LA GRANDE ALLURE

Travelling by train in Europe and elsewhere Overseas

1st 1980's

by Peter Dawes

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

1st 1980's

FRONT COVER PHOTO

1st1980's-1: Swiss-owned, Trans-Europ Express *Iris* pauses in Basel SBB station, on its way from Zürich to Bruxelles/Brussel *(1980/10/02) [PETER DAWES].*

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

DEDICATION

to Tom Matoff

FOREWORD

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

The current volume covers the first part of the 1980's, specifically 1980, 1981 and 1984 holidays primarily in Austria, England, France, Germany, Isle of Man, Italy, Scotland and Switzerland.

This is *VERSION 7* (for changes from the previous version, please see page 183).

ABOUT THE AUTHOR

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

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PHOTO CREDITS

All by the author.

IMPORTANT!

Please see **GENERAL NOTES AND CAVEATS** below for important information regarding copyright, ownership, use and acquisition of photos appearing in this document (specifically under *Photographs,* page 10).

INTRODUCTION

Welcome to the second volume of my overseas rail-travel project, offering detailed accounts of train trips taken during 1980, 1981 and 1984 holidays in Europe.

A previous volume covers my 1970's holidays, while further ones deal with the 2nd part of the 1980's (1985 and '88), 1990's, 2000's and 2010's. There is also a comprehensive "Reprise" providing: a review of overseas rail-passenger developments by decade; an overall summary of my travels; personal ratings of trains; interesting cars and locomotives encountered; and several tables of detailed trip information. I've also prepared a "Companion Document" offering trip, train and equipment details, which may appeal to the real enthusiast.

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

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

BEFORE PROCEEDING…

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

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

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

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

At the end of the entry (lightly shaded), I often provide the distance in both kilometres and miles, elapsed time and average speed. Occasionally, I also offer further details on equipment, particularly Sleeping cars and locomotives.

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

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

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

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

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

ACKNOWLEDGEMENTS

- John Day for recommending European trains (and suggesting Gmunden as a place worth visiting in Austria); also Stefan Dringenberg for assistance with translations.

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

Finally, both 1980's volumes are dedicated to Tom Matoff, for inspiring my overseas train travels.

Peter Dawes
Edmonton, Alberta
September, 2019.

GENERAL NOTES AND CAVEATS

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

BEFORE PROCEEDING…

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

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

Distances: are taken mostly from Cook's, or from railway timetables where Cook's doesn't provide such information or does so in a manner which makes computing difficult (distances may vary from one trip to another due to routing changes or updates of information made by Cook's or service providers, and for international services are calculated to or from the nearest operating point, which might not necessarily be

right at the border; are rounded to the nearest full kilometre or mile; and may vary from timetables especially where conversion back and forth between the two measures was necessary and where Cook's or the service provider used a different ratio);

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

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

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

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

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

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

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

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

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

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

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

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

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

Equipment deadheading: is indicated by *[dd];*

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

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

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

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

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

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

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

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

ABBREVIATIONS

SERVICE PROVIDERS

[Note: coloured abbreviations carry through from the first volume]

ARB	Arth-Rigi Bahn
BBR	Bluebell Railway
BLM	Bergbahn-Lauterbrunnen-Mürren
BLS	Bern-Lôtschberg-Simplon Bahn
BN	Bern-Neuchâtel Bahn (BLS)
BOB	Berner-Oberland Bahnen
BR	British Rail
BVZ	Brig-Visp-Zermatt Bahn
DB	Deutsche Bundesbahn (German Federal Railroad)
DLR	Douglas-Laxey-Ramsey Electric Railway
DPE	Douglas-Port Erin Steam Railway
FO	Furka-Oberalp Bahn

