

LA GRANDE ALLURE

*Travelling by train in Europe
and elsewhere Overseas*

1990's



by Peter Dawes

La Grande Allure:
Travelling by train in Europe and elsewhere Overseas
1990's

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FRONT COVER PHOTO

1990's-1: Australian National No. 739 *Overland* waiting to depart Adelaide Keswick station for Melbourne, led by V/Line locomotive CITY OF MORWELL (1990/11/22)
[PETER DAWES].

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DEDICATION

to Tom Clark

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 the 1990's, and involves these holidays: 1990 in Australia and Fiji; 1992 mainly in Austria, Czech Republic, England, France and Germany; and 1998 in England and Scotland.

This is **VERSION 7** (for changes from the original, please see page 159).

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, except 1990's-13, 22, 43 (Sandra Dawes).

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***, p. 10).

INTRODUCTION

Welcome to the fourth volume of my overseas rail-travel project, offering detailed accounts of train trips taken during our 1990 holiday in Australia and Fiji, also 1992 and 1998 in Europe.

Previous volumes cover the 1970's, 1st part of the 1980's (1980, '81 and '84), and 2nd part of the same decade (1985 and '88), while further ones deal with the 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.

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Please note that this project follows my earlier *No Matter Where It's Going: Travelling by train in Canada and elsewhere in North America*.

The 1990's have accounted for 12% of my overseas trips. Other percentages (in descending order) are: 1980's, 37; 1970's, 18; 2000's, 17; and 2010's, 16.

This volume has a much different flavour than its overseas brothers, due to our 1990 holiday in Australia and Fiji. As with the North American volumes, I was able to record most unit numbers and names during this holiday, and present the information herein.

BEFORE PROCEEDING...

Those familiar with other volumes might wish to skip over the rest of this section.

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.

Then, under the heading **TRIPS AND 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.

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At the end of the entry (lightly shaded), I often provide the distance in both kilometres and miles, elapsed time and average speed. Occasionally, I also 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 and (to a much lesser degree) Australia and Fiji 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 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 expanding my appreciation of British steam trains;
- Stefan Dringenberg for 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
- 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:

- John Cleverdon and Chris Drymalik for running superb websites – and John Beckhaus and Peter Clark for providing information – on Australian rail equipment;

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- the Clark's, Hallam's, Mallon's, Stirling's, Ure's and Eva Young for providing accommodation;
- Eva for organizing and being good company on several trips in England; and
- Sandra for contributing photographs.

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

Finally, this volume is dedicated to Tom Clark, for the reasons described above.

Peter Dawes
Edmonton, Alberta
September, 2019.

GENERAL NOTES AND CAVEATS

Train numbers: are shown as typically applied by continental and Australian 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 recorded in Australia but ***not*** in Europe, due to the sheer number of services taken there, quick station stops, and complexity of both train composition and the numbers themselves (where recorded, these appear alongside locomotives and cars in brackets and italics);

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; Buffet cars weren't always identified as such in Electric Multiple Unit trains; and Australians used the term "Dining " rather than "Restaurant" car);

Photographs: were taken either by the author or his wife, have been chosen to support the text, ***remain***

the property of the photographers, 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 more than a decade-and-a-half old, and that colour photos are particularly vulnerable to deterioration; also, that those involving early morning, late afternoon, or night trains often were taken in adverse lighting conditions);

BEFORE PROCEEDING...

Those familiar with other volumes might wish to skip over the rest of this section.

Timings: are shown in local time and taken from Cook's timetables, railway schedules, or other sources;

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 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);

Car and locomotive names: were always recorded, even in Europe where they were rarely encountered;

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;

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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 Electric or Diesel 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”);

Locomotive origins and destinations: are often estimated out of necessity in Europe, especially beyond the 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];

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

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;

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

[Note: coloured abbreviations carry through from earlier volumes]

AN	Australian National Railways
BR	British Rail
CCR	Coral Coast Railway
CFL	Société nationale des chemins de fer Luxembourgeois (Luxembourg National Railways)
CSC	Connex South Central
ČSD	České Státní Dráhy (Czech State Railways)
CSE	Connex South Eastern
CT	Central Trains
DB	Deutsche Bundesbahn (German Federal Railroad)
ESR	East Somerset Railway
FSS	Flying Scotsman Services
GNER	Great North Eastern Railway
GWT	Great Western Trains
ME	Merseyrail Electrics

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NYMR	North Yorkshire Moors Railway
ÖBB	Österreichische Bundesbahnen (Austrian Federal Railways)
QR	Queensland Railways
RRNE	Regional Railways North East
SA	Steamy Affairs
SCR	ScotRail
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)
SPT	Strathclyde Passenger Transport Executive
SRA	State Rail Authority of New South Wales
SRY	Swanage Railway
SWEG	Südwestdeutsche Eisenbahnen Aktiengesellschaft (Southwest German Rail Authority)
SWT	South West Trains
TP	Trans-Perth Transport Authority
VL	V/Line (Public Transport Corp. of Victoria)
VT	Virgin Trains
WR	Westrail
WSR	West Somerset Railway
W&W	Wales & West Passenger Trains

ADDITIONAL RAILWAYS AND RAIL ENTITIES

ALRC	Australian Locomotive & Railway Carriage Co.
ASR	Australia Southern Railroad
BBR	Blue Bird Rail
CBN	Clifford Brown
CBSR	Cape Breton Steam Railway
CIWL	Compagnie internationale des Wagons-lits et du Tourisme (International Sleeping Car and Tourism Co.)

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CPR	Canadian Pacific Railway
CR	Commonwealth Railways
DLM	Dave Milham
DML	Dinmore Manor Locomotive Ltd.
DR	Deutsche Reichsbahn (German State Railway)
DSG	Deutsche Schlaf- und Spiesewagen Gesellschaft (German Sleeping and Restaurant Car Co.) (DB)
ES	Eurostar (UK)
FCC	First Capital Connect
GDC	Grand Corporate Rail
GNR	Great Northern Rail
GSR	Great Southern Rail
GWI	Gwili Railway
GWR	Great Western Railway
GWS	Great Western Society
HSR	Hellenic State Railways
HVRS	Hotham Valley Railway Society
IDS	International Development Services
JHG	Jeremy Hosking
LMS	London, Midland & Scottish Railway
MÁV	Magyar Államvasutak (Hungarian State Railways)
NRC	National Rail Corp.
RCS	Rail Charter Services
RES	Rail Express Systems
REX	Rail Experience
RFD	Railfreight Distribution
SAR	South Australian Railways
SBB	Schweizerische Bundesbahnen/Chemin de fer fédéraux Suisse/Ferrovie Federali Svizzere (Swiss Federal Railways)
SET	South Eastern Trains
SETS	Sydney Electric Train Society
SFG	Stratford 47 Group
SLL	Southern Locomotives Ltd.
SLV	Silverton Rail

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SOU	Southern Railway
SPS	6024 Preservation Society
SPY	Spa Valley Railway
SSG	Schweizerische Spiesewagen Gesellschaft/Compagnie Suisse des Wagons-Restaurants (Swiss Restaurant Car Co.) (SBB)
STN	Steam Town U.S.A.
SŽD	Soviet Railways
TWA	Transwa (Public Transport Authority of Western Australia)
VLP	V/Line Passenger
WAGN	West Anglia & Great Northern Trains
WCR	West Coast Railway

MISCELLANEOUS ENTITIES

BAA	British Airports Authority
BRA	British Army
CAIL	Canadian Airlines International Ltd.
CAL	Canadian Australasian Line
CM	Caledonian MacBrayne
GBRA	Great Barrier Reef Adventures
HSP	Hoverspeed
ISNC	Illawarra Steam Navigation Co.
PSK	Personen-Schiffahrt Gebr. Kolb (Kolb Passenger Navigation Co.)
QPR	Queens Park Rangers Football and Athletic Club
RN	Royal Navy
RTM	Régie de Transport Maritime/Regie Voor Maritiem Transport (Maritime Transport Co.)
SSC	South Sea Cruises
STASA	State Transport Authority of South Australia
TOC	Train Operation Company

RAIL EQUIPMENT

A	Automobile carrier
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B	Buffet
BC	Buffet Coach
BL	Buffet Lounge
C	Coach
CfC	Cafe Coach
CfL	Cafe Lounge
d	Diesel
dd	Equipment deadheading
DMU	Diesel Multiple Unit train
DVT	Driving Van Trailer
E	Engine
e	Electric
EMU	Electric Multiple Unit train
ex-	Formerly
L	Lounge
Ir-	Later
M	Postal car
m	Self-propelled multiple-unit train
P	Pullman (luxury day Coach)
PRV	Private car
R	Restaurant/Dining
RL	Diner Lounge
S	Sleeping car
s	Steam
T	Couchette
X	Baggage/Guard/Parcels/Newspapers
XM	Baggage Mail
XU	Baggage Generator
U	Generator car
Y	Crew car

TRAIN SYMBOLS AND MARKETING NAMES

AVE	Alta Velocidad Española
D	Express
E	Semi-fast
EC	EuroCity
E225	Electric 225
HST	High Speed Train
IC	Intercity
ICE	Inter City Express
IR	Inter-Regio
TGV	Train à grande vitesse
XPT	Express Passenger Train

SLEEPING ACCOMMODATIONS

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

EQUIPMENT MANUFACTURERS

ABB	ASEA Brown Boveri
ALCO	American Locomotive Co.
BR	British Rail
BREL	British Rail Engineering Ltd.
BTF	Brush Traction/Falcon
CEC	Clyde Engineering Co.
COMENG	Commonwealth Engineering Co. Ltd./COMENG
DW/WU	Duewag/Waggon-Union
EEA	English Electric (Australia)

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EMD	Electro-Motive Division (GM)
FF	Fiat Ferroviaria
GM	General Motors
GWRW	Great Western Railway Works
LBN	La Brugeoise et Nivelles
MC	Metropolitan Cammell
NBL	North British Locomotive Co.
NSWGR	New South Wales Government Railways
QRWS	Queensland Railways Work Shops
SARW	South Australian Railways Works
SRW	Southern Railway Works
TPI	Tulloch Phoenix Ironworks
VF	Vulcan Foundry

COUNTRIES AND STATES

Aus.	Australia
Aust.	Austria
Bel.	Belgium
CR	Czech Republic
Eng.	England
Ger.	Germany
Neth.	Netherlands
NSW	New South Wales
SA	South Australia
Scot.	Scotland
Swit.	Switzerland
Vict.	Victoria

ALTERNATIVE VERSION OF NAMES

Basel	Basle
Bern	Berne

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Bruxelles/Brussel	Brussels
Dunkerque	Dunkirk
København	Copenhagen
Köln	Cologne
Mosel	Moselle
Moskva	Moscow
München	Munich
Nadi	Nandi
Oostende	Ostend
Praha	Prague
Rhein	Rhine
Sevilla	Seville
Wien	Vienna

SAMPLE ENTRY

BEFORE PROCEEDING...

Those familiar with other volumes might wish to skip over this section.

10 SEPT:

SNCF/DB/ÖBB 263 PARIS EST-WIEN WEST [BUDAPEST KELETI] Orient Express

Ee		PARIS-STRASBOURG?
Ee	[DB]	STRASBOURG?-WIEN
S	[MÁV]	
X	[MÁV]	
C	[MÁV]	
C	[5]	
R	[MÁV]	
C	[2] [ÖBB]	PARIS-WIEN
T	[2]	"
S*	[ÖBB]	"

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To **WIEN** after a day spent touring Paris on foot, including the Centre Pompidou and Sorbonne, and ending with the sounds of an excellent youth orchestra playing Strauss and Pachabel on the concourse of the Gare de l'Est; * Depart 1943, arrive 0925 next morning, including stops at Nancy, Strasbourg, Kehl (Ger.), Karlsruhe, Stuttgart, Ulm, Augsburg, München, Salzburg (Aust.) and Linz **[equipment SNCF unless otherwise indicated]**; * We occupied a compartment in a standard MU Sleeper bearing ÖBB markings, part of the international Pool TEN fleet; * 1,440 km in 13 hrs 42 mins, or 105 km/h (899 mls/65 mph); * Sleepers: ÖBB MU (FF, 1972, 12tc; ex-CIWL), MÁV probably AB30 (Builder unknown, 1955-65, 10tc)

Explanations:

10 SEP:

SNCF/DB/ÖBB 263

- departure date;
- service providers were SNCF, DB and ÖBB; train number 263;

PARIS EST-WIEN WEST

[BUDAPEST KELETI]

Orient Express

- segment travelled, the train originating at Paris Est;
- train terminating at Budapest Keleti station;
- name of train;

Ee

- SNCF Locomotive originating at Paris Est and going as far as Basel, **all equipment being SNCF unless otherwise indicated** (the "e" meaning Electric; the ? uncertainty as to its terminating point);

Ee [DB]

- DB locomotive hauling the train from Strasbourg onward to Wien (again, "e" for Electric; ? uncertainty as to its originating point);

S [MÁV]

- MÁV Sleeper operating all the way to Budapest;

X [MÁV]

- MÁV Baggage/Guard/Parcels/Newspapers car likewise;

C [MÁV]

- MÁV Coach likewise;

C [5]

- five SNCF Coaches likewise;

R [MÁV]

- MÁV Restaurant car likewise;

C [2] [ÖBB]

- two ÖBB Coaches operating as far as Wien;

T [2]

- two SNCF Couchette cars likewise;

S*

- one ÖBB Sleeper likewise (the **Bold** and Star [*] indicating we occupied this car).

* 1,440 km in 13 hrs 42 mins, or
105 km/h (899 mls/65 mph)

- distance travelled, elapsed time, and average speed in kilometres (*and miles*);

* Sleepers: ÖBB MU (FF, 1972,
12tc; ex-CIWL, MÁV probably
AB30 (Builder unknown, 1955-
65, 10tc)

- ÖBB MU type Sleeping car built by Fiat Ferroviaria in 1972 with 12, 3-berth compartments; formerly owned by the Wagons-Lits Co.; MÁV Sleeper probably AB30 type built by an unknown company between 1955 and 1965, with 10 similar compartments.

QUICK INDEX OF TRAINS TAKEN

<i>number</i>	<i>name or from-to</i>	<i>page(s)</i>
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AUSTRALIAN NATIONAL (AN)

W 2	<i>Indian-Pacific</i>	50,56
739	<i>Overland</i>	52
-	<i>Overland</i>	55

AUSTRIAN FEDERAL (ÖBB)

EC 9	<i>Antonín Dvořák</i>	77
D 263	<i>Orient Express</i>	76
270	<i>Vindobona</i>	78
-	<i>Hohenau-Wien Florisdorf</i>	78

BELGIAN NATIONAL (SNCB)

296	<i>Edelweiss</i>	94
422	<i>Bruxelles Midi/Brussel Zuid-Oostende</i>	94

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BRITISH (BR)		
1000	London Victoria-Folkestone Harbour	73
1010	London Waterloo-Winchester	98
1051	London Victoria-Haywards Heath	97
1456	Winchester-Southampton Central	99
1640	London Waterloo-Windsor & Eton Riverside	96
1717	Southampton Central-London Waterloo	99
1740	Windsor & Eton Riverside-Ashford (Mid.)	96
1755	Dover Western Docks-London Victoria	95
2142	Haywards Heath-London Clapham Jct.	98
2157	Ashford (Mid.)-London Waterloo	97
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1424	Shrewsbury-Wolverhampton	128
1528	Chester-Shrewsbury	128
CONNEX SOUTH CENTRAL (CSC)		
0908	London Clapham Jct.-Horsham	122
1730	Horsham-London Clapham Jct.	124
CONNEX SOUTH EASTERN (CSE)		
1205	London Victoria-Margate	130
1431	Margate-London Waterloo East	130
CORAL COAST (CCR)		
-	<i>Coral Coast Sugar Train</i>	65
CZECH STATE (ČSD)		
270	<i>Vindobona</i>	78

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EAST SOMERSET (ESR)		
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1600	<i>William Shakespeare Express</i>	95
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EC 2	<i>Rembrandt</i>	86
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D 356	Praha Hlavní-Stuttgart	83
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 LUXEMBOURG NATIONAL (CFL)		
296	<i>Edelweiss</i>	94
E 3034	Trier-Luxembourg	94
E 3039	Luxembourg-Trier	91
 MERSEYRAIL ELECTRICS (ME)		
1404	Liverpool Lime St.-Chester	128
 NORTH YORKSHIRE MOORS (NYMR)		
1120	Pickering-Grosmont	125
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AC 37	<i>Sunlander</i>	60
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REGIONAL RAILWAYS NORTH EAST (RRNE)		
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1822	Exeter St. David's-Crewkerne	109
2157	Ashford (Mid.)-London Clapham Jct.	107
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1850	<i>Cumbrian Mountain Express</i>	104
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1040	Paisley Gilmour St.-Glasgow Central	119
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1545	Norden-Swanage	111
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-	Fremantle-Perth Daglish	48
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8244	Geelong-Melbourne Spencer St.	54
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0926	Yeovil Pen Mill-Bristol Temple Meads	112
1524	Newton Abbot-Paignton	109
1655	Paignton-Exeter St. David's	109
WESTRAIL (WR)		
W 2	<i>Indian-Pacific</i>	50
103	<i>Australind</i>	49
108	<i>Australind</i>	49
WEST SOMERSET (WSR)		
1015	Bishops Lydeard-Minehead	109
1225	Minehead-Bishops Lydeard	109

THE 1990's



1990's-2: North Yorkshire Moors Grosmont-to-Pickering train arriving at Goathland, behind 2-10-0 DAME VERA LYNN (1998/04/25) [PETER DAWES].

ENGLAND/SCOTLAND/FRANCE
GERMANY/AUSTRIA/CZECH
REPUBLIC/SWITZERLAND
BELGIUM/LUXEMBOURG
AUSTRALIA/FIJI



[Sources: AN: about-australia.com; BR: Railtrack 1998 Passenger Timetable map; CCR: Daily Excursions brochure; cfl.lu; CSC, CSE, CT, GNER, GWT, SCR, SWT, VT: itravelnet.com; ČSD: 1978-1979 Timetable; DB, ÖBB, SNCF: home.arcor.de; eastsomerset-railway.org.uk; flyingscotsman.com; merseyrail.org; nymr.demon.co.uk; QR, SR: sleeper.apana.org.au; SNCB: ibelgique.ifrance.com; spt.co.uk; steamy-affairs.net; swanagerailway.co.uk; sweg.de; transperth.wa.gov.au; VL: Commuter Service postcard; WR: Australind brochure; west-somerset-railway.co.uk; W&W: en.wikipedia.org/wiki/Wales_and_West (Unavailable: RRNE)]

OVERALL CONTEXT

***Prêtez-moi, ô Orient Express, sud Brenner Bahn, prêtez-moi
Vos miraculeux bruits sourds, vos vibrantes voix de chanterelle.***

Valéry Larbaud
(*Jean Des Cars and Jean-Paul Caracalla, The Orient Express, 19*)

Our three overseas holidays during the 1990's started from our Edmonton home base. The above, slightly overblown verse reflects our experience with the "miraculous muffled noises" of the *Orient Express*, over its original route via Strasbourg and München. [Full, literal translation: "Lend me, o *Orient Express*, south Brenner Railway, lend me/ Your miraculous muffled noises, your jarring sounds of a violin-string."]

The 1990's featured a radical change in the way trains were operated in Britain. A Conservative government closed down the government-run British Rail and accepted bids from "Train Operating Companies" (TOC's), 25 for passenger and 6 for freight. Some of the passenger franchises combined high- and low-volume routes, while others featured mainly the latter; regardless, subsidies were to be paid but reduced over time as each franchise became viable or less dependent. The government continued to own the infrastructure (track, signals, stations, etc.), but entrusted it to a shareholder-owned entity called Railtrack, while other private companies sold or leased rolling stock to the TOC's, or maintained infrastructure.

The idea was to improve service and efficiency, while drumming up the investment needed to modernize the system from private rather than government (i.e., taxpayer) sources. The TOC's ranged from main-line giant Virgin Trains to regional minnow Wales & West Passenger Trains, not to mention freight operators such as Railfreight Distribution (RFD), specializing in intermodal and wagon-load traffic. Amongst the oddities was ScotRail, the franchise running internal Scottish trains, also operating the overnight *Caledonian Sleeper* trains between London and Scotland, using ex-BR cars and locomotives – the latter now owned by RFD.

The new arrangements led to some improvement in the quality of main-line service (especially onboard) and limited competition on some major routes, but staff reductions led to unreliable service on the part of

LA GRANDE ALLURE: 1990's

some TOC's. Most crucially, the overall level of required subsidy grew rather than shrank, and the scale of investment needed to allow Britain to catch up to its continental neighbours failed to materialize. There was also concern about maintenance and safety following a number of accidents. Regardless, the path was set and the Labour government elected in 1996 decided it had no choice but to keep the new model intact, while attempting to fix its deficiencies.

Another landmark was the opening of the Channel Tunnel, realizing the dreams of visionaries going back centuries. Eurotunnel owned the facility and operated passenger shuttles for motorists and trucks. Eurostar (UK), SNCF and SNCB ran London-Paris and London-Bruxelles/Brussel *Eurostar* trains, while SNCF and English counterparts (latterly, the English, Welsh & Scottish Railway) operated through freights. Because the British government refused initially to invest in the Chunnel, Eurotunnel struggled from the get-go to pay off its huge debt.

Based on the TGV (*Train à grande vitesse*) model, *Eurostar* cut the trip time between London Waterloo International and Paris Nord in roughly half to under three hours, using the TGV Nord line in France and existing track on the English side. TGV Nord also greatly reduced timings between Paris, Bruxelles/Brussel, Amsterdam, Köln, Frankfurt and other cities, while the Germans introduced *Inter City Express* (ICE) trains over conventional routes, as well as the new Köln-Frankfurt, Rhein/Main high-speed line. In France, SNCF opened TGV Ouest to Tours and Le Mans during this decade, while the Spanish introduced their Madrid-Sevilla AVE (*Alta Velocidad Española*) high-speed line. Despite the turmoil accompanying the new franchising system, the Great North Eastern Railway operated Electric 225 trains – standing for 225 kilometres (*140 miles*) per hour, top speed – on the East Coast Main Line joining London with York, Newcastle and Edinburgh, using mainly existing but improved trackage.

Another change involved the introduction of new luxury overnight trains on major Continental routes, either provided by private companies or consortia of state railways. Otherwise, the number of routes having Sleeping car service continued to decline, as did the carriage of parcels, newspapers and mail by rail. Where regional trains were concerned, more and more services came to be equipped with utilitarian, self-propelled trains.

