

LA GRANDE ALLURE

*Travelling by train in Europe
and elsewhere Overseas*

2nd 1980's



by Peter Dawes

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

2nd 1980's

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FRONT COVER PHOTO

2nd1980's-1: Narrow-gauge Festiniog Railway action at Tan-y-Bwlch, Wales, the upbound train on the left behind steam, the downbound on the right handled by a diesel (1988/10/08) [PETER DAWES].

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DEDICATION

to Tom Matoff

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 second part of the 1980's, namely 1985 and 1988 holidays primarily in Austria, England, France, Germany, Norway, Scotland, Switzerland and Wales.

This is **VERSION 8** (for changes from the previous version, please see page 137).

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 2nd 1980's-6, 25 [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**, page 10).

INTRODUCTION

Welcome to the third volume of my overseas rail-travel project, offering detailed accounts of train trips taken during 1985 and 1988 holidays in Europe.

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

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 1980's accounted for 34% of my overseas trips. Other percentages (in descending order) are: 1970's, 17; 2000's, 16; 2010's, 15; and 1990's, 11. (The 2020's so far: 7%.)

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 not could 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 *period* involved, I provide the overall context, summary of trips taken, places visited, and particularly noteworthy trips. For each *holiday* within that period, 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 TRAIN COMPOSITION** and for each train trip, I provide the date and (in a headline) service provider, train number, embarkation point, disembarkation point, origin and final destination (if different), and train name (where applicable). I go on to show the detailed train composition in a darkly shaded box, followed by departure time, arrival time, purpose of the trip, and in some cases major enroute stops. (If more than one leg was involved, I mention the ultimate destination, trip purpose and connecting points at the start of the first leg.) I then describe any interesting aspects about the train and route taken, and things that happened along the way. I also provide a brief account of any relevant events that occurred before the train departed or after it arrived at my destination.

At the end of the entry (lightly shaded so that it can be more easily noticed by those interested in these matters or avoided by those not so inclined), I often provide the distance in both kilometres and miles, elapsed time and average speed. Occasionally, I 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 during this period. While trip purpose, references to travelling companions, and anecdotes are included, I present this information in such a manner as to be easily avoided by those looking strictly for train composition.

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

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

ACKNOWLEDGEMENTS

Many thanks to the following:

- the late Mark Bunting, Tom Matoff, Ken Mozersky, John Stilgoe, the late Brian Sullivan, and Greg Thompson for being key influences where both my interest in trains and career in transportation are concerned (as cited in the initial *No Matter Where It's Going: 1950's* volume);
- Ken Boulton, Tom Clark, Greg Gormick, Ken Holmes, the late Fred Matthews, Doug Smith and Nicholas Vincent for being kindred spirits;

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- 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:

- Michael Cope for providing information on Flying Scotman Services;
- Sandra for contributing photos; and
- Tom Clark, also Alison and David Stirling, for providing accommodation.

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

Finally, both 1980's volumes are dedicated to Tom Matoff.

Peter Dawes
Edmonton, Alberta
January, 2026.

GENERAL NOTES AND CAVEATS

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 most included in this volume are two-to-three decades 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 (please note that some of the Cook's used on holidays were misplaced and therefore were not available for the actual journey periods when it came time to prepare these volumes, in which case those from adjacent or near years were used; also, some timings were confirmed on the spot from station information boards or sheets);

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

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

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

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

Car and locomotive numbers: were usually *not* recorded, due to the sheer number of services taken, quick station stops, and complexity of both train composition and the numbers themselves;

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

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

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

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

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

Locomotive origins and destinations: are often estimated out of necessity, 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];

Ownership of Swiss equipment: is not differentiated between the national railway SBB and BLS group of private railways (equipment of both was often found in the same train and shared common designs and colour schemes, making identification difficult or impossible during the brief station stops);

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

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

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

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

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

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

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]

BLM	Bergbahn-Lauterbrunnen-Mürren
BLS	Bern-Lötschberg-Simplon Bahn
BOB	Berner-Oberland Bahnen
BR	British Rail
CFL	Société nationale des chemins de fer Luxembourgeois (Luxembourg National Railways)
DB	Deutsche Bundesbahn (German Federal Railroad)
DSB	Danske Statsbaner (Danish State Railways)
FR	Festiniog Railway
M&WH	Mull & West Highland Narrow Gauge Railway
NS	Nederlandse Spoorwegen (Netherlands State Railway)
NSB	Norges Statsbaner (Norwegian State Railway)
PR	Pullman Rail
SBB	Schweizerische Bundesbahnen/Chemin de fer fédéraux Suisse/Ferrovie Federali Svizzere (Swiss Federal Railways)
SJ	Statens Järnvägar (Swedish State Railways)
SNCB	Société nationale des chemins de fer Belges/Nationale Maatschappij der Belgische Spoorwegen (Belgian National Railways)
SNCF	Société nationale des chemins de fer Français (French National Railways)
SPT	Strathclyde Passenger Transport Executive
STR	Strathspey Railway
TR	Talylyn Railway
VR	Vale of Rheidol Narrow Gauge Steam Railway (BR)
WAB	Wengernalp Bahn

ADDITIONAL RAILWAYS AND RAIL ENTITIES

ALSY	A4 Locomotive (formerly Preservation) Society
BRM	Birmingham Railway Museum
CIWL	Compagnie internationale des Wagons-lits et du Tourisme (International Sleeping Car and Tourism Co.)
CRY	Corris Railway
CSV	Car Services (UK) Ltd.
DR	Deutsche Reichsbahn (German State Railway)
DSG	Deutsche Schlaf- und Spiesewagen Gesellschaft (German Sleeping and Restaurant Car Co.) (DB)
ELR	East Lancashire Railway
EW&S	English, Welsh & Scottish Railway
FS	Ferrovie dello Stato (Italian State Railways)
FSR	Flying Scotsman Railways (also, variously, Enterprises, Services)
GMG	Graham McGee
LER	London Electric Railway
LMS	London, Midland & Scottish Railway
LNER	London & North Eastern Railway
LR	Langollen Railway
LT	London Transport
MIT	Mitteuropäische Schlafwagen und Spiesewagen Gesellschaft (Central European Sleeping and Restaurant Car Co.) (DR)
MNR	Mid-Norfolk Railway
NBR	North British Railway
NRM	National Railway Museum (York)
NVR	Nene Valley Railway
PCC	Pullman Car Co.
PRCLT	Princess Royal Class Locomotive Trust
RCS	Rail Charter Services
RES	Rail Express Systems (BR)
SLOA	Steam Locomotive Operators Association
SNG	Sir Nigel Gresley Preservation Trust Society

TPT	Tramway Pithiviers à Toury
WCR	West Coast Railway
WRYS	Waterman Railways

MISCELLANEOUS ENTITIES

BHC	Butlins Holiday Centres
BAR	British Army
BRF	British Ferries
CM	Caledonian MacBrayne
FB	Firda Billag
FSF	Fylkesbaatane i Sogn og Fjordane (Sogne and Fjordane County Boats)
KDL	Köln-Düsseldorfer Linie
MKM	Mackenzie Marine
PSK	Personen-Schiffahrt Gebr. Kolb (Kolb Passenger Navigation Co.)
RTM	Régie de Transport Maritime/Regie Voor Maritiem Transport (Maritime Transport Co.)
SMZ	Stoomvaart Maatschappij Zeeland (Zeeland Maritime Shipping Co.)

RAIL EQUIPMENT

B	Buffet
BC	Buffet Coach
BL	Buffet Lounge
C	Coach
d	Diesel
DMU	Diesel Multiple Unit train
E	Engine
e	Electric
EMU	Electric Multiple Unit train
ex-	Formerly
F	Freight
INS	Inspection
Ir-	Later

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m	Self-propelled, multiple-unit train
OBS	Open Observation
OL	Lounge
P	Pullman (luxury day Coach)
PC	Power car Coach
R	Restaurant
S	Sleeping car
s	Steam
T	Couchette
TL	Tool car
X	Baggage/Guard/Parcels/Newspapers

TRAIN SYMBOLS AND MARKETING NAMES

D	Express
E	Semi-fast
EC	Euro-City
ET	Express
FD	Holiday Express
HST	High Speed Train
IC	Intercity
TEE	Trans-Europ Express
TGV	Train à grande vitesse

SLEEPING ACCOMMODATIONS

dc	Double-berth compartment
tc	Triple-berth compartment

EQUIPMENT MANUFACTURERS

ALCO	American Locomotive Co.
ALS	Alstom
ARW	Armstrong-Whitworth
ASEA	Allmänna Svenska Elektriska Aktiebolaget (General Swedish Electrical Co. Ltd.)
BMR	Brown, Marshalls Co. Ltd.
BREL	British Rail Engineering Ltd.
BRW	Britannia Works
BTF	Brush Traction/Falcon
DCWW	Derby Carriage & Wagon Works
EE	English Electric
EIC	Enterprises industrielles Charentaises
FJC	Fletcher, Jennings & Co.
LCC	Lancaster Carriage Co.
MC	Metropolitan-Cammell
MCW	Metropolitan Carriage Works
NEBB	Norsk Elektrisk Brown Boveri
NOHAB	Nydqvist & Holm AB
PSC	Pressed Steel Co.
RSH	Robert Stephenson & Hawthorns
WFB	Waggonfabrik Uerdingen
WMD	Waggon- und Maschinenbau Donauwörth

COUNTRIES, ETC.

Bel.	Belgium
Den.	Denmark
Eng.	England
Fr.	France
Ger.	Germany
Neth.	Netherlands
Nor.	Norway

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Scot.	Scotland
Swe.	Sweden
Swit.	Switzerland
Wal.	Wales

ALTERNATIVE VERSION OF NAMES

Athína	Athens
Basel	Basle
Bern	Berne
Bodensee	Lake Constance
Bruxelles/Brussel	Brussels
Chur	Coire
Dunkerque	Dunkirk
Genève	Geneva
Hannover	Hanover
Hoek van Holland	Hook of Holland
København	Copenhagen
Köln	Cologne
Luzern	Lucerne
Lyon	Lyons
Milano	Milan
Mosel	Moselle
Moskva	Moscow
München	Munich
Oostende	Ostend
Rhein	Rhine
Venezia	Venice
Wien	Vienna

SAMPLE ENTRY

BEFORE PROCEEDING...

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

11 OCT:**SNCB/CFL/SNCF 299 OOSTENDE-BASEL SNCF [MILANO CENTRALE]**

Ee		OOSTENDE-LUXEMBOURG
Ee	[SNCF]	LUXEMBOURG-BASEL
T	[SBB]	OOSTENDE-BASEL [CHUR]
S*	[SBB]	OOSTENDE-BASEL [BRIG]
C	[2]	OOSTENDE-BASEL
X		"
X	[SNCF]	"
T	[FS]	
S	[SNCF]	
C		

Depart 2053, arrive 0515 next morning, with stops at Brugge/Bruges, Gent, Bruxelles/Brussel, Namur, Arlon, Luxembourg, Thionville (Fr.), Metz, Strasbourg and Mulhouse **[equipment SNCB unless otherwise indicated]**; * We occupied an SBB Sleeper, possibly a 12-compartment, MU-type conveniently bound for Berner Oberland points as far south as Brig at the head of the Simplon tunnel, while the Milano cars were routed via Luzern and the Gotthard tunnel; * 672 km in 8 hrs 22 mins, or 80 km/h (419 mls/50 mph); * MU Sleepers (EIC or WMD, 1963-5, 12tc; ex-CIWL)

Explanations:

11 OCT:

- departure date;

SNCB/CFL/SNCF 299

- service providers were SNCB, CFL and SNCF; unnamed train number 299;

OOSTENDE-BASEL SNCF

- segment travelled, the train originating at Oostende (SNCF here referring to Basel SNCF station);

[MILANO CENTRALE]

Ee

Ee [SNCF]

T [SBB]

S* [SBB]

C [2]

X

X [SNCF]

T [FS]

S [SNCF]

C

* 672 km in 8 hrs 22 mins, or

80 km/h (419 mls/50 mph)

* MU Sleepers (EIC or WMD,

1963-5, 12tc; ex-CIWL)

- train terminating at Milano Centrale station;
- SNCB locomotive originating at Oostende and hauling the train as far as Luxembourg (the "e" indicating Electric **[equipment being SNCB unless otherwise indicated]**;
- SNCF locomotive taking over at Luxembourg and taking the train to Basel SNCF station;
- SBB Couchette car operating from Oostende beyond Basel to Chur;
- SBB Sleeper operating from Oostende beyond Basel to Brig (the **Bold** and * indicating that we occupied this car);
- two SNCB Coaches operating as far as Basel;
- SNCB Baggage/Guard/Parcels/Newspapers car likewise;
- SNCF Baggage/Guard/Parcels/Newspapers (etc.) car likewise;
- FS Couchette car operating all the way from Oostende to Milano;
- SNCF Sleeper likewise;
- SNCB Coach likewise.
- distance travelled, elapsed time, and average speed in kilometres (*and miles*);
- built by Entreprises industrielles Charentaises or Waggon- und Maschinenbau Donauwörth between 1963 and 1965 with 12, 3-berth, compartments; formerly owned by the Wagons-Lits Co.

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1716	Aviemore-Pitlochry	53
1724	Reading-Staines	91
1822	Staines-Ashford (Mid.)	91
1940	<i>Night Continental</i>	55
2053	Littlehaven-London Clapham Jct.	89
2100	London Euston-Rannoch Station	81
2120	London St. Pancras-Leagrave	54
2148	London St. Pancras-Leagrave	45
2155	Ashford (Mid.)-London Clapham Jct.	91
2215	<i>Night Aberdonian/Nightrider</i>	47
2318	London St. Pancras-Leagrave	75
2348	London St. Pancras-Leagrave	45
2350	<i>Night Caledonian</i>	85
DANISH STATE (DSB)		
231	<i>Holland-Skandinavien Express</i>	56
397	København Hbg-Hamburg Hbf	63
467	Oslo Sentral-København Hbg	63
468	København Hbg-Oslo Sentral	56
FESTINIOG (FR)		
1100	Porthmadog-Blaenau Ffestiniog	94
1215	Blaenau Ffestiniog-Porthmadog	94

LA GRANDE ALLURE: 2nd 1980's

<i>number</i>	<i>name or from-to</i>	<i>page(s)</i>
FRENCH NATIONAL (SNCF)		
224	Brig-Paris Lyon	73
299	Oostende-Basel SNCF	99
401	Amiens-Boulogne Maritime	74
5260	Paris Lyon-Amiens	74
GERMAN FEDERAL (DB)		
EC 76	<i>Mont Blanc</i>	107
IC 173	<i>Hans Holbein</i>	68
IC 176	<i>Mont Blanc</i>	66
IC 178	<i>Helvetia</i>	66
D 202	<i>Lorelei</i>	112
D 231	<i>Holland-Skandinavien Express</i>	56
D 397	København Hbg-Hamburg Hbf	63
D 471	<i>Komet</i>	65
IC 516	<i>Hölderlin</i>	107
IC 712	<i>Diplomat</i>	111
FD 1923	<i>Fern-Express Berchtesgadener Land</i>	110
D 2052	Cochem-Trier	108
D 2056	Koblenz-Cochem	107
D 2065	Offenburg-Konstanz	67
D 2151	Cochem-Koblenz	109
D 2157	Bullay-Cochem	109
D 2257	Trier-Bullay	109
D 2376	Konstanz-Donaueschingen	68
E 3356	Donaueschingen-Freiburg im Breisgau	68
8448	Bullay-Traben Trarbach	109
8453	Traben Trarbach-Bullay	109

<i>number</i>	<i>name or from-to</i>	<i>page(s)</i>
LUXEMBOURG NATIONAL (CFL)		
299	Oostende-Basel SNCF	99
MULL & WEST HIGHLAND NARROW GAUGE (M&WH)		
1120	Craignure-Torosay	82
1210	Torosay-Craignure	82
NETHERLANDS STATE (NS)		
202	<i>Lorelei</i>	112
345	Hoek van Holland-Hengelo	55
NORWEGIAN STATE (NSB)		
ET 61	<i>Pernille</i>	58,61
ET 62	<i>Henrik</i>	62
467	Oslo Sentral-København Hbg	63
468	København Hbg-Oslo Sentral	56
-	Myrdal-Flåm	58
PULLMAN RAIL (PR)		
1030	<i>Shakespeare Limited</i>	46
1035	<i>Shakespeare Limited</i>	87
1625	<i>Shakespeare Limited</i>	46,87
STRATHCLYDE PASSENGER TRANSPORT EXECUTIVE (SPT)		
1650	Glasgow Central-Paisley Gilmour St.	85
STRATHSPEY (STR)		
1450	Aviemore-Boat of Garten	52
1530	Boat of Garten-Aviemore	52

<i>number</i>	<i>name or from-to</i>	<i>page(s)</i>
SWEDISH STATE (SJ)		
467	Oslo Sentral-København Hbg	63
468	København Hbg-Oslo Sentral	56
SWISS FEDERAL (SBB)		
224	Brig-Paris Lyon	73
493	Basel SBB-Spiez	69
499	Basel SBB-Spiez	100
714	Interlaken Ost-Basel SBB	106
2470	Brienz-Interlaken Ost	100
TALYLLYN (TR)		
1415	Tywyn-Nant Gwernol	93
1550	Nant Gwernol-Tywyn	93
VALE OF RHEIDOL NARROW GAUGE STEAM (VR)		
1015	Aberystwyth-Devil's Bridge	92
1200	Devil's Bridge-Aberystwyth	92
WENGERNALP (WAB)		
116	Wengen-Lauterbrunnen	103
128	Kleine Scheidegg-Wengen	103
167	Grindelwald-Kleine Scheidegg	102

2nd 1980's



2nd1980's-2: NS No. 345 ready to depart Hoek van Holland for Hengelo and Berlin behind electric locomotive 1111, beside SMZ ships PRINSES BEATRIX and ZEELAND, both just in from Harwich (1985/08/18) [*PETER DAWES*].