FRT	Ferrovie Autolinee Regionali Ticinese (Ticino Regional Railway)
FS	Ferrovie dello Stato (Italian State Railways)
GGB	Gornergrat Bahn
JB	Jungfraubahnen
L&H	Lakeside & Haverthwaite Railway
LSE	Luzern-Stans-Engelberg Bahn
MCL	Chemin de fer Martigny-Châtelard
MO	Chemin de fer Martigny-Orsières
MOB	Montreux-Oberland-Bernois Bahn
ÖBB	Österreichische Bundesbahnen (Austrian Federal Railways)
RhB	Rhätische Bahn (Rhaetian Railway)
SBB	Schweizerische Bundesbahnen/Chemin de fer fédéraux Suisse/Ferrovie Federali Svizzere (Swiss Federal Railways)
SEZ	Spiez-Erlenbach-Zweisimmen Bahn (BLS)
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)
SWEG	Südwestdeutsche Eisenbahnen Aktiengesellschaft (Southwest German Rail Authority)
VRB	Vitznau-Rigi Bahn
WAB	Wengernalp Bahn
WLB	Wiener Lokalbahn (Vienna Local Railroad)

ADDITIONAL RAILWAYS AND RAIL ENTITIES

CIWL	Compagnie internationale des Wagons-lits et du Tourisme (International Sleeping Car and Tourism Co.)
CPR	Canadian Pacific Railway

DSG	Deutsche Schlaf- und Spiesewagen Gesellschaft (German Sleeping and Restaurant Car Co.) (DB)
EFH	E.F. Howlden Charitable Trust
GMG	Graham McGee
GNR	Great Northern Railway
LNER	London & North Eastern Railway
MÁV	Magyar Államvasutak (Hungarian State Railways)
MLS	Maunsell Locomotive Society
NRM	National Railway Museum (York)
NXEA	National Express East Anglia Trains
ONE	The one
ONTC	Ontario Northland Transportation Commission
SOU	Southern Railway
SSG	Schweizerische Spiesewagen Gesellschaft/Compagnie Suisse des Wagons-Restaurants (Swiss Restaurant Car Co.) (SBB)
VT	Virgin Trains
WAGN	West Anglia & Great Northern Trains

MISCELLANEOUS ENTITIES

ALA	Société anonyme de navigation Angleterre-Lorraine-Alsace (England-Lorraine-Alsace Navig'n Co.)
CGN	Compagnie générale de navigation
CM	Caledonian MacBrayne
IOMSP	Isle of Man Steam Packet Co.
KDL	Köln-Düsseldorfer Linie
MXL	Manx Line
NLM	Navigatione sul Lago Maggiore (Lake Maggiore Navigation Co.)
RTM	Régie de Transport Maritime/Regie Voor Maritiem Transport (Maritime Transport Co.)
SGV	Schiffahrtsgesellschaft Vierwaldstättersee (Lake Lucerne Shipping Co.)

RAIL EQUIPMENT

A	Automobile carrier

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

TRAIN SYMBOLS AND MARKETING NAMES

D	Express
E	Semi-fast
Ex	Express
HST	High Speed Train
IC	Intercity
TEE	Trans-Europ Express

TGV   Train à grande vitesse

SLEEPING ACCOMMODATIONS

dc   Double-berth compartment

sc   Single-berth compartment

tc   Triple-berth compartment

EQUIPMENT MANUFACTURERS

ACNF   Ateliers de construction du Nord de la France

ALS   Alstom

BBC   Brown Boveri

BP   Beyer-Peacock

BREL   British Rail Engineering Ltd.

CGC   Compagnie générale de construction

CS   Casaralta

EE   English Electric

EIC   Enterprises industrielles Charentaises

FF   Fiat Ferroviaria

GNRW   Great Northern Railway Works

MC   Metropolitan-Cammell

SGP   Simmering-Graz-Pauker

SLM   Schweizerische Lokomotiv- und Maschinenfabrik

SRW   Southern Railway Works

WFB   Waggonfabrik Uerdingen

WGB   W.G. Bagnall

WMD   Waggon- und Maschinenbau Donauwörth

COUNTRIES, ETC.