In Australia, most of the railways were owned by state governments, linked by the federally owned Australian National. There was talk of a high-speed line between Sydney and Canberra, but passenger services continued to use conventional, freight-based track and therefore were relatively slow. These

LA GRANDE ALLURE: 1990's

included (by category): transcontinental (Sydney-Perth *Indian-Pacific*); regional (examples being the Brisbane-Cairns *Sunlander* and Adelaide-Alice Springs *Ghan*); intercity (such as Sydney-Melbourne); remote (diesel railcars into the Queensland outback); and commuter (based on the largest cities, most notably Sydney).

Finally, we used first-class Eurail and Austrail passes for travel during these holidays. In Britain, we purchased standard-class, Network South East Passes in 1992 and full Britrail Passes in 1998 – the government having insisted that the TOC's continue to provide this comprehensive, tourism-generating tool.

TRIP DETAILS

We took 105 train trips and travelled 21,516 kilometres (*13,428 miles*) during our three 1990's holidays. Most activity occurred in: Australia; 9,602 km (*5,993 mls*); British Isles, 6,928 km (*4,324 mls*); Germany, 1,664 km (*1,039 mls*); France, 1,615 km (*1,008 mls*); and Czech Republic, 684 km (*427 mls*).

By year, the greatest distance travelled was 9,632 km (*6,011 mls*) in 1990; the smallest, 5,892 km (*3,677 mls*) in 1998. Most trips were 44 in both 1992 and 1998; the fewest, 17 in 1990.

Ninety-six of these trips were in my "Coaches, Pullmans & Lounges" category and 9 in "Sleeping & Couchette Cars", the latter covering 52% of the total distance. Sixty-three were on locomotive hauled and 42 on self-propelled trains, the latter accounting for only 15% of the total distance. There were 11 trips on steam trains, all in the British Isles.

Number of trips by service provider: **12** – German Federal (DB); **10** – British Rail (BR); **9** – French National (SNCF); **8** – ScotRail (SCR); **5** – South West Trains and State Rail; **4** – Connex group, Czech State (ČSD), Strathclyde Passenger Transport Executive, and V/Line (VL); **3** – Steamy Affairs (SA) and Wales & West; **2** – Austrian Federal (ÖBB), Belgian National, Central Trains, Coral Coast (CCR), East Somerset (ESR), Flying Scotsman Services (FSS), Great North Eastern (GNER), Great Western Trains, Luxembourg National, North Yorkshire Moors (NYMR), Queensland (QR), Swanage, Westrail (WR) and West Somerset; **1** – Australian National (AN), Merseyrail Electrics, Regional Railways North East (RRNE), Southwest German Rail Authority, Trans-Perth and Virgin.

LA GRANDE ALLURE: 1990's

There were 823 units in the trains we took: 93 locomotives and 730 cars. The latter consisted of: Coaches, Pullmans & Lounges, 593; Sleeping & Couchette Cars, 65; Restaurant & Other Meal Cars, 41; Baggage & Miscellaneous Cars, 31.

Fastest average speed during this decade in the **British Isles** was on GNER's 1200 E225 service from London King's Cross to York in 1998: 152 km/h (94 mph). **Continent:** DB *Verdi* from Karlsruhe to Freiburg-im-Breisgau in 1992: 134 km/h (83 mph).

Slowest average speed in the **British Isles** was on ESR's 1100 steam train from Cranmore to Mendip Vale in 1998: 24 km/h (15 mph). **Continent:** ČSD 5941 from Kolin to Kutná Hora Hlavní in 1992: 44 km/h (27 mph).

PLACES VISITED

(Note: * indicates by non-rail means)

England: Ashford (Mid.), Beck Hole*, Beer*, Bishops Lydeard, Branscombe*, Brighton, Bristol, Broadwindsor*, Carlisle, Chester, Cranmore, Crewkerne, Dover, Exeter, Fimber*, Folkestone, Goathland, Grosmont, Haywards Heath, Henfield*, Horsham, Liverpool, London, Lyme Regis*, Malton, Margate, Mendip Vale, Minehead, Newton Abbot, Norden, Paignton, Pickering, Seaton*, Shrewsbury, Southampton, Stratford-upon-Avon, Swanage, Wells*, Winchester, Windsor & Eton, Wolverhampton, Yeovil and York. **Scotland:** Botriphnie*, Deskford*, Drummur*, Dunlop, Dunoon*, Edinburgh, Erskine*, Glasgow, Gourrock*, Inverness, Keith, Paisley and Stirling.

Austria: Hohenau and Wien. **Belgium:** Bruxelles/Brussel and Oostende. **Czech Republic:** Kolin, Kutná Hora and Praha. **France:** Arras, Boulogne, Colmar, Mulhouse, Paris, Riquewihr*, Villers-en-Bois* and Vimy. **Germany:** Bad Krozingen, Beilstein*, Cochem, Freiburg-im-Breisgau, Horben*, Karlsruhe, Staufen, Stuttgart and Trier. **Luxembourg:** Luxembourg. **Switzerland:** Basel.

Australia: Adelaide, Brisbane, Bunbury, Cairns, Canberra, Cooma*, Fremantle, Geelong, Glenelg, Honeymoon Bay*, Kalgoorlie, Kuranda, Lyndoch*, Manly*, Melbourne, Norman Reef*, North Brighton, Nowra, Perth, St. Kilda, Snowy Mountains*, Sydney and Wollongong. **Fiji:** Cuvu, Denaru*, Korotoga*, Mana Island*, Nadi*, Nagana*, Natodola, Sigatoka* and Suva*.

PARTICULARLY NOTEWORTHY TRIPS

1990 – **WR/AN Indian-Pacific**, East Perth to Adelaide Keswick (in a shower-equipped Sleeper across Western and South Australia states, the Nullarbor Plain, and the world's longest stretch of straight track); **AN/VL Overland**, Adelaide Keswick to Melbourne Spencer Street (over the wide gauge line connecting South Australia and Victoria states, later converted to standard gauge); **QR Sunlander**, Brisbane Roma Street to Cairns (in another shower-equipped Sleeper forming part of an impressive, 22-car, narrow-gauge train heading north through Queensland); **CCR**, Cuvu to Natodola (a working, narrow-gauge, sugar-cane railway used by locals as well as tourists);

1992 – **FSS Shakespeare Express**, London Ealing Broadway to Stratford-upon-Avon (offered by Flying Scotsman Services behind former Great Western steam locomotive NUNNEY CASTLE, from Ealing Broadway instead of Marylebone station as on previous trips); **BR 1717**, Southampton to London Waterloo (on a new "Wessex Electric" train through the scenic Hampshire Hills, after a visit to Dad's hometown); **SNCF/DB/ÖBB Orient Express**, Paris Est to Wien West (overnight in an Austrian Sleeper on this remnant of the famous Wagons-Lits *Train de Luxe*, also featuring a Hungarian Coach, Sleeper and Restaurant car destined for Budapest); **ÖBB/ČSD Vindobona**, Wien Süd to Praha Holešovice (a mostly East German train passing through Czech farmland and industrial cities on its way to Berlin); **ČSD/DB 356**, Praha Hlavní to Stuttgart (overnight in a Czech Sleeper);

1998 – **SA Cumbrian Mountain Express**, Carlisle to York (operated by the cleverly named Steamy Affairs company over the famous Carlisle & Settle line); **SCR Caledonian Sleeper**, Inverness to London Euston (one of two, all-Sleeper ScotRail trains, this one involving Inverness, Aberdeen and Fort William portions consolidating at Edinburgh for the journey south); **GNER 1230**, London King's Cross-York (fastest average speed experienced to date in Britain, at 152 kilometres [94 miles] per hour, by Electric 225); **NYMR 1120**, Pickering to Grosmont (over one the best British preserved railways, complete with beautiful stations); **RRNE 0909**, Malton to Liverpool Lime Street (across northern England on the Trans-Pennine route, via Leeds and Manchester).

LA GRANDE ALLURE: 1990's

TIMINGS

... are taken from detailed trip cards, railway timetables, and the following Cook's timetables: for **1990** – Sept.-Oct. 1990 *Overseas*; for **1992** – May 31-June 30 1992 *European*; and **1998** – April 1998 *European*.

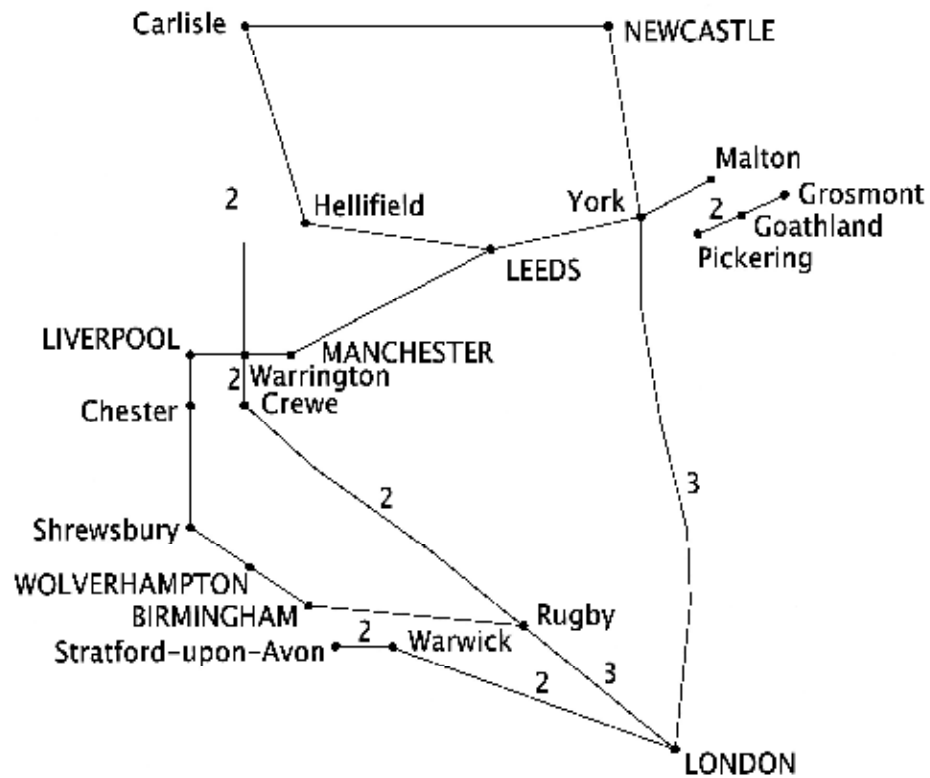
REMINDER

Unlike European trains, numbers and names of Australian trains were recorded on a systematic basis and appear alongside locomotives and cars in brackets and italics.

ROUTE SCHEMATIC 1A: BRITISH ISLES

NORTH & MID-ENGLAND

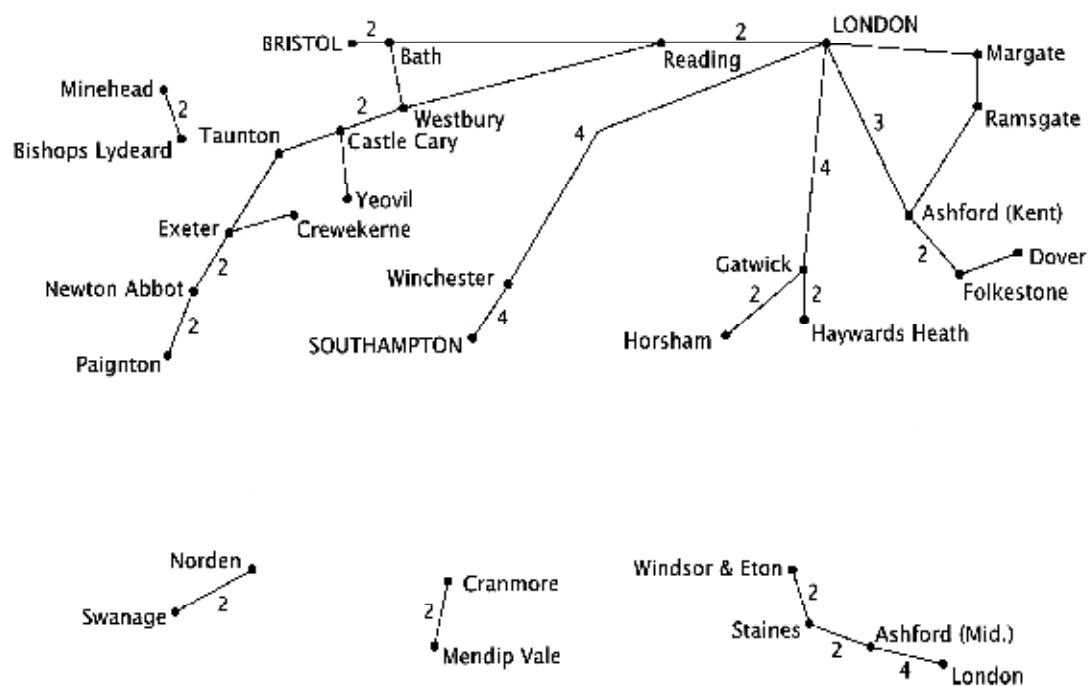
*[Showing one-way trips by route segment
(one such trip unless shown otherwise)]*



ROUTE SCHEMATIC 1B: BRITISH ISLES

SOUTHERN ENGLAND

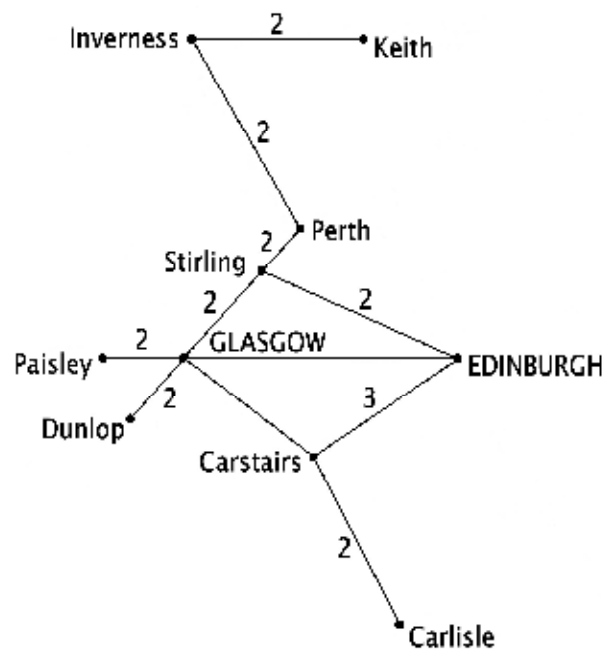
***[Showing one-way trips by route segment
(one such trip unless shown otherwise)]***



ROUTE SCHEMATIC 1C: BRITISH ISLES

SCOTLAND

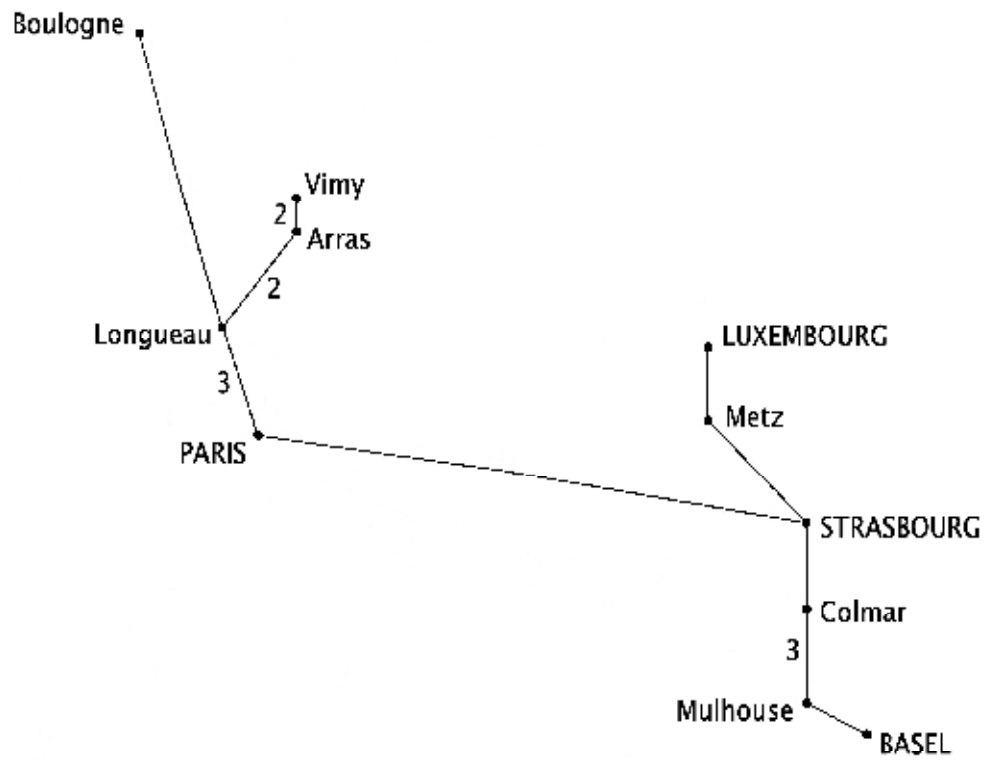
*[Showing one-way trips by route segment
(one such trip unless shown otherwise)]*



ROUTE SCHEMATIC 2A: THE CONTINENT

FRANCE

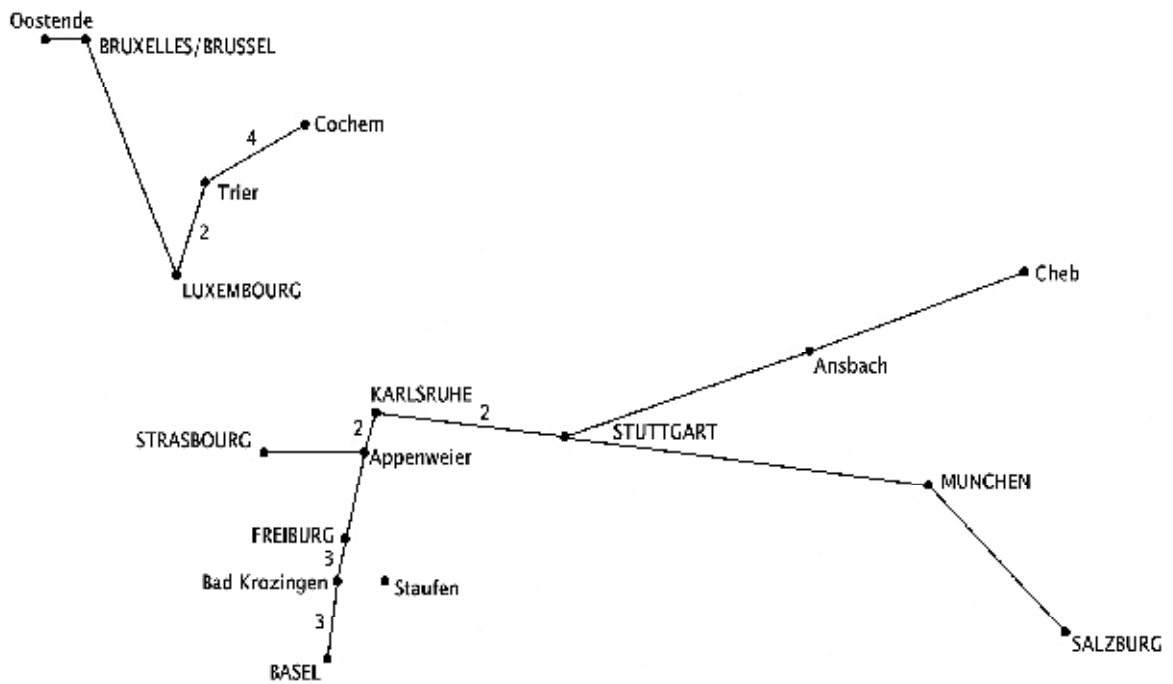
*[Showing one-way trips by route segment
(one such trip unless shown otherwise)]*



ROUTE SCHEMATIC 2B: THE CONTINENT

GERMANY & LOW COUNTRIES

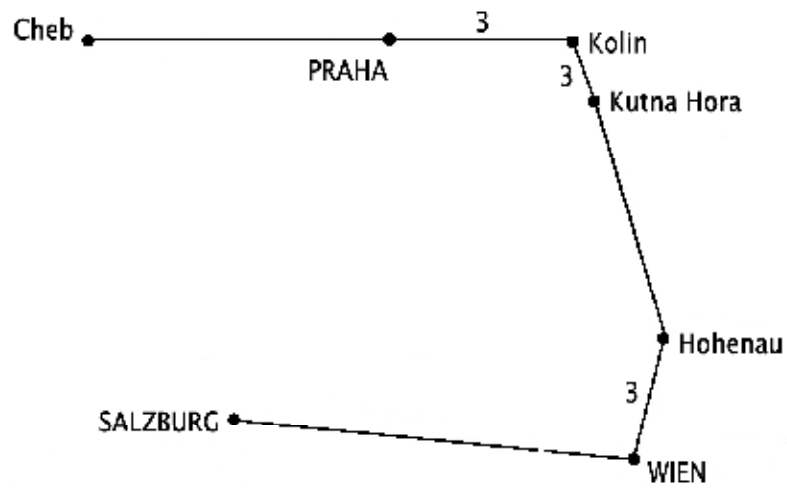
*[Showing one-way trips by route segment
(one such trip unless shown otherwise)]*