*ENGLAND/SCOTLAND/WALES
SWITZERLAND/GERMANY
FRANCE/BELGIUM/LUX-
EMBOURG/NETHER-
LANDS/NORWAY
DENMARK
SWEDEN*



BOB WAB BLM

[**Sources:** BLM, BOB, WAB: rail-info.ch/smalspuren; bbs.ch;
BR: Railtrack 1998 Passenger Timetable map; cfl.lu; DB,
SNCF, SBB: home.arcor.de; dsb.dk; FR: festrail.co.uk;
Mull brochure; ns.nl; NSB: pvv.ntnu.no; Pullman
Rail brochure; sj.se; SNCB: ibelgique.iffrance.com; spt.co.uk; [strathspey
railway.com](http://strathspeyrailway.com); [talyll
yn.co.uk](http://talyllyn.co.uk)]

OVERALL CONTEXT

*However dark the times may be,
I oft times in a mirage see
The sleek blue coaches of the Wagons-Lits
That greet the traveller, on Calais Quay.*

Kenneth Brown
(in George Behrend, *Luxury Trains*, p. 88)

PLEASE NOTE

While this part focusses on the period covered by this volume (1985 and 1988), **TRIP DETAILS** does provide totals for both these years and the whole decade, and the **ROUTE SCHEMATICS** encompass the entire 1980's.

Our final two 1980's holidays in Europe occurred during the second half of the decade. The above verse captures the excitement of arriving from England at a continental port and finding your onward train waiting at the platform, especially if it was evening and you had a Sleeper reservation in hand.

As the 1980's progressed, the French basked in the spotlight of SNCF's high-speed TGV, expanding its reach beyond the Paris-Lyon *Sud-Est* line to more cities over conventional lines. The national railways of most other western European countries improved their prime, business services, spelling the end of first-class, Trans-Europ Express (TEE) trains on most business routes by the end of the decade. The Swiss system of rail, water, bus and aerial tramways was as superb as ever, matched by the Norwegians (as we discovered) in quality, if on a lesser scale. In Britain, the national railway was basically in a holding pattern, due to the government's unwillingness to consider rail a legitimate mode of transportation as the 21st century approached.

As in the first part of the decade, we travelled on second-class Britrail and first-class Eurail passes.

TRIP DETAILS

1985 & 1988

During the two holidays covered by this volume, we took 114 train trips and travelled 15,229 kilometres (9,504 miles). Most activity occurred in: British Isles, 7,001 km (4,369 mls); Germany, 2,722 km (1,699 mls); Switzerland, 1,055 km (658 mls); and France, 1,036 km (647 mls).

By year, the greater distance travelled was 9,185 km (5,732 mls) in 1985; the lesser, 6,044 km (3,772 mls) in 1988. Most trips were 66 in 1988; the fewer, 48 in 1985.

Some 106 of these trips were in my "Coaches, Pullmans & Lounges" category and only 8 in "Sleeping & Couchette Cars", but the latter covered 43% of the total distance. Thirty-two were on self-propelled trains, accounting for 9% of that distance. Fifteen were on steam trains, all in the British Isles.

Number of trips by service provider: **50** – British Rail (BR); **19** – German Federal (DB); **11** – Berner-Oberland group; **8** – Bern-Lötschberg-Simplon; **4** – Norwegian State and Pullman Rail; **3** – Swiss Federal (SBB); **2** – Belgian National, Festiniog, Mull & West Highland, Strathspey, Swedish State (SJ), and Talylyn; **1** – French National (SNCF), Danish State (DSB), and Strathclyde Passenger Transport Executive.

There were 949 units in the trains: 105 locomotives and 844 cars. The latter consisted of: Coaches, Pullmans & Lounges, 707; Sleeping & Couchette Cars, 54; Restaurant & Other Meal Cars, 32; Baggage & Miscellaneous Cars, 51.

Fastest average speed during this period in the **British Isles** was on BR's 1030 HST service from London Paddington to Reading in 1988: 123 km/h (76 mph). **Continent:** DB *Mont Blanc*, Freiburg to Offenburg in 1985: 132 km/h (82 mph).

Slowest average speed during this period in the **British Isles** was on Talylyn's 1030 service from Tywyn to Nant Gwernol in 1988: 15 km/h (9 mph). **Continent:** Wengernalp's No. 167, Grindelwald to Kleine Scheidegg, also in 1988: 12 km/h (7 mph).

FULL DECADE

During the entire decade, I took 331 train trips and travelled 38,717 kilometres (*24,163 miles*) during the five holidays. Most activity occurred in: British Isles, 15,797 km (*9,859 mls*); France, 6,931 km (*4,326 mls*); Germany, 5,224 km (*3,260 mls*); and Switzerland, 4,528 km (*2,826 mls*).

By year, the greatest distance travelled was 9,185 km (*5,732 mls*) in 1985; the smallest, 6,044 km (*3,747 mls*) in 1988. Most trips were 80 in 1981; the fewest, 48 in 1985.

Some 310 of these trips were in my "Coaches, Pullmans & Lounges" category and 21 in "Sleeping & Couchette Cars", the latter covering 39% of the total distance. An even 100 were on self-propelled trains, accounting for 13% of the distance. Twenty-one of the trips were on steam trains, all in the British Isles.

Number of trips by service provider: **116** – British Rail; **45** – German Federal; **26** – Bern-Lötschberg-Simplon; **25** – Swiss Federal; **23** – French National; **20** – Berner-Oberland group; **9** – Austrian Federal; **8** – Rhaetian; **6** – Isle of Man group and Montreux-Oberland-Bernois; **4** – Belgian National, Norwegian State (NSB) and Pullman Rail; **3** – Italian State (FS); **2** – Brig-Visp-Zermatt, Bluebell, Festiniog, Gornergrat, Lakeside & Haverthwaite, Luzern-Stans-Engelberg, Martigny-Orsières, Mull & West Highland, Strathspey, Swedish State, Talyllyn, and Vienna Local; **1** – Arth-Rigi, Danish State, Furka-Oberalp, Martigny-Châteldard, Southwest German Rail Authority, Strathclyde Passenger Transport Executive, Ticino Regional, and Vitznau-Rigi.

There were 2,675 units in the trains: 276 locomotives and 2,399 cars. The latter consisted of 1,957 Coaches, Pullmans & Lounges, 170 Sleeping & Couchette Cars, 83 Restaurant & Other Meal Cars, and 189 Baggage & Miscellaneous Cars.

Fastest average speed during this decade in the **British Isles** was on BR's 1225 HST service from London Paddington to Reading in 1980: 129 km/h (*80 mph*). **Continent:** SNCF TGV 929 from Paris Lyon to Mâcon Loché in 1984: 172 km/h (*107 mph*).

Slowest average speed during this decade in the **British Isles** was on Snaefell Mountain's 1430 service from Laxey to Snaefell Summit in 1980 & Talyllyn's 1030 service from Tywyn to Nant Gwernol in 1988:

both 14 km/h (9 mph). **Continent:** Arth-Rigi's 1100 service from Rigi Kulm to Arth Goldau in 1984: 5 km/h (3 mph).

PLACES VISITED

(Note: * indicates by non-rail means)

England: Ashford (Mid.), Banbury, Dover, Folkestone, Harwich, Havant, Haywards Heath, Henfield*, Horsham*, Leagrave, Littlehaven, London, Portsmouth, Reading, Ryde, Shanklin, Staines, Stratford-upon-Avon, Warwick, Wendover and Woking. **Scotland:** Aberdeen, Armadale*, Aviemore, Boat of Garten, Craignure, Crainlarich, Edinburgh, Fort William, Glasgow, Inverness, Kyleakin*, Kyle of Lochalsh, Loch Awe, Loch Torridon*, Mallaig, Oban, Paisley, Pitlochry, Portree*, Rannoch Station, Renfrew*, Tobermory*, Torosay and Ullapool*. **Wales:** Aberystwyth, Betws-y-Coed*, Blaenau Ffestiniog, Devil's Bridge, Llandudno*, Llandudno Jct., Nant Gwernol, Porthmadog, Portmeirion* and Tywyn.

Belgium: Oostende. **Denmark:** Helsingør, København and Rødby. **France:** Boulogne, Calais and Paris. **Germany:** Beilstein*, Bingen, Bullay, Cochem, Donaueschingen, Freiburg-im-Breisgau, Hamburg, Horben*, Koblenz, Köln, Konstanz, Mannheim, Offenburg, Puttgarten, Traben-Trarbach and Trier. **Netherlands:** Hengelo and Hoek van Holland. **Norway:** Balestrand*, Bergen, Dragsvik*, Fjærland*, Flåm, Gudvangen*, Hella*, Kaupanger*, Myrdal, Oslo, Vangsnes*, Vinje* and Voss. **Sweden:** Helsingborg; **Switzerland:** Basel, Brienz, Brig, Grindelwald, Grütschalp, Interlaken, Kleine Scheidegg, Lauterbrunnen, Mürren, Spiez, Thun and Wengen.

PARTICULARLY NOTEWORTHY TRIPS

1985: Pullman Rail's Shakespeare Limited, London Marylebone to Stratford-upon-Avon & return (on a steam-hauled Pullman train, operated in cooperation with the Steam Locomotive Operators Association, behind former London, Midland & Scottish DUCHESS OF HAMILTON); **BR Night Aberdonian/Nightrider**, London King's Cross to Aberdeen (overnight in one of six Sleepers, operating along with "Nightrider" Coaches marketed by a bus company); **BR Night Continental**, London Liverpool Street to Harwich Parkeston Quay (BR's long-standing connection with Sealink's Harwich-Hoek van Holland overnight ferry); **DB/DSB Holland-Skandinavien Express**, Hengelo to København Hbg (in one of several cars carried by DSB ferry from Puttgarten in Germany to Rødby in Denmark); **DSB/SJ/NSB 468**, København Hbg to Oslo Sentral (in a

Norwegian Sleeper, part of a train ferried from Denmark over to Sweden); **DB Komet**, Hamburg Hbf to Basel SBB (overnight in a German Sleeper, part of a Sleeper and Couchette train joining northern Germany with Swiss destinations); **SBB 224/SNCF 224-5260-401**, Brig to Boulogne Maritime (overnight in a French Sleeper forming part of a Venezia to Boulogne service, a remnant of the famous *Direct-Orient Express* once linking Istanbul, Athína, Venezia, Paris and London);

1988: BR 2100, London Euston to Rannoch Station (to the west-coast port of Oban in the Scottish Highlands, using the Fort William Sleeper as far as Rannoch Station to allow a longer sleep-in); **BR 1032**, Crainlarich to Oban (on a BR train running past highly scenic bodies of water such as Loch Awe, then ocean inlets); **BR Night Caledonian**, Glasgow Central to London Euston (in one of nine Sleepers out of Glasgow, joined by two more at Carlisle); **Vale of Rheidol 1015**, Aberystwyth to Devil's Bridge (through beautiful Welsh countryside over a narrow-gauge steam line improbably operated by BR); **SNCB/CFL/SNCF 299**, Oostende to Basel SBB (overnight in a Swiss Sleeper headed for Spiez in the Berner Oberland); **Wengernalp 167**, Grindelwald to Kleine Scheidegg (one of several trips on the magnificent private Oberland railways and funiculars); **DB/NS Lorelei**, Köln to Hoek van Holland (on a train timed to connect with the night boat to Harwich).

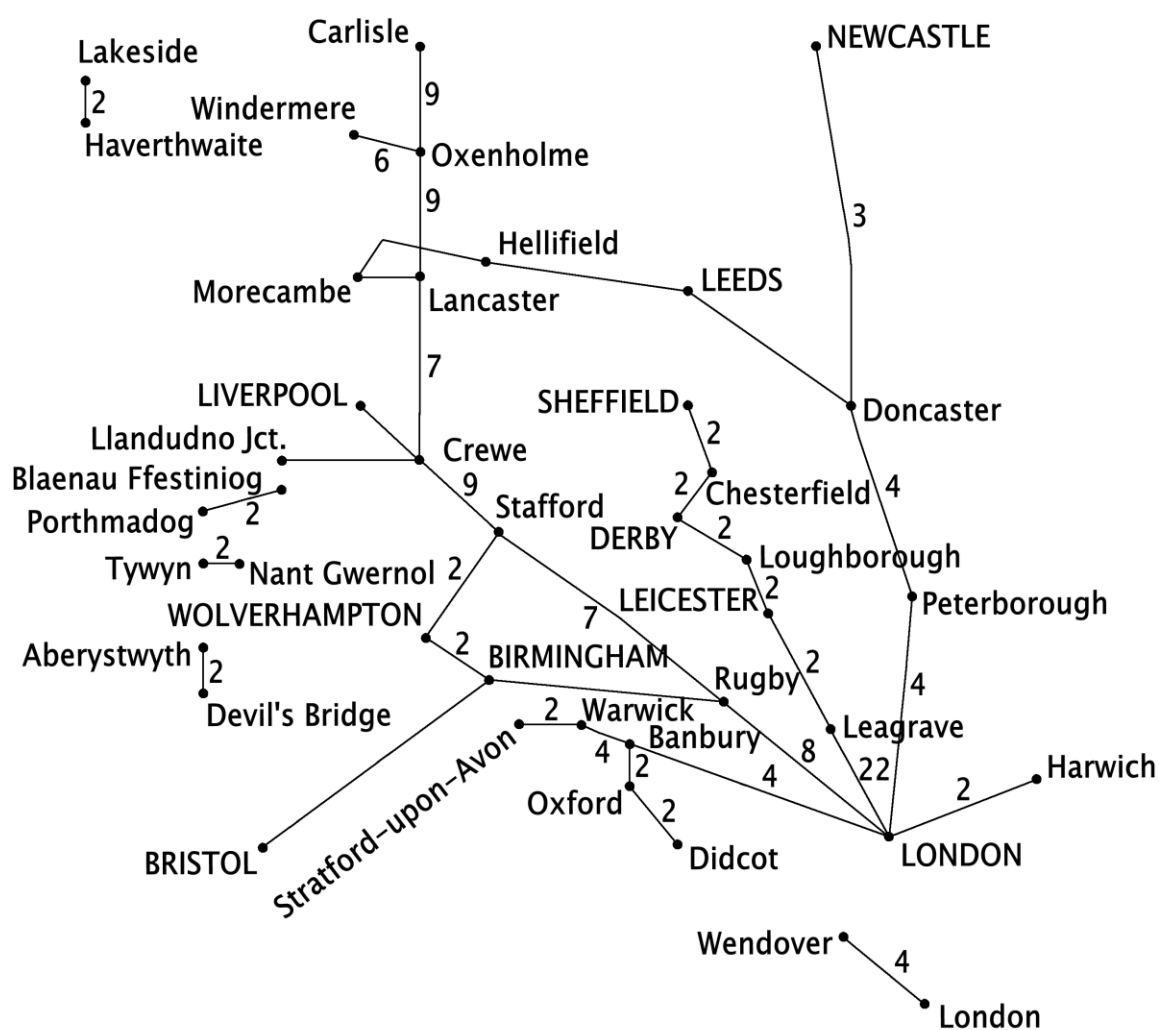
TIMINGS

... are taken from detailed trip cards, railway timetables, and the following Cook's timetables: for **1985** – Sept. 26-Oct. 31, 1982 and other *Continental's*; for **1988** – Sept. 1-29, 1990 *European* and other *Continental's* or *European's*.

ROUTE SCHEMATIC 1A: BRITISH ISLES

NORTH, MID-ENGLAND & WALES [ENTIRE DECADE]

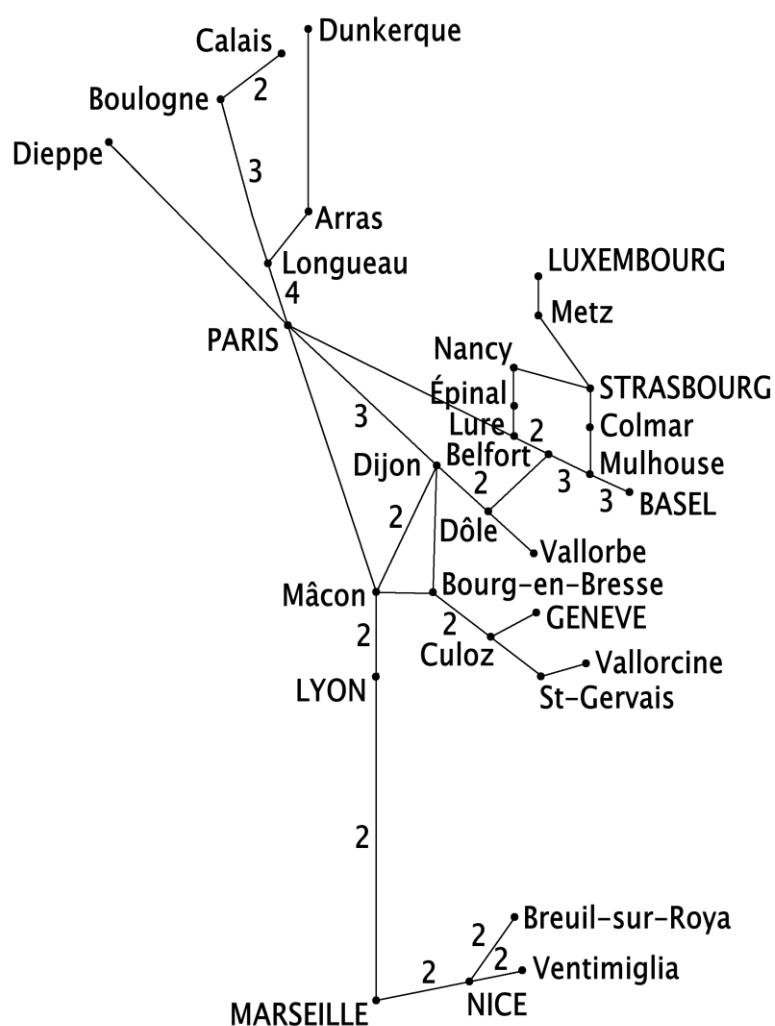
[Showing one-way rail trips by route segment
(one such trip unless shown otherwise)]



ROUTE SCHEMATIC 2A: THE CONTINENT

FRANCE [ENTIRE DECADE]

