

[VERSION 8]

LA GRANDE ALLURE

*Travelling by train in Europe
and elsewhere Overseas*

REPRISE



by Peter Dawes

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

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FRONT COVER PHOTO

R-1: British Rail's *Royal Highlander* snakes through heather-clad hills, on its way from London to Fort William (1976/10/13) [PETER DAWES].

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DEDICATION

to my parents.

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 is a reprise of all holidays to date, and is aimed mainly at those who would prefer to read a more concise version of the main volumes.

This is **VERSION 8** (for changes from the previous version, please see page 193).

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 R-9, 41, 42 (SANDRA DAWES).

IMPORTANT!

Please see the **INTRODUCTION** directly below for important information regarding copyright, ownership, use and acquisition of photos appearing in this document (specifically under **Photographs**, page 7).

INTRODUCTION

***Whether in Prague's Hlavní Nadrazi [Sic] station, or at Grand Central
in New York, Dvořák ignored his conservatory duties, endlessly
noting the coming and going of trains.***

Eric Friesen
(*"The Artist as a Child"*, 463.)

Welcome to the seventh volume of my Overseas rail-travel project. While some might see the famous Czech composer's pastime as strange, irresponsible or even childish, I fully understand, and would be proud to be counted as a kindred spirit.

For those who are unfamiliar with my project, the main volumes cover the 1970's, 1st 1980's (1980, '81

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and '84), 2nd 1980's (1985 and '88), 1990's, 2000's and 2010's. I've also prepared a "Companion Document", providing train, trip and equipment details. As for the title of the project, *La Grande Allure* is taken from a poem by Valéry Larbaud, called "Ode" (*Behrend, 28*), and refers to the *Trains de luxe* of the old Wagons-Lits Co.

It's been my pleasure to take 15, rail-oriented overseas holidays, 13 in Europe, one in Australia and Fiji, one in India and Sri Lanka, and one in Japan and Hong Kong. Beginning with the 1984 holiday, I've enjoyed the companionship of my friend and later wife, Sandra. My trains have ranged from the *Royal Highlander*, London-Paris *Night Ferry*, and Festiniog narrow-gauge steam train of the 1970's; to a Paris-Genève *Train à grande vitesse* (TGV), København-Oslo overnight, and steam-hauled *Shakespeare Limited* of the 1980's; to Australia's *Indian-Pacific*, the Praha-Stuttgart overnight, and North Yorkshire Moors steam train of the 1990's; the Sevilla-Madrid *Alta Velocidad Española* (AVE) high-speed train, *Sud-Expresso/Surex*, and *Caledonian Sleepers* of the 2000's; and the London-Paris *Eurostar*, Darjeeling Himalayan Railway's steam train, and *Nozomi* ("Wish") Shinkansen between Yokohama and Ōsaka of the 2010's.

These trips have occurred according to these percentages (in descending order): 1980's, 37; 1970's, 18; 2000's, 17; 2010's, 16; and 1990's, 12.

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 current document is organized as follows. **Chapter 1** summarizes my travels and passenger rail developments by decade. **Chapter 2** offers statistics on number of trips taken and distances travelled, trips by route segment, trips on named trains, and number of cars and locomotives encountered. **Chapter 3** rates trains taken in various categories such as overnight, intercity, regional and excursion, and ends with (amongst others) favourite trips, worst trips, most embarrassing moments, noteworthy stations, and supporting water and bus services. **Chapter 4** is for equipment fans, describing cars and locomotives encountered. **Chapter 5** provides some brief concluding remarks. There are six summary tables at the end. The first four list trips in (or on): Sleeping and Couchette Cars; Trans-Europ Express and High Speed Trains; Steam-Hauled Trains; and Some Other Trains of Interest. The last two show fastest and slowest average speeds recorded during each holiday.

Finally, there are a **GENERAL INDEX**, a **LIST OF PHOTOS**, a **LIST OF SCANNED IMAGES**, and a note describing **CHANGES FROM PREVIOUS VERSION**.

I provide **photographs** throughout, none of which appears in the main volumes (although some are similar). These **remain the property of the photographer, are protected by copyright, and must not be used in any fashion without permission**. Please bear in mind that many are several decades old, that colour photos are particularly vulnerable to deterioration, and that some were taken in adverse lighting conditions.

Finally, this is a **personal** account of rail and associated road, marine and air trips. 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 over this period (and to a much lesser extent, Australia and Fiji, India and Sri Lanka, Japan and Hong Kong).

I strongly encourage feedback – everything from factual clarifications to minor typographical corrections; to additional car and locomotive information; and to photographs which might improve on what I've included. Please contact me using the information shown on page 2 above.

MAIN VOLUMES

For those unfamiliar with the main volumes, for each decade or period, I provide the overall context, details of trips taken, places visited, and particularly noteworthy trips. For each holiday within that decade or period, I include 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, 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 make up, followed by departure time, arrival time, any major enroute stops, and purpose of the trip. (If more than one leg was involved, I mention the ultimate destination 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 offer 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, I often provide the distance in both kilometres and miles, elapsed time and average speed, as well as further details on the train itself,

including configurations and history of selected cars and locomotives.

Finally, please note that, unlike my North American project, where I systematically recorded car and locomotive numbers, here I've done this only in Australia. This was due to the sheer number of services taken, quick station stops, and complexity of both train composition and the numbers themselves. Although car and locomotive names were rare, I did record some of them, which I show in the main volumes.

ACKNOWLEDGEMENTS

As with the main volumes, I'd like to thank:

- the late Mark Bunting, Tom Matoff, Ken Mozersky, John Stilgoe, the late Brian Sullivan, and Greg Thompson for being key influences where both my interest in trains and career in transportation are concerned (as cited in the initial *No Matter Where It's Going: 1950's* volume);
- Ken Boulton, Tom Clark, Greg Gormick, Ken Holmes, Fred Matthews, Doug Smith and Nicholas Vincent for being kindred spirits;
- Tom Clark and Eva Young for wonderful companionship on many trips, especially those involving 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*, *European* 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, and 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 versions of these documents.

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Special thanks also to John Beckhaus and Peter Clark for providing information on Australian equipment; Vinodh Wickremeratne for clarifications and further information on Sir Lankan trains.

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

Finally, this volume is dedicated to my late parents, Charles Haddon Spurgeon and Kathleen Lillian Dawes. Dad transferred his love of train travel to me at an early age, and by doing so laid the groundwork for these travels and my subsequent career in transportation.



R-2: Author's parents on the tourist boat TIDEWAY VENTURE, moored at London Embankment and ready to sail downstream on the Thames to Greenwich (1976/10/30) [PETER DAWES].

Peter Dawes
Edmonton, Alberta
September, 2019.

ABBREVIATIONS

RAIL SERVICE PROVIDERS, TRACK & EQUIPMENT OWNERS

ÁEV	Állami Erdei Vasút (State Forest Railways)
ALSY	A4 Locomotive Society
AN	Australian National Railways
ARB	Arth-Rigi Bahn
ASR	Australia Southern Railroad
ATW	Arriva Trains Wales
BBL	Bluebell Railway
BLM	Bergbahn Lauterbrunnen-Mürren
BLS	Bern-Lötschberg-Simplon Bahn
BOB	Berner Oberland Bahn
BR	British Rail
BUL	Bulleid Society
BVZ	Brig-Visp-Zermatt Bahn
CBN	Clifford Brown
CCR	Coral Coast Railway
ČD	České Dráhy (Czech Railways)
CFL	Société nationale des chemins de fer Luxembourgeois (Luxembourg National Railways)
CFR	Societatea Națională a Căilor Ferate Române (National Society of Romanian Railways)
CHT	Chiltern Trains
CNL	City Night Line
CP	Caminhos de Ferro Portugueses (Portuguese State Railways)
CSC	Connex South Central
ČSD	České Státní Dráhy (Czech State Railways)
CSE	Connex South Eastern
CT	Central Trains
DB	Deutsche Bundesbahn (German Federal Railroad)
DHR	Darjeeling Himalayan Railway

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DLR	Douglas-Laxey-Ramsey Electric Railway
DML	Dinmore Manor Locomotive Society
DPE	Douglas-Port Erin Steam Railway
DR	Deutsche Reichsbahn (German State Railroad)
DSB	Danske Statsbaner (Danish State Railways)
DTS	Daitetsu ("Big Iron", Japan)
EC	East Coast
EI	Eurostar International
END	Enoshima Dentetsu (Enoshima Electric Railway))
ES	Eurostar (UK)
ESR	East Somerset Railway
ET	Eusko Trenbideak/Ferrocarriles Vascos (Basque Railways)
EWS	English, Welsh & Scottish Railway
FEVE	Ferrocarriles de Via Estrecha (Narrow Gauge Railways)
FGC	Ferrocarriles de la Generalitat de Catalunya (Catalan Government Railways)
FGW	First Great Western
FO	Furka-Oberalp Bahn
FPTE	First TransPennine Express
FR	Festiniog Railway
FRT	Ferrovie Autolinee Regionali Ticinese (Ticino Regional Railway)
FS	Ferrovie dello Stato (Italian State Railways)
FSS	Flying Scotsman Services
GCR	Great Central Railway
GGB	Gornergrat Bahn
GNER	Great North Eastern Railway
GSR	Great Southern Rail
GWR	Great Western Railway
GWS	Great Western Society
GWT	Great Western Trains
HŽ	Hrvatske Željeznice (Croatian Railways)
IOMR	Isle of Man Railways
IR	Indian Railways
JB	Jungfraubahnen

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JRC	Tōkai-Nihon Ryokaku Tetsudō (Central Japan Passenger Railway) (JR Central)
JRE	Higashi-Nihon Ryokaku Tetsudō (East Japan Passenger Railway) (JR East)
JRH	Hokkaidō Ryokaku Tetsudō (Hokkaidō Passenger Railway) (JR Hokkaidō)
JRK	Kyūshū Ryokaku Tetsudō (Kyūshū Passenger Railway) (JR Kyūshū)
JRW	Nishi-Nihon Ryokaku Tetsudō (West Japan Passenger Railway) (JR West)
JŽ	Jugoslavenske Željeznice (Yugoslav Railways)
KKT	Kurobe Kyōkoku Tetsudō (Kurobe Gorge Railway)
KW	Koleje Wielkopolskie (Greater Poland Railway)
L&H	Lakeside & Haverthwaite Railway
LM	London Midland
LMS	London, Midland & Scottish Railway
LNER	London & North Eastern Railway
LSE	Luzern-Stans-Engelberg Bahn
MÁV	Magyar Államvasutak (Hungarian State Railways)
MCL	Chemin de fer Martigny-Châtellard
ME	Merseyside Electrics
MLS	Maunsell Locomotive Society
MM	Midland Metro
MML	Midland Mainline
MO	Chemin de fer Martigny-Orsières
MOB	Montreux-Oberland-Bernois Bahn
MTR	Mass Transit Railways (Hong Kong)
M&WH	Mull & West Highland Narrow Gauge Railway
NR	Northern Rail
NRM	National Railway Museum
NS	Nederlandse Spoorwegen (Netherlands State Railway)
NSB	Norges Statsbaner (Norwegian State Railway)
NVR	Nene Valley Railway
NYMR	North Yorkshire Moors Railway
ÖBB	Österreichische Bundesbahnen (Austrian Federal Railways)
OSR	Ōigawa Steam Railway (Daitetsu)
OŽ	Ozubnicovej Železnice (Cog Railway) (ŽSSK)
PCC	Pullman Car Co.

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P&D	Paignton & Dartmouth Steam Railway
PKP	Polske Koleje Państwowe Intercity (Polish State Railways Intercity)
PR	Pullman Rail
PRL	Przewozy Regionalne (Regional Transport)
QR	Queensland Railways
RENFE	Red Nacional de los Ferrocarriles Españoles (Spanish National Railways)
RFD	Railfreight Distribution
RhB	Rhätische Bahn (Rhaetian Railway)
RRNE	Regional Railways North East
SA	Steamy Affairs
SBB	Schweizerische Bundesbahnen/Chemin de fer fédéraux Suisse/Ferrovie Federali Svizzere (Swiss Federal Railways)
SCR	ScotRail
SJ	Statens Järnvägar (Swedish State Railways)
SL	Sri Lanka Railways
SM	Shōnan Monorēru (Monorail)
SMR	Snaefell Mountain Railway
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)
SPS	6024 Preservation Society
SPT	Strathclyde Partnership for Transport
SRA	State Rail Authority of New South Wales
SRY	Swanage Railway
STR	Strathspey Railway
SVR	Severn Valley Railway
SWEG	Südwestdeutsche Eisenbahnen Aktiengesellschaft (Southwest German Rail Authority)
SWT	South West Trains
SŽ	Slovenske Železnice (Slovenian Railways)
TEŽ	Tatranská Elektrická Železnica (Tatra Electric Railway) (ŽSSK)
THO	Thello
TI	Trenitalia
TR	Talylyn Railway

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TT	Thames Trains
VL	V/Line (Public Transport Corp. of Victoria)
VR	Vale of Rheidol Narrow Gauge Steam Railway (BR)
VRB	Vitznau-Rigi Bahn
VT	Virgin Trains
WAB	Wengernalp Bahn
WDL	Wadebridge (34007) Ltd.
WHR	Welsh Highland Railway
WLB	Wiener Lokalbahn (Vienna Local Railroad)
WR	Westrail
WSR	West Somerset Railway
W&W	Wales & West Passenger Trains
ŽFBH	Željezice Federacije Bosne i Hercegovine (Federation of Bosnia and Herzegovina Railways)
ŽRS	Željezice Republike Srpske (Serbian Republic Railways)
ŽSSK	Železničná Spoločnosť Slovensko (Slovak Railways)

OTHER TRANSPORT ENTITIES

CIWL	Compagnie internationale des Wagons-lits et du Tourisme (International Sleeping Car and Tourism Co.)
CM	Caledonian MacBrayne
CNRD	Cunard Line
DSG	Deutsche Schlaf- und Spiesewagen Gesellschaft (German Sleeping and Restaur't Car Co.) (DB)
FSF	Fylkesbaatane i Sogn og Fjordane (Sogne and Fjordane County Boats)
KDL	Köln-Düsseldorfer Linie
KEP	Kansai Denryoku (Electric Power) Co.
NETR	Network Rail
PTL	Pacific Transport Ltd.
SB	Sogn Billag
SGV	Schiffahrtsgesellschaft Vierwaldstättersee (Lake Lucerne Shipping Co.)
SSC	South Sea Cruises
VAG	Freiburger Verkehrs AG (Freiburg City Transport Corp.)
WSV	Wiener Stadtwerke Verkehrsbetriebe (Vienna City Transport Organization)

MISCELLANEOUS RAIL TERMS

DMU	Diesel Multiple Unit
DVT	Driving Van Trailer
ECML	East Coast Main Line
EMU	Diesel Multiple Unit
TEN	Pool TEN
TOC	Train Operating Company
WCML	West Coast Main Line

SLEEPING ACCOMMODATIONS

dc	Double Compartment
qc	Quadruple Compartment
sc	Single Compartment
tc	Triple Compartment
ts	Triple Section
sxc	Sextuple Compartment.

TRAIN MARKETING NAMES

AVE	Alta Velocidad Española
EC	Euro City train
ESI	Eurostar City Italia
ET	Express Train
ETR 500	Elettro Treno Rapido 500
E225	Electric 225
FD	Holiday Express
HST	High Speed Train
IC	Inter City train
ICE	Inter City Express

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SC	SuperCity Pendolino
TEE	Trans-Europ Express
TGV	Train à grande vitesse
T200	Talgo 200
XPT	Express Passenger Train

EQUIPMENT MANUFACTURERS

ABB	Asea Brown Boveri
ABG	August Borsig GmbH
ALCO	American Locomotive Co.
ASEA	Allmänna Svenska Elektriska Aktiebolaget
BBC	Brown Boveri
BBD	Bombardier Transportation
BRCW	Birmingham Rail Carriage & Wagon Co.
BREL	British Rail Engineering Ltd.
BTF	Brush Traction/Falcon
CAF	Construcciones y Auxiliar de Ferrocarriles
CEC	Clyde Engineering Co.
COMENG	Commonwealth Engineering
DWA	Deutsche Waggonbau AG
EE	English Electric
EMD	Electro-Motive Division (General Motors)
FF	Fiat Ferroviaria
GECAL	GEC-Alstom
HCP	H. Cegielski, Poznań
HIT	Hitachi
KHI	Kawasaki Heavy Industries
KON	Končar
MC	Metropolitan Cammell
MCWW	Metropolitan Carriage & Wagon Works
NS	Nippon Sharyo
NT	Niigata Tekko

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PFLP	Pierwsza Fabryka Lokomotyw w Polsce
SARW	South Australian Railways Works
ŠKD	Škodovy Závody
SLM	Schweizerische Lokomotiv- und Maschinenfabrik
SMT	Siemens Transportation
VTs	Vagonka Tatra Studénka
WMD	Waggon- und Maschinenbau Donauwörth

COUNTRIES, ETC.

Aus.	Australia
Aust.	Austria
Bel.	Belgium
B-H	Bosnia-Herzegovina
CR	Czech Republic
Cro.	Croatia
Den.	Denmark
Eng.	England
Fr.	France
Ger.	Germany
H.K.	Hong Kong
Hung.	Hungary
Ind.	India
IOM	Isle of Man
It.	Italy
Jpn.	Japan
Neth.	Netherlands
Nor.	Norway
Pol.	Poland
Port.	Portugal
Rom.	Romania
Scot.	Scotland
S.L.	Sri Lanka

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Slov.	Slovakia
Slo.	Slovenia
Sp.	Spain
Swit.	Switzerland
Wal.	Wales

ALTERNATIVE VERSION OF NAMES

Athína	Athens
Basel	Basle
Bruxelles/Brussel	Brussels
Buchureşti	Bucharest
Chennai	Madras
Dunkerque	Dunkirk
Firenze	Florence
Genève	Geneva
Hannover	Hanover
Hoek van Holland	Hook of Holland
Karlovy Vary	Carlsbad
København	Copenhagen
Kolkata	Calcutta
Köln	Cologne
Lisboa	Lisbon
Luzern	Lucerne
Lyon	Lyons
Marseille	Marseilles
Milano	Milan
München	Munich
Nürnberg	Nuremberg
Oostende	Ostend
Plzeň	Pilsen
Praha	Prague
Rhein	Rhine

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Roma	Rome
Sevilla	Seville
Torino	Turin
Varanasi	Benares
Venezia	Venice
Wien	Vienna

THE SERVICE PROVIDERS

BRITISH ISLES –



THE CONTINENT –





ASIA & AUSTRALASIA –

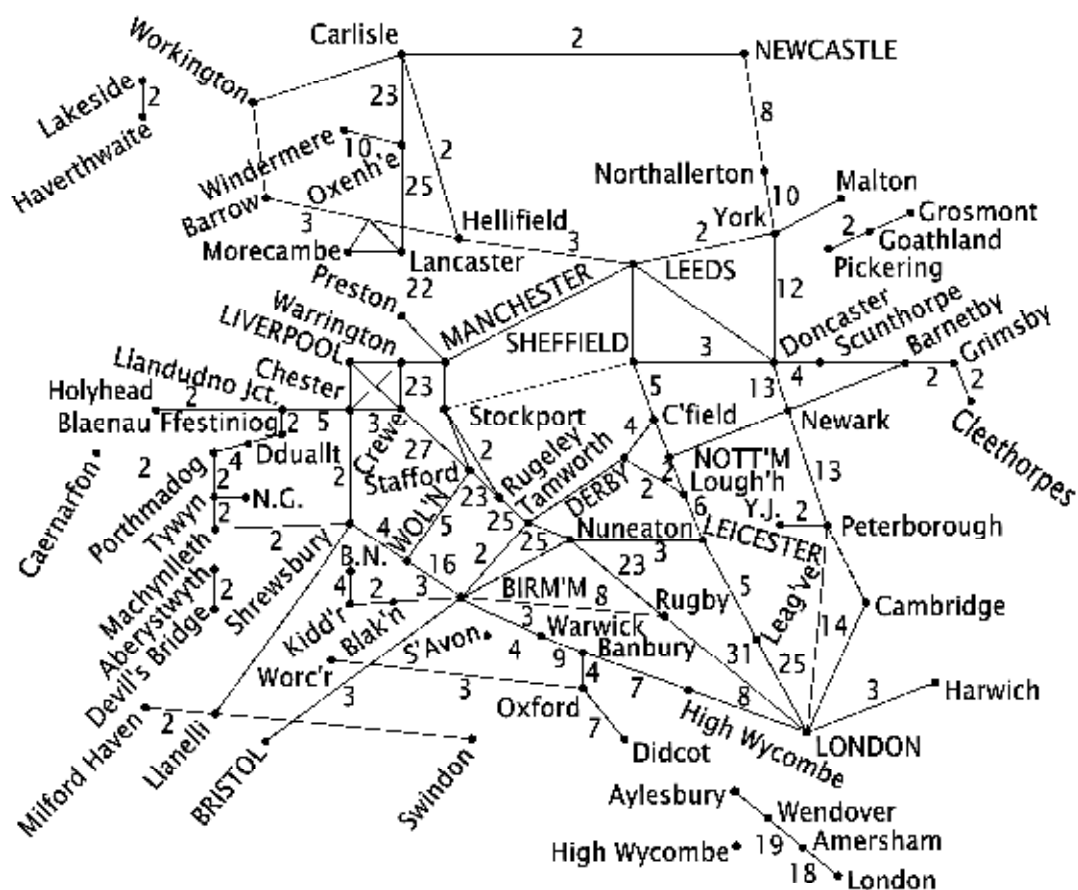


[**Sources:** ARB, VRB: swissrails.ch/portrait/bergbahnen/rigi; AN: about-australia.com; Arriva, CHT, CSC, CSE, CT, ES, GNER, GWT, MML, SCR, SWT, TT, VT: itravelnet.com; BLM, BOB, BVZ, FO, FRT, JB, LSE, MOB, RhB, WAB: rail-info.ch/smalspuren; bls.ch; bluebell-railway.co.uk; BR: [Railtrack 1998 Passenger Timetable map](#); [wiki/CrossCountry](#); CCR: [Daily Excursions brochure](#); cd.cz; cfl.lu; cfr.ro; cnl.cacherdealz.de; CP: railway-technology.com/projects/alfa.pt; [wiki/Croatian Railways](#); DB, ÖBB, SBB, SNCF: home.arcor.de; dsb.dk; eastcoast.co.uk; eastsomerset-railway.org.uk; euskotren.es; feve.es; FGC: Barcelonaturisme.com; firstgroup.com/scotrail; flyingscotsman.com; FR: festrail.co.uk; FR, WHR: "upgrade" ticket; gcrailway.co.uk; GGB: fo-bahn.ch; IOMR Rys: [Timetable 1980](#); JR: westjr.co.jp/global/en; lakesiderailway.co.uk; londonmidland.com; mav.hu; Midland Metro: networkwestmidlands.com; Mull brochure; Münchener S-Bahn: mvv-muenchen.de; ns.nl; northern-rail.org; NSB: pvv.ntnu.no; nvr.org.uk; nymr.demon.co.uk; P&DSR: ticket; [wiki/PKP Intercity](#); [wiki/Ōigawa_Railway_Ōigawa_Main_Line](#); [wiki/Przewozy Regionalne](#); pl.wiki/Koleje_Wielkopolskie; Pullman Rail: brochure; QR, SRA: sleeper.apana.org.au; renfe.es; sj.se; slovakrail.sk; zeleznice.si; SNCB: ibelgique.iframe.com; [wiki/Shonan_Monorail](#); southernrailway.com; spt.co.uk; steamyaaffairs.net; svr.co.uk; swanagerailway.co.uk; sweg.de; transperth.wa.gov.au; [wiki/Thello](#); trenitalia.com; VL: Commuter Service postcard; WR: [Australind brochure](#); west-somerset-railway.co.uk; wlb.at; ŽFBH: photo of loco; ŽRS: photo of coach; [wiki/Indian Railways](#), SL M-Ticket; [wiki/MTR](#). (Unavailable: ÁEV; MCL; ME; MO; OŽ, RRNE; STR; TEŽ; TR; W&W)]

ROUTE SCHEMATIC 1A: BRITISH ISLES

NORTH, MID-ENGLAND & WALES

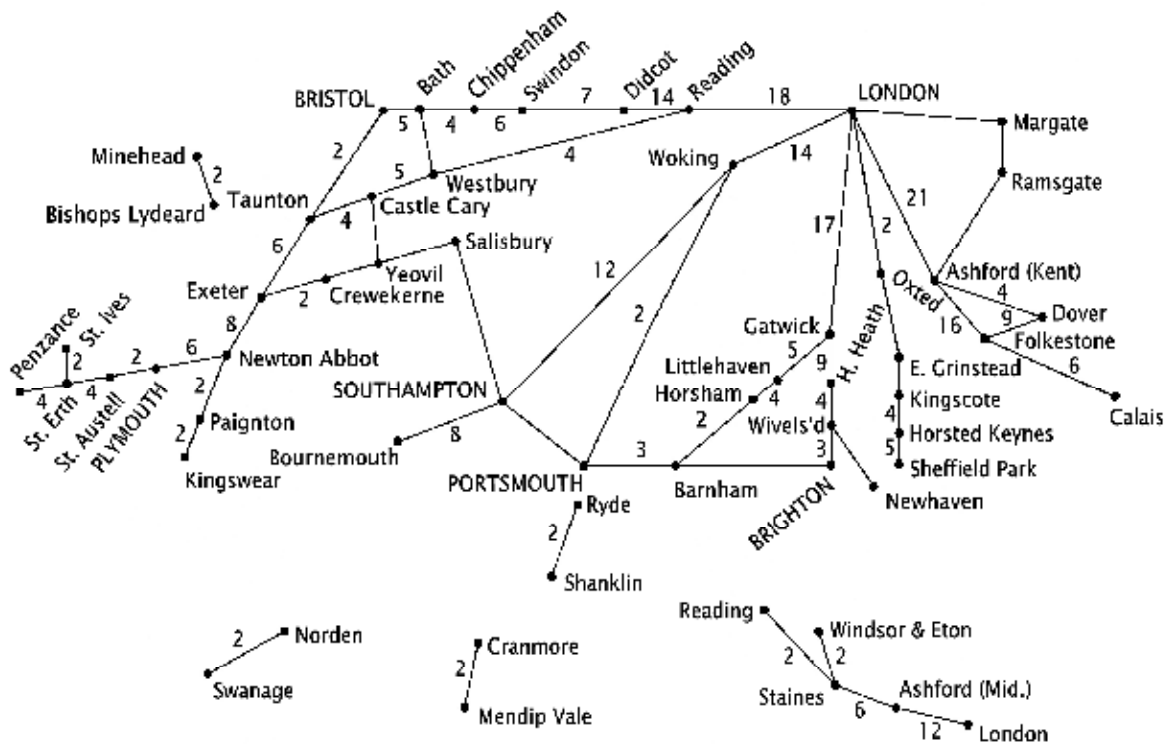
[Showing one-way trips by route segment: · one such trip unless shown otherwise; · not indicated due to space limitations: Blaenau Festiniog-Dduallt, 3; Blaenau Festiniog-Llandudno Jct., 2; Derby-Tamworth, 2; Manchester-Stockport, 2; Manchester-Warrington, 2; Nant Gwernol, 2; Porthmadog-Tywyn, 3; Preston-Warrington, 23; ... abbreviations: Birm'm=Birmingham; Blak'n=Blakedown; B.N.=Bridgnorth; C'field=Chester-field; Kidd'r=Kidderminster; Leag've=Leagrove; Lough'h=Loughborough; N.G.=Nant Gwernol; Nott'm=Nottingham; Oxenh'e=Oxenholme; S'Avon=Stratford-upon-Avon; Wol'n=Wolverhampton; Y.J.=Yarwell Jct.)]