ROUTE SCHEMATIC 2C: THE CONTINENT

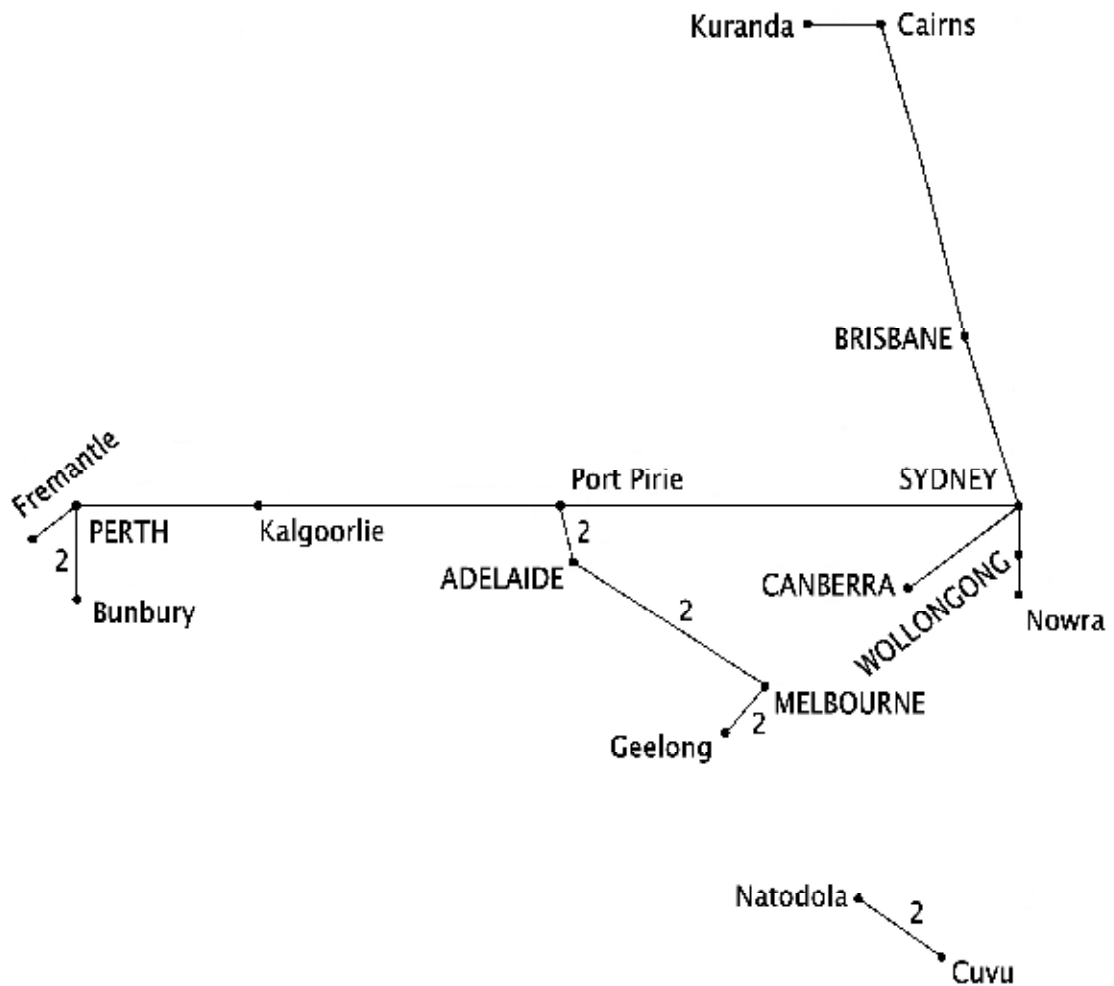
AUSTRIA & CZECH REPUBLIC

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



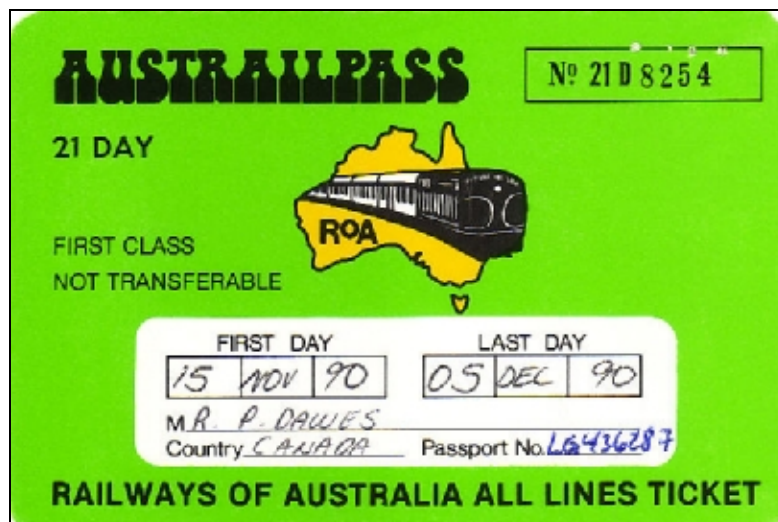
ROUTE SCHEMATIC 3: AUSTRALIA & FIJI

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



1990

AUSTRALIA/FIJI



SYNOPSIS

This was my ninth overseas holiday and fourth with Sandra, featuring four weeks in Australia and one in Fiji. Our friend, Tom Clark, was getting married to Pauline, a Perth native he'd met in England, and I was to be best man. Our bases in Perth were with her parents, then brother; later, we stayed with my friends Ann and Ben Hallam, first at Cooma, then Nowra, New South Wales. The Austrailpasses represented on the opening page of this chapter worked their magic all over the Continent.

Trips taken: We took 17 trips covering 9,632 kilometres (6,011 miles), including 15 in Australia: 5 primarily on State Rail (SRA), mostly in New South Wales; 4 on V/Line (VL), based in Victoria; 2 on Westrail (WR), in Western Australia; 2 on Queensland Railways (QR); 1 on Australian National (AN); and 1 on Trans-Perth. There were also 2 on Fiji's Coral Coast Railway (CCR). Twelve of the trips were in my "Coaches, Pullmans & Lounges" category and 5 in "Sleepers & Couchettes", the latter covering fully 79% of the total distance. Thirteen were on locomotive hauled and 4 on self-propelled trains, the latter accounting for only 5% of that distance. There were no trips on steam trains.

Equipment units: 167, made up of 31 Locomotives & Related Units and 136 cars (Coaches, Pullmans & Lounges, 73; Sleeping & Couchette Cars, 34; Restaurant & Other Meal Cars, 10; Baggage & Miscellaneous Cars, 19.)

AUSTRALIA

Places visited: Adelaide, Brisbane, Bunbury, Cairns, Canberra, Cooma*, Fremantle, Geelong, Glenelg, Honeymoon Bay*, Kalgoorlie, Kuranda, Lyndoch*, Manly*, Melbourne, Norman Reef*; North Brighton, Nowra, Perth, St. Kilda, Snowy Mountains*, Sydney and Wollongong. (***Note:*** * indicates by non-rail means.)

Noteworthy train trips: ***WR Australind***, Perth City to Bunbury; ***WR/AN Indian-Pacific***, East Perth to Adelaide Keswick; ***AN/VL Overland***, Adelaide Keswick to Melbourne Spencer St.; ***AN/SRA Indian-Pacific***, Adelaide Keswick to Sydney Terminal; ***SRA Brisbane XPT***, Sydney Terminal to Brisbane Roma St.; ***QR Sunlander***, Brisbane Roma St. to Cairns; ***QR Kuranda Tourist Train***, Cairns to

LA GRANDE ALLURE: 1990

Kuranda.

Fastest average speed: *WR Australind*, Bunbury to Perth City: 90 km/h (56 mph). **Slowest:** *QR Kuranda Tourist Train*, Cairns to Kuranda: 23 km/h (14 mph).

Memorable non-rail trips: QR chartered bus, Kuranda to Cairns; Great Barrier Reef Adventures REEF CAT, Cairns to Norman Reef.

FIJI

Places visited: Cuvu, Denaru*, Korotoga*, Mana Island*, Nadi*, Nagana*, Natodola, Sigatoka* and Suva*. (**Note:** * indicates by non-rail means.)

Noteworthy train trips: *CCR Coral Coast Sugar Train*, Cuvu to Natodola.

Fastest (and slowest) average speed: *CCR Coral Coast Sugar Train*, Cuvu to Natodola & return: 9 km/h (5 mph).

Memorable non-rail trips: Pacific Transport bus, Korotoga to Suva; South Sea Cruises STARDUST 2, Denaru to Mana Island.


HIGHLIGHT!

Taking the *Indian-Pacific* from Perth to Adelaide, later on to Sydney, from the west side of the continent to the east, courtesy Westrail, Australian National and State Rail Authority of New South Wales – truly, one of the great railway journeys of the world.

MILESTONE

The *Overland* between Adelaide and Melbourne was a real classic, made up partly of 1950's conventional equipment operating on wide gauge track. In 1995, this line would be converted to standard gauge and XPT (Express Passenger Train) equipment introduced.

LA GRANDE ALLURE: 1990

 Railways of Australia		Travel Coupon 1 For travel between places enclosed in heavy rule		ISSUED IN CONJUNCTION WITH AUSTRALPASS #S 210 8253-54 MR. P. + MR. S. DAWES..... 0 089965																						
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Class 1st SINGLE-RETURN Rate ADULT TOTAL FARE AUD 64 00		TO BRISBANE		<table border="1"> <thead> <tr> <th>Departing</th> <th>Time</th> <th>Date</th> <th>Berth</th> <th>Seat</th> <th>Car</th> <th>Cld</th> </tr> </thead> <tbody> <tr> <td>SYDNEY</td> <td>4.15 PM</td> <td>30/11/90</td> <td>-</td> <td>27-28</td> <td>4</td> <td></td> </tr> <tr> <td>BRISBANE</td> <td>9.10 AM</td> <td>01/12/90</td> <td>11-12</td> <td>-</td> <td>5</td> <td></td> </tr> </tbody> </table>		Departing	Time	Date	Berth	Seat	Car	Cld	SYDNEY	4.15 PM	30/11/90	-	27-28	4		BRISBANE	9.10 AM	01/12/90	11-12	-	5	
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BRISBANE	9.10 AM	01/12/90	11-12	-	5																					
Issued by C. DHANWANT Office of Issue GOWAY VANCOUVER CANADA		TO CAIRNS		Special Requirements SYD/BRN - FIRST CLASS SEAT BRN/CRS - FIRST CLASS BERTH																						
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[Sydney-Brisbane-Cairns ticket issued by Goway Travel of Vancouver for Railways of Australia, 1990]



[From Westrail Australind timetable, 1989]



[From soap wrapper]

TRIPS AND TRAIN COMPOSITION

· **9-11 NOV:** To **PERTH**, Australia, starting with Canadian Airlines International Boeing 737 SPIRIT OF THE NORTH to Vancouver, then Douglas DC-10's to Sydney (changing at Honolulu, then crossing the Date Line); · **11 NOV:** By Ansett Airlines Airbus A-320 directly onward to Perth, the modern, bustling capital of Western Australia located 20 kilometres (12 miles) up the Swan river from the Indian Ocean (three nights with Pauline's parents), followed by a day of recovery from jet lag, lounging around and exploring City Beach – their house being only a block or so from the Indian ocean.

SUNRISE OVER SYDNEY

We almost didn't get on our intended Vancouver-Honolulu flight, because our reservations hadn't been revised to accommodate a late schedule change made by Canadian Airlines International. Fortunately, there was a later, second flight that day which could make the connection with our Toronto-originating, Honolulu-Sydney plane, and we were upgraded to Business class. To top it all off, we enjoyed an incredible sunrise landing at Sydney International at 0600 in the morning.

13 NOV:

TP FREMANTLE-DAGLISH [EAST PERTH]

Ed [WR] [1703]

C [4]

Day excursion to **FREMANTLE** with Tom, his future father-in-law driving us on the outward leg; * "Freo" was the ocean port for Perth, once the first Australian call for Peninsular & Oriental and other liners originating in Britain, but now an important container and bulk port for Western Australia; * After admiring the architecture of preserved buildings and visiting the excellent maritime museum, we departed at 1703 behind a Class 1700 locomotive, arriving Perth Daglish station at 1730, on a narrow-gauge train operated by state-owned Westrail for the Trans-Perth Transport Authority and featuring ancient wooden cars presided over by an eccentric conductor attired in shorts, who called out the stations in dramatic fashion; * 20 km in 27 mins, or 44 km/h (12 m/s/27 mph), timings estimated; * No. 1703 (EEA, 1962/lr-HVRS); * Next day, the main attractions were whale-watching and visiting beautiful King's Park overlooking the river and the city centre, after which we took a Trans-Perth commuter train to Pauline's brother's place in Subiaco for the next four nights.

LA GRANDE ALLURE: 1990



1990's-3: Westrail No. 103 *Australind* at the impressive Bunbury transportation centre, with what can only be described as a nerdish Tom Clark posing in front (1990/11/15) [PETER DAWES].

15 NOV:

WR 103/108 PERTH CITY-BUNBURY & RETURN *Australind*

Cmd [4] [ADP101?, **ADQ121**, ADQ122, ADP102?]

Day excursion south to **BUNBURY** with Tom, departing 1000, arriving 1220, including stops at Pinjarra, Waroona and Harvey; * This was a narrow-gauge Diesel Multiple Unit (DMU) train built by Commonwealth Engineering (COMENG), operated by Westrail (formerly Western Australian Government Railways), and featuring "Driving Power Cars" equipped with a Buffet Counter at each end, "Intermediate Power Car" trailers in the middle; * The train was named after a once aspiring global seaport near Bunbury ("Austral" for Australia; "ind" for India), and Bunbury itself proved to be a small industrial regional centre and resort, featuring some interesting pubs; * Returning, depart 1540, arrive 1745; * 187 km in 2 hrs 5 mins, or 90 km/h (117 mls/56 mph), on return trip; * *Australind* cars (COMENG, 1988/Ir-TWA), Driving Power Cars assumed (one might have been a third unit, No. ADP 103); * The next two days involved more sightseeing, parties and preparations for the wedding.

18-20 NOV:**WR/AN W2 EAST PERTH-ADELAIDE KESWICK [SYDNEY TERMINAL] *Indian-Pacific***

Ed	[2]	[WR]	EAST PERTH-KALGOORLIE [K201?, K204?]
Ed	[2]		KALGOORLIE-ADELAIDE [DL47X, GM41F]
XU			[HGM900]
Y			PERTH-ADELAIDE [ER313F]
C	[2]		[AG374N, BG371K]
CfL			[CDF924G]
S	[2]		[BRJ918E, BRJ917S]
R			[DF294A]
L			[AFC937L]
S	[5]		[ARM952N, ARJ945A, ARL920Y , ARJ283L, ARL947B]
XM			[HM901]
A	[3]		PERTH-ADELAIDE

To **ADELAIDE**, South Australia, departing 2100, arriving 1350 two days later, including stops at Northam, Merredin, Southern Cross, Kalgoorlie (WR/AN meeting point on the Western Australia-South Australia border), Rawlinna (SA), Forrest, Cook, Tarcoola, Kingoonya, Pimba, Port Augusta and Coonamia; * *Indian Pacific* was powered by unrecorded Westrail locomotives as far as Kalgoorlie, where they were replaced by Australian National DL and GM Class units, both built by U.S. Electro-Motive Division (EMD) licensee, Clyde Engineering (two Generator cars supplying electric power) **[equipment owned by AN unless otherwise indicated]**; * We occupied a shower-equipped compartment in first-class "Twinette" Sleeper No. ARL 920Y for two nights, built by COMENG in 1974; * Adelaide was the beautiful capital of South Australia, bisected by the Torrens river and featuring an impressive Festival Centre and Zoo (two nights at the excellent Adelaide Bed and Breakfast & Cafe); * 2,657 km in 39 hrs 20 mins, or 68 km/h (1,658 mls/42 mph), taking into account the 1.5-hour time difference; * Nos. K201, K204 (EEA, 1966); * Nos. DL47X (1988/lr-NRC), GM41F (1967/lr-GNR) (both CEC); * Nos. ARL920Y 1st cl. (9dc; ex-320), ARJ945A 1st cl. (18sc; ex-245), ARM952N 1st cl. (7dc; ex-252), BRJ918E 2nd cl. (16dc; ex-218) (all COMENG, 1968-74; ex-CR/lr-GSR); * Nos. CDF924 (ex-224), DF294A, AFC937L (ex-237/lr-GSR HANNANS BAR LOUNGE) (all COMENG, 1968-74; ex-CR/lr-GSR); * No. BG371K (SARW, 1965; ex-SAR BD1, CR/lr-GSR); · **21 NOV:** Excursion bus to **Lyndoch** in the scenic Barossa Valley, stopping at several wineries along the way.

LA GRANDE ALLURE: 1990



1990's-4: Australian National No. W2 *Indian-Pacific* pauses at Cook, South Australia, as the sun goes down (1990/11/19) [PETER DAWES].

INDIAN-PACIFIC

Our "Twinette" Sleeping car was one of five first-class, and two economy class Sleepers in this consist, the cars marked, "Indian-Pacific". Meals were served on a reservation basis by a no-nonsense crew, apparently keen to move people through quickly so they could have *their* meals. Furthermore, the interiors of both the Diner and Lounge car needed refurbishment. To be honest, I found myself giving poor marks for service compared to our own VIA Rail Canada.

THE NULLARBOR

Indian-Pacific headed straight across the Nullarbor desert, partly on the world's longest stretch of tangent track at 478 kilometres (297 miles). Three Motorail cars brought up the rear for drivers not wishing to tackle this formidable expanse. Sandra was particularly fascinated by the southern night sky, as viewed from our window.

LA GRANDE ALLURE: 1990



1990's-5: Sparse Nullarbor scenery, including an aerodrome, taken from the *Indian-Pacific* (1990/11/19) [PETER DAWES].

THE GHAN

Adelaide also was the starting point of the *Ghan*, an Australian National train which left the transcontinental line at Tarcoola and ran 1,555 kilometres (970 miles) north to Alice Springs. This line was later extended right up to Darwin on the north coast of Australia.

22-23 NOV:

AN/VL 739 ADELAIDE KESWICK-MELBOURNE SPENCER STREET *Overland*

Ed	[2]	[VL]	[N469 City of Morwell, N472 City of Sale]
X			[2.CO]
C			[7.BJ]
CfC			[2.RBJ]
C	[2]		[10.BJ, 2.AJ]
S	[3]		[Weroni, Tarkinji, Yanni]
L			[2]
S	[2]		[Tantini, Paiti]
A			



1990's-6: State Transport Authority Glenelg trams at Adelaide's Victoria Square station, a dining car version to the left (1990/11/20) [PETER DAWES].

GLENELG TRAMS

We enjoyed two tram excursions this day from Adelaide Victoria Square out to Glenelg on the ocean, the first on an exotic Dining car, the second on a regular unit.

To **MELBOURNE**, departing 1830, arriving 0745 next morning over this wide gauge line, including stops at Murray Bridge, Coonalpyn, Bordertown, Wolseley (Vict.), Dimboola, Horsham, Ararat and Ballarat, behind two V/Line Class N diesels built by EMD licensee, COMENG [*equipment jointly owned by AN & VL unless otherwise indicated*]; * We occupied a compartment in 9-room, "Twinette" Sleeper *Yanni* and particularly enjoyed the early morning approach through beautiful agricultural lands into Melbourne – capital of Victoria state, bisected by the Yarra river, and big rival to Sydney as Australia's leading city; * 774 km in 12 hrs 45 mins, or 61 km/h (483 mls/38 mph), taking into account a 30-minute time difference; * Nos. N469, N472 (COMENG, 1986-7/lr-VLP); * YANNI Twinette 1st cl. (9dc)/lr-IDS,BBR, GDC PRV BMC2, GSR Sir John Forrest), TANTINI:2 Roomette 2nd cl. (18sc; lr-GSR), 2.RBJ (ex-C BJ2/lr-GSR), 2 (lr-GSR NOMULDI), 2.CO (lr-WCR,ALRC,REX) (all SARW, 1956-72; ex-VL-SARW).



1990's-7: Sandra at the door of Twinette Sleeper *Yanni*, prior to departure of the *Overland* from Adelaide's Keswick station (1990/11/22) [PETER DAWES].

THE OVERLAND

...was a joint Australian National-V/Line service featuring wide-gauge cars marked with the train's name and featuring ex-South Australian Railways' single- and double-berth Sleepers ("Roomette" and "Twinette", respectively), each featuring a Gideon's Bible, just like in hotels. One Motorail car was provided for those wishing to take along an automobile.

23 NOV:

VL 8229/8244 MELBOURNE SPENCER STREET-GEELONG & RETURN

Ed

C [3]

X

LA GRANDE ALLURE: 1990



1990's-8: One of Melbourne's famous trams (1990/11/23) [PETER DAWES].

Side trip to **Geelong**, just to see the countryside around Melbourne, departing 1100, arriving 1208, including stops at Werribee, Little River and Lara; * Geelong (pronounced “Juh-long”) was an important industrial city, second in population behind Melbourne in Victoria; * Returning, depart 1230, arrive 1330, with the equipment reversed, then more exploration of Melbourne in the afternoon sunshine (including Victoria Street Market with its exotic fruits, vegetables and animals for sale) – by means of the justly famous and comprehensive tram system, including journeys to the suburban beach communities of St. Kilda and North Brighton; * 73 km in 1 hr, on the return trip, or 73 km/h (46 mls/46 mph); * Equipment numbers not recorded.

23-24 NOV:

VL/AN 8141 MELBOURNE SPENCER STREET-ADELAIDE KESWICK Overland

Ed	[2]	[VL]	[N472 City of Sale, N469 City of Morwell]
A			
S	[2]		[Paiti, Tantini]
L			[2]
S	[3]		[Yanni, Tarkinji, Weroni]
C	[3]		[2.AJ, 10.BJ, 4.BJ]
CfC			[3.RBJ]

LA GRANDE ALLURE: 1990

C [7.BJ]
X [2.CO]

To **SYDNEY**, via Adelaide, departing 2100, arriving Adelaide next morning at 0905, again in *Yanni*; **[equipment jointly owned by AN & VL unless otherwise indicated]**; * We enjoyed a final tram ride out to Glenelg and return.

SPENCER STREET ACTION

While waiting to take the *Overland* back to Melbourne, we saw two standard-gauge trains at Spencer Street, operating over dual-gauge trackage within the state of Victoria: an arriving 8-car, Sydney-Melbourne *Inter-Capital Daylight*; and a ready-to-leave 14-car, *Melbourne-Sydney Express* (including five Sleepers and a Dining car).

24-25 NOV:

AN W2/SRA WE2 [EAST PERTH] ADELAIDE KESWICK-SYDNEY TERMINAL *Indian-Pacific*

Ed	[2]	ADELAIDE-BROKEN HILL [GM44J, GM4??]
Ed	[2] [SR]	BROKEN HILL-LITHGOW [8042?, 8040]
Ee	[2] [SR]	LITHGOW-SYDNEY [8503, 8501]
A		[MBY2589]
XM		[HM312]
S	[5]	[ARL926D?, ARL326D, ARL921A , ARJ984A, ARM954X]
L		[AFC936C]
R		[DF364G]
S	[2]	[BRJ916J?, BRJ915A]
CfL		[CDF225M]
C	[2]	[BG370B, BG369F]
Y		ADELAIDE-SYDNEY [ER906U]
XU		[HGM902]

To **SYDNEY**; departing 1440, arriving Sydney 1935 next day on the Perth-originating *Indian-Pacific*, including stops at Gladstone, Peterborough, Broken Hill (NSW), Parkes, Orange East Fork, Bathurst and Lithgow; * State Rail took over from AN at Broken Hill – its Class 80 diesels (ALCO) eventually being replaced by Class 85 electrics (Mitsubishi) at Lithgow, both types built by COMENG **[equipment owned by AN unless otherwise indicated]**; * We occupied another shower-equipped Sleeper, on a train manned by a virtual

LA GRANDE ALLURE: 1990

army of staff, some in training, then spent two nights at the Greetings Paddington Gardens Hotel; * 1,688 km in 28 hrs 25 mins, or 59 km/h (1,053 mls/37 mph), taking into account another 30-minute time difference; * Recorded our Sleeper as ARL321A; * Nos. 8040, 8042 (COMENG, 1982); * Nos. 8501 (Ir-SETS), 8503 (Ir-SLV) (both COMENG, 1979); * No. GM 41?? (recorded as GM41L, close to GM41F from 18 NOV; * No. HM312 (COMENG, 1974; Ir-GSR, recorded as GHM312V); · **26 NOV:** By SRA's CityRail system to Circular Quay, using a loop under the downtown, for sightseeing around one of the most beautiful harbours in the world, then by State of New South Wales-owned Sydney Ferries past the sparkling, world-famous Opera House to **Manly**, a suburb and resort featuring nudes bathing on spectacular beaches – later, by another ferry from Circular Quay into Darling Harbour on Cockle Bay.

