and Chur, on a train named for the famous Viennese waltzes; * Depart 2010, arrive Sargans 0709 next morning, including stops at Linz, Wels, Salzburg, Bischofshofen (to pick up Graz cars), Innsbruck, Feldkirch and Buchs (Swit.) – Sargans being a major Swiss rail junction a short distance west of the Austrian border; * The *Walzer* was a typical, overnight continental mixture of Coaches, Couchette cars and Sleepers **[equipment ÖBB except as indicated]**, and we occupied one of two SBB Sleepers, both MU types with a dozen, 3-berth compartments; * 767 km in 10 hrs 59 mins, or 70 km/h (479 mls/43 mph); * MU Sleeper (WMD, 1963-4, 12tc; ex-CIWL).

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Explanations:

6 SEP:

ÖBB/SBB 466

WIEN WEST-SARGANS

[BASEL SBB]

Wiener-Walzer

Ee [SBB]

Ee

C [2]

C [3] [SBB]

S* [2] [SBB]

T [3] [SBB]

X [SBB]

C

T

C

767 km in 10 hrs 59 mins, or

70 km/h (479 mls/43 mph)

* MU Sleeper (WMD, 1963-4,
12tc; ex-CIWL)

- departure date;
- service providers were ÖBB and SBB, train number 466;
- segment travelled, the train originating at Wien West station;
- train terminating at Basel SBB station;
- train name;
- SBB Locomotive originating at Buchs and hauling the train to Basel (the "e" indicating Electric; the ? uncertainty as to its originating point);
- ÖBB Locomotive powering the train from Wien as far as Buchs, **all equipment being ÖBB unless indicated for SBB** (again, "e" for Electric and ? uncertainty as to, in this case, terminating point);
- two ÖBB Coaches operating only as far as Salzburg;
- three SBB Coaches operating all the way to Basel;
- two SBB Sleeping cars likewise, the **Bold** and * indicating that we occupied one of them;
- three SBB Couchette cars likewise;
- one SBB Baggage/Guard/Parcel/Newspaper car likewise;
- one ÖBB Coach, originating at Graz on another train and joining this one at Bischofshofen;
- one ÖBB Couchette car likewise;
- one ÖBB Coach likewise.
- distance travelled, elapsed time, and average speed in kilometres (*and miles*);
- built by Waggon- und Maschinenbau Donauwörth during 1963-4 with 12, 3-berth, compartments; formerly owned by the Wagons-Lits Co.

QUICK INDEX OF TRAINS TAKEN

<i>number</i>	<i>name or from-to</i>	<i>page(s)</i>
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AUSTRIAN FEDERAL (ÖBB)

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466	<i>Wiener-Walzer</i>	101

BELGIAN NATIONAL (SNCB)

298	Basel SNCF-Oostende	115
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BERN-LÖTSCHBERG-SIMPLON (BLS)

615	Brig-Basel SBB	105
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1110	London Marylebone-Wendover	86
1112	Chester-London Euston	69
1117	Ely-Peterborough	60
1130	Oxenholme-Windermere	144
1133	Chippenham-London Paddington	126

LA GRANDE ALLURE: 1970's

<i>number</i>	<i>name or from-to</i>	<i>page(s)</i>
1140	Perth-Arbroath	53
1150	Wendover-London Marylebone	58
1204	Peterborough-York	60
1205	Birmingham New St.-Wolverhampton	64
1210	London Marylebone-Wendover	44,86
1215	Inverness-Blair Atholl	55
1219	Birmingham New St.-Wolverhampton	66
1221	Carlisle-Sheffield	61
1228	Exeter St. Davids-Salisbury	74
1230	Perth-Dundee	52
1233	Barrow-Lancaster	121
1236	Wolverhampton-Chester	64
1244	Wolverhampton-Shrewsbury	67
1246	Paisley Gilmour St.-Ayr	141
1248	Llanelli-Shrewsbury	130
1255	Glasgow Queen St.-Oban	54
1303	London Paddington-Bath Spa	71
1310	Glasgow Queen St.-Inverness	137
1311	<i>Cornish Riviera</i>	143
1330	London King's Cross-Cambridge	58
1403	Arbroath-Glasgow Queen St.	136
1416	Lancaster-Oxenholme	121
1420	Arbroath-Perth	53
1432	Dover Western Docks-London Victoria	116
1433	Portsmouth-Harbour-Brighton	117
1435	Inverness-Elgin	50
1440	Shrewsbury-Machynlleth	67
1445	Ayr-Glasgow Central	141
1445	Inverness-Aviemore	138
1445	Salisbury-Southampton Central	74

LA GRANDE ALLURE: 1970's

<i>number</i>	<i>name or from-to</i>	<i>page(s)</i>
1452	Dundee-Perth	53
1533	Blair Atholl-Aviemore	56
1540	Bath Spa-Bristol Temple Meads	71
1542	Oxenholme-Windermere	121
1605	Shrewsbury-Wolverhampton	130
1630	Bristol Temple Meads-London Paddington	72
1630	Sheffield-Birmingham New St.	61
1637	Brighton-London Victoria	117
1654	Blaneau Ffestiniog-Llandudno Jct.	68
1704	Elgin-Inverness	50
1710	Southampton Central-London Waterloo	74
1712	London Marylebone-Wendover	44
1729	Wolverhampton-London Euston	131
1733	Wick-Inverness	50
1740	Aviemore-Glasgow Queen St.	57
1752	Llandudno Jct.-Chester	68
1808	Windermere-Oxenholme	121
1820	Folkestone Harbour-London Victoria	119
1822	Aviemore-Glasgow Queen St.	140
1837	Oxenholme-Carlisle	122
1840	London Euston-Birmingham New St.	64
1849	Birmingham New St.-Wolverhampton	63
1850	Wendover-London Marylebone	45,75
1910	London Marylebone-Wendover	75
2015	<i>Royal Highlander</i>	125
2130	London Marylebone-Aylesbury (High Wycombe)	70
2134	Wolverhampton-Birmingham New St.	63
2150	<i>Royal Highlander</i>	46,122
2151	Chester-Holyhead	65
2205	<i>Night Ferry</i>	75,92,117

LA GRANDE ALLURE: 1970's

<i>number</i>	<i>name or from-to</i>	<i>page(s)</i>
2215	<i>Night Aberdonian</i>	135
2250	Aylesbury-Wendover	70
2250	<i>Night Caledonian</i>	57
2300	<i>Night Limited</i>	120
2345	Inverness-Glasgow Queen St.	51
2345	London Euston-Barrow	143
2347	Amersham-Wendover	70
2355	Glasgow Central-Bristol Temple Meads	141
FESTINIOG (FR)		
1230	Porthmadog-Dduallt	68
FRENCH NATIONAL (SNCF)		
TEE 63	<i>Stanislas</i>	78
257	Paris Est-Saarbrücken	94
298	Basel SNCF-Oostende	115
405	<i>Flèche d'Or</i>	119
490	<i>Night Ferry</i>	77,93,118
FURKA-OBERALP (FO)		
33	<i>Glacier Express</i>	103
GERMAN FEDERAL (DB)		
TEE 6	<i>Rheingold</i>	84
TEE 7	<i>Rheingold</i>	110
IC 127	<i>Münchner Kindl</i>	97
IC 177	<i>Diplomat</i>	114
IC 178	<i>Mercator</i>	112
D 202	<i>Lorelei Express</i>	106

LA GRANDE ALLURE: 1970's

<i>number</i>	<i>name or from-to</i>	<i>page(s)</i>
D 263	<i>Orient Express</i>	99
D 360	<i>Isar-Rhône</i>	81
D 562	Stuttgart-Karlsruhe	114
D 570	Donaueschingen-Offenburg	109
D 576	Freiburg im Breisgau-Offenburg	112
D 577	Offenburg-Freiburg im Breisgau	109
D 579	Karlsruhe-Freiburg im Breisgau	114
D 667	Karlsruhe-München	80
E 2055	Cochem-Kolblenz	96
E 2166	Lindau-Bad Krozingen	81
E 2259	Offenburg-Hausach	112
E 2278	Bad Krozingen-Freiburg im Breisgau	83
E 3622	Tübingen-Stuttgart	114
E 3652	Freudenstadt-Eutingen	113
E 3707	Eutingen-Horb	113
E 3766	Saarbrücken-Trier	95
E 3865	Strasbourg-Karlsruhe	79
4561	Freiburg im Breisgau-Titisee	107
4563	Titisee-Donaueschingen	109
5758	Basel Bad-Freiburg im Breisgau	107
5968	Hausach-Freudenstadt	113
6481/2	Titisee-Seebrugg (& v.v.)	108
7222	Horb-Tübingen	113
7471	Wengerohr-Bullay	96
7473	Trier-Wengerohr	95
8456	Bullay-Traben Trarbach	96
LUXEMBOURG NATIONAL (CFL)		
298	Basel SNCF-Oostende	115

LA GRANDE ALLURE: 1970's

<i>number</i>	<i>name or from-to</i>	<i>page(s)</i>
MÜNCHENER S-BAHN		
-	München-Dachau (& v.v.)	80
NETHERLANDS STATE (NS)		
TEE 6	<i>Rheingold</i>	84
RHAETIAN (RhB)		
33	<i>Glacier Express</i>	103
SOUTHWEST GERMAN RAIL AUTHORITY (SWEG)		
81	Staufen Hbf-Bad Krozingen	83
83	Untermünstertal-Staufen Süd	110
7095	Freiburg im Breisgau-Untermünstertal	110
7096	Bad Krozingen-Freiburg im Breisgau	110
SWISS FEDERAL (SBB)		
407	Sargans-Chur	102
466	<i>Wiener-Walzer</i>	101
615	Brig-Basel SBB	105

THE 1970's



1970's-2: British Rail HST (High Speed Train) arriving at Paddington station, London, from somewhere in the West Country or south Wales, on a dreary fall day (1976/??/??) [PETER DAWES].

**ENGLAND/SCOTLAND/WALES
FRANCE/GERMANY/AUSTRIA
SWITZERLAND/BELGIUM
NETHERLANDS/LUX-
EMBOURG**



[Sources: bls.ch; BR: Railtrack 1998 Passenger Timetable map; cfl.lu; DB, SNCF, ÖBB, SBB: home.arcor.de; FO, RhB: rail-info.ch/smalspuren; FR: festrail.co.uk; Münchener S-Bahn: mvv-muenchen.de; ns.nl; SNCB: ibelgique. ifrance.com; sweg.de]

OVERALL CONTEXT

All of this is the modern English prospect, demonstrating at every turn just why it is the ideal place for a holiday. All you need do is take a train, get off anywhere, seek out the nearest accommodation, and stay for at least a month, maybe a year.

C.H. Dawes
(*Still Carrying On*, 13)

My 1976 holiday fulfilled a long-standing dream of visiting Europe, both to satisfy my own curiosity and to squire my parents around the Old Country. Dad's quote summed up his view of returning to England for the first time in over 40 years, and flitting around on all those wonderful trains.

In my first *No Matter Where It's Going* volume, I described how I became interested in railways, down at the Canadian National station in my home town of Alexandria, Ontario. The trains became this small-town boy's link to the world beyond, and complemented a strong interest in world geography and affairs. I also mentioned how large posters of Cunard Line vessels graced the walls of the station waiting room, leading to a growing interest in the transatlantic steamships which still called at the Port of Montréal.

By the mid-1970's, I was working as a transportation policy analyst and researcher for the Canadian Transport Commission in Ottawa, the regulatory body responsible for federal issues. My concentration was passenger trains, and I'd just completed several years of rail travel around Canada and the United States. Coincidentally, my attention became drawn to Europe, where shorter distances, expensive gasoline, crowded inner cities, and good-to-excellent rail service had conspired to keep rail in the game, despite growing automobile ownership – to a degree found on this side of the Atlantic only in some commuter situations, and on a handful of intercity routes.

By the time I first crossed the Atlantic mid-decade, main-line services in Europe were typically operated with locomotive hauled trains in most countries, while railcars ran on secondary lines. In Britain, the diesel HST was in service on west-country routes, using existing tracks. The Germans were in the process of moving from a mixture of first-class Trans-Europ Express (TEE) and other fast services to frequent, regular-interval *Intercity* business trains, at first every second hour and first-class only, but later

LA GRANDE ALLURE: 1970's

hourly with both first and second class. The Swiss continued to operate a tightly knit transportation system involving national and private railways, supported by ferries, buses and aerial tramways. In France, a high-speed TGV line was under construction between Paris and Lyon as the decade ended.

Overnight trains still played an important role in both Britain and on the Continent. In the case of the latter, most Sleeping cars still were manned by the Wagons-Lits Co. but owned by the railways, and international services were operated by a consortium of railways under the Pool TEN banner, the "TEN" standing for Trans-Euro *Nacht, Nuit, Night*, and so on. On lesser routes, overnight parcel and newspaper trains included a few Coaches and a Sleeper or two. The mail was carried extensively by train all over Europe, an example being the Royal Mail's London-Scotland Travelling Post Office. Finally, the commuter trains streamed into stations like Paris Est and London Victoria each morning and back out after work – an essential part of every big city's transportation system.

The magic key that unlocked the door to all of this was the rail pass. I used a first-class Eurailpass each time on the Continent, mainly because these were the only ones available to persons over 26 years of age. In Britain, I purchased a second-class Britrail Pass for the 1976 trip but first-class passes for subsequent ones, mainly to ensure sole occupancy of Sleeper compartments. I also purchased Britrail's for my parents, in recognition of all they had done for me to that point in my life.

TRIP DETAILS

I took 167 train trips and travelled 27,951 kilometres (*17,444 miles*) during my three 1970's European holidays. Of these, 117 trips and 19,803 km (*12,359 mls*) were in the British Isles, and lesser but significant numbers on the Continent (especially France and Germany).

By year, the greatest distance travelled was 12,302 km (*7,678 mls*) in 1978; the least, 3,889 km (*2,427 mls*) in 1979. Most trips were 83 in 1976; the fewest, 18 in 1979.

Some 150 of these trips were in my "Coaches, Pullmans & Lounges" category and 17 in "Sleeping & Couchette Cars", but the latter covered 37% of the total distance. Fifty-nine were on self-propelled trains, but these accounted for only 11% of that distance. Just one trip was on a steam train.

LA GRANDE ALLURE: 1970's

Number of trips by service provider were: **116** – British Rail (BR); **32** – German Federal (DB); **6** – French National (SNCF); **4** – Southwest German Rail Authority; **2** – Austrian Federal (ÖBB) and Münchener S-Bahn; **1** – Belgian National (SNCB), Bern-Lötschberg-Simplon, Festiniog, Furka-Oberalp and Swiss Federal (SBB).

There were 1,346 units in the trains I took: 141 Locomotives & Related Units and 1,205 cars. The latter consisted of: Coaches, Pullmans & Lounges, 896; Sleeping & Couchette Cars, 119; Restaurant & Other Meal Cars, 76; Baggage & Miscellaneous Cars, 114.

Fastest average speed during this decade in the **British Isles** was on BR's 1303 HST service from London Paddington to Bath Spa in 1976: 127 km/h (79 mph). **Continent:** SNCF TEE *Stanislas* from Paris Est to Strasbourg, also in 1976: 130 km/h (81 mph).

Slowest average speed during this decade in the **British Isles** was on Festiniog's 1230 steam train from Porthmadog to Dduallt in 1976: 15 km/h (9 mph). **Continent:** Rhätische/Furka-Oberalp's *Glacier Express* from Chur to Brig in 1978: 30 km/h (19 mph).

PLACES VISITED

(Note: * indicates by non-rail means)

England: Amersham, Aylesbury, Barrow, Bath, Birmingham, Brighton, Bristol, Cambridge, Carlisle, Chester, Chippenham, Dover, Ely, Exeter, Folkestone, Harwich, Lancaster, London, Newcastle, Oxenholme, Penzance, Peterborough, Plymouth, Portsmouth, Salisbury, Sheffield, Shrewsbury, Southampton, Taunton, Wendover, Windermere, Wolverhampton and York. **Scotland:** Arbroath, Armadale*, Aviemore, Ayr, Blair Atholl, Dundee, Edinburgh, Elgin, Fort William, Glasgow, Inverness, Kyle of Lochalsh, Loch Morlich*, Mallaig, Oban, Paisley, Perth, Portree*, Renfrew*, Stornoway*, Tarbert*, Uig*, Ullapool* and Wick. **Wales:** Barmouth, Blaenau Ffestiniog, Dduallt, Holyhead, Llandudno Jct., Llanelli, Machynlleth, Milford Haven and Porthmadog.

Austria: Salzburg and Wien. **Belgium:** Oostende. **France:** Calais, Dunkerque, Paris and Strasbourg. **Germany:** Bad Krozingen, Bullay, Cochem, Dachau, Donaueschingen, Eutingen, Freiburg-im-Breisgau, Freudenstadt, Hausach, Horb, Karlsruhe, Koblenz, Lindau, München, Offenburg, Saarbrücken, Seebrugg, Staufen, Stuttgart, Titisee, Traben-Trarbach, Trier, Tübingen, Untermünstertal and Wengerohr. **Netherlands:** Hoek van Holland. **Switzerland:** Basel, Brig, Chur and Sargans.

PARTICULARLY NOTEWORTHY TRIPS

1976: *BR Royal Highlander*, London Euston to Fort William (over the West Coast Main Line and into the Scottish Highlands, sharing a Sleeper compartment with an elderly Scotsman as far as Rannoch Station, then enjoying Scottish breakfast kippers); *BR 1020*, Fort William to Mallaig (past some of the best scenery in Scotland, ending up at a quaint fishing village and ferry port); *BR Night Caledonian*, Glasgow Central to London Euston (overnight on a well-patronized train featuring 11 Sleepers but no Coaches); *BR 1221*, Carlisle to Sheffield (over the scenic Carlisle & Settle line, including great views from Ribbleshead Viaduct); *Festiniog 1230*, Porthmadog to Ddualt (up and into the Welsh hills on the narrow-gauge Festiniog steam railway, once used to haul slate down to the Irish Sea); *BR 1303*, London Paddington to Bath Spa (my first trip on an HST, to the famous Roman town); *BR/SNCF Night Ferry*, London Victoria to Paris Nord (featuring unique French Sleepers to Paris and Bruxelles/Brussel, carried on the Dover-Dunkerque train ferry); *SNCF Stanislas*, Paris Est to Strasbourg (a luxurious TEE during the final era of these first-class trains); *DB Rheingold*, Freiburg-im-Breisgau to Hoek van Holland (perhaps the most famous of TEE's, joining Italy and Switzerland with Germany, Holland and Britain);

1978: *BR Flying Scotsman*, Edinburgh to London King's Cross (over the East Coast Main Line on a fast HST bearing the name of a famous London & North Eastern train); *BR 0050*, London Paddington to Milford Haven (across southern Wales to the Irish Sea in one of two Sleepers attached to a parcel and newspaper train); *DB Münchner Kindl*, Koblenz to München (my first trip on one of DB's *Intercity* trains, which still were running every other hour on most routes and handling first-class passengers only); *DB Orient Express*, München to Salzburg (a short hop on this working remnant of Wagons-Lits' glamorous old train, still including through cars as far as Buchurești, Romania); *ÖBB/SBB Wiener-Walzer*, Wien West to Sargans (overnight to this junction point just over the Swiss border, in one of two SBB Sleepers manned by Wagons-Lits); *Rhätische/Furka-Oberalp Glacier Express*, Chur to Brig (spectacular climbs through the Oberalp and Furka passes on a narrow-gauge line featuring rack segments); *SNCF/CFL/SNCB 298*, Basel SNCF station to Oostende (overnight in a Swiss Sleeper, part of an international train also having Italian, Belgian and French cars);

1979 (all BR): *Night Aberdonian*, London King's Cross to Arbroath (an all-Sleeper, Saturday night train including three automobile carrying "Motorail" cars, diverted off the East Coast Main Line by "engineering works"); *2355*, Glasgow Central to Bristol Temple Meads (featuring Sleepers and Coaches originating in

LA GRANDE ALLURE: 1970's

both Glasgow and Edinburgh, then joining at Carstairs for the trip south via Birmingham); ***Cornish Riviera***, Plymouth to London Paddington (this HST bearing the name of a famous Great Western train of days gone by); **0929**, Lancaster to London Euston (a fast Glasgow-London express down the West Coast Main Line, stopping only at Preston).

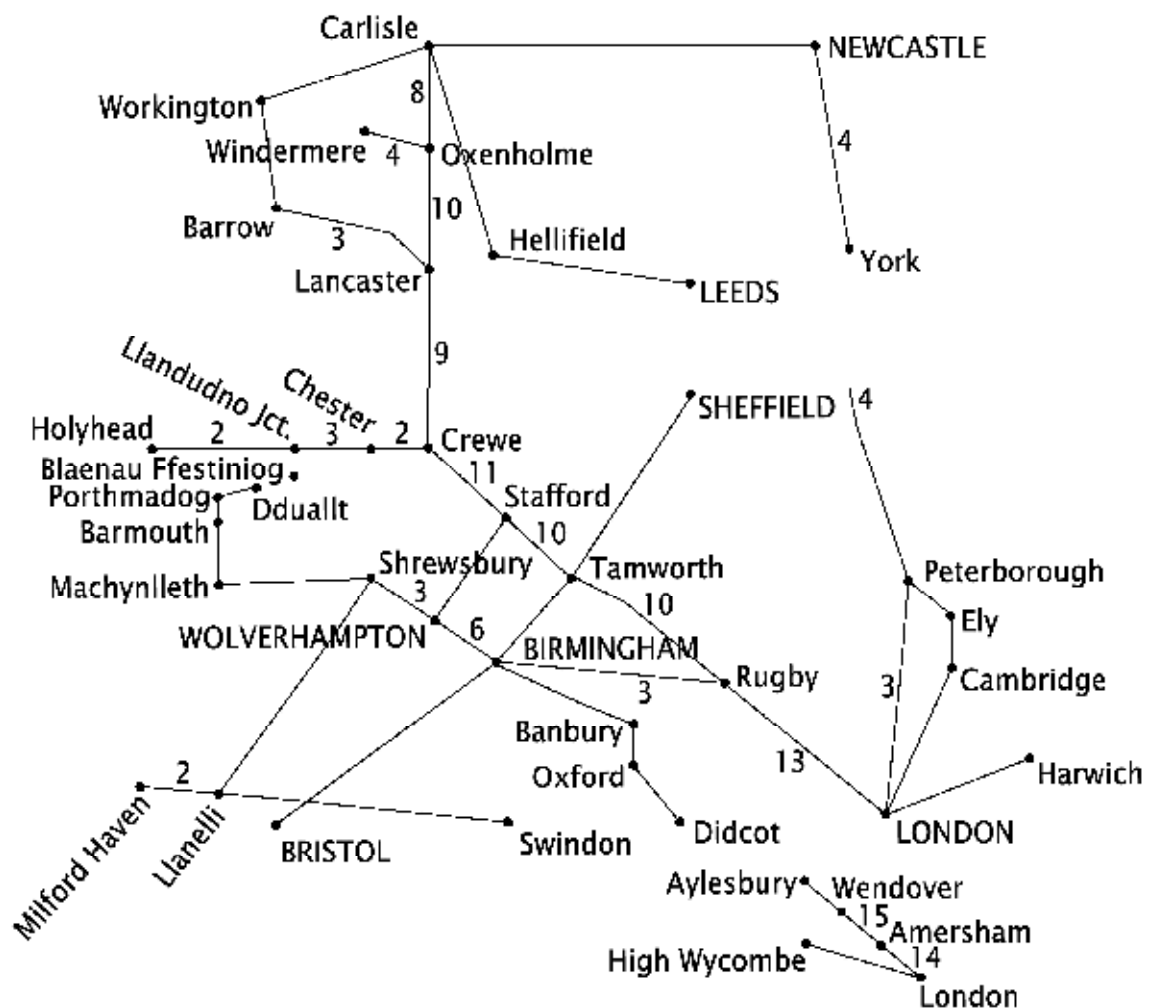
TIMINGS

... are taken from detailed personal trip cards, railway timetables, and the following Cook's timetables: for **1976** – Oct. 1976 *Continental*; for **1978** and **1979** – Oct. 1976 *Continental* or Sept. 1-27, 1980 *International*.