ROUTE SCHEMATIC 1B: BRITISH ISLES

SOUTHERN ENGLAND

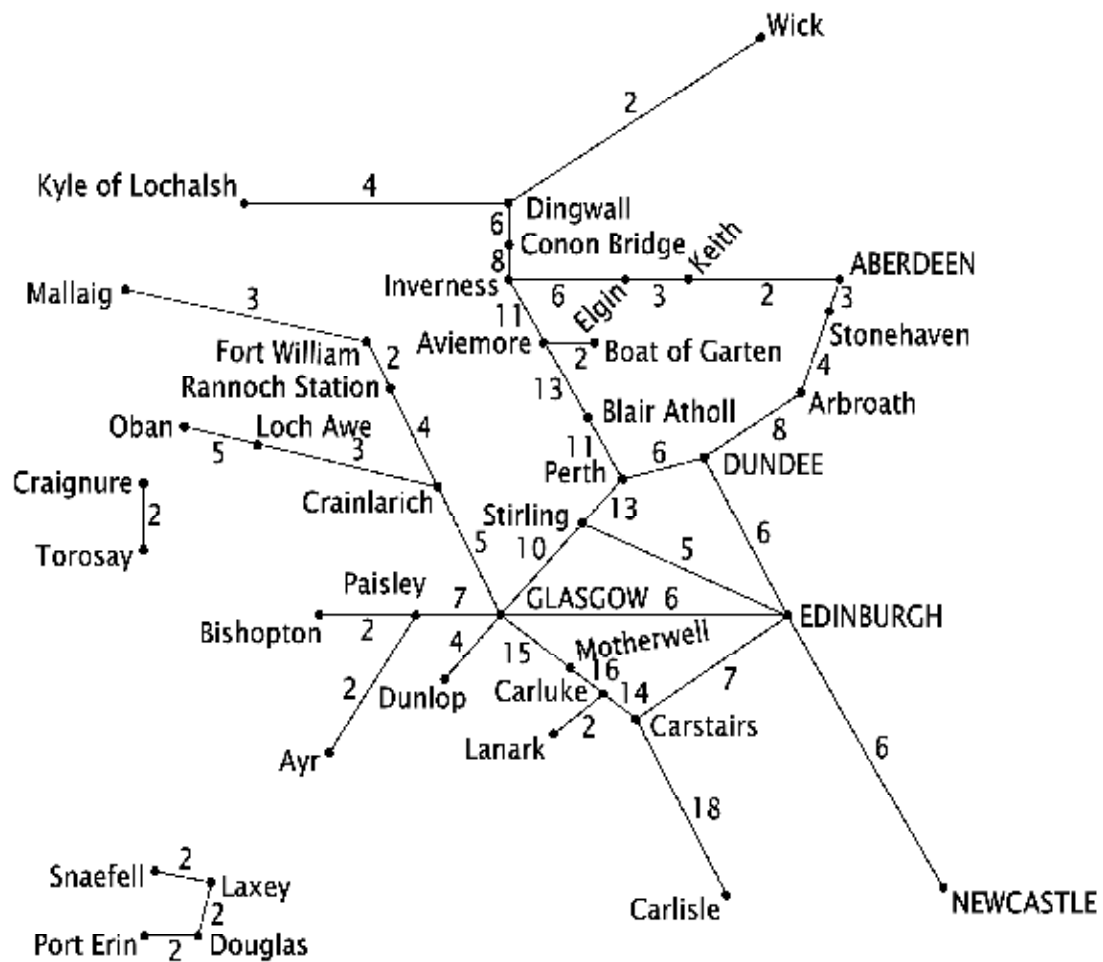
[Showing one-way trips by route segment: · one such trip unless shown otherwise; · · abbreviations: H. Heath: Haywards Heath; Wivels'd: Wivelsfield]



ROUTE SCHEMATIC 1C: BRITISH ISLES

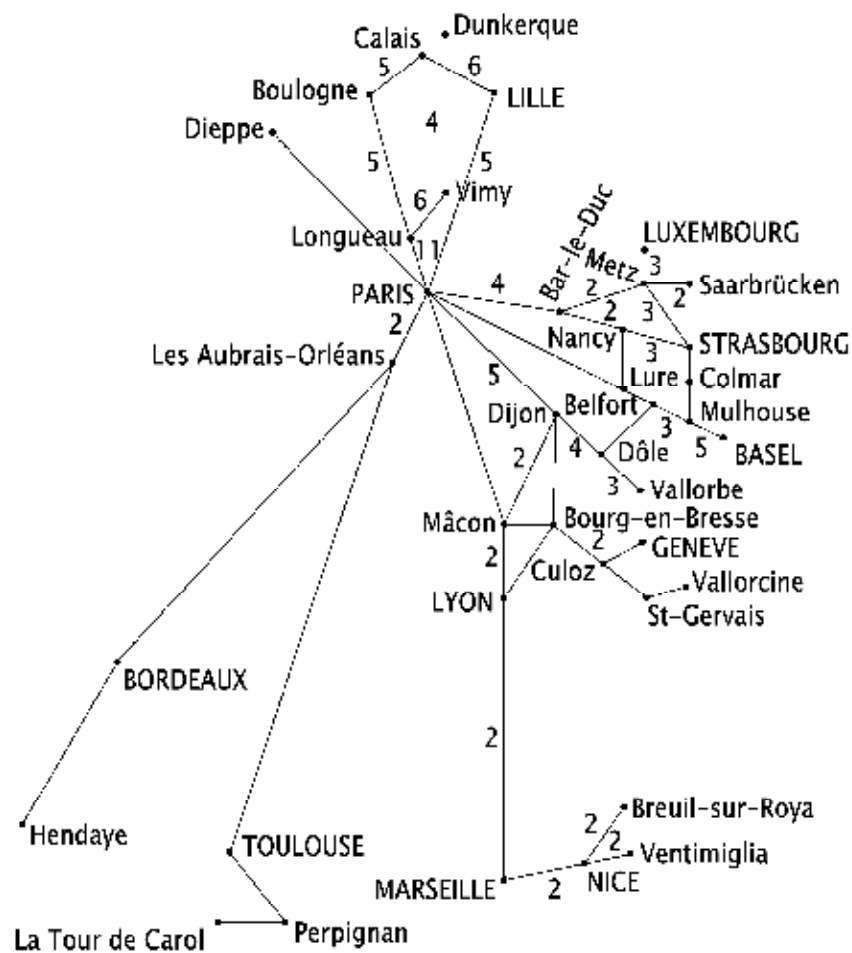
SCOTLAND & ISLE OF MAN

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



ROUTE SCHEMATIC 2A: THE CONTINENT FRANCE

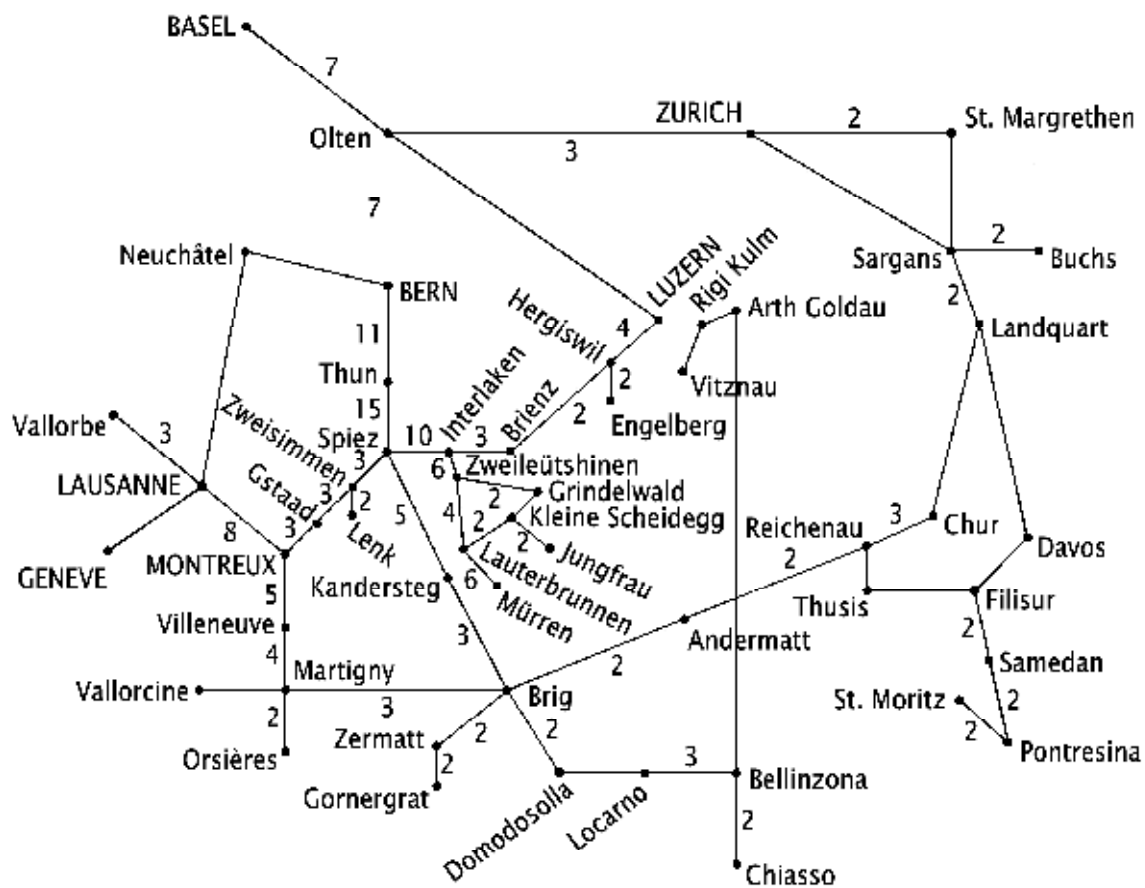
[Showing one-way trips by route segment: · one such trip unless shown otherwise; · · not indicated due to space limitations: Belfort-Lure, 2; Colmar-Mulhouse, 6; Colmar-Strasbourg, 4]



ROUTE SCHEMATIC 2C: THE CONTINENT

SWITZERLAND

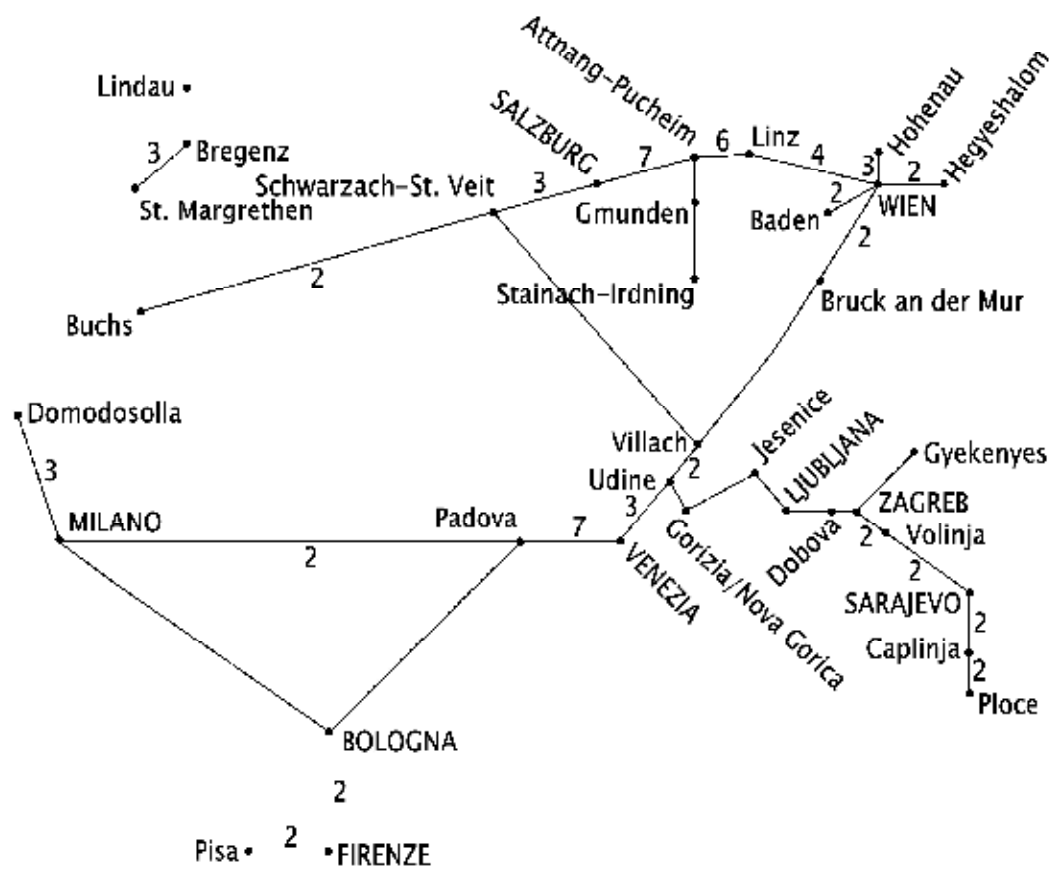
[Showing one-way trips by route segment: · one such trip unless shown otherwise;
 .. not indicated due to space limitations: Grindelwald-Kleine Scheidegg, 2]



ROUTE SCHEMATIC 2D: THE CONTINENT

AUSTRIA, BOSNIA-HERZEGOVINA, CROATIA, ITALY & SLOVENIA

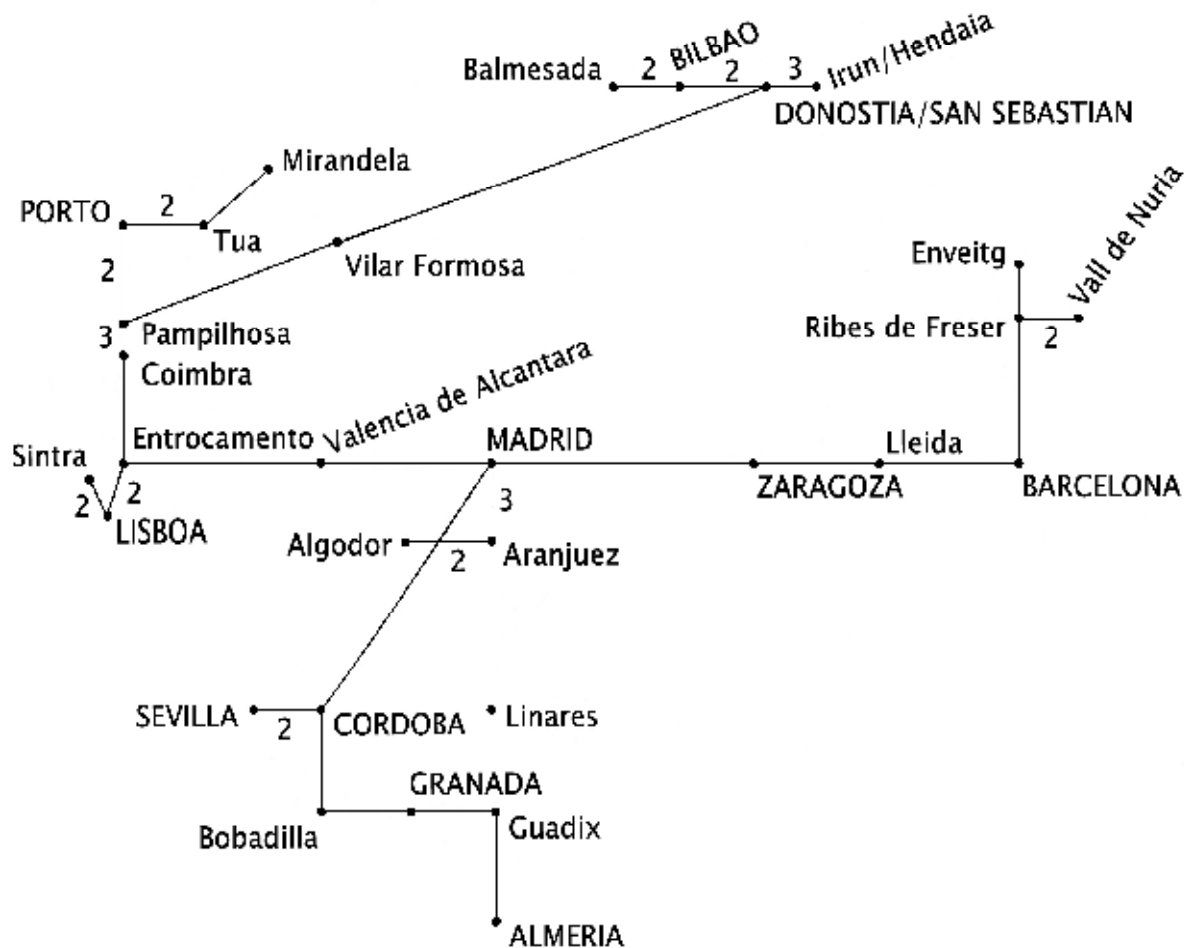
*[Showing one-way trips by route segment
(one such trip unless shown otherwise)]*



ROUTE SCHEMATIC 2F: THE CONTINENT

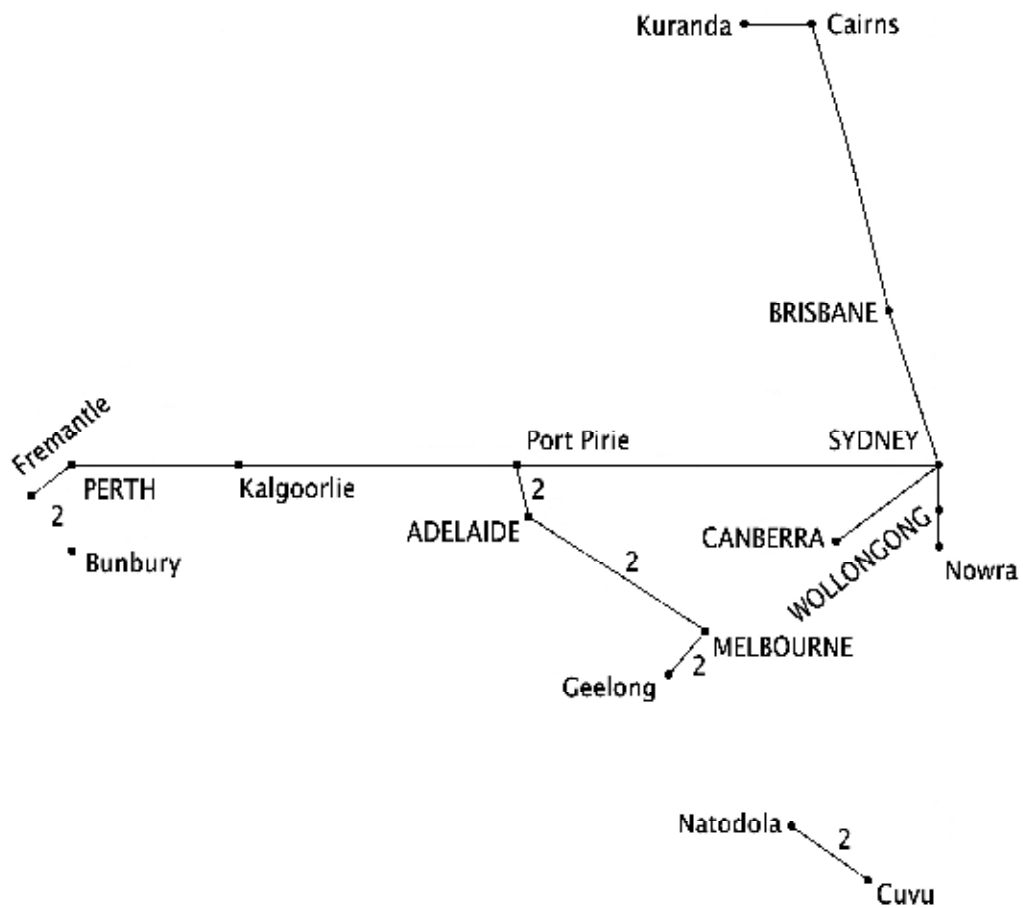
PORTUGAL & SPAIN

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



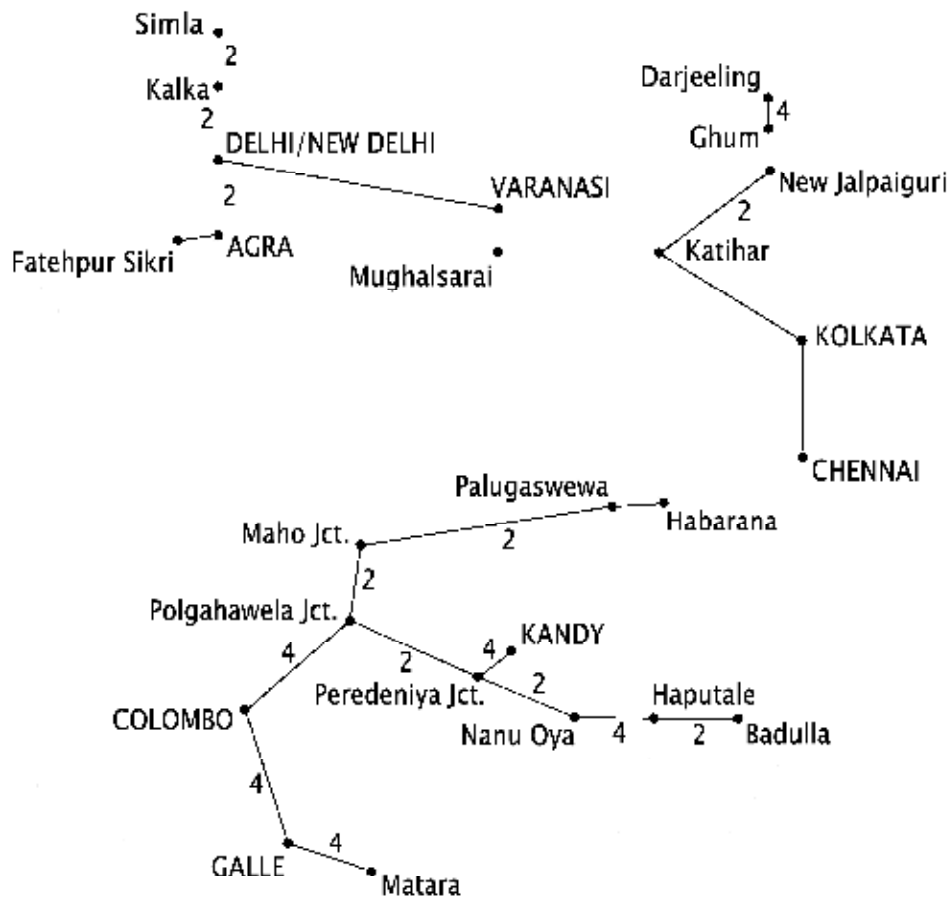
ROUTE SCHEMATIC 3: AUSTRALIA & FIJI

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



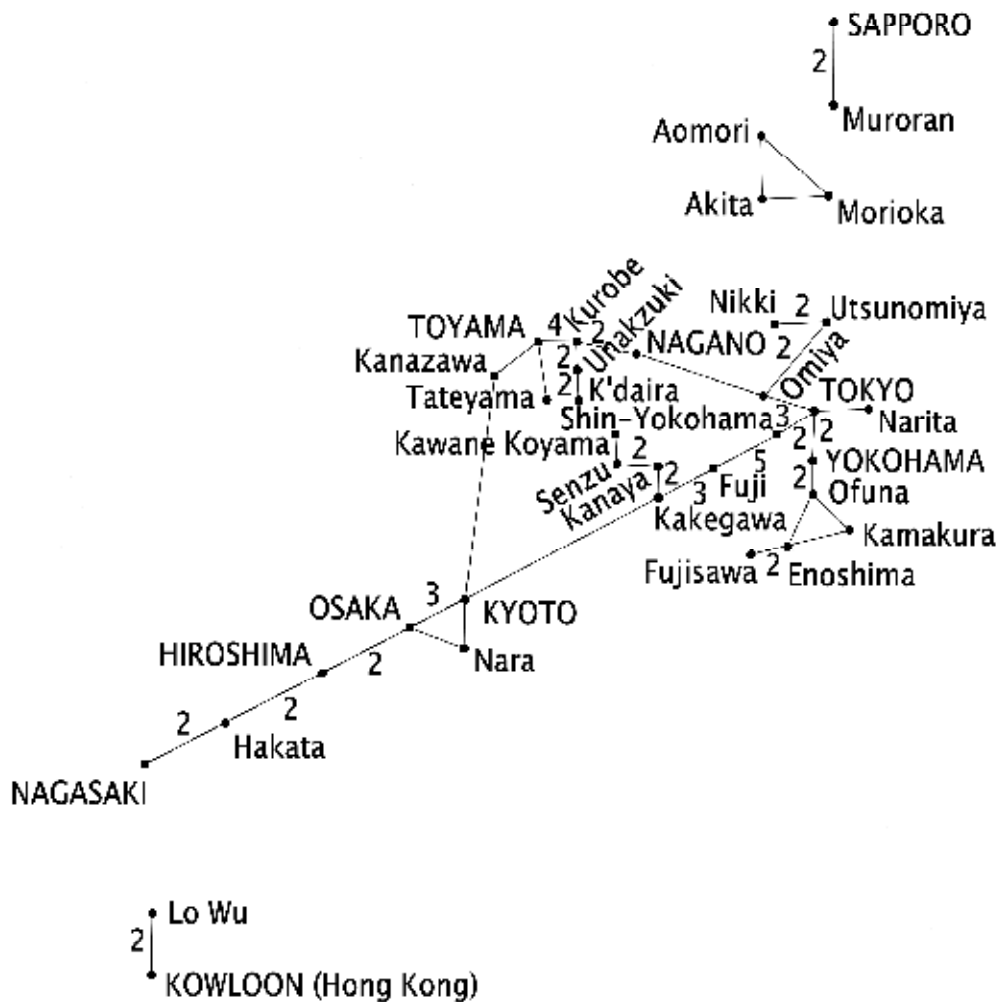
ROUTE SCHEMATIC 4: INDIA & SRI LANKA

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



ROUTE SCHEMATIC 4: JAPAN & HONG KONG

[Showing one-way trips by route segment (one such trip unless shown otherwise: · Kawane Koyama-Senzu, 2; ·· K'daira = Keyakidaira; ··· Unazuki/Unazukionsen)]



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REPRISE



R-3: Sri Lanka Railways No. 1008, ready to depart Badulla for Colombo over the “Main Line”, behind Henschel Thyssen-built diesel No. 790 (2016/05/05) [PETER DAWES].

Chapter 1

REVIEW BY DECADE



R-4: Former London & North Eastern A4-type SIR NIGEL GRESLEY, approaching Warwick station with Pullman Rail's Stratford-upon-Avon to London Marylebone *Shakespeare Limited* (1988/10/02) [PETER DAWES].

THE 1970's



R-5: Furka-Oberalp No. 33 *Glacier Express* begins its spectacular descent into Andermatt in the valley below (1978/09/07) [PETER DAWES].

Number of trips: 167; ***Distance travelled:*** 27,952 km (17,445 mls).

This chapter summarizes my travels and passenger-rail developments by decade. As I described in the initial volume, I was more than ready by the mid-1970's to begin discovering Europe, my main ambition being to visit famous cities and see the countryside, in societies that still valued the railway as a core means of transportation – this despite car ownership rates already beginning to rival those of North America. I also wanted to assist my parents in visiting their English homeland for the first time since their 1934 honeymoon. Three holidays materialized, from my Ottawa base: 1976 and '78 to Britain and the western part of the Continent; and '79 just to Britain. I took some trains with Mom and Dad; others with friends. The means? Britrail and Eurail passes, of course!

LA GRANDE ALLURE: REVIEW BY DECADE

This was a decade of great change in European rail services. Intercity trains were being improved both in timing and frequency, examples being western Germany (every second-hour, 1st class business services on an extensive *Intercity* network) and Britain (fast HST's, short for High Speed Train). (Please note that diesel-electric locomotives such as those powering the HST's, as well as diesel-hydraulics, are referred to in this document as simply "diesel".) In France, the first true European high-speed line was under construction as the decade ended.

Sleeping car services remained extensive, and were operated by Pool TEN on the Continent, a consortium of railways using mainly cars purchased (or leased) from the Compagnie internationale des Wagons-lits et du Tourisme (*CIWL – International Sleeping Car and Tourism Co.*). Furthermore, a lot of parcels, mail and newspapers continued to be shipped on passenger trains.

THE 1980's

Number of trips: 331; **Distance travelled:** 39,228 km (24,482 mls).

I took five overseas holidays during this decade, each involving both Britain and the western part of the Continent, again using Britrail and Eurail passes. Those in 1980 and '81 were on my own while living in Ottawa; the other three in 1984, '85 and '88 with Sandra from our Edmonton home. I was able to keep an eye on my parents during the 1980 holiday – their last overseas.

While still essential for commuting to work in the crowded metropolitan areas, European passenger trains faced ever-increasing challenges in regional, inter-city and long-distance markets. In 1981, the French placed their high-speed, Paris-Lyon, Sud-Est *Train à grande vitesse* (TGV) line into operation. The Germans improved their *Intercity* network to hourly, adding 2nd class cars to improve loadings. In Britain, more HST's were introduced, along with electric-hauled expresses, allowing British Rail (BR) to retain a sizeable business clientele on key intercity routes. Sleeping car services continued to decline right across Europe, but BR replaced its aging fleet early in the decade. Thanks to our friend, Tom Clark, we sampled a vibrant preserved railway scene in England, Scotland and Wales.



R-6: Wengernalp Bahn electric train arriving Grindelwald from Kleine Scheidegg, with a Berner-Oberland train from Interlaken to the right (1980/10/05) [PETER DAWES].

THE 1990's

Number of trips: 105; **Distance travelled:** 21,515 km (13,428 mls).

We took three overseas holidays during the 1990's, one to Britain and the western/central part of the Continent, one to just Britain, and one to Australia and Fiji, adding Austrail to the usual Britrail and Eurail passes. Tom was involved in each holiday, in one way or another. Early in the decade, the British government entrusted rail infrastructure to a private entity called Railtrack and accepted bids from "Train Operating Companies" (TOC's) to provide passenger and freight services. Other private companies sold or leased rolling stock to the TOC's, or maintained infrastructure. Competition resulted on some major routes, but the overall level of subsidy grew rather than shrunk, and the investment needed to allow Britain to catch up to its continental neighbours failed to materialize.



R-7: Queensland Railways' diesel locomotive No. 1759 runs around the *Kuranda Tourist Train* after arriving from Cairns (1990/12/03) [PETER DAWES].