THREE GAUGES

For a long way out of Adelaide, there was evidence of the original South Australian Railways (SAR) narrow-gauge line that was later paralleled by the transcontinental line – Gladstone at one time the meeting place of AN standard, SAR narrow, and Victorian wide gauge railways.

SYDNEY METROPOLIS

Sydney was the capital of New South Wales and largest city in Australia, featuring an excellent commuter rail and ferry system – but highly deficient compared to Melbourne, due to a lack of trams! Our hotel was located on Oxford Street in the funky Paddington district of the city, Sydney having a London feel to it, due to neighbourhoods bearing names such as this and King's Cross. The impressive Harbour Bridge was located on Dawes Point, apparently named after English emigrants – hopefully, not convicts!

· **27 NOV:** To **COOMA**, starting with CityRail from Terminal station to the Sydney suburb of Strathfield, then an automobile trip, courtesy Ann Hallam, to this town located 115 kilometres (71 miles) south of Canberra near the Snowy Mountains, which were an important source of hydro-electric and irrigation water for the entire region (two nights there, Ann's engineer husband Ben being away consulting in Indonesia); · **28 NOV:** By automobile, courtesy Ann and son Antony, into the **Snowy Mountains**, snow indeed being evident at the highest levels in contrast to the 35-degree Centigrade heat of Cooma, where jogging proved to be a much different experience than in Edmonton (later enjoyed a wonderful dinner with a typical, cosmopolitan "Ann Group" of Aussies, English, Americans, Kenyans, and us Canadians).

LA GRANDE ALLURE: 1990



1990's-9: Sydney Ferries vessel on the Manly run, passing the famous Opera House (1990/11/26) [PETER DAWES].

29 NOV:

SRA SL22 CANBERRA-SYDNEY TERMINAL *Canberra Express*

Ed	[42204]
C [2]	[FFH2216, SFE2274]
BC	[RDH2239]
C	[TDS2246]
U	[PHN2365]

Back to **SYDNEY**, beginning with an automobile trip to **Canberra** to catch State Rail – Canberra being the relatively new capital of Australia, featuring loads of green space, wide avenues, and other evidence of car-dependence; * Depart Canberra 1245, arrive Sydney 1730 (estimated), including stops at Queanbeyan, Goulburn and Moss Vale, behind a COMENG Class 422 diesel (EMD) and occupying the Buffet Coach – this and other State Rail intercity services operating under the marketing name, Countrylink; * We spent one further night at the Greetings Paddington Gardens before heading north; * 326 km in 4 hrs 45 mins, or 69 km/h (203 mls/43 mph), timings estimated; * No. 42204 (COMENG, 1969/lr-ASR 2206); * Nos. RDH2239

LA GRANDE ALLURE: 1990

(TPI, 1949), SFE2274 (COMENG, 1950) – these cars bearing different prefixes over the years.

NOT IN THE GAME

Intercity passenger rail faced the same basic difficulty in Australia as in Canada and the United States: heavy road and air competition; inadequate product. State Rail's premier train linking the country's biggest city (Sydney) with the national capital (Canberra) was too slow at 69 kilometres (43 miles) per hour to attract many people out of their automobiles, especially given its 1950's equipment.

30 NOV-1 DEC:

SRA N17 SYDNEY TERMINAL-BRISBANE ROMA ST. *Brisbane XPT*

Ed		[XP2005 City of Newcastle]
C	[3]	[XFH2104, XF2201, XM22??]
BC		[XDR2152]
C	[3]	[XD2224, XD2214, XDH2101]
Ed		[XP2004 City of Kempsey]

To **CAIRNS** via Brisbane, after another day of sightseeing by CityRail and on foot, including the Botanic Gardens and (how English can you get?) Hyde Park – then by ferry again to **Manly** to experience the great beauty of Sydney harbour one last time; * Depart Terminal station 1615, arrive Brisbane 0615 next morning, including stops at Gosford, Broadmeadow, Maitland, Taree, Kempsey, Coffs Harbour, Grafton City, Casino and Kyogle, powered by two XP Class streamlined diesels built by COMENG and occupying the Buffet Coach; * Brisbane was the capital of Queensland state and proved to be a wonderful restorative tonic in the early morning between trains – especially the beautiful Wickham and Albert parks decked out in frangipani blossoms and overlooking Roma Street station; * 987 km in 14 hrs, or a slow 71 km/h (616 mls/44 mph); * Nos. XP2004, XP2005, XDR2152 (recorded as XDB2152), XF2201 (all COMENG, 1981-2) – the Coaches having varying prefixes over the years.



[From Austrailpass
brochure, 1990]

LA GRANDE ALLURE: 1990



1990's-10: State Rail No. N17 *Brisbane XPT*, standing at Platform 1, Sydney Terminal station (1990/11/30) [PETER DAWES].

NOT TO BE RECOMMENDED

Our *Brisbane XPT* was an Australian version of the British diesel High Speed Train (HST), featuring six day Coaches spliced by a Buffet Coach. The lack of Sleeping accommodation on this long overnight run was compounded by reservations which placed us right next to the Buffet, on a train filled with high-school kids travelling as far north as Casino, the 0300 hours transfer point for the aptly named Surfers Paradise – although the kids were pretty well behaved, considering the novelty of an overnight train trip and hormones running wild.

1-2 DEC:

QR AC37 BRISBANE ROMA ST.-CAIRNS *Sunlander*

Ee		BRISBANE-ROCKHAMPTON [3928]
Ed	[2]	ROCKHAMPTON-CAIRNS [1555,1732]
X		[1458]
U		[1435]
S	[7]	[1906,1910,1498,1536, 1494 ,1497,1493]

LA GRANDE ALLURE: 1990

R		[1934]
RL		[1528]
S	[3]	[1477,1483,1474]
L		[1519]
C	[4]	[1881,1928,1875,1880]
U		[1437]

Depart 0910, arrive Cairns 1810 next day, including stops at Nambour, Maryborough West, Bundaberg, Gladstone, Rockingham, Mackay, Proserpine, Bowen, Home Hill, Ayr, Townsville, Ingham, Tully and Innisfail, on a long and slow, narrow-gauge Queensland Railways train propelled by a newish Clyde Engineering Class 3900 electric locomotive (ASEA) as far as Rockingham, then two COMENG/Clyde diesels (EMD) beyond; * We occupied a shower-equipped, 2-bed compartment in a first-class Sleeper, built, like most of these cars, in the mid-1950's; * There were lots of sugar cane fields towards the end of the trip, serviced by tiny railways; * 1,683 km in 33 hrs, or a slow 51 km/h (1,050 mls/32 mph), timings estimated; * No. 3928 (CEC, 1990); * Nos. 1555 (1973/r-2315), 1732 (1967) (COMENG/CEC); * Nos. 1494 1st cl. (7dc), 1483 2nd cl. (8ts), 1435, 1458 (all COMENG, 1954-5); * No. 1906 1stcl (14sc) (COMENG, 1983); * Nos. 1880, 1934 (COMENG, 1981-5); * Cairns turned out to be a rapidly growing tourist destination, especially for Japanese, given its close proximity to the Great Barrier Reef, and we spent three nights at the Bay Village Resort, featuring an atrium, lush vegetation and poolside bar.

SUNLANDER

Our *Sunlander* from Brisbane to Cairns featured no less than 10, narrow-gauge Sleeping cars, good-if-basic food, friendly on-board staff, and sociable fellow passengers – fully compensating for the disappointment of the *Brisbane XPT*. This tri-weekly service actually was QR's secondary train on the route, after the once weekly *Queenslander*. The Sleepers ranged from 14-compartment single berth and 7-compartment double berth cars (both first-class) to 8-triple berth section cars (second-class).

3 DEC:

QR CAIRNS-KURANDA *Kuranda Tourist Train*

Ed		[1759]
C	[14]	[1572,522,569,1321,1338,1284,1328,1330,1361,1325,1341,1342,1343,270]

LA GRANDE ALLURE: 1990



1990's-11: Queensland Railways No. AC37 *Sunlander* ready to depart Brisbane Roma Street station, comprised of 20 cars (1990/12/01) [PETER DAWES].

To **KURANDA** by means of a 14-car *Tourist Train*, departing 0830, arriving 1000, behind another Class 1720 diesel, twisting and climbing up the mountainside through 15 tunnels and over 40 bridges, stopping mid-journey at Barron River Falls scenic lookout; * We returned on a QR-chartered bus through the volcanic Atherton Tablelands, featuring Brahma-like cattle originally imported from India, a stop at a tropical rainforest, and a boat cruise on Lake Barrine (a volcanic crater); * 34 kms in 1 hr 30 mins, or 23 km/h (21 mls/14 mph), arrival time estimated; * Nos. 1325 (1944/lr-5501), 1572 (1953/lr-4904) (both QRWS); · **4 DEC:** Day excursion to **Norman Reef** on Great Barrier Reef Adventures REEF CAT, with a stop at Green Island outward



[QR Sunlander Timetable, back cover]



1990's-12: Queensland Railways *Kuranda Tourist Train* at Barron River Falls look-out, Sandra leaning on Coach No. 1325 (1990/12/03) [PETER DAWES].

DEEP INTO TOURIST COUNTRY

We weren't the only Canadians on board the *Kuranda Tourist Train*. One male compatriot wore red-and-white shorts announcing, "This Bum's Canadian", possibly appealing to the famous Aussie sense of humour. On REEF CAT, we and the Japanese-speaking Aussie crew were just about the only Caucasians among a couple of hundred Japanese tourists. Snorkelling from a large pontoon structure anchored over the reef was great fun, alongside schools of spectacularly colourful fish – thankfully, none of them a shark.

5 DEC:

SRA SYDNEY TERMINAL-WOLLONGONG

Cme [4] [DIM8087, DIT9153, DIT9129, DJM8104]

To **NOWRA**, New South Wales, via Brisbane, Sydney and Wollongong, to stay with Ann, Ben (he newly returned from Indonesia), and Antony, beginning with an Ansett Airlines Airbus A-320 from Cairns to

LA GRANDE ALLURE: 1990

Brisbane, then Boeing 767 onward to Sydney; * Depart Sydney 1833, arrive Wollongong 1945, making a number of suburban stops, on a double-deck, CityRail, Electric Multiple Unit commuter train consisting of powered cars at each end and trailers in the middle; * 90 km in 1 hr 12 mins, or 75 km/h (56 mls/47 mph), timings estimated; * All cars (COMENG, 1981-9).

SRA WOLLONGONG-NOWRA (BOMADERRY)

Cmd [2] [627?, 733]

Depart 1957, arrive 2130 at Bomaderry (terminal for Nowra), after perhaps half-a-dozen stops, on a train consisting of powered and trailing units, then two nights at a cottage, located close to the Pacific Ocean; * 63 km in 1 hr 33 mins, or 41 km/h (39 mls/25 mph), timings estimated; * Nos. 627, 733 (NSWGR, 1961) – the first being assumed as there was no such car bearing the recorded number, 617); · **6 DEC:** By car and foot to a secluded inlet off the Pacific called **Honeymoon Bay**, first investigating the landmark 1928 wreck of the coastal liner MERIMBULA, then snorkeling, building sand castles with Antony, and quaffing Victoria Bitter ale – as close to paradise as we'll probably ever get to on this earth.

WORST TRAIN AWARD

... goes to the filthy, 1961-built, diesel railcar set on the Nowra route, adorned with uncomfortable seats and malfunctioning toilets – by far, the worst equipment we encountered in Australia and, frankly, a disgrace to State Rail.

· **7 DEC:** To **KOROTOGO** in the Fiji islands, starting with an automobile transfer to Sydney International Airport, then a Canadian Airlines International Douglas DC-10 to Nadi and van onward along the Coral Coast of the main island, Viti Levu; * We were to spend five nights at the excellent Crow's Nest motel, at Korotogo, filled with an interesting assortment of nautical mementos of its Australian owner and featuring local fellows playing guitars and singing songs each evening by the pool; · **8 DEC:** To nearby **Nagana** via Sigatoka, after a morning of beach-combing across the road from the Crow's Nest amidst debris from a recent hurricane (very scenic, but the reef was too shallow, thick and sharp to allow for good snorkelling), the purpose being to take a cruise inland along the nearby Sigatoka river to a supposedly authentic village for a “cava” ritual and local craft show (cava being the mildly narcotic national drink) – capping the day off with a cultural evening staged by local performers at the Reef Hotel; * Next day, we went swimming and snorkelling at a lovely nearby beach, with no one else in sight – well, no one until I decided to skinny dip, at which point a family promptly arrived.



1990's-13: Pacific Ocean sunset at Korotogo beach, Viti Levu, Fiji (1990/12/??) [SANDRA DAWES].

10 DEC:

CCR CUVU-NATODOLA & RETURN *Coral Coast Sugar Train*

Ed

X

C [3]

Excursion to **NATODOLA** by means of the narrow-gauge *Sugar Train*, starting with a van transfer to Cuvu; * Depart there at 1000, arrive Natodola 1200 after perhaps a half-dozen stops, the crew serving up an excellent meal on the beach after we'd enjoyed some further snorkelling; * Returning, depart 1430, arrive 1630, followed by a visit to the Kalevu Cultural Centre adjacent to the station (during which a huge Ratu, a sort of local aristocrat, provided commentary), before the van took us back to Korotoga; * 15 km in 2 hrs, or roughly 8 km/h (9 mls/5 mph), timings estimated; * Equipment (*details unavailable*).



1990's-14: *Coral Coast Sugar Train* at Natodola beach, with a cane train on the siding to its left (1990/12/10) [PETER DAWES].

THE SUGAR TRAIN

... was a well-used, working passenger service, operating through an area settled during the 19th century by east Indians recruited by British plantation owners. It was hauled by a diesel tackily dressed up as a steam engine, apparently called the “Puffing Boto” (toad). Scenic highlights began just out of Cuvu, when villagers slaughtered a tethered cow right out in the open. When freight cars filled with cane appeared at several points on the “main line”, our locomotive merely pushed them along and into the next siding.

CORAL COAST RAILWAY CO.

[“Daily Excursions” brochure, back cover]

LA GRANDE ALLURE: 1990

· **11 DEC:** To the capital and main Fijian ocean port of **Suva** for the day on a Pacific Transport Ltd. bus, approximately five hours around to the eastern side of Viti Levu, through typically beautiful scenery; * This was truly a local service catering to all types of traffic and terminating at a chaotic terminal packed with vehicles belching forth tremendous clouds of black smoke; * Suva featured a stern parliament building and other colonial-era structures; * On the return trip, the driver almost overshot our Korotogo stop, appearing to be half-asleep when I rushed forward to ask him to let us off.

DAYS GONE PAST

The Grand Pacific Hotel featured prominently in Suva. Once upon a time, it was frequented by tourists arriving by ship from North America and Hawaii – including AORANGI and NIAGARA of the Canadian Australasian Line, owned jointly by the Canadian Pacific Railway and Peninsular & Oriental subsidiary, Union Steamship Company of New Zealand. During our visit, a white hulled freighter we'd seen in Sydney a week earlier was berthed in the same harbour.

· **12-13 DEC:** To **Mana Island**, starting with a taxi transfer to Denaru, then the South Sea Cruises vessel STARDUST 2 onward, roughly two hours on a gorgeous day – made even better by bottles of the local delicacy, Fiji Bitter, and the company of a nice couple from Calgary just in from the Solomon Islands, not to mention some local girls on their way back to work on the resort islands; * We spent two nights in a *bure* (cabin) at Mana Island Resort, owned by Japanese interests but run by Fijians, snorkelling in company with friendly, brilliantly coloured tropical fish, and taking evening swims at Sunset Beach.

· **14 DEC:** Return (alas!) to **EDMONTON**, starting with a boat transfer back to Denaru and taxi onward to Nadi airport, followed by Canadian Airlines International Douglas DC-10's, Nadi to Honolulu (getting back 24 hours when crossing the Date Line) and Honolulu to Vancouver, then a Boeing 737 to Edmonton International – only to be greeted by an Alberta winter in full force.

LA GRANDE ALLURE: 1990



1990's-15: South Sea Cruises STARDUST 2 arriving at Mana Island (1990/12/14) [PETER DAWES].

2ND	7pm 8.15AM - 1pm TCS 310
	The Indian-Pacific Dining Car
SECOND SITTING	
Times of sittings will be announced during the day.	
A call will be made shortly before commencement of each sitting.	
Please see further details on back of this card.	

1992

*ENGLAND/FRANCE/AUSTRIA
CZECH REPUBLIC/GERMANY
SWITZERLAND/LUXEM-
BOURG/BELGIUM*

EuroCity «Rembrandt»

EC 2 Chur–Basel–Köln–Amsterdam

EC 3 Amsterdam–Köln–Basel–Chur

Neu! Panoramawagen 1. Klasse!
Nouveau! Voiture panoramique de 1^{re} classe!
New! First class Panorama-Coach!

31. 5.–26. 9. 1992



SBB CFF FFS

SYNOPSIS

This was my tenth overseas holiday (fifth with Sandra), featuring one and a half weeks in England, and two and a half weeks on the Continent, mainly in Austria, Czech Republic, France and Germany. Our home base was split between Tom and Pauline Clark's house in Clarence Road, Wimbledon, and our Canadian friend Eva Young's flat in east London. We took several EuroCity trains this time, thus the description of *Rembrandt* on the opening page.

Trips taken: We took 44 covering 5,992 kilometres (3,740 miles), including 13 in Germany, 12 in the British Isles, 9 in France, 4 in Czech Republic, and 2 each in Austria, Belgium and Luxembourg. Forty-two of the trips were in my "Coaches, Pullmans & Lounges" category and only 2 in "Sleeping & Couchette Cars", but the latter accounted for 34% of the total distance. Thirty-two were on locomotive hauled and 12 on self-propelled trains, the latter covering 13% of that distance. There were 2 trips behind steam, both in the British Isles.

Equipment units: 382, made up of 36 locomotives and 346 cars (Coaches, Pullmans & Lounges, 315; Sleeping & Couchette cars, 7; Restaurant & Other Meal Cars, 15; Baggage & Miscellaneous Cars, 9).

BRITISH ISLES

Places visited (all England): Ashford (Mid.), Brighton, Dover, Folkestone, Haywards Heath, Henfield*, London, Southampton, Stratford-upon-Avon, Winchester and Windsor & Eton. (**Note:** * indicates by non-rail means.)

Noteworthy train trips: *Flying Scotsman Services' William Shakespeare Express*, London Ealing Broadway to Stratford-upon-Avon; **BR 1051**, London Victoria to Haywards Heath; **BR 1717**, Southampton to London Waterloo.

Fastest average speed: **BR 1717**, Southampton to London Waterloo: 114 km/h (71 mph).

Slowest: **BR 2157**, Ashford to Waterloo: 45 km/h (28 mph).

THE CONTINENT

Places visited in Austria: Hohenau and Wien. **Belgium:** Bruxelles/Brussel and Oostende. **Czech Republic:** Kolin, Kutná Hora and Praha. **France:** Arras, Boulogne, Colmar, Mulhouse, Paris, Riquewihr*, Villers-en-Bois* and Vimy. **Germany:** Bad Krozingen, Beilstein*, Cochem, Freiburg-im-Breisgau, Horben*, Karlsruhe, Staufen, Stuttgart and Trier. **Luxemburg:** Luxembourg. **Switzerland:** Basel. (**Note:** * indicates by non-rail means.)

Noteworthy train trips: **SNCF 2205**, Paris Nord to Arras; **SNCF/DB/ÖBB Orient Express**, Paris Est to Wien West; **ÖBB Antonín Dvořák**, Wien Süd to Hohenau; **ÖBB/ČSD Vindobona**, Wien Süd to Praha Holešovice; **ČSD/DB 356**, Praha Hlavní to Stuttgart; **SWEG 8072**, Staufen to Freiburg-im-Breisgau; **CFL E3039**, Luxembourg to Trier.

Fastest average speed: **DB Verdi**, Karlsruhe to Freiburg: 134 km/h (83 mph). **Slowest:** **ČSD 5941**, Kolin to Kutná Hora Hlavní: 44 km/h (27 mph).

Memorable non-rail trips: Hoverspeed catamaran GREAT BRITAIN, Folkestone to Boulogne; also RTM jetfoil PRINCESSE CLÉMENTINE, Oostende to Dover.

HIGHLIGHT!

Taking the *Orient Express* from Paris Est to Wien West, by then just an ordinary international express – but luxuriating in an Austrian, MU-type Sleeping car and having evening drinks in the Hungarian State Railways Restaurant car.




MILESTONE

Riding my last-ever trains operated by British Rail, from Southampton to London Waterloo, then Waterloo out to Wimbledon – the Conservative government being determined to revolutionize the way railways were operated in Britain.