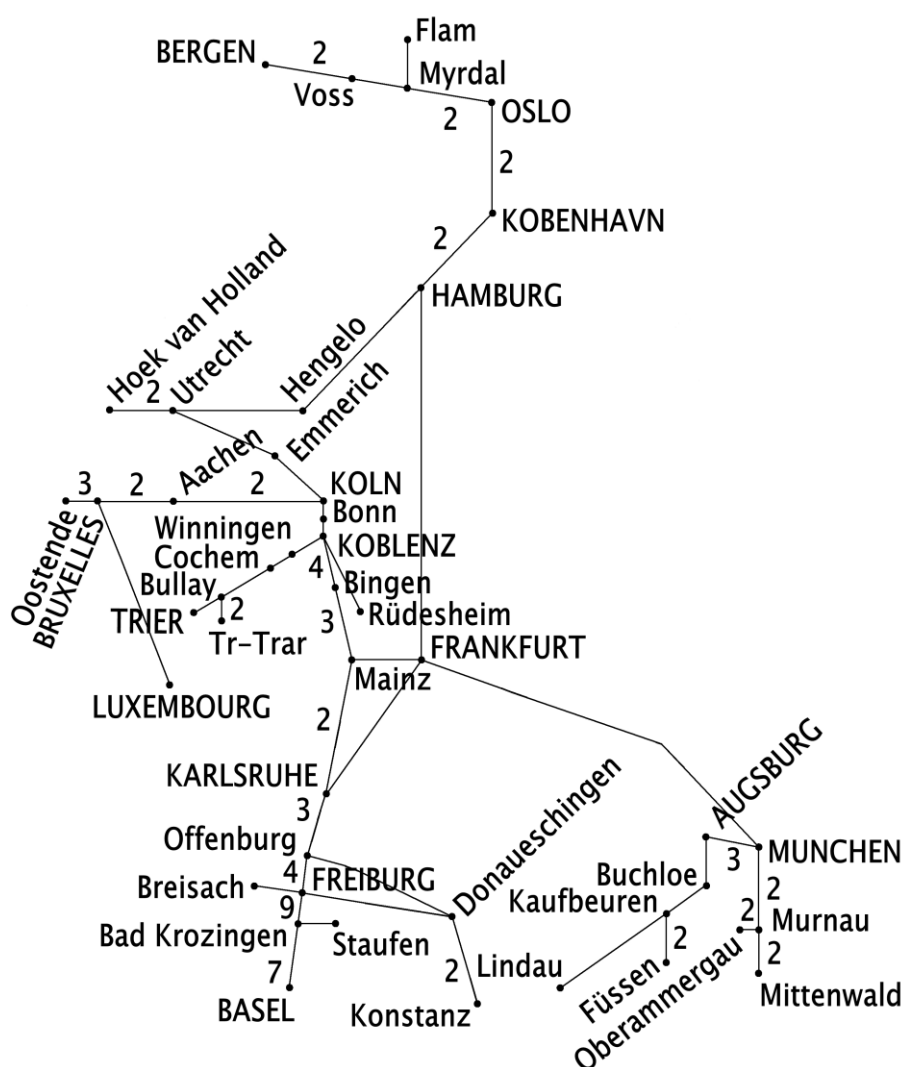
**[Showing one-way rail trips by route segment: • one such trip unless shown otherwise; •• not indicated due to space limitations:
Colmar-Mulhouse, 2; Colmar-Strasbourg, 2]**



ROUTE SCHEMATIC 2B: THE CONTINENT

GERMANY, LOW COUNTRIES & SCANDINAVIA [ENTIRE DECADE]

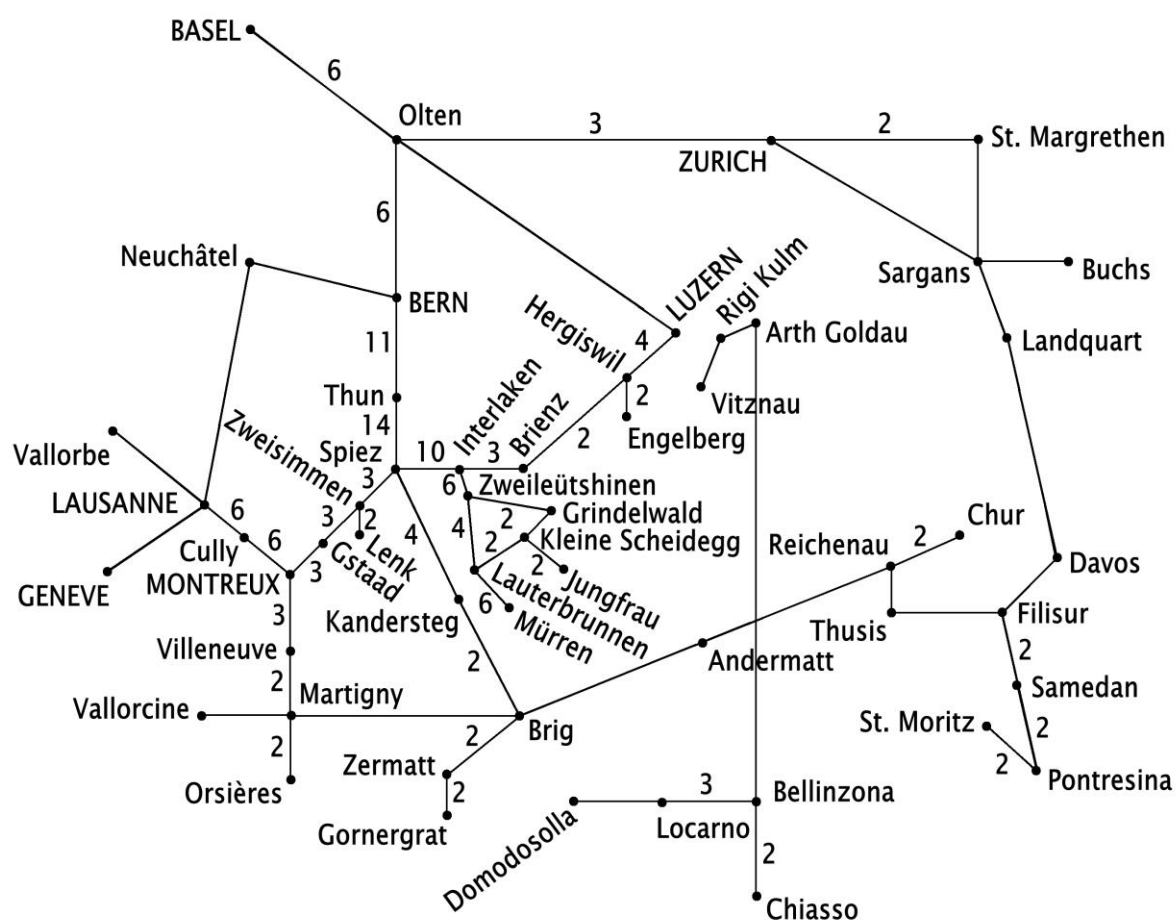
[Showing one-way rail trips by route segment: • one such trip unless shown otherwise; •• not indicated due to space limitations: Bonn-Koblenz, 5; Bonn-Köln, 3; Breisach-Freiburg, 2; Bullay-Cochem, 2; Bullay-Trier, 2; Cochem-Winningen, 3; Koblenz-Winningen, 4; ••• abbreviation: Tr-Trar = Traben-Trarbach; •••• Bruxelles should be Bruxelles/Brussel]



ROUTE SCHEMATIC 2C: THE CONTINENT

SWITZERLAND [ENTIRE DECADE]

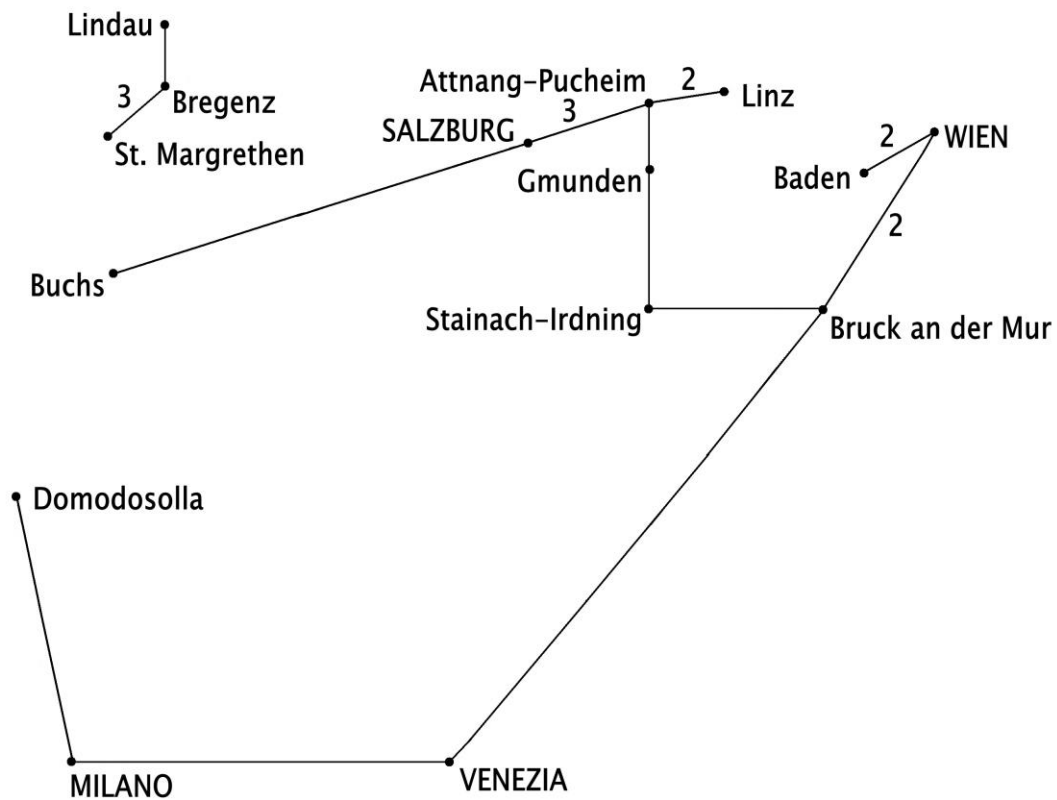
[Showing one-way trips by route segment: • one such trip unless shown otherwise;
•• not indicated due to space limitations: Grindelwald-Kleine Scheidegg, 2]



ROUTE SCHEMATIC 2D: THE CONTINENT

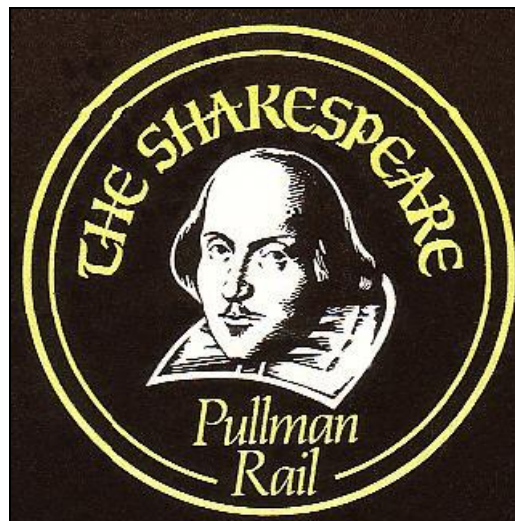
AUSTRIA & ITALY [ENTIRE DECADE]

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



1985

*ENGLAND/SCOTLAND/FRANCE
NETHERLANDS/GERMANY
SWITZERLAND/DENMARK
SWEDEN/NORWAY*



[From "Visit Stratford-upon-Avon" brochure, 1985]

SYNOPSIS

This was my seventh overseas holiday and second with Sandra, featuring a week and a half in the British Isles (mostly Scotland) and two and a half weeks on the Continent (mainly in Norway, Germany and Switzerland) – again based at Tom Clark's place in Leagrave, Luton, Bedfordshire. The logo on the opening page refers to our first trip on the steam-hauled *Shakespeare Limited*.

Trips taken: We took 48 trips covering 9,185 kilometres (*5,732 miles*), involving 23 in the British Isles, 9 in Switzerland, 8 in Germany, 4 in Norway, 2 in Sweden, 1 in Denmark, and 1 in France. Forty-three of the trips were in my "Coaches, Pullmans & Lounges" category and 5 in "Sleeping & Couchette Cars", the latter accounting for 46% of the total distance. Thirty-five were on locomotive hauled and 13 on self-propelled trains, the latter covering only 7% of that distance. There were 5 trips behind steam, all in the British Isles.

Equipment units: 430, made up of 47 Locomotives & Related Units and 383 cars (Coaches, Pullmans & Lounges, 312; Sleeping & Couchette Cars, 33; Restaurant & Other Meal Cars, 14; Baggage & Miscellaneous Cars, 24).

BRITISH ISLES

Places visited in England: Folkestone, Harwich, Leagrave, London and Stratford-upon-Avon.

Scotland: Aberdeen, Armadale*, Aviemore, Boat of Garten, Fort William, Inverness, Kyleakin*, Kyle of Lochalsh, Loch Torridon*, Mallaig, Pitlochry, Portree* and Ullapool*. (***Note:*** * indicates by non-rail means.)

Noteworthy train trips (BR unless otherwise noted): *Pullman Rail's Shakespeare Limited*, London Marylebone to Stratford-upon-Avon; *Night Aberdonian/Nightrider*, London King's Cross to Aberdeen; ***0940***, Aberdeen to Inverness; ***West Highlander***, Fort William to Mallaig; ***Strathspey 1450***, Aviemore to Boat of Garten; ***1205***, Pitlochry to London King's Cross; ***Night Continental***, London Liverpool Street to Harwich Parkeston Quay.

Fastest average speed: *BR 2148*, London St. Pancras to Leagrave: 106 km/h (66 mph). **Slowest:** *Strathspey 1450*, Aviemore to Boat of Garten: 29 km/h (18 mph).

Memorable non-rail trips: Rental car, Inverness to Loch Torridon and Ullapool.

THE CONTINENT

Places visited in Denmark: Helsingør, København and Rødby. **France:** Boulogne. **Germany:** Donaueschingen, Freiburg-im-Breisgau, Hamburg, Horben*, Konstanz, Offenburg and Puttgarten; **Netherlands:** Hengelo and Hoek van Holland; **Norway:** Balestrand*, Bergen, Dragsvik*, Fjærland*, Flåm, Gudvangen*, Hella*, Kaupanger*, Myrdal, Oslo, Vangsnes*, Vinje* and Voss. **Sweden:** Helsingborg. **Switzerland:** Basel, Brienz, Brig, Grütschalp, Interlaken, Lauterbrunnen, Mürren and Spiez. (*Note: * indicates by non-rail means.*)

Noteworthy train trips: *NS 345*, Hoek van Holland to Hengelo; *DB/DSB Holland-Skandinavien Express*, Hengelo to København Hbg; *DSB/SJ/NSB 468*, København Hbg to Oslo Sentral; *NSB Pernille*, Oslo Sentral to Myrdal; *NSB*, Myrdal to Flåm; *DB Komet*, Hamburg Hbf to Basel SBB; *Bergbahn-Lauterbrunnen-Mürren (BLM) 71*, Grütschalp to Mürren; *SBB 224/SNCF 224-5260-401*, Brig to Boulogne Maritime.

Fastest average speed: *DB Mont Blanc*, Freiburg to Offenburg: 132 km/h (82 mph). **Slowest:** *BLM 71*, Grütschalp to Mürren: 20 km/h (12 mph).

Memorable non-rail trips: Sealink Stoomvaart Maatschappij Zeeland/Zeeland Maritime Shipping Co. (SMZ) ferry ZEELAND, Harwich Parkeston Quay to Hoek van Holland; * Fylkesbaatane i Sogn og Fjordane/Sogne and Fjordane County Boats (FSF) catamaran HYEN, Flåm to Balestrand; * Sogn Billag bus, Vangsnes to Voss.

HIGHLIGHT!

Taking Pullman Rail's steam-hauled *Shakespeare Limited* from London Marylebone to Stratford-upon-Avon, behind former London, Midland & Scottish 4-6-2 No. 46229 DUCHESS OF HAMILTON.

MILESTONE

During the summer months, BR's ScotRail division operated steam on a regular Fort William-Mallaig return trip called *West Highlander*. In our case, another LMS locomotive, "Black Five" 4-6-0 No. 5407, did the honours.

MITROPA

NS No. 345 from Hoek van Holland to Hengelo featured a Berlin-destined, Mitteleuropäische Schlafwagen und Spiesewagen Gesellschaft (Central European Sleeping and Restaurant Car Co.) Restaurant car. Prior to World War II, Mitropa fulfilled this role for the entire German Reichsbahn as a private company in which Wagons-Lits had a considerable investment. Post-war, the name survived as a subsidiary of the East German Reichsbahn.



[From Restaurant car beverage coaster, 1985]

TRIPS AND TRAIN COMPOSITION

• **8-9 AUG:** To **LEAGRAVE**, starting with an Air Canada Lockheed L-1011 from Edmonton International to London Heathrow (lured to Air Canada by frequent-flyer points – in retrospect, probably contributing to Wardair Canada’s demise), then London Transport Piccadilly and District lines to Victoria station (where we spent all afternoon at the Continental Booking Office fighting through BR’s archaic procedures to obtain ferry and Sleeper reservations for subsequent trips), and finally a welcome evening pubbing with Tom.

9 AUG:

BR 2148 LONDON ST. PANCRAS-LEAGRAVE [BEDFORD]

Cme [8]

Depart St. Pancras 2148, arrive Leagrave 2218 over the Bedford-St. Pancras (“Bed-Pan”) line on a BR Electric Multiple Unit (EMU) train, running non-stop as far as St. Albans, then pausing at Harpenden and Luton; * Two nights at Tom’s house; * 53 km in 30 mins, or 106 km/h (33 mls/66mph).

FAST COMMUTER

BR’s 2148 service took us from St. Pancras north to Leagrave in 30 minutes flat – the fastest commuter service I’ve ever taken, at 106 kilometres (66 miles) per hour, despite three stops.

10 AUG:

BR 1448/2348 [BEDFORD] LEAGRAVE-LONDON ST. PANCRAS & RETURN

Cme [8/4]

Day excursion to **LONDON** with Tom, departing 1448, arriving 1523, followed by visits to Green and Hyde parks, a couple of pubs, and supper; * We proceeded to the west end to Queen Elizabeth Hall, South Bank, to see the *Metropolitan Mikado*, a modern version of the famous Gilbert & Sullivan musical based on the notorious “Red” Ken Livingstone, turfed from his position as Leader of Greater London Council by Margaret Thatcher; * Returning, depart 2348, arrive 0025.

11 AUG:**BR 0856 [BEDFORD] LEAGRAVE-LONDON ST. PANCRAS**

Cme [4]

To **FORT WILLIAM** with Tom on a journey through the Scottish Highlands, via London, Aberdeen and Inverness, with a steam excursion to Stratford-upon-Avon thrown in for good measure; * Depart 0856, arrive St. Pancras 0930, then to Marylebone station on the Metropolitan and Bakerloo lines.