Eurotunnel began operating a shuttle for motorists, truckers and trucks through the Channel Tunnel, while a consortium of Eurostar (UK), Société nationale des chemins de fer Français (SNCF – *French National Railways*), and Société nationale des chemins de fer Belges/Nationale Maatschappij der Belgische Spoorwegen (SNCB – *Belgian National Railways*) ran London-Paris and London-Bruxelles/Brussel *Eurostar* trains. Other high-speed milestones included TGV Nord and Ouest in France, *Inter City Express* (ICE) in Germany (using the new Köln-Frankfurt, Rhein-Main line), *Alta Velocidad Española* (AVE) in Spain (Sevilla-Madrid), and *Electric 225* in Britain (on the East Coast Main Line [ECML]). While Sleeping car service continued to decline, new luxury overnight trains were introduced on some Continental routes, provided by private companies or consortia of state railways.

In Australia, passenger services used conventional, freight-based track and were slow relative to Europe. Major trains included the Perth-Sydney *Indian-Pacific* operated by Westrail, Australian National, and State Rail Authority of New South Wales, as well as the Brisbane-Cairns *Sunlander* run by Queensland Railways. The rule of thumb was aging cars and locomotives, but a wide range of amenities continued to be provided on major trains. Our lone Fijian train was a local over a sugar-cane railway.

THE 2000's



R-8: Eurostar No. 9016 resting in Paris Nord after arriving from London, this Eurostar (UK)-owned train led by locomotive 3223 (2003/10/12) [PETER DAWES].

Number of trips: 157; **Distance travelled:** 22,535 km (14,064 mls).

We took two European holidays during this decade, in 2003 and '07, again from our Edmonton base, both to Britain but the first to western/southern part of the Continent, the second to the western/eastern part. Britrail and Eurail passes covered most trips, supplemented by Czech passes and ordinary tickets where necessary. In Britain, Railtrack proved unviable and was replaced by "not-for-dividend" Network Rail (translation: government-owned and funded). While the number of passenger and freight TOC's diminished somewhat through consolidation, new ones continued to emerge. The equipment leasing companies represented the only component of the original privatization scheme that was essentially intact.

LA GRANDE ALLURE: REVIEW BY DECADE

On the Continent, European Union policy resulted in state-owned railways also splitting infrastructure from train operations. *Eurostar* benefited from upgraded track in England and, as our holiday ended, was about to switch to a faster route into a redeveloped St. Pancras station. The French expanded their TGV network to Marseille (Méditerranée line) and toward Strasbourg (Est), while the Germans opened their Nürnberg-Ingolstadt, high-speed line.

Where overnight travel was concerned, the number of railway-provided services on the Continent declined further, but upgraded equipment was introduced under brands such as *NachtZug* (Night Train). In Britain, Sleeping cars were still offered between London and both Scotland and the West Country. Finally, the carriage of parcels, newspapers and mail by train declined in many countries, and was pretty much eliminated in Britain.

THE 2010's

Number of trips: 145; **Distance travelled:** 25,231 km (15,747 mls).

Durnig this decade, we took three overseas holidays from Edmonton to: • Britain and the western/eastern part of the Continent in 2013 (using Britrail, Eurail and Polish passes); • India and Sri Lanka in 2016 (Indrail Passes in the former; ordinary tickets in the latter); and • Japan and Hong Kong in 2019 (Japan Rail Passes in the former; ordinary tickets in the latter). The British rail sector continued to experience great difficulty throughout the second decade of the 21st century. A government entity, "Directly Operated Trains", was established to operate several failed passenger franchises which no private company wanted, the biggest one being East Coast, operating over the ECML. (Virgin Rail Group subsequently took over in 2015, but the government had to step back in during 2018.) The other trend was towards consolidation of franchises. Planning for a network of high-speed lines (called HS2) connecting London with the Midlands and north of England faced strong opposition.

On the Continent, European Union policy continued to require new entrants, such as Romania and Croatia, to split their railways into infrastructure and operating entities, in some cases leading to spinoffs of regional services to provincially funded operators. The timings of *Eurostar* trains were reduced by a fully opened, high-speed line (HS1) within England, using redeveloped St. Pancras station. The French, Germans and Spanish opened extensions to existing high-speed lines.



R-9: Author's wife Sandra hamming it up with driver of Polish State Railways 2-6-2 steam locomotive No. OI149-69 at Wolsztyn (2013/04/29) [PETER DAWES].

Where overnight trains were concerned, Sleeping car services continued to be provided by state owned railways, consortia of the latter, or private-public partnerships such as Thello, which ended the decade operating the old *Artesia* train between Paris and Venezia. The number of *Euro Notte/Nacht/Night/Nuit* (as well as *NachtZug*) trains continued to shrink (e.g., Deutsche Bahn [German Railroad] eliminated all remaining "City Night Line" Sleeping car services, domestic and international, by the end of 2016, although some routes were picked up by other service providers). In Britain, outmoded Sleeping cars were still offered between London and both Scotland and the West Country, but nowhere else.

LA GRANDE ALLURE: REVIEW BY DECADE

Indian Railways was a traditional state owned enterprise, carrying huge numbers of intercity and commuter passengers. Infrastructure and operations were combined on the mostly 1,676 mm (5' 6") gauge network, which was usually double tracked, signalled and well-ballasted. Most equipment tended to be old and below European or even North American standards. Outside of some recently introduced services, there was nothing resembling a true high-speed train, and the typical long-distance train featured many stops and low average speeds – but a wide range of Sleeping car accommodation. Likewise, Sri Lanka Railways was state owned, with infrastructure and operations combined over a network built (or converted) to Indian gauge. Key segments were double and signaled, but most lines were single, unsignalled and minimally ballasted. Some new equipment had been introduced in recent years, but many intercity trains were old and substandard, and even those between the larger cities tended to be slow.

In Japan, shares of the largest passenger operating companies were privately held, while those of the others remained with the government. Unlike Europe, the passenger railways took care of their track, and made it available to the sole freight company as needed. In addition to the operating companies, there were many private railways which ran their own trains over their own tracks. Of course, Japan was famous for its high-speed Shikansen lines and trains, operating on world standard gauge, while the old lines were mainly 1,067 milimetre (3 ft 6 in). Essentially, this was a passenger rail system with freight playing a minor role. Most lines were at least double track and electrified, and featured Electric Multiple Unit trains. Stations normally were centrally located and highly developed as retail, food and entertainment centres, thus contributing greatly to railway revenue. Customer service was of the highest order, where staff, signage and announcements (ubiquitously in English as well as Japanese) were concerned. Sleeping car services had been reduced to just one (with two branches). As for Hong Kong, its confined nature, geographically, meant that most rail lines were of a high-volume commuter/regional nature. There were intercity trains to Guangzhou, Beijing and Shanghai in China proper. A new high-speed line opened in 2018 linking Hong Kong with Guangzhou.

RANDOM PASSENGER TRAIN MOMENT NO. 1

The period covered by my European travels saw a transition from train-and-ferry services between England and both France and Belgium (most notably the CIWL's *Night Ferry*, with its through *Voiture-Lits*) to high-speed trains using the Chunnel (the sleek *Eurostars*). In this and other markets benefitting from state-of-the-art rail technology, the train reclaimed its dominance over the other modes of transport.



[Behrend & Buchanan, *Night Ferry*, 125]



[eurostar.com]

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Chapter 2 OVERALL SUMMARY



R-10: *Snaefell Mountain Railway cars at summit station, Isle of Man (1980/09/25) [PETER DAWES].*

TRIPS TAKEN AND DISTANCES TRAVELLED

This chapter features these sections: • Trips Taken and Distances Travelled; • Trips by Route Segment; • Trips on Named and Steam Trains; and • Number of Cars and Locomotives Encountered.

Number of trips – 905; **Distance travelled** – 136,461 km (85,165 mls).

During 15 overseas holidays, I've travelled – by rail, alone – over three times around the world. The average per holiday has been 57 trips and 8,529 kilometres (5,323 miles). The most trips occurred during our 2007 holiday at 91, followed by 83 in 1976 and 80 in '81. Where distance is concerned, 2013 leads with 13,162 km (8,436 mls), just ahead of 2003 with 12,438 kms (7,763 mls) and 1978 with 12,306 km (7,680 mls). The fewest trips occurred during our 1990 holiday at 17, compared to 18 in 1979 and 28 in 2016. The shortest distance was 3,889 km (2,427 mls) in 1979, the next being 5,704 km (3,560 mls) in 2019, and approximately 5,900 km (3,700 mls) in both 1992 and 1998.

British Service Providers:

Number of trips – 384; **Distance travelled** – 50,540 km (31,542 mls).

Service providers based in the British Isles (England, Isle of Man, Scotland and Wales) have accounted for 42% of trips and 37% of distance. Despite being disbanded prior to our 1998 holiday, BR's trains still account for 64% of the British Isles distance and 58% of the trips.

Continental Service Providers:

Number of trips – 386; **Distance travelled** – 59,761 km (37,297 mls).

Service providers on the Continent have accounted for 43% of the trips and 44% of the distance. Top countries: **Switzerland**, 101 trips and 4,981 km (3,109 mls); **Germany**, 99 trips and 12,718 km (7,937 mls); and **France**, 49 trips and 16,308 km (10,178 mls).

LA GRANDE ALLURE: OVERALL SUMMARY



R-11: British Rail High Speed Train (HST) departing London Paddington station for the West Country or Wales (1976/10/??) [PETER DAWES].

In the case of France, Société nationale des chemins de fer Français (*SNCF – French National Railways*) has accounted for almost all activity. Deutsche Bundesbahn (*DB – German Federal Railroad*) (and later Deutsche Bahn) handled 91% of trips and 93% of the distance within that country. Switzerland was different, with Schweizerische Bundesbahnen/Chemin de fer fédéraux Suisse/Ferrovie Federali Svizzere (*SBB – Swiss Federal Railways*) delivering only 26% of trips and 48% of the distance – private railways the rest. (Other countries were Austria, Belgium, Bosnia-Herzegovina, Croatia, Czech Republic, Denmark, Hungary, Italy, Luxembourg, Netherlands, Norway, Poland, Portugal, Romania, Slovakia, Slovenia, Spain and Sweden.)

Asian & Australasian Service Providers:

Number of trips – 100; **Distance travelled** – 21,715 km (13,552 mls).

Service providers in Australia and Fiji, India and Sri Lanka, Japan and Hong Kong have accounted for 11% of the overall trips and 16% of the distance. Indian Railways (IR) led with 4,923 km (3,072 mls), followed by Australian National (AN) at 3,176 km (1,982 mls), and State Rail Authority of New South Wales (SRA) at 2,588 km (1,615 mls). JR West (JRW) contributed 1,796 km (1,121 mls), Sri Lanka Railways

LA GRANDE ALLURE: OVERALL SUMMARY

1,737 km (1,084 mls), JR East (JRE) 1,440 km (899 mls), and JR Central (JRC) 1,329 (829 mls). Fiji's Coral Coast Railway (CCR) and Hong Kong's Mass Transit Railways (MTR) added minimal numbers.

Trips by Accommodation Type:

In Coaches, Pullmans & Lounges – 834; Sleeping & Couchette Cars – 71.

Ninety-two per cent of trips have been in Coaches or other accommodation designed primarily for daytime use. The rest were in Sleeping and Couchette cars, but these accounted for a hefty 41% of the distance – not surprising, considering the latter cars are normally provided on longer routes.

Means of Propulsion:

Trips behind locomotives – 557; On self-propelled trains – 348.

Sixty-two per cent of trips have been behind locomotives. The rest were on self-propelled trains, but only 17% of the distance travelled has been on the latter type of train, due to the shorter regional and branch-line routes usually involved. Fifty-nine of the locomotive hauled trips have been behind steam locomotives, over 2,190 km (1,367 mls).

TRIPS BY ROUTE SEGMENT

[Note: In this section, information presented in the boxes is according to track-owning entities, not necessarily service providers.]

British Isles:

London-Rugby – 31; London-Leagrave & Stafford-Crewe – 27; Nuneaton-Tamworth, Tamworth-Rugeley & Lancaster-Oxenholme – 25.

With the exception of St. Pancras-Leagrave (Midland Line), these are English West Coast Main Line (WCML) segments. In Scotland, two other WCML segments led: Carlisle-Carstairs at 18; Carlisle-Motherwell, 16.

LA GRANDE ALLURE: OVERALL SUMMARY

The Continent:

Freiburg im Breisgau-Bad Krozingen (Ger.) – 19; Basel-Bad Krozingen (Ger.) & Spiez-Thun (Swit.) – 15; Bern-Thun (Swit.) & Paris-Longueau (Fr.) – 11.

The first two segments are on DB's Basel-Mannheim main line; the next two on Switzerland's biggest private railway, the Bern-Lötschberg-Simplon Bahn (BLS). The last forms the first leg of SNCF's Paris to Calais and Dunkerque conventional main lines.

Asia & Australasia:

Yokohama-Fuji (Jpn.) – 5; Toyama-Kurobe (Jpn.); Darjeeling-Ghum (Ind.); Colombo-Galle, Galle-Matara, Colombo-Polgahawela Jct., Kandy-Peredeniya Jct. & Nanu Oya-Haputale (S.L.) – 4; Kyōto-Ōsaka, Fuji-Kakagawa & Tōkyō-Ōmiya (Jpn.) – 3.

Leading off here were JRC Shinkansens, followed by Darjeeling Himalayan steam trains, then Sir Lankan (SL) trains on their Southern or Main lines, and finally more JRC (and JRE) Shinkansens.

TRIPS ON NAMED AND STEAM TRAINS

Overnight Trips:

BR-SNCF Night Ferry & BR Night Limited – 4; BR Royal Highlander – 3; BR Night Caledonian & Night Aberdonian, ÖBB-SBB Wiener-Walzer, WR-AN-SRA Indian-Pacific & AN-VL Overland – 2.

On each occasion, I took ***Night Ferry*** from London to Paris. As for the other trains: • ***Night Limited*** taken between London and either Glasgow or Carlisle; • ***Night Caledonian***, Glasgow to London; • ***Night Aberdonian***, London to Arbroath or Aberdeen; • ***Royal Highlander***, between London and Fort William or Inverness; • ***Indian-Pacific***, between Adelaide and Perth or Sydney; • ***Overland*** between Adelaide and Melbourne; and ***[continued on next page]***

LA GRANDE ALLURE: OVERALL SUMMARY



R-12: Type F Sleeping car on *Night Ferry*, Paris Gare du Nord, owned by SNCF but still in CIWL markings (1976/11/03) [PETER DAWES].

- Österreichische Bundesbahnen (ÖBB – Austrian Federal Railways)-SBB **Wiener-Walzer**, Wien to Sargans and Linz to Basel. (I also took SNCF-DB-ÖBB's *Orient Express* twice, but one trip involved a day segment only.) Had trains bearing marketing as opposed to individual names been included in this ranking, ScotRail [SCR]'s *Caledonian Sleepers* would have finished first, with 6 trips.)

Day Trips:

SNCF-SNCB Edelweiss – 3; **RhB-FO Glacier Express**, **BR Night Continental**, **DB-NS TEE Rheingold**, **DB-SNCB Wien-Oostende Express (& 11 others)** – 2.

Edelweiss was taken variously between Colmar and Strasbourg or Luxembourg, and between Luxembourg and Bruxelles/Brussel. **Glacier Express** was operated by Rhätische Bahn (*RhB* – *Rhaetian Railway*) and Furka-Oberalp Bahn (*FO*) and enjoyed between Chur and Brig. **Night Continental** was a BR boat train taken between London and Harwich. **Rheingold** was a DB-Nederlandse Spoorwegen (*NS* – *Netherlands State*) TEE occupied between Freiburg and Hoek van Holland, and Freiburg and Basel. **Wien-Oostende Express** was a DB-SNCB workhorse taken between

LA GRANDE ALLURE: OVERALL SUMMARY

Koblenz and Oostende. The 11 other day trains at 2 trips included: • **Pernille**, Oslo-Myrdal and Voss-Bergen, over Norges Statsbaner (*NSB – Norwegian State Railway*); • **Australind**, Perth-Bunbury over WR; • **Coral Coast Sugar Train**, Cuvu-Natodola, operated by CCR; and • **Udaya Devi**, Colombo-Habarana and Palugaswewa-Colombo, over SL. (If trains bearing marketing names were included, *Eurostar* would lead the pack at 6, followed by joint JRE/JRW Shinkansens *Hakutaka* [“White Hawk”] at 5, and JRW *Sakura* [“Cherry Blossom”] at 3.)

Steam trains:

BBL – 7; PR/FSS Shakespeare Limited/William Shakespeare Express – 6; DHR, FR & SVR – 4.

All but eight steam trips occurred in the British Isles, and many were simple out-and-back excursions, each counting here as two trips. Most frequently used: **Bluebell**, variously between Sheffield Park, Horsted Keynes, Kingscote and East Grinstead; **Pullman Rail & Flying Scotsman Services’ Shakespeare Limited/William Shakespeare Express**, London, Warwick and Stratford-upon-Avon (PR in 1985 and ’88; FSS in ’92); **Festiniog** between Porthmadog, Dduallt and Blaenau Festiniog; **Severn Valley**, between Kidderminster, Highley and Bridgnorth; and **Darjeeling Himalayan**, between Darjeeling and Ghum. Worth mentioning at two trips: • Douglas-Port Erin Steam; • East Somerset; • Great Central (*Elizabethan* dinner train); • Lakeside & Haverthwaite; • Mull & West Highland Narrow Gauge (M&WH); • Nene Valley; • North Yorkshire Moors; • Paignton & Dartmouth Steam; • Strathspey; • Swanage; • Talylyn (TR); • Vale of Rheidol (VR); • Welsh Highland (WHR); and • West Somerset (WSR). The following of the above steam railways were narrow gauge of various width: DHR; FR; M&WH; TR; VR; and WHR. We rode only three steam lines outside of the UK: • IR-owned DHR (as described above); • Koleje Wielkopolskie (*KW – Greater Poland Railway*), which used steam as part of its regular schedule on the Poznań-Wolsztyn regional line; and • Daitetsu (DTS)-operated Ōigawa Steam Railway (OSR) between Kanaya and Senzu in Japan.



[Vintage DHR and current KW logos (photo taken at Darjeeling station [SANDRA DAWES]; pl.wikipedia.org/wiki/Koleje_Wielkopolskie)]

NUMBER OF CARS AND LOCOMOTIVES ENCOUNTERED

Totals by Category:

Total – 7,188; Cars – 6,431; Locomotives – 757.

I've kept running totals of equipment recorded on these trips over the years and have now passed 7,100 units.

Coaches, Pullmans & Lounges – 5,218.

Except for those having a restaurant or other meal function, Lounge cars are included here rather than in a separate category, due to the small number involved. I've recorded 3,458 such locomotive hauled cars (3,397 Coaches; 28 Pullmans; 28 Lounges; and 5 Coach Lounges), and 1,759 self-propelled powered units (1,358 electric and 401 diesel).

Sleeping & Couchette Cars – 583.

Sleepers of various types have totalled 417; Couchettes, 166. Of the Sleepers, I've recorded 238 in Britain, 103 on the Continent, 42 in India and 34 in Australia.

Restaurant & Other Meal Cars – 278.

There have been 95 Restaurant cars: 83 full versions; 8 Restaurant Buffets; and 4 Restaurant Coaches. Buffet cars have accounted for a greater number, at 155: 94 full versions; 45 Buffet Coaches; and 16 Buffet Lounges. I've also recorded 28 Cafe Lounges.

Baggage & Miscellaneous Cars – 352.

The "Baggage" in this category includes guard, parcel and newspaper cars, and stands at 263. "Miscellaneous" cars total 75: Automobile carriers, 24; Freight, 34; Mail, 16; Crew/Dormitory, 4;

LA GRANDE ALLURE: OVERALL SUMMARY

Inspection, 4; and Tool (for support on steam excursions), 7.

Locomotives & Related Units – 757.

In this category, there have been 663 Locomotives (382 electric, 221 diesel and 60 steam), 63 Power Coaches (52 electric and 11 diesel), 23 Generator units, and 8 Driving Van Trailers (DVT).

British Service Providers:

Total – 3,145; Top three: BR – 1,962; SCR – 141; SWT – 93.

Back to overall units, both SCR and South West Trains were TOC's under the 1990's privatization scheme. Others of note have been: • Great North Eastern, 89; • First Group, 85; • Eurostar (UK)/Eurostar International (EI), 80; and • Virgin Trains, 60. Leading steam operators were: • Pullman Rail at 54; • BBL, 47; • Steamy Affairs, 41; and • SVR, 37. (EI was jointly owned by London & Continental [L&CR], SNCF and SNCB.)

Continental Service Providers:

Total – 3,013; Top three: DB – 791; SNCF – 488; SBB – 302.

Other sizeable contributors have been: • BLS, 233; Ferrovie dello Stato (*Italian State Railways*)/Trenitalia, 163; • ÖBB, 119; • České Státní Dráhy (*Czech State Railways*)/České Dráhy (*Czech Railways*), 106; • Berner-Oberland Bahn, 92; and • Red Nacional de los Ferrocarriles Españoles (*Spanish National Railways*), 91. Oddities include Deutsche Reichsbahn (*German State Railway*), eastern Germany, at 10; Rossiskiy Zheleznye Dorogi (*Russian Railways*) at just one. (Trenitalia: the passenger unit of FS.)

Asian & Australasian Service Providers:

Total – 1,030; Top three: IR – 209; JRE – 169; JRC – 140.

LA GRANDE ALLURE: OVERALL SUMMARY



R-13: Indian Railways *Gatimaan Express*, ready to leave Agra Cantt for Delhi Hazrat Nizamuddin station, behind a Class WAP-5 electric (2016/04/09) [PETER DAWES].

Other major providers were Sir Lanka Railways at 129, JRW at 92, and Australian National at 53. Also of interest: Mass Transit Railways (MTR) at 24 in Hong Kong; CCR 10 in Fiji.

RANDOM PASSENGER TRAIN MOMENT NO. 2

By the 1970's, Sleeping cars on international routes were operated by a consortium of continental railways marketed as Pool TEN, the "EN" standing for Euro Nacht/Night/Notte/Nuit/etc. The railways were DB, Danske Statsbaner (*DSB – Danish State Railways*), FS, NS, ÖBB, SBB, SNCB, SNCF and Société nationale des chemins de fer Luxembourgeois (*CFL – Luxembourg National Railways*). Each owning railway assigned its share of cars to the Pool, while CIWL staffed and provisioned them – this being done in cooperation with DB's Deutsche Schlaf- und Spiesewagen Gesellschaft (*DSG – German Sleeping and Restaurant Car Co.*) subsidiary where western Germany and adjacent countries were involved.

LA GRANDE ALLURE: OVERALL SUMMARY



R-14: Vale of Rheidol narrow-gauge steam train making its way from Devil's Bridge back to Aberystwyth (1988/10/07) [PETER DAWES].



[From photo of Sleeping car, taken at Wien Westbahnhof, 1992] [PETER DAWES].

LA GRANDE ALLURE: OVERALL SUMMARY

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LA GRANDE ALLURE: OVERALL SUMMARY

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Chapter 3

RATING THE TRAINS



R-15: Shinkansens at Morioka, a 7-car Series E6 in foreground for the Akita “mini-Shinkansen”, two 10-car E5’s for the Tōhoku Shinkansen in background (2019/05/07) [PETER DAWES].

ASIAN AND AUSTRALASIAN LONG DISTANCE TRAINS

In this chapter, I describe: • favourite trains in various categories (long distance, intercity day, intercity overnight, alpine and hill country, main-line steam, preserved-line steam, and urban & interurbanish); • fastest and slowest trains; • “bests, worsts, mosts and leasts” (e.g., best dining experiences, most embarrassing moments); • noteworthy stations; and • interesting water and road services. The reader will see my top three choices within a box, accompanied by year and brief descriptions. The number of cars and locomotives shown is for the **most numerous segment**, not necessarily the entire route combined. (Please be aware that the anecdotes are taken from the main volumes.)

Favourite Trips:

1. **WR-AN Indian-Pacific**, East Perth to Adelaide Keswick [1990]; 2. **QR Sunlander**, Brisbane Roma Street to Cairns [1990]; 3. **IR Dibrugarh Rajdhani Express**, Mughalsarai to New Jalpaiguri [2016].

Indian-Pacific, operated by Westrail (WR) and Australian National (AN), took us from Perth on the west coast to Adelaide in South Australia, providing fascinating desert scenery across the Nullarbor Plain and spectacular night skies. **Sunlander** was our conveyance from Brisbane north to Cairns, a Queensland Railways (QR) narrow-gauge train with a friendly crew. **Dibrugarh Rajdhani Express** was an all-Sleeping car train linking New Delhi with the far eastern city of Dibrugarh, and offered the cleanest equipment and best on board service we encountered on a long-distance train in India.

Longest Trains (Cars plus Locomotives):

1. **IR Coromandel Express**, Kolkata Howrah to Chennai Central [2016] – 25; 2/3. **QR Sunlander**, Brisbane Roma Street to Cairns [1990] & **IR Swatantrata Sainani Express**, New Delhi to Varanasi Jct. [2016] – 22.

Honourable mention: • **IR Dibrugarh Rajdhani Express**, Mughalsarai to New Jalpaiguri [2016] – 21.

LA GRANDE ALLURE: RATING THE TRAINS



R-16: QR No. AC37 *Sunlander* being serviced at Townsville, on its way from Brisbane to Cairns (1990/12/01) [PETER DAWES].

Honourable mention to **WR-AN Indian-Pacific**, East Perth to Adelaide Keswick, at 20. The Australian trains featured full lounge and dining facilities, as opposed to India, where there were no lounges as we know them, and meals were usually delivered to your berth.

Most Revenue Sleepers:

1. IR Dibrugarh Rajdhani Express, Mughalsarai to New Jalpaiguri [2016] – 18; **2. QR Sunlander**, Brisbane Roma Street to Cairns [1990] – 10; **3. Indian-Pacific**, East Perth to Adelaide Keswick (WR-AN), and Adelaide Keswick to Sydney Terminal (AN-SR) [1990], 7.

Dibrugarh Rajdhani Express offered 1st class with 2- and 4-berth cabins, 2nd class with 2- and 4-berth sections, and 3rd class with 2- and 6-berth sections (some cars having combined 1st and 2nd). **Sunlander's** 1st class cars featured 1- or 2-berth compartments, while 2nd class cars had 3-berth Sections. **Indian-Pacific** featured 1st class Twinette cars with 2-berth rooms and 1-berth Roomettes (both with ensuite showers), and 2nd class featured 2-berth Roomette cars.

BRITISH INTERCITY DAY TRAINS

Favourite Trips:

1. BR Flying Scotsman, Edinburgh to London King's Cross [1978]; **2. GNER Highland Chieftain**, Inverness to Edinburgh [2003]; **3. VT 1403**, Newton Abbot to Preston [2007].

Flying Scotsman was a perfect way to shepherd my parents back to London at the end of their Scottish visit, although the British Rail HST bore no resemblance to the steam-hauled express of the same name once operated by the London & North Eastern Railway (LNER). **Highland Chieftain** was a Great North Eastern (GNER) train following the old Highland Railway south from Inverness, past the Cairngorm Mountains and other scenic delights. The **1403** was a true cross-country Virgin (VT) train running from Plymouth to Glasgow via Birmingham and Preston, and consisted of a Bombardier-built Voyager Diesel Multiple Unit (DMU) Voyager set.

Honourable mention to these BR trains: **1112** service from Chester to London Euston [1976], diesel-hauled to Crewe, then electric beyond, flying through stations at high speed, again with my parents along; **Cornish Riviera**, Plymouth to London Paddington [1979], another famous name in British railroading, an HST following the old Great Western Railway (GWR) speedway from the West Country to the capital; and **1205**, Pitlochry to London King's Cross [1985], with Tom Clark and Sandra, the author scoring big points by having insisted upon reserving seats on a packed, Sunday afternoon HST.

Longest Trains (Cars plus Locomotives):

1/2. 1432, Dover Western Docks to London Victoria & **1837**, Oxenholme to Carlisle [1978] – 14; **3. 1041**, Bournemouth-London Waterloo [1980] – 13. (All BR)

The **1432** was a third-rail, Electric Multiple Unit (EMU) train connecting with a Channel ferry. The **1837** was a locomotive-hauled West Coast Main Line (WCML) train originating at London Euston. The **1041** was another EMU connecting with a ferry. Although there were eight others at 13, honourable mention goes to VT's **1323**, London Euston to Wolverhampton [2013], an EMU Pendolino tilt-train, at 11.

LA GRANDE ALLURE: RATING THE TRAINS



R-17: Virgin DMU No. 220 028 BLACK COUNTRY VOYAGER waiting in Manchester Piccadilly station for its 1354 departure to Birmingham and Reading (2007/10/24) [PETER DAWES].

Most Revenue Coaches:

1. **1432**, Dover Western Docks to London Victoria [1978] – 14; **2/3. 1000**, London Victoria to Folkestone Harbour [1992]; **1041**, Bournemouth-London Waterloo [1980] – 13. (All **BR**)

The first two were EMU boat trains, for which BR offered “Seapass” supplements, while the third was an ordinary express. Although there were four others at 13, honourable mention goes to, at 12, another BR train, the **1416**, Lancaster to Oxenholme, on the WCML [1978].



[1984]

CONTINENTAL INTERCITY DAY TRAINS

Favourite Trips:

1. **DB/NS TEE Rheingold**, Freiburg-im-Breisgau to Hoek van Holland [1976]; 2. **DB-DSB Holland-Skandinavien Express**, Hengelo to København Hbg. [1985]; 3. **ŽFBH-HŽ B391**, Sarajevo to Ploče [2013].