LA GRANDE ALLURE: 1992

Díl Teil Partie C	LUŽKOVÝ LISTEK BETTKARTE Bulletin de supplément voitures-lits		* 017326	Vydejna Ausgabestelle Bureau d'émission
Poznámky / Bemerkungen / Notes	STVRZENKA QUITTUNG		CSD QUITTANCE	54
Pravomoc Betreiberbefugnis Exploitation	z / von di via		da nach a	
Právo na rezervaci Anschluss-Reservierung Reservation en correspondance	Lůžková třída Bettklasse cat. (P)		Poloha lůžka Bettlage Position lit	
Sleva Reduction	Lůžko Bett			
Důvod Grund / Motif	Jméno Nom		Adresa Adresse	
<p>Prostíme, uchovávejte si tuto stvrzenku jako doklad o zaplacení. Nemohou-li být přidělena místa, vrátíme Vaše peníze zpět vrátíte-li stvrzenku a Lužkový listek.</p> <p>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.</p> <p>Veuillez conserver soigneusement cette quittance. Si une place ne peut être attribuée vous serez remboursé contre remise de cette quittance et du bulletin de supplément.</p>				
Cena Preis	2.002,-			
Kčs hol	17.09.92 356			
PRAHA - STUTTGART				

[Sleeping car supplement issued for Praha-Stuttgart Train No. 356, 17 SEP 1992]

		
Oostende - Dover		092758 os
Inschepingskaart · Hoofddek · Niet Rokers (Zie ommezijde voor belangrijke mededeling)		
Carte d'embarquement · Pont Principal · Non Fumeurs (Avis important au verso)		
Einschiffungskarte · Hauptdeck · Nicht Raucher (Wichtige Mitteilung auf der Rückseite)		
Boarding Card · Maindeck · Non Smoking (For important notice, see back)		
RMT/RTM-BRB		

[Issued for crossing on PRINSESSSE
CLÉMENTINE, 26 SEP 1992]

TRIPS AND TRAIN COMPOSITION

3-4 SEPT: To **LONDON** Heathrow on an Air Canada Boeing 767 (our plane having showed up several hours late from its originating point of Calgary, due to “mechanical problems”), then to Wimbledon on the Piccadilly and District lines, escorted by our old Edmonton friend, Eva (then working in London), followed by four nights at Tom and Pauline's; * During the next three days, we: • went to Loftus Road Stadium, Shepherd's Bush, by District and Central lines to watch Queens Park Rangers draw 0-0 with Ipswich Town in an English Premier League game (Town's Canadian international goalkeeper, Craig Forrest, being sent off early on for handling the ball outside his area), then to a British Broadcasting Corp. studio in time for a rehearsal in preparation for an upcoming Proms concert involving Tom's London Symphony Orchestra Chorus, and finally to an old favourite pub of his, since transformed into a bar starring female impersonators bearing names such as “Dockyard Doris” – returning by means of a BR Waterloo station-Wimbledon commuter train; • took BR into Waterloo for sightseeing, later Royal Albert Hall for the evening Proms concert featuring the above mentioned choirs and the Berlin Radio Orchestra, meeting up afterwards with Eva and returning to Wimbledon on the District line; and • took BR to Vauxhall station with Pauline on a chilly but bright September day, then on foot to The Oval cricket ground to watch Surrey versus Northamptonshire in a 1-day, reserve team championship match, watching out for landmarks recalled by Sandra's paternal grandmother (who had had grown up within sight of The Oval in the early 1900's before emigrating to Saskatchewan), and meeting Eva and her friend, who just happened to be a member of the Surrey Cricket Club.

A CONSTANT PARADE

Taking a train from Vauxhall station back to Wimbledon after the cricket match, right at the height of rush hour, revealed a never-ending march of BR commuter trains heading to or from Waterloo station – quite the sight for anyone interested in urban transit.

8 SEPT:

BR 1000 LONDON VICTORIA-FOLKESTONE HARBOUR

Cme [13]



1990's-16: Concourse of BR's Waterloo station, London, featuring a modernistic, but ugly, information kiosk (1992/??/??) [PETER DAWES].

To **PARIS** via Folkestone and Boulogne, starting with BR commuter trains to Victoria station, changing at Clapham Jct. (leaving Tom to visit no less than Prince Charles to discuss environmental matters, the latter having written the foreword to a book co-authored by Tom); * Depart Victoria 1000, arrive Folkestone Harbour 1130 non-stop, on a boat train consisting of 13 Electric Multiple Unit cars, then Hoverspeed's "Seacat" GREAT BRITAIN over to Boulogne – Sandra becoming more than a bit queasy on what were really only moderate seas; * 118 km in 1 hr 30 mins, or 79 km/h (74 mls/49 mph).

SNCF 402 BOULOGNE MARITIME-PARIS NORD

Ed	BOULOGNE-AMIENS
Ee	AMIENS-PARIS
C	[5]

Depart 1435, arrive 1702, including a stop at Amiens to change from a diesel to electric locomotive, followed by two nights at the Hôtel Perreyve in the Jardin de Luxembourg area, as back in 1984; * Tom called to advise that he and Pauline would join us by air in Wien – a possibility discussed the evening before over

much wine; * 255 km in 2 hrs 27 mins, or 104 km/h (159 mls/65 mph).

9 SEPT:

SNCF 2205 PARIS NORD-ARRAS [TOURCOING]

Ee

C* [9]

C [4] PARIS-ARRAS [DUNKERQUE]

Day excursion to **VIMY** via Arras, to visit the memorial at Vimy Ridge, departing 0808, arriving Arras 0951, non-stop; * Arras was a small city located in the Pas-de-Calais *département*, fought over during most of World War I and occupied during World War II; * By taxi to **Villers en Bois** to visit the grave of a brother of Sandra's same grandmother, killed near Vimy Ridge in the weeks leading up to the pivotal World War I battle, the cemetery located amidst persisting evidence of the fighting (including the abbey at St-Eloi, with only its facade left standing) and featuring row-on-row of well-kept graves, mostly of young Canadians; * 199 km in 1 hr 43 mins, or 116 km/h (124 mls/72 mph).

SNCF 76917/76932 ARRAS-VIMY [DUNKERQUE] & RETURN

C [3]

Ee

Depart 1200, arrive 1206 on a local train headed for Dunkerque; * We walked for 45 minutes from Vimy station to the Canadian interpretive site located amidst preserved trenches and tunnels, then to the impressive memorial overlooking the industrial city of Lens, the ground still torn up all these decades later, the bushes sheltering much smaller memorials honouring specific regiments and battalions – all in all, an amazing place; * Returning, depart Vimy station at 1715, arrive Arras 1721, the train consist reversed compared to our outward trip; * 7 km in 10 mins, or 70 km/h (4 mls/43 mph), timings estimated.

SNCF 2232 [TOURCOING] ARRAS-PARIS NORD

Ee

C* [9]

C [4] [DUNKERQUE] ARRAS-PARIS

Depart 1744, arrive 1931, followed by a meal in an attractive neighbourhood restaurant.

TGV NORD

The new TGV Nord line to Bruxelles/Brussels and London could be seen under construction from our Paris-Arras trains. Periodically, work would have to be suspended to deal with unearthed, and unexploded, World War I ordinance.

10 SEPT:

SNCF/DB/ÖBB 263 PARIS EST-WIEN WEST [BUDAPEST KELETI] Orient Express

Ee		PARIS-STRASBOURG?
Ee	[DB]	STRASBOURG?-WIEN
S	[MÁV]	
X	[MÁV]	
C	[MÁV]	
C	[5]	
R	[MÁV]	
C	[2] [ÖBB]	PARIS-WIEN
T	[2]	"
S*	[ÖBB]	"

To **WIEN** after a day spent touring Paris on foot, including the Centre Pompidou and Sorbonne, ending with the sounds of an excellent youth orchestra playing Strauss and Pachabel on the concourse of the Gare de l'Est; * Depart 1943, arrive 0925 next morning, including stops at Nancy, Strasbourg, Kehl (Ger.), Karlsruhe, Stuttgart, Ulm, Augsburg, München, Salzburg (Aust.) and Linz **[equipment SNCF unless otherwise indicated]**; * We occupied a compartment in a standard MU Sleeper bearing ÖBB markings, part of the international Pool TEN fleet; * Upon arrival, we took one of Wien's many streetcars over to the Südbahnhof and checked into the nearby Hotel Pension Monopol; * 1,440 km in 13 hrs 42 mins, or 105 km/h (899 mls/65 mph); * Sleepers: ÖBB MU (FF, 1972, 12tc; ex-CIWL), MÁV probably AB30 (Builder unknown, 1955-65, 10tc); * We spent the next two days touring the Hapsburg Belvedere palace located across the street, visiting St. Stephansdom cathedral, riding the S-Bahn from Wien Mitte station to Flughafen Schwechat to meet Tom and Pauline arriving from London, and having supper in the wine district of Grinzing, courtesy of the No. 38 tram.



1990's-17: Sandra at the entrance to Track 5 in Gare de l'Est, where SNCF's No. 263 *Orient Express* loads passengers for Wien and Budapest (1992/09/10) [PETER DAWES].

ORIENT EXPRESS

Our Paris-Wien train carried a famous name but was just an ordinary international express with two Sleepers: a MÁV (Hungarian) car in the front portion heading for Budapest; and an ÖBB car trailing the rear portion to be detached at Wien West. The latter continued to be manned by the Wagons-Lits Co., by then a subsidiary of the travel group Accor. The Restaurant car (also MÁV) was an inviting place for dessert and coffee, despite being blue with the smoke of exotic cigarettes and, for some reason, accepting only Deutschemarks – this, on a train leaving Paris.

13 SEPT:

ÖBB EC9 WIEN SÜD-HOHENAU [PRAHA HOLEŠOVICE] Antonín Dvořák

Ee

C

R [ČSD]

C* [3]

To **PRAHA**, after a frantic dash to and into the Südbahnhof to find our train, caused by my failure to get our lolly-gagging party of four out of the pension and down the street in enough time!; * Depart 0715, arrive Hohenau 0755 non-stop, on a EuroCity train named after the famous Czech composer **[equipment ÖBB unless otherwise indicated]**; * 70 km in 40 mins, or 104 km/h (44 mls/65 mph).

UNWELCOME CANADIANS

Upon reaching the border on *Antonín Dvořák*, we were amazed to be turned back by Czech border guards who informed us that Canadians needed visas as well as passports. Turned out this was in retaliation for Canada's requirement that Czechs arriving in Canada possess visas, imposed due to large numbers of third-country nationals leaving Cuba-bound flights of Czechoslovak State Airlines during re-fuelling at Gander, Newfoundland. Tom and Pauline continued on to Praha to meet the owner of our intended accommodations, these having been arranged by an Edmonton friend born in the Czech capital.

ÖBB HOHENAU-WIEN FLORISDORF

Cme [3]

Depart 1215, arrive 1320 (timings estimated), then back to the Monopol for another night; * Not certain why our train terminated at Florisdorf instead of the Südbahnhof (as was normally the case), but an S-Bahn train using the same line promptly took us there.

14 SEPT:

ÖBB/ČSD 270 WIEN SÜD-PRAHA HOLEŠOVICE [BERLIN ZOOSTRASSE] Vindobona

Ee [ÖBB] WIEN-BŘECLAV [1146 001-1]

Ee [ČSD] BŘECLAV-PRAHA

C [DB]

C

R [ČSD]

C* [6]



1990's-18: ÖBB No. 270 *Vindobona* about to leave Wien Südbahnhof for Praha and Berlin, behind Austrian electric locomotive 1146 001-1 (1992/09/14) [PETER DAWES].

Depart 1115, arrive 1607, with stops at Hohenau, Břeclav (CR), Havlíčkův Brod and Kolin, on a Berlin-destined international express featuring most cars marked for the former East German Deutsche Reichsbahn (DR) – the train's name derived from the Roman for Wien **[equipment DR unless otherwise indicated]**; * Our second attempt at getting to Praha was successful, having visited the Czech consulate in the morning to obtain the required (and expensive) visas; * Tom and Pauline met us at Holešovice station, used by through trains on this route instead of the Hlavní nádraží (main station), then we all took the Soviet-designed Metro (lines C and A) to Staroměstská station, close by our wonderful apartment on Maiselova Street, just off the main town square (three nights there); * Praha was the capital of both the recently inaugurated Czech Republic and Bohemia province, boasting a largely unspoiled east European cityscape that had escaped serious harm during its occupation by the Germans during World War II; * We enjoyed some justly famous Czech brews at the U Flecku beer garden, where the band accepted Sandra's request and played an old Saskatchewan (and apparently Czech) favourite, "The Blue Skirt Waltz"; * 407 kms in 4 hrs 52 mins, or 84 km/h (254 mls/52 mph); * No. 1146 001-1 (details unavailable); * Next day, we used the excellent trams and Metro to visit the sights, including the "Castle" made famous by the author Franz Kafka and the Waldstein Gardens, then enjoyed a typical Czech supper of pork chops, sauerkraut and dumplings – tasty, but probably not too healthy!



1990's-19: No. 22 tram at Braník ČSD station, Praha (1992/09/15) [PETER DAWES].

16 SEPT:

ČSD 5009 PRAHA MASARYKOVO-KOLIN [BOHUMIN]

Ee

X

C [8]

Day excursion to **KUTNÁ HORA**, southeast of Praha, to see the countryside and visit a Czech town, backtracking via Kolin over the route taken by our *Vindobona* from Wien; * Depart 1230, arrive 1315, including stops at Poříčany and Pečky, on a train headed from the convenient Masarykovo station to Bohumin in the extreme northeast of the Republic; * 62 km in 45 mins, or 83 km/h (39 mls/52 mph), timings estimated.



1990's-20: ČSD train in Praha Hlavní nádraží, the sun pouring through the glass roof (1992/09/16) [PETER DAWES].

ČSD 5941 KOLIN-KUTNÁ HORA HLAVNÍ [CASLAV]

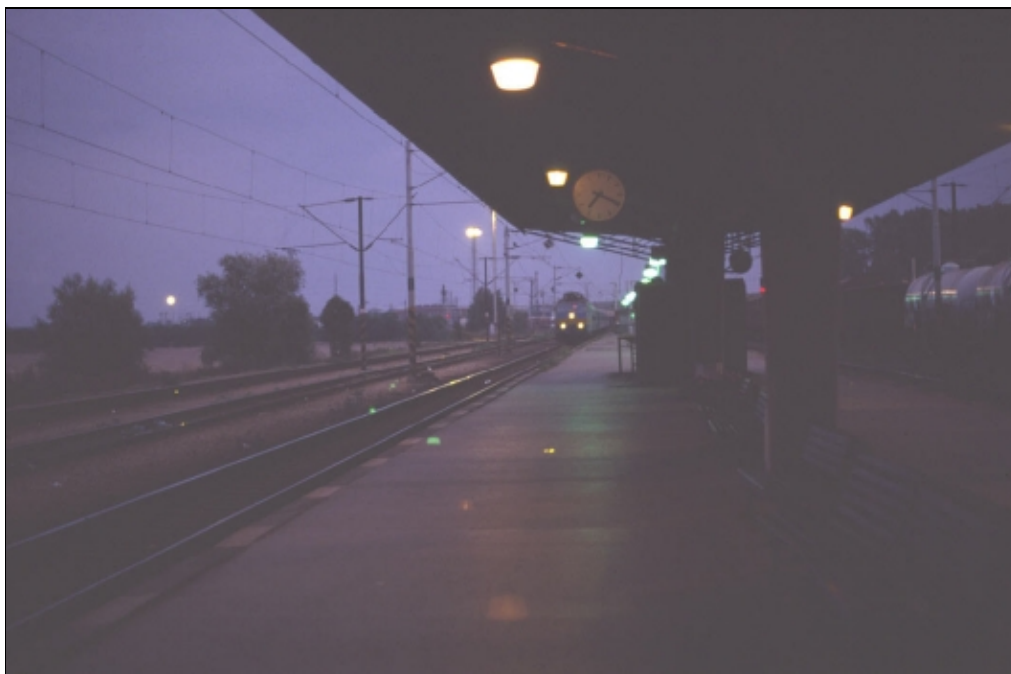
Ee

C [5]

Depart 1330, arrive 1345, stopping at Hlízov, then via a regional bus from the main-line station into a large terminal in town; * Once an important medieval silver-mining town, Kutná Hora featured the magnificent St. Barbara cathedral but little commercial activity – a legacy of the recently deposed communist system; * 11 km in 15 mins, or 44 km/h (7 mls/27 mph), timings estimated.

DUH!

I should have noticed that our Praha-Kutná Hora tickets were valid for a direct transfer to a waiting diesel railcar right into the *město* (city centre) station, meaning we could have avoided the bus ride into town. When no buses appeared to take us back to the main-line station, I redeemed myself by using rudimentary German to ask assistance from a shop owner, who kindly arranged for his son to drive us there.



1990's-21: ČSD No. 570 approaching our platform at Kutná Hora Hlavní nádraží, on its way from Nové Zámky, Slovakia, to Praha (1992/09/16) [PETER DAWES].

ČSD 570 [NOVÉ ZÁMKY] KUTNÁ HORA HLAVNÍ-PRAHA MASARYKOVO

Ee

M

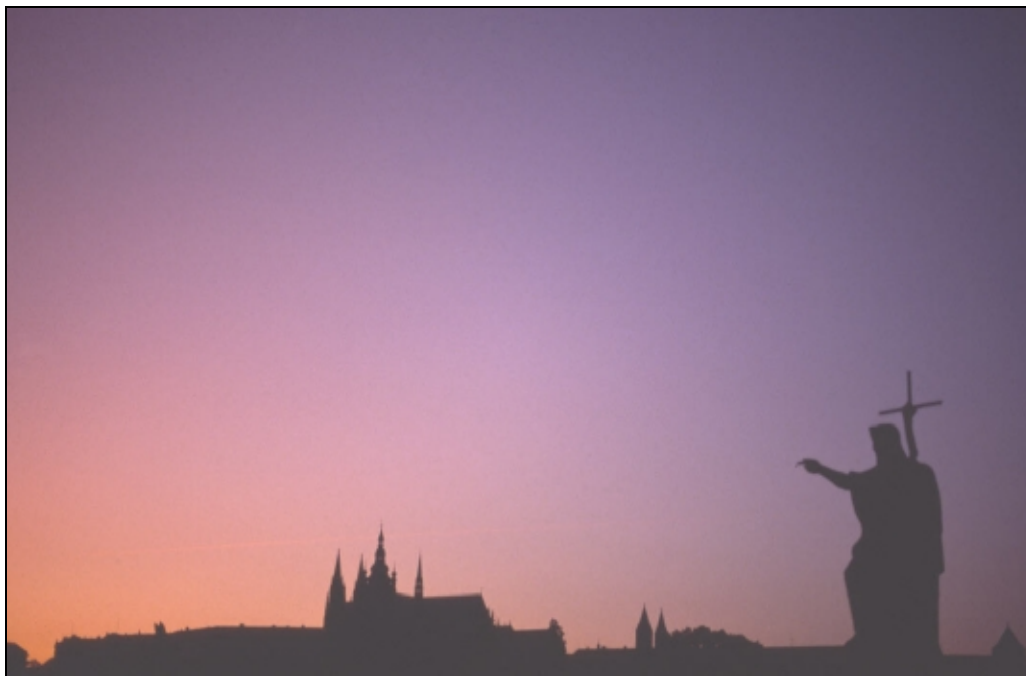
C [8]

X

Depart 1920, arrive 2022, with one stop at Kolin, on a train originating in Slovakia and having a postal car right behind the locomotive; * 73 km in 1 hr 2 mins, or 71 km/h (46 mls/44 mph).



[Cestovný Poriadok (28. 5.78-26.5.79)]



1990's-22: Evening Praha panorama from Charles bridge, featuring Kafka's famous "castle" (1992/09/15) [SANDRA DAWES].

17-18 SEPT:

ČSD/DB 356 PRAHA HLAVNÍ-STUTTGART

Ee		PRAHA-CHEB
Ed	[DB]	CHEB-STUTTGART
M		
C	[2]	[DB]
X		[SNCF]
C	[4]	[DB]
T	[2]	
S*		

To **FREIBURG-IM-BRIESGAU**, Germany, via Stuttgart and Karlsruhe, after seeing Tom and Pauline off on the train to Wien and a flight home to London – then more sightseeing on the Charles bridge (crossing the beautiful Vltava river), Jewish Cemetery, and Wenceslaus Square (site of many protests during the Communist regime); * Depart Hlavní nádraží at 2352, arrive Stuttgart 0831 next morning, including stops at

LA GRANDE ALLURE: 1992

Plzeň (famous for “Pilsner” beer), Mariánské Lázně, Cheb, Schirnding (Ger.), Nürnberg, Ansbach, Crailsheim, Aalen and Schwabish Gmund **[equipment ČSD unless otherwise indicated]**; * We spent the night in the 10-compartment, Czech AB30 Sleeper, a type common to several eastern European railways; * 574 km in 8 hrs 39 mins, or 66 km/h (358 mls/41 mph); * AB30 Sleeper (Builder unknown, 1955-65, 10tc); * DB portion assumed to be behind diesel power all the way, although short segments of the route were electrified.

BACK TO THE USSR

Standing in the Hlavní nádraží, at the same time as our Stuttgart train, was the *Praha Express*, including four SŽD (Soviet) Sleepers for Moskva and one for Minsk – the latter boarded by an incredibly beautiful woman with armfuls of shopping bags, the Czech capital being a mecca for the privileged during these last days of the Soviet regime.

NO CZECH MATE

Our Czech Sleeping car was manned by a surly attendant who, unlike his Wagons-Lits counterparts in western Europe, failed to take passports and visas for inspection by customs and immigration officers, resulting in passengers being wakened in the middle of the night.

18 SEPT:

DB IR2294 [MÜNCHEN] STUTTGART-KARSLRUHE

Ee

C [6]

BL

C* [2]

Depart 0858, arrive 0950, with a stop at Pforzheim, on an “Inter-Regio” train sporting a heavy bistro and deli atmosphere presumably aimed at attracting Germans out of their cars; * 90 km in 52 mins, or 103 km/h (56 mls/64 mph).

DB EC5 [DORTMUND] KARLSRUHE-FREIBURG IM BREISGAU [MILANO CENTRALE] Verdi

Ee

DORTMUND-BASEL

C* [8]

LA GRANDE ALLURE: 1992

R [DSG] DORTMUND-CHIASO
C [2] "

Depart 1000, arrive 1101, stopping only at Offenburg on a train named after the Italian operatic composer and averaging 134 kilometres (83 miles) per hour – its Restaurant car being operated by DB's subsidiary DSG (Deutsche Schlaf- und Spiesewagen Gesellschaft/German Sleeping and Restaurant Car Co.); * It was good to be back again in Freiburg, right in the heart of the Black Forest, where we were to spend three nights at the Hotel-Garni Schemmer (my old Hotel Stephanie having been converted into an English-language school); * 135 km in 1 hr 1 min, or 134 km/h (84 mls/83 mph); * · **19 SEP:** Tram and bus excursion to **Horben** on the outskirts of the city, then Schauinsland cable car up to the summit, intending to hike down to another old favourite haunt, Staufen, but missing the turn and returning to Horben instead.

ACROSS THE DIVIDE

These were the last days of separate West and East Germany, and separate railways. On 20 SEP at Freiburg, I observed Basel-originating No. D351 with: • four DB cars (Postal for Hamburg; two Couchettes and DSG Sleeper for København); • seven DR cars (5 Coaches and a Couchette, plus a Mitropa [*Mitteleuropäische Schlafwagen und Spiesewagen Gesellschaft/Central European Sleeping and Restaurant Car Co.*] Sleeper for Dresden); and • one SŽD Sleeper for Moskva (originating in Bern). Next day, I noticed No. D358 with two DB cars from Hamburg (a Couchette car and DSG Sleeper), and 11 DR cars from Berlin (9 Coaches, a Couchette and a Mitropa Sleeper).