ROUTE SCHEMATIC 1A: BRITISH ISLES

NORTH, MID-ENGLAND & WALES

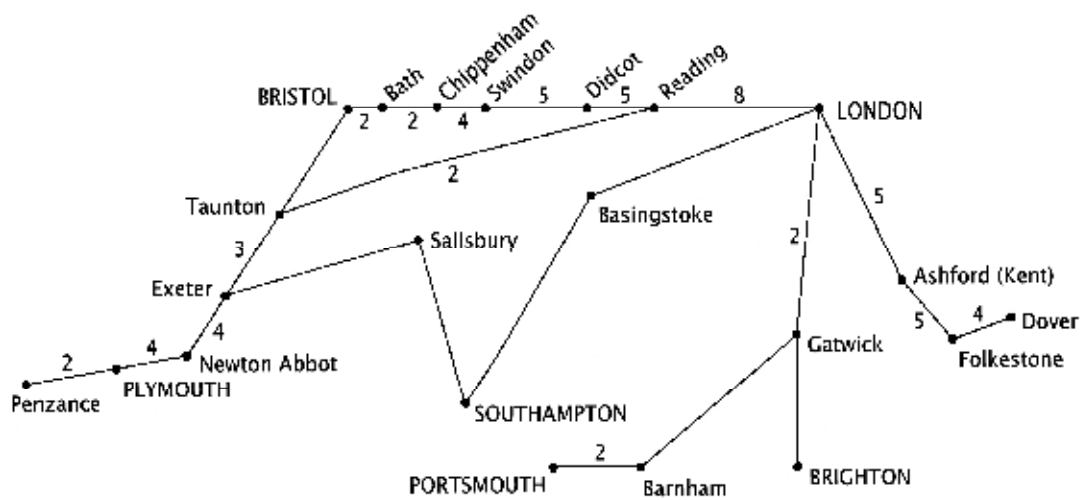
***[Showing one-way rail trips by route segment
(one such trip unless shown otherwise)]***



ROUTE SCHEMATIC 1B: BRITISH ISLES

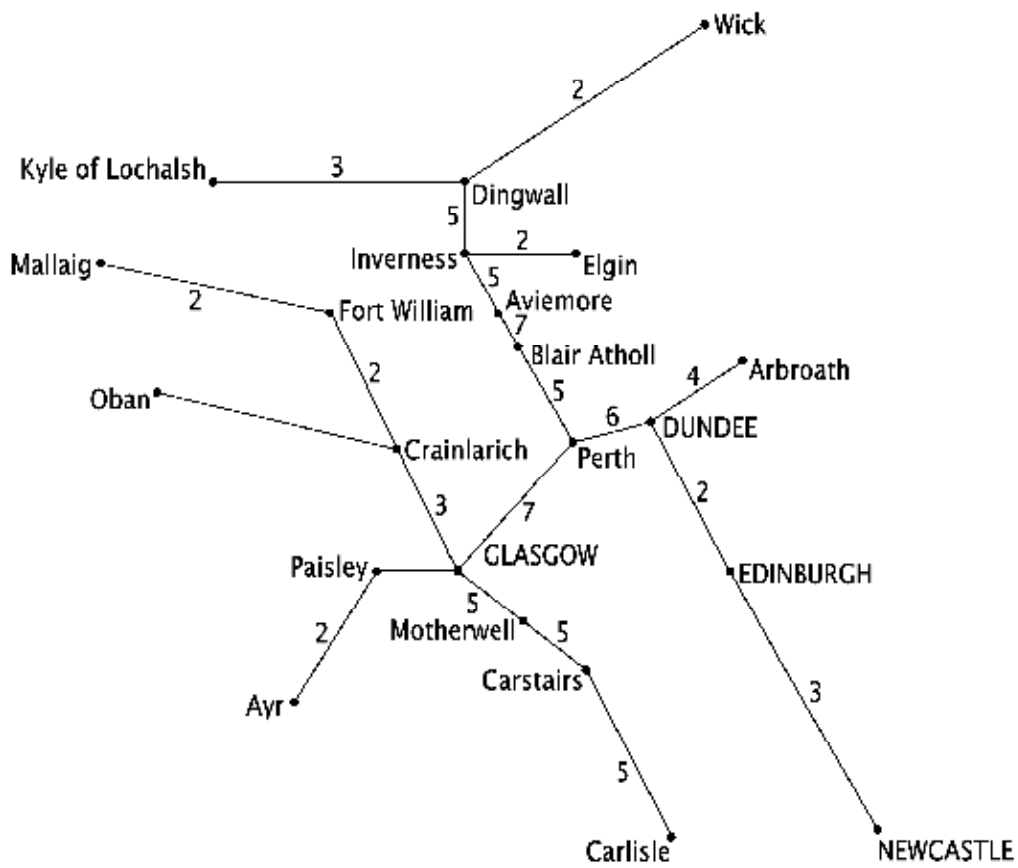
SOUTHERN ENGLAND

*[Showing one-way rail trips by route segment
(one such trip unless shown otherwise)]*



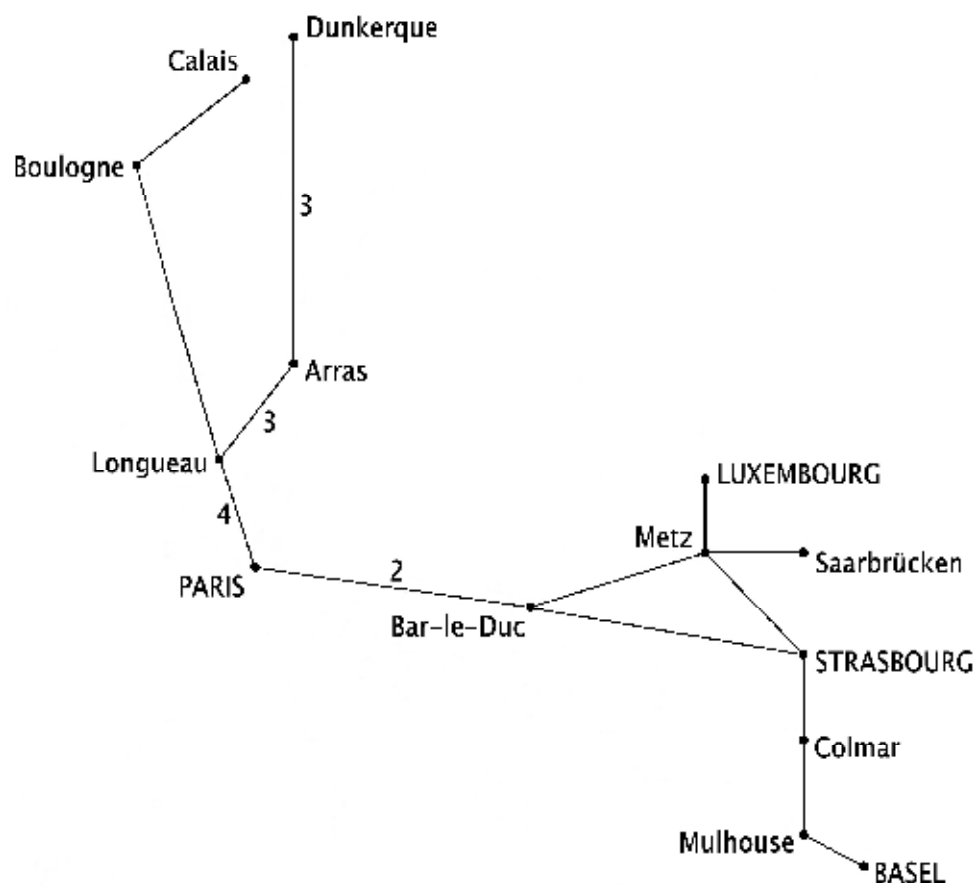
ROUTE SCHEMATIC 1C: BRITISH ISLES SCOTLAND

*[Showing one-way rail trips by route segment
(one such trip unless shown otherwise)]*



ROUTE SCHEMATIC 2A: THE CONTINENT FRANCE

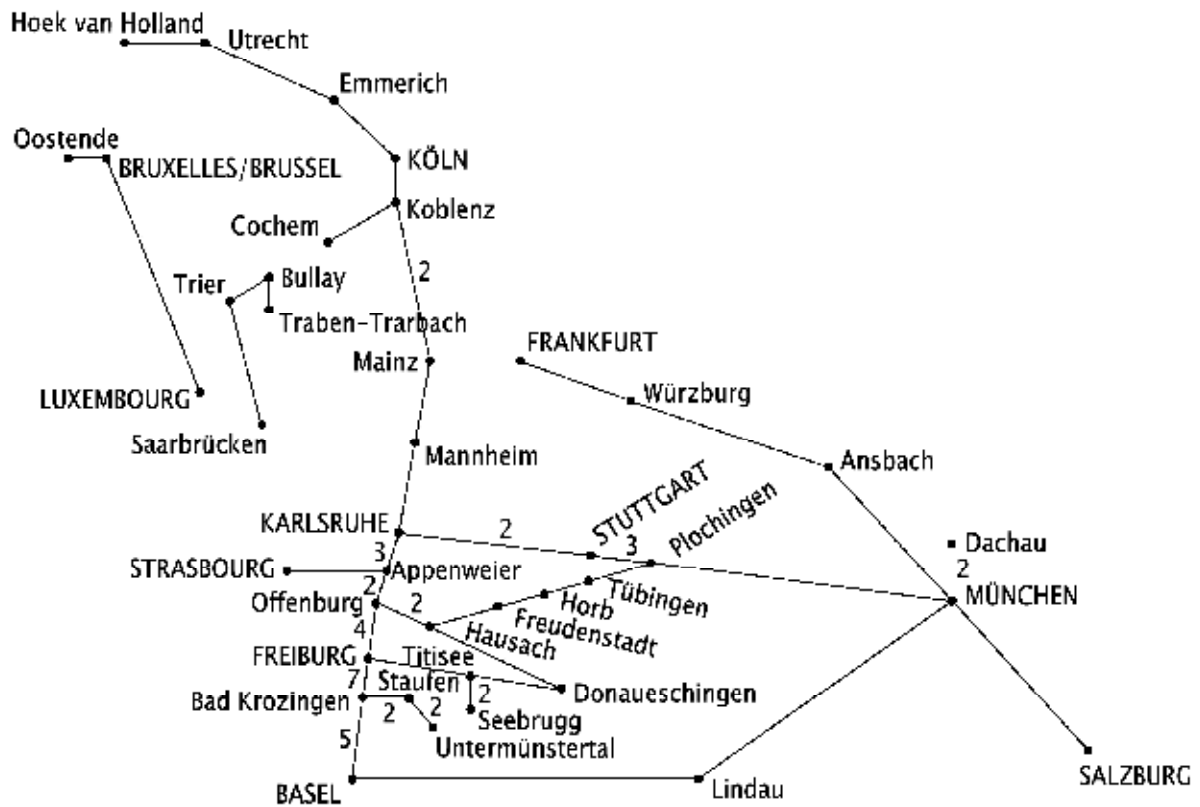
*[Showing one-way rail trips by route segment
(one such trip unless shown otherwise)]*



ROUTE SCHEMATIC 2B: THE CONTINENT

GERMANY & LOW COUNTRIES

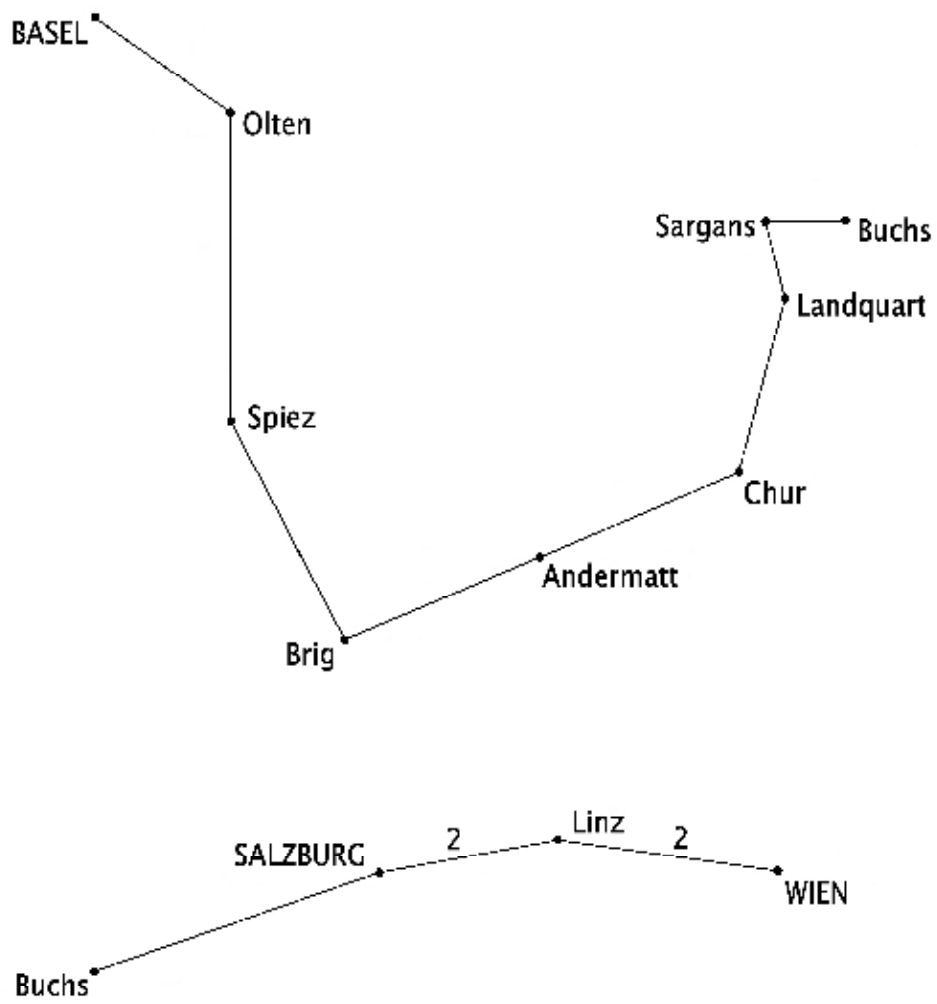
*[Showing one-way rail trips by route segment
(one such trip unless shown otherwise)]*



ROUTE SCHEMATIC 2C: THE CONTINENT

AUSTRIA & SWITZERLAND

*[Showing one-way rail trips by route segment
(one such trip unless shown otherwise)]*



1976

*ENGLAND/SCOTLAND/WALES
FRANCE/SWITZERLAND
GERMANY/NETH-
ERLANDS*



*[From Behrend & Buchanan, Night
Ferry, front cover]*

SYNOPSIS

This was my first overseas holiday, lasting four weeks in England, Scotland and Wales, and one in southern Germany. The above sketch refers to the overnight *Night Ferry* service, which I would take this year for the first of four times before its discontinuance in 1980.

I accompanied Mom and Dad over on the plane, then to our base in Wendover, Buckinghamshire, located 54 kilometres (*34 miles*) northwest of London on the Aylesbury-Marylebone commuter line and home to Dad's sister Angela and husband Hubert. I proceeded to make several trips in England and Wales with Mom and Dad, and several more on the Continent with a friend from Ottawa who was attending language school in what was then West Germany.

Trips taken: I took 83 trips during this holiday covering 11,760 kilometres (*7,339 miles*), specifically 73 in the British Isles, 8 in Germany, and 2 in France. Seventy-eight of the trips were in my "Coaches, Pullmans & Lounges" category and 5 in "Sleeping & Couchette Cars", but the latter accounted for 24% of the total distance. Thirty-four were on self-propelled trains, covering 15% of that distance, and one was behind steam.

Equipment units: 623, made up of 64 Locomotives & Related Units and 559 cars (Coaches, Pullmans & Lounges, 437; Sleeping & Couchette Cars, 33; Restaurant & Other Meal Cars, 43; Baggage & Miscellaneous Cars, 46).

BRITISH ISLES

Places visited in England: Amersham, Aylesbury, Bath, Birmingham, Bristol, Cambridge, Carlisle, Chester; Dover, Ely, Exeter, Harwich, London, Newcastle, Penzance, Peterborough, Salisbury, Sheffield, Shrewsbury, Southampton, Wendover, Wolverhampton and York. ***Scotland:*** Arbroath, Armadale*, Aviemore, Blair Atholl, Dundee, Edinburgh, Elgin, Fort William, Glasgow, Inverness, Kyle of Lochalsh, Mallaig, Oban, Perth, Portree* and Wick. ***Wales:*** Barmouth, Blaenau Ffestiniog, Dduallt, Holyhead, Llandudno Jct., Machynlleth and Porthmadog. (***Note:*** * indicates by non-rail means.)

LA GRANDE ALLURE: 1976

Noteworthy train trips (BR unless otherwise indicated): **1210**, London Marylebone to Wendover; **Royal Highlander**, London Euston to Fort William; **1020**, Fort William to Mallaig; **1107**, Kyle of Lochalsh to Inverness; **1050**, Inverness to Wick; **0902**, Dundee to Edinburgh; **Night Caledonian**, Glasgow Central to London Euston; **1204**, Peterborough to York; **1221**, Carlisle to Sheffield; **Festiniog (FR) 1230**, Porthmadog to Dduallt; **1303**, London Paddington to Bath Spa.

Fastest average speed: **BR 1303**, London Paddington to Bath Spa, 127 km/h (79 mph). **Slowest:** **FR 1230**, Porthmadog to Dduallt, 15 km/h (9 mph).

Memorable non-rail trips: Caledonian MacBrayne ferry, Mallaig to Armadale; Highland Omnibuses, Armadale to Portree.

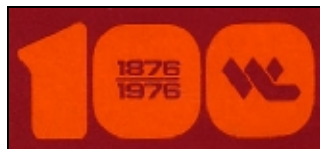
THE CONTINENT

Places visited in France: Dunkerque, Paris and Strasbourg. **Germany:** Bad Krozingen, Dachau, Freiburg-im-Breisgau, Karlsruhe, Lindau, München and Staufen. **Netherlands:** Hoek van Holland.

Noteworthy train trips: **BR/SNCF Night Ferry**, London Victoria to Paris Nord; **SNCF TEE Stanislas**, Paris Est to Strasbourg; **DB D667**, Karlsruhe to München; **DB Isar-Rhône**, München to Lindau; **SWEG 81**, Staufen Hbf to Bad Krozingen; **DB/NS TEE Rheingold**, Freiburg-im-Breisgau to Hoek van Holland.

Fastest average speed: **SNCF TEE Stanislas**, Paris Est to Strasbourg, 130 km/h (81 mph). **Slowest:** **SWEG 81**, Staufen Hbf to Bad Krozingen, 38 km/h (24 mph).

Memorable non-rail trips: Sealink ferry (BR's ST. GEORGE?), Hoek van Holland to Harwich.



[Wagons-Lits Co. centennial logo (from soap package)]

LA GRANDE ALLURE: 1976

HIGHLIGHT!

Taking BR/SNCF's *Night Ferry* from London Victoria to Paris Nord, curled up in a 9-compartment, "F"-type Sleeping car then owned by SNCF but still marked for (and manned by) the Wagons-Lits Co. – the cars being transported across the Channel on a Sealink Dover-Dunkerque train ferry.

MILESTONE

BR's West Country HST's featured four second- and two first-class Coaches, separated by a Buffet Coach – modern, attractive, comfortable equipment powered by a diesel at each end capable of cruising at 200 kilometres (125 miles) per hour. Many observers credit the HST with keeping BR "in the game" while successive British governments neglected this form of transportation.

TRANS-EUROP EXPRESS

The TEE network boasted these member railroads by the mid-1970's: DB; CFL; FS; NS; SNCB; SNCF; and RENFE. These first-class only services already were being supplanted by improved, regular-interval trains across Europe.



TRIPS AND TRAIN COMPOSITION

- **10-11 OCT:** To **WENDOVER** via London with Mom and Dad, starting with an automobile trip from Ottawa to Montréal's Mirabel International Airport, courtesy brother David, then a British Airways Boeing 747 overnight to Heathrow (Mom being a veteran of a couple of flights within North America to visit a sister in California; Dad still a neophyte, but sufficiently impressed to call it "the smoothest type of transportation" he'd yet encountered [*Still Carrying On*, p. 10]).

11 OCT:

BR 1210 LONDON MARYLEBONE-WENDOVER [AYLESBURY]

Cmd [4]

Depart Marylebone station 1210, arrive Wendover 1257 on a 4-car, BR Diesel Multiple Unit (DMU) train, including stops at Harrow-on-the-Hill, Rickmansworth, Chorleywood, Chalfont & Latimer, Amersham and Great Missenden – this after taking an airporter bus operated by British Airways from Heathrow to Victoria Air Terminal, then a fascinating ride in a London taxi, passing by Hyde Park Corner and other famous landmarks; * Wendover was an attractive, small (for England) town located in Buckinghamshire at the highest point in the Chiltern Hills, the nearest city being Aylesbury a bit farther north; * We booked into the wonderfully named Shoulder of Mutton Hotel, across a field from the station, one night for me but several for my parents; * 54 km in 47 mins, or 69 km/h (34 mls/43 mph), all Wendover trips being estimated at 47 minutes although timings varied slightly according to train.

MARYLEBONE STATION

Marylebone was the smallest London main-line station, originally built by the Great Central Railway to connect the metropolis with Midlands cities, Sheffield and Manchester, but now was the terminal for just two commuter routes.

12 OCT:

BR 0950/1712 [AYLESBURY] WENDOVER-LONDON MARYLEBONE & RETURN

Cmd [4/6]



1970's-3: BR Diesel Multiple Unit train arriving at Wendover, enroute from Aylesbury to Marylebone station in London (1988/10/05) [PETER DAWES].

To **LONDON** for the purpose of making Sleeper reservations for Fort William and Paris, and to pick up tourist information for my parents; * Depart 0950, arrive 1037, DMU's of four or six cars being typical on these trains, depending upon the day and time of day; * This was followed by a trip on the Bakerloo and Victoria lines to Victoria station, one of BR's seven, main-line stations – my first trip on the London Transport Underground system; * London truly proved to be one of world's great cities, its population ranging from seven to 12 million depending on how calculated – intimidating at first, due its sheer size and complexity; * Returning, depart 1712, arrive 1759.

BR 1850 [AYLESBURY] WENDOVER-LONDON MARYLEBONE

Cmd [4]

To **PORTREE** on the Isle of Skye, via London, Fort William, Mallaig and Armadale – the start of a week-long trip to Scotland; * Depart 1850, arrive Marylebone 1937, then over to Euston station on the Bakerloo and Metropolitan lines – my parents remaining in Wendover to visit Angela and Hubert, check out the local tourist attractions, and generally acclimatize to being back in the homeland.