Rheingold was a Deutsche Bundesbahn (DB – German Federal Railroad)-Nederlandse Spoorwegen (NS – Netherlands State) train, still perhaps the most famous of TEE trains, offering plush seats while linking cities such as Milano, Genève, Zürich, Basel, Köln and Amsterdam, with a ferry connection onward to England via Hoek van Holland. **Holland-Skandinavien Express**, operated by DB and Danske Statsbaner (DSB – Danish State Railways), took us from Hengelo to the Danish capital, the cars (including through Coaches from Hoek) placed on a DSB ferry from Puttgarden to Rødby Færge. **No. B391** was operated by Željezice Federacije Bosne i Hercegovine (ŽFBH – Federation of Bosnia and Herzegovina Railways) and Hrvatske Željezice (HŽ – Croatian Railways), running from the capital of Bosnia-Herzegovina to a Croatian port on the Adriatic Sea, offering second-hand Swedish Coaches.

Honourable mentions go to: **Gottardo**, from Bellinzona to Lugano over Schweizerische Bundesbahnen/Chemin de fer fédéraux Suisse/Ferrovie Federali Svizzere (SBB – Swiss Federal Railways), a classic, Swiss-owned TEE [1985]; and **Vindobona**, an Österreichische Bundesbahnen (ÖBB – Austrian Federal Railways)-České Státní Dráhy (Czech State Railways) train we took from Wien Süd to Praha Holešovice (a key route of the old Austro-Hungarian empire), made up mostly of Deutsche Reichsbahn (DR – German State Railway) equipment, considering it was headed for Berlin [1992].

Longest Trains (Cars plus Locomotives):

1/2/3. **SNCF No. 921**, Paris Lyon to Genève [1984]; **ES/SNCF/SNCB No. 9138**, London Waterloo International to Bruxelles Midi/Brussel Zuid [2007]; **EI No. 9023**, Paris Nord to London St. Pancras International [2013] – 20.

LA GRANDE ALLURE: RATING THE TRAINS

No. 921 was an original Sud-Est line TGV, finishing its run on conventional track. **No. 938** was a *Eurostar* operated by Eurostar (UK), SNCF, and Société nationale des chemins de fer Belges/Nationale Maatschappij der Belgische Spoorwegen (*SNCB – Belgian National Railways*) from Waterloo International station. **No. 9023** was also a *Eurostar*, operated into a rebuilt St. Pancras station by ES successor, Eurostar International (EI), owned by SNCF, LCR, and SNCB. (There were four others at 20, all *Eurostars*.) Also worth mentioning are: **RENFE No. 276**, Madrid Chamartín to Linares [2003] – 17 (two Talgo sets hooked together, for Almería and Granada, respectively); **FS No. 537**, Milano Centrale to Venezia Santa Lucia [1984] & **MÁV (Magyar Államvasutak/Hungarian State Railways) Agram**, Gyékényes to Budapest Déli [2013] (part of this train originating in Croatia) – 16; and **SNCF No. 490**, Dunkerque Maritime to Paris Nord [1978] – 15 (this train including *Night Ferry* cars from London).

Most Revenue Coaches:

1/2/3. **ES/SNCF No. 9016**, London Waterloo International to Paris Nord [2003]; **ES/SNCF/SNCB No. 9138**, London Waterloo International to Bruxelles Midi/Brussel Zuid [2007]; **EI No. 9023**, Paris Nord to London St. Pancras International [2013] (& 3 others) – 16.

(There were four others at 16.) *Eurostars* lead here, and honourable mentions go to the above described SNCF TGV **No. 921** and **MÁV Agram** [2013], at 14.

ASIAN AND AUSTRALASIAN INTERCITY DAY TRAINS

Favourite Trips:

1. **IR Bhopal Shatabdi**, New Delhi to Agra Cantt [2016]; 2. **JRE Komachi No. 9**, Morioka to Akita [2019]; 3. **WR Australind**, Perth City to Bunbury [1990].

Bhopal Shatabdi (meaning “Express”) was hauled by an electric locomotive which pulled 21 cars, 1st class passengers enjoying a reasonable meal provided at seat. **Komachi** (named after a poet) was a 7-car, E6 Series EMU operating over the Akita “mini-Shinkansen”, re-gauged for now, later to be a full Shinkansen.

LA GRANDE ALLURE: RATING THE TRAINS

Australind was a 4-car DMU train, interesting for the scenery travelling south from Perth. Honourable mentions: **Gatimann Express** [2016], a newly introduced, 1st class service from Agra Cantt to Delhi Hazrat Nizamuddin, fastest train in India, at 113 km/h [70 mph].

Longest Trains (Cars plus Locomotives):

1. **IR Bhopal Shatabdi**, New Delhi to Agra Cantt [2016] – 23; 2. **IR Kalka Shatabdi**, New Delhi to Kalka [2016] – 19; 3. **JRE Yamabiko No. 141**, Tōkyō to Utsunomiya & **JRE Nasano No. 280**, Utsunomiya to Ōmiya [2019] – both 17.

Both JRE trains consisted of 7-car E6 and 10-car E5 series attached together on their Tōhoku Line runs. Honourable mention to **SL No. 8051**, Matara to Galle/Colombo [2016], at 12 units.

Most Revenue Coaches:

1. **IR Bhopal Shatabdi**, New Delhi to Agra Cantt – 19 [2016]; 2. **IR Kalka Shatabdi**, New Delhi to Kalka [2016] & **JRC Kodama No. 641**, Shin-Yokohama to Kakegawa [2019] – 16; 3. **SL No. 8051**, Matara to Galle/Colombo [2016] – 11.

JRC's local **Kodama** ("Echo") from Shin-Yokohama to Kakegawa represents our eight trips taken on 16-car, N700A Series trains on the Tōkaidō Shinkansen.

BRITISH INTERCITY OVERNIGHT TRAINS

Favourite Trips:

1. **BR Royal Highlander**, London Euston to Fort William [1976]; 2. **SCR Caledonian Sleeper**, Inverness to London Euston [2003]; 3. **BR 0055**, London Paddington to Penzance [1976].

Royal Highlander took me overnight from London deep into the Scottish Highlands and was still offering a Restaurant car. **Caledonian Sleeper** offered a nice Buffet Lounge car. *[Continued on next page]*

LA GRANDE ALLURE: RATING THE TRAINS



R-18: ScotRail "Sleeper Car", resting at Aberdeen upon arrival of *Caledonian Sleeper* from London (2003/10/06) [PETER DAWES].

The **0055** service connected London with West Country points about as far as one could go on the mainland, with some Sleepers dropped along the way at Plymouth. Honourable mentions (both BR): **Night Limited**, Euston to Carlisle [1984], a couple of Sleepers being set out at this railway junction just short of the Scottish border for the convenience of passengers heading for local destinations; and **Irish Mail**, Holyhead to Euston [1976], remnant of a famous train which once was *the* way to travel between Dublin and London.

Longest Trains (Cars plus Locomotives):

1. **BR 0050**, Carlisle to London Euston [1978] – 18; 2/3. **BR 0050**, London Paddington to Milford Haven [1978] & **BR 2100**, London Euston to Rannoch Station [1988] – 17. [All BR]

The **0050** to London Euston originated in Glasgow and picked up additional cars at Carlisle. The **0050** to Milford Haven was mostly a parcel and newspaper train. The **2100** was a nameless successor to *Royal Highlander* headed for Fort William. There were four others at 17 units, all **SCR Caledonian Sleepers**, taken variously between Euston and Aberdeen, Edinburgh, Glasgow and Inverness.

LA GRANDE ALLURE: RATING THE TRAINS

Most Revenue Sleepers:

1. **BR Night Limited**, London Euston to Glasgow Central [1981] – 13; 2/3. **SCR Caledonian Sleeper**, London Euston to Edinburgh & Inverness to London Euston [1998] – 12.

There were four others at 12, all **Caledonian Sleepers**. While these trains attracted sizeable traffic into the 2010's, the number of Sleeping cars offered on these routes had declined substantially over the years (e.g., between Glasgow and London, two dozen on most nights in 1976, compared to only six in 2007).

CONTINENTAL INTERCITY OVERNIGHT TRAINS

Favourite Trips:

1. **BR/SNCF Night Ferry**, London Victoria to Paris Nord [1976]; 2. **RENFE/CP Lusitânia**, Madrid Chamartín to Lisboa Santa Apolónia [2003]; 3. **TI/SNCF Palatino**, Firenze Campo di Marte to Paris Bercy [2007].

Night Ferry was perhaps the most unusual of the old *Trains de Luxe*, still featuring Sleepers transported by ferry between Dover and Dunkerque and manned, until near the end in 1980, by CIWL. **Lusitânia** was a RENFE-Caminhos de Ferro Portugueses (*CP – Portuguese State*) Talgo train boasting modernistic *Coches Camas* with twisting corridors. **Palatino** was an all-Sleeping/Courette train originating in Roma, routed through the Simplon Tunnel and Switzerland, then terminating at Bercy instead of Lyon station as traditionally had been the case.



[Wagons Lits centennial logo
(from soap package)]

LA GRANDE ALLURE: RATING THE TRAINS

There could be many honorable mentions, but here are three: **CP/RENFE Sud-Expresso/Surex**, Coimbra-B to Irún [2003], celebrating its centenary as a Lisboa-Paris service in 2003 and featuring a Universal-type CP *Carruagem-Cama* once owned by CIWL, as well as a welcoming Diner Lounge; **SNCF/DB/ÖBB Orient Express**, Paris Est to Wien West [1992], a Budapest-destined international express with a great pedigree but, to be truthful, now quite ordinary; and **SBB-SNCF No. 224-5260-401**, Brig to Boulogne Maritime [1985], by now a Venezia-originating train involving a shuffle of Boulogne cars around Paris – a remnant of the exotic *Direct-Orient Express* which once joined İstanbul and Athína with Paris.

Longest Trains (Cars plus Locomotives):

1. **SNCF Le Côte Vermeille**, Paris Austerlitz to Perpignan [2003] – 17; 2/3. **ÖBB-SBB Wiener-Walzer**, Wien West to Sargans [1978] & **ČD Silesia/Širava**, Praha Hlavní to Hranice na Moravě [2013] – 15.

Please note that these were mainly Coach and Couchette trains with a small number of Sleepers, reflecting a shift in travel patterns from luxury to more basic accommodation. **Le Côte Vermeille** (Rose Coast) connected Paris with the eastern Pyrenees and Spanish border. **Wiener-Walzer** linked the Austrian metropolis with Zürich and Basel. **Silesia/Širava** linked Praha with Kraków, Poland, and Humenné, Slovakia, and ran over this segment.

There were four other trains at 15 units: **Ferrovie dello Stato (FS – Italian State Railways)-ÖBB Remus**, Venezia Mestre to Wien Süd [1984], originating at Roma; **SNCF La Palombe Bleue** (Blue Dove), Hendaye to Paris Austerlitz [2003]; **SNCF No. 5613**, Paris Lyon to St-Gervais [1981]; and • **Orient Express** (described above). Honourable mentions, at 14, are: **DB-České Dráhy (ČD – Czech Railways) Kopernikus**, Köln to Praha Hlavní [2007] (originating Hagen), **Palatino** (already described); and **No. 224-5260-401**, Brig-Boulogne (also described above).

Most Revenue Sleepers:

1. **DB Komet**, Hamburg Hbf. to Basel SBB [1985] – 6; 2. **ČD/ŽSSK Excelsior**, Karlovy Vary Horní to Poprad Tatry [2007] – 5; 3. **BR-SNCF Night Ferry**, London Victoria to Paris Nord [1976; 1978 (twice); 1980] – 4.

Komet joined northern Germany with Basel and other Swiss points. **Excelsior**, operated by ČD and Železničná Spoločnosť Slovensko (ŽSSK – *Slovak Railways*), connected the far ends of the old Czechoslovakia, from Cheb to Košice. **Night Ferry** has been mentioned before.

There were six others at 4 Sleepers each: **SNCF Le Train-Bleu**, Nice to Paris Lyon [1980], originating at Ventimiglia; **RENFE Antoni Gaudí**, Barcelona Sants to Madrid Chamartín [2003]; **City Night Line (CNL) Perseus**, Hannover to Paris Est, originating Berlin and Hamburg [2013]; **ČD Silesia**, Ostrava to Bohumin [2013]; **Remus**; and **Palatino** (the last three as described earlier). (More on **Silesia**: operated by ČD, MÁV, ÖBB and Polske Koleje Państwowe Intercity [PKP – *Polish State Railways Intercity*]; connecting Praha, Wien and Budapest with Kraków and Warszawa.)

In addition to Sleepers, **Palatino**, **Train-Bleu**, **Silesia** and **Komet** featured a large number of Couchette cars (8, 7, 6 and 5, respectively). **Antoni Gaudí** offered a Couchette-like arrangement of quadruple-berth compartments in each Sleeper. While **Night Ferry** never featured this type of accommodation, SNCF's later *Service Nuit* concept was heavy with them: 10 in **La Palombe Bleue** (as opposed to 2 Sleepers); and 9 in **Le Côte Vermeille** (versus 1 Sleeper).

ASIAN AND AUSTRALASIAN INTERCITY OVERNIGHT TRAINS

Favourite Trips:

1. **AN/VL Overland**, Adelaide Keswick to Melbourne Spencer Street [1990]; 2. **IR Padatik Express**, New Jalpaiguri to Kolkata Sealdah [2016]; 3. **SRA Brisbane XPT**, Sydney Terminal to Brisbane Roma Street [1990].

Not much to choose from, so I've included a couple of non-favourites! **Overland** followed the wide-gauge (1,600 mm [5' 3"]) route linking South Australia and Victoria states, and featured something I'd never seen on other overnight trains: Bibles in each Sleeper compartment. **Padatik Express** joined this West Bengal junction point with Kolkata, comfortable but passengers forced to make up their own beds. **Brisbane XPT** was modelled on the British HST and therefore offered no Sleeping accommodation – an interesting experience but see below under "WORSTS". (Some XPT Coaches would be rebuilt into Sleeping cars.)

LA GRANDE ALLURE: RATING THE TRAINS

Longest Trains (Cars plus Locomotives):

1. **IR Padatik Express**, New Jalpaiguri to Kolkata Sealdah [2016] – 23; 2. **VL-AN Overland**, Melbourne Spencer Street to Adelaide Keswick [1990] – 15; 3. **AN-VL Overland** (reverse direction) [1990] – 14.

Honourable mention: **SRA Brisbane XPT**, Sydney Terminal to Brisbane Roma Street [1990], at 9.

Most Revenue Sleepers:

1. **IR Padatik Express**, New Jalpaiguri to Kolkata Sealdah [2016] – 9; 2. **VL-AN Overland**, Melbourne Spencer Street to Adelaide Keswick [1990] – 5; 3. **AN-VL Overland** (reverse direction) [1990] – 5.

As common in India, **Padatik Express** also carried “Sleeper Class” cars (in its case, 8): Couchette-like vehicles, each with 72 open, reservable seats which became bench-like beds at night, no curtains.

ALPINE AND HILL COUNTRY TRAINS

Favourite Trips:

1. **RhB-FO Glacier Express**, Chur to Brig [1978]; 2. **IR Shivalik Deluxe Express**, Simla to Kalka [2016]; 3. **SL No. 1596**, Haputale to Nanu Oya [2016].

Glacier Express was operated by Rhätische Bahn (*Rhaetian Railway*) and Furka-Oberalp, a locomotive-hauled service running through the Oberalp and Furka passes of southern Switzerland. **Shivalik Deluxe Express** was operated by Indian Railways down from the Himalayan foothills to the plains, and featured meals-at your seat. **No. 1596** was a mixed passenger-freight train with a trailing Observation Saloon operating through Sri Lankan “Hill Country” – and it towed two “hand-trolleys” filled with track workers part of the way, by means of a rope! Honourable mentions to: **No. 167**, Grindelwald to Kleine Scheidegg [1988], operated by Wengernalp Bahn up into the Berner Oberland; ... *[continued on next page]*



R-19: Vitznau-Rigi Bahn train descending from Rigi Kulm to Vitznau on the Brienersee (1984/05/16) [PETER DAWES].

... **Panoramic Express**, Montreux to Zweisimmen [1984], a Montreux-Oberland-Bernois Bahn train running from French Lac Léman area up into the German region; **Le Petit Train Jaune** (Little Yellow Train), Villefranche/Vernet-les-Bains to La Tour de Carol/Enveitg [2003], a fascinating, third-rail electric, SNCF train climbing into the French Pyrennes; **Cremallera**, Ribes de Freser to Vall de Núria [2003], a Swiss-built train operated by Ferrocarriles de la Generalitat de Catalunya (FGC – Catalan Government Railways) to serve resorts, also in the Pyrennes; **Vitznau-Rigi Bahn** [1984], Vitznau to Rigi Kulm, providing a fantastic view of mountainous Switzerland; and **Kurobe Kyōkoku Tetsudō (Kurobe Gorge Railway) (KKT)** [2019], from Unazuki to Keyakidaira in the Japanese Alps, behind two small electrics.

Longest Trains (Cars plus Locomotives):

1/2. FO-RhB Glacier Express, Brig to Chur [1981] & **KKT**, Unazuki to Keyakidaira & return [2019] – 15; **3. RhB No. 130**, Samedan to Filisur [1981] – 14.

Glacier Express included an FO Restaurant car between Andermatt and Chur. **KKT**'s service offered both enclosed and open cars during its chilly ascent up into the Alps. **No. 130** originated in St. Moritz and

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was destined for Chur, its consist bolstered by six freight cars attached to the rear at Samedan. Honourable mentions: **SL No. 1596**, Haputale to Nanu Oya, at 11 units (seven of them freight cars), operating through picturesque Sri Lankan Hill Country [2016]; and **BOB No. 44** [1985], operated by Berner Oberland Bahn with 11 units, had the usual Lauterbrunnen and Grindelwald sections, combined between Zweilütschinen and Interlaken.

Most Revenue Coaches:

1. **KKT**, Unazuki to Keyakidaira & return [2019] – 13; 2. **FO-RhB Glacier Express**, Brig to Chur [1981] – 12; 3. **RhB Bernina Express**, Thusis to Pontresina [1981] – 10.

KKT offered six open cars, seven enclosed and heated – the latter sold out! **Glacier Express** carried two Coaches originating in Zermatt and going beyond Chur to St. Moritz, one owned by FO, the other by Brig-Visp-Zermatt Bahn. Honourable mention: **BOB No. 44**, Lauterbrunnen to Interlaken Ost [1985] at 9 cars; and **SL Podi Menike (No. 1005)**, Kandy to Badulla [2016], at 8.

MAIN LINE STEAM TRAINS

Favourite Trips:

1. **SA Cumbrian Mountain Express**, Carlisle to York [1998]; 2. **PR Shakespeare Limited**, London Marylebone to Warwick [1988]; 3. **BR West Highlander**, Fort William to Mallaig [1985].

All Britain here, with one Polish exception – Tom Clark having a hand in each of the British favourites. **Cumbrian Mountain Express** was a day-long excursion out of King's Cross offered by Steamy Affairs over the highly scenic Carlisle & Settle line, behind former Great Western No. 6024 KING EDWARD I, assisted by a diesel from Skipton to York. **Shakespeare Limited** offered full meal service in former Pullman cars, this train appropriately operated by Pullman Rail behind former LNER No. 4498 SIR NIGEL GRESLEY – which was replaced by two diesels from Banbury to Warwick and on to Stratford. **West Highlander** ran on a regular schedule during the summer over BR's lovely Mallaig line, with its heather-clad hills and ocean inlets, behind former London, Midland & Scottish (LMS) No. 5407.

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Honourable mentions: **PR Shakespeare Limited**, London Marylebone to Stratford-upon-Avon [1985], behind another LMS engine, No. 46229 DUCHESS OF HAMILTON; **Flying Scotsman Services (FSS) William Shakespeare Express**, London Ealing Broadway to Stratford [1992], behind ex-GWR No. 5029 NUNNEY CASTLE, this excursion organized by another great friend, Canadian ex-pat Eva Young; and **Kolege Wielkopolskie (KW – Greater Poland Railway)’s No. Os77324**, Poznań to Wolsztyn [2013], behind PKP No. OI149-69, involving a regularly scheduled service.

Longest Trains (Cars plus Locomotives):

1. **SA Cumbrian Mountain Express**, Carlisle to York [1998] – 14; 2/3. **PR Shakespeare Limited**, London Marylebone to Banbury [1988] & **FSS William Shakespeare Express** [1992] – 13.

There were three other **Shakespeare Limited** trains at 13 units: • London Marylebone to Stratford-upon-Avon [1985]; • Stratford-upon-Avon to Marylebone [1985]; and • Warwick to Marylebone [1988] – also one other **William Shakespeare Express**, Stratford-upon-Avon to London Ealing Broadway [1992]. The locomotives were quite capable of hauling these long trains at respectable speeds, assisted by diesels over certain segments only as mentioned above.

Most Revenue Cars (including Pullmans and 1st Class Coaches):

1. **SA Cumbrian Mountain Express**, Carlisle to York [1998] – 11; 2/3. **FSS William Shakespeare Express**, London Ealing Broadway to Stratford-upon-Avon and return [1992] – 10.

Cumbrian Mountain Express featured 5 ordinary and 6, 1st class Coaches, while for **William Shakespeare Express**, it was 7 and 3. (For **Shakespeare Limited** during the 1980's, it was 4 ordinary Coaches and 5 Pullmans in 1985, compared to 1 and 7 in 1988.)



[steamyaffairs.net]

PRESERVED LINE STEAM TRAINS

Favourite Trips:

1. FR 1100, Porthmadog to Blaenau Festiniog [1988]; **2. SVR 1530**, Kidderminster to Bridgnorth [2003]; **3. DHR No. 52548**, Darjeeling to Ghum [2016].

The **1100** service was behind ex-U.S. Army tank engine MOUNTAINEER, over a narrow-gauge Welsh railway built to haul slate down to the Irish Sea. The **1530** followed the scenic river of the same name from Worcestershire into Shropshire, behind former GWR tank No. 7714 (one of three trains operating that afternoon). **No. 52548** was Darjeeling Himalayan's "Joy Ride", a short, 7-km (4-mi) run up to Ghum, behind 0-4-0ST No. 805 IRON SHERPA, the only regular steam left on this UNESCO World Heritage Area line. (While not strictly a "preserved steam line", this seemed to be the best category for DHR.) Honourable mentions to: **North Yorkshire Moors 1510**, Goathland to Pickering [1998], following an ex-LNER branch line with wonderfully preserved stations, behind former British Army No. 3672 DAME VERA LYNN; **Great Central (GCR)'s Elizabethan** dinner train [2003], over Britain's only double tracked preserved line, behind GCR No. 63601; **Bluebell (BBL)'s 1342** from Horsted Keynes to Sheffield Park [2007], behind double heading, ex-Southern Railway, Bulleid Light Pacifics 34007 WADEBRIDGE and 34028 EDDYSTONE; **Welsh Highland (WHR)'s 1050** from Porthmadog to Caernarfon [2013], behind ex-South African Railways (SAR) narrow-gauge Garratt No. 87; and **Daitetsu's Ōigama Steam Railway**, Shin-Kanaya station to Senzu [2019], behind former Japanese National Railways' 2-6-4T tank engine No. C10 8, built back in 1930.

Longest Trains (Cars plus Locomotives):

1/2. FR 1015, Porthmadog to Blaenau Festiniog & **WHR 1050**, Porthmadog to Caernarfon [2013] – 10; **3. P&D 1030**, Paignton to Kingswear [2007] – 9.

The **1015** was hauled by tank engine MERDDIN EMYRS, built in-house. The **1050** was powered, as mentioned above, by ex-SAR Garratt No. 87. **Paignton & Dartmouth's 1030** was hauled by ex-GWR tank engine GOLIATH. Honourable mentions, both at 8: **BBL's 1342** mentioned above [2007]; and **SVR's 1035**, Kidderminster to Bridgnorth [2013], behind ex-GWR No. 2857. (DHR's Darjeeling-Ghum train consisted of

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R-20: Festiniog's 1917-built, 4-6-2T MOUNTAINEER shunting at Blaenau Festiniog, after pulling our train up from Porthmadog (1988/10/08) [PETER DAWES].

Most Revenue Cars (including Restaurants & Lounges):

1/2/3. FR 1015, Porthmadog to Blaenau Festiniog; **WHR 1050**, Porthmadog to Caernarfon [2013] & **SVR 1035**, Kidderminster to Bridgnorth – 8. [All 2013]

Also at 8 was **P&D 1030**, Paignton to Kingswear [2007]. All three trains featured some variation on an Observation Lounge car.



[svr.co.uk/]

URBAN AND INTERURBANISH TRAINS/TRAMS

Urban:

1. **BR 2345**, London Waterloo to Wimbledon [1988]; 2. **WSV No. 38** tram, Wien Ring to Grinzing [1992]; 3. **VAG No. 2** tram, Freiburg im Breisgau to Günterstal [1985].

The **2345** service was part of a frequent British Rail suburban train network linking central London (through Waterloo station) with Wimbledon and numerous other communities, taking us back to Tom's place on many an evening after concerts, restaurants and pubs. **No. 38** tram, operated by Wiener Stadtwerke Verkehrsbetriebe (*Vienna City Transport Organization*), conveyed us from Schottentor stop out to this wine burg, an excellent way of sampling the city and its wonderful streetcars. **No. 2** tram, operated by Freiburger Verkehrs AG (*Freiburg City Transport Corp.*), connected the central pedestrian district with Günterstal, where buses travelled onward to Horben and a direct connection with the Schauinsland tramway climbing up into the Black Forest hills. Honourable mention: **Keifuku Denki Tetsudō** (*Keifuku Electric Railroad*) (Randen Line), Ryōanji to Satsueisyo-mae [2019], sneaking through neighbourhoods on Kyōto's last "tram" line.

Interurbanish:

1. **SMR 1430**, Laxey to Snaefell Summit [1980]; 2. **ET 1800**, Bilbao Atxuri to Donostia/San Sebastián Amara [2003]; 3. **END**, Kamakura to Fujisawa [2019].

The **1430** service, operated by Snaefell Mountain Railway, ran over a narrow-gauge electric line up to Summit station on the Isle of Man, providing beautiful views of the island and the Irish Sea. The **1800**, operated by Eusko Trenbideak/Ferrocarriles Vascos (*Basque Railways*), ran over a steeply graded, meandering narrow-gauge line called *El Topo* (The Mole) due to its 15 tunnels, with heavy traffic and frequent stops. **Enoshima Dentetsu** (*Enoshima Electric Railway*) (**END**) featured single track running through neighbourhoods in towns along Sagami Bay, also meets at stations. Honourable mentions: **STA** (*State Transport Authority of South Australia*)'s Adelaide Victoria Square-Glenelg tram [1990], reserved running out to the Indian Ocean; and **Wiener Lokalbahn** (*Vienna Local Railroad*) **No. 151**, which left from the Opernring over streetcar tracks, then ran through suburbs to Baden [1984].



R-21: Randen Line “trams” meet at Ryōanji station, Kyōto (2019/04/26) [PETER DAWES].

FASTEST AND SLOWEST TRAINS

Fastest Trains by British Service Providers:

1. **GNER 1800**, London King's Cross to Doncaster [2003] – 176 km/h (111 mph);
2. **GNER 1700**, London King's Cross to Doncaster [2007] – 165 km/h (103 mph);
3. **EC 1003**, London King's Cross to Peterborough [2013] – 158 km/h (99 mph).

All of these were Class 91 Electric 225 trains. The **1800**, operated by Great North Eastern, ran non-stop to Doncaster, then proceeded north to Edinburgh and Glasgow – my fastest trip to that point in Britain. The **1700** made good time between the same places, considering it stopped twice, and went on to Newcastle. The **1003**, operated by East Coast, ran non-stop before continuing on to Leeds.

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Honourable mention: **BR 1230**, non-stop from London Paddington to Reading [1980], at 129 km/h (80 mph) – an example of what the diesel HST could do on the old Great Western raceway.

Fastest Trains by Continental Service Providers:

1. **EI 9010**, London St. Pancras International to Paris Nord [2013] – 214 km/h (134 mph); 2. **EI 9023**, Paris Nord to London St. Pancras International [2013] – 201 km/h (125 mph); 3. **RENFE No. 9635**, Sevilla Santa Justa to Madrid Puerta de Atocha [2003] – 188 km/h (117 mph).

No. 9010, operated by Eurostar International, ran non-stop from a redeveloped St. Pancras station over the new “HS1” line (the first true high-speed line in Britain), through the Chunnel, then on SNCF’s TGV Nord line into Gare du Nord. **No. 9023** was another non-stop *Eurostar*, which would have recorded 216 km/h (135 mph) if it hadn’t run 10 minutes late. **No. 9635** was an AVE high-speed train, a standard-gauge TGV variant making only three stops through always beautiful, often-challenging terrain. Honourable mention: **SNCF No. 929**, Paris Lyon to Mâcon Loché TGV [1984] – 172 km/h (107 mph), operating over the high-speed line non-stop as far as Mâcon before heading off on conventional track to Genève.