PR 1030/1625 LONDON MARYLEBONE-STRATFORD UPON AVON & RETURN *Shakespeare Ltd.*

Es	[LMS]	[46229 Duchess of Hamilton]
TL	[NRM]	[35468 National Railway Museum]
C	[3]	
B		
P*	[3]	
B		
P	[2]	
C		

Day excursion to **Stratford-upon-Avon** on the *Shakespeare Limited*, departing Marylebone 1030, arriving Stratford approximately 1300, including stops at Banbury, Leamington Spa and Warwick **[equipment marked for BR unless otherwise indicated]**; * Stratford was beautifully split by the Avon river, but a bit “touristy” on the Shakespearean theme; * Returning, depart 1600, arrive 1830, followed by another exciting, Tom-type, evening pub crawl; * 168 km in 2 hrs 30 mins, or 67 km/h (105 mls/42 mph); * No. 46229 (LMS, 1938, NRM; ex-LMS 6229, BR, BHC); * No. 35468 (BR, 1963, NRM; ex-BR C); * Cars reversed on the return trip.

SHAKESPEARE LIMITED

... was operated by Pullman Rail, supported by BR and the Steam Locomotive Operators Association (SLOA), the latter owning the Pullmans. DUCHESS OF HAMILTON was a Coronation class 4-6-2 which once hauled famous LMS trains on the West Coast Main Line, but now was owned by the National Railway Museum (NRM). Traditional English fare (roast beef and Yorkshire pudding) was served in our Pullman car outbound, followed by a wonderful “afternoon tea” on the return.



2nd 1980's-3: Former London, Midland & Scottish 4-6-2 DUCHESS OF HAMILTON being coaled at London Marylebone station, prior to departure for Stratford-upon-Avon (1985/08/11) [PETER DAWES].

11-12 AUG:

BR 2215 LONDON KING'S CROSS-ABERDEEN *Night Aberdonian/Nightrider*

Ed [47080 Titan]

X

S* [6]

X

C [4]

Depart 2215, arrive 0835, including stops at Stevenage, Doncaster and Dundee (Scot.), behind Class 47 diesel TITAN – our preferred destination actually being Inverness but the Sleepers on that train were fully booked; * Sandra and I occupied one of 13, 2-berth compartments in an SLE-type Sleeper, while Tom shared an identical nearby room with a gentleman who kindly offered “wee drams” from his own supply as a night-cap; * 843 km in 10 hrs 20 mins, or 82 km/h (526 mls/51 mph); * No. 47080 (BTF, 1962-68); * SLE Sleepers (BREL, 1981-4, 13dc)



2nd 1980's-4: Pullman Rail's *Shakespeare Limited* backing out after arriving at Stratford-upon-Avon, behind 4-6-2 DUCHESS OF HAMILTON (1985/08/11) [PETER DAWES].

NIGHTRIDER

Some of the seats in the "Nightrider" Coaches attached to the rear of our *Night Aberdonian* were allocated to Scottish bus operator, Stagecoach, for sale under a short-lived, multimodal arrangement.

12 AUG:

BR 0940 ABERDEEN-INVERNESS

Ed

C [4]

X

Depart 0940, arrive 1202, including stops at Huntly, Keith, Elgin, Forres and Nairn, unknowingly, at the time, travelling through ancestral lands on Sandra's father's side (one night in a bed and breakfast); * Highland Omnibuses took us onward along the banks of famous Loch Ness to Fort William, which offered an evening of Highland music and dancing (very much for tourists, and remindful of my growing-up years in Scottish Glengarry County, eastern Ontario); * 174 km in 2 hrs 22 mins, or 74 km/h (109 mls/46 mph).

13 AUG:**BR 1100 FORT WILLIAM-MALLAIG *West Highlander***

Es [LMS} [5407]

C

BC

C [4] [SC4243,4050,?,?]

To **PORTREE** on the Isle of Skye, via Mallaig and Armadale, beginning with the *West Highlander* – the third time for me (first for Sandra) over the “Road to the Isles”; * Depart 1105, arrive Mallaig 1255, on a regular ScotRail (then a division of BR) train headed by a former LMS 4-6-0 “Black Five”, including stops at Corpach, Glenfinnan and Arisaig – one of more than 800 such passenger/freight steam engines built between 1934 and ‘51; * Mallaig proved to be a wonderful setting for a quick seafood lunch on the waterfront, before sailing on Caledonian MacBrayne’s ferry PIONEER over to Armadale, then Highland Omnibuses’ connecting service to Portree, with its picture-perfect harbour; * We spent the night in a bed-and-breakfast some distance from the town centre, my favourite Braeside establishment being fully booked; * 67 km in 1 hr 50 mins, or 37 km/h (42mls/23 mph); * No. 5407 (ARW, 1937, ELR; ex-LMS, BR 45407/Ir-ELR THE LANCASHIRE FUSILIER); * No. SC4243 (BR, 1956; ex-4243/Ir-LR).

14 AUG:**BR 1110 KYLE OF LOCHALSH-INVERNESS**

Ed

C [2]

X

C*

X

To **LOCH TORRIDON** in the western Highlands, via Inverness again, starting with Highland Omnibuses from Portree to the mainland port of Kyle of Lochalsh, the bus carried on Caledonian MacBrayne’s KYLEAKIN the short distance over to Kyle; * Depart Kyle 1110, arrive Inverness 1356, including stops at Stromeferry, Strathcarron, Achnasheen and Dingwall, again marvelling at the lochs and mountain scenery; * 132 km in 2 hrs 46 mins, or 48 km/h (82 mls/30 mph); * In the absence of a railway, we rented a car for the next leg, negotiating a mostly single lane road equipped with rudimentary meeting places, but passing alongside scenic wonders such as Loch Broom; *[continued on next page]*



2nd 1980's-5: ScotRail's *West Highlander* at Fort William, hauled by former LMS 4-6-0 No. 5407, beside *Royal Highlander* arriving from London Euston behind a Class 37 diesel (1985/08/13) [PETER DAWES].

* Mrs. Carswell put us up for two nights in her B&B, located right on beautiful, but windy and rainy, Loch Torridon, surrounded by foreboding mountains – Tom's intention of hiking "somewhere over the mountain" appearing to concern her somewhat (we subsequently aborted our trek after a couple of hours when it became obvious he wasn't kidding about the "over the mountain" bit!); • **16 AUG:** Onward to **Ullapool** through beautiful West Highlands countryside, topped off by an evening of Scotch and Drambuie in an Ullapool pub, and finally overnight at the Brae Side Guest House ("Braeside" or "Brae Side" apparently being a very popular name for such establishments)



[From "Enjoyable Views from the Observation Saloon Car" brochure, 1985]



2nd1980's-6: Portree harbour vista, Isle of Skye (1985/08/13) [SANDRA DAWES].

ULLAPOOL EXCURSIONS

Ullapool was a great jumping-off point for excursions on Mackenzie Marine's SUMMER QUEEN, first a mid-day, bird-watching turn to Summer Island (led by an excited bird-fanatic, Tom); then an evening cruise to Isle O'Martin in the midst of a beautiful sunset – these trips spliced by some wonderful fish-and-chips by the picturesque Ullapool harbour, while seals frolicked in the water.

17 AUG:

BR 1230 INVERNESS-AVIEMORE [GLASGOW QUEEN ST.]

Ed

BC

C* [5]

X



2nd1980's-7: Looking back on Loch Torridon from the hiking trail above (1985/08/15) [PETER DAWES].

To **PITLOCHRY** via Inverness and Aviemore, beginning with an automobile trip as far as Inverness, then train onward; * Depart Inverness 1230, arrive Aviemore 1320, with a stop at Carrbridge; * 56 km in 50 mins, or 67 km/h (35 mls/42 mph).

STR 1450/1530 AVIEMORE-BOAT OF GARTEN & RETURN

Es [60]

C [4]

L*

Side trip to **Boat of Garten** on the preserved Strathspey Railway, departing 1450, arriving 1507, behind an 0-6-0ST "Austerity" tank engine, built during or just after World War II (possibly a former industrial shunter, given a livery similar to PRINCESS, encountered on the Lakeside & Haverthwaite in 1984); * Returning, depart 1530, arrive 1547; * 8 km in 17 mins, or 29 km/h (5 mls/18 mph); * No. 60 (no details available).

THE STRATHSPEY

The Strathspey Railway followed an 8-kilometre (*5-mile*) route between Aviemore and Boat of Garten and featured some finely preserved rolling stock. It was later doubled in length to Broomhill, preserving a bit more of a former Great North of Scotland line that had taken a round-about path between Aviemore and Inverness.

BR 1716 [INVERNESS] AVIEMORE-PITLOCHRY [EDINBURGH]

Ed

C* [4]

BC

C

X [2]

Depart 1716, arrive 1824, including stops at Kingussie, Newtonmore and Blair Atholl, past beautiful Highland scenery; * Pitlochry was a small town located at the foot of the Highlands, with lots of wollens in the stores and a hydro-electric dam featuring a salmon ladder; * We overnighted in a bed and breakfast, Tom's tiny "room" appearing to be a former closet; * 87 km in 1 hr 8 mins, or 77 km/h (*54 mls/48 mph*).

18 AUG:

BR 1205 [INVERNESS] PITLOCHRY-LONDON KING'S CROSS HST

Ed

C [2]

BC

C* [5]

Ed

Back to **LEAGRAVE** via London, departing 1205, arriving King's Cross 2016 on an HST, including stops at Perth, Stirling, Falkirk, Edinburgh, Berwick (Eng.), Newcastle, Darlington, York and Peterborough – the classic East Coast Main Line route; * 772 km in 8 hrs 9 mins, or 95 km/h (*482 mls/59 mph*).



2nd 1980's-8: BR High Speed Train arrives at Pitlochry on its way from Inverness to Edinburgh and London King's Cross (1985/08/18) [PETER DAWES].

RESERVATIONS ARE RECOMMENDED

Our Pitlochry-King's Cross HST was a typically overcrowded, Sunday afternoon train on British Rail, with standees even before reaching Edinburgh. I scored big points by having insisted upon obtaining seat reservations while in Inverness.

BR 2120 LONDON ST. PANCRAS-LEAGRAVE [BEDFORD]

Cme [4]

Depart 2120, arrive 2200.

19 AUG:

BR 1438 [BEDFORD] LEAGRAVE-LONDON ST. PANCRAS

Cme [4]

To **OSLO** via London, Harwich, Hoek van Holland and København; * Depart Legrave 1438, arrive St. Pancras 1515, then to the Norwegian government tourist office for brochures; * We met with Tom for supper before heading to Liverpool Street, a huge station handling commuter trains used by: people living in places east of London on the north side of the Thames; intercity services headed for Ipswich, Norwich

and other places in East Anglia; and boat trains connecting with the Hoek ferries.

BR 1940 LONDON LIVERPOOL STREET-HARWICH PARKESTON QUAY *Night Continental*

Ee

C* [6]

BC

C [3]

X

Depart 1940, arrive 2057 non-stop, on the *Night Continental*, probably behind a Class 86 locomotive subsequent to electrification of the Ipswich/Norwich/Harwich route in the early 1980's – followed by a cabin on the SMZ Sealink ferry ZEELAND; * 112 km in 1 hr 17 mins, or 88 km/h (70 mls/55 mph); * Class 86 (EE or BR, 1965-66).

FORESIGHT

Our Harwich-Hoek van Holland ferry service operated across the Channel in two "sections" this busy summer night, our ZEELAND preceded by a second SMZ ferry, PRINSES BEATRIX, in order to match capacity with a much larger BR ferry operating in the other direction.

20 AUG:

NS 345 HOEK VAN HOLLAND-HENGELO [BERLIN FRIEDRICHSTRASSE]

Ee [NS] HOEK VAN HOLLAND-HENGELO [1111]

C* [2] HOEK VAN HOLLAND-HENGELO [KØBENHAVN]

C [2] HOEK VAN HOLLAND-HENGELO [PUTTGARTEN]

C HOEK VAN HOLLAND-BRAUNSCHWEIG [BAD HARTZBURG]

C [2] "

R [MIT]

C [2] [DR]

Depart 0711, arrive 0948 on a Berlin-destined train, including stops at Rotterdam West, Utrecht and Amersfoort, behind a French-built locomotive, in one of two Coaches going through to København [equipment DB unless otherwise indicated]; * 230 km in 2 hrs 37 mins, or 88 km/h (144 mls/55 mph); * No. 1111 (ALS, 1950-6).

LONG WAY FROM DUNKERQUE

We enjoyed morning coffee in the Mitropa Restaurant car out of Hoek van Holland, rebuilt from one of several Wagons-Lits *Night Ferry* Sleepers confiscated by the Germans during the war and deemed not worth recovering.

DB/DSB 231 [AMSTERDAM] HENGELØ-KØBENHAVN HBG *Holland-Skandinavien Express*

Ee		HENGELØ-PUTTGARTEN
Ed	[DSB]	RØDBY FÆRGE-KØBENHAVN
C	[3] [DSB]	"
C*	[2]	[HOEK VAN HOLLAND] HENGELØ-KØBENHAVN
C	[2]	[HOEK VAN HOLLAND] HENGELØ-PUTTGARTEN
C	[2]	AMSTERDAM-PUTTGARTEN
C	[2]	
C	[DSB]	
C	[4]	HAMBURG-PUTTGARTEN

Depart 1016, arrive 1929, including stops at Osnabruck, Bremen, Hamburg, Lubeck, Puttgarden and Rødby (Den.), five Coaches being transported on the DSB ferry DANMARK from Puttgarden to Rødby Færge **[equipment DB unless otherwise indicated]**; * We enjoyed supper in a nice restaurant before returning to the huge Hovedbanegård (meaning "Central station") to board the overnight train to Oslo; * 705 km in 9 hrs 13 mins, or 76 km/h (440 mls/47 mph), average speed being reduced by ferry portion.

20-21 AUG:**DSB/SJ/NSB 468 KØBENHAVN HBG-OSLO SENTRAL**

Ee	[SJ]	HELSINGBORG-OSLO
Ee	[DSB]	KØBENHAVN-HELSINGØR
C	[DSB]	"
T	[SJ]	
S*	[2]	
C	[2]	
X		
C		HELSINGBORG-OSLO



2nd 1980's-9: Through cars of DB's *Holland-Skandinavien Express* wait at Puttgarten to enter DSB ferry DANMARK, for the voyage over to Rødby (1985/08/20) [PETER DAWES].

Depart 2119, arrive 0700 next morning, including stops at Göteborg (Swe.), Kornsjø, Halden (Nor.) and Moss, six cars being carried on a DSB or SJ ferry from Helsingør to Helsingborg **[equipment NSB unless otherwise indicated]**; * We occupied one of the two NSB Sleepers, probably an 11-compartment AB33 type; * Oslo was the capital of Norway (its busy harbour giving it a truly nautical flavour), and "The Bible School Summer Hotel" provided us with one night's accommodation, as booked through the tourist office; * 659 km in 9 hrs 41 mins, or 68 km/h (411 mls/42 mph); * AB33 Sleepers (*Builder unknown, 1957-65, 11tc*); * Next day featured a harbour tour, visit to Frogner Park (with its sculptures), Maritime Museum (housing Thor Heyerdahl's Kon Tiki raft), Folk Museum (featuring traditional wooden buildings), and memorial to the many Norwegian sailors killed in the Allied cause during World War II.

RUDE AWAKENING

The female attendant of our Norwegian Sleeping car arrived at our compartment door with coffee perhaps an hour out of Oslo, knocking only once before bursting in to find me shaving almost in the buff. A friendly touch (not literally!), but it probably wouldn't have happened with the Wagons-Lits Co.

22 AUG:

NSB ET61 OSLO SENTRAL-MYRDAL [BERGEN] *Pernille*

Ee

C [8]

To **FLÅM** in the beautiful Sognefjord region via Myrdal, on NSB's *Pernille*, named after modern Norwegian novelist, Pernille Rygg; * Depart 0730, arrive Myrdal 1209, including stops at Hønefoss, Gol, Geilo and Finse – an interesting journey across the Hardangervidda mountain plateau, with lots of snow and cabins along the way; * Myrdal was the junction point for the *Flåmsbanen*, or Flåm Railway; * 336 km in 4 hrs 39 mins, or 72 km/h (210 mls/45 mph)

NSB MYRDAL-FLÅM

Ee [11 2092]

C [5]

Depart 1215, arrive 1308 non-stop, riding the steep, electrified line down to the water (one night in the small Heimly Pensjonat); * Flåm was a small town located at the end of the Aurlandsfjord, offering several nice hikes into the surrounding hills; * 20 km in 53 mins, or 23 km/h (12 mls/14 mph); * No. 11 2092 (*NEBB*, 1951-6); • **23 AUG:** To **Balestrand** on the FSF catamaran HYEN, a town located at the mouth of the Fjærlandfjord in a beautiful setting and much frequented over the years by English tourists; * We spent three nights at the Midtnes Pensjonat, mostly populated by said English (including the Child's, a couple we later visited in England several times); * Next day, we enjoyed a modest hike to the top of the mountain overlooking Balestrand in very wet conditions, the reward being spectacular views all around – but also my first real lecture from Sandra, this one concerning the dangers of standing too close to the edge and falling into a fjord; • **25 AUG:** Excursion to **Fjærland** on FSF's ferry SKAGASTØL to view some Norwegian glaciers; • **26 AUG:** Another excursion, this time to **Vangsnes** by bus and ferry amidst incredible scenery, particularly on the approach to Gudvangen at the head of the Nærøyfjord.



2nd 1980's-10: NSB AB33-type Sleeping car at Flåm, Norway, resting after its overnight journey from Oslo via Myrdal (1985/08/23) [PETER DAWES].

FLÅM SLEEPER

NSB offered an Oslo-Flåm Sleeper, and there it was, parked at the station down by the fjord. This was an off-shoot of their Oslo-Bergen overnight service, which we had forsaken in order to see the countryside by day. As it happened, we were fortunate to have Terry Plant – an Englishman who had written the very book on Norwegian and Swedish railways we were carrying – along on the Flåm train, offering highly informed commentary.

MITFJORD

Our FSF catamaran HYEN came to a stop at "Mitfjord" to exchange passengers and freight with a ferry – a fictional meeting point in the middle of the fjord.



2nd1980's-11: Fjord vista, Balestrand, Norway
(1985/08/24) [PETER DAWES].

PUBLIC TRANSPORT HEAVEN

Our Vangsnes excursion featured Norwegian public transportation at its best, with everything connecting like clockwork. For the record: • FB (Firda Billig) bus from Balestrand to Kaupanger, carried on the FSF vessel FLORØY from Dragsvik to Hella; • FSF ferry FØRDEFJORD, Kaupanger to Gudvangen; • Bergen-Hardanger-Voss Billag bus, Gudvangen to Vinje, and Vinge to Vangsnes. Returning: • FSF ferry STRYN to Dragsvik; • FB bus, Dragsvik to Balestrand.