THE GREAT CENTRAL

Wendover once saw intercity trains roar by, heading north over now-abandoned track beyond Aylesbury to places such as Leicester, Nottingham, Derby, Sheffield and Manchester. GCR was the last main-line railway to reach London, and was folded under the London & North Eastern when British railways were grouped into four big private systems in 1923 (the others being London, Midland & Scottish, Great Western, and Southern). These railways were nationalized just after World War II, and most of what remained of the old GCR was abandoned during Lord Beeching's 1960's rationalization of the system.

12-13 OCT:

BR 2150 LONDON EUSTON-FORT WILLIAM *Royal Highlander*

Ed		MOTHERWELL-FORT WILLIAM?
Ee		LONDON-MOTHERWELL
X		LONDON-MOTHERWELL [INVERNESS]
S	[6]	"
S*	[2]	
C	[2]	
C	[2]	GLASGOW-FORT WILLIAM [MALLAIG]
R		"

Depart 2150, arrive 1018 next morning, including stops at Crewe, Preston, Motherwell (Scot.), Glasgow, Dumbarton, Garelochhead, Arrochar & Tarbet, Crainlarich, Bridge of Orchy, Rannoch Station and Spean Bridge, behind an electric locomotive as far as Motherwell and diesel beyond; * Given that the bulk of the train was heading for Inverness, *Royal Highlander* made an operational stop at Motherwell in the early morning hours to detach our Fort William cars – these subsequently being transferred to Glasgow Queen Street station and attached to more Coaches and a Restaurant car for the trip farther north (the latter serving a fine Scottish breakfast of kippers and eggs); * 912 km in 12 hrs 28 mins, or 73 km/h (569 mls/45 mph); * Sleepers possibly SLC (5sc6dc), SLF (11sc), SLS (11dc) (all BR or MC, 1957-64); * Not certain if Motherwell-originating Diesel went all the way to Fort William, or was replaced by another at Queen Street.

EUSTON STATION

Euston was a large, former London & North Western (later London, Midland & Scottish) terminal hosting intercity trains to Birmingham, Liverpool, Manchester, Glasgow and many other cities, latterly rebuilt into a modern, soulless, but functional station.

OVERNIGHT ON BRITISH RAIL

Having a second-class Britrail Pass, I spent the night in a 2-berth compartment in the company of an elderly Scotsman who disembarked at Rannoch Station, then headed off on foot through the heather-clad hills. BR had three main types of Sleeping cars at this time: • SLC ("C" for "Composite"; 5 single and 6 double compartments; originally 55 cars); • SLF ("F" for first class; 11 single compartments; 133 cars); and • SLS ("S" for second class; 11 double compartments; 192 cars). In 1971, 16 of the SLS cars were rebuilt as composites. Single compartments were sold as first class, doubles as second class; but the latter also could be sold as first class, single occupancy. These 380 cars were built between 1957 and 1962, three-quarters by BR in its own shops, the rest by Metropolitan-Cammell.

13 OCT:

BR 1030 FORT WILLIAM-MALLAIG

Ed	
C	[2]
R	[GLASGOW] FORT WILLIAM-MALLAIG
C*	[2] "

Depart 1030, arrive 1212 at the small fishing village and ferry port of Mallaig, located on the Sea of Hebrides, including stops at Corpach, Glenfinnan and Arisaig; * 67 km in 1 hr 42 mins, or 39 km/h (42 mls/24 mph); * Caledonian MacBrayne took Skye-bound passengers to Armadale (half-hour on a small ferry, possibly BUTE or LOCHMOR), then Highland Omnibuses went onward to Portree, the main regional centre for Skye and the Hebrides beyond; * One night in the excellent Braeside Guest House followed, the only drawback occurring when the landlady turned off the heat, by remote control, on a cold and damp October evening!

LA GRANDE ALLURE: 1976



1970's-4: BR's 1030 Fort William-Mallaig snakes its way through heather-clad hills, the sun just breaking through (1976/10/13) [PETER DAWES].

THE MALLAIG LINE

This former North British Railway line was perhaps the most scenic in Britain, featuring lochs, glens, mountains and forests – also impressive stone viaducts, several tunnels, and breathtaking seaside views.

14 OCT:

BR 1107 KYLE OF LOCHALSH-INVERNESS

Ed [2]
F [2]
X
C
B
C*
X



1970's-5: Typically beautiful scenery photographed from the Fort William-Mallaig train (1976/10/13) [PETER DAWES].

To **INVERNESS** (two nights there), starting with Highland Omnibuses to Kyle of Lochalsh, including a 5-minute transfer on Caledonian MacBrayne's ferry from Kyleakin across to Kyle on the mainland (unrecorded but either LOCHALSH or KYLEAKIN); * Depart Kyle 1107, arrive Inverness 1401, including stops at Stromeferry, Strathcarron, Achnasheen and Dingwall with (unusually for BR) two freight cars in the consist – over another twisting, highly scenic line; * Inverness was the capital of the Highlands & Islands region, split by the River Ness and dominated by a not-so-ancient castle; * 132 km in 2 hrs 54 mins, or 46 km/h (82 m/s/29 mph).

RAILWAY HOTELS

I spent two nights in BR's Inverness Station Hotel, occupying a standard room equipped with a washbasin (toilet facilities down the hall). Breakfast next morning was in a superb, period dining room, featuring something new to me: "white" coffee (half coffee and half milk). BR still operated a string of these hotels, much like railways did in Canada.

BR 1435/1704 INVERNESS-ELGIN [ABERDEEN] & RETURN**Cmd** [3]

Cmd [3] INVERNESS-TO-ABERDEEN ONLY

Afternoon excursion to **ELGIN**, departing 1435, arriving 1521, including stops at Nairn and Forres, on an impressive, 6-car DMU train – although half of the cars appeared to be deadheading; * Elgin was a Morayshire market town and regional centre featuring the ruins of a large cathedral, burnt to the ground in the 14th century and only partially rebuilt; * Returning, depart 1729, arrive 1831, on a 3-car train; * 59 km in 46 mins, or 77 km/h (37 mls/48 mph), eastbound.

15 OCT:**BR 1050/1733 INVERNESS-WICK & RETURN**

Ed [1/2] [?/26???,?]

X

BC

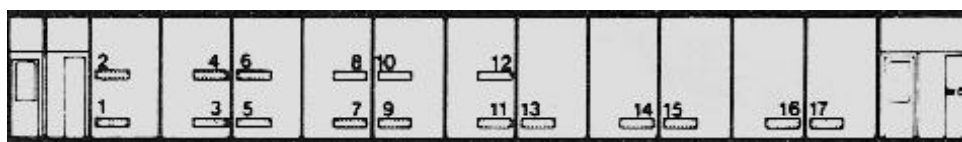
C*

C INVERNESS-GEORGEMAS JCT. [THURSO]

BC

X

Day excursion to **WICK**, almost at the northern tip of mainland Britain, half the train being cut out at Georgemas Jct. for nearby Thurso (and a connection there with the Orkney Islands ferry); * Depart 1050, arrive 1543, including stops at Dingwall, Invergordon, Bonar Bridge, Lairg and the junction, through Highland countryside featuring mountain vistas, rugged moorland, and stretches right along the North Sea; * Once a major herring fishery port, Wick was now a rather austere service centre for Caithness County; * Returning, depart 1733, arrive 2224, with what appears from a photo to be a Class 26 in the lead – in truth, an ambitious day outing better done in two, given the 5-hour duration in each direction; * 261 km in 4 hrs 53 mins, or 53 km/h (163 mls/33 mph), northbound; * Class 26 (BRCW, 1958-9).



[BR 5 Single, 6 Double, SLC-type Sleeper diagram (Thomas Cook, European Sleeping Cars 1982, 9)]



1970's-6: An angry North Sea, taken through the window of BR's shore-hugging, Wick/Thurso train (1976/10/15) [PETER DAWES].

15-16 OCT:

BR 2345 INVERNESS-GLASGOW QUEEN STREET

Ed	INVERNESS-PERTH [EDINBURGH]	
Ed		
X	[2]	
C	[2]	
X		
S*		
S	INVERNESS-PERTH [EDINBURGH]	
C	[2]	"
X		"

To **PERTH** via Glasgow, departing 2345, arriving Queen Street at 0546 next morning, pausing at Carrbridge, Aviemore, Kingussie, Blair Atholl, Pitlochry, Perth, Gleneagles, Dunblane and Stirling – including an hour's stop at Perth station where the Glasgow and Edinburgh sections divided; * I shared a 2-berth compartment

LA GRANDE ALLURE: 1976

with another gentleman, in an SLC Sleeper – BR allowing occupancy from 2230 to the more amenable hour of 0730; * An early morning walk revealed a far more attractive city centre than reputation suggested, with large parks along the way; * 291 km in 6 hrs 1 min, or 48 km/h (182 mls/30 mph); * Both Sleepers probably SLC (5sc6dc).

QUEEN STREET STATION

Once the North British (later London & North Eastern) Glasgow terminal, Queen Street now hosted intercity trains to Fort William, Oban, Inverness, Aberdeen and Edinburgh. It was a stub-end affair, at the end of a nasty down grade which sometimes necessitated a helper engine on departing trains.

16 OCT:

BR 0935 GLASGOW QUEEN STREET-PERTH [INVERNESS]

Ed

C* [4]

R

C [2]

Depart 0935, arrive 1052, including a stop at Stirling, on an Inverness-bound train featuring a Restaurant car; * Perth was the regional centre for the shire of the same name, famous for the manufacture of wollens – still in the Lowlands, but the jump-off point for the Highlands to the north; * I spent two nights there in another venerable BR Station Hotel; * 101 km in 1 hr 17 mins, or 79 km/h (63 mls/49 mph).

BR 1230 [GLASGOW QUEEN STREET] PERTH-DUNDEE

Ed

C [6]

Side trip to **Dundee**, a manufacturing city located on the Firth of Tay, departing 1230, arriving 1255 non-stop; * The idea was to watch a Scottish League First Division soccer match that afternoon featuring Dundee United against forgotten opponents, but the match was postponed due to a waterlogged pitch caused by heavy rains; * 33 km in 25 mins, or 79 km/h (21 mls/49 mph).

BR 1452 [ABERDEEN] DUNDEE-PERTH [GLASGOW QUEEN STREET]

Ed

C [3]

B

C* [2]

Returning, depart 1452, arrive 1518, on an Aberdeen-originating afternoon service featuring a Buffet car; * I spent the rest of the day exploring Perth in the rain, followed back at the hotel by a wonderful soak in an ancient tub located down the hallway – the whole scene right out of the 1920's, if not Victorian times.

17 OCT:

BR 1140/1420 [GLASGOW QUEEN STREET] PERTH-ARBROATH [ABERDEEN] & RETURN

Ed

C [3]

B

C* [3/2]

Day excursion to **ARBROATH** on the North Sea, departing 1140, arriving 1238 non-stop, passing by the famous golf course at Carnoustie, site of the occasional British Open; * Arbroath was a regional centre for County Angus and a fishing port famous for smoked haddock; * Returning, depart 1420, arrive 1517; * 60 km in 58 mins, or 62 km/h (37 mls/39 mph).

18 OCT:

BR 0830 [GLASGOW QUEEN STREET] PERTH-DUNDEE [ABERDEEN]

Ed

C [6]

To **FORT WILLIAM** again, this time via Dundee, Edinburgh, Glasgow and Oban, my main objective being to view more scenery in this beautiful country – and, of course, ride more trains; * Depart 0830, arrive Dundee 0857 non-stop, on a prime time, Glasgow-Aberdeen train having no Buffet, let alone Restaurant car.

BR 0902 [ABERDEEN] DUNDEE-EDINBURGH

Ed

C [3]

LA GRANDE ALLURE: 1976

B

C* [3]

Depart 0902, arrive 1018 non-stop, including a spectacular ride over the famous Tay and Firth of Forth rail bridges into Waverley station; * Scotland's historic capital was dominated by the Royal Mile, Edinburgh Castle and smell of whisky in the making – this being to be the first of several visits over the years; * 96 km in 1 hr 16 mins, or 76 km/h (60 mls/47 mph).

EDINBURGH'S STATIONS

Another ex-North British/London & North Eastern terminal, Waverley now hosted all intercity trains serving the Scottish capital. The other main-line station, the former Caledonian/London, Midland & Scottish Princes Street, had been declared redundant years before and closed.

BR 1100 EDINBURGH-GLASGOW QUEEN STREET

Ed [27???

C [7]

Ed [27???

Depart 1100, arrive 1143 non-stop, on a fast, "push-pull" train featuring Class 27 diesels at either end; * 76 km in 43 mins, or 106 km/h (47 mls/66 mph); * Class 27 (BRCW, 1961-2).

BR 1255 GLASGOW QUEEN STREET-OBAN

Ed

C [4]

Depart 1255, arrive 1623, including the same stops made by *Royal Highlander* as far as Crainlarich, then Loch Awe, Taynuilt and Connel Ferry; * This was an interesting trip, starting out over the Fort William line, then west from Crainlarich to the sea, enlivened by a long chat initiated by a "skin-head" teenager claiming to have just been released from a youth-detention centre; * Oban was a regional town located on the Firth of Lorne in Argyllshire, a busy ferry port for various Hebridian isles and blessed this early October evening by an incredibly beautiful sunset over the harbour; * Onward by Highland Omnibuses over a winding path more like an off-road track than a highway, then one night in a small hotel in Fort William, located at the foot of Ben Nevis mountain and hub of the beautiful Lochaber tourist region; * 164 km in 3 hrs 28 mins, or 47 km/h (102 mls/29 mph).



1970's-7: BR's 1255 Glasgow Queen St.-Oban pauses at Crainlarich, junction point for both Oban and Fort William (1976/10/18) [PETER DAWES].

19 OCT:

BR 1215 INVERNESS-BLAIR ATHOLL [GLASGOW QUEEN STREET]

Ed

C [3]

B

C* [3]

Back to **WENDOVER** via Inverness, Blair Atholl, Aviemore, Glasgow and London, starting with Highland Omnibuses to Inverness, passing by famous Loch Ness (no Monster in evidence this day; just a beautiful Scottish loch); * Depart Inverness 1215, arrive Blair Atholl 1408 over the Highland line, with stops at Carrbridge, Aviemore, Kingussie, Newtonmore and Dalwhinnie; * 134 km in 1 hr 53 mins, or 72 km/h (84 mls/45 mph).



1970's-8: BR freight train passing Blair Atholl station, heading south down the Highland line towards Perth (1976/10/19) [PETER DAWES].

A CPR CONNECTION

Blair Atholl was a small village in Perthshire sporting an impressive, white-walled castle owned by successive Dukes of Atholl – for steamship buffs, inspiring the name of Canadian Pacific Railway's liner of 1928 vintage, DUCHESS OF ATHOLL. The old Scottish country station featured crossing gates and a signal box, the quietude broken only by a toy-like BR freight train passing through, complete with a "Brake van" on the rear.

BR 1533 [EDINBURGH] BLAIR ATHOLL-AVIEMORE [INVERNESS]

Ed

C [4]

B

C* [3]

Depart 1533, arrive 1639, heading back north in the direction of Inverness for a quick visit to the beautiful

LA GRANDE ALLURE: 1976

Scottish recreational area centred upon the tourist centre of Aviemore, located at the western edge of Cairngorm National Nature Reserve; * The preserved Strathspey Railway ran from Aviemore to the village of Boat of Garten, but wasn't operating this day.

BR 1740 [INVERNESS] AVIEMORE-GLASGOW QUEEN STREET

Ed		INVERNESS-PERTH [EDINBURGH]
Ed		
C	[2]	
R		
C*	[4]	
C	[4]	INVERNESS-PERTH [EDINBURGH]

Depart 1740, arrive 2112, taking advantage of the Restaurant car for a nice supper – followed by a walk over to Central station.

MAGNIFICENT GLASGOW CENTRAL

Once the terminal of the Caledonian (later London, Midland & Scottish) railways, Central station was now BR's Glasgow terminal for intercity services to Carlisle, Manchester, Liverpool, Sheffield, Birmingham, London and other points, as well as commuter trains to many regional communities. It was justly famous for its massive, train-indicator boards high above the concourse, still operated manually by BR staff and always changing in such a busy station.

19-20 OCT:

BR 2250 GLASGOW CENTRAL-LONDON EUSTON *Night Caledonian*

Ee		
X		
S*	[8]	
S	[3]	CARLISLE-LONDON
X		"

Depart 2250, arrive 0524 next morning behind a powerful electric locomotive, including stops at Motherwell and Carlisle (Eng.) – the name "Caledonian" applied long ago by the Romans to most of what we know of as Scotland; * I had a 2-berth compartment to myself, possibly in an SLS-type Sleeper (occupancy allowed to

LA GRANDE ALLURE: 1976

0730); * 647 km in 6 hrs 34 mins, or 97 km/h (404 mls/60 mph); * Sleepers possibly SLC (5sc6dc), SLF (11sc), SLS (11dc) types.

LONDON OVERNIGHT

My heavily booked *Night Caledonian* had no Coaches but eight Sleepers leaving Glasgow and three more added at the English border city of Carlisle. Awaiting our 2250 departure, I observed two other London-bound overnights in Central station: the unnamed 2210 (five Sleepers) and 2310 *Night Limited* (10) – for a grand total of 23 that night to the English capital.

20 OCT:

BR 0810 LONDON MARYLEBONE-WENDOVER [AYLESBURY]

Cmd [4]

Depart 0810, arrive 0857 in time for breakfast at the Shoulder of Mutton, after taking the Metropolitan and Bakerloo lines over to Marylebone.

BR 1150 [AYLESBURY] WENDOVER-LONDON MARYLEBONE

Cmd [4]

Off the *same* morning to **CAMBRIDGE** via London with Mom and Dad, at the start of a trip to York, Birmingham, Wolverhampton, Chester and northern Wales; * Depart 1150, arrive Marylebone 1237, then over to King's Cross on the Bakerloo and Metropolitan lines.

BR 1330 LONDON KING'S CROSS-CAMBRIDGE

Ed

C [3]

B

C* [3]

Depart 1330, arrive 1452, including a stop at Hitchin; * We booked into a small hotel near the station for one night, then walked for 20 minutes into the centre of this beautiful Cambridgeshire city, featuring ancient Cambridge University colleges with grass courtyards and chapels, also brightly coloured “punts” (row boats) on the River Cam; * 94 km in 1 hr 22 mins, or 59 km/h (58 mls/43 mph).



1970's-9: Shoulder of Mutton Hotel, conveniently located a field away from BR's Wendover station (1988/10/05) [PETER DAWES].

KING'S CROSS AND ST. PANCRAS

King's Cross was the former Great Northern (later London & North Eastern) terminus for Cambridge, Peterborough, Leeds, York, Newcastle, Edinburgh, Glasgow, Dundee, Aberdeen, Inverness and other points. Another main-line station, St. Pancras, was adjacent, formerly owned by the Midland (later London, Midland & Scottish) Railway, and now terminal for Leicester, Derby, Nottingham, Sheffield and other Midland and south Yorkshire cities.

21 OCT:

BR 1056 CAMBRIDGE-ELY [DONCASTER]

Cmd [2]

To **YORK** via Ely and Peterborough, departing 1056, arriving Ely 1113, including a stop at Waterbeach, at a quick pace for a local train; * 24 km in 17 mins, or 86 km/h (15 mls/53 mph).

BR 1117 [NORWICH] ELY-PETERBOROUGH [BIRMINGHAM NEW ST.]

Cmd [3]

Depart 1117, arrive 1158, including a stop at March – our 3-car DMU passing Ely’s great cathedral while heading through town; * Peterborough was once a major Northamptonshire industrial hub, but was now more of a satellite city of London with lots of white collar businesses (including the Thomas Cook travel group); * 49 km in 41 mins, or 72 km/h (31 mls/45 mph).

BR 1204 [LONDON KING’S CROSS] PETERBOROUGH-YORK [EDINBURGH]

Ed [55005 The Prince of Wales Own Regiment of Yorkshire?]

C* [7]

B

R

C [2]

X

Depart 1204, arrive 1347, with a stop at Doncaster, on a prime, King’s Cross-Edinburgh service heading up the East Coast Main Line behind a Class 55 “Deltic” diesel locomotive built by English Electric and named after one of Prince Charles’ regiments; * This train featured both a Restaurant and Buffet car, supporting nine well-patronized Coaches; * We booked into a large, modern hotel for one night before investigating York’s wonderful Roman walls and gates, magnificent Yorkminster Cathedral, and excellent National Railway Museum; * 180 km in 1 hr 43 mins, or 105 km/h (112 mls/65 mph); * No. 55005 (EE, 1963; ex-D9005), recorded, apparently incorrectly, as *HIS MAJESTY’S PRINCE OF WALES REGIMENT*.

22 OCT:

BR 0918 [LEEDS] YORK-NEWCASTLE [EDINBURGH]

Ed

C [4]

B

C* [2]

X

To **BIRMINGHAM** via Newcastle-upon-Tyne, Carlisle, Sheffield and Wolverhampton, in order to sample the Carlisle & Settle line; * Depart 0918, arrive Newcastle at 1033, with a stop at Darlington, rushing through Northumberland county to northeastern England’s largest industrial city; * Mom and Dad stayed behind in

York for further sightseeing, with the intention of joining me later in the day in Sheffield; * 131 km in 1 hr 15 mins, or 105 km/h (82 mls/65 mph).

BR 1040 NEWCASTLE-CARLISLE

Cmd [2]

Depart 1040, arrive 1212, including a stop at Hexham, on a 2-car DMU train; * This was the Tyne Valley Line, crossing from one side of Britain to the other at its narrowest point in an hour and a half, roughly paralleling Hadrian's Wall built by the Romans to keep out the "northern barbarians" (i.e., the Scots!); * 96 km in 1 hr 32 mins, or 63 km/h (60 mls/39 mph).

BR 1221 [GLASGOW CENTRAL] CARLISLE-SHEFFIELD [NOTTINGHAM]

Ed

X

C [4]

B

C* [4]

Depart 1221, arrive 1555, including stops at Appleby, Settle, Skipton and Leeds; * 245 km in 3 hrs 34 mins, or 69 km/h (153 mls/43 mph).

OVER THE ENGLISH SPINE

BR's 1221 service took me south from Carlisle through to Sheffield over the beautifully engineered Carlisle & Settle line, featuring panoramic views from stone viaducts high above lush, green landscape – one highlight being Ribbleshead Viaduct in North Yorkshire Dales National Park. Midland expresses out of St. Pancras station once used this line to join London, Sheffield and Leeds with Glasgow, Edinburgh and Aberdeen.

BR 1630 [NEWCASTLE] SHEFFIELD-BIRMINGHAM NEW STREET [CARDIFF]

Ed

C* [6]

B

C

LA GRANDE ALLURE: 1976



1970's-10: A typical "This is England!" vista, taken from our Sheffield-bound train while crossing a viaduct on the Carlisle & Settle line (1976/10/22) [PETER DAWES].

Depart 1630, arrive 1810, including stops at Chesterfield, Derby and Burton-on-Trent; * I joined Mom and Dad on this standing-room only, Friday afternoon service (they, fortunately, having had seats right out of York), but there was no access to the Buffet car due to the large number of passengers (and their baggage) strewn all over the aisles; * Birmingham was a large Midlands industrial city, located in Warwickshire and second in British population only to London; * 123 km in 1 hr 40 mins, or 74 km/h (77 mls/46 mph).

NEW STREET STATION

New Street was located on the "Bull Ring", a redevelopment scheme that appeared to have transformed city centre Birmingham into a road-oriented urban wasteland. This former London & North Western (later London, Midland & Scottish) station now hosted all Birmingham intercity services, including those to London, Wolverhampton, Shrewsbury, Chester, London, Bristol, Sheffield, Newcastle, Liverpool, Manchester, Glasgow and Edinburgh.