20 SEPT:

DB EC101 [WIESBADEN] FREIBURG IM BREISGAU-BASEL SBB [BRIG] Matterhorn

Ee [103 155-7]
C [5]
R [DSG]
C* [3]



[1976/77 Kurs-
buch, cover]



1990's-23: DB No. EC101 *Matterhorn* arriving at Freiburg from Wiesbaden, on its way to Basel and Brig, behind electric loco 103 155-7 (1992/09/20) [PETER DAWES].

Day excursion to **STAUFEN** via Basel, departing 1003, arriving Basel SBB station 1045, with a stop at Basel Bad, on a EuroCity Wiesbaden-Brig service named *Matterhorn*, hauled by an electric Class 103 locomotive, one of 145 built by Henschel, Krauss Maffei, Siemens and other companies; * Basel might have been the hub of northwestern Switzerland, adjacent to both the Black Forest and Alsace, but it was quiet during our leisurely Sunday morning stroll around the city centre; * 67 km in 42 mins, or 96 km/h (42 mls/60 mph); * No. 103 155-7 (1970-74).

DB EC2 [CHUR] BASEL SBB-BASEL BAD [AMSTERDAM] Rembrandt

Ee	[DB]	BASEL-EMMERICH
C		CHUR-EMMERICH
L		
C		
R	[SSG]	
C	[3]	
C	[2]	BASEL-EMMERICH

LA GRANDE ALLURE: 1992

C* [3] [DB] "

Depart 1315, arrive 1320, on a EuroCity train headed for Amsterdam, simply to access a local DB service at Badischer station heading back north into Germany **[equipment SBB unless otherwise indicated]**; * *Rembrandt* was named for the Dutch master painter and was blessed with a rare (for Europe) full Lounge car near the front; * The Restaurant car was operated by SBB-owned Schweizerische Spiesewagen Gesellschaft/Swiss Restaurant Car Co. (SSG).

DB E3474 BASEL BAD-BAD KROZINGEN [OFFENBURG]

Ee

X

C [4]

Depart 1330, arrive 1423, followed by a 30-minute walk alongside Neumagen creek over to Staufen; * Hotel Lowen Fauststube's patio, located right on the town square, offered some excellent, locally made white wine and dessert – the same *Gasthaus* I used during my 1976 trip; * 47 km in 53 mins, or 53 km/h (29 mls/33 mph), timings estimated.

SWEG 8072 [UNTERMÜNSTERTAL] STAUFEN-FREIBURG IM BREISGAU

Cmd [VT 126]

Depart 1800, arrive 1820, with a stop at Bad Krozingen, on a modern, Class NE'81 (*Nichtbundeseigen Eisenbahnen*) DMU operated by DB for Südwestdeutsche Eisenbahnen Aktiengesellschaft (Southwest German Rail Authority); * It was standing-room only, due to the presence of Sunday afternoon excursionists of all ages returning to the city; * 20 km in 20 mins, or 61 km/h (12 mls/38 mph), timings estimated; * VT 126 (DW/WU, 1981-91?).

FREIBURGER TRAMS

Since our 1988 visit, Freiburger Verkehrs (VAG) had made significant improvements to its already excellent tram and bus system. Our hotel was located close to a new, efficient and scenic line which crossed over the DB main line right at the Hauptbahnhof – in fact, there were stairs down to each platform, making connections very convenient.

LA GRANDE ALLURE: 1992



1990's-24: SWEG No. 8072 loading a bumper Sunday afternoon crowd at Stau-
fen Hauptbahnhof, consisting of Diesel Railcar VT 126 on its way from
Untermünstertal to Freiburg (1992/09/20) [PETER DAWES].

21 SEPT:

DB IC571 [FRANKFURT AM MAIN] FREIBURG IM BREISGAU-BASEL SBB *Breisgau*

Ee

C [8]

R [DSG]

C* [3]

To **COLMAR**, across the Rhein in the Alsace region of France, via Basel; * Depart 0903, arrive Basel SBB 0945, on a standard IC train named appropriately after that part of Baden-Württemberg state encompassing the western slopes of the Black Forest, including Freiburg.

LA GRANDE ALLURE: 1992



1990's-25: No. 1 tram on Wannerstrasse, heading for the Hauptbahnhof, city centre and Littenweiler, the line safely and tastefully integrated within the Freiburg cityscape (1992/09/??) [PETER DAWES].

SNCF 1632 BASEL SNCF-COLMAR [STRASBOURG]

Ee

C [4]

Depart 1114 (after walking through the French customs and immigration area into the SNCF station), arrive 1202, on a Basel-Strasbourg express stopping at Mulhouse, returning to this unique area characterized by both French and German influences; * Hôtel St-Martin was to be our home for two nights, dating from the 14th century as a coaching inn; * 75 km in 48 mins, or 110 km/h (47 mls/68 mph).

22 SEPT:

SNCF 1637 [METZ] COLMAR-MULHOUSE

Ee

C [4]

To **MULHOUSE**, after an excursion by Pauli Autocars to sample the excellent medieval town of **Riquewihr**,

LA GRANDE ALLURE: 1992

with its several wineries and a cafe whose staff took Sandra's Québec French to be ... German!; * Depart Colmar 1440, arrive Mulhouse 1504, ostensibly to visit La Musée français du Chemins de fer (French Railway Museum), discovering that it was too late in the afternoon to make this worthwhile.

SNCF 60220 MULHOUSE-COLMAR [STRASBOURG]

E

C [4]

Depart 1730, arrive 1759 (timings estimated), on a fast service operated by SNCF for the Conseil régionale d'Alsace (Alsace Regional Council) as a spur to economic development; * We spent the evening touring the excellent Musée d'Unterlinden (located in a 12th century building) watching local entertainers, and dining at a typical, small *crêperie*.

23 SEPT:

SNCF 296 [BASEL SNCF] COLMAR-LUXEMBOURG [BRUXELLES MIDI/BRUSSEL ZUID] *Edelweiss*

Ee		BASEL-LUXEMBOURG
C	[2]	[SBB] BASEL-LUXEMBOURG [MAASTRICHT]
X		[SNCB] "
R		[SNCB]
C*	[4]	
C		[SNCB]
C	[4]	BASEL-METZ [LILLE]

To **COCHEM** on the Mosel, as previously in 1978, 1984, and 1988, this time via Luxembourg and Trier; * Depart 0915, arrive Luxembourg 1157, including stops at Strasbourg, Metz and Thionville [**equipment SNCF unless otherwise indicated**]; * Luxembourg was the capital of the tiny country of the same name, hemmed in by France, Germany and Belgium, and the site of a number of important European Community organizations; * 287 km in 2 hrs 42 mins, or 106 km/h (179 mls/66 mph).

CRAMPED QUARTERS

Once a Trans-Europ Express, *Edelweiss* now featured ordinary stock, including through Coaches to both Lille and Maastricht. We could barely squeeze into the facing seats of our first-class SNCF Coach, separated as they were by a fixed table. While the French were justly famous for designing excellent rail equipment, it was difficult in this case to imagine how larger people would have fared.

CFL E3039 LUXEMBOURG-TRIER

Ed [1804]

C [3]

Depart 1226, arrive 1310, including a stop at Wasserbillig, on a short Luxembourg National Railways service headed by a 1960's-era diesel built by Belgian EMD-licensee, La Brugeoise et Nivelles; * 51 km in 44 mins, or 70 km/h (32 mls/43 mph); * No. 1804 (LBN, 1963-4).

DB D2535 [SAARBRÜCKEN] TRIER-COCHEM [MÜNSTER]

Ee

C [8]

Depart 1318, arrive 1402, including stops at Wittlich and Bullay, on a DB Saarbrücken-Münster service; * Cochem's small castle overlooking the Mosel was as attractive as ever, as were its wine bars – in fact, we stopped at one such establishment for a little white wine and had such a good time that, by the time we huffed and puffed our way up the hill, the castle had closed for the day!; * We were to spend three nights at Hotel-am-Hafen on the right bank of the river, having discovered that our previous bar/hotel was now a Chinese restaurant; * 65 km in 44 mins, or 89 km/h (41 mls/55 mph); · **24 SEPT:** Up river on the Personen-Schiffahrt Gebr. Kolb (Kolb Passenger Navigation Co.)'s WAPPEN VON COCHEM ("Crest of Cochem") to **Beilstein**, a picture perfect, medieval town with castle ruins on a hill, returning on the same company's ST. MICHAEL – gorgeous sunshine the order of the day while, not all that far away (at least, in Canadian terms), England, Italy and southern France were experiencing torrential rains and flooding.



1990's-26: CFL No. E3039 waiting to depart Luxembourg for the short run over to Trier in Germany, behind diesel locomotive 1804 (1992/09/23) [PETER DAWES].

25 SEPT:

DB D2538 [MÜNSTER] COCHEM-TRIER [SAARBRÜCKEN]

Ee [140 119-9]

C [8]

Another day excursion, this time back along the Mosel to **TRIER**, departing 0952, arriving 1037, behind a Class 140 electric, one of 879 built by Henschel, Krauss Maffei, Siemens and other companies – my intention being to introduce Sandra to Trier's impressive Roman Porta Nigra gate, walls, baths and stadium ruins; * Underway in the impressive town square was a wine festival, showcasing regional beauties vying to become "Princess of the Vineyards", or some such thing; * We later toured a nearby winery as part of a small group, the owner's son/guide appearing to be much more interested in chatting up some attractive girls than in providing information; * No. 140 119-9 (1957-73), possibly on the same train, 26 SEP, instead.



1990's-27: Mosel vista downriver from Beilstein castle ruins, featuring the town of Ellenz and a river freighter (1992/09/24) [PETER DAWES].

DB D2539 [SAARBRÜCKEN] TRIER-COCHEM [MÜNSTER]

Ee

C [2] [dd] SAARBRÜCKEN-KOBLENZ

C "

C* [7]

Depart 1918, arrive 2002 (timings estimated).

26 SEPT:

DB D2538 [MÜNSTER] COCHEM-TRIER [SAARBRÜCKEN]

Ee

C [7]

Back to **LONDON** via Trier, Luxembourg, Bruxelles/Brussel, Oostende and Dover; * No. D2538 again was our conveyance, scheduled to depart at 0952 and arrive Trier at 1037.

CFL E3034 TRIER-LUXEMBOURG

Ed

C [3]

Scheduled to depart 1043 and arrive 1127.

TIGHT CONNECTIONS

No. D2538 was running 15 minutes late into Cochem, a rare occurrence in my experience with DB – causing some worry as we started back to London, due to tight connections ahead at Trier and Luxembourg. Fortunately, they held the CFL train at Trier by some dozen minutes, allowing us to arrive in Luxembourg at a comfortable 1140 or so.

CFL/SNCB 296 [BASEL SNCF] LUXEMBOURG-BRUXELLES MIDI/BRUSSEL ZUID *Edelweiss*

Ee LUXEMBOURG-BRUXELLES/BRUSSEL

C [2]

C* [5] [SNCF]

R

Depart 1206, arrive 1434, including stops at Arlon (Bel.), Namur and two intermediate Bruxelles/Brussel stations, again on *Edelweiss* [equipment **SNCB unless indicated otherwise**]; * 234 km in 2 hrs 28 mins, or 95 km/h (146 mls/59 mph).

THANKS A LOT, SNCF!

While waiting for *Edelweiss*, Sandra and I pre-selected our Coach, then staged a “debate” on the Luxembourg station platform over where it would come to a stop. My prediction was based on the car-locator indicators above this and many other European platforms; hers, I suspect, on intuition. The SNCF driver atypically let me down by a couple of car lengths, giving her rare bragging rights where train matters were concerned!

SNCB 422 [KÖLN] BRUXELLES MIDI/BRUSSEL ZUID-OOSTENDE

Ee AACHEN-OOSTENDE

LA GRANDE ALLURE: 1992

C* [7]

C [DB]

Depart 1459, arrive 1609, including stops at Gent and Brugge/Bruges, followed by a direct transfer to the RTM jetfoil PRINCESS CLÉMENTINE (operated jointly with P&O European Ferries) for a fast trip over to Dover; * 115 km in 1 hr 10 mins, or 98 km/h (72 mls/61 mph).

BR 1755 DOVER WESTERN DOCKS-LONDON VICTORIA

Cme [13]

Depart 1755, arrive 1933 non-stop, on the usual BR, third-rail EMU train; * Tom and Pauline met us at Victoria, from whence we all took the District line to Eva's place on Harford Street (near Stepney Green tube station) for a wonderful dinner; * Sandra and I were to spend three nights at Eva's, an "interesting" flat located in east London across the road from a large gasworks, right in the slummy area near the Thames docks that was heavily bombed during the war; * 125 km in 1 hr 38 mins, or 77 km/h (78 mls/48 mph).

KUDOS TO BR

Our BR Dover-London boat train was presided over by one of those gems of a railway employee you run across from time to time, an excellent guard who went out of his way to give advice to all and sundry on coping with London and rail connections beyond.

27 SEPT:

FSS 1030/1600 LONDON EALING BROADWAY-STRATFORD UPON AVON & RETURN *William Shakespeare Express*

Es [GWR] [5029 Nunney Castle]

C [3]

B

C [6]

B

C [192]

Day excursion to **STRATFORD-UPON-AVON** on the *William Shakespeare Express*, organized this time by Eva, starting with a ride on the District Line across London to Ealing Broadway station, which had replaced Marylebone as the terminal due to engineering work; * Depart 1030, arrive 1300 behind former Great

LA GRANDE ALLURE: 1992

Western 4-6-0 No. 5029 NUNNEY CASTLE, with stops at Banbury, Leamington and Warwick **[equipment marked for BR unless otherwise indicated]**; * Tom and Pauline joined Eva and us in one of the 1st class cars, and Stratford was as appealing as ever, despite its heavy tourist flavour and an Avon flooded by heavy rains; * Returning, depart 1930, arrive 2300, with the equipment reversed, followed by a trip back to Harford Street on the last Central, then a District, line trains; * 168 km in 2 hrs 30 mins, or 67 km/h (105 mls/42 mph), timings estimated, Marylebone distances used; * No. 5029 (GWRW, 1934, GWS; ex-BR/lr-JHG); * No. 192 (BR, 1963; ex-BR 3133,M3133/lr-RCS).

THE BARD'S EXPRESS

This year's excursion was provided by Flying Scotsman Services, in cooperation with the Steam Locomotive Operators Association and BR. (FSS preferred the word *Express* over *Limited*, the latter used by former operator, Pullman Rail.) Absent from our 1988 trip, ordinary Coaches had returned to the train: seven 2nd and three 1st class. The latter featured BR employees who served good food, at-seat – although they seemed to almost run through the cars trying to get the meals over with as quickly as possible. Tom was in his glory, considering that NUNNEY CASTLE had been built at the Great Western Railway works in his hometown of Swindon.

28 SEPT:

BR 1640 LONDON WATERLOO-WINDSOR & ETON RIVERSIDE

Cme [8]

Evening excursion to **ASHFORD**, Middlesex, via Windsor & Eton, to visit my cousin Kitty Stacey and family in their London-area bedroom community, starting with District and Bakerloo trains to Waterloo station; * Depart Waterloo 1640, arrive Windsor & Eton 1733, including stops at Vauxhaul, Clapham Jct., Putney, Richmond, Twickenham, Feltham, Ashford and Staines; * Windsor was located on the Thames in Berkshire and housed famous Windsor Castle, while Eton was on the other side of the river in Buckinghamshire and boasted the equally famous Eton public school; * 42 km in 53 mins, or 48 km/h (26 mls/30 mph).

BR 1740 WINDSOR & ETON RIVERSIDE-ASHFORD [LONDON WATERLOO]

Cme [8]

Back to Ashford, departing 1740, arriving 1755, for the usual excellent meal and company.



1990's-28: *William Shakespeare Express* pulling into Ealing Broadway station, led by former Great Western 4-6-0 locomotive NUNNEY CASTLE, with a Central Line tube train to the left (1992/09/27) [PETER DAWES].

BR 2157 [WINDSOR & ETON RIVERSIDE] ASHFORD-LONDON WATERLOO

Cme [8]

Depart 2157, arrive 2234, then by Bakerloo and District lines back to Eva's.

29 SEPT:

BR 1051 LONDON VICTORIA-HAYWARDS HEATH [HASTINGS]

Cme [4] LONDON-HAYWARDS HEATH [EASTBOURNE]

Cme [4]

Day outing to **HENFIELD** via Haywards Heath, to visit our friends Kath and Ron Child, beginning with the District line to Victoria station; * Depart 1051, arrive Haywards Heath 1132, including stops at Clapham Jct., East Croydon and Gatwick Airport, after which Ron drove us over to Henfield for a wonderful lunch; * Side trip by car across the beautiful Sussex Downs to **Brighton** to visit the Royal Pavilion (a royal relic of Britain's colonial glory days), Palace Pier and a labyrinth of rejuvenated narrow streets; * 62 km in 41 mins, or 91 km/h (39 mls/57 mph).

BR 2142 HAYWARDS HEATH-CLAPHAM JCT [LONDON VICTORIA]

Cme [4]

Depart Haywards Heath 2142, arrive Clapham Jct. 2222 (timings estimated), then onward by BR commuter train to Wimbledon and four nights at Tom and Pauline's place; * Next day, we visited bookstores along Charing Cross Road and the excellent Imperial War Museum in south London, using BR's Wimbledon-Waterloo commuter trains and the Underground; * Following day, we used the District line as far as Fulham Broadway and a London Transport bus to access St. Paul's Cathedral in the City, then the Northern Line south to the Metropolitan Tabernacle across from Elephant & Castle tube station – this church having been built for the Methodist preacher, Charles Haddon Spurgeon, an ancestor of mine – and by foot to the site of the orphanage Rev. Spurgeon established in nearby Stockwell, later bombed out during World War II (Sandra's paternal grandmother having lived in this place after her father was struck down by an automobile, circa 1910).

2 OCT:

BR 1010 LONDON WATERLOO-WINCHESTER [BOURNEMOUTH]

Cme [2]

Bme

Cme [2]

Day excursion with Eva to **SOUTHAMPTON** via Winchester, reaching Waterloo by BR commuter train; * Depart there at 1010, arrive Winchester 1112 non-stop, on an EMU train; * Winchester was famous for its spectacular cathedral, public school, and medieval castle – the last-mentioned including a Great Hall which contained a table inscribed with the names of the Knights of the Round Table; * 106 km in 1 hr 2 mins, or 103 km/h (66 mls/64 mph).

NEW ELECTRICS

While recording our Waterloo-Winchester trip as a 4-car EMU heading to Portsmouth Harbour, I'm pretty sure all three trains this day were modern, 5-car, Class 442, Wessex Electric EMU's destined for Southampton and beyond, featuring a Buffet car in the middle – very impressive, especially when running non-stop right through Wimbledon and other places on the express tracks.



1990's-29: London Waterloo-originating Wessex Electric EMU arriving at Winchester, on its way to Southampton and Bournemouth (1992/10/02) [PETER DAWES].

BR 1456 [LONDON WATERLOO] WINCHESTER-SOUTHAMPTON CENTRAL [BOURNEMOUTH]

Cme [2]

Bme

Cme [2]

Depart 1456, arrive 1516, including stops at Eastleigh and Southampton Airport Parkway, on another Wessex Electric; * We toured the city centre, Roman walls and MAYFLOWER memorial in Dad's birthplace, still one of Britain's largest ports but now focusing on container ships rather than luxury passenger liners as in the past – the three of us somehow managing to miss the main port area farther along the shore and around the corner; * 21 km in 20 mins, or 64 km/h (13 mls/40 mph).

BR 1717 [WEYMOUTH] SOUTHAMPTON CENTRAL-LONDON WATERLOO

Cme [2]

Bme

Cme [2]

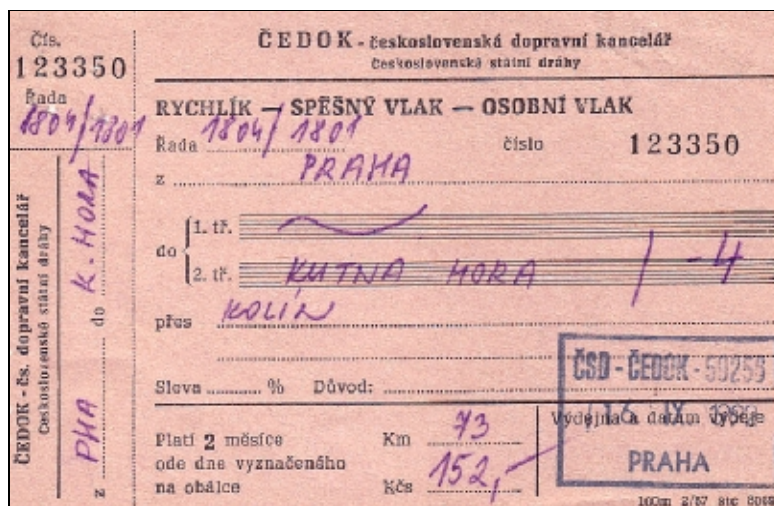
LA GRANDE ALLURE: 1992

Depart 1717, arrive 1824 non-stop, * Next came with Tom and Pauline at the Arch Duke, built right into the rail embankment and featuring tables that shook when trains rumbled overhead, then a walk across Waterloo bridge over the Thames, dinner and more sightseeing before heading back to Wimbledon – my last-ever train operated by British Rail; * 127 km in 1 hr 7 mins, or 114 km/h (79 mls/71 mph).

- **3 OCT:** Back to **EDMONTON**, starting with an automobile transfer to Heathrow, courtesy Tom and Pauline, then an Air Canada Boeing 767 to Edmonton International.



[Praha 3-day tourist transit pass]



[Praha-Kutná Hora ČSD ticket issued by Čedok travel bureau]

1998

ENGLAND/SCOTLAND



[From ScotRail customer relations card, 1998]

SYNOPSIS

This was my eleventh overseas holiday (sixth with Sandra), featuring one month in England and Scotland (no Continent this time). Our home bases were: Tom Clark's place in Wimbledon; Eva Young's in Broadwindsor, Dorsetshire; Alison and David Stirling's in Erskine, Renfrewshire; and Jayne and Patrick Mallon's in Fimber, Yorkshire. This was our first trip in Britain after the breakup of British Rail into privately owned passenger and freight Train Operating Company (TOC) franchises, with the infrastructure continuing to be government-owned and operated by Railtrack – thus, the ScotRail “Caledonian Sleepers” logo at the start of this chapter.