[en.wikipedia.org/wiki/Norges_Statsbaner]



2nd 1980's-12: FSF ferry SKAGASTØL and Firda Billag bus at Balestrand, Norway (1985/08/25) [PETER DAWES].

27 AUG:

NSB ET61 [OSLO SENTRAL] VOSS-BERGEN *Pernille*

Ee [16 2215]

C [8]

To **BERGEN**, by bus, ferry, and bus, then NSB's *Pernille* again, departing Voss 1252, arriving Bergen 1405 non-stop, behind a Class EI 16 electric locomotive based on a Swedish design; * Bergen was Norway's second-largest city after Oslo, located amidst several mountains and a major port for ferries and North Sea oil development; * 86 km in 1 hr 13 mins, or 70 km/h (54 mls/43 mph); * No. 16 2215 (ASEA, 1977-84); * We spent four nights in the nice basement of an ordinary home booked through the tourist office, using it as a base for various bus and boat tours, a visit to the composer Edvard Grieg's former home, and an evening at "Fana Folklore" nearby the city, featuring dancing and a Norwegian gruel delicacy resembling porridge – but most of our involved spent braving the heavy rain the city gets around 325 days of the year.



2nd1980's-13: NSB's Oslo-Bergen No. ET61 *Pernille* arriving at Voss, led by locomotive 16 2215, with Sandra first in line (1985/08/27) [PETER DAWES].

FJORD COUNTRY REROUTE

Our plan to take an FSF high-speed catamaran from Balestrand along the spectacular Sognefjord to Bergen came to naught, as the vessel was unserviceable. So we were rerouted by FB bus from Balestrand to Dragsvik, FSF ferry STRYN to Vangsnes, then Sogn Billag bus – this last segment featuring a spectacular climb over a twisting road to the top of the plateau at Voss, an all-year recreational centre located on the Oslo-Bergen railway.

31 AUG:

NSB ET62 BERGEN-OSLO SENTRAL *Henrik*

Ee

C [8]

To **FREIBURG-IM-BREISGAU** in southwestern Germany, via Oslo, København, Hamburg and Basel, starting with a train possibly named after the famous Norwegian dramatist, Henrik Ibsen; * Depart Bergen 0730, arrive Oslo 1405, over the entire route – then exploring more of the capital by means of its fine trams; *

471 km in 6 hrs 35 mins, or 72 km/h (294 mls/45 mph).

31 AUG-1 SEP:

NSB/SJ/DSB 467 OSLO SENTRAL-KØBENHAVN HBG

Ee	[DSB]	HELSINGOR-KØBENHAVN
Ee	[SJ]	OSLO-HELSINGBORG
C	[2]	"
X	[SJ]	
C	[2]	
S*	[2]	
T	[SJ]	
C	[DSB]	HELSINGOR-KØBENHAVN

Depart 2235, arrive 0821 next morning, again in a Norwegian AB33 Sleeper **[equipment NSB unless otherwise indicated]**; * We enjoyed a walking tour of København, including the famous Tivoli Gardens, well-preserved port area, and royal buildings.

MORE NORWEGIAN OVERNIGHT TRAINS

We noticed two trains with Sleeping cars at Oslo Sentral: No. 605 (5 Sleepers to Bergen; 1 to Flåm); and No. 405 (3 to Trondheim; 2 to Åndalsnes). Also at Oslo Vest station: No. 705 (4 to Stavanger; 1 to Kristiansand).

1 SEPT:

DSB/DB D397 KØBENHAVN HBG-HAMBURG HBF

Ed	[DSB]	KØBENHAVN-RØDBY FÆRGE [1415]
Ee		PUTTGARTEN-HAMBURG
C	[2]	"
S		KØBENHAVN-HAMBURG [MÜNCHEN]
T		"
S		KØBENHAVN-HAMBURG [PARIS]
T	[2] [SNCF]	"
C*	[4]	
C	[3] [DSB]	KØBENHAVN-RØDBY FÆRGE



2nd1980's-14: DSB locomotive No. 1415 at København's main station, waiting to depart with Hamburg-bound Train 397 (Sandra posing) (1985/09/01) [PETER DAWES].

Depart 1640, arrive 2159 (scheduled time), including stops at Rødby Færge, Puttgarden and Lubeck, behind a Swedish-built, MZ Class diesel locomotive, based on the General Motors SD40 model **[equipment DB unless otherwise indicated]**; * Through cars were handled on DSB's ferry PRINS HENRIK from Rødby Færge to Puttgarden, including Sleepers and Couchettes for München and Paris; * 372 km in 5 hrs 19 mins, or 70 km/h (232 mls/43 mph); * No. 1415 (NOHAB, 1967).

SCRAMBLE AT HAMBURG

DB No. 397 was 15 minutes late arriving at Hamburg, requiring me to lead Sandra, and half a dozen others, in a mad dash up and over several tracks inside the impressive Hauptbahnhof, then down to the platform where *Komet* was waiting impatiently to leave for Basel.



2nd 1980's-15: DSB K benhavn station employee watches as a Soviet Sleeping car is positioned for its return to Moskva (1985/09/01) [PETER DAWES].

1-2 SEP:

DB D471 [HAMBURG ALTONA] HAMBURG HBF-BASEL SBB *Komet*

Ee	
T	[BREMEN] HANNOVER-BASEL
S	"
T	[SBB] HAMBURG-BASEL [CHUR]
S	"
T	
S*	[4]
T	
T	[SBB]

Depart 2207, arrive Basel SBB 0732 next morning, including stops at L neburg, Hannover, Frankfurt-am-Main S d, Karlsruhe, Offenburg, Freiburg-im-Breisgau and Basel Bad; * We occupied a compartment in a DB Sleeper (perhaps an AB33 type); * 1,097 km in 9 hrs 25 mins, or 116 km/h (685 mls/72 mph); * All Sleepers

probably AB33 (*Builder unknown, 1959-73, 11tc*).

KOMET

Meaning “Comet” in English, DB No. D471 had six Sleepers all told, operated by the railway’s Deutsche Schlaf- und Spiesewagen Gesellschaft (German Sleeping and Restaurant Car Company) subsidiary, DSG – including one heading (along with an SBB Couchette car) beyond Basel to Zürich and Chur. My apparently well-spoken *Guten Abend* fooled our Sleeper attendant into thinking I could actually speak German, leading to a torrent of incomprehensible (to us) German. We occupied our car right to Basel, despite passing through our ultimate destination of Freiburg – this, to allow us to sleep in beyond the all-too-early Freiburg arrival time of 0624.

2 SEPT:

DB IC178 [ZÜRICH] BASEL SBB-FREIBURG IM BREISGAU [HAMBURG ALTONA] *Helvetia*

Ee		BASEL-HAMBURG
C*	[3]	
R		[DSG]
C	[2]	
C	[5]	BASEL-HAMBURG

Depart 0814, arrive 0854, with one stop at DB’s Basel Badischer station, *Helvetia* being the Latin word for Switzerland; * We booked into my old favourite Hotel Stephanie for two nights, then took a tram/bus excursion to **Horben** and the Schauinsland tramway, which provided a wide vista around the Black Forest area on a sunny day, not to mention across the Rhein into Alsace to the west and Switzerland to the south; * 67 km in 40 mins, or 100 km/h (*42 m/s/62 mph*).

3 SEPT:

DB IC176 [GENÈVE] FREIBURG IM BREISGAU-OFFENBURG [HAMBURG ALTONA] *Mont Blanc*

Ee		BASEL-HAMBURG
C*	[3]	
R		[DSG]
C	[7]	
C		BASEL-HAMBURG



2nd1980's-16: View from Schauninsland tramway, overlooking Freiburg-im-Breisgau (1985/09/02) [PETER DAWES].

Day excursion to **KONSTANZ** via Offenburg, on a train named after the famous mountain near Genève fronting on Switzerland, France and Italy; * Depart 1156, arrive Offenburg 1224 non-stop, the main purpose being to escape the heavy rains suddenly afflicting Freiburg; * 62 km in 28 mins, or a fast 132 km/h (39 mls/82 mph).

DB D2065 [STRASBOURG] OFFENBURG-KONSTANZ

Ee	
C	[SNCF] [PARIS] STRASBOURG-KONSTANZ
C*	[4]
F	[2]

Depart 1243, arrive 1519, including stops at Hausach, St. Georgen, Donaueschingen, Singen and Radolfzell – Konstanz being a major town at the western end of the Bodensee (Lake Constance), and almost free of rain this afternoon; * 179 km in 2 hrs 36 mins, or 69 km/h (112 mls/43 mph).

SCHWARTZWALDBAHN

DB No. D2065 originated in Strasbourg, France, and ran over the scenic *Swartzwaldbahn* (Black Forest Line) from Offenburg to Konstanz, featuring castles and quaint towns. Included was an SNCF Coach from Paris and (unusually for a “D” train) a couple of freight cars at the rear.

DB D2376 KONSTANZ-DONAUESCHINGEN [KARLSRUHE]

Ee

X [2]

C [4]

C* [3] KONSTANZ-OFFENBURG

Depart 1630, arrive 1738, on a train headed back up the *Swartzwaldbahn* towards Offenburg and beyond to Karlsruhe.

DB E3356 [ULM] DONAUESCHINGEN-FREIBURG IM BREISGAU

Ed ULM-NEUSTADT

Ee NEUSTADT-FREIBURG

C [4]

Depart 1752, arrive 1930, including stops at Neustadt and Titisee; * This was a slow, local service originating at Ulm and heading right across the breadth of Baden-Württemberg state to Freiburg, behind a diesel to Neustadt and electric beyond; * 76 km in 1 hr 38 mins, or a slow 47 km/h (47 m/s/29 mph).

4 SEPT:

DB IC173 [FRANKFURT AM MAIN] FREIBURG IM BREISGAU-BASEL SBB Hans Holbein

Ee

C [4]

R [DSG]

C* [2]

To **SPIEZ** in the Berner Oberland, via Basel, on an IC train named after a famous German painter; * Depart 1004, arrive Basel SBB 1046, with a stop at Badischer station.



2nd 1980's-17: Freiburg tram at the end of rail at Günterstal, from whence buses ran to the Schauinsland cable lift at Horben (1985/09/02) [PETER DAWES].

SBB/BLS 493 BASEL SBB-SPIEZ [BRIG]

Ee

C* [3] BASEL-BERN [INTERLAKEN]

C [3] [ZÜRICH] BERN-BRIG

C [3]

X

Depart 1056, arrive 1254, including stops at Olten, Bern and Thun; * We spent one night at the ancient Hotel Bahnhof-Terminus as in past years, wonderfully located alongside the station but looking in need of serious refurbishment (evidence: the smoking electric heater cord in our room); * 152 km in 1 hr 58 mins, or 77 km/h (95 mls/48 mph).

MULTIPLE OPTIONS

SBB/BLS No. 493 essentially had Basel-Brig, Basel-Interlaken and Zürich-Brig portions, allowing passengers to transfer enroute from car-to-car as necessary – but forcing one to pay attention to the routing board attached to the side of each car.

BLS 825 [ZÜRICH] SPIEZ-INTERLAKEN OST

Ee

X

C [3]

C* [4] [BASEL] BERN-INTERLAKEN

Afternoon excursion to **Mürren** via Interlaken, Lauterbrunnen and Grütschalp; * Depart 1407, arrive Interlaken Ost 1432, with a stop at Interlaken West – the passing views of the Thunersee as beautiful as ever; * 26 km in 25 mins, or 62 km/h (16 mls/39 mph).

BOB 31? INTERLAKEN OST-LAUTERBRUNNEN

PCe

C [2]

X

C* [2]

PCe INTERLAKEN-ZWEILÜTSCHINEN [GRINDELWALD]

C [2]

"

X

"

C [2]

"

Depart 1440, arrive 1505 on the private Berner-Oberland Bahnen, with a stop at Zweilütschinen to detach the rear part for Grindelwald; * 12 km in 25 mins, or 29 km/h (7 mls/18 mph).

BLM 71?/88? GRÜTSCHALP-MÜRREN & RETURN

Cme

Upward on the Bergbahn-Lauterbrunnen-Mürren, starting with a funicular to **Grütschalp**, then an electric train departing 1531 and arriving **Mürren** 1543, non-stop; * We walked along the streets of this town, spectacularly located on the cliffs high above Lauterbrunnen, ... **[continued on next page]**



2nd 1980's-18: Looking down on Lauterbrunnen from the Bergbahn-Lauterbrunnen-Mürren funicular (1985/09/04) [PETER DAWES].

... then took the cable lift farther up to the famous **Shilthorn** lookout and back;* Returning, depart Mürren 1748, arrive Grütschalp 1800, then the funicular back down to Lauterbrunnen; * 4 km in 12 mins, or 20 km/h (3 m/s/12 mph), on the train segment.

BOB 44? LAUTERBRUNNEN-INTERLAKEN OST

PCe		[GRINDELWALD] ZWEILÜTSCHINEN-INTERLAKEN
C	[3]	"
X		"
C	[2]	"
PCe		
C	[2]	
X		
C*	[2]	

Depart 1840, arrive 1908, followed by supper on the patio of the Hotel du Nord, a small *Gasthaus* located on Interlaken's *Höheweg* (main street).



2nd 1980's-19: Vintage Bern-Lötschberg-Simplon Railway steamship LÖTSCHBERG, moored at Interlaken Ost (1985/09/05) [PETER DAWES].

BLS 3891? [INTERLAKEN OST] INTERLAKEN WEST-SPIEZ

PCe

C* [2]

Depart 2130, arrive 2150, non-stop.

5 SEPT:

BLS 331? [INTERLAKEN OST] INTERLAKEN WEST-SPIEZ

C [2]

PCe

Back to **LEAGRAVE** via Brig, Boulogne, Folkestone and London, but first a ship-train excursion to **Brien****z**, courtesy of the BLS group, beginning with STADT BERN to Interlaken West, then BRIENZ outbound from Interlaken Ost to the town of the same name located at the other end of the stunningly beautiful Brienzersee; * Returning, by ROTHORN back to Interlaken Ost, then a train departing Interlaken West 1634 and arriving Spiez 1649.

BLS IC107 [HANNOVER] SPIEZ-BRIG Lötschberg

Ee			BASEL-BRIG
C	[4]	[DB]	
R		[DSG]	
C*	[3]	[DB]	
C	[3]		

Depart Spiez 1654, arrive Brig 1800, including stops at Frutigen, Kandersteg and Goppenstein, featuring the usual thrilling ride through the Lötschberg tunnel and steep descent into the Rhône valley, this time on a mostly DB Hamburg-Brig *Intercity* service; * 101 km in 1 hr 6 mins, or 92 km/h (63 mls/57 mph).

5-6 SEPT:**SBB/SNCF 224 [VENEZIA SANTA LUCIA] BRIG-PARIS LYON**

Ee	[SBB]		BRIG-VALLORBE?
Ee			VALLORBE?-PARIS
C			BRIG-PARIS
T			"
T			
C	[3]		
X			
T	[2]		VENEZIA-PARIS [BOULOGNE]
S*			"
C	[3]	[SBB]	VENEZIA-VALLORBE
C			VALLORBE-PARIS

Depart 2146, arrive 0623 next morning, including stops at Sierre, Martigny, Montreux, Lausanne, Vallorbe, Frasne (Fr.) and Dijon **[equipment SNCF unless otherwise indicated]**; * We occupied a compartment in the SNCF Sleeper, probably a standard MU type out of the Pool TEN fleet running through (along with two Couchette cars) from Venezia to Boulogne – remaining fast asleep as these cars were switched in Paris Lyon; * 654 km in 8 hrs 37 mins, or 76 km/h (408 mls/47 mph); * MU Sleeper (EIC, 1964-5, 12tc; ex-CIWL).



[SBB logo (beatwaelchli.ch)]

ECHOES OF THE DIRECT-ORIENT

SBB/SNCF No. 224 was a remnant of the famous *Direct-Orient Express* between Istanbul, Athína, Venezia, Brig, Paris and Calais. By 1985, the Calais cars normally operated only during the summer season, and were being rerouted to Boulogne due to construction at the former port.

6 SEPT:

SNCF 5260 PARIS LYON-AMIENS

Ed	
T	[2] [VENEZIA] PARIS-AMIENS [BOULOGNE]
S*	"

Depart 0654, arrive Amiens 0901, non-stop.

AROUND-PARIS TRANSFER

Based on the Sept. 1-27, 1980 Cook's, the eastbound Calais cars of the Paris-Venezia train reached Gare de Lyon via Gare du Nord, probably hauled by a diesel locomotive between the two stations. However, westbound cars (as mentioned above, diverted to Boulogne during the summer of 1985) apparently joined a Paris Nord-Boulogne train at Amiens, after making their way directly from Gare de Lyon.

SNCF 401 [PARIS NORD] AMIENS-BOULOGNE MARITIME

Ed	AMIENS-BOULOGNE
T	[2] [VENEZIA] AMIENS-BOULOGNE
S*	"
C	[8]

Depart 0909, arrive 1016 non-stop, with the three Venezia cars being added to the front of the train – then BR's Sealink ferry HENGIST onward to Folkestone; * 124 km in 1 hr 7 mins, or 112 km/h (77 mls/70 mph).

BR 1230 FOLKESTONE HARBOUR-LONDON VICTORIA

Cme	[12]
-----	------

Depart 1230, arrive 1358 non-stop, on a standard BR Southern Region EMU train; * We had supper with Tom, followed by an excellent West End version of that old chestnut, *West Side Story*; * 118 km in 1 hr 28 mins, or 80 km/h (74 mls/50 mph).

BR 2318 LONDON ST. PANCRAS-LEAGRAVE [BEDFORD]

Cme [8]

Depart 2318, arrive 0005 (two final nights at Tom's place), including stops at Hendon, Mill Hill Broadway, Elstree & Borehamwood, Radlett, St. Albans, Harpenden and Luton; * 53 km in 47 mins, or 68 km/h (33 mls/42 mph).