Fastest Trains by Asian and Australasian Service Providers:

1. **JRW Sakura No. 548**, Hakata to Shin-Ōsaka – 243 km/h (151 mph); 2. **JRC Nozomi No. 305**, Shin-Yokohama to Shin-Ōsaka – 237 km/h (148 mph); 3. **JRE Hayabusa No. 14**, Shin-Aomori to Morioka – 236 km/h (147 mph). [All 2019]

JRW Sakura (“Cherry Blossom”) No. 548 was an 8-car N700 train providing lots of interesting scenery over the San’yō Shinkansen, despite lengthy walls on either side of elevated structures and considerable tunnelling. **JRC Nozomi (“Wish”) No. 305** was a 16-car N700A making only two stops along the Tōkaidō Shinkansen, the Cart Lady and Conductor bowing as they entered and left each car. **JRE Hayabusa (“Peregrine Falcon”) No. 14** consisted of a 10-car E5 train set blasting through lots of tunnels and making only one stop on the Tōhoku Shinkansen. Honourable mentions: **IR Gatimaan Express**, Agra Cantt to New Delhi [2016], at 113 km/h (70 mph), was (as mentioned earlier) the first in a series of improved intercity services in India, and ran non-stop; **WR Australind**, Perth City to Bunbury [1990] at 90 km/h (56 mph). turned in a creditable performance over a narrow-gauge line.

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Slowest Trains by British Service Providers:

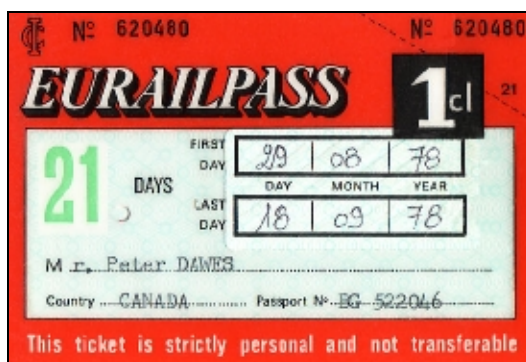
1. SMR 1430, Laxey to Snaefell Summit [1980] – 14 km/h (9 mph); **2/3. FR 1230**, Porthmadog to Dduallt [1976] & **TR 1415**, Tywyn to Nant Gwernol [1988] – 15 km/h (9 mph).

The **1430** and **1230** services each made two stops and have been described above. The **1415**, operated by Tallylyn Railway, was another narrow-gauge, slate-based Welsh railway now dedicated to the tourist trade, its trains making a single stop.

Slowest Trains by Continental Service Providers:

1. ARB 10, Rigi Kulm to Arth Goldau [1984] – 5 km/h (3 mph); **2. JB 19-1**, Kleine Scheidegg to Jungfrauoch [1980] [2007] – 11 km/h (7 mph); **3. ÁEV 1510**, Slajkavölgy Lovespálya to Szalajka Fatyolvízésés [2007] – 9 km/h (6 mph).

All three of these trains were narrow-gauge and faced significant gradients. **No. 10**, operated by Switzerland's Arth-Rigi Bahn, was tortuously slow as it descended Rigi mountain, stopping once. **No. 19-1**, operated by Jungfraubahnen, was an electric train making one stop while ascending the formidable Jungfrau, also in Switzerland. The **1510** service, provided by Hungary's Állami Erdei Vasút (*State Forest Railways*), climbed the hillside over a segment now operated purely for tourists, its only stop occurring when the diesel engine stalled for around five minutes.



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R-22: Coral Coast's *Sugar Train* pushing cane cars towards a siding (1990/12/10) [PETER DAWES].

Slowest Trains by Asian and Australasian Service Providers:

1/2. CCR Coral Coast Sugar Train, Cuvu to Natodola [1990] & **DHR No. 52548**, Darjeeling to Ghum [2016] – both 8 km/h (5 mph); **3. DHR No. 52548**, Ghum to Darjeeling & **SL No. 1126**, Nanu Oya to Haputale [2016] – both 12 km/h (8 mph).

Coral Coast Sugar Train, operated by Coral Coast Railway, was a narrow-gauge, diesel-hauled local service pausing half-a-dozen times or so (more directly below). **No. 52548** was a narrow-gauge, steam-excursion train running up to Ghum, along and across streets, then back down. **No. 1126** was a wide gauge, mixed passenger-freight pulled by a diesel, featuring switching and meets with other trains. Honourable mentions: **DTS (Southern Alps) Nos. 207 & 204**, Senzu to Kawane Koyama & return [2019], at 17 km/h (10 mph), two diesel engines pulling five cars over this segment; **IR Himalayan Queen**, Kalka to Simla [2016] at 18 km/h (11 mph), climbing into the foothills.

BESTS, WORSTS, MOSTS AND LEASTS

Most Unlikely Train Experiences:

1. **SL Podi Menike (No. 1005)**, Nanu Oya to Colombo Fort [2016]; 2. **CCR Coral Coast Sugar Train**, Cuvu to Natodola [1990]; 3. **SL 1596**, Haputale to Nanu Oya [2016].

Podi Menike featured an extended family returning from a reunion serenading us with traditional Sri Lankan folk songs in the 1st class Coach. **Sugar Train** ran over a working, narrow-gauge, diesel-powered sugar-cane railway used by local residents as well as tourists, and offered the sight of a cow being slaughtered, almost trackside, by villagers. **No. 1596** was a mixed train featuring seven freight and four passenger cars, to which a work gang tied two non-motorized “put-puts” to our rear Observation Saloon car and hitched a ride into the next station. Honourable mentions: **SWEG No. 81**, Staufen Hbf. to Bad Krozingen [1976], operated by DB for Südwestdeutsche Eisenbahnen Aktiengesellschaft (*Southwest German Rail Authority*), was a diesel *Schienenbus* (Railbus) running over the 11-km (7-mi) *Münstertalbahn* branch, complete with an officious stationmaster giving the signal to depart; **Mull & West Highland’s 1120**, Craignure to Torosay [1988], crawling over a 2-km (approx. 1-mi) narrow-gauge line and featuring 2-6-4T tank engine LADY OF THE ISLES.

Worst Train Trips:

1. **SRA Brisbane XPT**, Sydney Terminal to Brisbane Roma Street [1990]; 2. **FS/ÖBB Remus**, Venezia Mestre to Wien Süd [1984]; 3. **SRA 1957**, Wollongong to Nowra (Bomaderry) [1990].

Brisbane XPT, as mentioned earlier, was an overnight train with no sleeping accommodation – filled with hundreds of pumped-up, high-school kids who were in no mood to sleep before disembarking at three in the morning at the junction point for ... Surfers Paradise! **Remus** featured Sleepers on its overnight run from Italy into Austria, but ours, unfortunately, was staffed by a surly employee of the Wagons-Lits company – and, to make matters worse, I took ill from food poisoning that night. The **1957** service featured two ancient and filthy diesel railcars, with broken, non-functioning toilets and no amenities.

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R-23: DB *Schienenbus* (Railbus) at Bad Krozingen, just in from Untermünstertal and Staufen with a Southwest German Rail Authority service, a Freiburg-bound, mainline train to the left (1976/11/09) [PETER DAWES].

(Dis)honourable mention: • **HŽ-ŽRS-ŽFBH No. B397**, Zagreb to Sarajevo [2013], Željeznice Republike Srpske (ŽRS – Serbian Republic Railways of Bosnia) operating the middle segment between Croatian and Bosnia-Herzegovina railways, the men's toilet in our ŽRS Coach featuring a broken toilet seat, no soap and no water, leading us to bring a "toilet bag" on future Bosnian trains.

Most Embarrassing Moments:

1. ÖBB-ČSD EC Antonín Dvořák, Wien Süd to Hohenau [1992]; **2. SBB No. 1370**, Bellinzona to Locarno [1984]; **3. ÖBB Ticino**, St. Margrethen to Bregenz [1981].

Antonín Dvořák was supposed to take us to Praha, but two apologetic Czech border guards evicted us because Canadians required visas, this apparently due to a tit-for-tat dispute over asylum-seekers arriving in Canada on Czech airliners. **No. 1370's** crew were in such a hurry to book off upon termination of this train at Locarno that they gave their handful of passengers around 10 seconds to disembark before

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moving the equipment towards the storage tracks, forcing a tardy Sandra and I to walk across several tracks back to the station platform – a definite no-no in prim and proper Switzerland, but no one appeared to notice. **Ticino** was the scene of a great Canuck moment, when I entered a busy compartment and sat there in silence as a couple of *gars* told the other passengers, *en français*, about how about badly treated Québécois like themselves were in Canada – my cover blown when the Austrian border officials entered and asked everyone to show passports.

Best Dining Experiences:

1. **CP/RENFE Sud-Expresso/Surex**, Coimbra B-Irún [2003]; 2. **QR Sunlander**, Brisbane Roma Street to Cairns [1990]; 3. **GCR Elizabethan**, Loughborough Central to Leicester North [2003].

Sud-Expresso/Surex boasted a Portuguese Diner Lounge with excellent complimentary meals for Sleeping car passengers, and we lucked out when a nice Australian couple joined us for some good company. **Sunlander** featured a Diner staffed by pleasant employees and peopled by the usual sociable Aussies – a good thing, considering five meals were involved over the better part of two days. **Elizabethan's** Restaurant car provided huge portions of good, basic English food, including roast beef and Yorkshire Pudding – a perfect setting for our anniversary.

Three honourable mentions (latter two with caveats): **TEE Rheingold's** DSG Restaurant car offering good German food to hungry business types and tourists [1976]; **Indian-Pacific's** Dining car, serving better food than *Sunlander*, but somewhat spoiled by fussy, unfriendly staff [1990]; and **FSS William Shakespeare Limited's** excellent dinner and high tea [1992], served at your seat, a nice experience despite servers who rushed through and appeared to just want to get it over and done with.

Most "Erotic" Experiences:

1. **SNCF Le Train-Bleu**, Nice to Paris Lyon [1980]; 2. **DB IC Münchner Kindl**, Koblenz to München [1978]; 3. **DSB/SJ/NSB No. 468**, København Hbg to Oslo Sentral [1985].

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... or, as I said in my North American *No Matter Where It's Going* equivalent of this entry, those I'm prepared to talk about! **Le Train-Bleu** boasted one of the most beautiful women I have ever seen, she having boarded my *Wagons-lits* at Nice for the overnight trip to Paris – likely a top fashion model or, this being France, some politician's mistress. **Münchner Kindl** was a 1st class-only, *Intercity* train attracting the business types and high-class shopping crowd, including a highly attractive (physically, at least) woman who let her fellow Germans in our compartment know that the *Amerikanishers* (meaning my pal Greg Thompson and, mistakenly, I) were somehow boorish and lacking in manners – her rant totally out-of-line, but somehow appealing in an "Ilsa – She Wolf of the SS" sort of way. **No. 468** was a joint Danish-Swedish-Norwegian service featuring a female Norwegian Sleeping car attendant who wasn't one for niceties first thing in the morning: two quick raps on the door; a turn of her master key – then her looking straight at me standing only in my boxers while shaving before the mirror.

NOTEWORTHY STATIONS

Most Impressive British Stations:

1. London Victoria; 2. Glasgow Central; 3. London Paddington.

So many to choose from! **Victoria** was cobbled together out of adjacent stations once owned by the London, Brighton & South Coast and South Eastern & Chatham railways, and hosted mainly commuter services and short intercity routes to southern points such as Brighton and Dover – but, as mentioned earlier, also boat trains connecting with ferries at Channel ports, at one time including the Paris-destined *Night Ferry* and *Golden Arrow*. **Central** was once owned by the Caledonian (later LMS) Railway; was a major intercity terminal for London, Manchester, Liverpool and Birmingham; was host to a large suburban network; and was justly famous into the 1970's for its massive, manually operated, train-indicator boards high above the concourse. **Paddington** was designed by famed English engineer, Isambard Kingdom Brunel, for the GWR; was a major intercity terminal for Bristol, Penzance, Cardiff (and, at one time, Birmingham and Birkenhead/Liverpool); and featured easy platform access for rail aficionados.

Three Other British Stations:

1. Loughborough Central; 2. Rannoch; 3. Wendover.

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R-24: Waiting for the Glasgow train at Rannoch station, very early on a damp and cold September morning – ScotRail being a BR regional unit (1988/09/24) [PETER DAWES].

Loughborough Central was the old GCR (later LNER) terminus in this Midlands town, and was now operated by the preserved railway of the same name – a classic example of the Victorian station. **Rannoch** was a Highland town whose station was located on the former Caledonian Railway out in the heather-clad hills, and was the site of a typical, early morning Dawesian transfer from *Royal Highlander* to a Fort William-Glasgow Queen Street local, the eventual destination being Oban on the Scottish west coast. **Wendover** was another former GCR station, this time in the Buckinghamshire commuter belt out of London Marylebone, and featured the usual passenger bridge to reach the second track.

Most Impressive Continental Stations:

1. **Basel SBB-SNCF**; 2. **Paris Gare du Nord**; 3. **Luzern Hbf**.

Again, so many choices. **Basel SBB and SNCF** were adjacent and connected stations, the former for Swiss and German, the latter for French services – home to famous trains such as the TEE's *Rheingold*

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and *Iris*, and boasting a forecourt replete with trams. **Paris Nord** was a huge intercity and commuter station, home to London-bound trains such as *Night Ferry* and *Flèche d'Or* (Golden Arrow), later *Eurostar* and *Thalys* high-speed trains. **Luzern Hauptbahnhof** served narrow-gauge SBB and Luzern-Stans-Engelberg (LSE) trains, as well as standard-gauge services of the national railway – and boasted an adjacent Bahnhofsquai for ships on the Vierwaldstättersee (Lake Luzern).

Three Other Continental Stations:

1. **Freiburg-im-Breisgau Hbf.**; 2. **Staufen Hbf.**; 3. **Karlovy Vary Horní.**

Freiburg Hauptbahnhof was a good example of DB stations in medium-sized German cities, and was well-served by city trams. **Staufen Hauptbahnhof** was representative of German branch-line facilities, located in a forested area beside a pretty lake (yes, Hauptbahnhof, considering the town also boasted a tiny Südbahnhof). **Karlovy Vary Horní** (upper) station was noteworthy for its latticed train shed, but like many Czech stations was in a badly neglected state going back to the Communist era.

Interesting Asian and Australasian Stations:

1. **Kolkata Howrah**; 2. **Kyōto**; 3. **Colombo Fort.**

Kolkata Howrah was one of two huge city stations (Sealdah the other), featuring a truly impressive façade and 23 platforms, home to two trains we took, *Kalka-Howrah Mail* and *Coromandel Express*. **Kyōto** on the Tōkaidō Shinkansen was operated by JR West and JR Central, 11 storeys full of shops, restaurants, theatres and who knows what else. **Colombo Fort** was a non-descript but busy station boasting 11 tracks, handling intercity trains to all part of the island, as well as heavy commuter traffic. Honourable mentions: **Mughalsarai Jct.** was considered one of the worst stations in all of India, with rats running all over the platforms, but friendly staff in the “Ticket Collector’s Office”; **Haputale** was located in the hills toward the outer end of SL’s “Main Line”, and featured a vintage “Lock & Key” desk, entrusted with preventing two trains from being on the same segment.



R-25: Lake Lucerne Shipping Co. (SGV) SCHWYZ leaving another lake-side town on the Vierwaldstättersee (1984/05/??) [PETER DAWES].

ASSOCIATED WATER AND ROAD SERVICES

Favourite Lake or River Trips:

1. **BLS JUNGFRAU**, Spiez to Interlaken West [1984];
2. **SGV RIGI**, Luzern Bahnhofsquai to Vitznau [1984];
3. **KDL RÜDESHEIM**, Bingen to Koblenz [1988].

JUNGFRAU was one of several BLS ships on the beautiful Thunersee, additional vessels sailing out of Interlaken Ost on the Brienersee. **RIGI** was operated by Schiffahrtsgesellschaft Vierwaldstättersee (Lake Lucerne Shipping Co.) on the stunning Vierwaldstättersee, one of several vessels carrying mail, parcels, even milk cans, in addition to people. **RÜDESHEIM** was a Köln-Düsseldorfer Linie vessel catering mainly to tourists on the Rhein, offering great views of ancient castles, vineyards and the famous Lorelei rock.

LA GRANDE ALLURE: RATING THE TRAINS

Honourable mentions go to: **ITALIE**, Villeneuve to Lausanne [1981], a Compagnie générale de navigation (General Navigation Co.) ship built way back in 1906 and offering the incomparable scenery of Lac Léman (Lake Geneva); **HYEN**, Flåm to Balestrand, a Fylkesbaatane i Sogn og Fjordane (*FSF – Sogne and Fjordane County Boats*) catamaran pushing through the Fjærlandfjord, including a stop at “Mittfjord” to exchange passengers and freight with a conventional ferry – “Mittfjord” being a fictional meeting point in the middle of the fjord [1985]; and **TWIN CITY LINER**, Wien to Bratislava, operated by DDSG Blue Danube, starting out on a canal, then meeting river cruise boats and freighters as it flew down the Donau [2013].

Favourite Ocean or Sea Trips:

1. **CNRD QUEEN ELIZABETH 2**, New York Pier 90 to Southampton Queen Elizabeth Ocean Terminal [2003]; 2. **CNRD QUEEN ELIZABETH**, Yokohama Diakoku Pier to Vancouver Canada Place Cruise Terminal [2019]; 3. **BR SL ST. NICHOLAS**, Hoek van Holland to Harwich Parkeston Quay [1988].

QUEEN ELIZABETH 2 (67,107 Gross Registered Tonnes [GRT]) fulfilled a lifelong dream of sailing across the Atlantic, involving six busy days exploring the last of the real ocean liners through calm waters – except for one day when “moderate” seas flashed by our porthole. **QUEEN ELIZABETH** (90,901 GRT) took 19 days to cross the Pacific, calling at Aomori and Muroran in Japan, Kodiak in the Aleutians, and Anchorage and Juneau in Alaska proper – much Cunard nostalgia in the form of paintings and photos, and surprisingly lots to do; **ST. NICHOLAS** was a ferry leased by BR for Sealink service, just as large as Cunard passenger liners on the St. Lawrence route between the wars but would be dwarfed today by much larger Channel ferries. Honourable mentions to: **QUEEN MARY 2** (148,000 GRT), Southampton Queen Elizabeth Ocean Terminal to New York Brooklyn Cruise Terminal [2007], the largest passenger liner in the world when Cunard placed her in service in 2004, but lacking QE2’s intimacy and encountering some rough seas; **HEBRIDES**, Uig to Tarbert [1979], this Caledonian MacBrayne vessel joining the Isles of Skye and Harris on the west coast of Scotland; and **SSC STARDUST 2**, Denaru to Mana Island [1990], merely a small transfer vessel operated by South Sea Cruises, but our 2-hour, early December voyage – fuelled by “Fiji Bitters” – inspired Sandra to write these lines (to “Winter Wonderland”): “Gone away, is the frostbite/ Here to stay, is the warm night/ We face unafraid, the plans that we’ve made/ Cruisin’ in a Fiji wonderland” – plus three other stanzas!



R-26: Cunard's QUEEN ELIZABETH 2 at Pier 90, Hudson River, Manhattan, prior to sailing for Southampton (2003/09/25) [PETER DAWES].

Interesting Road Trips:

1. **KEP**, Kurobe Dam to Ōzигawa [2019]; 2. **PTL**, Korotoga to Suva bus [1990]; 3. **[Unknown]**, New Jalpaiguri to Darjeeling jeep [2016].

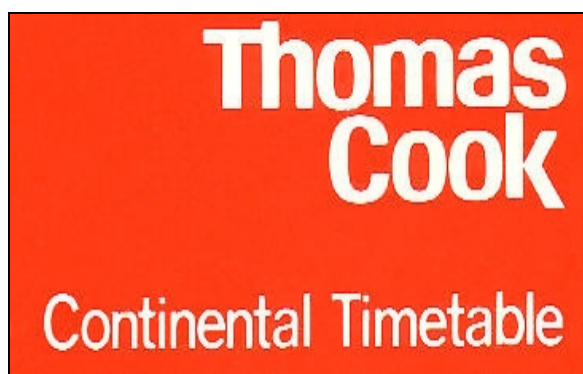
Kansai Electric Power Co.'s trolley bus took 16 minutes in stuffy, a standing-room conditions, through Kanden tunnel in the Japanese Alps – part of the Tateyama Kurobe Alpine Route featuring trains, motor buses, trolley buses, an aerial tramway, a funicular and a cable car. **Pacific Transport Ltd.**'s busy local bus spent over five hours taking us (but no other tourists) from Korotoga, located on the Coral Coast, around the south side of the main Fijian island of Viti Levu to the capital of Suva, pausing at all the towns along the way. **Unknown** operator's jeep ran from New Jalpaiguri railway junction up the Himalayan foothills to Darjeeling, over a narrow road with plenty of switchbacks. Honourable mentions: **SB** (Sogn Billag)'s bus [1985] met the ferry at Vangsnes and transported us upward, by means of several switchbacks, to meet the railway at Voss, providing spectacular views of the fjords just left behind.

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Honourable mentions: **QR**, Kuranda to Cairns [1990], the railway's chartered bus meeting *Kuranda Tourist Train*, then carrying us around the fascinating Atherton Tablelands and back to Cairns; • **Casmatrans Dalmacija**'s bus from Ploče to Dubrovnik [2013], connecting with the train from Sarajevo and running along the stunning Adriatic coast; and **Unknown** operator's express bus along the southern coast from Tangalle to Matara [2016], with raucous Sri Lankan music blaring over the sound system and plenty of swerving, braking, and playing chicken with other vehicles.

RANDOM PASSENGER TRAIN MOMENT NO. 3

For decades, Thomas Cook's timetables were an essential tool for travelling by rail in Europe. The *Continental Timetable* became the *International*, and then the *European*. Alas, there was nary a copy to be found in St. Pancras International shops in April of 2013, despite the *Eurostars* departing every half an hour so for Paris, Bruxelles/Brussel, and, through connections, all of Europe beyond. (They had always been available at Victoria station when it was the largest jump-off point for the Continent.) Cook's also published an *Overseas Timetable*, but cancelled it in 2011. In the summer of 2013, Thomas Cook stopped publishing the *European Timetable* as well, but a new company, European Rail Timetable Ltd., stepped in and continued it under that name. Fortunately for us, the new publication contained "Beyond Europe" sections, which periodically provided timetables for India, Japan and other countries.



[From *European Sleeping Cars 1982 brochure*]

LA GRANDE ALLURE: RATING THE TRAINS



R-27: Wiener Lokalbahn cars resting at Baden, after their run out from the city (1984/05/20) [PETER DAWES].



[alpen-route.com/en (2019)]



[QR Quick Reference Traveltrain
Timetable (cover) (1990)]

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Chapter 4

CARS AND LOCOMOTIVES



R-28: Sri Lanka Railways No. 8059 *Ruhunnu Kumari* entering Galle station from Matara, consisting of two Class S11 diesel train sets (2016/05/01) [PETER DAWES].

COACHES, PULLMANS & LOUNGES

Warning! This chapter is for equipment lovers. Compared to the equivalent chapter in the North American version, selections for this document are random in nature, due to my usual recording of train composition rather than numbers. What follows, therefore, is but a sample of equipment encountered during these holidays. For each category, up to three units are shown in a box in no particular order, along with year encountered, and further details are provided in the text. Some caveats: • the indicated service provider was not always the owner of the unit or set; • Multiple Unit sets are listed in the opening **COACHES, PULLMANS & LOUNGES** section, *not* under **LOCOMOTIVES & RELATED UNITS**; and • build dates have been assumed where certain units (especially locomotives) were constructed in series over more than one decade. Finally, please refer to the **COMPANION DOCUMENT** for more details of equipment described below, including references.

British Vintage Narrow Gauge Coaches:

• **TR No. 5** [1988]; • **TR No. 4** [1988]; • **FR No. 17** [2013].

The emphasis here is on “vintage”. **No. 5** was constructed by Brown Marshalls in 1866 for Talylyn Railway, and fitted much later with a “Mobile Booking Office” for enroute sales. **No. 4** was built by Lancaster Carriage Co. a year later, in 1867, also for Talylyn. **No. 17** was another Brown Marshalls product built in 1876 for the Festiniog. Honourable mention: • **TR No. 17**, built by Metropolitan Carriage & Wagon Works (MCWW) in 1898.

British Between Wars & World War II Coaches:

• **BBL No. 6575** [1984]; • **SVR No. 5883** [2003]; • **SVR No. 7284** [2013].

All of these cars would end up going to BR, post-war. **No. 6575** was built by the Southern in 1929 and was encountered on the Bluebell. **No. 5883** was constructed by GWR in 1934 and was now owned by the Great Western (Severn Valley) Association. **No. 7284** was built GWR Works in 1941 and also toiled on the Severn Valley.

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British Post-War Coaches:

• **BBL No. S1464S** [2007]; • **P&D No. 59513 REBECCA** [2007]; • **FSS No. 192** [1992].

All three cars were built by BR. **No. S1464S** was constructed in 1950 and was now owned by the Southern Coaching Stock Group – “S” meaning it served on BR’s Southern Region. **REBECCA** was manufactured in 1956, and given this name many years later by the Paignton & Dartmouth. **No. 192** was built in 1963, was recorded on Flying Scotsman Services’ *William Shakespeare Express*, and featured meals-at-seat prepared in the adjacent Buffet car. Honourable mention to: • **NVR No. E25347**, built by BR in 1957, assigned to the Eastern Region, and later acquired by Nene Valley Railway.

British Inter City Diesel Multiple Unit Sets:

• **VT No. 221 128 CAP’T JOHN SMITH** [2007]; • **FGW No. 180 108** [2007]; • **CCT No. 220 020 WESSEX VOYAGER** [2013].

All cars in these sets were powered. **CAP’T JOHN SMITH** was a 5-car, Super Voyager tilt DMU built by Bombardier in 2002 and was encountered between Birmingham and Wolverhampton on an Edinburgh-bound Virgin service. **No. 180 108** was a 5-car Adelante set manufactured by Alstom during 2000-1 and was encountered between Worcester Shrub Hill and London Paddington on a Hereford-originating, Great Western Trains service. **WESSEX VOYAGER** was a non-tilt, CrossCountry Voyager DMU constructed by the same company during 2001-3, featuring one less Coach than its Super cousin and occupied between Doncaster and Birmingham on a service originating at Newcastle and terminating at Bournemouth.

British Regional Diesel Multiple Unit Sets:

• **SCR No. 158 723** [1998]; • **NR No. 153 363** [2007]; • **FPTE No. 185 109** [2007].

No. 158 723 was a 2-car Sprinter built during 1989-92 by British Rail Engineering Ltd. (BREL) for parent BR, and was occupied between Inverness and Keith on an Aberdeen-bound train. **No. 153 363** was a lone, Super Sprinter DMU constructed during 1991-2 by Leyland Motors for BR, and was recorded between Cleethorpes and Grimsby on a Northern Rail Barton-upon-Humber service. **No. 185 109** was a

LA GRANDE ALLURE: CARS AND LOCOMOTIVES

3-car, First TransPennine Express Desiro set manufactured by Siemens Transportation (SMT) during 2005-7, and was occupied between Doncaster and Scunthorpe on a Manchester Airport-Cleethorpes service.

Honourable mentions: • **ATW No. 175 114**, Llandudno Jct. to Manchester Piccadilly [2013], a Coradia DMU set built by Alstom, 1999-2001 and operated by Arriva Trains Wales; and • **LM No. 170 502**, Birmingham New Street to Worcester Foregate Street [2013], a Turbostar DMU set constructed by ADtranz, 1999-2000, and operated by London Midland.

British Inter City Electric Multiple Unit Sets:

• **SWT No. 2402 THE NEW FOREST** [1998]; • **SWT No. 444 043** [2007].

THE NEW FOREST was a 5-car, Class 442, third-rail Wessex Electric set built by BREL in 1988; was driven by a Buffet-equipped "Intermediate Motor Vehicle" bearing the name of the famous woods to the west of Southampton; and was recorded between London Waterloo and the port city on an SWT service bound for Weymouth. **No. 444 043** was a 5-car Desiro EMU, manufactured by SMT during 2003-4, powered by two "Driving Motor" cars (one featuring a Buffet), and encountered between the same places a decade later on a service heading to Poole.

British Regional & Suburban Electric Multiple Unit Sets:

• **BR No. 317 331** [1984]; • **CSE No. 365 506** [1998]; • **BR No. 485 044** [1988].

No. 317 331 was a 4-car Mark 3 set consisting of three powered and one trailer unit built by BREL during 1981-2, and was recorded between Leagrave and Luton on BR's "Bed-Pan" (Bedford-St. Pancras) line. **No. 365 506** was a 4-car, third rail-or-pantograph, Connex South Eastern Networker Express set constructed by Asea Brown Boveri during 1994-5; consisted of two powered cars and two trailers; and was recorded between Margate and London Waterloo East on a Charing Cross service. **No. 485 044** was a 4-car EMU with the same arrangement, but a much different history: manufactured in 1923 by MCWW successor, Metropolitan Cammell (MC), for the London Underground and later (improbably) refurbished by BR for service between Ryde and Shanklin on the Isle of Wight.