BR 1849 BIRMINGHAM NEW STREET-WOLVERHAMPTON

Cmd [3]

Depart 1849, arrive 1913 on a local service, including stops at Sandwell & Dudley and Tipton; * Located in Staffordshire, industrial Wolverhampton was Mom's birthplace and home until her family emigrated to Montréal when she was 17; * We took a taxi to a hotel recommended by the driver, but found it a bit dodgy, what with missing light bulbs in the corridors and sagging beds – so I made an “executive decision” and booked rooms in Birmingham instead; * 21 km in 24 mins, or 53 km/h (13 mls/33 mph).

**BR 2134 [MANCHESTER PICCADILLY] WOLVERHAMPTON-BIRMINGHAM NEW STREET
[LONDON EUSTON]**

Ee

X

C* [3]

B

C [4]

Depart 2134, arrive 2150 non-stop, on an electric service originating in Manchester and bound for London; * Our home for two nights was a luxurious Trust Forte Hotel, located opposite New Street station; * 21 km in 16 mins, or 78 km/h (13 mls/48 mph), timings and composition estimated.

23 OCT:

BR 0948 BIRMINGHAM NEW STREET-LONDON EUSTON

Ee

X

C [4]

B

C* [4]

To **LONDON** for the day to watch Queens Park Rangers host Sunderland in an English Football League First Division match at Loftus Road stadium, Shepherd's Bush; * Depart 0948, arrive 1122, including stops at Birmingham International convention centre and Coventry, then to the game by Metropolitan line; * I'd been following Rangers for several years as they established themselves as a high-flying club (in fact, losing the league title the season before by only one point to giants Liverpool), and they prevailed 2-0 this day, with flamboyant striker, Stan Bowles, getting one of the goals, * My parents, meanwhile, travelled back to

Wolverhampton for the day, looking up Mom's old house, church and other haunts in a city extensively rebuilt after wartime devastation; * 191 km in 1 hr 34 mins, or 122 km/h (119 mls/76 mph).

BR 1840 LONDON EUSTON-BIRMINGHAM NEW STREET [WOLVERHAMPTON]

Ee

C* [3]

B

C [4]

X

Depart 1840, arrive 2011, with one stop at Coventry

24 OCT:

BR 1205 BIRMINGHAM NEW STREET-WOLVERHAMPTON [MANCHESTER PICCADILLY]

Ee

X

C [10]

X

To **MACHYNLLETH** in mid-Wales, using a convoluted routing involving Wolverhampton, Chester, Holyhead, London, Birmingham, Wolverhampton (again) and Shrewsbury – all made possible by the magical Britrail Pass; * Depart 1205, arrive Wolverhampton 1225 non-stop, on a mid-day Sunday Manchester service, with Mom and Dad along.

BR 1236 WOLVERHAMPTON-CHESTER

Cmd [3]

Depart 1236, arrive 1417, including stops at Wellington, Shrewsbury and Wrexham, crossing into Wales at Wrexham, then back into England, over the old Great Western line to Birkenhead on the Mersey; * Chester proved to be a beautiful Cheshire city on the River Dee, featuring Roman walls, plenty of medieval flavour, and the historic Shropshire Union Canal, once part of England's comprehensive system of canals; * 117 km in 1 hr 41 mins, or 70 km/h (73 mls/43 mph).

BR 2151 [LONDON EUSTON] CHESTER-HOLYHEAD

Ed CREWE-HOLYHEAD
 X
 C [4]
 B
 C* [3]

Depart 2151, arrive 2357, including stops at the Welsh towns of Rhyl, Colwyn Bay, Llandudno Jct. and Bangor, having left Mom and Dad behind in Chester for three days of sightseeing; * Located on the Isle of Anglesey, Holyhead was the ferry port for Dun Laoghaire and Dublin; * My objective was to ride the famous *Irish Mail* back to London, by going to Holyhead and boarding at midnight rather than waiting for the train to come through Chester at the ungodly hour of 0249; * 136 km in 2 hrs 6 mins, or 65 km/h (85 mls/40 mph).

IRISH CONNECTIONS

BR connected with several ferries crossing the Irish Sea during the 1970's: • to the Republic: Holyhead-Dun Laoghaire (for Dublin); Liverpool-Dublin; Fishguard-Rosslare (for Cork); and Swansea-Cork; and • to Northern Ireland: Liverpool-Belfast; and Stranraer-Larne (for Belfast).

25 OCT:

BR 0110 HOLYHEAD-LONDON EUSTON *Irish Mail*

Ed HOLYHEAD-CREWE
 Ee CREWE-LONDON
 X [2]
 C [4]
 B
 C* [3]
 S

Depart 0110, arrive 0612, with the same stops as far as Chester, then Crewe in order to change from a diesel to electric locomotive; * Onward to Paddington station on the Metropolitan line during the morning commuter rush – always a sight to see, what with people dashing everywhere; * 424 km in 5 hrs 2 mins, or 84 km/h (265 mls/52 mph).

THE IRISH MAIL

This former London & North Western (later London, Midland & Scottish) train was once *the* way to travel between Dublin and London, with passengers transported by ferry between Dun Laoghaire and Holyhead. Mail was sorted on the train in a Travelling Post Office. By now, the *Mail* was reduced to an ordinary express with one SLC-type Sleeper which was sold-out this night, meaning that I ended up with a first-class Coach compartment to myself. This was not a bad substitute, but I committed my one and only act of rail “vandalism” ever by breaking the powerful overhead light in an attempt to turn off (or at least dim) it.

BR 0905 LONDON PADDINGTON-BIRMINGHAM NEW STREET

Ed

C [4]

B

C*

X [2]

C[dd]

Depart 0905, arrive 1135, including stops at Reading, Oxford, Banbury, Leamington Spa and Solihul, through lovely countryside over the former Great Western to Birmingham, a route very much secondary to the electrified, former North Western corridor via Rugby; * 209 km in 2 hrs 30 mins, or 84 km/h (130 mls/52 mph).

PADDINGTON STATION

This former Great Western station was the London terminus for intercity trains primarily to Bath, Cardiff, Swansea, Bristol, Exeter, Plymouth and Penzance.

BR 1219 [LONDON EUSTON] BIRMINGHAM NEW STREET-WOLVERHAMPTON

Ee

C [4]

B

C* [5]

X

Depart 1220, arrive 1235 non-stop – the *fourth* time over this stretch in four days.

BR 1244 WOLVERHAMPTON-SHREWSBURY

Cmd [3]

Depart 1244, arrive 1337 in this modestly populated Shropshire city with its fine Tudor architecture, castle ruins, and beautiful Severn River running through; * Shrewsbury was well known for its large public (actually meaning, in England, private) school and quaint football ground, both located on the banks of the river.

BR 1440 [WOLVERHAMPTON] SHREWSBURY-MACHYNLLETH [ABERYSTWYTH]

Cmd [3]

Cmd [2] SHREWSBURY-MACHYNLLETH [PWLLHELI]

Depart 1440, arrive 1609, including a stop at Welshpool in Wales, on a mighty 5-car DMU containing sections for both Aberystwyth (to the south) and Pwllheli (to the north) – although Cook's suggested a change was necessary for passengers heading north; * Machynlleth was an interesting Welsh town located right on the Irish Sea at the western edge of Powys county, and I spent the night in an historic bed and breakfast near the station; * 98 km in 1 hr 29 mins, or 66 km/h (61 mls/41 mph).

26 OCT:

BR 0810 MACHYNLLETH-BARMOUTH [PWLLHELI]

Cmd [2]

To **CHESTER**, via Barmouth, Porthmadog, Dduallt, Blaenau Ffestiniog and Llandudno Jct.; * Depart 0810, arrive Barmouth 0918, including stops at Aberdovey and Tywyn – enjoying the beautiful Welsh countryside along the Irish Sea before taking a quick look around Barmouth, a popular seaside resort in County Caernarfonshire & Merionethshire; * 42 km in 1 hr 8 mins, or a slow 37 km/h (26 mls/23 mph).

BR 1000 BARMOUTH-PORTHMADOG [PWLLHELI]

Cmd [2]

Depart 1000, arrive 1053, including a stop at Harlech, a town dominated by a famous 13th century castle; * Porthmadog was a small tourist centre featuring the terminal and headquarters of the preserved Festiniog Railway; * 30 km in 53 mins, or an even slower 34 km/h (19 mls/21 mph).

FR 1230 PORTHMADOG-DDUALLT

Es [Blanche]

C [6]

Depart 1230, arrive 1331, with stops at Minffordd, Penrhyn and Tan-y-Bwlch, tiny 2-4-2 BLANCHE – a steam locomotive built late in the 19th century by the Hunslet Co. – struggling up steep gradients; * A bus transferred us onward to Blaenau Ffestiniog, which proved to be an interesting town surrounded by Snowdonia National Park; * 15 km in 1 hr 1 min, or 15 km/h (10 mls/9 mph); * Locomotive (HEC, 1893; ex-PQR).

THE Ffestiniog

Once a transporter of slate mined in the surrounding hills down to the sea at Porthmadog, the narrow-gauge Festiniog Railway by 1976 was a strong tourist attraction, due to its wonderfully preserved equipment and fine Welsh scenery. (Although this is the formal, anglicized name of the railway, it is often spelled “Ffestiniog”.) Operating only as far as Dduallt (meaning “Black Hill”), the railway later would resume service all the way to Blaenau Ffestiniog.

BR 1654 BLAENAU Ffestiniog-LLANDUDNO JCT. [LLANDUDNO]

Cmd [2]

Depart 1654, arrive 1748 (estimated), including stops at Betws-y-Coed and Llanwrst; * Llandudno Jct. was the station for a famous tourist resort located nearby on the Irish Sea; *45 km in 54 mins, or 50 km/h (28 mls/31 mph).

BR 1752 [HOLYHEAD] LLANDUDNO JCT.-CHESTER [MANCHESTER VICTORIA]

Ed HOLYHEAD-CREWE

C [8]

Depart 1752, arrive 1901, followed by a night at the Victorian-era Grosvenor Hotel.



[From 1988 ticket]



1970's-11: A smoke enshrouded Festiniog train prepares to depart from Porthmadog for Dduallt, behind 1893-built, 2-4-2 BLANCHE (1976/10/26) [PETER DAWES].

27 OCT:

BR 1112 [HOLYHEAD] CHESTER-LONDON EUSTON

Ed HOLYHEAD-CREWE

Ee CREWE-LONDON

R

C [3]

B

C* [5]

Back to **WENDOVER**, departing 1112, arriving 1403, including stops at Crewe (to change locomotives) and Rugby; * Mom and Dad went directly on to Wendover, while I took the District Line that evening to watch Queens Park Rangers easily defeat West Ham United 2-0 in an English League Cup match at Upton Park, Stan Bowles again scoring a goal; * The District, Bakerloo and Metropolitan lines subsequently took me from Upton Park all the way to Amersham on BR's Aylesbury line – the “Met” having a distinct “interurbanish” feel at its outer end, while sharing its right-of-way with BR from Harrow-on-the-Hill as far as Amersham; * 288 km

in 2 hrs 51 mins, or 101 km/h (*180 mls/63 mph*).

BR 2347 AMERSHAM-WENDOVER [AYLESBURY]

Cmd [4]

Depart 2347, arrive 2358 (estimated), followed by five nights at the Shoulder of Mutton, two days spent going into London for the day and two exploring Wendover and immediate area.

30 OCT:

BR 0850 [AYLESBURY] WENDOVER-LONDON MARYLEBONE

Cmd [6]

Day excursion to **LONDON** with Mom and Dad, departing 0850, arriving 0937, the attraction being a sightseeing boat trip down the Thames to Greenwich; * Onward to the Embankment by Bakerloo line, watching my well-meaning, but slightly naive, mother trying to engage some of the Underground's more unusual passengers in friendly chatter, in this case unreceptive, 1970's-style "punks"; * One highlight was passing the enclosed West India and Millwall docks on the Isle of Dogs, part of the once dominant Port of London but soon to be closed and eventually redeveloped into the Docklands office and residential complex, * Mom and Dad returned to Wendover on their own around supper time, while I stayed in the city to do some further station visiting.

BR 2130 LONDON MARYLEBONE-AYLESBURY

Cmd [4]

Depart 2130, arrive 2245 (estimated), including stops at High Wycombe and Princes Risborough; * 70 km in 1 hr 15 mins, or 56 km/h (*43 mls/35 mph*).

STAFF SHORTAGE

BR annulled my direct Marylebone-Wendover/Aylesbury service due to a "staff shortage" (a common occurrence in my experience on suburban routes), directing passengers to take the 2130 train on the alternative route via High Wycombe to Aylesbury, then back south to Wendover on a London-bound train.

BR 2250? AYLESBURY-WENDOVER [LONDON MARYLEBONE]

Cmd [4]

Depart 2250, arrive 2258 (estimated); * This reroute led to my arriving at the Shoulder just after its 2300 lock-up time, but Dad knew I was due back and was waiting at the door to let his wayward son in (pubs closed early by law, especially in smaller places like Wendover).

1 NOV:

BR 0835 [AYLESBURY] WENDOVER-LONDON MARYLEBONE

Cmd [6]

To **SOUTHAMPTON** via London, Bath, Bristol, London (again), Penzance, Exeter and Salisbury; * Depart 0835, arrive Marylebone 0922, with the rest of the morning spent visiting famous London tourist attractions (mostly by Underground), before ending up at Paddington station.

BR 1303 LONDON PADDINGTON-BATH SPA [WESTON-SUPER-MARE] HST

Ed

C* [4]

BC

C [2]

Ed

Depart 1303, arrive 1424, with one stop at Swindon, this Somersetshire city being one of Britain's biggest tourist destinations, with its Roman baths, abbey and Georgian architecture; * 172 km in 1 hr 21 mins, or 127 km/h (79 mls/79 mph); * HST Class 253 (BREL, 1976-82).

FIRST HST TRIP

BR's 1303 service was my first on an HST and fastest in Britain during this holiday, averaging a good (but not great) 127 kilometres (79 miles) per hour over the old Great Western speedway.

BR 1540 [LONDON PADDINGTON] BATH SPA-BRISTOL TEMPLE MEADS

Ed

X

C* [5]

R

C [2]

LA GRANDE ALLURE: 1976

Depart 1540, arrive 1558 non-stop, to check out Temple Meads, located adjacent to an historic predecessor station dating from 1840's; * Bristol was once an important sea port but was now mainly a regional administrative and industrial centre; * 18 km in 18 mins, or 60 km/h (11mls/37 mph).

BR 1630 [WESTON-SUPER-MARE] BRISTOL TEMPLE MEADS-LONDON PADDINGTON HST

Ed

C [2]

BC

C* [4]

Ed

Depart 1630, arrive 1808, including stops at Bath Spa and Reading, so as to be able to take the London-Penzance Sleeper that evening; * This late afternoon HST featured complete meals at seat for first- class passengers, catered from the Buffet Coach; * 190 km in 1 hr 38 mins, or 117 km/h (118 mls/73 mph).

2 NOV:

BR 0055 LONDON PADDINGTON-PENZANCE

Ed

A

X

C

S* [4]

S [2] LONDON-PLYMOUTH

X "

C "

Depart 0055 (occupancy permitted from 2230), arrive 0750, including stops at Plymouth, St. Austell, Truro and Redruth, over what had been the Great Western's longest main line; * I had a 2-berth compartment to myself, possibly in an SLS-type Sleeper, one of four operating over the entire route, an additional two being set out along the way at Plymouth; * BR included an automobile carrier at the head of this train for those not wishing to face the long drive to the fishing port of Penzance, located at the western end of County Cornwall and jump-off point for the nearby Scilly Isles; * 488 km in 6 hrs 55 mins, or 71 km/h (305 mls/44 mph); * Sleepers possibly SLF (11sc), SLS (11dc).



1970's-12: BR's 0835 to Plymouth, Exeter and London Paddington ready to depart Penzance early on a fine November morning, led by grimy Class 52 WESTERN GLORY (1976/11/02) [PETER DAWES].

BR 0835 PENZANCE-EXETER ST. DAVIDS [LONDON PADDINGTON]

Ed	[2]	[1072 Western Glory; ?]
C	[2]	PLYMOUTH-LONDON
R		"
C*	[6]	
X		

Depart 0835, arrive 1152, including the same stops as on the overnight train as far as Plymouth, then non-stop to Exeter, behind a Class 52 diesel-hydraulic named WESTERN GLORY; * BR added a Restaurant car and two Coaches at Plymouth for passengers heading east as far as London; * Exeter was a Devonshire administrative centre and transport hub for both that county and Cornwall, possessing the requisite, gigantic medieval cathedral; * 210 km in 3 hrs 17 mins, or 64 km/h (131 mls/40 mph); * No. 1072 (BR, 1963; ex-D1072).

BR 1228 EXETER ST. DAVIDS-SALISBURY [LONDON WATERLOO]

Ed

C [3]

R

C

X

C* [2]

Depart 1228, arrive 1433, including stops at Axminster, Crewkerne, Yeovil Jct. and Sherborne, over the old London & South Western's Plymouth-London Waterloo line, featuring beautiful, west England countryside; * Salisbury was the county town for Wiltshire, boasting a world-class cathedral with the highest spire in England and serving as the jump-off point for nearby Stonehenge – which I should have, but didn't, visit; * 143 km in 2 hrs 5 mins, or 69 km/h (89 mls/43 mph)

BR 1445 [CARDIFF] SALISBURY-SOUTHAMPTON CENTRAL [PORTSMOUTH HARBOUR]

Cmd [3]

Depart 1445, arrive 1526, including stops at Dean, Dunbridge and Romsey, on a 3-unit, cross-country DMU; * 40 km in 41 mins, or 59 km/h (25 mls/37 mph).

HOME TOWN

Dad spent his first six years in Southampton, once the world's greatest passenger seaport, hosting liners ranging from White Star's MAJESTIC of the 1920's, to Canadian Pacific's EMPRESS OF BRITAIN of the '30's, Cunard's QUEEN ELIZABETH of the '40's, and that company's QE2 of the '60's. The city centre showed tell-tale signs of post-World War II reconstruction, after the Luftwaffe's determined attempts to disrupt shipping and destroy civilian morale.

BR 1710 [WEYMOUTH] SOUTHAMPTON CENTRAL-LONDON WATERLOO

Cme [3] BOURNEMOUTH-LONDON

Bme "

Cme [8]

Depart 1710, arrive 1823 non-stop, my first trip on one of BR's third-rail, Electric Multiple Unit trains, operating over the long-time route of boat trains connecting London with the transatlantic liners berthed at Southampton

LA GRANDE ALLURE: 1976

Docks; * North to Marylebone station by Underground on my favourite line, the deep-tubed Bakerloo – *this* being the way the Underground should be, not running on or near the surface as with, say, the Circle line; * 129 km in 1 hr 13 mins, or 106 km/h (81 mls/66 mph).

WATERLOO STATION

Once the London & South Western's London terminal, Waterloo was home to intercity services to Southampton, Bournemouth, Portsmouth and Exeter, as well as a huge commuter network.

BR 1910 LONDON MARYLEBONE-WENDOVER [AYLESBURY]

Cmd [4]

Depart 1910, arrive 1957, followed by another night at the Shoulder of Mutton.

3 NOV:

BR 1850 [AYLESBURY] WENDOVER-LONDON MARYLEBONE

Cmd [6]

To **MÜNCHEN** via London, Dover, Dunkerque, Paris, Strasbourg and Karlsruhe, the purpose being to meet up with my Ottawa friend, Louise, in Germany; * Depart 1850, arrive Marylebone 1937, transferring to Victoria station on the Bakerloo and Victoria lines.

VICTORIA STATION

Victoria was a huge terminal, in reality two adjacent, but later joined, stations built by the London, Brighton & South Coast and South Eastern & Chatham railways. It now hosted mainly commuter services, short intercity routes and Channel boat trains ports.

BR 2205 LONDON VICTORIA-DOVER MARINE [PARIS NORD] Night Ferry

Ed		LONDON-DOVER
X		"
B	[2]	"
S		[CIWL] LONDON-DUNKERQUE [BRUXELLES/BRUSSEL] [217-0]
S	[3]	[CIWL] [228-0, 215-7, 223-4]
X	[2]	[SNCF]



1970's-13: Paris-bound *Night Ferry* waits to depart from Platform 2 of Victoria station, its sign contrasting with the night sky (1978/??/??) [PETER DAWES].

Depart 2205, arrive Dover Marine 2335 non-stop, occupying a 9-compartment, F-type Sleeper, one of a fleet built especially for this service; * Cook's indicates a Restaurant car but I recorded two BR Buffet cars, the one closest to the front apparently used to serve the "seats" passengers back in the days when Coaches were included, but now occupied only by the Guard; * I failed to record the ferry, but let's say it was BR's VORTIGERN (named after a 5th century British warlord); * 125 km in 1 hr 30 mins, or 83 km/h (78 m/s/52 mph); * SNCF F Sleepers: No. 228-0 (CGC, 1952, 9dc; ex-CIWL 3987, 218-5); Nos. 215-7 (ex-3794, 205-2), 223-4 (ex-3805, 213-6), 217-0 (ex-3798, 207-8) (all ACNF, 1936, 9dc; ex-CIWL) – SNCF prefix for each: 66 87 79-42, for previous CIWL number: 66 66 06-41 (order of Paris cars assumed).

THE NIGHT FERRY

Inaugurated in 1937 by the Southern Railway of England, Northern Railway of France, and Wagons-Lits Co. (CIWL), the renowned *Night Ferry* was now operating in separate Sleeper and Coach sections on the English side. While the Sleepers were marked for Wagons-Lits and staffed by their *Conducteurs*, they were now either owned by, or in some cases leased to, SNCF. A typical consist now included four Sleepers (three to Paris; the other to Bruxelles/Brussel) and two SNCF *Fourgons* (baggage/express/mail cars) – all placed on a Sealink ferry at Dover for the crossing to Dunkerque. The Paris-bound cars passed right by the Canadian World War I memorial at Vimy Ridge, near Arras, in the early morning darkness.

4 NOV:

SNCF 490 [LONDON VICTORIA] DUNKERQUE MARITIME-PARIS NORD *Night Ferry*

Ee		DUNKERQUE-PARIS
C	[7]	"
X		"
B		"
S	[3] [CIWL]	[228-0, 215-7, 223-4]
X	[2]	

Depart 0502, arrive 0844, stopping only at Dunkerque Ville and proceeding via Hazebrouck, Béthune, Lens and Arras, having been awakened, while still on the ferry, by the sound of SNCF workers disengaging the tie-downs – the smell of their pungent French cigarettes invading my compartment; * The Paris-bound Sleepers were attached to this SNCF express (which offered a Buffet car for breakfast), while the Bruxelles/Brussel car was handled in a separate train via Lille; * Dunkerque was famous as the Flanders port from which British and French soldiers were evacuated in World War II by every type of vessel imaginable; * I walked for 10 minutes over to the Gare de l'Est through the early morning Paris crowds, then spent a couple of hours sampling the great city; * 312 km in 3 hrs 2 mins, or 103 km/h (195 mls/64 mph) – distance and timing from Dunkerque Ville; * Paris-to-London return operated via Lille; * One source (Behrend & Buchanan, *Night Ferry*, 87) has ferry using Dunkerque Ouest as port from July of 1976, while another (Cook's October 1976 *Continental Timetable*, 74) has it still as Dunkerque Maritime (69).