7 SEPT:

BR 1038/2318 [BEDFORD] LEAGRAVE-LONDON ST. PANCRAS & RETURN

Cme [8/4]

Day excursion to **LONDON**, departing 1038, arriving 1115; * By Metropolitan Line to Loftus Road stadium to witness Queens Park Rangers demolish reigning English League champions Everton 3-0, our third-row seats proving most worthwhile when R's midfielder (later manager), Gary Waddock, came over to chat with the fans in his best Cockney while a teammate received medical attention after a nasty tackle – "Waddo" going back out when play resumed for the purpose of running right over the Evertonian perpetrator (and some say this is a sissy sport!); * Again to the West End afterwards to see the excellent play, *Breaking the Silence*, at the Mermaid Theatre, staged by the Stratford Shakespearean players, followed by pints at the Punch pub in Fleet Street, the haunt of hard-drinking, ink-stained journalists before most of the papers relocated from The City; * Returning, depart 2318, arrive 0005.

8 SEPT:

BR 1056 [BEDFORD] LEAGRAVE-LONDON ST. PANCRAS

Cme [4]

Back home to **EDMONTON** via London; * Depart Legrave 1056, arrive St. Pancras 1144, then to Heathrow on a Piccadilly line train and an Air Canada Lockheed L-1011.

LA GRANDE ALLURE: 1985



2nd 1980's-20: British Rail HST speeding north through Legrave station, on its way from London St. Pancras to the Midlands (1984/09/??) [PETER DAWES].

FJORD CATAMARANS

FSF's catamaran "express boats" were an integral part of the wonderful Norwegian public transport system – witness the Flåm-Balestrand receipt below, for HYEN.

FYLKESBAATANE
I SOGN OG FJORDANE

Nr. 122437

EKSPRESSBÅTANE

Billett kvittering for 2 Eurail

Frå Flåm Til Balestrand

Passasjerfrakt kr. 84.-

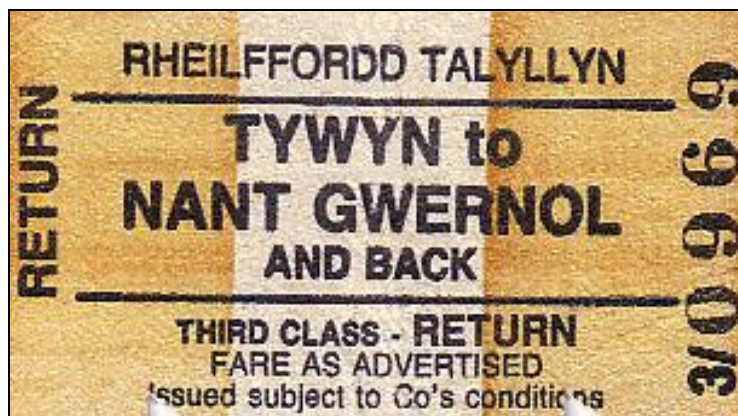
Reise-dato 27/8-85

S. T.

Transporthånden er slutt opp ombord og på kai. Skipskapet sener fra seg til innover for tap av liv, skade på person, tap av gods og andre ting som følge av skade på skipet eller på lasten. Skipskapet sener alene § 8 188-189. Selskapet kan ikke påberøp seg ansvar for skade på gods eller for tap av gods som følge av skade på skipet eller på lasten. Når kjøretøyet blir brukt til godstransport, gjelder standardvilkårene for godstransport.

1988

*ENGLAND/SCOTLAND/WALES
SWITZERLAND/GERMANY
FRANCE/NETHERLANDS
LUXEMBOURG*



SYNOPSIS

This was my eighth overseas holiday (third with Sandra), featuring two and a half weeks in England, Scotland and Wales, and one and a half on the Continent, mainly in Switzerland and Germany. Our home base was at Tom's latest abode, in Wimbledon, London. The ticket reproduced on the opening page is for the preserved, steam Talylyn Railway, one of several in Wales.

Trips taken: We took 66 covering 6,044 kilometres (3,772 miles), including 40 in the British Isles, 13 in Switzerland, 11 in Germany, and 2 in Belgium. Sixty-three were in my "Coaches, Pullmans & Lounges" category and 3 in "Sleeping & Couchette Cars", the latter accounting for 38% of the total distance. Forty-seven were on locomotive hauled and 19 on self-propelled trains, the latter covering 11% of that distance. There were 10 trips behind steam, all in the British Isles.

Equipment units: 519, made up of 58 Locomotives & Related Units and 461 cars (Coaches, Pullmans & Lounges, 395; Sleeping & Couchette Cars, 21; Restaurant & Other Meal Cars, 18; Baggage & Miscellaneous Cars, 27).

BRITISH ISLES

Places visited in England: Ashford (Mid.), Banbury, Dover, Harwich, Havant, Haywards Heath, Henfield*, Horsham*, Littlehaven, London, Portsmouth, Reading, Ryde, Shanklin, Staines, Warwick, Wendover and Woking. ***Scotland:*** Craginure, Crainlarich, Edinburgh, Glasgow, Loch Awe, Oban, Paisley, Rannoch Station, Renfrew*, Tobermory* and Torosay. ***Wales:*** Aberystwyth, Betws-y-Coed*, Blaenau Ffestiniog, Devil's Bridge, Llandudno*, Llandudno Jct., Nant Gwernol, Porthmadog, Portmeirion* and Tywyn. (***Note:*** * indicates by non-rail means.)

Noteworthy train trips (BR unless noted otherwise): ***2100***, London Euston to Rannoch Station; ***1032***, Crainlarich to Oban; ***Night Caledonian***, Glasgow Central to London Euston; ***Pullman Rail's Shakespeare Limited***, London Marylebone to Warwick; ***Vale of Rheidol 1015***, Aberystwyth to Devil's Bridge, ***1442***, Shanklin to Ryde Pierhead.

Fastest average speed: *BR 1030*, London Paddington to Reading: 123 km/h (76 mph). **Slowest:** *Talylyn 1030*, Tywyn to Nant Gwernol: 15 km/h (9 mph).

Memorable non-rail trips: Caledonian-MacBrayne ferry ISLE OF MULL, Oban to Craignure, and Bowman's Coaches, Craignure to Tobermory.

THE CONTINENT

Places visited in Belgium: Oostende. **Germany:** Beilstein*, Bingen, Bullay, Cochem, Koblenz, Köln, Mannheim, Traben-Trarbach and Trier. **Netherlands:** Hoek van Holland. **Switzerland:** Basel, Brienz, Grindelwald, Grütschalp, Interlaken, Kleine Scheidegg, Lauterbrunnen, Mürren, Spiez, Thun and Wengen. (**Note:** * indicates by non-rail means.)

Noteworthy train trips: *SNCB/CFL/SNCF 299*, Oostende to Basel SBB; *Wengernalp 167*, Grindelwald to Kleine Scheidegg; *DB Mont Blanc/Hölderlin*, Basel SBB to Koblenz; *DB Fern-Express Bertchtesgadener Land*, Koblenz to Bingen; *DB/NS Lorelei*, Köln to Hoek van Holland.

Fastest average speed: *DB Hölderlin*, Basel SBB to Mannheim: 121 km/h (75 mph). **Slowest:** *Wengernalp 167*, Grindelwald to Kleine Scheidegg: 12 km/h (7 mph).


Memorable non-rail trips: BLS ships STADT BERN and INTERLAKEN on lakes Thun and Brienz; * Lauterbrunnen-Shilthorn tramway from Shilthorn lookout down to Mürren; * Köln-Düsseldorfer Linie (KDL) RÜDESHEIM from Bingen to Koblenz along the Rhein; * BR Sealink ST. NICHOLAS, Hoek van Holland to Harwich.

HIGHLIGHT!

Taking a Swiss-owned, MU-type Sleeping car from Oostende directly to Spiez on the Thunersee, over Belgian (SNCB), Luxembourg (CFL), French (SNCF), and Swiss (SBB/BLS) rails – getting a good night's sleep, even during the transfer from the SNCF to adjacent SBB station in Basel between 0515 and 0550 in the morning.

MILESTONE

The Festiniog Railway had been extended from Dduallt to Blaenau Festiniog since my initial 1976 trip, greatly enhancing the experience of what surely was been one of the very best preserved railways in the world.

Partie Teil C	BULLETIN DE SUPPLEMENT VOITURES-LITS		BETTKARTE		N°	02540791	
	Observations / Bemerkungen		QUITTANCE	SNCF	Quittung	87	
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Prix/Preis		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. Bitte bewahren Sie diese Quittung als Zahlungsnachweis auf. Wenn die Plätze nicht zugewiesen werden können, erhalten Sie ihr Geld gegen Rückgabe von Quittung und Bettkarte zurück.					
EURAIL X FUSA 128.00		11 OCT 2053 139 DBLE 31-35 8833622 86 299 OOSTENDE/BRUG					
		Non valable comme bulletin VL Nicht gültig als Bettkarte					

[Pool 04 Sleeping car supplement, Oostende to Brig, issued on SNCF stock, 1988]



[Deutsche Schlaf- und Spiesewagen Gesellschaft
(German Sleeping and Restaurant Car Co.)
logo (Schlafwagen- und Liegewagen-
Fahrplan, inside back cover)]

TRIPS AND TRAIN COMPOSITION

- **22-23 SEPT:** To **OBAN**, West Highlands, starting with an Air Canada Lockheed L-1011 overnight to London Heathrow, then London Underground Piccadilly Line train to Holborn to meet Tom for drinks at the Princess Louise pub, an interesting half-hour walk to Euston station, and trains via Rannoch Station and Crainlarich.

23-24 SEPT:

BR 2100 LONDON EUSTON-RANNOCH STATION [FORT WILLIAM]

Ed		MOTHERWELL?-FORT WILLIAM
Ee		LONDON-MOTHERWELL [ABERDEEN]
X		"
C	[4]	"
S	[4]	"
C	[2]	GLASGOW-FORT WILLIAM
X		"
C	[2]	
S*	[2]	

Depart 2100, arrive Rannoch Station next morning at 0830 (instead of the scheduled 0742), including stops at Preston, Garelochhead, Arrochar & Tarbet, Crainlarich, Upper Tyndrum and Bridge of Orchy, on what was formerly called *Royal Highlander*, occupying one of two Fort William Sleepers (a standard, 13-compartment, SLE type); * 855 km in 10 hrs 42 mins, or 80 km/h (534 mls/50 mph), based on scheduled arrival time; * SLE Sleeper (BREL, 1981-4, 13dc); * Not certain if same Diesel operated right through from Motherwell to Fort William, via Glasgow Queen Street.

24 SEPT:

BR 0946 [FORT WILLIAM] RANNOCH STATION-CRAINLARICH [GLASGOW QUEEN STREET]

Ed	[2]
C	[2]
X	

C* [3]

Scheduled to depart at 0946, arrive 1030; but this train itself was running some 15 minutes late; * Crainlarich was formerly the meeting point between the Fort William line of the old London & North Eastern and Oban line of the London, Midland & Scottish – the latter by now abandoned to the east but at one time hosting a through London-Oban Sleeper; * 45 km in 44 mins, or 62 km/h (28 mls/39 mph).

THE BEST LAID PLANS ...

The idea was to take the Fort William Sleeper to Rannoch Station to permit a longer lie-in, a nice breakfast in the town, and a good connection back south to Crainlarich for the Glasgow Queen Street-Oban train – but we arrived 48 minutes late at 0830 and the town proved to be several kilometres away, resulting in a long wait on a cold, damp and isolated platform.

BR 1032 [GLASGOW QUEEN STREET] CRAINLARICH-OBANEd [37424 *Isle of Mull*]**C** [5]

Scheduled to depart 1032 and arrive 1140, including stops at Corpach, Taynuilt, Loch Awe and Tyndrum Lower, but this train was held for passengers connecting from our Fort William-to-Glasgow service – the wonderful scenery being compensation enough; * Oban's role as the main regional centre and ferry port was highlighted by the name of our train's Class 37 locomotive, ISLE OF MULL, honouring one of the principal nearby islands; * We spent four nights at the Glenshiel guest house, located close to the station and ferries; * 68 km in 1 hr 8 mins, or 60 km/h (42 mls/37 mph); * No. 37424 (EE or RSH, 1960-5; ex-D6979, 37279 – information on Class 37's being spotty; * Next morning, a large herd of cows wakened us, being driven to market after arriving from one of the islands on a freight ferry; * We soon noticed just how "highly economical" Scots can be when our landlady left her guests in the breakfast room and ran upstairs to ensure no lights had been left on – informing us, upon her return, that we indeed had failed to turn off the light over the sink ("Yer goin' ta brrr-ake me"!)).

26 SEPT:**M&WH 1120/1210 CRAIGNURE-TOROSAY & RETURN**Es [NBR] [*Lady of the Isles*]**C** [2]

Day excursion to **TOBERMORY** on the Isle of Mull, starting with Caledonian MacBrayne ferry ISLE OF MULL (bearing the same name as our BR locomotive) to the port of **Craignure**, our spirits bolstered by the news that Canada's Ben Johnson had just won the 100 metres at the Seoul Olympics; * Side trip to **Torosay**, site of an interesting stately home, departing 1120, arriving 1140, on the miniature Mull & West Highland Narrow Gauge Railway; * Returning, depart 1210, arrive 1240, then by Bowman's Coaches onward to the main town, **Tobermory**, its bay known for the sinking of a Spanish galleon during the scattering of the Armada; * Return to Craignure on a late afternoon bus (the driver accompanied by his dog, who disembarked midway on his own, apparently at their home), then back to Oban on ISLE OF MULL; * Locomotive (BRW, 1981)

MULL RAILWAY

Built in 1984 right along the water (with views of Ben Nevis in the distance), the 2-kilometre (*just over 1 mile*) Mull & West Highland was strictly a tourist attraction featuring 2-6-4 tank engine LADY OF THE ISLES of the same vintage, in North British Railway colours.

27 SEPT:

BR 1250/1435 OBAN-LOCH AWE [GLASGOW QUEEN STREET] & RETURN

Ed [37424 Isle of Mull/37408 Loch Rannoch]

C [4/5]

Day excursion to **LOCH AWE**, after our planned "Three Islands" boat tour to Iona, Staffa and Mull was cancelled due to high winds (or perhaps light bookings) – and after learning that our Ben had been stripped of the Olympic medal for testing positive for steroids; * Depart Oban 1250, arrive Loch Awe 1333 (estimated), back along the line towards Crainlarich, both to escape the near-incessant rain that plagued our Oban stay and to visit this beautiful resort ("Loch Awe" meaning the River Loch, in reference to its narrow dimensions); * Returning, depart 1435, arrive 1523; • **28 SEPT:** To **Craignure** and back (for the second time), after another cancellation of the "Three Islands" tour.

29 SEPT:

BR 0810 OBAN-GLASGOW QUEEN STREET

Ed [37402 Oor Wullie]

C [5]



2nd 1980's-21: Mull & West Highland Narrow Gauge Railway driver walks in front of engine LADY OF THE ISLES, while Caledonian MacBrayne's ISLE OF MULL sails out of Craignure for Oban (1988/09/26) [PETER DAWES].

To **RENFREW** on Clydeside to visit my old friend Alison and new husband David, via Glasgow, Edinburgh and Paisley; * Depart 0810, arrive Glasgow Queen Street 1120 (estimated), again via Loch Awe, Loch Lomond and other beautiful sights, behind a locomotive named after a Scottish children's cartoon character; * 164 km in 3 hrs 10 mins, or a slow 52 km/h (102 mls/32 mph).

BR 1130/1530 GLASGOW QUEEN STREET-EDINBURGH & RETURN

Ed

C [6]

Depart 1130, arrive 1220 non-stop, on a train equipped with a control cab in the farthest-away Coach to make switching the locomotive unnecessary; * We spent a couple of hours strolling around the ancient Scottish capital, including the "Royal Mile" and castle; * Returning, depart 1530, arrive 1620, with the control-cab Coach leading; * 76 km in 50 mins, or 92 km/h (47 mls/57 mph).



2nd1980's-22: BR Glasgow Queen Street train waits to depart Oban, grungy diesel locomotive No. 37403 BEN CRUACHAN contrasting with station platform flower boxes (1988/09/29) [PETER DAWES].

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

Cme [8]
Depart 1650, arrive 1701 (estimated) non-stop, on an Electric Multiple Unit (EMU) train operated by BR for the Strathclyde Passenger Transport Executive; * Alison and David drove us over to their place; then fed and put us up for the night; * 12 km in 11 mins, or 67 km/h (7 mls/42 mph).

30 SEPT-1 OCT:

BR 2350 GLASGOW CENTRAL-LONDON EUSTON Night Caledonian

Ee	[86254 William Webb Ellis]	
X		
S	[4]	
BL		
S*	[5]	
S	[2]	CARLISLE-LONDON

C
X

"
"

To **LONDON** via Glasgow, following an excursion by automobile into the city to visit the superb transport museum with its trams, trains and ship models depicting former times in this fascinating city – then back in the evening to catch a London overnight train; * Depart Central station 2350, arrive Euston 0604 next morning, including stops at Motherwell and Carlisle, behind a Class 86 electric locomotive named after the person who first picked up a soccer ball instead of playing it with his feet, thus founding the game of rugby; * We spent the night in a compartment of one of nine SLE Sleepers, which were joined by two more at Carlisle (occupancy permitted from 2230 to 0730); * 647 km in 6 hrs 14 mins, or 104 km/h (404 mls/65 mph); * No. 86254 (EE or BR, 1965-6; ex-E3142/lr-86047, RES, EW&S); * Next by Victoria Line to Vauxhall station, then a BR commuter train out to Tom's place in Wimbledon to put away our travelling gear, before accompanying him on BR trains (via Waterloo and Waterloo East stations) to New Cross station and "The Den" football ground, where we watched Queens Park Rangers lose 2-3 to Millwall in a First Division match; * Afterwards, we took BR to Royal Festival Hall via London Bridge and Waterloo East for a total change of pace, namely Tom's performance as a member of the London Philharmonic Orchestra (LPO) Choir in Beethoven's *Fidelio* (conducted by Kurt Mazur), before returning by BR from Waterloo to Wimbledon.

TRANSPORTING FOOTBALL FANS

Millwall was a football club notorious for its unwanted hooligan supporters; The Den, a decrepit old stadium (later demolished). Security was so tight that an overzealous female "Bobby" zeroed in on a suspicious-looking Sandra and searched her thoroughly for prohibited articles. No hint of trouble this day from home or visiting fans, but it was very interesting to listen to the many variations on the "F-word" uttered by the largely male crowd, some of whom supplemented the limited toilet facilities by relieving themselves over the top edge of the stadium! After the game, the Metropolitan police, London Transport, and BR staff expertly moved the crowds back to nearby stations.



[From 1976 Brit
rail Pass]



2nd1980's-23: Forecourt of Wimbledon's joint British Rail-London Transport station, featuring lots of period automobiles (1988/09/??) [PETER DAWES].