LA GRANDE ALLURE: CARS AND LOCOMOTIVES



R-29: BR third-rail, Class 455 commuter EMU trains whiz through Vauxhall station during the evening rush hour, on their way to and from London Waterloo (1992/07/07) [PETER DAWES].

Honourable mentions to: • **SWT No. 450 559**, Ashford-London Waterloo [2013], a Blue Desiro EMU built by BREL during 1982-5, by now operated on suburban trains out of Waterloo; and • **SPT No. 380 021**, Glasgow Central to Bishopton [2013], a Strathclyde Partnership for Transport 3-car, Desiro EMU built by SMT during 2009-11 and heading this day to Wemyss Bay.

British Light Rail Electric Trams:

• **MM No. 6 ALAN GARNER** [2007].

Only one here: • **ALAN GARNER**, built by Ansaldo Trasporti in 1999 for the Midland Metro Light Rail line built between Wolverhampton St. George's and Birmingham Snow Hill – named after a proponent of this project.

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R-30: Paignton & Dartmouth Steam Railway Observation car No. 13 DEVON BELLE, at Kingswear (2007/10/23) [PETER DAWES].

British Pullmans:

• **BBL No. 175 FINGALL** & **No. 76 LILIAN** [2007]; • **PR No. 351** [1988].

FINGALL was a Kitchen car built by Birmingham Railway Carriage & Wagon Co. (BRCW) in 1926 for the Pullman Car Co. (PCC), which operated the British version of North American Parlor cars. **LILIAN** was a Pullman Parlour constructed by MC in 1928 and owned by PCC, LNER, Bulmers Cider Co. (at which time she was given this name), and Venice-Simplon Orient Express luxury train company. **No. 351** was a Pullman Parlour manufactured by MC in 1960; was recorded on *Shakespeare Limited*; and later went to Flying Scotsman Services and Birmingham Railway Museum.

British Observation Cars:

• **P&D No. 13 DEVON BELLE** [2007]; • **WHR No. 2100 GLASLYN** [2013]; • **FR No. 100** [2013].

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DEVON BELLE was built by Clayton Carriage Works in 1921 as an ambulance car for the London & North Western Railway, later becoming a PCC Parlor Kitchen, Buffet, and finally Observation car under this name. **GLASLYN** was built in the FR shops during 2008-9, and used on the Welsh Highland. **No. 100** was also built by FR, in 2007. The latter two cars operated in conjunction with a "Service Vehicle", which featured light meal preparation equipment and a washroom.

Continental Coaches:

• **ŽFBH No. 50 50 10-05 401-1**; • **ŽRS No. 51 44 21-10 012-4**. [Both 2013]

No. 50 50 10-05 401-1 was built in Sweden for Statens Järnvägar (*SJ – Swedish State Railways*) and donated to Bosnia & Herzegovina Federation Railways. **No. 51 44 21-10 012-4** was originally built for DR by Ausbesserungs Werke, Halberstadt (AWH), in eastern Germany, and handed down to Serbian Republic (Bosnia) Railways.

Continental Diesel Multiple Unit Coaches & Sets:

• **MÁV No. BCmot 390** [2007]; • **DB Schienenbus** [1976]; • **ČD No. 810 662-1** [2007].

No. BCmot 390 was a Hungarian diesel Railcar built by Ganz Éstársa Danubius in 1928, and transferred us from Budapest Nyugati station to the Magyar Vasúttörténeti Park (Hungarian Railway Museum). **DB's Schienenbus'** were constructed mostly by Waggonfabrik Uerdingen during 1950-71, one being encountered between Staufen Hbf. and Bad Krozingen on a service originating at Untermünstertal (number not recorded). **No. 810 662-1** was the trailer on a 2-car diesel Railcar train recorded between České Budějovice and Český Krumlov on its way to Kájof, manufactured by Vagonka Tatra Studénka (VTS) in 1982.



[mav.hu]

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R-31: Ex-1st class, Swedish-built, Željezice Federacije Bosne i Hercegovine (*Federation of Bosnia and Herzegovina Railways*) Coaches at Ploče, Croatia, just in from Sarajevo (2013/04/16) [PETER DAWES].

Continental Electric Multiple Unit Sets:

• **FGC No. A7 TAGA** [2003]; • **TEŽ No. 425.954-1** [2007]; • **ČD No. 471 022-4** [2007].

TAGA was a 2-car, narrow-gauge EMU constructed by Schweizerische Lokomotiv- und Maschinenfabrik (SLM) in 1985, and was occupied on Ferrocarriles de la Generalitat de Catalunya (*Catalan Government Railways*)'s *Cremallera* (rack) line. **No. 425.954-1** was a single, Tatranská Elektrická Železnica (*Tatra Electric Railway*) EMU built by ADtranz-Stadler in 2000, and was recorded on a Starý Smokovec-Tatranská Lomnica service. **No. 471 022-4** was an almost new, 3-car EMU suburban train manufactured by VTS during 2006-7, and was encountered between Karlštejn and Praha Hlavní on a Beroun-originating service. Honourable mention to: • **PRL EN 71031ra**, Kraków to Oświęcim [2013], built by Państwowa Fabryka Wagonów (Pafawag) in 1965 and recorded a Przewozy Regionalne (*Regional Transport*) service.

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Older Asian and Australasian Coaches:

• **QR No. 1284**; • **SRA No. FFH2216**; • **AN/VL No. 2.AJ**. [All 1990]

No. 1284 was a narrow-gauge Coach built by QR in 1938 and was recorded on the *Kuranda Tourist Train*. **No. FFH2216** was a standard-gauge Coach-Baggage car manufactured by Tulloch Phoenix Ironworks in 1947 and was encountered on *Canberra Express* – this car originally having been equipped with a Generator. **No. 2.AJ** was a “Joint Stock” wide-gauge Coach built at South Australian Railway Works (SARW) in 1951; was recorded on the *Overland*; and was later converted to standard gauge for Great Southern Rail (GSR) – private successor to AN where passenger trains were concerned.

Younger Asian and Australasian Coaches:

• **AN No. BG370B** [1990]; • **QR No. 1880** [1990]; • **SL No. 16409** [2016].

No. BG370B was built at SARW in 1964 and later converted to standard gauge, where I recorded it on *Indian-Pacific* between Adelaide Keswick and Sydney Terminal – this car later going to GSR. **No. 1880** was manufactured by Commonwealth Engineering (COMENG) in 1981 and was recorded on *Sunlander*. **No. 16409** was a 1st class Coach built by China South Locomotive & Rolling Stock Corp. in 2012 and recorded on *Podi Menike* No. 1006 between Nanu Oya and Colombo. Honourable mentions: • **SRA No. XDH2101**, built by COMENG in 1981 and encountered on *Brisbane XPT*; and • **SL No. 16052** (*details unknown*), another (this time, ratty) 1st class Coach, encountered twice between Colombo Fort and Matara, carrying the grand name, “Super Luxury A/C Cabin Rajadhani Express”, after its private owner.

Asian and Australasian Diesel Multiple Unit Coaches & Sets:

• **JRE No. 48-503** [2019]; • **WR No. ADP101** [1990]; • **SRA No. 627** [1990].

No. 48-1503 was part of a JR East 4-car KAMAGARA train set built by Fuji Heavy Industries and Niigata Tekko, 1997-82, rebuilt in 2006 and used on its “Joyful” recreational *Rizōto (Resort) Shirakami* service between Akita and Aomori. **No. ADP101** was a powered, narrow-gauge DMU car built by COMENG in 1988 for *Australind*. **No. 627** was a diesel Railcar constructed by New South Wales Government

Railways in 1961 and was accompanied by a trailer on a Sydney Terminal-Nowra (Bomaderry) service.



R-32: No. 570 *Hakutaka* in Kanazawa-Tōkyō service, Toyama station consisting of a 12-car W7 (JRW) or E7 (JRE) Electric Multiple Unit Shinkansen (2019/04/29) [PETER DAWES].

Asian and Australasian Electric Multiple Unit Coaches & Sets:

• **JRC No. 775-2018**; • **JRE Z-4**; • **JRK BM-10**. [All 2019]

No. 775-2018 was part of a 16-car, N700A, Shin-Ōsaka to Tōkyō *Hikari* (“Light”) service, these sets built by Hitachi, Kawasaki Heavy Industries or Nippon Sharyo and placed in service between 2007 and 2015 on the following Shinkansen lines: • Tōkaidō (*JR Central and JR West*); • San’yō (*JR West*); and • Kyūshū (*JR Kyūshū*), with a top speed 285 kilometres per hour (*175 miles per hour*) on the Tōkaidō, achieved in part through tilting technology. **Z-4** was a 7-car, E-6 Shinkansen set built in 2012 by Hitachi and encountered on a trip from Tōkyō to Utsunomiya on the Tōhoku Shinkansen (top speed of 320 kilometres (*200 miles*) per hour), the E-6 *Tsubasa* (“Wind”) leading and heading for the Yamagata “mini”-Shinkansen, a 10-car, E-5 *Yamabiko* (a mythical spirit) destined for Sendai hooked onto the rear until detached at Fukushima. **BM-10** was a 7-car, Series 787 set built by Hitachi between 1992 and 2002, ridden from Nagasaki to Hakata on a *Kamome* (“Seagull”) limited express, top speed of 130 kilometres (*80 miles*) per hour over this 1,067 millimetre (*3 ft 6 in*), partly single track line.

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Asian and Australasian Lounges and Observation Cars:

• **QR No. 1519** [1990]; • **AN No. AFC937L** [1990]; • **SL No. 16038** [2016].

No. 1519 was built by COMENG in 1953 as a Lounge and was recorded on *Sunlander*. **No. AFC937L** was constructed by the same company in 1969 and graced *Indian-Pacific* from East Perth to Adelaide Keswick.

No. 16038 (*details unknown*) was an Observation Saloon Baggage car, recorded on between Haputale and Nanu Oya on SL's Badulla-Colombo Fort No. 1596. Honourable mention: **AN/VL No. 2**, a Lounge-Kitchen car manufactured at SARW in 1970, encountered on *Overland*, and later rebuilt to standard gauge for GSR.

Sri Lanka Railways

[From standard "M – TICKET"]

SLEEPING & COUCHETTE CARS

Reminder: **dc**, Double Compartment; **qc**, Quadruple Compartment; **tc**, Triple Compartment; **ts**, Triple Section; **sc**, Single Compartment; **sxc**, Sextuple Compartment.

British Sleeping Cars:

• **BR SLC** [1976]; • **BR SLS** [1978]; • **FGW SLE** No. 10584 [2007].

I've recorded 238 British Sleeping cars, none of which carried a name. There were three types of Mark 1 Sleepers (SLC, SLF and SLS), built by either MC or BR itself during 1957-64, and one Mark 3 type (SLE), manufactured by BREL during 1981-4. Single compartments were sold as 1st class, doubles as 2nd (or 1st if occupied by one person). Between 1976 and 1981, I encountered 117 of these cars: • 52, 11sc **SLFs**; also 52, 11dc **SLS**'s; and • 13, 5sc6dc **SLC** composites. Examples of cars occupied were: • SLC on **BR 2345**, Inverness to Glasgow Queen Street [1976]; • SLF on **BR Royal Highlander**, London Euston to Fort William [1978]; and • SLS on **BR 0050**, Paddington to Milford Haven [1978].

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The Mark 3 SLE's were 13dc cars, some of which went on to SCR for *Caledonian Sleeper* service and to Great Western Trains (later FGW) for the Paddington-Penzance *Night Riviera*. I encountered 121 of them during most holidays, beginning in 1984: • 71 on SCR; 47 on BR, and 3 on FGW. Out of all of these cars (Mark 1 and 3), I recorded the number of only SLE No. 10584 on *Night Riviera* in 2007, and 10693 on *Caledonian Sleeper* (Aberdeen portion) in 2013.

Continental Standard Gauge Sleeping Cars:

• **SNCF F No. 66 87 79-42 215-7** [1978]; • **TI MU No. 61 83 72-90 010-9** [2007]; • **ČD AB30 No. 51 5470 70 80 217-1** [2007].

No. 215-7 was a 9dc, F-type Sleeper built by Ateliers de construction du Nord de la France in 1936 for CIWL's *Night Ferry*. **No. 010-9** was a 13tc, former CIWL MU car manufactured by Fiat Ferroviaria (FF) in 1972, and was occupied on the TI-SNCF *Palatino* – the “U” meaning Universal, the most common type of continental Sleeping car. **No. 217-1** was a 10tc AB30 car built by an unknown manufacturer during 1955-65, and was occupied on ČD-ŽSSK's *Excelsior*.

Honourable mentions: **No. 61 87 75-70 176-5** [2003], an 18dc SNCF T2 car built by Waggon- und Maschinenbau Donauwörth (WMD) during 1968-72 and occupied on *La Palombe Bleue* [2003]; **No. A-CWL-61-87 70-90 204-2** [2007], a 10tc CIWL MUn car manufactured by CIWL in 1999 and occupied on the ÖBB-TI *Allegro Don Giovanni* between Wien West and Venezia Santa Lucia (this type apparently a more recent version of the standard MU, built and owned by CIWL but leased to various service providers); **No. 61 53 70-91 002-3** [2013], a 12tc AB33 car built by Deutsche Waggonbau AG for DB but obtained and rebuilt by Societatea Națională a Căilor Ferate Române (CFR – *National Society of Romanian Railways*), occupied on Budapest Keleti-Sighișoara *Ister*; and **AB33** car, 11 tc (number unrecorded) on the Oslo Sentral-København Hbg. overnight, constructed during 1957-65 (builder unknown).

Overall, I've recorded 80 Sleeping cars in this category: 26 MU; 26 AB33; 16 F; 13 AB30; 8 T2; 4 MUn; and 1 T2S. All except F's offered accommodation which could be sold as 1st and 2nd class, as well as Tourist class. (F's, just 1st and 2nd class.)

LA GRANDE ALLURE: CARS AND LOCOMOTIVES



R-33: DSG AB33-type Sleeping car at Spiez station, on BLS No. 209, bracketed by SBB Couchette cars (1984/05/??) [PETER DAWES].

Continental Wide Gauge Sleeping Cars:

• **CP U**; • **RENFE TWL4**. [Both 2003]

I failed to record the numbers of these cars. **U** was an 11tc car occupied on *Sud-Expresso/Surex* and was built by either WMD or Hansa Waggon in 1957. **TWL4**s were Talgo Pendular cars, built during 1983-7 to 11dc5qc configuration, and were occupied on both *Antoni Gaudí* and *Lusitânia*. Overall, I recorded 7 cars in this category (6 TWL4 and 1 U).

Continental Couchette Cars:

• **SNCF 1st class** [1980]; • **THO 2nd class** [2013].

I've recorded 128 Couchette cars during my European travels, belonging to CNL, ČSD, DB, FS/TI, ÖBB,

LA GRANDE ALLURE: CARS AND LOCOMOTIVES

RENFE, SBB, SJ, SNCB, SNCF, THO, and ŽSSK. I've occupied only two cars: • **SNCF**, a 1st class vehicle featuring 4-berth compartments, from Mulhouse to Nice on a Strasbourg-Ventimiglia train; and • **THO**, a 2nd class vehicle featuring 6-berth compartments, from Paris Lyon to Padova, four of which were prepared with only four berths and sold by Thello at a higher price. (Additionally, the quadruple compartments in RENFE's TWL4 Sleepers were Couchette-like.)

Asian and Australasian Standard Gauge Sleeping Cars:

• **Twinette No. ARL920Y**; • **Roomette No. ARJ 945A**; • **Roomette No. BRJ 915A**.
(All AN) [All 1990]

All Australia here. These cars operated on the *Indian-Pacific*, were built by COMENG during 1968-75, and were later sold to GSR. **No. ARL920Y** featured 9dc, all 1st class, and we occupied it from East Perth to Adelaide Keswick. **No. ARJ 945A** was configured to 18sc, all 1st class, and was in the same train. **No. BRJ 915A** featured 16dc in 2nd class, and was recorded between Adelaide and Sydney. There were also 7dc 1st class cars, including **Twinette No. ARM952N**, recorded between Perth and Adelaide, both Twinette types featuring ensuite showers. Overall, I recorded 14 cars, once each: 5 ARL's; 3 ARJ's; 4 BRJ's; and 2 ARM's.

Asian and Australasian Wide Gauge Sleeping Cars:

• **AN/VL Twinette YANNI** [1990]; • **AN/VL Roomette TARKINJI** [1990]; • **IR No. 078029/C** [2016].

The named cars operated on the *Overland* and were built at SARW during 1957-8. **YANNI** featured 9dc in 1st class, and we occupied it in both directions between Adelaide Keswick and Melbourne Spencer Street. **TARKINJI** was configured to 18sc in 2nd class, recorded in the same trains. Both were later converted to standard gauge, the former ending up with GSR, the latter Australian Southern Railroad (ASR) as a crew car. Overall, I recorded 3 Twinette and 2 Roomette cars, twice each. **No. 078029/C** (*builder & year unknown*) was an IR combination 1AC2 car, occupied on *Coromandel Express* between Kolkata and Chennai and providing 1dc and 2qc in 1st, 4dc and 3qc in 2nd class. Honourable mention: **No. 078029/C** (*builder & year unknown*), a 1AC car occupied on *Dibrugarh Rajdhani Express* between Mughalsarai and New Jalpaiguri, 2dc3qc.

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2AC cars offered 9dc7qc in 2nd; 3AC cars 8dc8sxc in 3rd class. (1AC accommodations had lockable doors; 2AC curtains; and 3AC no privacy whatsoever.) Overall, I recorded 3 1AC's, 4 1AC2's, 13 2AC's, and 23 3AC's. In Sri Lanka, SL still operated 1st class 6dc Sleeping cars on three routes out of Colombo, to Badulla, Jaffna and Trincomalee, but several attempts to book them elicited responses ranging from "sold-out" to "no longer being operated". Finally, IR's ubiquitous "Sleeper Class" were more like European Couchettes than Sleeping cars. Each car offered 9, 6-berth plus 9, 2-berth sections, seats transformed into berths at night (no cabins and no curtains, but reservable in advance). I recorded 38 of these cars in our 2016 trains.

Australian Narrow Gauge Sleeping Cars:

• **No. 1494**; • **No. 1474**; • **No. 1906**. (All **QR**) [All 1990]

These cars operated on *Sunlander* from Brisbane Roma Street to Cairns and were built by COMENG. **No. 1494** was a 7dc 1st class car manufactured in 1954 with ensuite showers, and was our home on this train. **No. 1474** was an 8ts 2nd class vehicle constructed a year earlier. **No. 1906** was a 14sc 1st class car built much later, in 1983. Overall, I recorded 10 cars, once each: five 7dc; three 8ts; and two 14sc.

RESTAURANT & OTHER MEAL CARS

Please note that Coaches utilized as Restaurant cars are included here, but Pullman Kitchen cars are listed above under **COACHES, PULLMANS & LOUNGES**.

British Steam Train Restaurant and Buffet Cars:

• **PR No. E1663C** [1988]; • **GCR No. E1526** [2003]; • **BBL No. 1838** [2007].

All of these were Mark 1 cars. **No. E1663C** was a Buffet Restaurant built by Pressed Steel Co. in 1960 for BR, was part of *Shakespeare Limited*. **No. E1526** was a Buffet Kitchen built by BR in 1960, was subsequently owned by NYMR, and was encountered on the *Elizabethan* dinner train. **No. 1838** was a "Restaurant Miniature Buffet" car built by BR in 1959. Honourable mention goes to: • **GCR No. E3126** [2003], manufactured by BR in 1963 as a 1st class Coach, and utilized on *Elizabethan* as a Restaurant car.

LA GRANDE ALLURE: CARS AND LOCOMOTIVES

British Inter City Cars:

• **BR Mark 1 Restaurant** [1976]; • **BR HST Buffet Coach** [1976]; • **SWT No. 62941 THE NEW FOREST** [1998].

BR Mark 1 Restaurant car was on my *Royal Highlander* (but unrecorded), built by BR during 1957-64. **BR HST Buffet Coach** was standard on these trains, this one initially encountered on BR's 1303 from Paddington to Bath Spa on a Weston-super-Mare service (meals were prepared in this car for serving in the car itself or adjacent 1st class car). **THE NEW FOREST** was part of the third-rail, Class 442 EMU set No. 2402 described above under **COACHES, PULLMANS & LOUNGES** – this powered car bearing the name of the set.

Continental Restaurant Cars:

• **SNCF** [1976]; • **ČD** [1992]; • **MÁV** [2013].

(I did not take the numbers of these cars.) **SNCF's** Restaurant was part of TEE No. 63 *Stanislas*, Paris Est to Strasbourg and staffed by CIWL. **ČD's** car part of a joint ČD-ÖBB No. 270 *Vindobona*, which we took from Wien Süd to Praha Holešovice (terminating at Berlin). **MÁV's** Restaurant ran from Budapest Keleti to Hamburg Hbf. on EuroCity No. 174 *Ján Jesenský*, which we took between Bratislava Hlavná and Praha Hlavní over ŽSSK and ČD.

Honourable mention: **CFR's** Restaurant, on MÁV-CFR Eurocity/InterCity No. 463 *Ister*, Budapest Keleti to Buchurești Nord [2013], which we took from the Hungarian metropolis to Sighișoara.

Asian and Australasian Restaurant and Restaurant Lounge Cars:

• **AN No. DF294A**; • **QR No. 1934**; • **QR No. 1528**. [All 1990]

All Australia here. These cars were built by COMENG, the first encountered on *Indian-Pacific*, the others on *Sunlander*. **No. DF294A** was a full Restaurant built in 1972. **No. 1934** likewise was a full Restaurant, manufactured in 1985. **No. 1528** was a Restaurant Lounge constructed in 1955.



R-34: Czech Restaurant car on ÖBB-ČSD No. 270 *Vindobona*, ready to depart Wien Süd for Praha Holešovice (1992/09/14) [PETER DAWES].



[*Cestovný Poriadok* (28. 5.78-26.5.79)]

Asian and Australasian Cafe Lounge, Cafe Coach and Buffet Coach Cars:

• **AN No. CDF225M**; • **AN/VL No. 2.RBJ**; • **SRA XPT No. XDR2152**. [All 1990]

All Australia here. **No. CDF225M** was a Cafe Lounge built by COMENG in 1969 and was recorded on *Indian-Pacific*. **No. 2.RBJ** was a Cafe Coach manufactured at SARW in 1952 and was featured on *Overland*. **No. XDR2152** was a Buffet Coach built by COMENG in 1982 and was occupied on *Brisbane XPT*. There was a Buffet or Pantry car on some IR services, and a Buffet Coach on some SL trains, but they were used more for food preparation than for sit-down meals (regardless, I did not record their numbers).

BAGGAGE & MISCELLANEOUS CARS

British Steam Train Tool Support Cars:

• **No. E21096 A4 LOCOMOTIVE SOCIETY** [1988]; • **No. 35468 NATIONAL RAILWAY MUSEUM** [1985]. (Both **PR**)

Both of these started out as BR Mark 1 Coaches and later served on *Shakespeare Limited*. **A4 LOCOMOTIVE SOCIETY** was built by MC in 1956 and purchased by this organization (ALSY) for use as a tool car in support of SIR NIGEL GRESLEY. **NATIONAL RAILWAY MUSEUM** was constructed by BR in 1963 and later purchased by the museum (NRM) as a steam-excursion support vehicle.

British Directors and Inspection Cars:

• **BBL No. 43909** [1984; 2007]; • **PR No. 395707** [1988].

No. 43909 was built by Great Northern Railway (GNR) way back in 1897 as a “Special Directors Saloon”, served on GNR successors LNER and BR, and was now owned by the E.F. Howlden Charitable Trust. **No. 395707** was manufactured by Derby Carriage & Wagon Works in 1927 as an LMS Coach, became an “Inspection Saloon” into the BR era, and by now was owned by Princess Royal Class Locomotive Trust.

Service Vehicles:

• **WHR No. 2010**; • **FR No. 124**. [All 1990]

These cars featured light-meal facilities and a washroom, for use with an adjacent or nearby Observation Lounge. **No. 2010** was built during 2007-8 in FR shops. **No. 124** was built by FR itself in 2007.

RHEILFFYRDD FFESTINIOG AC ERYRI
FFESTINIOG & WELSH HIGHLAND RAILWAYS

[From Welsh Highland 1st Class “Upgrade” ticket, Porthmadog-Caernarfon, 2013/05/02]

LA GRANDE ALLURE: CARS AND LOCOMOTIVES



R-35: Luzern-Stans-Engelberg narrow-gauge Postal car No. 251, observed at Engleberg station (1984/05/15) [PETER DAWES].

Asian and Australasian Baggage Cars:

• **AN/VL No. 2.CO**, • **AN No. HM312**, • **QR No. 1458**. [All 1990]

All Australia here. **No. 2.CO** was a joint stock Baggage car built at SARW in 1970 and was recorded on *Overland*. **No. HM312** was a Baggage Mail car manufactured by COMENG in 1974 and was recorded on *Indian-Pacific*. **No. 1458** was a Baggage car built by COMENG in 1955 and was encountered on *Sunlander*.

LOCOMOTIVES & RELATED UNITS

This is the most detailed section. Please note again that “diesel” usually refers to diesel-electric locomotives, also that not all manufacturers are shown where electric locomotives are concerned (these typically having at least one company doing the mechanicals, another the electricals).

LA GRANDE ALLURE: CARS AND LOCOMOTIVES

British Main Line Steam Excursion Locomotives:

• **PR No. 46229 DUCHESS OF HAMILTON** [1985]; • **SA No. 6024 KING EDWARD I** [1998]; • **PR No. 4498 SIR NIGEL GRESLEY** [1988].

DUCHESS OF HAMILTON was built by LMS in 1938 as one of its 4-6-2 Coronation class, was owned by NRM, and was recorded on *Shakespeare Limited*. **KING EDWARD I** was a 4-6-0 King class built by GWR in 1930, was owned by the 6024 Preservation Society, and was encountered on *Cumbrian Mountain Express*. **SIR NIGEL GRESLEY** was built by LNER as part of its 4-6-2 A4 class, was owned by ALSY, and was also encountered on *Shakespeare Limited*.

Honourable mentions to: **No. 5029 NUNNEY CASTLE** [1992], built in GWR's shops in 1934 as one of its 4-6-0 Castle class, owned by the Great Western Society, and encountered on *William Shakespeare Express*; **No. 5407** [1985], a 4-6-0 "Black Five" built by Armstrong-Whitworth in 1937, owned by East Lancashire Railway, and recorded on BR's regular 1100 Fort William-Mallaig service.

British Preserved Railway Standard Gauge Steam Locomotives:

• **WSR No. 7820 DINMORE MANOR**; • **SRY No. 34072 257 SQUADRON**; • **NYMR No. 3672 DAME VERA LYNN**. [All 1998]

DINMORE MANOR was a 4-6-0 Class 7800 locomotive built by BR in 1950, and was owned by Dinmore Manor Locomotive Ltd. **257 SQUADRON** was built in Southern shops in 1948 as part of the 4-6-2 Battle of Britain class. **DAME VERA LYNN** was a War Department "Austerity" class 2-10-0 built by North British Locomotive Co. in 1944 and was now owned by Clifford Brown – not your usual passenger locomotive.

Honourable mention to two more Southern-built locos, encountered on BBL: **No. 928 STOWE** [1984], a 4-4-0 Schools class built in 1934 and now owned by Maunsell Locomotive Society; and **No. 34007 WADEBRIDGE** [2007], a 4-6-2 West Country class built in 1945 and now owned by Wadebridge (34007) Ltd.

LA GRANDE ALLURE: CARS AND LOCOMOTIVES



R-36: Southern Railway No. 34007 WADEBRIDGE at Sheffield Park on the Bluebell Railway, part of a double-header with No. 34028 EDDYSTONE (2007/10/21) [PETER DAWES].

British Preserved Railway Narrow Gauge Steam Locomotives:

• **FR BLANCHE** [1976]; • **TR No. 2 DOLGOCH** [1988]; • **DPE No. 13 KISSACK** [1980].

All of these were tank engines. **BLANCHE** was a 2-4-2T built by Hunslet Engine Co. in 1893. **DOLGOCH** was a 0-4-0T constructed by Fletcher, Jennings & Co. in 1866. **KISSACK** was a 2-4-0T manufactured by Beyer Peacock in 1910.

Honourable mentions: **VR No. 9 PRINCE OF WALES** [1988], a 2-6-2T built by GWR in 1924; **M&WH LADY OF THE ISLES** [1988], a 2-6-4T constructed by Britannia Works in 1981 – the youngest steam locomotive encountered; **WHR No. 87** [2013], a 2-6-2+2-6-2 Garratt constructed by Société Anonyme John Cockerill in Belgium for South African Railways; **FR No. 10 MERDDIN EMYRS** [2013], a 0-4-4-0T “Double Fairlie” built in-house in 1879.

LA GRANDE ALLURE: CARS AND LOCOMOTIVES

British Older Diesel Locomotives:

• **BR No. 37408 LOCH RANNOCH** [1988]; • **SA No. 47732 RESTORMEL** [1998]; • **BR No. 55005 THE PRINCE OF WALES OWN REGIMENT OF YORKSHIRE** [1976].