LA GRANDE ALLURE: 1976



1970's-14: Night Ferry Sleeping cars in Wagons-Lits colours resting at Paris Nord, after their overnight journey from London (1976/11/04) [PETER DAWES].

LES GARES DU NORD ET DE L'EST

Gare du Nord was the former Northern Railway terminal featuring intercity services to Boulogne, Calais, Lens, Lille, Bruxelles/Brussel, Amsterdam, Köln, Berlin, Hamburg, and other northern European cities. Gare de l'Est was the ex-Eastern Railway station hosting services to places such as Strasbourg, Metz, Luxembourg, Stuttgart, München, Salzburg, Wien, Budapest, Basel, Zürich and Bern. Each also had substantial commuter activity.

SNCF TEE 63 PARIS EST-STRASBOURG *Stanislas*

Ee [15040]

X

C [3]

R

C* [4]

LA GRANDE ALLURE: 1976



1970's-15: SNCF's luxurious, first-class TEE No. 63 *Stanislas* ready to depart Paris Est for Strasbourg, behind locomotive 15040 (1976/11/04) [PETER DAWES].

Depart 1100, arrive 1452, with one stop at Nancy on my fastest train during the 1976 holiday, averaging 130 kilometres (81 miles) per hour, behind modern electric locomotive No. 15040, built by the giant French company, Alstom; * *Stanislas* was a luxurious, first-class only, Trans-Europ Express named after a King of Poland and Duke of Lorraine, Stanislaus I (French spelling, "Stanislas"); * Communicating with the train staff was a bit stressful, given my high-school French of the day, and one look at the menu in the Wagons Lits-staffed Restaurant car left no doubt that it was priced for persons on expense accounts; * 504 km in 3 hrs 52 mins, or 130 km/h (315 mls/81 mph); * No. 15040 (ALS, 1971-76).

DB E3865 STRASBOURG-KARLSRUHE

Ee

C [4]

X

Depart 1459, arrive 1606, including stops at Kehl (Ger.), Appenweier, Baden Oos and Rastatt, most of the trip being on the Basel-Karlsruhe main line paralleling the Rhein; * DB's ordinary express trains carried the

LA GRANDE ALLURE: 1976

suffix “E” to signify multi-stop/semi-fast, or “D” for limited-stop; * Over the centuries, the Germans occasionally had used this Kehl portal as a prime invasion route into France; * Karlsruhe was a medium-sized administrative and industrial city located in the state of Baden-Württemberg and a major DB junction point; * 87 km in 1 hr 7 mins, or 78 km/h (54 mls/48 mph).

DB D667 [PARIS EST] KARLSRUHE-MÜNCHEN [WIEN WEST]

Ee			STRASBOURG-MÜNCHEN?
T			STUTTGART-WIEN
C*	[4]		KEHL-WIEN
C	[2]	[SNCF]	[PARIS] KEHL-SALZBURG
C	[2]		"
C	[2]	[SNCF]	"

Depart 1909, arrive 2258, including stops at Pforzheim, Stuttgart, Ulm and Augsburg, on a French/German train headed from Paris to Salzburg and Wien (could have taken this train right from Paris but wanted to use the TEE instead); * München was an important cultural and industrial centre located at the foot of the Bavarian Alps, rebuilt after wartime devastation; * Louise and I booked into a reasonably priced hotel right across from the station, visiting the Marienplatz (main square), Deutsches Museum, and (of course) the famous Hofbrauhaus, taking full advantage of the excellent public transit system with its subway, streetcar and Light Rail lines – and of her rapidly improving German; * 332 km in 3 hrs 49 mins, or 87 km/h (207 mls/54 mph).

LAST MINUTE PLATFORM ENCOUNTER

Louise was supposed to arrive at the Karlsruhe Hauptbahnhof (main train station) information desk from her Staufen-im-Breisgau base at the agreed-upon time of 1700 hours. Instead, she belatedly appeared on the platform just as our München-bound train pulled in – not a wise thing to do, given the highly punctual nature of German trains!

5 NOV:

MSB MÜNCHEN-DACHAU & RETURN

Cme [3]

Day trip to **DACHAU**, site of the infamous Nazi concentration camp, including stops at Obermenz, Allach and

Karlsfeld, on a train operated by DB for the suburban rail system, Münchener S-Bahnverkehr; * One comment only: anyone needing to be reminded of the tyranny of fascism really should visit this place; * Trip details not recorded.

7 NOV:

DB D360 MÜNCHEN-LINDAU [GENÈVE] Isar-Rhône

Ed	MÜNCHEN-LINDAU
C*	MÜNCHEN-LINDAU [FREIBURG]
C	MÜNCHEN-ST. MARGRETHEN [CHUR]
C	MÜNCHEN-GENÈVE [LYON]
C [3]	[SBB]
C	[SBB] MÜNCHEN-BREGENZ
X	

To **STAUFEN** via Lindau and Basel, departing 0800, arriving Lindau 1040, including stops at Buchloe, Kaufbeuren, Kempton and Immenstadt; * Named for rivers coursing through München and Genève, respectively, this express traversed generally flat Bavarian countryside behind a diesel locomotive, surprisingly without a Restaurant car; * Lindau was located just off the mainland on an island in the Bodensee (Lake Constance), linked by rail and road bridges; * 220 km in 2 hrs 40 mins, or 82 km/h (137 mls/51 mph); * Recall occupying a through München-Freiburg Coach, although Cook's says this car ran only as far as Basel; * Recorded the München-Bregenz Coach as being SBB, although it did not operate into Switzerland.

DB E2166 LINDAU-BAD KROZINGEN [FREIBURG]

Ed	LINDAU-BASEL
Ee	BASEL-FREIBURG
C*	[MÜNCHEN] LINDAU-BASEL [FREIBURG]
C [3]	
X	

Depart 1115, arrive 1512 (estimated), including stops at Friedrichshafen, Singen, Schaffhausen, Waldshut, Basel and Müllheim; * This train took us from Bavaria into Baden-Württemberg, along the north shore of the scenic Bodensee, pausing briefly in Basel Badischer station (DB's own Basel terminal on the north side of the Rhein), before reversing and heading north towards Freiburg; *[continued on next page]*



1970's-16: Staufen from the ruins of its castle, the Black Forest in the background and vines heavy with grapes ready for harvesting (1976/11/08) [PETER DAWES].

* By taxi from Bad Krozingen to Staufen, an interesting wine community located in the Black Forest region featuring a classic town square, remnants of an ancient castle on a hill overlooking the Rhein plain, views of the Vosges mountains beyond in France, and a Goethe Institut language school (named after the German poet, Johann Wolfgang von Goethe);* I spent two nights in the ancient Gasthaus Löwen-Faustube, whose owners boasted that it had been visited by Goethe, centuries ago; * 253 km in 3 hrs 57 mins, or 64 km/h (158 mls/40 mph).

LANGUAGE DIFFICULTIES

I spent a full day in Staufen while Louise was at class, my lack of German resulting in a face-to-face, lunchtime encounter, in the *Gasthaus* restaurant, with a very strange looking fish – a local delicacy, possibly a carp. Turned out that one of the waitresses spoke passable English, a fact she revealed only when I was checking out.



1970's-17: DB-owned Diesel *Schienenbus* (Railbus) at Staufen, departing for the end of the line at Untermünstertal (1976/11/08) [PETER DAWES].

9 NOV:

SWEG 81 [UNTERMÜNSTERTAL] STAUFEN HBF-BAD KROZINGEN

Cmd [DB]

Back to **WENDOVER** via Bad Krozingen, Freiburg-im-Breisgau, Hoek van Holland, Harwich and London; * Depart Staufen 1222, arrive Bad Krozingen 1230 non-stop, over a short branch connecting with the DB's Rhein main line; * The "Staufen Streak" (my name) was a single *Schienenbus* (Railbus) operated by DB for the Südwestdeutsche Eisenbahnen Aktiengesellschaft (Southwest German Rail Authority), comically seen off by an officious, immaculately uniformed station master; * Other SWEG trains operated through to Freiburg at peak times; * 5 km in 8 mins, or 38 km/h (3 mls/24 mph); * DB *Schienenbus* (possibly WFB, 1950-71).

DB E2278 [BASEL BAD] BAD KROZINGEN-FREIBURG IM BREISGAU [FRANKFURT-AM-MAIN]

Ee [110 442-1]

C [7]

LA GRANDE ALLURE: 1976

X



1970's-18: DB No. E2278 arriving at Bad Krozingen, on its way from Basel Badischer Bahnhof to Freiburg (1976/11/09) [PETER DAWES].

Depart 1236 (estimated), arrive 1248, behind a Class 110 electric locomotive, one of 379 (main series) built between 1956 and 1969 by firms ranging from Krauss-Maffei to Henschel and Siemens; * This was the first of several visits to this beautiful university city, with its pedestrian-friendly centre, little streams (called *Bachle*) flowing along the street, impressive cathedral on the Münsterplatz, and tidy tram system; * 15 km in 12 mins, or 75 km/h (9 mls/47 mph); * DB No. 110 442-1 (1967).

DB/NS TEE 6 [GENÈVE] FREIBURG IM BREISGAU-HOEK VAN HOLLAND Rheingold

Ee		BASEL-EMMERICH?
Ee	[NS]	EMMERICH?-HOEK VAN HOLLAND
C	[3]	GENÈVE-EMMERICH
C	[2]	GENÈVE-UTRECHT [AMSTERDAM]
C		[CHUR] BASEL-UTRECHT [AMSTERDAM]
CL		

LA GRANDE ALLURE: 1976

R [DSG]

C*

C [MILANO] BASEL-HOEK VAN HOLLAND

C [MILANO] BASEL-DUISBURG [HANNOVER]

Depart 1514, arrive 2249, with stops at Karlsruhe, Mannheim, Mainz, Koblenz, Bonn, Köln, Düsseldorf, Duisburg, Emmerich, Arnhem (Neth.), Utrecht and Rotterdam West **[equipment DB unless otherwise indicated]**; * Hoek was the outer port of Rotterdam and terminus for international trains serving northern Germany, Scandinavia, Poland and Russia – also some trains like *Rheingold* from Switzerland and Austria; * I was able to secure a cabin from the purser of the Sealink ferry (which I failed to record, but was possibly BR's ST. GEORGE), docking the next morning at Harwich, Essex, located on the estuary of the Stour and Orwell rivers, across the way from the major container port at Felixstowe; * 738 km in 7 hrs 35 mins, or 97 km/h (461 mls/60 mph); * DB locomotive might have operated through to Hoek.

TEE RHEINGOLD

Named after Richard Wagner's opera *Das Rheingold*, TEE No. 6 was an excellent first-class service running alongside much of the river, although its Dome car – one of the few ever to operate within Europe – had been discontinued earlier that year. Through Coaches were offered in various combinations from Genève, Chur/Zürich and Milano to Hannover, Amsterdam and Hoek for the largely business and tourist clientele. Operated by DB subsidiary, DSG (Deutsche Schlaf- und Spiesewagen Gesellschaft/German Sleeping and Restaurant Car Co.), the meal car offered reasonably priced domestic fare. Preceding *Rheingold* out of Freiburg by just nine minutes was another TEE, *Roland*, headed from Milano to Frankfurt and Bremen in northern Germany.

CHANNEL FERRIES

Sealink operated Channel ferries for the various national railways, in the case of Hoek-Harwich, using vessels owned by BR and the Dutch Stoomvaart Maatschappij Zeeland (Zeeland Steamship Co.).

10 NOV:

BR 0750 HARWICH PARKESTON QUAY-LONDON LIVERPOOL STREET *Hook Continental*

Ed

LA GRANDE ALLURE: 1976

X [2]

C [2]

R

B

C* [4]

Depart 0750, arrive 0914 non-stop, then by Central and Bakerloo lines over to Marylebone; * 112 km in 1 hr 24 mins, or 80 km/h (70 mls/50 mph).

LIVERPOOL STREET

Liverpool Street was a former Great Eastern (later London & North Eastern) station, a huge terminal serving that part of England east and north of the Thames and home to Ipswich/Norwich intercity services, Harwich boat trains, and many, many commuter services.

BR 1110 LONDON MARYLEBONE-WENDOVER [AYLESBURY]

Cmd [4]

Depart 1110, arrive 1157, then one night at the Shoulder of Mutton.

11 NOV:

BR 0950 [AYLESBURY] WENDOVER-LONDON MARYLEBONE

Cmd [4]

To **LONDON** to visit an English family met during the summer while on CNR's *Super Continental* between Jasper and Ottawa; * Depart 0950, arrive Marylebone 1037, then by Bakerloo and Victoria lines to Victoria station and a BR commuter train to Streatham, south London, for the evening and a sleep-over.

12 NOV:

BR 1210 LONDON MARYLEBONE-WENDOVER [AYLESBURY]

Cmd [4]

Back to **WENDOVER**, departing Marylebone 1210, arriving Wendover 1257, for a final night at the Shoulder before heading home.

13 NOV:

BR 0920 [AYLESBURY] WENDOVER-LONDON MARYLEBONE

Cmd [4]

Return to **OTTAWA**, leaving my parents to follow a week later; * Depart Wendover 0920, arrive Marylebone 1007, then by Bakerloo and Victoria lines to Victoria Air Terminal, a British Airways bus to Heathrow, a Boeing 747 to Mirabel, and a Voyageur Colonial Lines bus to Ottawa.



[From 984 brochure]



*[Wagons-Lits logo, on Night Ferry Sleeper
(1976 photo)] [PETER DAWES].*

1978

**ENGLAND/SCOTLAND/WALES
GERMANY/AUSTRIA/France
SWITZERLAND/BELGIUM
LUXEMBOURG**



[Deutsche Bundesbahn Intercity Timetable, cover]

SYNOPSIS

This was my second overseas holiday, featuring two weeks in England, Scotland and Wales, and another two in Austria, France, Germany and Switzerland. The above sketch portrays a Deutsche Bundesbahn Class 103 electric locomotive, mainstays on Trans-Europ Express, *Intercity*, and other fast trains.

My base was the Elizabeth Hotel in Ecclestone Square near Victoria station, London. Mom and Dad were also in England, based partly in Wendover, Buckinghamshire, and partly in Brighton on the south coast. I accompanied them on several trips in Britain, and toured the Continent both on my own and with an American buddy.

Trips taken: I took 66 during this holiday covering 12,302 kilometres (*7,678 miles*): 30 in Germany; 26 in the British Isles; 4 in France; 3 in Switzerland; 2 in Austria; and 1 in Belgium. Fifty-seven were in my "Coaches, Pullmans & Lounges" category and 9 in "Sleeping & Couchette Cars", but the latter accounted for 46% of the total distance. Nineteen were on self-propelled trains, covering just 10% of that distance. None was on a steam train.

Equipment units: 574, made up of 61 Locomotives & Related Units and 513 cars (Coaches, Pullmans & Lounges, 370; Sleeping & Couchette Cars, 66; Restaurant & Other Meal Cars, 26; Baggage & Miscellaneous Cars, 51).

BRITISH ISLES

Places visited in England: Barrow, Brighton, Carlisle, Chippenham, Dover, Folkestone, Lancaster, London, Oxenholme, Portsmouth, Shrewsbury, Windermere and Wolverhampton. ***Scotland:*** Armadale*, Edinburgh, Fort William, Inverness, Kyle of Lochalsh, Mallaig and Portree*. ***Wales:*** Llanelli and Milford Haven. (***Note:*** * indicates by non-rail means.)

Noteworthy train trips (all BR): ***Night Limited***, London Euston to Carlisle; **1542**, Oxenholme to Windermere; ***Royal Highlander***, London Euston to Fort William; ***Flying Scotsman***, Edinburgh to

LA GRANDE ALLURE: 1978

London King's Cross; **0050**, London Paddington to Milford Haven; **1248**, Llanelli to Shrewsbury.

Fastest average speed: **BR 0945**, London Paddington to Chippenham, 121 km/h (75 mph).

Slowest: **BR 1542**, Oxenholme to Windermere, 28 km/h (17 mph).

Memorable non-rail trips: none.

THE CONTINENT

Places visited in Austria: Salzburg and Wien. **Belgium:** Oostende. **France:** Calais, Dunkerque and Paris. **Germany:** Bad Krozingen, Bullay, Cochem, Donaueschingen, Eutingen, Freiburg-im-Breisgau, Freudenstadt, Hausach, Horb, Karlsruhe, Koblenz, München, Offenburg, Saarbrücken, Seebugg, Staufen, Stuttgart, Titisee, Traben-Trarbach, Trier, Tübingen, Untermünstertal and Wengerohr. **Switzerland:** Basel, Brig, Chur and Sargans.

Noteworthy train trips: **BR/SNCF Night Ferry**, London Victoria to Paris Nord; **DB IC Münchner Kindl**, Koblenz to München; **DB Orient Express**, München to Salzburg; **ÖBB/SBB Wiener-Walzer**, Wien West to Sargans; **Rhätische/Furka-Oberalp (RhB/FO) Glacier Express**, Chur to Brig; **SNCF/CFL/SNCB 298**, Basel SNCF to Oostende; **SNCF Flèche d'Or**, Paris Nord to Calais.

Fastest average speed: **DB D579**, Karlsruhe to Freiburg-im-Breisgau, 110 km/h (68 mph).

Slowest: **RhB/FO Glacier Express**, Chur to Brig, 30 km/h (19 mph).

Memorable non-rail trips: Köln-Düsseldorfer Linie (KDL)'s RHEINGOLD, Traben-Trarbach to Cochem on the Mosel.

HIGHLIGHT!

Taking BR's *Royal Highlander* from London Euston to Fort William in the company of my parents, a 2-berth compartment in one Sleeper for them, a single berth version in the adjacent carriage for me. Dad spent most of the night watching for famous places along the way, including the railway hubs of Crewe (one of the busiest in Britain), Preston and Carlisle.

MILESTONE

Some international expresses still bore the names of famous predecessors, including the *Orient Express* I took from München to Salzburg. Not to be confused with the luxury tourist train of later years, this was a hard-working remnant of the Wagons-Lits service which once ran all the way from Paris Est through to Constanța on the Black Sea, where a connecting steamer took passengers onward to İstanbul. The 1978 version offered one Sleeping and five Couchette cars as far as Salzburg, and a Romanian Coach through to Buchurești.

SLEEPING CAR SUPPLEMENT

The *Bulletin de Supplement Voitures-Lits* below was issued by SNCF at their Bâle (French for Basel/Basle) station, for my trip on No. 298 to Oostende, Belgium. It entitled me to a “Tourist 3” berth in a 3-berth compartment, for 57 Francs. “Pool 04” refers to the group of railways which now operated most international services in western Europe, although the car itself still was manned and provisioned by the Wagons-Lits Co..

Paris Teil C		BULLETIN DE SUPPLEMENT VOITURES-LITS BETTKARTE N° 02212969		Passeport d'émission	Ausgabestelle													
Observations / Bemerkungen		QUITTANCE Quittung		87														
Exploitant Betriebsführung	Code N° de/von			à/nach														
POOL 04	BALE			OSTENDE	vla													
<input type="checkbox"/> Réservation en corresp. suit <input checked="" type="checkbox"/> Anschlag - Reservierung folgt Réduction Ermäßigung	Catégorie de place / Bettklasse	Touriste T 4	Touriste T 3	Touriste T 2	Douille	Spécial	Single	Perte essence / Vertriebsleiter	Monteur / Huert	Dame / Dame	Famille / Familie	Groupe / Gruppe	Position lit / Bettlage				<input type="checkbox"/> Si non possible Ersatzbestellung	
Motif Grund	%	X							X									
Nom Name	Adresse																	
Prix/Preis	Veillez conserver soigneusement cette quittance. Si une place ne peut être attribuée vous serez remboursé contre remise de cette quittance et du bulletin de supplément. Bitte bewahren Sie diese Quittung als Zahlungsnachweis auf. Wenn die Plätze nicht zugeteilt werden können, erhalten Sie ihr Geld gegen Rückgabe von Quittung und Bettkarte zurück.																	
Fr.S.	Non valable comme bulletin VL Nicht gültig als Bettkarte																	
57.00	BALU OSTENDE																	

TRIPS AND TRAIN COMPOSITION

· **25-26 AUG:** To **LONDON**, starting with a Voyageur Colonial Lines bus to Mirabel International Airport, then a British Airways Boeing 747 overnight to London Heathrow; * From Heathrow to Victoria on London Transport's recently extended Piccadilly line, then sightseeing with my American buddy Greg Thompson, who was also in Europe for some train travelling and a tram tour of the Soviet Union (two nights at the Elizabeth Hotel); * More touring the next day in London, checking out the Underground, BR main-line stations, and London Transport Museum.

28 AUG:

BR 2205 LONDON VICTORIA-DOVER MARINE [PARIS NORD] *Night Ferry*

Ed		LONDON-DOVER
X		"
S	[SNCF]	LONDON-DUNKERQUE [BRUXELLES/BRUSSEL]
S*	[3]	[SNCF]
X	[2]	[SNCF]

To **TRIER**, Germany, via Dover, Dunkerque, Paris and Saarbrücken; * Depart 2205, arrive Dover Marine 2335 non-stop, occupying one of *Night Ferry's* F-type Sleepers, now manned by bilingual British Rail instead of Wagons-Lits staff but no longer offering a meal car in either England or France; * Train ferry might have been ALA's SAINT ELOI, which I managed to photograph in Dover train-ferry dock later on during this holiday; * I apparently misplaced around \$50 in bills of various currencies while on the train, the only time I've ever lost any money or documents on these holidays (touch wood); * 125 km in 1 hr 30 mins, or 83 km/h (78 mls/52 mph); * SNCF F Sleepers (ACNF or CGC, 1936-7/1952), 9dc; ex-CIWL) – please see 16 SEP trip ahead for possible car numbers.

L'ALA

One of BR's Sealink partners was the Société anonyme de navigation Angleterre-Lorraine-Alsace, once a subsidiary of the old Chemin de fer du Nord and still an operator of rail-related maritime services for SNCF.



1970's-19: Forecourt of BR's Victoria station in London, with a signature double decker "Routemaster" lined up (*second from left*) at the bus platforms (1978/??/??) [PETER DAWES].

29 AUG:

SNCF 490 [LONDON VICTORIA] DUNKERQUE MARITIME-PARIS NORD *Night Ferry*

Ee DUNKERQUE-PARIS

C [11]

S* [3]

X [2]

Depart 0502, arrive 0844, with one stop at Dunkerque Ville, our Paris Sleepers and *Fourgons* attached to this express; * Glorious, early morning Paris sunshine greeted us on our short walk over to Gare de l'Est; * 312 km in 3 hrs 2 mins, or 103 km/h (195 mls/64 mph) – distance and timing from Dunkerque Ville; * Northbound counterpart ran via Lille; * One source (Behrend & Buchanan, *Night Ferry*, 87) has ferry using Dunkerque Ouest as port from July of 1976, while another (Cook's October 1976 *Continental Timetable*, 74) has it still as Dunkerque Maritime, as does Sept. 1980 version (69).

LA GRANDE ALLURE: 1978



1970's-20: ALA's SAINT ELOI in Dover train-ferry dock, one of several vessels used on the *Night Ferry* service (1978/09/13) [PETER DAWES].