2 OCT:

PR 1035/1625 LONDON MARYLEBONE-WARWICK [STRATFORD-UPON-AVON] & RETURN
Shakespeare Limited

Es	[LNER]	LONDON to BANBURY [4498 Sir Nigel Gresley]
Es		STRATFORD to LONDON [4498 Sir Nigel Gresley]
Ed	[2]	BANBURY to STRATFORD [31420,31449]
X	[ALSY]	[E21096 A4 Locomotive Society]
P	[2]	[353,352]
B		[E1663C]
P	[3]	[351,350,349]
B		[1693]
P	[2]	[348,347]
C		[356]
INS		[395707]

To **WARWICK** on the *Shakespeare Limited*, the same tourist service we took in 1985 all the way to Stratford-

upon-Avon, starting this time with a BR commuter train to Vauxhall station, then Underground to Marylebone (Victoria and Bakerloo lines); * Depart 1035, arrive 1230 (estimated), with stops at Banbury and Leamington Spa **[equipment marked for BR unless otherwise indicated]**; * Warwick was home to one of England's finest castles, with its standard dungeon and myriad torture devices on view for appreciative tourists (including one American who opined that, "There must-a been some better tor-ture, dee-vi-ces that these here racks"!); * Returning, depart perhaps 1625, arrive Marylebone 1820, returning to Wimbledon by the usual means; * 146 km in 1 hr 55 mins, or 76 km/h (91 mls/47 mph); * No. 4498 (LNER, 1937, ALSY; ex-LNER 7, BR 6007/lr-SNG 6007); * Nos. 31420 (lr-EW&S), 31449 (both BTF, 1957-62); * No. 351 (MC, 1960; ex-PCC, BR, SLOA/lr-FSR, BRM); * Nos. E1663C (PSC, 1960; ex-BR/lr-NVR,CSV); * No. 395707 (DCWW, 1927, BR; ex-LMS Coach 5033/lr-6320, WRY,RCS,PRCLT); * No. E21096 (MC, 1956, ALSY; ex-BR/lr-99080).

SHAKESPEARE LIMITED – 1988 VERSION

This year's excursion was headed by former London & North Eastern No. 4498 SIR NIGEL GRESLEY, a Class A4 4-6-2 named after one of Britain's foremost steam-locomotive designers and once famous for hauling expresses such as *Flying Scotsman* between London, York, Newcastle and Edinburgh. Holder of the post-war world steam speed record of 182 kilometres (112 miles) per hour, SIR NIGEL operated this day from Marylebone to Banbury, and from Stratford back to Marylebone – diesels taking over from Banbury to Stratford. This was all-Pullman train, but passengers could choose an option with no meals. (SIR NIGEL later went to North Yorkshire Moors Railway; and No. 395707 was a BR Inspection car originally built in 1927.)

3 OCT:

BR 1032 LONDON VICTORIA-HAYWARDS HEATH [BRIGHTON]

Cme [8]

Day excursion to **HORSHAM** via Haywards Heath and Henfield to visit Kath and Ron Child, friends from our 1985 Norway trip, starting with BR commuter trains to Clapham Jct. and onward to Victoria station; * Depart Victoria 1032, arrive Haywards Heath 1122, including stops at Redhill and Gatwick Airport, on an 8-car EMU; * Ron drove us over to Henfield, a small town located in West Sussex on the abandoned Horsham-Brighton branch of the old London, Brighton & South Coast Railway, then around the beautiful Suffolk Downs and into Brighton city; * 62 km in 50 mins, or 75 km/h (39 mls/47 mph).



2nd 1980's-24: SIR NIGEL GRESLEY being serviced at the head end of Pullman Rail's *Shakespeare Limited*, Banbury (1988/10/02) [PETER DAWES].

BR 2053 [HORSHAM] LITTLEHAVEN-CLAPHAM JCT [LONDON VICTORIA]

Cme [4]

Ron then conveyed us to the market town of Horsham for supper with one of my Scottish friends, Fiona (Andrews) Evans, then living there – after which we walked the short distance to Littlehaven station to catch the 2053, arriving Clapham Jct. 2151, making stops at Three Bridges, Gatwick Airport, Redhill and East Croydon, followed by a BR commuter service to Wimbledon; * 56 km in 58 mins, or 58 km/h (35 mls/36 mph).

4 OCT:

BR 1030 LONDON PADDINGTON-READING [BRISTOL TEMPLE MEADS] HST

Ed

C* [4]

BC

C [2]

Ed



[British Pullman Co. crest, photographed on the side of a Shakespeare Limited carriage (1988/10/02)] [SANDRA DAWES].

Day outing to **ASHFORD** (Middlesex) via Reading, Banbury and Staines, to see various relatives, starting on the District line to Paddington; * Depart from that station at 1030, arrive Reading 1058, non-stop, on a Bristol-destined HST; * 58 km in 28 mins, or 123 km/h (36 mls/76 mph).

BR 1101 [POOLE] READING-BANBURY [GLASGOW CENTRAL]

Ed	
C*	[4]
B	
C	POOLE-CARSTAIRS [EDINBURGH]
X	"
C	[3] "

Depart 1101, arrive 1148, including a stop at Oxford, on a Poole-Glasgow/Edinburgh service; * We enjoyed lunch with members on the Spurgeon side of Dad's family (headed by a distant cousin, Michael), in a dining room decorated with torches and medieval armour; * Banbury was a market town in Oxfordshire, still the site of manufacturing associated with the automobile industry and on the route of the *Shakespeare Limited* (in fact, we'd passed through just two days earlier); * 80 km in 47 mins, or 103 km/h (50 mls/64 mph).

BR 1543 [BIRMINGHAM NEW ST.] BANBURY-READING [LONDON PADDINGTON]

Ed

C [2]

B

C* [3]

Depart 1543, arrive 1630, this time on a Birmingham New Street-London Paddington service.

BR 1724 READING-STAINES [LONDON WATERLOO]

Cme [8]

Depart 1724, arrive 1813, including stops at Wokingham, Bracknell and Ascot, on a standard, rush-hour, commuter EMU bound for London Waterloo; * We had to alight at Staines, one stop short of Ashford, because this train didn't stop at the latter place; * 40 km in 49 mins, or 49 km/h (25 mls/30 mph).

BR 1822 [WINDSOR AND ETON] STAINES-ASHFORD [LONDON WATERLOO]

Cme [4]

Depart 1822, arrive 1824 to visit my cousin Kitty Stacey and family – she being a daughter of Aunt Angela and Uncle Hubert, the former having passed on since our last visit to England; * Ashford was a conveniently located suburban town on a major commuter line, close (but not too close) to Heathrow Airport.

BR 2155 [WINDSOR AND ETON] ASHFORD-CLAPHAM JCT. [LONDON WATERLOO]

Cme [4]

Depart 2155, arrive 2228, including stops at Feltham, Hounslow, Brentford and Chiswick, followed by a BR commuter service out to Wimbledon; * 32 km in 33 mins, or 58 km/h (20 mls/36 mph).

5 OCT:

BR 1410/1550 LONDON MARYLEBONE-WENDOVER [AYLESBURY] & RETURN

Cmd [8/4]

Day excursion to **WENDOVER**, Buckinghamshire, formerly home to Aunt Angela, starting with the District and Metropolitan lines to Marylebone – the purpose being to take photographs for one of Dad's books; * Depart 1410, arrive 1457, including stops at Harrow-on-the-Hill, Rickmansworth, Chorleywood, Chalfont & Latimer, Amersham and Great Missenden, on a DMU train; * My home-away-from-home in 1976, the Shoulder of Mutton, was still there, but no longer accepted overnight guests; * Returning, depart 1550,

arrive 1637, then to dinner with Tom at the Won Key Restaurant, famous for great food but waiters who verbally abused their customers (and got away with it), then to the Aldwych Theatre to see *The Sneeze*, a series of hilarious sketches featuring Rowan Atkinson, later to become famous as “Mr. Bean” – and finally back to Wimbledon by the District line; * 54 km in 47 mins, or 69 km/h (34 mls/43 mph).

ROCKIN' AND ROLLIN'

Careening across the lovely Buckinghamshire countryside, our Marylebone-to-Wendover commuter train was possibly the worst-riding BR train I ever took, probably due to the clapped-out equipment rather than the track.

• **6 OCT:** To **ABERYSTWYTH** by automobile with Tom at the start of a 4-day Welsh journey having, as its primary goal, the riding of preserved, narrow-gauge railways; * Our route took us to Wellingborough (so Tom could drop in to see his dad), Wolverhampton (Mom's home town), and Bridgnorth (on the preserved Severn Valley Railway, whose engine shed we were able to inspect); * Aberystwyth was a traditional resort and university town located on the Irish Sea, offering an interesting stay in a small, oceanside hotel with high winds pounding the windows all night long.

7 OCT:

VR 1015/1200 ABERYSTWYTH-DEVIL'S BRIDGE & RETURN

Es [9 *Prince of Wales*]

OBS [2]

C* [3]

To **PORTHMADOG** via Tywyn, starting with a rainy excursion on the narrow-gauge Vale of Rheidol through the beautiful valley of the same name to **Devil's Bridge** and back; * Depart 1015, arrive 1115, including stops at Llanbadarn, Glanrafon, Capel Bangor, Nantyrnen, Aberffwd, Rheidol Falls and Rhiwfron; * Returning, depart 1200, arrive 1300, followed by a drive north to Tywyn for another steam excursion; * 19 km in 1 hr, or 19 km/h (12 mls/12 mph); * No. 9 (GWR, 1924; ex-GWR 1213, 9).

VALE OF RHEIDOL

Our train was hauled by 2-6-2 tank engine No. 9, PRINCE OF WALES, built by the Great Western Railway (GWR) back in the 1920's. This narrow-gauge steam railway once was operated by the GWR; then by British Rail until 1989.



2nd80's-25: BR's Vale of Rheidol narrow-gauge steam train pauses to take water at Devil's Bridge, Wales, as excited tourists (Tom Clark and Sandra Dawes) wave to the photographer (1988/10/07) [PETER DAWES].

TR 1415/1550 TYWYN-NANT GWERNOL & RETURN

Es	[2 Dolgoch]
C	[4] [17,?,4,5]

Depart 1415, arrive 1459 on the Talylyn Railway, including a stop at Abergynolwyn, behind another tank engine; * Returning depart 1550, arrive 1634, followed by a further drive north to Porthmadog, a former slate port now home to the famous Festiniog Railway, spending one night in a guest house; * Coach No. 5 had been reconfigured to include a mobile booking office; * 11 km in 44 mins, or 15 km/h (7 m/s/9 mph); * No. 2 (FJC, 1866; ex-Pretoria); * Nos. 4 (LCC, 1867), 5 (BMR, 1866), 17 (MCW, 1898; ex-CRR).



[cowgill.org.uk/TR]



2nd 1980's-26: Talyllyn Railway 0-4-0 tank engine No. 2 DOLGOCH switching at Nant Gwernol (1988/10/07) [PETER DAWES].

THE TALYLLYN

Our tiny train climbed pretty much from sea level up into Snowdonia National Park, behind 1866-built, 0-4-0 tank engine No. 2 DOLGOCH, named after scenic, enroute falls. This narrow-gauge line was built to transport slate down from the Welsh hills to the sea, and billed itself as the "World's First Preserved Railway". Three of the Coaches originally were built in 1866, '67 and '98, enabling the Talyllyn to claim that it operated the oldest train in the world.

8 OCT:

FR 1100/1215 PORTMADOG-BLAENAU FFESTINIOG & RETURN

Es [Mountaineer]
C [2]
B
C
OL*



2nd 1980's-27: Festiniog's MOUNTAINEER switching at Blaenau Ffestiniog, after pulling our train up from the sea at Porthmadog (1988/10/08) [PETER DAWES].

To **BETWS-Y-COED**, starting with a visit to nearby **Portmeirion**, built by an eccentric Welsh architect in Italianate style and famous as the site of the 1960's television series, *The Prisoner* – then an excursion on another narrow-gauge line to Blaenau Ffestiniog; * Depart 1100, arrive 1205, including stops at Minffordd, Penrhyn, Tan-y-Bwlch, Dduallt and Tan-y-Grisiau, behind MOUNTAINEER; Returning, depart 1215, arrive 1325, then by automobile back inland to the village of Betws-y-Coed, located within Snowdonia National Park, where we spent one night in a small hotel (plans to hike Mount Snowdon having to be shelved, given that everything was clouded over amidst a fierce rain); * 22 km in 1 hr 5 mins, or 20 km/h (14 mls/12 mph) in the northbound direction; * Locomotive (ALCO, 1917; ex-BRA, TPT).



[From 1988 ticket]

THE FESTINIOG

Our Festiniog train was hauled by MOUNTAINEER, a 2-6-2 built by the American Locomotive Co. in 1917 for British Army use in France during World War I, later owned by the Tramway Pithiviers à Toury. The line had been extended beyond Dduallt subsequent to my 1976 trip, and our train even had Buffet and Lounge cars, the latter proving to be a perfect spot to spend a miserable day, weather-wise – especially when Sandra produced Grand Marnier miniatures out of nowhere.

9 OCT:

BR 1325 LLANDUDNO JCT.-LONDON EUSTON

Ed	LLANDUDNO JCT.-CREWE
Ee	CREWE-LONDON
X	
C	[2]
B	
C*	[6]

Return to **LONDON** via Llandudno and Llandudno Jct., having missed out on a Snowdon Mountain Railway excursion (thought it would be operating on Sunday but, for some reason, it wasn't); * We first drove to Llandudno, the largest seaside resort in Wales and possessor of a magnificent 19th century pier and promenade, then Sandra and I caught a train back to London; * Depart from the Junction at 1325, arrive Euston 1735, including stops at Colwyn Bay, Chester, Crewe and Nuneaton, with a change from diesel to electric power at Crewe – then by Victoria line to Vauxhall and BR to Wimbledon; * 360 km in 4 hrs 10 mins, or 86 km/h (225 m/s/53 mph).

THE MOTORWAYS EFFECT

We returned to London by train because I wanted to experience the West Coast Main Line during the day instead of overnight, as on most previous trips. Tom drove the car back, departing at the same time, and was waiting for us at his place when we showed up – illustrating the strong impact of a growing motorway network on this small country. (We would call them freeways.)

10 OCT:

BR 0859 [LONDON WATERLOO] WIMBLEDON-WOKING [GUILDFORD]

Cme [8]

Day excursion with Tom to **SHANKLIN** on the Isle of Wight, via Woking, Havant, Portsmouth and Ryde; * Depart Wimbledon 0859, arrive Woking 0932, including stops at Surbiton and Walton-on-Thames; * Woking was a major “outer suburb” of London and, unlike closer-in places like Wimbledon, a stop for most intercity trains heading west out of Waterloo; * 28 km in 33 mins, or 51 km/h (17 mls/32 mph).

BR 0947 [LONDON WATERLOO] WOKING-HAVANT [PORTSMOUTH HARBOUR]

Ed [50019 Ramilles]

C [4]

B

C* [4]

Depart 0947, arrive 1045, including a stop at Guildford, unexpectedly terminating at Havant; * 67 km in 58 mins, or 69 km/h (42 mls/43 mph); * No. 50019 (EE, 1968; ex-D419/lr-MNR).

LOCOMOTIVE BREAKDOWN

BR's Waterloo-Portsmouth train was a conventional service operating over a third-rail line, its Class 50 locomotive named after a 1706 battle in Belgium in which the Duke of Marlborough defeated the French during the War of the Spanish Succession. Alas, RAMILLES broke down, leaving us on the platform at Havant station until a 5-car DMU appeared – either a scheduled train of unknown provenance or a “relief” service provided by BR – and took us to Portsmouth & Southsea, where we were directed to a *third* train for the short distance on to Portsmouth Harbour station.

BR 1055? HAVANT-PORTSMOUTH & SOUTHSEA

Cme [5]

* No details recorded.

BR 1111 [GUILDFORD] PORTSMOUTH & SOUTHSEA-PORTSMOUTH HARBOUR

Cme [12]

Onward to Portsmouth Harbour station, departing 1111, arriving 1114, on a train originating in Guildford; * We

then took BR's Sealink ferry OUR LADY OF PAMELA the short distance over to Ryde Pierhead past major Royal Navy installations and vessels, walked along the pier to Ryde Esplanade, and inevitably stopped at an appropriate pub – Tom being along!; * Ryde was a major tourist town and entry point for the island, made famous by the Beatles' song, "Ticket to Ryde".

BR 1304 [RYDE PIERHEAD] RYDE ST. JOHN'S ROAD-SHANKLIN

Cme [4] [485 044]

Depart 1304, arrive 1325 on BR's "RydeRail" unit, including stops at Brading and Sandown – a slow, rocky trip on 1923-built, ex-London Transport tube stock retrofitted to operate on the island (powered vehicles at either end; trailers in the middle); * Shanklin and adjacent Sandown were major south coast of Wight resorts; * 12 km in 21 mins, or 34 km/h (7 mls/21 mph); * Set No. 485 044 (MC, 1923; ex-LER,LT).

BR 1447 SHANKLIN-RYDE PIERHEAD

Cme [4]

Returning, depart 1447, arrive Pierhead 1511, on one of the last remaining rail services in Britain still operating onto a pier to meet a ferry, again in OUR LADY OF PAMELA.

BR 1602 PORTSMOUTH HARBOUR-LONDON WATERLOO

Cme [12]

Depart 1602, arrive 1725, followed by a pint or two at the "Hole in the Wall", built right into a railway embankment nearby Waterloo station – then an evening of rest back in Wimbledon while Tom went to choir practice; * 119 km in 1 hr 23 mins, or 86 km/h (74 mls/53 mph).

11 OCT:

BR 1400 LONDON VICTORIA-DOVER WESTERN DOCKS

Cme [9]

To **SPIEZ** on Lake Thun, Switzerland, via Dover and Oostende, starting with BR commuter trains to Clapham Jct. and Victoria station; * Depart Victoria 1400, arrive Dover Western Docks 1526 non-stop, on a relatively short, 9-car EMU boat train; * Régie de Transport Maritime/Regie Voor Maritiem Transport Sealink jetfoil PRINCESSE CLÉMENTINE (operating jointly with P&O European Ferries) took us onward to Oostende, in place of a cancelled ferry; * We spent a few hours there, in contrast with past, quick changes from train to boat in the other direction; * 125 km in 1 hr 26 mins, or 87 km/h (78 mls/54 mph).