LOCH RANNOCH was built by either English Electric (EE) or Robert Stephenson & Hawthorns in the early 1960's for BR, and was recorded on a Glasgow Queen Street-Oban train. **RESTORMEL** was constructed by either BR or Brush Traction/Falcon (BTF) during 1962-8 and was encountered on *Cumbrian Mountain Express* helping KING EDWARD I from Skipton to York – in Railfreight Distribution (RFD) colours but owned by freight operator English, Welsh & Scottish Railway (EWS). **THE PRINCE OF WALES OWN REGIMENT OF YORKSHIRE** was a Deltic type manufactured by EE in 1963, and was recorded between Peterborough and York on a King's Cross-Edinburgh service. Honourable mentions: **No. 31420** [1988], built by BTF for BR during 1957-62, recorded (along with a sister loco) helping SIR NIGEL GRESLEY haul *Shakespeare Limited* from Banbury to Stratford-upon-Avon; and **No. 50019 RAMILLES** [1988], constructed by EE in 1968 for BR and recorded on a Waterloo-Portsmouth service, although mechanical difficulties resulted in its train being annulled enroute.

British Newer and Rebuilt Diesel Locomotives:

• **GNER HST No. 43095** [2007]; • **FGW No. 57605 TOTNES CASTLE** [2007]; • **SCR No. 67006** [2003].

No. 43095 was a Class 253 HST locomotive constructed by BREL during 1976-82, was recorded between York and Doncaster on a Newcastle-King's Cross service. **TOTNES CASTLE** was built by BR during 1964-5, rebuilt by BTF in 2004, and recorded on *Night Riviera* between Paddington and Plymouth. **No. 67006** was manufactured by Alstom during 1999-2000 for EWS and was recorded on the *Caledonian Sleeper* between Edinburgh and Aberdeen.

British Diesel Hydraulic Locomotives:

• **BR No. 1072 WESTERN GLORY** [1976]; • **SVR No. D1062 WESTERN COURIER** [2013].

LA GRANDE ALLURE: CARS AND LOCOMOTIVES

These were "Western"-class hydraulics, built by BR in 1963. **GLORY** was recorded between Penzance and Exeter on a Paddington-bound service. **COURIER** was encountered on the Severn Valley from Highley to Kidderminster.

British Electric Locomotives:

• **BR No. 86240 BISHOP ERIC TREACY** [1984]; • **BR No. 87015 HOWARD OF EFFINGHAM** [1984]; • **GNER No. 91131 COUNTY OF NORTHUMBERLAND** [2003].

BISHOP ERIC TREACY was built by EE or BR during 1965-6, was named after a famous clergyman/railway photographer and was recorded between Oxenholme and Motherwell on a Nottingham-Edinburgh service. **HOWARD OF EFFINGHAM** was constructed by BREL in 1974, was named after a Lord High Admiral, was recorded on *Night Limited* between Carstairs and Euston on an Edinburgh-originating service. **COUNTY OF NORTHUMBERLAND** was manufactured by BREL during 1988-91 for Electric 225 service on the ECML, and was recorded between King's Cross and Doncaster on a Glasgow-bound service.

Honourable mention to: **No. 90027 ALLERTON T&RS DEPOT** [2003], built by BREL during 1987-90, later going to RFD and EWS and recorded in EWS colours on *Caledonian Sleeper* to Edinburgh.

British Driving Van Trailers:

• **VT No. 82126 G8 SUMMIT BIRMINGHAM 1998** [2003]; • **EC No. 82208** [2013].

Built by BREL in 1988, these vehicles were attached to the opposite end of a Class 91-hauled train to obviate the need to turn the consist. **G8 SUMMIT BIRMINGHAM 1998** was recorded on a Euston-Wolverhampton service. **No. 82208** was recorded on a King's Cross-Aberdeen train.

Continental Steam Locomotives:

• **PKP No. OI149-69**; • **SŽ No. 06-108**. [Both 2013]

LA GRANDE ALLURE: CARS AND LOCOMOTIVES



R-37: PKP 2-6-2 No. 01149-69 ready to depart Poznań for Wolsztyn with a regular train (2013/04/29) [PETER DAWES].

No. 01149-69 was a 2-6-2 built by Pierwsza Fabryka Lokomotyw w Polsce for PKP during 1951-4, hauling regular KW trains between Poznań and Wolsztyn in 2016, the rest of the services covered by DMU's – our only trip ever behind steam on the Continent. **No. 06-108** was a Slovenske Železnice (SŽ – Slovenian Railways) locomotive built by AWH in 1930, and was returning from a private charter when we observed her at the Slovenian Railroad Museum in Ljubljana.

Continental Standard Gauge Diesel Locomotives:

• **ČD No. 754 043.8** [2007]; • **DSB No. 1415** [1985]; • **CFL No. 1804** [1992].

No. 754 043.8 was built by ČKD Vagonka-Škoda Transportation during 1979-80, and was recorded between Brno and Jihlava on a train headed for Plzeň. **No. 1415** was constructed by Nydqvist & Holm in 1967 and headed a Hamburg-bound express between København and Rødby Færge. **No. 1804** was manufactured by La Brugeoise et Nivelles during 1963-4 and was recorded on a Luxembourg-Trier train.

LA GRANDE ALLURE: CARS AND LOCOMOTIVES



R-38: ČD No. 664 waiting to depart Brno for Plzeň on a rainy day, hauled by diesel 754 043-8 (2007/09/27) [PETER DAWES].

Continental Narrow Gauge Diesel Locomotives:

- **AÉV MK48-404** [2007].

No. MK48-404 was built by Rába Magyar Vagon és Gépgyár in 1961 for MÁV, and was recorded on the forest train out of Slajkavölgy.

Continental Wide Gauge Diesel Locomotives:

- **RENFE No. 333.108**, • **CP No. 1416**. [Both 2003]

No. 333.108 was manufactured by Material y Construcciones (Macosa) in 1974 and was encountered on the Spanish end of *Lusitânia*. **No. 1416** was built by Sociedades Reunidas de Fabricacoes Metálicas (Sorefame) during 1967-9, based on English technology, and was recorded on a Porto São Bento-Régua train.

LA GRANDE ALLURE: CARS AND LOCOMOTIVES



R-39: AVE set No. 14 (*right*) loading passengers in Sevilla Santa Justa station, prior to departure for Madrid as Train 9635 (2003/10/20) [PETER DAWES].

Continental Standard Gauge High Speed Electric Locomotives and Sets:

- **ES Eurostar No. 3207 MICHEL HOLLARD** [2007]; • **RENFE AVE No. 14** [2007]; • **SNCF TGV BELFORT** [1984].

MICHEL HOLLARD was built by GEC-Alstom (GECAL) in 1993, named after a French resistance hero, and recorded on a Paris Nord-London Waterloo International service. **No. 14** was an AVE set built by GECAL and Construcciones y Auxiliar de Ferrocarriles (CAF) in 1992, and was recorded on a Sevilla Santa Justa-Madrid Puerta de Atocha service. **BELFORT** (no number recorded) was constructed by Alstom during 1978-84, was named after a French city, and was encountered on a Paris Lyon-Genève TGV.

Honourable mentions [*all 2007*]: **SNCB Thalys No. 4345**, built by GECAL in 1996 and recorded between Bruxelles Midi/Brussel Zuid and Köln on a Paris-originating service; **TI ETR 500 No. 404 615-0** [2007], manufactured by the Trevi consortium during 2005-6 and encountered between Padova and Firenze Santa

LA GRANDE ALLURE: CARS AND LOCOMOTIVES

Maria Novella on a Udine-Roma service; and **ČD SuperCity Pendolino No. 682 003-9**, constructed by Alstom Ferroviaria in 2004 and recorded between Praha Holešovice and Brno on a Wien-bound service.

Continental Conventional Standard Gauge 1950's & 1960's Electric Locomotives:

• **NS No. 1111** [1985]; • **NSB No. 11 2092** [1985]; • **MÁV No. V43 1100** [2007].

No. 1111 was built by Alstom during 1950-6 and recorded between Hoek van Holland and Hengelo on a train headed for Berlin. **No. 11 2092** was constructed by Norsk Elektrisk Brown Boveri during 1951-6 and encountered on a Myrdal-Flåm service. **No. V43 1100** was manufactured by Ganz-MÁVAG, probably during the late 1960's, and was recorded between Füzesabony and Budapest Keleti on an InterCity service originating in Debrecen. Honourable mentions: **DB No. 110 442-1** [1976], built by a German consortium in 1967 and recorded between Bad Krozingen and Freiburg on a Basel-Frankfurt am Main semi-express; **TI No. 646 146** [2007], manufactured by Savigliano in 1965 and encountered between Firenze Santa Maria Novella and Pisa Centrale on a Livorno-bound train; and **ŽFBH No. 441 901** [2013], built by KON/ASEA between 1961 and '80 for Jugoslavenske Željeznice (*JŽ – Yugoslav Railways*) and ridden behind between Dobroj and Sarajevo on a Zagreb-originating train.

Continental Conventional Standard Gauge 1970's & 1980's Electric Locomotives:

• **BLS No. 175** [1984]; • **DB No. 103 189-7** [1978]; • **ŽSSK No. 350 006-3** [2007].

These units all headed Inter City trains. **No. 175** was built by SLM/BBC in 1974 and recorded on the Dortmund-Brig *Lötschberg* between Spiez and Kandersteg. **No. 103 189-7** was constructed by a consortium during 1970-4 and encountered between Koblenz and München on a Hannover-originating service. **No. 350 006-3** was built by Škodovy Závody (ŠKD) in 1976 and recorded from Poprad Tatry to Košice on a train originating at Wien West. Honourable mentions: **HŽ No. 1142 015** [2013], built by KON during 1984-9 for JŽ and powering EuroCity No. 211 *Sava* from the Croatian border at Dobova into Zagreb; **PKP No. EU07 446** [2013], built by H. Cegielski (Poznań) during 1983-94 and recorded on No. 403 *Silesia*, from Bohumin (or Zebzydowice) into Kraków.

LA GRANDE ALLURE: CARS AND LOCOMOTIVES



R-40: MÁV No. IC567 newly arrived in Budapest Keleti station from Debrecen and Füzesabony, led by electric V43 1100 (2007/10/05) [PETER DAWES].

Continental Conventional Standard Gauge 1990's Electric Locomotives:

• **ÖBB No. 1116 020-7**; • **DB No. 101 132-9**; • **TI No. 414 115**. [All 2007]

No. 1116 020-7 was built by SMT in 1999 and recorded between Budapest Keleti and Wien West on a München-bound Euro City service. **No. 101 132-9** was constructed by ADtranz (ADT) during 1996-9 and encountered departing Köln on the overnight *Kopernikus*. **No. 414 115** was a first-generation ETR 500 locomotive manufactured by Trevi during 1996-7, subsequently downgraded for use on conventional trains and recorded between Venezia Santa Lucia and Padova on a Milano train.



[From HŽ (Croatian Railways) time card, for
Frankfurt-Zagreb EuroCity train, 2013]]

LA GRANDE ALLURE: CARS AND LOCOMOTIVES

Honourable mentions: **ČD No. E162020-2** [2007], built by ŠKD in 1991 and pulling *Kopernikus* from Děčín to Praha Hlavní; **SŽ No. 541 010** [2013], manufactured by SMT and recorded on EC 213 *Mimara* from Jesenice to Ljubljana, this train originating Frankfurt and terminating Zagreb).

Continental Conventional Standard Gauge 2000's Electric Locomotives:

• **SNCF No. 36010**; • **TI No. 464 452**. [Both 2013]

No. 36010 was built by ALS during 1997-2002 with triple voltage, for use in France, Switzerland and Italy at least, and was recorded between Paris Lyon and Padova on Thello No. EN 221. **No. 464 452** was one of a series built by BBD between 1997 and at least 2013, and was recorded on TI RV1820 between Venezia Mestre and Gorizia Centrale, this train originating at Santa Lucia and terminating at Trieste.

Continental Narrow Gauge Electric Locomotives and Power Coaches:

• **RhB No. 610** [1978]; • **MOB No. 6003 SAANEN** [1984]; • **VRB No. 2** [1984].

These units were manufactured by SLM/BBC. **No. 610** was built in 1953 and recorded on *Glacier Express* between Chur and Disentis. **SAANEN** was constructed in 1983 and encountered on *Panoramic Express*. **No. 2** was a Power Coach built in 1937, and was recorded while climbing from Vitznau to Rigi Kulm.

Continental Wide Gauge Electric Locomotives:

• **CP Alfa Pendular**; • **CP No. 2610-2**; • **RENFE No. 252-061-7**. [All 2003]

CP Alfa Pendular set (number unrecorded) was constructed by FF and ADT during 1998-2000, and was recorded on a Lisboa Santa Apolónia-Porto Campanhã service. **No. 2610-2** was built by Alstom and Société Matériel et Traction Électrique in 1974 and headed *Lusitânia* within Portugal. **No. 252-061-7** was manufactured by Alstom and CAF in 1992 and powered *Antoni Gaudí*. Honourable mention: **RENFE No. 269-409-9**, built by CAF and Mitsubishi during 1980-4, and recorded on a Talgo train between Madrid Chamartín and Linares [2003].

LA GRANDE ALLURE: CARS AND LOCOMOTIVES

Asian and Australasian Standard Gauge Diesels:

• **AN No. GM41F**; • **SRA No. 8040**; • **SRA No. XP2004 CITY OF KEMPSEY**. [All 1990]

No. GM41F was built in 1967 by U.S. Electro-Motive Division (EMD) licensee Clyde Engineering Co. (CEC) as part of AN's General Motors class, and was encountered on *Indian-Pacific*. **No. 8040** was constructed in 1982 by American Locomotive Co. (ALCO)-licensee COMENG, and was also encountered on *Indian-Pacific*. **CITY OF KEMPSEY** was manufactured by COMENG in 1982 and was recorded on *Brisbane XPT*. Honourable mentions [both 1990]: **AN No. DL47X**, built by CEC in 1988 and recorded on *Indian-Pacific*; **SRA No. 42204**, manufactured by COMENG in 1969 and encountered on *Canberra Express*.

Asian and Australasian Wide Gauge Diesels:

• **VL No. N469 CITY OF MORWELL** [1990]; • **SL No. 749** [2016]; • **IR No. 12040** [2016].

CITY OF MORWELL was built by COMENG during 1986-7, using EMD technology, and was encountered on *Overland*. **No. 749** was constructed in 1979 by ALCO-Bombardier (in Montréal), and encountered on *Udaya Devi*. **No. 12040** was built in 2003 by Diesel Locomotive Works and was recorded on *Paditik Express*. Honourable mentions: **SL No. 922**, built in 2012 by China South Locomotive & Rolling Stock Corp. and recorded on *Podi Menike* (No. 1005) [2016]; **SL No. 592**, built in 1956 by General Motors Diesel Division (London ON) and named NOVA SCOTIA, one of 12 built under the Colombo Plan and given names of Canadian provinces or cities, observed at Matara [2016].

Asian and Australian Narrow Gauge Diesels:

• **WR No. 1703** [1990]; • **QR No. 1759** [1990]; • **IR No. 710** [2016].

No. 1703 was built by English Electric Australia and recorded heading a Fremantle-Perth City suburban train operated by Trans-Perth Transport Authority. **No. 1759** was manufactured jointly by COMENG and CEC in 1968, was based on EMD technology, and was recorded on *Kuranda Tourist Train*. **No. 710** was built by Central Railway Locomotive Shop in 2014 and was encountered on *Himalayan Queen*, Kalka-Simla Railway.

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Honourable mention: **DTS SUMATA & IKAWA** [2019], on Southern Alps Abt Railway between Senzu and Kawane Koyama (*no details found*).

Asian and Australasian Wide Gauge Electrics:

• **QR No. 3928** [1990]; • **SRA No. 8501** [1990]; • **IR No. 30027 CHAMPALAL** [2016].

No. 3928 had been built earlier in 1990 by ASEA licensee CEC, and was recorded on the narrow-gauge *Sunlander* from Brisbane Roma Street north to end-of-electrification at Rockingham. **No. 8501** was constructed in 1979 by Mitsubishi licensee COMENG and was recorded on the electrified, standard-gauge segment of *Indian-Pacific* between Lithgow and Sydney. **CHAMPALAL** was built in 1997 by ASEA Brown Boveri and was recorded on *Bhopal Shatabdi* between New Delhi and Agra. Honourable mention: **IR No. 30222**, built (possibly in 2011) by Chittaranjan Locomotive Works, and encountered on *Kalka Shatabdi*. Also these narrow-gauge oddities: **KKT**, Unazuki-Keyakidaira & return [2019], electrics 17, 18, 24 & 26 (*no details found*).

Asian and Australasian Generator Cars:

• **AN No. HGM902**; • **SRA No. PHN2365**; • **QR No. 1435**. [All 1990]

All three were COMENG units. **No. HGM902** was built in 1969 as a Generator Baggage car and encountered on *Indian-Pacific*. **No. PHN2365** was manufactured in 1961 and was recorded on *Canberra Express*. **No. 1435** was constructed in 1954 and was encountered on *Sunlander*. Several Generator and Baggage Generator cars were recorded on Indian Railways, but not by number.

Asian and Australasian Steam Locomotives:

• **DHR No. 805 IRON SHERPA** [2016]; • **DTS No. C 10 8** [2019].

IRON SHERPA was a 0-4-0ST tank engine built by North British Locomotive Co. in 1928 for Darjeeling Himalayan Railway, for service between Darjeeling and New Jalpaiguri. I recorded it on two excursions between Darjeeling and Ghum – the first 7 km (*4m/s*) of the line and the only segment then in steam. It was

LA GRANDE ALLURE: CARS AND LOCOMOTIVES

lettered “NF” for IR’s North East Frontier Railway division. **No. C 10 8** was a 2-6-4T locomotive built by Kawasaki Heavy Industries in 1930 and ran over DTS’ Ōigawa Steam Railway from Kanaya to Senzu and back, assisted on its return by an electric.



R-41: Darjeeling Himalayan steam engines, Darjeeling, 0-4-ST No. 805 IRON SHERPA at the far end (2016/04/18) [SANDRA DAWES].

RANDOM PASSENGER TRAIN MOMENT NO. 4

As described throughout this document, high-speed trains had dramatically reduced travel times in western Europe. Here are three comparisons [*Hours:Minutes*], using 1976 as the baseline versus 2016: **Eurostar**, London-Paris, from 6:55 to 2:16; **AVE**, Madrid-Sevilla, from 6:08 to 2:20; and **Thalys**, Paris-Bruxelles/Brussel, from 2:23 to 1:22. Impressive progress had also been made in Germany (e.g., München-Frankfurt am Main) and, more surprisingly, Britain (ECML – London-Edinburgh). And Japan had its pioneering Shinkansens, covering most of the country, with expansions underway.



[From baggage tag/Billete y Reserva (Oct. 20, 2003)/thalys.com]

Chapter 5

CONCLUDING REMARKS



R-42: Author [left] and buddy Tom Clark posing at Carlisle station in front of former Great Western 4-6-0 No. 6024 KING EDWARD I, prior to departure of *Cumbrian Mountain Express* for York (1998/04/04) [SANDRA DAWES].

LA GRANDE ALLURE: CONCLUDING REMARKS

I've been fortunate enough to take 16 overseas holidays over five decades, all based on train travel, mostly in Europe, but also Australia and Fiji, and more recently India and Sri Lanka, Japan and Hong Kong. What changes have occurred! Unlike the situation here in North America, these mostly have been positive, at least from a pure transportation point of view and despite the lure of the automobile.

As I've documented, the biggest advancement has been in intercity corridors, due to the huge investment made in high-speed rail by some western European countries and Japan. The ICE, AVE, Eurostar, Thalys, other TGV versions, and Shinkansen have shrunk travel times, not only between the cities directly on-line, but also those served by high-speed trains running beyond onto conventional lines. Even where high speeds cannot be attained due to geographical constraints, or where the necessary investment has not been forthcoming, many intercity corridors have been improved significantly. Then there is Britain. All the conditions exist for a modernized passenger-rail system, and there have been successes, most notably electrification of the East Coast Main Line, enabling speeds not far below those achieved on dedicated high-speed lines on the Continent. There is also the HS1 link joining London's redeveloped St. Pancras station with the Channel Tunnel. While franchising has been beneficial in some respects, the promised investment has not materialized. The proposed HS2 network linking London with the Midlands and northern England has encountered a lot of opposition.

As for Australia, the *Indian-Pacific*, *Overland* and certain other trains are now privately operated and aimed squarely at the leisure and tourist markets. There is still no indication that high-speed rail will ever be built in the only corridor with potential, Sydney-Canberra-Melbourne. Highly populous India and Sri Lanka are very different: passenger rail is still heavily used, the railways remain government-owned, and roads are underdeveloped. Some intercity corridors are undergoing modest improvement, but standards are far behind Europe. Japan, of course, is famous for its high-speed Shinkansen lines and trains, this essentially being a privately operated, passenger-rail system with freight playing a minor role. Unlike Britain, the private companies are stable, and the government ensures a high degree of cooperation, adequate funding where needed, and (best of all) stability.

Some lament the passing of the *Trains de luxe*, the Trans-Europ Expresses, Britain's Pullman network – even the steam era, five decades and counting later. I would love to still be able to take the *Night Ferry* from London to Paris, or ride the TEE *Gottardo* from Zürich to Milano. I regret having to settle for an Electric 225 on the *Flying Scotsman's* old route, instead a train headed by an A4 such as SIR NIGEL

LA GRANDE ALLURE: CONCLUDING REMARKS

GRESLEY. I wish I could still take the boat train to Dover, a Sealink ferry to Oostende, and a Wagons-Lits from there deep into the Bernese Oberland. But I can leave London around supper time and be in Bruxelles/Brussel or Paris in roughly two hours and a quarter, courtesy *Eurostar*, and connect there with trains heading for many key cities – although Sleeping car lines are getting scarce. There are plenty of main-line steam excursions, in Britain at least.

Exceptions aside, why all of the investment in Europe and Japan, but not in North America or Australia? Some argue that Europeans love their trains as if ingrained in their psyches, and are happy to have their taxes go for improvements. This might be partially true, but I think the key determinate is the *usefulness* of European and Japanese trains. Comparatively short distances; high population density; crowded highways; expensive gasoline; limited parking – this is the collective base upon which everything is built, including the high-speed network, excellent regional services, and coordination with urban transit and airports. There is also the reality that the European and Japanese rail systems were built primarily for passengers, with freight as an ancillary, if important, activity – meaning that there is a huge vested interest on the part of everyone from government-owned railways to private equipment suppliers and infrastructure builders.

There will be serious challenges ahead. Huge investments are being made in the road and air modes, and automobile ownership rates continue to rise. The airline industry has been turned upside down through deregulation, leading to the rise of aggressive discount airlines, both within and between countries. It will be interesting to see how it all pans out!

PLEASE CHECK THEM OUT!

The main volumes of this project, from the **1970's** through the **2010's**, provide lots of detail on the evolution of the passenger train in Europe, as well as useful information on Australia and Fiji, India and Sri Lanka, Japan and Hong Kong. They can viewed and downloaded, at no charge, from www.my-train-travels.org.

TABLES



R-43: Maze of tracks from the outer end of platforms at Paris Gare de l'Est, with a maintenance crew making repairs, centre right (1978/08/29) [PETER DAWES].

TABLE 1
Trips in Sleeping and Couchette Cars

[Sleeping cars except for one 1980 Couchette trip; Car owner/lessor in bold where more than one involved]

<i>date</i>	<i>s. provider</i>	<i>train</i>	<i>from-to</i>	<i>type</i>
1976:				
12/10	BR	Royal Highlander	London-Fort William	SLC
15/10	BR	2345	Inverness-Glasgow	SLC
19/10	BR	Night Caledonian	Glasgow-London	SLS
02/11	BR	0055	London-Penzance	SLS
03/11	BR/ SNCF	Night Ferry	London-Paris	F
1978:				
28/08	BR/ SNCF	Night Ferry	London-Paris	F
06/09	ÖBB/ SBB	Wiener-Walzer	Wien-Sargans	MU
13/09	SNCF/CFL [a]	298	Basel-Oostende	AB33 [SBB]
17/09	BR/ SNCF	Night Ferry	London-Paris	F
18/09	BR	2300	London-Carlisle	SLF
20/09	BR	0050	Carlisle-London	SLF
20/09	BR	Royal Highlander	London-Fort William	SLS
22/09	BR	Royal Highlander	Inverness-London	SLF
27/09	BR	0050	London-Milford Haven	SLF
a – also SNCB.				
1979:				
29/09	BR	Night Aberdonian	London-Arbroath	SLF
08/10	BR	2355	Glasgow-Bristol	SLS
10/10	BR	2345	London-Barrow	SLS

LA GRANDE ALLURE: SLEEPING & COUCHETTE CAR TRIPS

<i>date</i>	<i>s. provider</i>	<i>train</i>	<i>from-to</i>	<i>type</i>
1980:				
23/09	BR	0110	London-Leeds	SLF
28/09	BR/ SNCF	Night Ferry	London-Paris	F
07/10	SNCF	1596/7 Mulhouse-Nice	Couchette	
08/10	SNCF	Le Train-Bleu	Nice-Paris	MU
1981:				
21/09	SNCF	5613	Paris-St-Gervais	T2
03/10	DB	824	München-Bonn	AB33
07/10	BR	Night Limited	London-Glasgow	SLF
10/10	BR	2215	London-Edinburgh	SLF
15/10	BR	2355	Glasgow-Bristol	SLC
1984:				
07/05	BR	Night Limited	London-Carlisle	SLE
09/05	BR	Night Limited	Glasgow-London	SLE
19/05	FS/ÖBB	Remus	Venezia-Wien	MU
23/05	ÖBB/SBB	Wiener-Walzer	Linz-Basel	MU
1985:				
11/08	BR	Night Aberdonian [a]	London-Aberdeen	SLE
20/08	DSB/SJ/ NSB	468	København-Oslo	AB33
31/08	NSB /SJ/DSB	467	Oslo-København	AB33
01/09	DB	Komet	Hamburg-Basel	AB33
05/09	SBB/SNCF	224-5260-401	Brig-Boulogne	MU
<i>a – /Nightrider.</i>				
1988:				
23/09	BR	2100	London-Rannoch Station	SLE
30/09	BR	Night Caledonian	Glasgow-London	SLE

LA GRANDE ALLURE: SLEEPING & COUCHETTE CAR TRIPS

<i>date</i>	<i>s. provider</i>	<i>train</i>	<i>from-to</i>	<i>type</i>
11/10	SNCB/CFL [a]	299-499	Oostende-Spiez	MU
<i>a – also SNCF/SBB/BLS.</i>				
1990:				
18/11	WR/AN	Indian-Pacific	Perth-Adelaide	ARL
22/11	AN/VL	Overland	Adelaide-Melbourne	Twinette [a]
23/11	VL/AN	Overland	Melbourne-Adelaide	Twinette [a]
24/11	AN/SRA	Indian-Pacific	Adelaide-Sydney	ARL
01/12	QR	Sunlander	Brisbane-Cairns	Twinette
<i>a – Joint stock.</i>				
1992:				
10/09	SNCF/DB/ÖBB	Orient Express	Paris-Wien	MU
17/09	ČSD/DB	356	Praha-Stuttgart	AB30
1998:				
16/04	SCR	Caledonian Sleeper	London-Edinburgh	SLE
21/04	SCR	Caledonian Sleeper	Inverness-London	SLE
2003:				
05/10	SCR	Caledonian Sleeper	London-Aberdeen	SLE
08/10	SCR	Caledonian Sleeper	Glasgow-London	SLE
12/10	SNCF	Le Côte Vermeille	Paris-Perpignan	T2
15/10	RENFE	Antoni Gaudí	Barcelona-Madrid	TWL4
20/10	RENFE/CP	Lusitânia	Madrid-Lisboa	TWL4
25/10	CP/RENFE	Sud-Expresso/Surex	Coimbra-Irún	U
27/10	SNCF	La Palombe Bleue	Hendaye-Paris	T2
2007:				
23/09	DB/ČD	Kopernikus	Köln-Praha	MUn

LA GRANDE ALLURE: SLEEPING & COUCHETTE CAR TRIPS

<i>date</i>	<i>s. provider</i>	<i>train</i>	<i>from-to</i>	<i>type</i>
30/09	ČD/ŽSSK	Excelsior	Praha-Poprad Tatry	AB30
08/10	ÖBB/TI	Allegro Don Giovanni	Wien-Venezia	MUn
12/10	TI/SNCF	Palatino	Firenze-Paris	MU
21/10	FGW	Night Riviera	London-Plymouth	SLE
2013:				
08/04	THO	Thello	Paris-Padova	Couchette
21/04	MÁV/CFR	Ister	Budapest-Sighișoara	AB33?
22/04	CFR/MÁV/ÖBB	Dacia	Sighișoara-Wien	AB33?
24/04	ČD/PKP	Silesia	Praha-Kraków	AB30
30/04	CNL	Perseus	Berlin-Paris	MUn?
08/05	SCR	Caledonian Sleeper	London-Aberdeen	SLE
13/05	SCR	Caledonian Sleeper	Inverness-London	SLE
2016:				
12/04	IR	Kalka-Howrah Mail	Kalka-Delhi	1AC2
13/04	IR	Swatantrata Sainani Exp	New Delhi-Varanasi	1AC2
16/04	IR	Dibrugarh Rajdhani Exp	Mugalsarai-New Jalpaiguri	1AC
20/04	IR	Padatik Express	New Jalpaiguri-Kolkata	1AC
21/04	IR	Coromandel Express	Kolkata-Chennai	1AC2
 <p><i>[Logo for AN/VL Adelaide-Melbourne train (from soap wrapper)]</i></p>				