SNCF 257 PARIS EST-SAARBRÜCKEN [FRANKFURT-AM-MAIN]

Ee		PARIS-SAARBRÜCKEN? [15057]
C	[2]	PARIS-METZ [LUXEMBOURG]
R		"
C	[3]	"
C*	[2]	PARIS-KAISERSLAUTERN [HEIDELBERG]
C	[4]	
C		[DB]
C		

Depart 0930, arrive 1403 on a mostly French train (just one German Coach), including stops at Châlons-sur-Marne, Bar-Le-Duc, Metz and Forbach, behind electric locomotive No. 15057; * This was another of the prime invasion routes used by the Germans over the centuries into France, with Saarbrücken – now a major German coal and industrial centre – alternatively possessed by both nations; * 434 km in 4 hrs 33 mins, or 95 km/h (271 mls/59 mph); * Clock in the photo below reads 1020, but the Cook's utilized here has departure at 0930; * No. 15057 (ALS, 1971-76).



1970's-21: SNCF No. 257 ready to depart Paris Est for Saarbrücken and Frankfurt, powered by Alstom-built electric locomotive 15057 (1978/08/29) [PETER DAWES].

DB E3766 SAARBRÜCKEN-TRIER

Ee

C [3]

Depart 1448, arrive 1559 (one night there), including stops at Volkingen, Sarrlouis and Sarrbourg; * Trier was an interesting, medium-sized German city located on the Mosel river in the state of Rheinland-Palatinate, featuring an ancient gate (Porta Nigra), imperial baths, and coliseum ruins dating from Roman times; * Located near the station, our hotel was quite noisy due to vehicular traffic; * 88 km in 1 hr 11 mins, or 75 km/h (55 mls/47 mph).

30 AUG:

DB 7473 TRIER-WENGEROHR

Ee

X

C [4]

LA GRANDE ALLURE: 1978

To **TRABEN-TRARBACH** on the Mosel, via Wengerohr and Bullay; * Depart 1628, arrive Wengerohr 1705 along the *Moselbahn*, including stops at Quint and Fohren – this being the first of three, perfectly connecting local trains; * 36 km in 37 mins, or 58 km/h (22 mls/36 mph).

DB 7471 WENGEROHR-BULLAY

Cmd [2]

Depart 1710, arrive 1727, including a stop at Bengel, on a 2-car, Diesel Multiple Unit (DMU) train – this equipment found on branch lines all over western Germany; * 17 km in 17 mins, or 61 km/h (11 mls/38 mph).

DB 8456 BULLAY-TRABEN TRARBACH

Cmd

Depart 1730, arrive 1747, including a stop at Reil, this time on a single DMU; * Traben and Trarbach were towns on either side of the Mosel, featuring excellent white wines such as those offered on the terrace of our excellent Hotel Brauneberg; * Greg's German was quite good, he having lived there as an American military brat, while mine was better than on my 1976 trip, due to an intensive, every-day-after-work course lasting six weeks at the Ottawa Goethe Institut – but still nowhere near good enough to enable a real conversation; * 13 km in 17 mins, or 46 km/h (8 mls/29 mph).

31 AUG:

DB E2055 [LUXEMBOURG] COCHEM-KOBLENZ [FRANKFURT-AM-MAIN]

Ee

C [4]

C* [2] TRIER-KOBLENZ

To **MÜNCHEN** via Cochem and Koblenz, beginning with a voyage on one of KDL's older vessels, RHEINGOLD, down river as far as Cochem – a pleasant time, what with excellent food and drink in the restaurant; * Cochem was a large town located on the left bank of the Mosel, overlooked by a small castle and vineyards planted on the surrounding hills; * Depart there at 1511, arrive Koblenz 1546 non-stop, on a Luxembourg-Frankfurt express, Koblenz being the place where the Mosel empties into the Rhein – a medium-sized city on DB north-south main line linking places such as Köln, Düsseldorf and Bonn with Frankfurt, München and Basel; * 47 km in 35 mins, or 81 km/h (29 mls/50 mph).

LA GRANDE ALLURE: 1978



1970's-22: KDL's RHEINGOLD on the Mosel, in this case approaching Winningen on a voyage upriver from Koblenz to Cochem (1984/05/27) [PETER DAWES].

DB IC127 [HANNOVER] KOBLENZ-MÜNCHEN *Münchner Kindl*

Ee	HANNOVER-FRANKFURT AM MAIN [103 189-7]
Ee	FRANKFURT AM MAIN-MÜNCHEN
C	[2]
R	[DSG]
C*	[3]
C	HANNOVER-FRANKFURT AM MAIN

Depart 1554, arrive 2115, including stops at Wiesbaden, Frankfurt-am-Main and Würzburg, on an IC train whose name meant "Munich Child" and powered by a Class 103 locomotive, one of 145 units produced by Henschel, Krauss Maffei, Siemens and other leading companies; * IC trains were first-class only at this time, and this one featured a Restaurant car plus change of locomotives and reversal of direction in the impressive Frankfurt Hauptbahnhof; * We shared a compartment with several persons, including a beautiful but nasty woman who, before leaving the train at Würzburg, let everyone know that she disliked "Americans" (we must have offended her in some manner); * Upon arrival, we checked into the same hotel opposite the station that I'd used in 1976, for three nights; * 542 km in 5 hrs 21 mins, or 101 km/h (338 mls/63 mph); * No. 103 189-7 (1970-74).



1970's-23: DB *Intercity* express No. 127 *Münchner Kindl* pulls into Koblenz behind electric locomotive 103 189-7, on its dash from Hannover in northern Germany to Bavaria in the south (1978/08/31) [PETER DAWES].

EXPLORING MÜNCHEN

Excellent transit systems made getting around European cities easy, München being no exception. I took the impressive *U-Bahn* (subway) to Olympic stadium to watch Bayern München, led by stars Paul Breitner, Gerd Müller and Karl-Heinz Rummenegge, defeat Eintracht Frankfurt 3-1 in a *Bundesliga* (Federal League) soccer match. We watched the late evening action in the Hauptbahnhof, including a 13-car *Mostar-Dalmacija-Express* (mainly Yugoslav cars heading south to places like Rijeka and Sarajevo), and a 14-car *Brenner Express* (mostly Italian cars for Milano, Venezia, Roma and so on).



1970's-24: München trams at the Karlsplatz, an important component of a wonderful urban and suburban transport system (1978/09/??) [PETER DAWES].

3 SEPT:

DB D263 [PARIS EST] MÜNCHEN-SALZBURG [BUDAPEST] *Orient Express*

Ee	[ÖBB]	MÜNCHEN-WIEN
C		PARIS-WIEN
C*	[CFR]	PARIS-BUDAPEST [BUCHUREȘTI]
X		
C	[MÁV]	
C		
C		PARIS-SALZBURG
S		"
T	[2]	"
T	[DB]	"
T	[2]	"

LA GRANDE ALLURE: 1978

C [3] [DB] STUTTGART-WIEN
B [DB] "

To **WIEN** via Salzburg, departing 0845, arriving Salzburg 1015 non-stop, behind an electric locomotive owned by ÖBB, the Austrian Federal Railways *[equipment SNCF unless otherwise indicated]*; * Passengers could use an exotic MÁV (Hungarian) Coach destined for Budapest or, like us, a CFR (Romanian) version going beyond to Buchurești; * Salzburg lived up to its billing as a beautiful city, split by the Salzach river, crisscrossed by narrow streets, and presided over by the Hohensalzburg fortress; * 153 km in 1 hr 30 mins, or 102 km/h (95 mls/63 mph).

ÖBB TS165 [BREGENZ] SALZBURG-WIEN WEST Bodensee

C* [2]
B
C
PCe
C [2]
B
C
PCe
C [4]

Depart 1440, arrive 1755, including stops at Attnang-Puchheim, Wels, Linz and St. Polten, on a train named after the Bodensee, upon which the originating town of Bregenz was situated; * This pleasant journey across the Austrian plain was followed by three nights in a small, classic hotel right in the centre of the country's famed capital; * 317 km in 3 hrs 15 mins, or 98 km/h (198 mls/61 mph); * We spent the next two days travelling on the huge fleet of streetcars operating around, within and beyond the famous "Ring" (passing by magnificent buildings dating from the pre-World War I era when this city was the centre of the Hapsburg Dynasty and Austro-Hungarian Empire), attending a concert at the magnificent *Statsoper* (featuring the Wiener Philharmonic), taking in a comedy at the *Volksoper*, and riding the tram to the wine suburb of Grinzing.



[From 1978 pass]

LA GRANDE ALLURE: 1978



1970's-25: Trams circulating around the famous Wien ring, with the parliament building looming in the background (1978/09/??) [PETER DAWES]

UNUSUAL CONFIGURATION

On the ÖBB, "TS" stood for *Triebwagenschnellzug* (Express Railcar Train), which, in the case of No. 165, appeared to consist of two, 5-car sets (each including a Buffet car and Power Coach), followed by another 4-car set of pure Coaches.

6-7 SEP:

ÖBB/SBB 466 WIEN WEST-SARGANS [BASEL SBB] Wiener-Walzer

Ee		[SBB]	BUCHS?-BASEL
Ee			WIEN-BUCHS?
C	[2]		WIEN-SALZBURG
C	[3]	[SBB]	
S*	[2]	[SBB]	
T	[3]	[SBB]	

LA GRANDE ALLURE: 1978

X	[SBB]
C	[GRAZ] BISCHOFSHOFEN-BASEL
T	"
C	"

To **BRIG**, Switzerland, via Sargans and Chur, on a train named for the famous Viennese waltzes; * Depart 2010, arrive Sargans 0709 next morning, including stops at Linz, Wels, Salzburg, Bischofshofen (to pick up Graz cars), Innsbruck, Feldkirch and Buchs (Swit.) – Sargans being a major Swiss rail junction a short distance west of the Austrian border; * The *Walzer* was a typical, overnight continental mixture of Coaches, Couchette cars and Sleepers [*equipment ÖBB except as indicated*], and we occupied one of the two SBB Sleepers, both MU types with a dozen, 3-berth compartments; * 767 km in 10 hrs 59 mins, or 70 km/h (479 mls/43 mph); * MU Sleepers (WMD, 1963-4, 12tc; ex-CIWL).

POOL TEN

By now, Sleeping cars on international routes were being operated by a consortium of nine continental railways (CFL, DB, DSB, FS, NS, ÖBB, SBB, SNCB and SNCF) under the Pool TEN banner, the "TEN" standing for Trans-Euro *Nacht, Nuit, Night*, and so on. Each owning railway assigned its share of Sleepers to the pool, while the Wagons-Lits Co. staffed and provisioned the cars, in cooperation with DB's DSG subsidiary where western Germany was involved. Excluded was the *Night Ferry*, essentially an SNCF operation where the Sleepers were concerned.

7 SEPT:

SBB 407 [ST. GALLEN] SARGANS-CHUR

Ee

C [6]

X

Depart 0814, arrive 0837, including stops at Bad Ragaz and Landquart, on a local Swiss train; * Chur was the administrative capital of the Grisons region of southeastern Switzerland, as well as a major rail centre for SBB and the extensive, narrow-gauge, Rhätische Bahn system; * 27 km in 23 mins, or 71 km/h (17 mls/44 mph).



1970's-26: SBB MU-type Sleeping car at Sargans, Switzerland, just arrived from Wien on its way to Basel in the *Wiener-Walzer* – its colours very much in contrast to a sister car (right), still in Wagons-Lits livery (1978/09/07) [PETER DAWES].

RhB/FO 33 CHUR-BRIG [ZERMATT] *Glacier Express*

Ee		CHUR-DISENTIS [610]
Ee	[FO]	DISENTIS-BRIG
C	[FO]	CHUR-BRIG
C		
C*	[FO]	
R		CHUR-ANDERMATT
C	[3]	CHUR-DISENTIS
X		"

Depart 0906, arrive 1417, including stops at Reichenau, Disentis, Andermatt, Oberwald and Fisch, over a mountainous, narrow-gauge line operated by the Rhätische Bahn as far as Disentis and Furka-Oberalp beyond **[equipment RhB except as noted]**; * Identified from a slide, RhB locomotive No. 610 was built by Schweizerische Lokomotiv- und Maschinenfabrik, with electricals supplied by other companies; **[continued on next page]**



1970's-27: Looking back and down from the last car of Furka-Oberalp's *Glacier Express*, the rack evident on this stretch west of Andermatt (1978/09/07) [PETER DAWES].

* This was a through train to Brig, with cars for Zermatt beyond, featuring breathtaking scenery, heavy gradients requiring rack sections, and a Restaurant car on the first part of the journey – but the *pièce de résistance* was the spectacular run into Andermatt (as portrayed in the photograph appearing on the title page of this volume), this descent made just as the train crossed high above the Swiss-Italian Gothard Tunnel, buried deep in the mountain below; * Brig was located in the Valais canton at the northern entrance of another tunnel, the Simplon linking Switzerland with Milano and the rest of Italy; * I spent the night in a small *Gasthaus* after seeing Greg off to London on a 14-car, mostly SNCF, Venezia-Calais train, a remnant of the old *Direct-Orient Express* which used to carry Sleeping cars between Paris and Beograd, Athina and Istanbul; * 157 km in 5 hrs 11 mins, or 30 km/h (98 mls/19 mph); * No. 610 (SLM, 1953).

NO WARNING!

During one stop out in what appeared to be the middle of nowhere, I stepped off the last Coach of the *Glacier Express* to photograph the train, knowing that we were in a siding and assuming we wouldn't be continuing on for a while. Imagine my surprise when the train began to move forward, requiring me to scramble back on board. Lesson learnt: you never know when a European train might take off without warning!

8 SEPT:

BLS/SBB 615 BRIG-BASEL SBB

Ee		
C	[3]	BRIG-SPIEZ
X		"
C*	[2]	[SBB]
C	[DB]	[INTERLAKEN] SPIEZ-BASEL [HOEK VAN HOLLAND]
X	[SBB]	[INTERLAKEN] SPIEZ-BASEL
C	[4]	[SBB] "

To **FREIBURG-IM-BREISGAU**, Germany, via Basel SBB and Badischer stations; * Depart 0905, arrive Basel SBB 1237, including stops at Kandersteg, Frutigen, Spiez, Thun, Bern and Olten **[equipment BLS unless otherwise indicated]**; * This train featured a spectacular ride over the private Bern-Lötschberg-Simplon railway as far as Bern, built into the mountain side high above the Rhône valley, then through the famous 15-kilometre (9-mile) Lötschberg tunnel to Spiez, where some cars were removed and others from Interlaken added; * 253 km in 3 hrs 32 mins, or 72 km/h (158 mls/45 mph).

THE BLS

Bern-Lötschberg-Simplon was a private railway whose intercity services were fully integrated with those of SBB. It also owned the Bern-Neuchâtel (BN) and Speiz-Erlenbach-Zweisimmen (SEZ) railways that I would use during 1980's holidays, and operated vessels on lakes Thun and Brienz. Only during this holiday (1978) did I differentiate between SBB and BLS/BN/SEZ equipment when recording train composition.

LA GRANDE ALLURE: 1978



1970's-28: Rhône valley from the Bern-Lötschberg-Simplon main line, taken from Brig-Basel No. 615 (1978/09/08) [PETER DAWES].

DB D202 BASEL SBB-BASEL BAD [AMSTERDAM] Lorelei Express

Ee		BASEL-EMMERICH?
X		
C	[4]	[ROMA] BASEL-AMSTERDAM
R		[DSG]
C		
X		
C		
C*	[2]	[CHUR] BASEL-AMSTERDAM
C		[ANCONA] BASEL-KÖLN [HAGEN]

Depart 1300, arrive 1306, changing to a local service in Badischer station, to have a better view of towns along the way; * *Lorelei Express* was named after the cliff on the Rhein made famous in German literature and music, and was unusual – of the work-horse international trains I rode – in featuring a full Restaurant car.



1970's-29: BLS trains meet at Spiez station, junction point for the major tourist town of Interlaken located on lakes Thun and Brienz (1978/09/08) [PETER DAWES].

DB 5758 BASEL BAD-FREIBURG IM BREISGAU

Ee

C [5]

Depart 1326, arrive 1431, including stops at Müllheim and Bad Krozingen; * I spent four nights at the small Hotel Stephanie on Poststrasse, a few blocks from the station (nice room; good continental breakfast), while enjoying the fully coordinated tram-bus system and taking various excursions on DB – all of this cementing Freiburg's status as my favourite place visited in Germany; * 62 km in 1 hr 5 mins, or 57 km/h (39 m/s/35 mph).

9 SEPT:

DB 4561 FREIBURG IM BREISGAU-TITISEE [NEUSTADT]

Ee

C [4]

LA GRANDE ALLURE: 1978



1970's-30: Freiburg-im-Breisgau street scene, with the impressive *Münster* (cathedral) looming large in the background (1978/??/??) [PETER DAWES].

Day excursion to **DONAUESCHINGEN**, mainly for sightseeing through the Black Forest region, via Titisee and Seebrugg, returning via Offenburg; * Depart 1050, arrive Titisee 1132 over an electrified secondary line, including stops at Kirchzarten and Himmelreich – this being the junction point for the resort of Seebrugg to the south; * Local trains in Germany appeared to be mostly locomotive hauled, despite low traffic volumes; * 31 km in 42 mins, or 44 km/h (19 mls/27 mph), although this and some other Cook's timings in this region seem a bit off for this type of service.

DB 6481/6482 TITISEE-SEEBRUGG & RETURN

Ee

C [3]

Side trip to **Seebrugg**, departing 1134, arriving 1201, including a stop at Altglashütten, to a resort located on a beautiful lake; * Returning, depart 1213, arrive 1240, with the train reversed; * 19 km in 27 mins, or 42 km/h (12 mls/26 mph).

DB 4563 [FREIBURG IM BREISGAU] TITISEE-DONAUESCHINGEN [VILLINGEN]

Ee FREIBURG-NEUSTADT

Ed NEUSTADT-VILLINGEN

C [3]

Depart 1251, arrive 1401, including stops at Neustadt and Doggingen, hauled by a diesel locomotive after the electrification ceased at Neustadt; * Donaueschingen was a significant railway junction located on the eastern edge of the Black Forest at the source of the Donau (Danube) river; * 45 km in 1 hr 10 mins, or 38 km/h (28 mls/24 mph).

DB D570 [KONSTANZ] DONAUESCHINGEN-OFFENBURG [HANNOVER]

Ee

M

C* [5]

C KONSTANZ-OFFENBURG [SAARBRÜCKEN]

Depart 1451, arrive 1624, including stops at Villingen, St. Georgen, Triberg, Hornberg and Hausach, with the first car marked for Deutsche Post; * This was a highly scenic run over the *Schwartzwaldbahn* (Black Forest railway), passing brooding castles and ending up at Offenburg, located on the Basel main line a half-hour or so north of Freiburg; * 100 km in 1 hr 33 mins, or 65 km/h (62 mls/40 mph).

DB D577 [HAMBURG HBF] OFFENBURG-FREIBURG IM BREISGAU [BASEL SBB]

Ee

C* [4] HAMBURG-BASEL BAD

RC [DSG] "

C [4]

X

M

Depart 1712, arrive 1746 non-stop, on a Hamburg-Basel express trailing a postal car; * Two trains of note passed through Freiburg just after my arrival: D574, Basel-Westerland, including East German Deutsche Reichsbahn (DR) Coaches to Berlin and a Soviet State Railways Sleeper to Moskva; and D1351, Lörrach/Basel-Berlin, made up of DR Coaches and automobile carriers, plus two Mitropa Sleepers (Mitropa being the DR's sleeping and dining-car subsidiary); * 62 km in 34 mins, or 109 km/h (39 mls/68 mph).

10 SEPT:

SWEG 7095 FREIBURG IM BREISGAU-UNTERMÜNSTERTAL

Cmd [DB]

Afternoon excursion to **STAUFEN** via Untermünstertal, departing 1234, arrive 1315 at the latter place, including stops at Bad Krozingen and Staufen; * No. 7095 was a single *Schienenbus* operated by DB for the Südwestdeutsche Eisenbahnen Aktiengesellschaft/Southwest German Rail Authority (SWEG); * Untermünstertal turned out to be a non-descript town located at the end of this short, lightly used branch line, which carried the grand title, *Münstertalbahn*; * 26 km in 41 mins, or 38 km/h (16 mls/24 mph); * DB *Schienenbus* (possibly WFB, 1950-71).

SWEG 83 UNTERMÜNSTERTAL-STAUFEN SÜD [BAD KROZINGEN]

Cmd [DB]

Depart 1322, arrive 1334, returning to this interesting wine burg visited previously in 1976, with its ancient town square and castle ruins on a hill; * I later walked the five kilometres (*three miles*) alongside picturesque Neumagen creek over to Bad Krozingen, located on DB's Basel main line.

SWEG 7096 [UNTERMÜNSTERTAL] BAD KROZINGEN-FREIBURG IM BREISGAU

Cmd [DB]

Depart 1609, arrive 1621, careening along the Basel main line for 15 kilometres (*nine miles*) on another single *Schienenbus* – a bit scary, in that we were sharing tracks with full passenger and freight trains.

11 SEPT:

DB TEE 7 [HOEK VAN HOLLAND] FREIBURG IM BREISGAU-BASEL SBB [GENÈVE] Rheingold

Ee		EMMERICH?-BASEL [103 134-3]
C*	[3]	"
C		[AMSTERDAM] UTRECHT-BASEL [CHUR]
C		[AMSTERDAM] UTRECHT-GENÈVE
C	[2]	
R		[DSG]
C		HOEK VAN HOLLAND-BASEL [MILANO]
C		[HANNOVER] DUISBURG-BASEL [MILANO]



1970's-31: DB *Schienenbus* waits at the end of the line at Unterarmstertal for its return journey to Staufen and Freiburg, on behalf of the SWEG regional transport authority (1978/09/10) [PETER DAWES].

Day excursion to **BASEL**, departing 1452, arriving 1536, with one stop at Basel Bad; * Switzerland's second largest city after Zürich, Basel was a major financial centre and port located on the Rhein, with an interesting city centre and lots of trams focused on the SBB/SNCF station complex; * 67 km in 44 mins, or 92 km/h (42 mls/57 mph).

TRANS-EUROP EXPRESS

Two years after my 1976 trip, *Rheingold* was one of a shrinking band of TEE trains, what with the advent of regular-interval services such as DB's *Intercity*. Nonetheless, it still featured through Coaches from Dutch and German to Swiss and Italian points, not to mention a full Restaurant car.

DB IC178 BASEL SBB-FREIBURG IM BREISGAU [HAMBURG HBF] Mercator

Ee

C*

R [DSG]

C [3]

Depart 1815, arrive 1854, with one stop at Basel Bad, on an *Intercity* train named after the 16th century, Flemish-born cartographer, Gerardus Mercator; * 67 km in 39 mins, or 103 km/h (42 mls/64 mph).

12 SEPT:

DB D576 [BASEL SBB] FREIBURG IM BREISGAU-OFFENBURG [HAMBURG HBF]

Ee

M BASEL BAD-HAMBURG

X "

C [2] "

C* [ANCONA] BASEL-HAMBURG

C

RC [DSG]

C [5]

Return to **LONDON**, starting with an all-day excursion to Tübingen via Offenburg, Hausach, Freudenstadt, Eutingen and Horb, returning via Stuttgart and Karlsruhe – *then* to England via Basel, Oostende and Dover; * Depart 0935, arrive Offenburg 1010 non-stop, on a Basel-Hamburg express containing another mail car.

DB E2259 [WIESBADEN] OFFENBURG-HAUSACH [KONSTANZ]

Ee

C [5]

Depart 1022, arrive 1042, including a stop at Biberach, over the same *Schwarzwaldbahn* used three days earlier in the opposite direction, this time changing trains in the town of Hausach – suspiciously fast for a regional service like this, thus possibly a Cook's error; * 33 km in 20 mins, or 100 km/h (21 mls/62 mph).