2nd1980's-28: BR "RydeRail" train at Shanklin station on the Isle of Wight, made up of pre-war, former London Underground stock (1988/10/10) [PETER DAWES].

11-12 OCT:

SNCB/CFL/SNCF 299 OOSTENDE-BASEL SNCF [MILANO CENTRALE]

Ee		OOSTENDE-LUXEMBOURG
Ee	[SNCF]	LUXEMBOURG-BASEL
T	[SBB]	OOSTENDE-BASEL [CHUR]
S*	[SBB]	OOSTENDE-BASEL [BRIG]
C	[2]	OOSTENDE-BASEL
X		"
X	[SNCF]	"
T	[FS]	
S	[SNCF]	
C		

Depart 2053, arrive 0515 next morning, with stops at Brugge/Bruges, Gent, Bruxelles/Brussel, Namur, Arlon, Luxembourg, Thionville (Fr.), Metz, Strasbourg and Mulhouse **[equipment SNCB unless otherwise indicated]**; * We occupied an SBB Sleeper, possibly a 12-compartment, MU type conveniently bound for

Berner Oberland points as far south as Brig at the head of the Simplon tunnel, while the Milano cars were routed via Luzern and the Gothard tunnel; * 672 km in 8 hrs 22 mins, or 80 km/h (419 mls/50 mph); * MU Sleepers (EIC [SNCF], WMD [SBB], 1963-5, 12tc; ex-CIWL).

TRANSITING LA FRANCE

Following recent terrorist acts in Paris, the French government had begun requiring visitors to purchase a visa, including those like ourselves who were only transiting the country in the middle of the night. The French maintained some sort of office in Edmonton which could issue such documents, so it wasn't an undue burden.

12 OCT:

SBB/BLS 499 BASEL SBB-SPIEZ [BRIG]

Ee
S* [OOSTENDE] BASEL-BRIG
 X
 C [5]
 C [2] BASEL-BRIG [ALBENGA]

Depart 0550, arrive 0758, including stops at Olten, Bern and Thun, ending up on the shores of a rainy Thunersee and checking in at the somewhat pricey Hotel des Alpes for two nights, my old favourite Bahnhof-Terminus being closed for much-needed renovations; * We decided to make a ship-train day excursion to **Thun** via Interlaken and Brienz, mainly to get in from the rain, starting with the BLS vessel STADT BERN to Interlaken West, then INTERLAKEN from the Ost station/quay to Brienz on the lake bearing the same name; * 152 km in 2 hrs 8 mins, or 71 km/h (95 mls/44 mph).

SBB 2470 [LUZERN] BRIENZ-INTERLAKEN OST

Ee
 C [3]
 X
C* [2]

Returning, depart 1302, arrive 1318 non-stop, on SBB's narrow-gauge Brünig line, then BEATENBUCHT of BLS onward to Spiez, taking advantage of the bad weather to visit the small, but excellent, town museum; * 17 km in 16 mins, or 63 km/h (11 mls/39 mph).

BLS 1733 [BRIG] SPIEZ-THUN [ZÜRICH FLUGHAFEN]

Ee

C [3] BRIG-BERN

C [INTERLAKEN] SPIEZ-BERN [HANNOVER]

C* [3] [INTERLAKEN] SPIEZ-ZÜRICH

X

C [3]

Onward to Thun, departing 1601, arriving 1610.

ZWEI BIER, BITTE

Our arrival in Thun was followed by an unsuccessful attempt to order supper at the station buffet, the waitress apparently not being able to understand basic German words like *Bier* (beer) and *Essen* (eat) – most un-Swiss-like.

BLS 737 [BASEL SBB] THUN-INTERLAKEN WEST [INTERLAKEN OST]

Ee

C* [5]

X

C [5]

Depart 1750, arrive 1816, followed by an excellent supper at a small *Gasthaus* located on the *Höheweg*; * 38 km in 26 mins, or 88 km/h (24 mls/54 mph).

BLS 2442 INTERLAKEN OST-SPIEZ [ZÜRICH FLÜGHAFEN]

Ee

C [7]

X

Depart 2037, arrive 2059.

13 OCT:**BLS 715 [BASEL SBB] SPIEZ-INTERLAKEN OST**

Ee

C [4] BERN-INTERLAKEN

X

C* [6]

To **WENGEN** in the Oberland mountains, via Interlaken, Grindelwald and Kleine Scheidegg – the return of gorgeous weather making the trip suddenly well worth it; * Depart 1001, arrive Interlaken Ost 1021, with a stop at Interlaken West.

BOB 67? INTERLAKEN OST-GRINDELWALD

PCe INTERLAKEN-ZWEILÜTSCHINEN [LAUTERBRUNNEN]

C "

X "

C [2] "

PCe

C*

X

C [2]

Depart 1031, arrive 1115 on the private Berner-Oberland Bahnen, including stops at Wilderswil and Zweilütschinen, the latter to detach the Lauterbrunnen portion; * 19 km in 44 mins, or 26 km/h (12 mls/16 mph).

WAB 167? GRINDELWALD-KLEINE SCHEIDEGG**PCe**

C

Depart 1115, arrive 1154 on the Wengernalp Bahn, including one stop at Alpiglen, two sections operating one behind the other up the beautiful mountainside; * We decided to pass on the further Jungfraubahnen trip up to glacial heights, due to the outrageous fares; * 8 km in 39 mins, or 12 km/h (5 mls/7 mph).



2nd 1980's-29: Author's wife checking out the scenery from the Wengernalp Bahn, on the way from Grindelwald up to Kleine Scheidegg (1988/10/13) [PETER DAWES].

WAB 128? KLEINE SCHEIDEGG-WENGEN [LAUTERBRUNNEN]

PCe

C* [2]

Depart 1302, arrive 1335, with one stop at Wengernalp, then overnight at the Baren Garni Gasthaus, one of many chalet-style establishments in this beautiful, automobile-free ski resort; * We immediately went back up and over to Kleine Scheidegg by tramway and foot, then walked back down to Wengen along portions of the famous World Cup downhill ski run which, at one point, dekes right under the Kleine Scheidegg-Wengen railway; * 7 km in 33 mins, or 13 km/h (4 mls/8 mph).

14 OCT:

WAB 116? [KLEINE SCHEIDEGG] WENGEN-LAUTERBRUNNEN

PCe

C* [2]

To **MÜRREN** via Lauterbrunnen and Grütschalp, departing 0943, arriving Lauterbrunnen 1000, non-stop; * 4

km in 17 mins, or 14 km/h (2 mls/9 mph).



2nd 1980's-30: Berner Oberland town of Wengen from a WAB train descending from Kleine Scheidegg (1988/10/13) [PETER DAWES].

BLM 35? GRÜTSCHALP-MÜRREN

Cme

By Bergbahn-Lauterbrunnen-Mürren from Lauterbrunnen up the mountainside, first by funicular to Grütschalp, then a single car electric train departing there at 1101 (estimated) and arriving Mürren 1115, non-stop; * Mürren was still as unbelievably beautiful as ever, both as a town and in its setting overlooking Lauterbrunnen, especially with the brilliant flower boxes and stereotypical Swiss brown cows grazing on hillsides; * We spent two nights there, first at the Alpenblick, then Belmont as the former was totally booked for the second night (great service and food in the former; bad in the latter – a rare occurrence in this tourist-oriented country); * 4 km in 14 mins, or 17 km/h (2 mls/11 mph); • **15 OCT:** Up to **Piz Gloria** on foot, returning by tramway.



2nd1980's-31: Bustling, early morning scene at Wengen station, demonstrating considerable freight activity in this motor vehicle-free town (1988/10/14) [PETER DAWES].

CONQUERING THE SHILTHORN

The final part of our 4-hour hike up the Shilthorn to Piz Gloria was along a sheer snow face, my fearless wife leading, me clinging to her for security – this anxiety soon made laughable by youngsters careening joyfully down slope on makeshift cardboard “snowboards”. Nerves were calmed by Cardinal beers on the patio of the lookout, followed by a spectacular tramway descent through low-lying clouds back to Mürren.

16 OCT:

BLM 10? MÜRREN-GRÜTSCHALP

Cme

To **COCHEM** on the Mosel, via Grütschalp, Lauterbrunnen, Interlaken, Basel, Mannheim and Koblenz; *
Depart 0730, arrive Grütschalp 0744, followed by the descent by funicular into Lauterbrunnen.



2nd 1980's-32: Lauterbrunnen-Shilthorn tramway car approaching Piz Gloria summit (1988/10/15) [PETER DAWES].

BOB 12? LAUTERBRUNNEN-INTERLAKEN OST

PCe [GRINDELWALD] ZWEILÜTSCHINEN-INTERLAKEN

C [3] "

PCe

C* [3]

Depart 0808, arrive 0831.

BLS/SBB 714 INTERLAKEN OST-BASEL SBB

Ee

C* [5]

X

C

Depart 0839, arrive 1100, including stops at Interlaken West, Spiez, Thun, Bern and Olten, on a rare, BLS/SBB train made up of cars going to one destination only; * 178 km in 2 hrs 21 mins, or 76 km/h (111 mls/47 mph).

DB EC76 [GENÈVE] BASEL SBB-MANNHEIM [HAMBURG HBF] *Mont Blanc*

Ee BASEL-HAMBURG

C* [4]

R [DSG]

C [9]

Depart 1117, arrive 1327, with stops at my old favourite town, Freiburg-im-Breisgau, plus Offenburg and Karlsruhe, on a German *Euro-City* express featuring first- and second-class Coaches separated by a Restaurant car operated by DB's Deutsche Schlaf- und Spiesewagen Gesellschaft (German Sleeping and Restaurant Car Company) subsidiary; * 263 km in 2 hrs 10 mins, or 121 km/h (164 mls/75 mph).

DB IC516 [MÜNCHEN] MANNHEIM-KOBLENZ [HANNOVER] *Hölderlin*

Ee

C* [4]

R [DSG]

C [8]

Depart 1333, arrive 1459, with one stop at Mainz, on a train named after the German poet, Johann Christian Friedrich Hölderlin; * 161 km in 1 hr 26 mins, or 113 km/h (100 mls/70 mph).

EURO-CITY

Mont Blanc carried this brand name for a new generation of international expresses within Europe, but turned out to be an extremely crowded, Sunday afternoon train, making me regret not having made reservations. To compensate, DB did ensure the usual, perfectly timed transfer at Mannheim with IC No. 516 *Holderin*, these trains arriving directly across the platform from each other.

DB D2056 KOBLENZ-COCHEM [LUXEMBOURG]

Ee

X

C [7]



2nd 1980's-33: DB No. 2052 arriving at Cochem, on its way from Koblenz to Luxembourg behind electric locomotive 181 216-3 (1988/10/18) [PETER DAWES].

Depart 1515, arrive 1546 non-stop, to find the centre of town crowded due to a festival of some sort featuring a visiting Dutch Oom-Pah-Pah band (two nights at Zum Borse restaurant and *Gasthaus*); * 47 kmin 31 mins, or 90 km/h (29 mls/56 mph); • **17 OCT:** Morning walk up to the castle, followed by an afternoon boat excursion through the Mosel locks to the interesting medieval wine town of **Beilstein**, on Personen-Schiffahrt Gebr. Kolb (Kolb Passenger Navigation Co.)'s MARIA VON BEILSTEIN

18 OCT:

DB D2052 [KOBLENZ] COCHEM-TRIER [LUXEMBOURG]

Ee [181 216-3]

C [5]

Day excursion to **TRABEN-TRARBACH** via Trier and Bullay, behind an electric locomotive boasting dual voltage for operation into Luxembourg; * Depart 0948, arrive Trier 1032 non-stop, followed by visits to the massive Roman Porta Nigra gate, imperial baths and stadium ruins; * 65 km in 44 mins, or 89 km/h (41 mls/55 mph); * No. 181 216-3 (details unavailable).

DB D2257 [SAARBRÜCKEN] TRIER-BULLAY [KOBLENZ]

Ee

C [4]

Depart 1523, arrive 1557, including a stop at Wengerohr – Bullay being located on a height of land above the Mosel resorts below.

DB 8448/8453 BULLAY-TRABEN TRARBACH & RETURN

Cmd

Depart 1604, arrive 1631, including a stop at Reil, on a DB diesel *Schienenbus* (Railbus), still commonly used on low-volume branch lines such as this; * We took a quick look around the town (which I'd visited in 1978), had a glass of white wine on a hotel patio, then took the railcar back up the hillside to Bullay, departing 1730, arriving 1757; * 13 km in 27 mins, or 29 km/h (8 mls/18 mph); * DB *Schienenbus* (possibly WFB, 1950-71).

DB D2157 [SAARBRÜCKEN] BULLAY-COCHEM [KOBLENZ]

Ee

C [6]

Depart 1759, arrive 1805, making a direct, 2-minute connection; * We spent the evening sampling local delicacies such as *Federwasser* (young white wine) and *Zweibelkuchen* (onion cake), the latter guaranteed to leave one with an unsettled stomach if consumed to excess.

19 OCT:

DB D2151 [SAARBRÜCKEN] COCHEM-KOBLENZ

Ee

C [5]

Back to **LONDON**, via Koblenz, Bingen, Koblenz (again), Köln, Hoek van Holland and Harwich; * Depart 0807, arrive Koblenz 0842, non-stop.



[1976/77 Kursbuch, cover]



2nd 1980's-34: DB No. 8453, made up of a single diesel *Schienenbus*, ready to depart Traben-Trarbach for Bullay (1988/10/18) [PETER DAWES].

DB FD1923 [DORTMUND] KOBLENZ-BINGEN [BERCHTESGADEN] Fern-Express Berchtesgadener Land

Ee	
X	
C*	[6]
B	DORTMUND-FREILASSING [SALZBURG]
C	[5] "

Depart 0905, arrive 0940 non-stop, on a *Fern* (holiday) express headed for both the German resort of Berchtesgaden and Austrian city of Salzburg – the Buffet car actually offering both a Cafe and *Kinder* (children) play area; * Bingen was a large town on the west side of the Rhein, at the point where the river turned north for a stretch before continuing west to Koblenz; * We boarded KDL's RÜDESHEIM and sailed quickly downstream, past famous castles, hillside vineyards, river freighters and excursion ships back to **Koblenz**, then enjoyed a 15-minute walk from the Quai to the Bahnhof; * 62 km in 35 mins, or 107 km/h (39 mls/66 mph).



2nd1980's-35: River freighter heading up a rainy, overcast Rhein, in a photo taken from KDL's RÜDESHEIM (1988/10/19) [PETER DAWES].

AIRPORT EXPRESS

We'd no sooner arrived in Bingen when a southbound *Lufthansa Airport Express* stormed through on its way from Düsseldorf airport, through Köln, Bonn and Koblenz, to Frankfurt-am-Main International Airport. Operated by DB for the big German airline, these trains featured through ticketing and baggage between domestic rail and international air destinations.

DB IC712 [STUTTGART] KOBLENZ-KÖLN [HAMBURG HBF] *Diplomat*

Ee [103 222-6]

C* [5]

R [DSG]

C [7]

Depart 1515, arrive 1607, hauled by an electric Class 103 locomotive, built by Henschel, Krauss Maffei, Siemens and other companies, with a stop in West Germany's post-war capital, Bonn; * Köln showed much

evidence of having been rebuilt after World War II, including the station and cathedral located right next to the Rhein, the latter known as one of the most magnificent in all of Europe; * 94 km in 52 mins, or 108 km/h (59 mls/67 mph); * No. 103 222-6 (1970-74).

DB/NS 202 KÖLN-HOEK VAN HOLLAND *Lorelei*

Ee KÖLN-VENLO?
 Ee [NS] VENLO?-HOEK VAN HOLLAND
 BC
 C* [5]

Depart 1808, arrive 2149, including stops at Mönchengladbach, Venlo (Neth.), Eindhoven, Breda and Rotterdam West **[equipment DB unless otherwise indicated]**; * We occupied a cabin in the Sealink ferry ST. NICHOLAS to Harwich, a large ship of around 14,000 Gross Registered Tonnes leased by her Danish owners to British Ferries – equivalent in size to a small transatlantic liner of earlier times; * 278 km in 3 hrs 41 mins, or 76 km/h (173 mls/47 mph).

NO BUFFET SERVICE

The Buffet car promised by Cook's indeed was part of our Köln-Hoek van Holland *Lorelei*, but was closed for the entire trip. Not even a refreshment cart was in sight – a most uncommon screw-up for European trains, especially one involving the DB.

20 OCT:

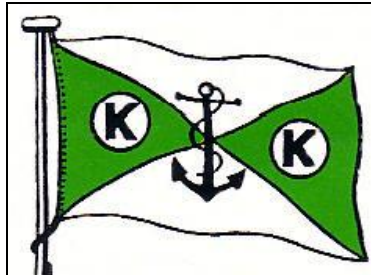
BR 0745 HARWICH PARKESTON QUAY-LONDON LIVERPOOL STREET *Night Continental*

Ee
 X
 C [2]
 B
 C* [6]

Depart 0725, arrive 0900 non-stop, fortunately having secured reservations for this crowded boat train; * Returning to London was a bit disorienting, what with fighting our way through major reconstruction in Liverpool Street station and switching back to pounds after being on the Continent; * We took the Circle Line to Victoria station, then BR commuter trains to Clapham Jct. and Wimbledon; * Tom summoned us back into the City for dinner at a traditional English restaurant called Porter's, then took us to the famous Hamleys toy

store – using the same BR commuter routes in both directions; * 112 km in 1 hr 35 mins, or 71 km/h (70 mls/44 mph); * Next day, we went into Victoria station by the same means, then toured the Cabinet War Rooms once presided over by Sir Winston Churchill, boarded a tour boat for the trip down to Greenwich, returned by BR commuter train to Charing Cross station for additional sightseeing, and finally took BR from Waterloo back to Wimbledon.

- **22 OCT:** Back to **EDMONTON** starting with District and Piccadilly trains from Wimbledon to Heathrow, then an Air Canada Lockheed L-1011 home



*[Personen-Schiffahrt Gebr.
Kolb house flag (Mosel-
Fahrplan, 1988)]*

ON TO THE 1990's!

This brings the **2nd 1980's** volume to a close, with its description of our final two 1980's European holidays. The next volume in this series, **1990's**, chronicles our three holidays taken during that decade, starting with Australia/Fiji in 1990, then Europe in 1992 and 1998.

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

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CHANGES FROM PREVIOUS VERSION

Several minor revisions and style changes, as well as updated trip totals and percentage splits by decade (p. 6).