TABLE 2
Trips on Trans-Europ Express and High Speed Trains

[Minimum average speed for high-speed trains: 150 km/h (93 mph)]

<i>date</i>	<i>s. provider</i>	<i>train</i>	<i>from-to</i>	<i>km/h</i>	<i>mph</i>	<i>stops</i>	<i>notes</i>
1976:							
04/11	SNCF	Stanislas	Paris-Strasbourg	130	81	1	TEE
09/11	DB/NS	Rheingold	Freiburg-Hoek [a]	97	60	12	TEE
<i>a – Hoek van Holland.</i>							
1978:							
11/09	DB	Rheingold	Freiburg-Basel	92	57	1	TEE
1980:							
02/10	SNCF	Iris	Mulhouse-Basel94	58	0	TEE	
1984:							
12/05	SNCF	921	Paris-Mâcon	172	107	0	TGV [a]
27/05	SBB	Gottardo	Bellinzona-Lugano	69	43	0	TEE
<i>a – Full route to Genève: 136 km/h (84 mph); 4 stops.</i>							
1998:							
24/04	GNER	1230	London-York	152	94	2	E225
2003:							
01/10	GNER	1800	London-Doncaster	176	110	0	E225
12/10	ES/SNCF	9016	London-Paris	184	114	0	Eurostar
20/10	RENFE	9635	Sevilla-Madrid	188	117	3	AVE
28/10	SNCF/ES	9031	Paris-London	175	109	2	Eurostar

LA GRANDE ALLURE: TEE & HIGH SPEED TRAINS

<i>date</i>	<i>s. provider</i>	<i>train</i>	<i>from-to</i>	<i>km/h</i>	<i>mph</i>	<i>stops</i>	<i>notes</i>
2007:							
23/09	ES/SNCF [a]	9138	London-Brux/Brus [b]	160	100	1	Eurostar
13/10	SNCF/ES	9031	Paris-London	169	105	3	Eurostar
13/10	GNER	1700	London-Doncaster	165	103	2	E225
<i>a – also SNCB; b – Bruxelles/Brussel.</i>							
2013:							
06/04	EC	1003	London-Peterborough	158	99	0	E225
08/04	EI	9010	London-Paris	214	134	0	Eurostar
01/05	EI	9023	Paris-London	201	186	0	Eurostar
2019:							
22/04	JRC	305	Sh. Yoko-Sh. Ōsaka	237	148	2	Nozomi [a] [b]
22/04	JRW	553	Sh. Ōsaka-Hiroshima	214	134	3	Sakura [a]
24/04	JRW	561	Hiroshima-Hakata	225	141	2	Sakura
26/04	JRW	548	Hakata-Shin Ōsaka	243	151	3	Sakura
26/04	JRC	524	Shin Ōsaka-Kyōto	156	97	0	Hikari
28/04	JRC	478	Shin Ōsaka-Kyōto	195	122	0	Hikari
29/04	JRW/JRE	570	Kanazawa-Toyama	155	97	1	Hakutaka
01/05	JRW/JRE	567	Nagano-Toyama	173	108	3	Hakutaka
02/05	JRE/JRW	506	Toyama-Tōkyō	177	110	3	Kagayaki
04/05	JRE	141	Tōkyō-Utsunomiya	158	99	2	Yamabiko
04/05	JRE	280	Utsunomiya-Ōmiya	163	101	1	Nasuno
07/05	JRE	14	Shin Aomori-Morioka	236	147	1	Hayabusa
<i>a – Sh: Shin; b – Yoko; Yokohama.</i>							
 <p>[Trans-Europe Express logo (en.wikipedia.org)]</p>							

TABLE 3
Trips on Steam-Hauled Trains

<i>date</i>	<i>s. provider</i>	<i>train</i>	<i>from-to</i>	<i>locomotive</i>
1976:				
26/10	Festiniog	1230	Porthmadog-Dduallt	BLANCHE
1980:				
25/08	DPE	1010	Douglas-Port Erin	KISSACK (No. 13)
25/08	DPE	1205	Port Erin-Douglas	KISSACK (No. 13)
1984:				
06/05	Bluebell	1200	Sheffield Park-Horsted Keynes	BR No. 75027
06/05	Bluebell	1245	Horsted Keynes-Sheffield Park	STOWE (SOU No. 928)
08/05	L&H	1000	Lakeside-Haverthwaite	PRINCESS (No. 10)
08/05	L&H	1030	Haverthwaite-Lakeside	PRINCESS (No. 10)
1985:				
11/08	Pullman Rail	Shakespeare Ltd.	London-Stratford	DUCHESS OF H'N [a]
11/08	Pullman Rail	Shakespeare Ltd.	Stratford-London	DUCHESS OF H'N [a]
13/08	BR	West Highlander	Fort William-Mallaig	LMS No. 5407
17/08	Strathspey	1450	Aviemore-Boat of Garten	No. 60
17/08	Strathspey	1530	Boat of Garten-Aviemore	No. 60
<i>a – HAMILTON (LMS No. 46229).</i>				
1988:				
26/09	M&WH	1120	Craignure-Torosay	LADY OF THE ISLES
26/09	M&WH	1210	Torosay-Craignure	LADY OF THE ISLES
02/10	Pullman Rail	Shakespeare Ltd.	London-Banbury	SIR NIGEL GRES'Y [a]
02/10	Pullman Rail	Shakespeare Ltd.	Warwick-London	SIR NIGEL GRES'Y [a]

LA GRANDE ALLURE: STEAM TRAINS

<i>date</i>	<i>s. provider</i>	<i>train</i>	<i>from-to</i>	<i>locomotive</i>
07/10	Vale of Rheidol	1015	Aberystwyth-Devil's Bridge	PR. OF WALES (No. 9)
07/10	Vale of Rheidol	1200	Devil's Bridge-Aberystwyth	PR. OF WALES (No. 9)
07/10	Talyllyn	1415	Tywyn-Nant Gwernol	DOLGOCH (No. 2)
07/10	Talyllyn	1550	Nant Gwernol-Tywyn	DOLGOCH (No. 2)
08/10	Festiniog	1100	Porthmadog-Blaenau Festiniog	MUNTAINEER
08/10	Festiniog	1215	Blaenau Festiniog-Porthmadog	MOUNTAINEER
a – GRESLEY (LMS No. 4498).				
1992:				
27/09	FSS	W.S. Express [a]	London-Stratford	NUNNEY CASTLE [b]
27/09	FSS	W.S. Express [a]	Stratford-London	NUNNEY CASTLE [b]
a – William Shakespeare Express; b – GWR No. 5029.				
1998:				
04/04	Steamy Affairs	C.M. Express [a]	Carlisle-York	KING EDWARD I [b]
10/04	West Somerset	1015	Bishops Lydeard-Minehead	DINMORE MANOR [c]
10/04	West Somerset	1225	Minehead-Bishops Lydeard	DINMORE MANOR [c]
11/04	East Somerset	1100	Cranmore-Mendip Vale	BR No. 47423
11/04	East Somerset	1125	Mendip Vale-Cranmore	BR No. 47423
11/04	Swanage	1545	Norden-Swanage	257 SQUADRON [d]
11/04	Swanage	1620	Swanage-Norden	257 SQUADRON [d]
25/04	NYMR	1120	Pickering-Grosmont	REPTON [e]
25/04	NYMR	1510	Goathland-Pickering	DAME VERA LYNN [f]
a – Cumbrian Mountain Express; b – BR No. 6024; c – GWR No. 7820; d – SOU No. 34872; e – SOU No. 30926; f – No. 3672.				
2003:				
05/10	Great Central	Elizabethan	Loughborough-Leicester	BR No. 63601
05/10	Great Central	Elizabethan	Leicester-Loughborough	BR No. 63601

LA GRANDE ALLURE: STEAM TRAINS

<i>date</i>	<i>s. provider</i>	<i>train</i>	<i>from-to</i>	<i>locomotive</i>
11/10	Severn Valley	1530	Kidderminster-Bridgnorth	GWR No. 7714
11/10	Severn Valley	1715	Bridgnorth-Kidderminster	GWR No. 7714
2007:				
21/10	Bluebell	1342	Horsted Keynes-Sheffield Park	WADEBRIDGE [a]
21/10	Bluebell	1510	Sheffield Park-Kingscote	BLACKMOOR VALE [b]
21/10	Bluebell	1615	Kingscote-Horsted Keynes	BLACKMOOR VALE [b]
21/10	Bluebell	1635	Horsted Keynes-Kingscote	BR No. 80151
23/10	P&D	1030	Paignton-Kingswear	GOLIATH [c]
23/10	P&D	1115	Kingswear-Paignton	GOLIATH [c]
<i>a – SOU No. 34007, also EDDYSTONE (SOU No. 34028); b – SOU No. 21C123; c – GWR No. 5239.</i>				
2013:				
06/04	NVR	1100	Peterborough-Wansford [a]	BR No. 44422
06/04	NVR	1330	Wansford-Peterborough [b]	BR No. 44422
29/04	KW	Os 777324	Poznań-Wolsztyn	PKP No. OI149-69
29/04	KW	Os 777324	Wolsztyn-Poznań	PKP No. OI149-69
02/05	WHR	1050	Porthmadog-Caernarfon	SAR No. 87
02/05	WHR	1430	Caernarfon-Porthmadog	SAR No. 87
03/05	FR	1015	Porthmadog-Blaenau Festiniog	M. EMYRS (No. 10) [c]
07/05	SVR	1035	Kidderminster-Bridgnorth	GWR No. 2587
07/05	SVR	1210	Bridgnorth-Highley	GWR No. 2587
14/05	BBL	1100	Sheffield Park-East Grinstead	BR No. 3205
<i>a – assisted by diesel BR No. 14029; b – via Yarwell Jct.; c –MERDDIN EMYRS.</i>				
2016:				
18/04	DHR	52548	Darjeeling-Ghum	IRON SHERPA [a]
18/04	DHR	52548	Ghum-Darjeeling	IRON SHERPA [a]
20/04	DHR	52548	Darjeeling-Ghum	IRON SHERPA [a]
20/04	DHR	52548	Ghum-Darjeeling	IRON SHERPA [a]

LA GRANDE ALLURE: STEAM TRAINS


<i>date</i>	<i>s. provider</i>	<i>train</i>	<i>from-to</i>	<i>locomotive</i>
<i>a – No. 805.</i>				
2019:				
19/04	DTS	-	Shin Kanaya-Senzu	C 10 8 [a]
19/04	DTS	-	Senzu-Shin Kanaya	C 10 8 [a]
<i>a – Ōigawa Steam Railway.</i>				
 <p><i>[Darjeeling Himalayan Railway logo, from side of Coach (2016/04/18)] [SANDRA DAWES].</i></p>				

TABLE 4
Trips on Some Other Trains of Interest

*[Note: These trains are in addition to those
included in Tables 1, 2 & 3 above]*

<i>date</i>	<i>s pro</i>	<i>train</i>	<i>from-to</i>	<i>notes</i>
1976:				
11/10	BR	1210	London-Wendover	to Aylesbury
13/10	BR	1030	Fort William-Mallaig	-
15/10	BR	1050	Inverness-Wick	-
22/10	BR	1221	Carlisle-Sheffield	Glasgow-Nottingham
23/10	BR	0948	Birmingham-London	-
25/10	BR	Irish Mail	Holyhead-London	-
01/11	BR	1303	London-Bath Spa	HST
04/11	DB	D667	Karlsruhe-München	Paris-Wien
09/11	SWEG	81	Staufen Hbf-Bad Krozingen	from Untermünstertal
10/11	BR	Hook Continental	Harwich-London	-
1978:				
31/08	DB	Münchner Kindl	Koblenz-München	IC [<i>1st. cl. only</i>] [<i>a</i>]
03/09	DB	Orient Express	München-Salzburg	Paris-Wien
07/09	RhB/FO	Glacier Express	Chur-Brig	-
08/09	BLS/SBB	615	Brig-Basel	-
09/09	DB	D570	Donaueschingen-Offenburg	Konstanz-Hannover
18/09	SNCF	Flèche d'Or	Paris-Calais	-
19/09	BR	1542	Oxenholme-Windermere	-
24/09	BR	1000	London-Edinburgh	to Aberdeen
26/09	BR	Flying Scotsman	Edinburgh-London	HST
27/09	BR	1248	Llanelli-Shrewsbury	from Swansea

a – from Hannover.

LA GRANDE ALLURE: OTHER TRAINS OF INTEREST

<i>date</i>	<i>spro</i>	<i>train</i>	<i>from-to</i>	<i>notes</i>
1979:				
09/10	BR	Cornish Riviera	Plymouth-London	HST <i>[from Penzance]</i>
02/10	BR	1033	Inverness-Kyle of Lochalsh	-
1980:				
25/09	DLR	1400	Douglas-Laxey	to Ramsey
25/09	SMR	1430	Laxey-Snaefell Summit	-
01/10	SNCF	Edelweiss	Colmar-Strasbourg	Zürich-Brux/Brus <i>[a]</i>
05/10	BOB	65	Interlaken-Grindelwald	-
05/10	WAB	167-2	Grindelwald-Kleine Scheidegg	-
05/10	JB	19-1	Kleine Scheidegg-Jungfrauoch	-
06/10	BLM	27	Grütschalp-Mürren	-
07/10	SBB	3730	Interlaken-Luzern	-
<i>a – Bruxelles/Brussel.</i>				
1981:				
21/09	SNCF	400/2524	Calais-Paris (Nord/Lyon)	-
22/09	MCL	9	Vallorcine-Martigny	-
23/09	MOB	Oberland	Montreux-Zweisimmen	-
25/09	BVZ	105	Brig-Zermatt	-
25/09	GGB	239	Zermatt-Gornergrat	-
26/09	FO/RhB	Glacier Express	Brig-Chur	-
27/09	RhB	Bernina Express	Thusis-Pontresina	Chur-Tirano
28/09	RhB	130	Samedan-Filisur	St. Moritz-Chur
05/10	DB/SNCB	Wien-Oostende Express	Koblenz-Oostende	from Wien
1984:				
03/05	BR	2113	London-Leagrave	to Bedford
12/05	MOB	Panoramic Express	Montreux-Zweisimmen	-
14/05	BLS	209	Spiez-Interlaken	from Paris

LA GRANDE ALLURE: OTHER TRAINS OF INTEREST

<i>date</i>	<i>spro</i>	<i>train</i>	<i>from-to</i>	<i>notes</i>
15/05	LSE	?	Luzern-Engelberg	-
16/05	VRB	7	Vitznau-Rigi Kulm	-
16/05	ARB	10	Rigi Kulm-Arth Goldau	-
18/05	FRT	40	Locarno-Domodosolla	-
18/05	FS	537	Milano-Venezia	from Torino
20/09	WLB	151	Wien-Baden	-
28/05	DB/SNCB	Wien-Oostende Express	Koblenz-Oostende	from Wien
1985:				
18/08	BR	1205	Pitlochry-London	HST <i>[from Inverness]</i>
19/08	BR	Night Continental	London-Harwich	-
20/08	NS	345	Hoek van Holland-Hengelo	to Berlin
20/08	DB/DSB	Holland-Skandinavien Exp.	Hengelo-København	from Amsterdam
22/08	NSB	?	Myrdal-Flåm	-
31/08	NSB	Henrik	Bergen-Oslo	ET
01/09	DSB/DB	397	København-Hamburg	-
05/09	BLS	Lötschberg	Spiez-Brig	IC <i>[from Hannover]</i>
1988:				
16/10	DB	Mont Blanc	Basel-Mannheim	EC <i>[Genève-Hamburg]</i>
18/10	DB	8448	Bullay-Traben/Trarbach	-
19/10	DB	Fern-Exp. Bercht'r Land	Koblenz-Bingen	FD [a]
<i>a – Fern-Express Berchtesgadener Land (Dortmund-Berchtesgaden).</i>				
1990:				
30/11	SRA	Brisbane XPT	Sydney-Brisbane	-
03/12	QR	Kuranda Tourist Train	Cairns-Kuranda	-
05/12	SRA	?	Wollongong-Nowra	-
10/12	CCR	Coral Coast Sugar Train	Cuvu-Natodola	-


LA GRANDE ALLURE: OTHER TRAINS OF INTEREST

<i>date</i>	<i>spro</i>	<i>train</i>	<i>from-to</i>	<i>notes</i>
1992:				
13/09	ÖBB	Antonín Dvořák	Wien-Hohenau	EC <i>[to Praha]</i>
14/09	ÖBB/ČSD	Vindobona	Wien-Praha	to Berlin
16/09	ČSD	594	Kutná Hora-Praha	from Nové Zámky
23/09	CFL	E3039	Luxembourg-Trier	-
26/09	CFL/SNCB	Edelweiss	Luxembourg-Bruxelles/Brussel	from Basel
28/09	BR	2157	Ashford (Mid.)-London	from Windsor & Eton
1998:				
09/04	GWT	1030	London-Newton Abbot	HST <i>[to Plymouth]</i>
13/04	W&W	0926	Yeovil-Bristol	from Weymouth
15/04	SWT	0930	London-Southampton	to Weymouth
19/04	GNER	1045	Glasgow-Edinburgh	E225 <i>[to London]</i>
24/04	GNER	1230	London-York	E225 <i>[to Newcastle]</i>
27/04	RRNE	0909	Malton-Liverpool	from Scarborough
2003:				
01/10	GNER	1800	London-Doncaster	E225 <i>[to Glasgow]</i>
07/10	GNER	Highland Chieftain	Inverness-Edinburgh	to London
13/10	SNCF	Le Petit Train Jaune	Villefranche-La Tour de Carol	<i>[a]</i>
13/10	FGC	Cremallera	Ribes de Freser-Vall de Nuria	-
17/10	RENFE	276	Madrid-Linares	Talgo
20/10	RENFE	9117	Bobadilla-Córdoba	T200 <i>[Málaga-Madrid]</i>
23/10	CP	AP135	Lisboa-Porto	Alfa Pendular
24/10	CP	6203	Tua-Mirandela	-
26/10	ET	?	Donostia/San Sebastián-Bilbao	-
01/11	MML	1759	Stockport-London	HST <i>[from Manchester]</i>
a – Villefranche/Vernet-les-Bains-La Tour de Carol/Enveitg.				

LA GRANDE ALLURE: OTHER TRAINS OF INTEREST

<i>date</i>	<i>spro</i>	<i>train</i>	<i>from-to</i>	<i>notes</i>
2007:				
23/09	SNCB/DB	9453	Bruxelles/Brussel-Köln	Thalys [<i>from Paris</i>]
27/09	ČD	Johann Gregor Mendel	Praha-Brno	SC [<i>to Wien</i>]
01/10	TEŽ	8120	Starý Smokovec-Šrbské Pleso	from Poprad Tatry
03/10	ŽSSK/MÁV	Rákóczi	Košice-Füzesabony	to Budapest
04/10	ÁEV	-	Slajkavölgy-Szalajka	-
07/10	MÁV	-	Hűvösvölgy-Széchenyi hegy	Children's Railway
08/10	MÁV/ÖBB	62	Budapest-Wien	EC [<i>to München</i>]
11/10	TI	9465	Padova-Firenze	ES [<i>Udine-Roma</i>]
17/10	MM	1535	Wolverhampton-Birmingham	Midland Metro
23/10	VT	1403	Newton Abbot-Preston	Voyager [<i>a</i>]
<i>a</i> – Plymouth-Glasgow.				
2013:				
10/04	SŽ	4214	Nova Gorica-Jesenice	-
13/04	SŽ-HŽ	Sava	Ljubljana-Zagreb	EC [<i>a</i>]
14/04	HŽ-ŽRS	B397	Zagreb-Sarajevo	also ŽFBH
16/04	ŽFBH-HŽ	B390	Sarajevo-Ploče	-
26/04	PRL	R30114	Kraków-Oświęcim (Auschwitz)	-
28/04	PKP	Warma	Kraków-Warszawa	TLK [<i>b</i>]
29/04	PKP-DB	Berlin-Warszawa Express	Warszawa-Berlin	-
13/05	SCR	1010	Glasgow-Inverness	-
<i>a</i> – Frankfurt-Zagreb; <i>b</i> – Zakopane-Olsztyn.				
2016:				
07/04	IR	Bhopal Shatabdi	New Delhi Agra	-
09/04	IR	Gatimaan Express	Agra-Delhi	-
12/04	IR	Shivalik Deluxe Express	Simla-Kalka	-
04/05	SL	No. 1008	Badulla-Nanu Oya	to Colombo
07/05	SL	No. 1126	Nanu Oya-Haptutale	Colombo-Badulla

LA GRANDE ALLURE: OTHER TRAINS OF INTEREST

<i>date</i>	<i>spro</i>	<i>train</i>	<i>from-to</i>	<i>notes</i>
07/05	SL	No. 1596	Haputale-Nanu Oya	Badulla-Colombo
08/05	SL	Podi Menike	Nanu Oya -Colombo	No. 1006
11/05	SL	Udaya Devi	Palugaswewa-Colombo	-
2019:				
19/04	DTS	207	Senzu-Kawane Koyama	to Ikawa [<i>a</i>]
21/04	END	-	Kamakura-Fujisawa	-
21/04	SM	-	Enoshima-Ōfuna	suspended monorail
24/04	JRK	35	Hakata-Nagasaki	Kamome
30/04	KKT	-	Unazuki-Keyakidiara	-
04/05	JRE	-	Nikkō-Utsunomiya	-
07/05	JRE	9	Morioka-Akita	Komachi [<i>from Tōkyō</i>]
07/05	JRE	-	Akita-Aomori	Rizōto Shirakami [<i>b</i>]
08/05	JRE	16	Sapporo-Higashi Muroran	Super Hokutu
<i>a – Southern Alps Abt Railway; b – full name: Rizōto (Resort) Resort Shirakami No. 5.</i>				
 <p>[From Austrailpass brochure, 1990]</p>				

LA GRANDE ALLURE: FASTEST AVERAGE SPEED

TABLE 5
Fastest Average Speed during each Holiday

<i>year</i>	<i>date</i>	<i>train</i>	<i>from-to</i>	<i>km/h</i>	<i>mph</i>	<i>stps</i>	<i>notes</i>
BRITISH SERVICE PROVIDERS							
1976	01/11	BR 1303	London-Bath	127	79	1	HST
1978	23/09	BR 0945	London-Chippenham	121	75	3	HST
1979	11/10	BR 0929	Lancaster-London	119	74	1	-
1980	21/09	BR 1225	London-Reading	129	80	0	HST
1981	08/10	BR 0805	Glasgow-Carlisle	120	75	0	-
1984	08/05	BR 0734	Carlisle-Oxenholme	104	65	1	-
1985	09/08	BR 2148	London-Leagrave	106	66	3	-
1988	04/10	BR 1030	London-Reading	123	76	0	HST
1992	02/10	BR 1717	Southampton-London	114	71	0	-
1998	24/04	GNER 1230	London-York	152	94	0	E225
2003	01/10	GNER 1800	London-Doncaster	176	110	0	E225
2007	13/10	GNER 1700	London-Doncaster	165	103	2	E225
2013	06/04	EC 1003	London-Peterborough	158	99	0	E225
CONTINENTAL SERVICE PROVIDERS							
1976	04/11	SNCF 63	Paris-Strasbourg	130	81	1	TEE
1978	12/09	DB D579	Karlsruhe-Freiburg	110	68	2	-
1980	01/10	SNCF 296	Colmar-Strasbourg	112	70	0	-
1981	02/10	DB 511	Augsburg-München	124	77	0	IC
1984	12/05	SNCF 929	Paris-Mâcon	172	107	0	TGV
1985	03/09	DB 176	Freiburg-Offenburg	132	82	0	IC
1988	16/10	DB 516	Basel-Mannheim	121	75	3	IC
1992	18/09	DB 5	Karlsruhe-Freiburg	134	83	0	EC

LA GRANDE ALLURE: FASTEST AVERAGE SPEED

<i>year</i>	<i>date</i>	<i>train</i>	<i>from-to</i>	<i>km/h</i>	<i>mph</i>	<i>stps</i>	<i>notes</i>
2003	20/10	RENFE 9635	Sevilla-Madrid	188	117	3	AVE
2007	23/09	ES 9031	Paris-London	169	105	3	Eurostar
2013	08/04	EI 9010	London-Paris	214	134	0	Eurostar
AUSTRALIAN SERVICE PROVIDERS							
1990	15/11	WR 108	Bunbury-Perth	90	56	3	-
FIJIAN SERVICE PROVIDERS							
1990	10/12	CCR	Cuvu-Natodola	8	5	5	& return
INDIAN SERVICE PROVIDERS							
2016	09/04	IR 12049	Agra-Delhi	113	70	0	-
SRI LANKAN SERVICE PROVIDERS							
2016	01/05	SL 8059	Galle-Colombo	63	39	6?	-
JAPANESE SERVICE PROVIDERS							
26/04	JRW	548	Hakata-Shin Ōsaka	243	151	3	Sakura
HONG KONG SERVICE PROVIDERS							
16/04	MTR	-	Kowloon-Lo Wu	34	21	14	-

LA GRANDE ALLURE: SLOWEST AVERAGE SPEED

TABLE 6
Slowest Average Speed during each Holiday

<i>year</i>	<i>date</i>	<i>train</i>	<i>from-to</i>	<i>km/h</i>	<i>mph</i>	<i>stps</i>	<i>notes</i>
BRITISH SERVICE PROVIDERS							
1976	26/10	FR 1230	Porthmadog-Ddualt	15	9	2	Steam
1978	19/09	BR 1542	Oxenholme-Windermere	28	17	1	-
1979	10/10	BR 1130	Oxenholme-Windermere	38	24	1	-
1980	25/09	SMR 1430	Laxey-Snaefell Summit	14	9	1	-
1981	10/10	BR 1030	Oxenholme-Windermere	38	24	1	-
1984	08/05	L&H 1000	Lakeside-Haverthwaite	20	12	1	Steam
1985	17/08	STR 1450	Aviemore-Boat of Garten	29	18	-	Steam
1988	07/10	TR 1030	Tywyn-Nant Gwernol	15	9	1	Steam
1992	16/09	BR 2157	Ashford-London	45	28	1	-
1998	11/04	ESR 1100	Cranmore-Mendip Vale	24	15	0	Steam
2003	05/10	GCR 1410	Leicester-Loughborough	17	11	2	Steam
2007	23/10	P&D 1030	Paignton-Kingswear	22	14	2	Steam [a]
2013	02/05	WHR 1050	Porthmadog-Caernarfon	18	11	5	Steam [b]
<i>a – also 1115, Kingswear-Paignton; b – same km/h, mph & stops, 03/05, FR 1015, Porthmadog-Blaenau Festiniog.</i>							
CONTINENTAL SERVICE PROVIDERS							
1976	09/11	SWEG 81	Staufen-Bad Krozingen	38	24	0	-
1978	07/09	RhB/FO 33	Chur-Brig	30	19	5	-
1980	01/10	JB 19-1	K Scheidegg-Jungfrauoch	11	7	1	K: Kleine
1981	25/09	GGB 105	Zermatt-Gornergrat	13	8	1	-
1984	16/05	ARB 1100	Rigi Kulm-Arth Goldau	5	3	1	-
1985	04/09	BLM 71/88	Grütschalp-Mürren	20	12	0	-

LA GRANDE ALLURE: SLOWEST AVERAGE SPEED

<i>year</i>	<i>date</i>	<i>train</i>	<i>from-to</i>	<i>km/h</i>	<i>mph</i>	<i>stps</i>	<i>notes</i>
1988	13/10	WAB 167	Grindelwald-K Scheidegg	12	7	1	K: Kleine
1992	16/09	ČSD 5941	Kolin-Kutná Hora	44	27	1	-
2003	13/10	SNCF	Villefranche-La Tour Carol	24	15	3	[a]
2007	04/10	ÁEV	Slajkavölgy-Szalajka	9	6	1	-
2013	26/04	PRL 30114	Oświęcim-Kraków	32	22	[b]	b: unknown
<i>a – Villefranche/Vernet les Bains-La Tour de Carol/Enveitg.</i>							
AUSTRALIAN SERVICE PROVIDERS							
1990	03/12	QR	Cairns-Kuranda	23	14	1	-
FIJIAN SERVICE PROVIDERS							
1990	10/12	CCR	Cuvu-Natodola	8	5	5	& return
INDIAN SERVICE PROVIDERS							
2016	18/04	DHR 52548	Darjeeling-Ghum	10	7	1	Steam
SRI LANKAN SERVICE PROVIDERS							
2016	07/05	SL 1126	Nanu Oya-Haputale	12	8	5?	Mixed
JAPANESE SERVICE PROVIDERS							
19/04	DTS	207	Senzu-Kawane Koyama	17	10	0	Southern Alps Abt
HONG KONG SERVICE PROVIDERS							
16/04	MTR	-	Kowloon-Lo Wu	34	21	14	-

LA GRANDE ALLURE: SLOWEST AVERAGE SPEED



[glacierexpress.ch; westjr.co.jp/global/en/]

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CHANGES FROM PREVIOUS VERSION

Revised throughout to take into account our most recent holiday (2019), plus some minor corrections and style changes.