Trips taken: We took 44 covering 5,892 kilometres (3,677 miles), all in the British Isles. Forty-two were in my “Coaches, Pullmans & Lounges” category and 2 in “Sleeping & Couchette Cars”, the latter accounting for 27% of the total distance. Eighteen were on locomotive hauled compared to 26 on self-propelled trains, the latter covering 34% of that distance. There were 9 trips behind steam.

Equipment units: 275, made up of 26 locomotives and 249 cars (Coaches, Pullmans & Lounges, 205; Sleeping & Couchette Cars, 24; Restaurant & Other Meal Cars, 16; Baggage & Miscellaneous Cars, 4).

BRITISH ISLES

Places visited in England: Ashford (Mid.), Beck Hole*, Beer*, Bishops Lydeard, Branscombe*, Bristol, Broadwindsor*, Carlisle, Chester, Cranmore, Crewkerne, Exeter, Fimber*, Goathland, Grosmont, Henfield*, Horsham, Liverpool, London, Lyme Regis*, Malton, Margate, Mendip Vale, Minehead, Newton Abbot, Norden, Paignton, Pickering, Seaton*, Shrewsbury, Southampton, Swanage, Wells*, Wolverhampton, Yeovil and York. ***Scotland:*** Botriphnie*, Deskford*, Drummur*, Dunlop, Dunoon*, Edinburgh, Erskine*, Glasgow, Gourock*, Inverness, Keith, Paisley and Stirling. (***Note:*** * indicates by non-rail means.)

Noteworthy rail trips: *Steamy Affairs' Cumbrian Mountain Express*, Carlisle to York; *Great Western Trains 1030*, London Paddington to Newton Abbot; *West Somerset 1015*, Bishops Lydeard

LA GRANDE ALLURE: 1998

to Minehead; **South West Trains 0930**, London Waterloo to Southampton; **Great North Eastern (GNER) 1045**, Glasgow Central to Edinburgh; **ScotRail's Caledonian Sleeper**, Inverness to London Euston; **GNER 1230**, London King's Cross to York; **North Yorkshire Moors 1120**, Pickering to Grosmont; **Regional Railways North East 0909**, Malton to Liverpool Lime Street; **Virgin Trains 1519**, Wolverhampton to London Euston.

Fastest average speed: **GNER 1230**, London King's Cross to York: 152 km/h (95 mph). **Slowest:** **East Somerset 1100**, Cranmore to Mendip Vale: 24 km/h (15 mph).

Memorable non-rail trips: Automobile excursion around Somerset and Dorset; automobile around the Firth of Clyde; and taxi tour of the Keith area, Banffshire.

HIGHLIGHT!

Taking the *Cumbrian Mountain Express* on the highly scenic Carlisle & Settle route, behind former Great Western Railway 4-6-0, No. 6024 KING EDWARD I – part of an all-day excursion out of London provided by the wonderfully named, Steamy Affairs.

MILESTONE

Taking a South West Trains (SWT) commuter service from London Waterloo to Wimbledon – the first of many on privately owned Train Operating Companies in the new British railway universe.



[“Timetable & Information”, 1997, cover]

TRIPS AND TRAIN COMPOSITION

2-3 APR: To **LONDON**, starting with a Canadian Airlines International Fokker F-27 from Edmonton International to Calgary, then a Douglas DC-10 which approached Heathrow from the east on a beautiful sunny day (affording great views of the Thames, Houses of Parliament, Oval cricket ground, Clapham Junction rail exchange, Buckingham Palace – even Queens Park Rangers' Loftus Road stadium); and finally, by Piccadilly and District lines onward to Wimbledon, where we booked in for six nights at Tom's place; * Spent the next day recovering from jetlag and steeling ourselves for an

4 APR:

SA 0618 LONDON KING'S CROSS-CARLISLE & RETURN *Cumbrian Mountain Express*

Ee	[RFD]	LONDON-NEWCASTLE
Ed	[RFD]	NEWCASTLE-CARLISLE [47732 <i>Restormel</i>]
Es	[BR]	CARLISLE-YORK [6024 <i>King Edward I</i>]
Ee	[RFD]	YORK-LONDON
C*	[4]	
BC		
C	[4]	
B		
C	[2]	
Ed	[RFD]	SKIPTON-YORK [47732 <i>Restormel</i>]

All-day excursion to **CARLISLE**, returning via York, starting with a 0515 taxi from Tom's place across dark and rainy London to King's Cross station – his idea of how one should spend a first full day in England!; * Depart 0618, arrive back in London at 2130, including stops at Potters Bar, Peterborough, Newark, Doncaster, York, Newcastle, Carlisle, Appleby, Garsdale, Hellifield, Skipton and (again) York – then the same stops back to London **[equipment marked for BR unless otherwise indicated]**; * We occupied an ordinary Coach instead of the more expensive 1st class cars with meals, our jetlag overcome through the excellent scenery along the Carlisle & Settle line and the performance of former Great Western, Class 6000, 4-6-0 No. 6024 KING EDWARD I, on the Carlisle-York segment; * No. 6024 (*GWRW, 1930, SPS; ex-BR*); * No. 47732 (*BR/BTF, 1962-8, EWS; ex-D1762, 47167, 47580, RES, RFD/lr-SFG*); **[continued on next page]**



1990's-30: Former Great Western and BR 4-6-0 KING EDWARD I being serviced on a rainy afternoon at Garsdale, on the Carlisle & Settle line (1998/04/04) [PETER DAWES].

STEAMY EXPRESS

Cumbrian Mountain Express offered a variety of motive power: • RFD electric from King's Cross north to Newcastle; • EWS Class 47 diesel RESTORMEL (in RFD colours) west over to Carlisle; • steam locomotive KING EDWARD I south over the Carlisle & Settle line, then east to York (assisted by the same diesel, which had been deadheading behind, on the rear of our train after Skipton); and • EWS (RFD) electric back south to London.

* We capped off a wonderful day at the Head of Steam pub in nearby Euston station, then headed home by Northern Line to Waterloo and SWT onward to Wimbledon; * Over the next three days, we enjoyed: • a wonderful sleep-in at Tom's, followed by a traditional English Sunday roast pork lunch at a high-street pub and stroll through Wimbledon Common; • travelled by SWT commuter train into Waterloo and then on to Shepherd's Bush to purchase football and rugby tickets, later by Docklands Light Railway from Bank Underground station to Island Gardens and a walk through the tunnel under the Thames to Greenwich, returning by Connex South Eastern (CSE) commuter train to Waterloo East, then SWT from Waterloo proper to Wimbledon; and **[continued on next page]**



1990's-31: South West Trains third-rail Electric Multiple Unit service waiting to depart Waterloo station for Wimbledon and beyond to Chessington South, led by set No. 455 730, with Sandra at the door (1998/04/??) [PETER DAWES].

SOUTH WEST TRAINS

This Train Operating Company served much of the same territory the old London & South Western Railway did before being folded into the Southern Railway in 1922.

- went into the city again by SWT commuter train, then by Jenny Wren Canal Boat Cruises along the Grand Union Canal, starting at Camden Locks and passing by London Zoo, Regents Park and "Little Venice", on what was once a working canal joining the Midlands with the Thames; to Acton in west London to watch QPR's Under-19 side lose 0-1 to Portsmouth Town (reminding me of my teenage soccer-playing days, although at a slightly higher skill level); and finally to the Piccadilly Theatre for an excellent production of *Waiting for Godot* staged by the Peter Hall Company, returning from Waterloo to Wimbledon on SWT.

8 APR:

SWT 1607 LONDON WATERLOO-ASHFORD [ASCOT]

Cme [4]

Day excursion to **ASHFORD**, Middlesex on SWT, to visit cousin Kitty and family, starting with a commuter service into Waterloo to visit the superb London Transport Museum in Covent Garden; * Depart Waterloo 1607, arrive Ashford 1644, including stops at Vauxhaul, Clapham Jct., Putney, Hounslow and Feltham, on an Ascot-bound train; * 32 km in 37 mins, or 52 km/h (20 mls/32 mph).

SWT 2157 [WINDSOR AND ETON] ASHFORD-CLAPHAM JCT. [LONDON WATERLOO]

Cme [4]

Depart 2157, arrive 2225, this time via Twickenham and Richmond, changing to a Wimbledon-bound service at Clapham.

9 APR:

GWT 1030 LONDON PADDINGTON-NEWTON ABBOT [PLYMOUTH] HST

Ed

C* [5]

BC

C [2]

Ed

To **BROADWINDSOR** in Dorsetshire to visit our Canadian friend Eva, via Newton Abbot, Paignton and Exeter, starting with an SWT commuter service into Waterloo, then Bakerloo Line to Paddington station; * Depart there at 1030, arrive Newton Abbot 1315, including stops at Reading, Taunton and Exeter, on a busy, start-of-a-holiday weekend HST operated by Great Western Trains; * 311 km in 2 hrs 45 mins, or 113 km/h (194 mls/70 mph); * Class 43 (BREL, 1976-82; ex-BR); * Newton Abbot proved to be an interesting market town, and home to David & Charles Publishers, well known for railway books – although, disappointingly, their shop had few transportation books on display



1990's-32: Great Western Trains HST (High Speed Train) standing at Newton Abbot station (1998/04/09) [PETER DAWES].

TIGHT FIT

Taking peak-hour, morning commuter trains from Wimbledon was always interesting, given the huge crowds involved. On our 9 APR trip, Sandra managed to squeeze onto the first train that showed up, leaving me stranded – which was no problem, as the next one arrived in three or four minutes and found her waiting for me at the Waterloo arrival gate. These trains always were littered with discarded newspapers, giving one a choice ranging from *The Times* to *The Sport* – the former, of course, being one of the “quality” papers; the latter surely the lowest-of-the-low tabloids (the front half featuring page-after-page of scantily clad babes; the back, non-stop football).

GREAT WESTERN TRAINS

... covered much of the west country and southern Wales territory of the old GWR, including Bristol, Cardiff, Swansea, Exeter, Plymouth and Penzance.

W&W 1524 NEWTON ABBOT-PAIGNTON

Cmd [3]

Depart 1524, arrive 1540, including a stop at Torquay, on a Wales & West Passenger Trains DMU service; * Paignton turned out to be a rather tacky English seaside resort adjacent to larger Torquay, but was home to the beautifully preserved Paignton & Dartmouth Steam Railway, next door to the main-line station (no time to ride on this visit); * 13 km in 16 mins, or 48 km/h (8 mls/30 mph).

WALES & WEST PASSENGER TRAINS

... provided service on low-volume lines in that part of Wales and the West Country once served primarily by the GWR.

W&W 1655 PAIGNTON-EXETER ST. DAVID'S [CARDIFF]

Cmd [3]

Depart 1655, arrive 1745, followed by a change of trains in this Devonshire cathedral town.

SWT 1822 EXETER ST. DAVID'S-CREWKERNE [LONDON WATERLOO]

Cmd [6]

Depart 1822, arrive 1918, including stops at Honiton and Axminster, on a 6-car, SWT DMU headed for Waterloo over this former London & South Western line, once double tracked but now singled to save on maintenance; * Eva drove us over to nearby **Broadwindsor**, followed by four nights at her cozy digs in "The Old Bakery" (so English!); * 66 km in 56 mins, or 71 km/h (41 mls/44 mph).

CROSSED SIGNALS

Eva was an hour late picking us up at Crewkerne station, thinking we would be arriving directly from London direction (east), when we'd left a message saying we'd be coming in from Exeter (west). In fairness to her, friends and relatives never knew from whence we might show up when in full train-riding mode.

10 APR:

WSR 1015/1225 BISHOPS LYDEARD-MINEHEAD & RETURN

Es [BR] [7820 Dinmore Manor]

C [6]

Day excursion to **MINEHEAD** with Eva on the West Somerset Railway, starting with an automobile trip from Broadwindsor to Bishops Lydeard; * Depart 1015, arrive 1129, behind Class 7800, 4-6-0 steam locomotive No. 7820 DINMORE MANOR – Minehead now mainly a tourist town with some nice pubs, and home of one of those unique English traditions, a Butlins Holiday Centre; * Returning, depart 1225, arrive 1334, then back to **Broadwindsor**, stopping at Crewkerne to pick up Tom as he arrived from London; * Evening found us at Eva's "local", during which we gave Tom a "figure skating rating" of 9.9 out of 10 for a particularly vigorous rant on Margaret Thatcher or some such topic, using cards manufactured the evening before over liqueurs – and, incidentally, royally entertaining the staff and regulars; * 32 km in 1 hr 9 mins, or 28 km/h (20 mls/17 mph) on return, timings estimated; * No. 7820 (BR, 1950, DML; ex-BR,GWI).

LONGEST PRESERVED LINE

West Somerset was the longest preserved railway in Britain, at 32 kilometres (20 miles), passing through places with such interesting names as Stogumber, Washford, Blue Anchor and Dunster, then running along the Bristol Channel into Minehead.

11 APR:

ESR 1100/1125 CRANMORE-MENDIP VALE & RETURN

E [BR] [47493]

C [3]

Day excursion with Eva and Tom to **SWANAGE**, beginning with an automobile trip from Broadwindsor to a farm selling Somerset cider, then **Cranmore** to take the East Somerset Railway over the Great Western's former "Strawberry Line" – pausing in the station buffet on a wet and chilly morning to consume a totally healthy English culinary delight, greasy "Bacon Butties"; * Depart there at 1100, arrive Mendip Vale 1110 non-stop, over a 4-kilometre (3-mile) line behind former BR Class 3-F "Jinty" tank engine No. 47493, built in 1927 for the London, Midland & Scottish; *Returning, depart 1125, arrive 1135, then onward to Wells Cathedral (with its "scissor arches" and ancient clock), and finally to the outer end of yet another preserved railway at **Norden**; * 4 km in 10 mins, or 24 km/h (3 mls/15 mph), timings estimated; * No. 47493 (VF, 1927; ex-LMS 7493, BR 47493/Ir-SPY).



1990's-33: West Somerset train somewhere between Bishops Lydeard and Minehead on a rainy morning, behind ex-BR 4-6-0 No. 7820 DINMORE MANOR (1998/04/10) [PETER DAWES].

SR Y 1545/1620 NORDEN-SWANAGE & RETURN

Es [SOU] [34072, 257 Squadron]
C [5]

Depart 1545, arrive 1608 on the Swanage Railway, with stops at landmark Corfe Castle and Harman's Cross, behind a Battle of Britain class steam locomotive built by Southern Railway in 1948; * This railway operated over part of the former London & South Western's Swanage branch as far as Norden, with plans to extend farther north to the main-line junction at Wareham; * Returning, depart 1620, arrive 1645, then back to **Broadwindsor** past another famous tourist attraction, the Cerne Giant, an amazingly well-endowed chalk male figure cut into the hills; * 10 km in 23 mins, or 26 km/h (6 mls/16 mph); * No. 34072 (SRW, 1948; ex-SOU, BR, SLL); · **12 APR:** Another automobile excursion, this time to the seaside resort of **Lyme Regis** on the English Channel, then to the nearby towns of **Seaton** and **Beer** (no kidding!) and a hike to the village of **Branscombe** for a pub lunch (intently watched by a giant mastif who tried to snatch a mouthful of our "Spotted Dick" desserts); * Back along a path straddling Lyme Bay, alternately in rain, snow and sunshine, stopping for Grand Marnier thoughtfully provided by Sandra (*this is what travelling should be!*), then home to

Broadwindsor.



1990's-34: Former Southern Railway (later British Rail) Battle of Britain class No. 34072, 257 SQUADRON, on the Swanage Railway at Norden, Dorsetshire (1998/04/11) [PETER DAWES].

BATTLE OF BRITAIN CLASS

Like her sisters, streamlined former Southern Railway 4-6-2 No. 34072, 257 SQUADRON, was named in honour of a Royal Air Force unit. At one point in their all-too-short careers, this class hauled the London-Paris *Night Ferry* between Victoria and Dover.

13 APR:

W&W 0926 [WEYMOUTH] YEOVIL PEN MILL-BRISTOL TEMPLE MEADS

Cmd [2]

Back to **LONDON** via Yeovil and Bristol, starting with an automobile transfer, courtesy Eva, to Yeovil – Tom having gone back to work earlier; * Depart there at 0926, arrive Bristol 1057, including stops at Westbury, Trowbridge and Bath Spa, through the beautiful Devon and Somerset countryside; * 96 km in 1 hr 31 mins, or 63 km/h (60 mls/39 mph).

SURPRISING BRISTOL

Bristol proved to be a most interesting city, especially from a transportation point of view:

- Isambard Kingdom Brunel's 1861 suspension bridge over Clifton Gorge; • his pioneer "superliner" of 1862, GREAT BRITAIN, undergoing serious restoration; • a small industrial steam locomotive hauling visitors back and forth amidst other exhibits along the River Avon docks; and • a river launch back to Temple Meads station – another nice touch in a long-declining city obviously trying to boost tourism.

GWT 1615 [WESTON-SUPER-MARE] BRISTOL TEMPLE MEADS-LONDON PADDINGTON HST

Ed

C [2]

BC

C* [5]

Ed

Depart 1615, arrive 1755, including stops at Bath Spa, Chippenham, Swindon and Reading, on a GWT HST, then to Wimbledon by the Bakerloo line and SWT commuter train for three nights at Tom's place; * 190 km in 1 hr 40 mins, or 114 km/h (119 mls/71 mph); * Next day, by commuter train into Waterloo and Underground to Shepherd's Bush for some shopping in the local market and Queens Park Rangers club shop; by bus to Piccadilly Circus just to see the sights and get in from the rain; back to Shepherd's Bush to meet Tom for pre-game drinks at an interesting old Irish pub called Queen Adelaide; and finally to Loftus Road to see Rangers draw 1-1 with Oxford United in a tense, First Division relegation struggle, our goal being scored by local favourite, Kevin Gallen – Rangers being so desperate as to hire the services of notorious footballer, Vinnie Jones, to shore up their midfield); * Return to Wimbledon on Underground and SWT trains

TO THE FOOTBALL

Queens Park Rangers Loftus Road stadium was served by two London Transport stations, White City on the Central line (5-minute walk) and Shepherd's Bush on the Hammersmith & City (10 minutes). While some fans braved crowded London streets and severely limited parking, lots made good use of the trains and buses.

15 APR:

SWT 0930 LONDON WATERLOO-SOUTHAMPTON CENTRAL [WEYMOUTH]

Cme [2] [77384,71820]

Bme [62941 *The New Forest*]

Cme [2] [71844,77408]

Day excursion to **SOUTHAMPTON** to visit the famous harbour of Dad's hometown and see Cunard Line's QUEEN ELIZABETH 2 (in port between transatlantic crossings), starting with an SWT commuter train into Waterloo past lightly snow-covered lawns; * Depart 0930, arrive 1041, including stops at Winchester and Southampton Airport Parkway, over a key SWT intercity route; * 128 km in 1 hr 11 mins, or 108 km/h (80 mls/67 mph); * Class 442 403 (BREL, 1988; ex-BR).

THE NEW FOREST

Our Waterloo-Southampton train was a 5-car, Wessex Electric train set, consisting of a "Driving Trailer", "Trailer", "Intermediate Motor Vehicle" (Buffet-equipped and bearing the name of the famous woods to the west of Southampton), "Trailer", and "Driving Trailer". One of this class set a world record of 174 kilometres (109 miles) per hour for a third-rail electric train.

SOUTHAMPTON PORT

Eva had tipped us off that QUEEN ELIZABETH 2 would be in port, and sure enough, there she was at Queen Elizabeth Ocean Terminal. At this time, QE2 was the last ocean liner making regular transatlantic crossings to New York, indeed was designed with this purpose in mind, in addition to cruising. While heavy rain forced the cancellation of regular harbour boat tours, I was able to photograph her from the deck of the Hythe ferry, after which we visited the excellent maritime museum.

SWT 1655 SOUTHAMPTON CENTRAL-LONDON WATERLOO

Cme [4]

Depart 1655, arrive 1819, then back to Wimbledon by commuter train.

LA GRANDE ALLURE: 1998



1990's-35: Cunard Line's QUEEN ELIZABETH 2 docked at Queen Elizabeth Ocean Terminal, Southampton, photo taken from the Hythe ferry on a dreary, rainy day (1998/04/15) [PETER DAWES].

16-17 APR:

SCR 2355 LONDON EUSTON-EDINBURGH *Caledonian Sleeper*

Ee	[RFD]	CARSTAIRS-EDINBURGH
Ee	[RFD]	LONDON-CARSTAIRS [GLASGOW]
S	[2]	"
BL		"
S	[4]	"
X		"
S	[2]	
BL		
S*	[4]	
X		

To **ERSKINE**, Scotland, via Edinburgh, Stirling, Glasgow, Dunlop and Paisley, mainly to visit the Stirling's and Maria Batey, mother of Ann Hallam (whom we'd visited in Australia), now enjoying retirement in Scotland; * We first travelled back to Greenwich by SWT commuter train into Waterloo, over to Bank station on the old Waterloo & City Underground line (fondly called "The Rathole", due to its tiny loading gauge; formerly operated by BR but now London Transport), and again by Docklands Light Railway to Island Gardens and a walk through the tunnel under the Thames – mainly to visit nautical bookshops closed during our earlier visit, but also to tour the famous clipper ship, CUTTY SARK (tragically to be burned out during restoration in 2007); * Back into the City on a late afternoon CSE commuter train to Charing Cross, then to a 4-hour recording session of Tom's London Symphony Orchestra men's chorus in cold and clammy St. Stephen the Martyr Church, Holborn; * Depart Euston 2355, arrive Edinburgh 0645 next morning, including stops at Watford Jct., Carlisle and Carstairs (Scot.) on a ScotRail *Caledonian Sleeper* train, occupying one of six Sleeping cars to Edinburgh (occupancy permitted from 2230 to 0800), with the other six going to Glasgow, each portion sporting a Buffet Lounge car; * 646 km in 6 hrs 50 mins, or 95 km/h (403 mls/59 mph); * SLE Sleepers (BREL, 1981-4, 13dc; ex-BR).

CLOSE CALL

After Tom's rehearsal, we enjoyed drinks in the 16th century, Ye Olde Mitre pub in Holborn, before taking the Tube to Euston station to catch the *Caledonian Sleeper* for Edinburgh. Having deposited our packs earlier in the day at the "Left Luggage" kiosk, we returned to retrieve them at perhaps 2318, only to discover that it had closed at 2315 – despite our train's 2355 departure. Luckily, Sandra noticed what looked like station staff passing us as we approached the kiosk, immediately tracked them down, and convinced them to return and liberate our packs. Memo to self: "Don't expect service providers to be logical; always check opening and closing times"!