DB 5968 HAUSACH-FREUDENSTADT

Cmd [3]

Depart 1050, arrive 1153, including stops at Schiltach and Alpirsbach, on a 3-car DMU train – this one slow for this type of service; * Freudenstadt was a northern Black Forest town completely rebuilt after burning to the ground at the end of World War II; * 39 km in 1 hr 3 mins, or 37 km/h (24 mls/23 mph).

DB E3652 FREUDENSTADT-EUTINGEN [STUTTGART]

Ed

C [3]

Depart 1218, arrive 1251, including a stop at Schopflock – a great, Germanic-sounding name, if there ever was one!; * 30 km in 33 mins, or 55 km/h (19 mls/34 mph).

DB E3707 [STUTTGART] EUTINGEN-HORB [ROTTWEIL]

Ed

C [3]

Depart 1255, arrive 1304, non-stop, the termination point of this train having bequeathed its name to the Rottweiler breed of dog.

DB 7222 HORB-TÜBINGEN

Cmd [3]

Depart 1400, arrive 1441, including stops at Rottenburg and Eyach – again, not sure Cook's timings were always correct on these cross-country locals; * Split by the Neckar river, Tübingen was a small city with a real medieval atmosphere, centred on a famous university dating from the 15th century; * 32 km in 41 mins, or 47 km/h (20 mls/29 mph).

DB E3622 [AULENDORF] TÜBINGEN-STUTTGART

Ee

C [3]

Depart 1647, arrive 1752, including stops at Reutlingen and Plochingen, the latter being on the München-Stuttgart main line; * Stuttgart was a large transportation and wine centre, its station and many other buildings rebuilt after wartime decimation; * 71 km in 1 hr 5 mins, or 66 km/h (44 mls/41 mph).

DB D562 [MÜNCHEN] STUTTGART-KARLSRUHE [SAARBRÜCKEN]

Ee

C [5] MÜNCHEN-PIRMASENS [KAISERSLAUTERN]

C* [2]

C [3] MÜNCHEN-KARLSRUHE

Depart 1809, arrive 1911, with one stop at Pforzheim; * 90 km in 1 hr 2 mins, or 87 km/h (56 mph/54 mph).

DB D579 [BREMERHAVEN] KARLSRUHE-FREIBURG IM BREISGAU [BASEL SBB]

Ee

RC [DSG] BREMERHAVEN-BASEL BAD

C BREMERHAVEN-BASEL SBB [ANCONA]

C [2]

C* [7] BREMERHAVEN-BASEL BAD

Depart 1941, arrive 2055, including stops at Baden-Oos (for the famous resort of Baden-Baden) and Offenburg – my fastest trip on the Continent during this holiday at 110 kilometres (69 miles) per hour; * I paused in Freiburg only long enough to retrieve a bag left for the day in a station locker; * 135 km in 1 hr 14 mins, or 110 km/h (84 mls/69 mph); * Locomotive might have been detached at Basel Bad, along with the Restaurant Coach.

DB IC177 [HAMBURG HBF] FREIBURG IM BREISGAU-BASEL SBB *Diplomat*

Ee

C* [2]

R [DSG]

C [4]

Depart 2105, arrive Basel SBB 2150, with one stop at Basel Bad.



[From DB Ihr Zug-Begleiter, Aug., 1978]



1970's-32: Freiburg-im-Breisgau No. 2 tram heading south on Kaiser-Joseph-Strasse to Günterstal, after passing through the Martinstor (1978/??/??) [PETER DAWES].

13 SEPT:

SNCF/CFL/SNCB 298 [MILANO CENTRALE] BASEL SNCF-OOSTENDE

Ee		BASEL-LUXEMBOURG?
Ee	[SNCB]	LUXEMBOURG?-OOSTENDE
M		BASEL-OOSTENDE
X		"
C	[2]	"
T	[SBB]	[CHUR] BASEL-OOSTENDE
S*	[SBB]	[BRIG] BASEL-OOSTENDE
C	[3] [FS]	
S	[SNCB]	
T	[SNCB]	
T	[SBB]	

LA GRANDE ALLURE: 1978

Depart 0018, arrive 0935, with stops at Mulhouse (Fr.), Colmar, Strasbourg, Metz, Thionville, Luxembourg, Arlon (Bel.), Namur, Bruxelles/Brussel, Gent and Brugge/Bruges *[equipment SNCF unless otherwise indicated]*; * No. 298 was an important express from Milano to the ferry port of Oostende, located on the English Channel roughly an hour west of Bruxelles/Brussel; * I occupied a compartment by myself in a standard Swiss Sleeper originating in Brig, possibly an AB33 type featuring eleven, 3-berth compartments, accompanied on this service by a Belgian T2 car (the "T" standing for Tourist) originating in Milano; * Also included was an SNCF Postal car, apparently running from Basel to Oostende; * We passed through the tiny country of Luxembourg in less than one hour during the night; * 705 km in 9 hrs 17 mins, or 76 km/h (440 mls/47 mph); * SBB AB33 (Builder unknown, 1959-73, 11tc), SNCB T2 (WMD, 1968, 18dc) (both ex-CIWL).

TRAIN TALK

After walking from the Swiss into the adjacent French station (and being waved through customs and immigration), I discovered, not my Oostende train, but rather a Calais service parked on another track. One of its Couchette cars was graced by an attractive English girl returning home from Interlaken with her parents – not a common occurrence by this time, as most English folk took their cars on the ferry. How bored was she? Enough to chat about trains for 15 minutes or so!

BR 1432 DOVER WESTERN DOCKS-LONDON VICTORIA

Cme [14]

From Oostende to Dover on a Sealink ferry operated by Régie de Transport Maritime/Regie Voor Maritiem Transport (Belgium Maritime Transport Authority), whose name I failed to record; * Depart Dover Western Docks 1432, arrive Victoria 1602 non-stop (three nights at the Elizabeth Hotel), on a 14-car, third-rail, Electric Multiple Unit (EMU) boat train; * This was my first daytime crossing of the historic English Channel, passing several other ferries and cargo ships; * 125 km in 1 hr 30 mins, or 83 km/h (78 mls/52 mph).

15 SEPT:

BR 1030 LONDON VICTORIA-PORTSMOUTH HARBOUR

Cme [4]

Cme [2] LONDON-BARNAM [BOGNOR REGIS]

Bme "

LA GRANDE ALLURE: 1978

Cme [5]

"

Day excursion to **BRIGHTON** via Portsmouth, through beautiful southern English countryside; * Depart 1030, arrive Portsmouth 1221, including stops at Horsham, Arundel, Barnham, Chichester and Havant, on a Mid-Sussex Line EMU train, with two-thirds of the cars going to Bognor Regis on the south coast; * Long home to the Royal Navy, Portsmouth had been largely rebuilt after heavy bombing during World War II and now acted as a jump-off point for the Isle of Wight, while featuring the preserved VICTORY, Lord Nelson's flagship at Trafalgar – a must pilgrimage for anyone with English blood!; * 140 km in 1 hr 51 mins, or 76 km/h (87 mls/47 mph).

BR 1433 PORTSMOUTH HARBOUR-BRIGHTON

Cme [4]

Depart 1433, arrive 1607, on another EMU stopping at Havant, Chichester, Barnham, Worthing and Hove; * Brighton was an interesting resort city located in East Sussex, featuring the Royal Pavilion based on an east Indian theme and Palace Pier jutting out into the Channel; * 74 km in 1 hr 34 mins, or a slow 47 km/h (46 mls/29 mph).

BR 1637 BRIGHTON-LONDON VICTORIA

Cme [6]

Bme

Cme [5]

Depart 1637, arrive 1732, on a non-stop EMU train; * 82 km in 55 mins, or 89 km/h (51 mls/55 mph).

16 SEPT:

BR 2205 LONDON VICTORIA-DOVER MARINE [PARIS NORD] Night Ferry

Ed

LONDON-DOVER

X

"

S

[SNCF]

LONDON-DUNKERQUE [BRUXELLES/BRUSSEL]

S

[3]

[SNCF]

[230-6, 215-7; ?]

S

[CIWL]

X

[2]

[SNCF]



1970's-33: SNCF *Fourgons* bring up the rear of the *Night Ferry* at Paris Nord, just arrived from London Victoria (1978/08/29 or 09/17) [PETER DAWES].

To **PARIS** via Dover and Dunkerque on the *Night Ferry* for the second time during this holiday, after an afternoon at Highbury stadium watching Arsenal defeat Bolton Wanderers 1-0 in a boring English Football League First Division game (my Queens Park Rangers were playing up north that afternoon); * Depart Victoria 2205, arrive Dover Marine 2335 non-stop, in one of three Sleepers destined for Paris – two of which sported SNCF colours, the third, CIWL; * I again failed to record our Sealink ferry to Dunkerque but let's say it was SNCF's SAINT GERMAIN; * SNCF F Sleepers (9 dc; ex-CIWL), two to Paris identified from slides (probably for this trip but possibly for the earlier 28 AUG version): Nos. 215-7 (ACNF, 1936; ex-CIWL 3794, 205-2) and 230-6 (CGC, 1952; ex-CIWL 3989, 220-1) – SNCF prefix for each: 66 87 79-42, for previous CIWL number: 66 66 06-41 (order of Paris cars assumed).

17 SEPT:

SNCF 490 [LONDON VICTORIA] DUNKERQUE MARITIME-PARIS NORD *Night Ferry*

Ee	DUNKERQUE-PARIS
C [9]	"

LA GRANDE ALLURE: 1978

S [3] [230-6, **215-7**; ?]
X [2]

Depart 0502, arrive 0844, with one stop at Dunkerque Ville, checking into the small, but cheap and convenient, Hôtel Paris-Nord near the station of the same name, and spending this day and half of the next exploring the famous sights of one of the world's great cities, ranging from the Eiffel Tower to the Left Bank – well worth it, despite hordes of people and terrible vehicular traffic.

18 SEPT:

SNCF 405 PARIS NORD-CALAIS MARITIME *Flèche d'Or*

Ee PARIS-AMIENS
Ed AMIENS-CALAIS
C [7]

To **PORTREE** on the Isle of Skye, via Calais, Folkestone, London, Carlisle, Barrow, Lancaster, Oxenholme, Windermere, Oxenholme (again), Carlisle (again), London (again, to pick up Mom and Dad), Fort William, Mallaig and Armadale; * Depart 1227, arrive Calais Maritime 1521, including stops at Amiens and Boulogne – Calais being on the Straight of Dover in Picardy and a major ferry port; * I failed to record my Sealink ferry to Folkestone but it was possibly BR's HENGIST or HORSIA, named after Germanic leaders invited during the 5th century to help the Britons defend against Scots and Picts; * 299 km in 2 hrs 54 mins, or 103 km/h (187 mls/64 mph).

FLÈCHE D'OR

My mid-day Paris Nord-London Victoria service was still named *Flèche d'Or* (Golden Arrow) in France, after the old Wagons-Lits, first-class Pullman service which, for many decades, had catered to the rich and famous. (The "Pullman" name in Europe was associated with luxury day time travel, not Sleeping cars as in North America.)

BR 1820 FOLKESTONE HARBOUR-LONDON VICTORIA

Cme [12]

Depart 1820, arrive 1948 non-stop, then by Underground to South Kensington on the District/Circle line, for dinner in my favourite Spanish-style restaurant – later onward to Euston station on the Piccadilly line for my first of two overnight treks north; * 118 km in 1 hr 28 mins, or 80 km/h (74 mls/50 mph).

18-19 SEPT:

BR 2300 LONDON EUSTON-CARLISLE [GLASGOW CENTRAL] *Night Limited*

Ee

X LONDON-CARLISLE

S* [2] "

S [6]

BL

S [4]

X

Depart 2300, arrive 0341 next morning, non-stop, on the all-Sleeper *Night Limited*; * I had a single berth compartment in one of two Carlisle Sleepers, probably an SLF-type – occupancy thankfully being permitted from 2230 until 0730; * Carlisle was an important railway centre located in Cumbria, very close to the Scottish border; * 481 km in 4 hrs 41 mins, or 103 km/h (300 mls/64 mph); * Sleepers: 8 SLF (11sc), 4 SLS (11dc) (BR or MC, 1957-64).

BRITISH RAIL SLEEPERS

Unlike most other holidays, I recorded BR Sleeper types (but not numbers) this time. On five trains, the totals were: SLF (11sc), 21; SLS (11dc), 20; and SLC (5sc6dc), 1.

19 SEPT:

BR 0945 CARLISLE-BARROW

Cmd [2]

Cmd [2] CARLISLE-WHITEHAVEN

Depart 0945, arrive 1223, including stops at Workington, Whitehaven and Ravenglass, on a 4-car DMU traversing the rugged Cumbrian coast along the Irish Sea, the towns isolated (by English standards) from the rest of the country; * Workington was a not-too-prosperous-looking industrial town, once the site of major steel-making facilities, while Barrow was a small Lancashire city located on the Furness peninsula, formerly a large ship-building and repairing centre; * 137 km in 2 hrs 38 mins, or 52 km/h (86 mls/32 mph).

CANADIAN CONNECTION

Once a mainstay of their Pacific Orient service, EMPRESS OF RUSSIA burnt and capsized at Barrow in 1946 while awaiting refit or paying-off after war-time trooping duties. Launched in 1913, she and her sister, EMPRESS OF ASIA remained coal-burners throughout their long careers – a big disadvantage in avoiding the enemy. In fact, ASIA had been detected by Japanese planes off of Singapore and destroyed in 1942.

BR 1233 BARROW-LANCASTER

Cmd [2]

Depart 1233, arrive 1339, including stops at Ulverston, Grange-over-Sands and Carnforth; * Lancaster was a small industrial city located on BR's West Coast Main Line between Preston and Carlisle; * 56 km in 1 hr 6 mins, or 51 km/h (35 mls/32 mph).

BR 1416 [BIRMINGHAM NEW STREET] LANCASTER-OXENHOLME [GLASGOW CENTRAL]

Ee

C* [8]

C [4] BIRMINGHAM-CARSTAIRS [EDINBURGH]

Depart 1416, arrive 1432 non-stop, on a major Birmingham-Scotland express stopping at Oxenholme, junction point for BR's branch line into the Lake District; * 31 km in 16 mins, or 115 km/h (19 mls/71 mph).

BR 1542/1808 OXENHOLME-WINDERMERE & RETURN

Cmd [2]

Side trip to **Windermere**, departing 1542, arriving 1616, including a stop at Kendal, to check things out for a future visit, possibly involving my parents; * Windermere and adjacent Bowness were the main tourist centres in Lake District National Park, and jump-off point for Ambleside, Grasmere, Keswick and other beautiful towns; * BR's modest station appeared to be at least as old as the railway's arrival in 1847, featuring an incredible ceramic urinal built right into the wall; * Returning, depart 1808, arrive Oxenholme 1831; * 16 km in 34 mins, or a very slow 28 km/h (10 mls/17 mph), inbound.

BR 1837 [LONDON EUSTON] OXENHOLME-CARLISLE

Ee

C [7]

B

C* [3]

X [2]

Back up the West Coast Main line, departing 1837, arriving 1925, with one stop at Penrith, in order to catch the Sleeper back down south; * 80 km in 48 mins, or 118 km/h (50 mls/73 mph).

ALL FOR A GOOD NIGHT'S SLEEP

Spending the evening in a working-class pub near Carlisle station was a real eye opener, in fact something right out of the TV show, *Coronation Street*. Some of the locals perhaps found it strange that a Canadian guy would be waiting in their pub for the London Sleeper to open for occupancy, but they never let on.

20 SEPT:

BR 0050 [GLASGOW CENTRAL] CARLISLE-LONDON EUSTON

Ee

X

C [4]

S [8]

S* [2] CARLISLE-LONDON

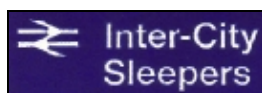
X [2] "

Depart 0050, arrive 0523 non-stop, on the former *Night Caledonian*, now nameless and including Coaches as well as Sleepers; * Overnight again in an SLF Sleeper (occupancy from 2230 to 0730), meeting up with Mom and Dad at Victoria (they having just arrived from Brighton), then spending the day sightseeing prior to heading to Euston for our trip north to Scotland; * Sleepers: 6 SLF (11sc), 4 SLS (11dc).

20-21 SEPT:**BR 2150 LONDON EUSTON-FORT WILLIAM *Royal Highlander***

Ed		MOTHERWELL-FORT WILLIAM?
Ee		LONDON-MOTHERWELL
X		LONDON-MOTHERWELL [<i>INVERNESS</i>]
S	[6]	"
S*	[2]	
C	[2]	
C	[2]	GLASGOW-FORT WILLIAM [<i>MALLAIG</i>]
BC		"
C		"

Depart 2150, arrive 1010 next morning, including stops at Crewe, Motherwell (Scot.), Glasgow, Dumbarton, Garelochhead, Arrochar & Tarbet, Crainlarich, Bridge of Orchy, Rannoch Station and Spean Bridge; * My parents occupied a 2-berth compartment in an SLS Sleeper, while their "tour guide" luxuriated in a single berth room in an adjacent SLF car; * Most of *Royal Highlander* was headed for Inverness, while extra cars (including a Buffet Coach) were added to the Fort William section during a call at Glasgow Queen Street; * 912 km in 12 hrs 20 mins, or 74 km/h (569 mls/46 mph); * Sleepers: 3 SLF (11sc), 5 SLS (11dc); * As with my 1976 trip, the diesel transferring the Fort William cars over from Motherwell might or might not have stayed on beyond Glasgow Queen Street.



[From baggage tag]

21 SEPT:**BR 1016 FORT WILLIAM-MALLAIG**

Ed		
C	[2]	[<i>GLASGOW</i>] FORT WILLIAM-MALLAIG
BC		"
C		"
C	[2]	

LA GRANDE ALLURE: 1978

Depart 1016, arrive 1158, including stops at Corpach, Glenfinnan and Arisaig, the scenery just as wonderful as during my 1976 trip; * We boarded a Caledonian MacBrayne ferry (unrecorded but possibly BUTE or LOCHMOR) for the short voyage to Armadale on the Isle of Skye, then a Highland Omnibus onward to Portree, again staying at the excellent Braeside Guest House; * 67 km in 1 hr 42 mins, or 39 km/h (42 m/s/24 mph).



1970's-34: Looking north from Crainlarich, a junction point on the *Royal Highlander's* route to Fort William (1976/10/18) [PETER DAWES].

22 SEPT:

BR 1055 KYLE OF LOCHALSH-INVERNESS

Ed

X

C [2]

To **INVERNESS**, starting with Highland Omnibuses to Kyle of Lochalsh, the vehicle being carried on a Caledonian MacBrayne ferry from Kyleakin to Kyle (unrecorded, but either LOCHALSH or KYLEAKIN); * Depart Kyle 1055, arrive Inverness 1346 over this beautiful line, including stops at Stronferry, Strathcarron, Achnasheen and Dingwall; * 132 km in 2 hrs 51 mins, or 46 km/h (82 m/s/29 mph).



1970's-35: Fishing boats in Mallaig harbour, photo taken from the wharf used by Caledonian MacBrayne ferries on the Isle of Skye run (1976/10/13) [PETER DAWES].

22-23 SEPT:

BR 2015 INVERNESS-LONDON EUSTON *Royal Highlander*

Ed	INVERNESS-MOTHERWELL?
Ee	MOTHERWELL-LONDON
B	INVERNESS-PERTH
X	
S*	[10]
X	
X	INVERNESS-CREWE
A	[2] "

To **LONDON** to attend a soccer game (one night at the Elizabeth Hotel), after establishing Mom and Dad in a nice hotel near Inverness station, with the intention of meeting up with them in Edinburgh, two days hence; * Depart 2015, arrive 0726 next morning, including stops at Carrbridge, Aviemore, Kingussie, Blair Atholl, Pitlochry, Perth, Motherwell and Crewe (Eng.); * I spent the night in a first-class SLF car, one of 10 Sleepers

LA GRANDE ALLURE: 1978

in the *Royal Highlander*, all from Inverness, given that the Fort William Sleepers were handled by different train southbound; * 914 km in 11 hrs 11 mins, or 82 km/h (570 mls/51 mph); * Sleepers: 1 SLC (5sc6dc), 3 SLF (11sc), 6 SLS (11dc) (all BR or MC, 1957-64).

HOTEL ON WHEELS

This was my *fifth* Sleeper journey in seven nights, my destinations being Paris, Carlisle, London, Fort William, now London again. The price was right, if I recall correctly, five pounds with a Britrail Pass – around that for a typical Bed and Breakfast, at least outside of London, albeit without the breakfast.

MOTORAIL

BR offered “Motorail” services on several routes, in the case of *Royal Highlander*, two automobile carrying units for those wanting to avoid the long drive south from Inverness. Motorists could claim their cars at Crewe and drive the relatively short distance to Manchester, Liverpool, northern Wales, and so on in this part of the British Isles.

23 SEPT:

BR 0945/1133 LONDON PADDINGTON-CHIPPENHAM [WESTON SUPER MARE] & RETURN HST

Ed

C [4]

BC

C* [2]

Ed

Side trip to the Wiltshire market town of **Chippenham** on an HST, strictly for sightseeing over the storied Great Western main line, accessing Paddington via the Circle line; * Depart 0945, arrive 1100, with stops at Reading, Didcot and Swindon, my fastest trip during this holiday at 121 kilometres (75 miles) per hour; * Returning, depart 1133, arrive 1258, then to Highbury on the Circle and Piccadilly lines to watch First Division heavyweights Arsenal and Manchester United tie 1-1 (forsaking, I confess, a QPR home victory over Aston Villa); * 151 km in 1 hr 15 mins, or 121 km/h (94 mls/75 mph); * HST Class 253 (BREL, 1976-82); * Order of cars reversed on return trip.



1970's-36: Two British Rail HST trains waiting to depart London Paddington station for the West Country and/or Wales, locomotive No. 253 009 on the left (1976/10/??) [PETER DAWES].

24 SEPT:

BR 1000 LONDON KING'S CROSS-EDINBURGH [ABERDEEN]

Ed
X
C [5]
B
C* [3]
X

To **EDINBURGH**, reaching King's Cross station on the Victoria line; * Depart 1000, arrive 1704, including stops at Doncaster, York, Darlington and Newcastle; * I met Mom and Dad as the evening Inverness train pulled into Waverley station, having arranged for two nights in a nice bed and breakfast within walking distance of the main sights; * 632 km in 7 hrs 4 mins, or 89 km/h (394 mls/55 mph); * Next day, we visited Holyrood Palace, St. Giles Cathedral and Edinburgh Castle, the Scottish street "punks" (complete with brilliantly spiked hair) challenging our memories of prim and proper, Scottish-Canadian dancers performing at the Glengarry Highland Games.



1970's-37: BR Inter-City train newly arrived in London's King's Cross station, headed by a Class 47 diesel (1976/??/??) [PETER DAWES].

SUNDAY SERVICE, BR STYLE

My 1000 King's Cross-Edinburgh was a standing-room-only, Sunday service, given BR's habit of reducing, rather than augmenting, Sunday frequency – not to mention adding stops on remaining trains. This apparently was due to extensive engineering works (what we would call track maintenance) on weekends, as well as traditional union contracts requiring double time for Sunday work.

26 SEPT:

BR 1000 EDINBURGH-LONDON KING'S CROSS *Flying Scotsman HST*

Ed

C [2]

BC

C* [2]

BC

C [2]

Ed

Back to **LONDON** on *Flying Scotsman*, departing 1000, arriving 1537, with just the one stop at Newcastle; * I got Mom and Dad established in a small hotel near Victoria station (not the Elizabeth, which unfortunately was booked solid), then took them by Underground for a wonderful supper at my South Kensington restaurant, during which Dad actually consumed wine for what he claimed was the first time in his life (only half a glass, though!); * 632 km in 5 hrs 37 mins, or 112 km/h (394 mls/70 mph).