THE CALEDONIAN SLEEPERS

In addition to holding the franchise for internal Scottish passenger routes, ScotRail operated two Anglo-Scottish overnight trains using former BR, SLE-type Sleeping cars, one to Edinburgh/Glasgow (splitting at Carstairs), the other to Aberdeen/Inverness/Fort William (likewise, at Edinburgh). As with our *Cumbrian Mountain Express*, power was supplied by the main, post-franchising freight operator, Railfreight Distribution.

17 APR:

SCR 0848 EDINBURGH-STIRLING [DUNBLANE]

Cmd [2]

Depart 0848, arrive 0936, including stops at Haymarket, Linlithgow, Falkirk and Larbert, on a typical, 2-car, ScotRail DMU train; * Strategically perched high on a hill, Stirling castle had been fought over many times throughout Scottish history, including William Wallace's victory over the English in 1297; * 59 km in 48 mins, or 87 km/h (37 mls/54 mph).

SCR 1040 [ABERDEEN] STIRLING-GLASGOW QUEEN STREET

Cmd [2]

Depart 1040, arrive 1110 non-stop, on an Aberdeen-Glasgow Queen Street service, so crowded that the refreshment cart never made it to our seats – and there were only two cars!; * We enjoyed a 15-minute, late morning walk from Queen Street to the larger, more impressive Central station, then undergoing considerable renovation; * 47 km in 30 mins, or 94 km/h (29 mls/58 mph).

SPT 1203/1602 GLASGOW CENTRAL-DUNLOP [CARLISLE] & RETURN

Cmd [2] [156 505/?]

Side trip southward to **Dunlop** to see Maria, departing 1203, arriving 1228 over the former Glasgow & Southwestern Railway main line, including a stop at Barrhead, on a Carlisle-bound, Class 156 Super Sprinter DMU service operated by ScotRail for the Strathclyde Passenger Transport Executive (SPT); * Dunlop was a pretty Scottish town located well into the countryside but with Paisley visible in the distance – and, of interest to us Canadians, boasting a large curling rink; * We enjoyed a wonderful meal prepared by Maria, who then drove us to an interesting nearby recreational area; * Returning, depart 1602, arrive 1628; * 27 km in 25 mins, or 64 km/h (17 mls/40 mph), in the southbound direction; * Class 156 (MC, 1987-9; ex-BR).

SPT 1650 GLASGOW CENTRAL-PAISLEY GILMOUR STREET [ARDROSSAN HARBOUR]

Cme [6]

Depart 1650, arrive 1702 non-stop, on a busy, rush-hour EMU service, then by automobile, courtesy Alison's husband David, the short distance to the nearby bedroom community of Erskine (three nights at their home); * 12 km in 12 mins, or 60 km/h (7 mls/37 mph); · **18 APR:** By automobile around the Firth of Clyde to **Dunoon** in superb weather, featuring beautiful loch vistas and the ocean beyond, returning on Caledonian MacBrayne's Dunoon-Gourock ferry (possibly JUNO or JUPITER), then through Greenock and along the

Clyde back to Erskine; * Alison arranged a party that evening with some of her old girlfriends and their significant others, including several I'd met two decades before on earlier, pre-Sandra trips (none of us had aged a bit!).

FIRTH OF CLYDE

Gourock was the home British port for most Allied troop ships during World War II, including Cunard's QUEEN MARY, QUEEN ELIZABETH and AQUITANIA, also CPR's EMPRESS OF BRITAIN (until she was bombed and torpedoed by the Germans in 1942). Greenock was a post-war port of call for some Liverpool-Montréal sailings by both Cunard and CPR, including the latter's aptly named EMPRESS OF SCOTLAND.

19 APR:

GNER 1045 GLASGOW CENTRAL-EDINBURGH [LONDON KING'S CROSS] E225

Ee

C [2]

R

C* [6]

DVT

Sunday excursion to **EDINBURGH** to visit the Stephen's, distant relatives of Sandra's with a mutual interest in genealogy, starting with an automobile transfer into Glasgow, courtesy David (and budding rail fan, son Malcolm); * Headed for London King's Cross station, our GNER "E225" electric service was scheduled to depart at 1045 and arrive Edinburgh at 1145, via Carstairs, but got underway 15 minutes late and failed to make up any of the delay – these trains including a Driving Van Trailer to obviate the need for turning at destination; * Plenty of Scottish Claymores fans were onboard, going to Edinburgh to attend a World League of American Football game; * Harry and Agnes took us on an interesting walking and automobile tour of the Scottish capital, including the port of Leith where he had worked for many years; * 92 km in 1 hr, or 92 km/h (57 mls/57 mph); * Class 91 (BREL, 1989-91).



[answers.com/topic/great-north-eastern-railway]

THE GNER

Great North Eastern Railway operated over much of the old London & North Eastern's territory, focussing on the East Coast Main Line between London King's Cross, York, Newcastle and Edinburgh. Under the new franchising system, GNER was now originating some London-bound trains in Glasgow and routing them via Carstairs to Edinburgh. The delay in departing Central station occurred because the assigned driver failed to show up and had to be replaced (shades of the old BR). We also endured a somewhat tense situation, what with Sandra forgetting her Britrail Pass back in Erskine – but the guard failed to check tickets, anyway.

SCR 1730 EDINBURGH-GLASGOW QUEEN STREET

Cmd [4]

We took ScotRail's direct service back to Glasgow, scheduled to depart 1730 and arrive 1820 with one stop at Falkirk, but delayed 10 minutes while the crew struggled to get one of the engines started; * David kindly conveyed us back to Erskine; * 76 km in 50 mins, or 92 km/h (47 mls/57 mph)

20 APR:

SPT 1040 [LARGS] PAISLEY GILMOUR STREET-GLASGOW CENTRAL

Cme [3]

To **INVERNESS** via Paisley and Glasgow, Alison driving us over to Paisley, with Malcolm along to watch the trains; * Depart 1040, arrive Glasgow Central 1052 non-stop, on a 3-car EMU, followed by a leisurely walk over to Queen Street station, pausing at some interesting book stores along the way

SCR 1155 GLASGOW QUEEN STREET-INVERNESS

Cmd [2]

Depart 1155, arrive 1515, including stops at Stirling, Perth, Pitlochry, Blair Atholl, Dalwhinnie, Newtonmore, Kingussie, Aviemore and Carrbridge – our train climbing steadily into the Highlands through scenery marred somewhat by parallel motorway developments; * Inverness remained as beautiful as ever, with its interesting buildings and the River Ness flowing through (one night at Mrs. Kennedy's in Broadstone Park); * 293 km in 3 hrs 20 mins, or 88 km/h (183 mls/55 mph)



1990's-36: ScotRail Diesel Multiple Unit "Sprinter train set No. 158 723 from Inverness pauses at Keith station before continuing on to Aberdeen (1998/04/21) [PETER DAWES].

21 APR:

SCR 0806 INVERNESS-KEITH [ABERDEEN]

Cmd [2] [158 723]

Day excursion to **KEITH** in lovely Banffshire to visit ancestral sites on Sandra's dad's side; * Depart 0806, arrive 0926, including stops at Nairn, Forres and Elgin, on a 2-car, Class 158 Sprinter DMU; * Keith remained a major regional centre famous for distilling, but some of its textile mills had closed; * We hired a taxi to take us to Drummur Castle, Botriphnie church (dating from 1266 and featuring lots of ancestral tombstones), and Deskford, operated by a patient Highlander who knew every road and historic site in the area; * We spent the afternoon enjoying a pub lunch and stop at the Seagram's-owned Strathisla distillery, before heading back to the station; * 88 kms in 1 hr 20 mins, or 66 km/h (55 mls/41 mph); * No. 158 723 (BREL, 1989-92; ex-BR).

LA GRANDE ALLURE: 1998



1990's-37: Highland vista near Drummuir, with the impressive Cairngorm Mountains in the background (1998/04/21) [PETER DAWES].

SCR 1635 [ABERDEEN] KEITH-INVERNESS [KYLE OF LOCHALSH]

Cmd [2]

Cmd [2] ABERDEEN-INVERNESS

Depart 1635, arrive 1753, with half of this 4-car DMU train operating beyond Inverness to Kyle of Lochalsh, jump-off point for the Isle of Skye.

21-22 APR:

SCR 2030 INVERNESS-LONDON EUSTON *Caledonian Sleeper*

Ed [RFD] INVERNESS-EDINBURGH [47760 *Restless*]

Ee [RFD] EDINBURGH-LONDON

X [FORT WILLIAM] EDINBURGH-LONDON

S [2] "

S [2] [ABERDEEN] EDINBURGH-LONDON

BL "

LA GRANDE ALLURE: 1998

S [2] "
X
S [4]
BL
S* [2]

Back to **LONDON** on the Inverness portion of the *Caledonian Sleeper*, which joined with Aberdeen and Fort William portions at Edinburgh; * Depart Inverness 2030, arrive Euston 0747 next morning, including stops at most of the places listed under our Glasgow-Inverness trip the day before as far as Stirling, then Falkirk, Edinburgh, Carlisle (Eng.), Preston and Crewe – behind English, Welsh & Scottish Railway Class 47 diesel RESTLESS (still in Railfreight Distribution colours) as far as Edinburgh, then an electric beyond; * We occupied a compartment in a train featuring six SLE Sleepers from Inverness, four from Aberdeen, and two from Fort William; * 928 kms in 11 hrs 17 mins, or 82 km/h (579 mls/51 mph); * No. 47760 (BR or BTF, 1962-8, EWS; ex-BR D1617, 47036, 47562); * By Piccadilly and Northern lines to Waterloo and an SWT commuter train out to Tom's to discard our packs, then (at Eva's suggestion) back into Waterloo for a highly formal "afternoon tea" at the famous Savoy Hotel (thankfully on her nickel, given the prices!), then onward to the more amenable Shepherd's Bush for some pubbing and a thrilling Rugby Union match at Loftus Road stadium in which London Wasps defeated top-team Newcastle Falcons 19-18 (Wasps and QPR being owned by the same rich guy; Canadian fullback and kicker Gareth Rees playing a leading role), followed by a visit to Ye Olde Mitre pub for post-match drinks, and finally back to Wimbledon via Waterloo.

NORTHERN CALEDONIAN SLEEPERS

The Buffet Lounge car out of Inverness was very pleasant, offering attractive looking (if heated-up) meals as well as refreshments – our travels in distillery country earlier in the day suggesting pre-nocturnal Scotches from the bar. More sobering was the fact that our train only picked up Sleeping car passengers as it made its way south to Edinburgh, raising questions about the financial viability of such an operation.

23 APR:

CSC 0908 [LONDON VICTORIA] CLAPHAM JCT.-HORSHAM [BOGNOR REGIS]

Cme [4] LONDON-BARNHAM [PORTSMOUTH]
Cme [8]

LA GRANDE ALLURE: 1998



1990's-38: ScotRail's *Caledonian Sleeper* ready to depart Inverness late in the evening, behind Class 47 diesel RESTLESS, on its way to London via Edinburgh (1998/04/21) [PETER DAWES].

Day excursion to **HENFIELD** in West Sussex, via Horsham, to visit our friends, the Child's, starting with an SWT commuter train to Clapham Jct.; * Depart there at 0908, arrive Horsham 0957, including stops at East Croydon, Redhill, Gatwick Airport and Three Bridges, on a Connex South Central, third-rail EMU train; * Ron met the train and drove us over to **Henfield** for the usual amazing lunch, good conversation, and tour of their superb English garden, plus slides of their 1985 Norway trip (where we'd originally met them); * 57 kms in 49 mins, or 70 km/h (36 mls/43 mph).

CONNEX

French-owned Connex operated routes south of London, its "South Central" entity to the south and southwest (e.g., Brighton and Portsmouth), "South Eastern" to places such as Dover and Margate – its major focus being short-distance commuter service.

CSC 1730 [LITTLEHAMPTON] HORSHAM-CLAPHAM JCT. [LONDON VICTORIA]

Cme [4]

Automobile back to **Horsham**, departing there at 1730, arriving Clapham Jct. 1837, including a stop at Littlehaven, followed by an SWT service out to Wimbledon; * We survived an ensuing pub run with Tom, starting with two Wimbledon establishments and continuing on to the “Tooting Tavern” in an adjacent part of southwest London (this apparently a euphemism for a well-known pub readily known to all).

24 APR:

GNER 1230 LONDON KING’S CROSS-YORK [NEWCASTLE] E225

DVT

C* [6]

R

C [2]

Ee

To **FIMBER** in East Yorkshire with Tom, via York, to visit his friends Patrick and Jayne, starting with a commuter train into Waterloo, then Northern and Piccadilly lines to King’s Cross; * Depart there at 1230, arrive York 1430, with stops at Peterborough and Doncaster; * Patrick drove us over to the tiny village of **Fimber**, after which we enjoyed a hearty meal in a nearby country pub, then three nights at their place; * 303 kms in 2 hrs, or 152 km/h (189 mls/94 mph).

FASTEST BRITISH TRIP

Our King’s Cross-York GNER service performed at an average speed of 152 kilometres (95 miles) per hour over the East Coast Main Line – the fastest I’d experienced to date in Britain, thanks to an impressive Electric 225 train led by a cab-equipped “Driving Van Trailer Coach”. The Class 91 locomotives were built by British Rail Engineering Ltd. between 1989 and ’91, just before privatization.

NATIONAL RAILWAY MUSEUM

This superb facility displayed a wide selection of locomotives and carriages – even a *Voiture-Lits* formerly owned by the Compagnie internationale des Wagons-lits et du Tourisme (International Sleeping Car and Tourism Co.) and used on the *Night Ferry*.

LA GRANDE ALLURE: 1998



1990's-39: Great North Eastern Electric 225's lined up at King's Cross station, London (1998/04/24) [PETER DAWES].

25 APR:

NYMR 1120 PICKERING-GROSMONT

Es [BR] [30926 Repton]
C [5]

Patrick took us on a day outing to **GROSMONT**, starting with an automobile transfer to the **Pickering** terminus of the steam-hauled North Yorkshire Moors Railway; * Depart from there at 1120, arrive Grosmont 1225, with stops at Levisham, Newtondale and Goathland, behind former Southern Railway No. 30926 REPTON – a “Schools” Class 4-4-0 that had spent time at Steamtown in the United States and the Cape Breton Steam Railway in Canada; * We walked back to **Goathland** over an earlier railbed called the “Historic Rail Trail”, including the mandatory stop at a country pub in tiny **Beck Hole**; * 29 kms in 1 hr 5 mins, or 27 km/h (18 mls/17 mph); * No. 30926 (SRW, 1934, CBN; ex-SOU 926, BR 30926, STN, CBSR).



1990's-40: Former Southern and BR 4-4-0 No. 30926 REPTON on the North Yorkshire Moors Railway, Pickering (1998/04/25) [PETER DAWES].

NORTH YORKSHIRE MOORS

NYMR was the second-longest preserved railway in Britain after the West Somerset, at 29 kilometres (18 miles). It operated over part of a former London & North Eastern line that ran to Whitby on the North Sea – the stations being particularly well preserved.

NYMR 1510 [GROSMONT] GOATHLAND-PICKERING

Es [3672 Dame Vera Lynn]

C [6]

Depart 1510, arrive 1600, behind "WD" (War Department) Austerity Class, 2-10-0 No. 3672 DAME VERA LYNN, built in 1944 for use by the British Army in Egypt, sold to Hellenic State Railways, purchased by successive English enthusiasts (one of whom added the name of the famous English singer of wartime hits, "We'll Meet Again" and "The White Cliffs of Dover"), and finally to the NYMR; * No. 3672 (NBL, 1944, CBN;

ex-BRA, HSR, DLM); · **26 APR:** Day excursion by automobile into **York** with Jane, Patrick and Tom for a walk around historic Roman walls and through narrow streets, followed by lunch at the rambunctious, aptly named Shambles pub, finally delivering Tom to the station for his return to London and work

27 APR:

RRNE 0909 [SCARBOROUGH] MALTON-LIVERPOOL LIME STREET

Cmd [3]

To **LIVERPOOL**, starting with an automobile transfer to Malton, courtesy Patrick; * Depart there at 0909, arrive Lime Street 1159, including stops at York, Leeds, Huddersfield, Manchester and Warrington, on a 3-car, Regional Railways North East DMU train; * At Tom's urging, we also visited the fabulous ceramic "bogs" in the Philharmonic Pub (a sight not to be missed!), then spent the night in a family run bed-and-breakfast in the Allerton area; * 200 km in 2 hrs 50 mins, or 71 km/h (125 mls/44 mph).

REGIONAL RAILWAYS NORTH EAST

RRNE operated secondary main and branch lines in this part of the country, taking us most of the way from east to west over the famous Pennines in less than three hours – another reminder of just how small England really is.

♪ FERRY ACROSS THE MERSEY ♪

The port area of Liverpool featured the impressive Cunard, White Star, Liver, and Port of Liverpool buildings, along with a smaller version of the Landing Stage once used by ocean liners serving most parts of the world. We visited the impressive maritime museum, located on the restored Albert Dock, and took the Mersey ferry, complete with the famous Jerry & the Pacemakers' song from the 1960's playing over the public-address speaker. On the other side of the river was Cammell Laird, builders of ships ranging from the Royal Navy's 1928 battleship HOOD (built in 1928; sunk by BISMARCK in '41) and Cunard's MAURETANIA (1936).

28 APR:

ME 1404 LIVERPOOL LIME ST.-CHESTER

Cme [3]

To **SHREWSBURY** via Chester, after a morning visit to the Western Approaches Museum, located in a restored, underground command centre used during the World War II Battle of the Atlantic; * Depart Lime Street basement station at 1404, arrive Chester 1445, including stops at Birkenhead, Rock Ferry and Hooton, on a Merseyside Electrics “stopping service” which looped under Liverpool, then headed south under the river – the third rail having recently been extended south to Chester; * 29 km in 41 mins, or 43 km/h (18 mls/27 mph).

CT 1528 CHESTER-SHREWSBURY [BIRMINGHAM NEW STREET]

Cmd [2]

Depart 1528, arrive 1623, including stops at Wrexham and Ruabon, on a 2-car Central Trains DMU; * We enjoyed an excellent meal at the Three Fishes non-smoking pub (the only one we’d ever encountered in England), then spent one night at the nearby College Hill Guest House; * 69 km in 55 mins, or 75 km/h (43 mls/47 mph).

CENTRAL TRAINS

...operated passenger services on secondary main and branch lines in the Midlands and adjacent areas. Like RRNE, it was a franchise never expected to break even, let alone make a profit, without subsidies.

29 APR:

CT 1424 [CHESTER] SHREWSBURY-WOLVERHAMPTON [BIRMINGHAM NEW ST.]

Cmd [2]

Back to **LONDON** via Wolverhampton, after a morning of visiting “The Dingle” (a beautiful garden developed in an old quarry, unfortunately barricaded-off due to vandalism), Shrewsbury School (a renowned “public school” replete with lush cricket and rugby pitches), a fort-like castle overlooking the railway station, and quaintly named Gay Meadow stadium located beside the River Severn, home of Shrewsbury Town football club; * Depart Shrewsbury 1424, arrive Wolverhampton 1505, including stops at Wellington and Telford; * 47 km in 41 mins, or 69 km/h (29 mls/43 mph).



1990's-41: Two-car, Diesel Multiple Unit train approaching Shrewsbury station from Wales, in a photo taken from the castle (1998/04/29) [PETER DAWES].

VT 1519 WOLVERHAMPTON-LONDON EUSTON

C [4]

B

C* [5]

Ee

Depart 1519, arrive 1735, with stops at Birmingham New Street, Birmingham International, Coventry and Milton Keynes, on a rather slow, Virgin Trains electric service led by a cab-control Coach; * To Loftus Road in the evening, this time to see London Wasps defeat perennial Rugby Union powerhouse Leicester Tigers 18-13 in another exciting match, with the usual pubs before and afterwards, then to Tom's via Waterloo and an SWT commuter train for the final two nights of our holiday; * 202 kms in 2 hrs 16 mins, or 89 km/h (125 mls/55 mph); * Next day, we stayed in Wimbledon, because Sandra had picked up a cold, and we needed a break, regardless!

VIRGIN TRAINS

...was Richard Branson's venture into the passenger-train business, encompassing two franchises: West Coast (serving London, Birmingham, Liverpool, Manchester, Glasgow and Edinburgh); and Cross Country (e.g., Bristol and Birmingham to Newcastle or Glasgow). Our evening Wolverhampton-London train was filled to capacity after New Street with lots of "Suits" talking away on cell phones.

1 MAY:

CSE 1205 LONDON VICTORIA-MARGATE [RAMSGATE]

Cme [4]

To **MARGATE** on the sea, just to get away for the day and see the countryside in a new part of England for us, starting with SWT and CSE commuter trains to Victoria, changing at Clapham Jct.; * Depart Victoria 1205, arrive Margate 1340, including stops at Chatham, Gillingham and Faversham, on a 4-car CSE EMU train; * Margate seemed to be yet another tacky Channel resort town, offering plenty of wind and rain this day; * 119 km in 1 hr 35 mins, or 75 km/h (74 mls/47 mph).

CSE 1431 MARGATE-LONDON WATERLOO EAST [CHARING CROSS]

Cme [4] [365 506]

Cme [4]

Depart 1431, arrive 1639, including stops at Ramsgate, Canterbury West, Ashford International and London Bridge, on a dual voltage, third rail-or-pantograph, Class 365, Networker Express EMU train, formed of two sets, each with Driving Motors and two Trailers; * Schoolboys playing cricket on a trackside pitch epitomized this beautiful part of southeastern England; * Back to Wimbledon on an SWT commuter train from Waterloo; * 169 km in 2 hrs 8 mins, or 79 km/h (105 mls/49 mph); * No. 365 506 (ABB, 1994-5/r-SET, WAGN, FCC).

· **2 MAY:** Return to **EDMONTON**, beginning with a commuter train into Waterloo, then Bakerloo and Hammersmith & City lines to Paddington station and the new *Heathrow Express* rail service to the airport, with Tom along (using a bus connection over the final stretch into the airport pending completion of the rail line); * By Canadian Airlines International Douglas DC-10 to **Calgary** and Boeing 737 on to **Edmonton**, after a 3-hour wait in Calgary airport for this connection – meaning an arrival home of around 0500 UK time and prompting more curses about Edmonton's sub-standard, international air connections.



1990's-42: Connex South Eastern third-rail, Electric Multiple Unit train standing at its platform in Victoria station (1998/05/01) [PETER DAWES].



*[From promotional material for
Cumbrian Mountain Express]*



[BR logo on tender of ex-Great Western and British Rail 4-6-0 No. 6024 KING EDWARD I (1998-04-04)] [SANDRA DAWES].

NOW FOR THE 2000's!

This ends my **1990's** volume, describing our Australasian and European holidays. A subsequent **2000's** document chronicles European sojourns in 2003 and 2007.

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