THE FLYING SCOTSMAN

Our Edinburgh-King's Cross HST was a modern version of the steam-hauled express that, in its day, was one of the fastest trains in the world. These East Coast Main Line HST's were longer than their West Country/Wales counterparts out of Paddington, at eight cars versus seven. This *Scotsman* was slower at 112 kilometres (70 miles) per hour, with only one stop, than my Chippenham HST at 121 km (75 mls) per hour, with three stops – although different geography and rail infrastructure came into it as well.

27 SEPT:

BR 0050 LONDON PADDINGTON-MILFORD HAVEN

Ed [2]

X [2]

S* [2]

C [2]

X [9] LONDON-CARDIFF/SWANSEA?

Off for one final excursion, overnight to **MILFORD HAVEN** in southwestern Wales, returning to London via Llanelli, Shrewsbury and Wolverhampton; * Depart 0050, arrive 0846, including stops at Swindon, Newport (Wal.), Cardiff, Bridgend, Swansea, Llanelli and Carmarthen, occupying an SLF-type Sleeper (open from 2230); * Milford Haven turned out to be a utilitarian-looking tanker port and oil-refining centre located in Pembrokeshire, but I do recall being able to purchase a wonderful fresh pastry for breakfast; * 422 km in 7 hrs 56 mins, or 53 km/h (263 mls/33 mph); * Sleepers: SLF (11sc), SLS (11dc).

BOYS WILL BE BOYS

My Underground trip on the Circle Line to Paddington station was made more exciting than usual by some rowdy teenaged boys trying to impress the girls by hanging onto the outside of the carriage during station stops – forcing the exasperated driver to reset the doors each time.

PARCELS AND NEWSPAPERS

BR still carried a lot of parcels, newspapers and mail at this time, as evidenced by the 0050 Paddington-Milford Haven serving Wales. The low average speed reflected considerable shunting of cars during the night, although I don't know where the nine rear cars were removed. The two Sleepers were presided over by a disinterested attendant who, glued to a portable TV in his cubby hole, seemed quite resentful when passengers appeared to claim their berths.

BR 1030 MILFORD HAVEN-LLANELLI [SWANSEA]

Cmd [3]

Depart 1030, arrive Llanelli 1219, including a stop at Carmarthen, on a 3-car DMU train; * Llanelli was an industrial city located to the west of Swansea in Carmarthenshire, and the junction point for BR's Mid-Wales Line to Shrewsbury; * 97 km in 1 hr 49 mins, or 53 km/h (61 mls/33 mph).

BR 1248 [SWANSEA] LLANELLI-SHREWSBURY

Cmd [2]

Depart 1228, arrive 1548 on a 2-car DMU, including stops at towns with wonderfully Welsh names such as Llandovery and Llandrindod Wells; * This proved to be one of my most scenic trips in Britain, through lovely green countryside and ending up back in English Shrewsbury; * 177 km in 3 hrs 20 mins, or 53 km/h (110 mls/33 mph).

BR 1605 SHREWSBURY-WOLVERHAMPTON

Cmd [3]

Depart 1605, arrive 1701, including a stop at Wellington, this time on a 3-car DMU, followed by a quick change in Mom's hometown; * 48 km in 56 mins, or 52 km/h (30 mls/32 mph).

LA GRANDE ALLURE: 1978

BR 1729 WOLVERHAMPTON-LONDON EUSTON

Ee

X [2]

C* [4]

B

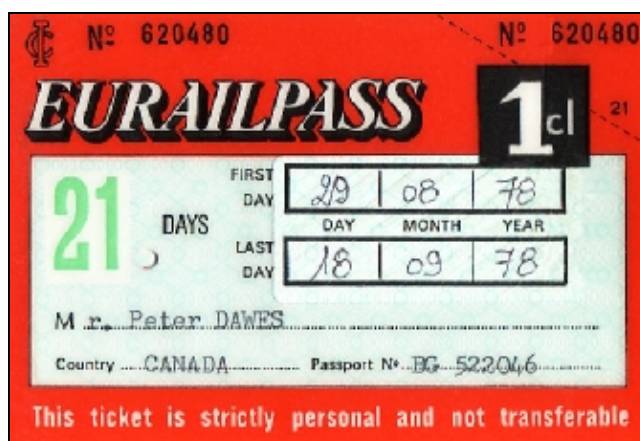
C [4]

Depart 1729, arrive 1925, with stops at Birmingham, Birmingham International, Coventry and Watford, followed by the Piccadilly and Victoria lines to the Elizabeth Hotel for two nights; * Visits to the Tate Gallery and other attractions occurred next day, in the company of an Ottawa friend who happened to be vacationing in London; * 212 km in 1 hr 56 mins, or 110 km/h (132 mls/68 mph).

- **29 SEPT:** Return to **OTTAWA**, starting with the Underground (District/Circle and Piccadilly lines) to Heathrow, then a British Airways Boeing 747 to Mirabel and Voyageur Colonial bus on the final leg.



[Spieseccarte, 1978, cover]



1979

ENGLAND/SCOTLAND



[McCrorie, Caledonian MacBrayne, cover]

SYNOPSIS

My third overseas trip featured one and half weeks in Scotland and another week or so in England. The family of a friend, Alison (whom I'd met during the previous year's holiday) provided accommodation in Renfrew (near Glasgow), and she accompanied me around Scotland. The above logo honours the government-supported company which provided essential ferry services in Scottish waters.

Trips taken: I took 18 during this holiday, covering 3,889 kilometres (2,427 miles) – all on BR. Fifteen were in my “Coaches, Pullmans & Lounges” category and 3 in “Sleeping & Couchette Cars”, but the latter accounted for 46% of the total distance. Six were on self-propelled trains, covering 6% of that distance. None was on a steam train.

Equipment units: 149, made up of 16 Locomotives & Related Units and 133 cars (Coaches, Pullmans & Lounges, 89; Sleeping & Couchette Cars, 20; Restaurant & Other Meal Cars, 7; Baggage & Miscellaneous Cars, 17).

BRITISH ISLES

Places visited in England: Barrow, Bristol, Lancaster, London, Oxenholme, Plymouth, Taunton and Windermere. **Scotland:** Arbroath, Aviemore, Ayr, Glasgow, Inverness, Kyle of Lochalsh, Loch Morlich*, Paisley, Portree*, Renfrew*, Stornoway*, Tarbert*, Uig* and Ullapool*. (**Note:** * indicates by non-rail means.)

Noteworthy train trips (all BR): **Night Aberdonian**, London King's Cross to Arbroath; **2355**, Glasgow Central to Bristol Temple Meads; **Cornish Riviera**, Plymouth to London Paddington; **2345**, London Euston to Barrow; **0929**, Lancaster to London Euston.

Fastest average speed: **BR 0929**, Lancaster to London Euston, 129 km/h (80 mph). **Slowest:** **BR 1130**, Oxenholme to Windermere, 38 km/h (24 mph).

LA GRANDE ALLURE: 1979

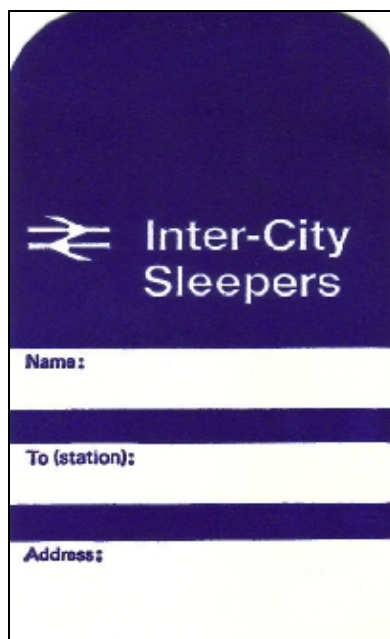
Memorable non-rail trips: Highland Omnibuses and Caledonian MacBrayne ferry HEBRIDES, Portree to Tarbert; also SUILVEN, Stornoway to Ullapool.

HIGHLIGHT!

Taking BR's *Night Aberdonian* from London's King's Cross station to Arbroath on the Scottish shores of the North Sea, diverted via Carlisle due to engineering work on the East Coast Main Line – occupying one of 10 well-filled Sleepers operating along with three Motorail cars for those wishing to avoid the long drive north.

MILESTONE

The “Barrow Sleeper”, from London Euston station to this Lancashire port city, was one of several overnight routes that soon would be discontinued as passenger traffic declined, and as the parcel, newspaper and mail traffic also carried by such trains shifted to road.



*[BR baggage tag, for use by
Sleeper passengers]*

TRIPS AND TRAIN COMPOSITION

- **27-28 SEPT:** To **LONDON** Heathrow by Air Canada Lockheed L-1011, direct from Ottawa with one enroute stop at Halifax – then onward to the Elizabeth Hotel by London Transport Underground (Piccadilly and District/Circle lines) for one night.

29-30 SEPT:

BR 2215 LONDON KING'S CROSS-ARBROATH [**ABERDEEN**] *Night Aberdonian*

Ed

A [3]

X

S [10]

X

To **RENFREW** via Arbroath and Glasgow, to meet up with Alison, subsequent to taking the Victoria and Piccadilly lines to Highbury stadium to watch Arsenal defeat Mom's home town team, Wolverhampton Wanderers, 1-0, in an English First Division match (my grandfather used to watch the Wolves play at Molineux stadium before the family emigrated to Canada, and Queens Park Rangers were playing up north that afternoon); * Depart 2215, arrive Arbroath 1315 next day, including stops at Edinburgh (Scot.), Kirkcaldy, Leuchars and Dundee, occupying a single compartment in an SLF-type car; * Arbroath seemed like a good disembarking point, affording a good sleep-in and permitting Renfrew to be reached by supper time; * Average speed not calculated due to diversion by an unknown route via Carlisle; * Sleepers: 5 SLF (11sc), 5 SLS (11dc) (BR or MC, 1957-64).

BR SLEEPERS

I recorded BR Sleeper types again in 1979 (but no numbers). On three trains, the totals were: SLF (11sc), 8; SLS (11dc), 7; and SLC (5sc6dc), 5. These were the final years for Mark I cars, which would be replaced by the mid-1980's.

LA GRANDE ALLURE: 1979



1970's-38: Glasgow Queen Street station, featuring a newly arrived BR push-pull train from Edinburgh, powered by Class 27 diesels (1976/10/18) [PETER DAWES].

30 SEPT:

BR 1403 [ABERDEEN] ARBROATH-GLASGOW QUEEN STREET

Ed

C [2]

B

C* [3]

Depart 1403, arrive 1643, including stops at Dundee, Perth and Stirling, then onward to Renfrew, courtesy of Alison (one night there); * 161 km in 2 hrs 40 mins, or a slow 60 km/h (100 mls/37 mph).



[From 1976 Br-
itrail Pass]

THE CLYDE

Renfrew was right on the Clyde, and Alison took me to see the ferry which still crossed the narrow river at this time. Her father had worked for decades at John Brown's, Clydebank, building ships for many companies, including Canadian Pacific's EMPRESS OF BRITAIN (1930's version), and the famous Cunarders, QUEEN MARY, QUEEN ELIZABETH and QE2.

1 OCT:

BR 1310 GLASGOW QUEEN STREET-IVERNESS

Ed

C* [3]

B

C [3]

To **IVERNESS** at the start of a trip to the Highlands and Islands (one night there), beginning with an automobile transfer into Glasgow; * Depart Queen Street 1310, arrive Inverness 1705, including stops at Stirling, Perth, Pitlochry, Blair Atholl, Newtonmore, Kingussie, Aviemore and Carrbridge; * Evening saw us attending a performance at the impressive Eden Court Theatre, located beside the beautiful River Ness; * 291 km in 3 hrs 55 mins, or 74 km/h (182 mls/46 mph).

2 OCT:

BR 1033 INVERNESS-KYLE OF LOCHALSH

Ed

C [2]

X

C* [2]

To **PORTREE** on the Isle of Skye, via Kyle of Lochalsh and Kyleakin; * Depart 1033, arrive Kyle 1342, including stops at Dingwall, Achnasheen, Strathcarron and Stromeferry, in the reverse direction to my previous 1976 and 1978 trips over this line – still the beautiful mountains and lochs passing by; * Then by Highland Omnibuses to Portree, the bus being carried on the Caledonian MacBrayne ferry (probably KYLEAKIN or LOCHALSH) over to Kyleakin; * My old favourite Braeside B&B was fortunately available for the night; * 132 km in 3 hrs 9 mins, or 42 km/h (82 mls/26 mph); **[continued on next page]**



1970's-39: Inverness in the Scottish Highlands, with the beautiful River Ness flowing through (1976/10/??) [PETER DAWES].

· **3 OCT:** To **TARBERT** in the Outer Hebrides, using Highland Omnibuses to Uig, then Caledonian MacBrayne's ferry HEBRIDES to this, the principal town on the Isle of Lewis (typical cold and damp Hebridean weather and sheep all over the place; overnight in another bed and breakfast); · **4 OCT:** To **ULLAPOOL**, starting with Highland Omnibuses to Stornoway, administrative centre of the Western Isles, then Caledonian MacBrayne's SUILVEN across "The Minch" to the pretty, mainland fishing village of Ullapool in Ross-shire – the ferry's name referring to a nearby mountain peak (overnight in a small hotel).

5 OCT:

BR 1445 INVERNESS-AVIEMORE [GLASGOW QUEEN ST.]

Ed

C [2]

B

C* [3]

A [2] INVERNESS-STIRLING



1970's-40: Caledonian MacBrayne's SULVEN berthed in Ullapool harbour after arriving from Stornoway (1985/08/16) [PETER DAWES].

ISOLATED ULLAPOOL

It seemed odd that a substantial fishing and ferry port such as Ullapool wasn't served by a railway. Promoters once envisioned a branch line north from Garve on the Inverness-Kyle of Lochalsh line, but it never was built.

To **AVIEMORE** (two nights here), starting with Highland Omnibuses to Inverness along a winding, mostly single lane road with regular passing places; * Depart Inverness 1445, arrive Aviemore 1535, with a stop at Carrbridge; * Alison's friend, Fiona, joined us from Renfrew, and our stay included a bicycle ride to the nearby Loch Morlich sports centre (located in an incredibly beautiful setting amongst wooded hills, with the Cairngorm mountains in the distance), skating in the Aviemore arena, and an "ice hockey" game (as they called it there) between the local Bruins and Murrayfield Racers from Edinburgh – featuring a smattering of Finns, Swedes and Canadians.



1970's-41: BR train arriving at Aviemore from Glasgow and Edinburgh behind a Class 47 locomotive, on its way north to Inverness – Alison greeting it on the platform (1979/10/06) [PETER DAWES].

7 OCT:

BR 1822 [INVERNESS] AVIEMORE-GLASGOW QUEEN STREET

Ed

C* [2]

B

C [4]

A [2] INVERNESS-PERTH

To **RENFREW** via Glasgow (one night there), after another day in and around Aviemore, departing 1822, arriving Queen Street 2147.

HIGHLAND MOTORAIL LINK

Motorail cars were prominent on Inverness-Perth trains. Those on our mid-afternoon service were destined only as far as Stirling, located just beyond the Highlands to the southwest of Perth, but did enable drivers to avoid the sub-standard Inverness highway. Those on the evening train were going only as far as Perth.

8 OCT:

BR 1246 [GLASGOW CENTRAL] PAISLEY GILMOUR STREET-AYR

Cmd [6]

To **WINDERMERE** via Ayr, Glasgow, Bristol, Taunton, Plymouth, London, Barrow, Lancaster and Oxenholme, starting with a local bus to nearby Paisley, a satellite city of Glasgow; * Depart Paisley 1246, arrive Ayr 1346 while Alison was at work, on a 6-car, Diesel Multiple Unit (DMU) train stopping at Troon and Prestwick, the latter serving the international airport; * Ayr was a seaside resort and business centre located on the Firth of Clyde in south Ayrshire; * 55 km in 60 mins, or 55 km/h (34 mls/34 mph).

BR 1445 AYR-GLASGOW CENTRAL

Cmd [6]

Depart 1445, arrive 1546, meeting Alison at Glasgow Central for a tour of the city's many parks and dinner before I took the Bristol Sleeper back to England.

8-9 OCT:

BR 2355 GLASGOW CENTRAL-BRISTOL TEMPLE MEADS

Ee	GLASGOW-BIRMINGHAM
Ed	BIRMINGHAM-BRISTOL
X	
C [3]	
S* [3]	
X	
X	[EDINBURGH] CARSTAIRS-BRISTOL
C [3]	"

S [3]

Depart 2355, arrive Bristol 0850 next morning, including stops at Motherwell, Carstairs, Carlisle (Eng.), Preston, Wigan, Crewe, Stafford, Wolverhampton, Birmingham and Cheltenham Spa, occupying a 2-berth compartment in an SLS Sleeper, given that the single compartments were sold out; * 627 km in 8 hrs 55 mins, or 70 km/h (391 mls/43 mph); * Sleepers: 4 SLC (5sc6dc); 1 SLF (11sc); 1 SLS (11dc) (all BR or MC, 1957-64).

THOSE ANGLO-SCOTTISH SLEEPERS

My Bristol overnight train featured three Sleepers out of Glasgow Central, and another three picked up at Carstairs from Edinburgh. While waiting for my car to open for occupancy at 2230, I observed *Night Caledonian* ready to leave for London with seven Sleepers, and *Night Limited* with another eight.

9 OCT:

BR 0855 [CARDIFF] BRISTOL TEMPLE MEADS-TAUNTON [PLYMOUTH]

Cmd [3]

Depart 0855, arrive 0936 non-stop, on a 3-car DMU, returning this way to London in order to see more of the beautiful West Country; * 73 km in 41 mins, or 107 km/h (46 mls/66 mph) – fast for a multi-stop local, suggesting a mistake in the Cook's.

BR 0946 [LONDON PADDINGTON] TAUNTON-PLYMOUTH [PENZANCE] HST

Ed

C [4]

BC

C* [2]

Ed

Depart 0946, arrive 1112, including stops at Exeter and Newton Abbot, on a Paddington-Penzance HST; * 132 km in 1 hr 26 mins, or 92 km/h (82 mls/57 mph) – this HST being slower than the previous DMU local, according to Cook's.

MARITIME PLYMOUTH

Plymouth was a medium-sized port city located on the south Devon coast, perhaps most famous as the departure point for Sir Francis Drake's round-the-world voyage on GOLDEN HIND. Between the wars, it was also the first English port of call for some liners, including Cunard's MAURETANIA and French Line's ÎLE DE FRANCE, connecting with fast Great Western boat trains to London and permitting an earlier arrival in the capital than if passengers stayed on their ship to Southampton or Tilbury.

BR 1311 [PENZANCE] PLYMOUTH-LONDON PADDINGTON *Cornish Riviera HST*

Ed

C* [2]

BC

C [4]

Ed

Depart 1311, arrive 1648, with stops at Newton Abbot, Exeter, Taunton, Westbury, Newbury and Reading, on another HST; * I took the Metropolitan line over to Shepherd's Bush to watch Queens Park Rangers defeat Cardiff City 3-0 on a cold evening, with striker Clive Allen getting two big ones (this during Rangers' 1979-1982 exile in the old Second Division), then returned by the same Underground line to Euston station to catch a Sleeper north; * 361 km in 3 hrs 37 mins, or 100 km/h (225 mls/62 mph).

ANOTHER FAMOUS BRITISH TRAIN

The *Cornish Riviera* ran between London Paddington and Penzance, connecting the metropolis with Cornwall resorts all the way to Land's End. At one time, Great Western steam locomotives made this train one of the fastest in the land.

9-10 OCT:

BR 2345 LONDON EUSTON-BARROW

Ed PRESTON-BARROW

Ee LONDON-PRESTON

S [2] "

S* [2]
C [4]
X [3]

Depart 2345, arrive 0555 (occupancy permitted from 2230 to 0730), including stops at Crewe, Wigan, Preston, Lancaster and Ulverston; * Again using the train as a hotel, I travelled in one of the two Barrow Sleepers, specifically another SLS car because the single compartments were all gone; * 426 km in 6 hrs 10 mins, or 69 km/h (266 mls/43 mph); * Sleepers: 2 SLF (11sc), 1 SLC (5sc6dc), 1 SLS (11dc).

10 OCT:

BR 0922 BARROW-LANCASTER

Cmd [4]

Depart 0922, arrive 1028, with stops at Ulverston, Grange-over-Sands and Carnforth, on an impressive, but mostly empty, 4-car DMU; * 56 km in 1 hr 6 mins, or 51 km/h (35 mls/32 mph).

BR 1104 [LONDON EUSTON] LANCASTER-OXENHOLME [GLASGOW CENTRAL]

Ee

C [8]

Depart 1104, arrive 1120 non-stop at the junction point for BR's Windermere branch line, behind a Class 86 electric locomotive; * I recorded only Coaches on this London-Glasgow train – no Buffet or Restaurant car; * 31 km in 16 mins, or 115 km/h (19 mls/71 mph); * Class 86 (EE or BR, 1961-2).

BR 1130 OXENHOLME-WINDERMERE

Cmd [3]

Depart 1130, arrive 1155, including a stop at Kendal, on a 3-car DMU train; * I spent the night in the excellent Archway Bed and Breakfast near the station, this quick visit featuring some poking around town, followed by an absolute deluge of rain during the whole evening; * 16 km in 25 mins, or 38 km/h (10 mls/24 mph).

11 OCT:

BR 0758 WINDERMERE-LANCASTER

Cmd [2]



1970's-42: BR trains at Oxenholme, Lancashire, a Scotland-bound express behind a Class 86 electric locomotive *[to the left]*, and a Diesel Multiple Unit train waiting to depart for Windermere (1984/05/08) *[PETER DAWES]*.

Home to **OTTAWA**, via Lancaster and London; * Depart 0758, arrive Lancaster 0843, this DMU train operating through the junction point of Oxenholme and south over the West Coast Main Line as far as Lancaster; * 47 km in 45 mins, or 63 km/h (29 mls/39 mph).

BR 0929 [GLASGOW CENTRAL] LANCASTER-LONDON EUSTON

Ee

X

C* [3]

B

C [6]

Depart 0929, arrive 1235, with one stop at Preston, followed by a Piccadilly Line train out to Heathrow, then an Air Canada L-1011 to Ottawa, stopping at Halifax as on the way over; * 370 km in 3 hrs 6 mins, or 119 km/h (231 mls/74 mph).

BRITISH RAIL DELIVERS

Being some 400 kilometres (250 miles) away from Heathrow on the morning of my flight home did cause some consternation, but BR served up the fastest trip during this holiday, from Oxenholme to Euston at an average speed of 119 km (74 mls) per hour, stopping only at Preston along the way.



[English Bed and Breakfast, near Windermere station (from brochure)]

BRING ON THE 1980's!

This ends the **1970's** volume, describing my first three overseas holidays. Due to the number of holidays involved, the next decade is covered in two volumes: **1st 1980's** (1980, '81 and '84); and **2nd 1980's** (1985 and '88).

GENERAL INDEX

[Please note: (i) named trains, locomotives and vessels have their own entry; (ii) stations and other landmarks are indexed under the city or town concerned; and (iii) places are indexed only where they were start or end points of specific trips, or where they were of special interest]

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CHANGES FROM PREVIOUS VERSION

Several minor revisions and style changes, as well as updated trip totals and percentage splits by decade (p. 7).