Aust.   Austria

Bel.   Belgium

Eng.   England

Fr.   France

Ger.   Germany

IOM   Isle of Man

It.   Italy

Scot.   Scotland

Swit.   Switzerland

ALTERNATIVE VERSION OF NAMES

Athína   Athens

Basel   Basle

Bern   Berne

Bruxelles/Brussel   Brussels

Chur   Coire

Dunkerque   Dunkirk

Genève   Geneva

Genova   Genoa

Hoek van Holland   Hook of Holland

København   Copenhagen

Köln   Cologne

Luzern   Lucerne

Lyon   Lyons

Marseille   Marseilles

Milano   Milan

Mosel   Moselle

München   Munich

Nürnberg   Nuremburg

Oostende/Ostende   Ostend

Rhein   Rhine

Roma   Rome

Torino   Turin

Venezia/Venise   Venice

| Wien | | Vienna |

SAMPLE ENTRY

5 OCT:

DB/SNCB 224 *[WIEN WEST]* KOBLENZ-OOSTENDE *Wien-Oostende Express*

Ee		WIEN-AACHEN
Ee	*[SNCB]*	AACHEN-OOSTENDE
C		
C	*[SNCB]*	
C*	*[ÖBB]*	
T	*[ÖBB]*	
S	*[SNCF]*	
S		WIEN-KÖLN
T		"
T	*[ÖBB]*	"
C	*[MÁV]*	*[BUDAPEST]* WIEN-KÖLN
C		WIEN-KÖLN
C	[4]	KÖLN-OOSTENDE
R	*[SNCB]*	"

Back to **LONDON** via Oostende and Dover, departing 0826, arriving Oostende 1355, including stops at Bonn, Köln, Aachen, Liège (Bel.) and Bruxelles/Brussel *[equipment DB unless otherwise indicated]*; * I spent the afternoon on the deck of the RTM Sealink ferry PRINS ALBERT over to Dover; * 439 km in 5 hrs 29 mins, or 80 km/h *(274 mls/50 mph);* * Sleepers MU type: SNCF *(EIC, 1964-5, 12tc; ex-CIWL),* DB *(12tc; DSG)*

Explanations:

    5 OCT: • departure date;

DB/SNCB 224	• service providers were DB and SNCB; train number 224;
[WIEN WEST]	• train originating at Wien West station;
KOBLENZ-OOSTENDE	• segment travelled, with the train terminating at Oostende;
Wien-Oostende Express	• name of train;
Ee	• DB locomotive originating at Wien and hauling the train as far as the Belgian border at Aachen (the "e" indicating electric) *[equipment being DB unless otherwise indicated]*;
Ee *[SNCB]*	• SNCB locomotive taking over at Aachen;
C	• DB Coach operating over the entire route;
C *[SNCB]*	• SNCB Coach likewise;
C* *[ÖBB]*	• ÖBB Coach likewise (the **Bold** and * indicating that I occupied this car);
T *[SNCB]*	• SNCB Couchette car likewise;
S *[SNCF]*	• SNCF Sleeping car likewise;
S	• DB Sleeping car operating from Wien to Köln;
T	• DB Couchette car likewise;
T *[ÖBB]*	• ÖBB Couchette car likewise;
T *[MÁV]*	• MÁV (Hungarian) Coach originating at Budapest and operating as far as Köln;
C	• DB Coach operating from Wien to Köln;
C [4]	• four DB Coaches added at Köln for Oostende;
R *[SNCB]*	• SNCB Restaurant car likewise.
439 km in 5 hrs 29 mins, or 80 km/h *(274 mls/50 mph)*	• distance travelled, elapsed time, and average speed in kilometres *(and miles)*;
* Sleepers MU type: SNCF *(EIC, 1964-5, 12tc; ex-CIWL)*, DB *(12tc; DSG)*	• SNCF car built by Enterprises industrielles Charentaises in 1964-5 with 12, 3-berth, compartments – formerly owned by the Wagons-Lits Co.; DB car operated by its DSG subsidiary, also with 12, 3-berth compartments (builder and year unknown).

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1st 1980's

1st 1980's-2: SNCF *Trains à grande vitesse* (TGV) in Gare
de Lyon, Paris *(1984/05/12) [PETER DAWES]*.

ENGLAND/SCOTLAND/ISLE OF MAN/FRANCE/GERMANY AUSTRIA/SWITZERLAND ITALY/BELGIUM

*[**Sources:** ARB, VRB: swissrails.ch/portrait/bergbahnen/rigi; 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; DB, SNCF, ÖBB, SBB: home.arcor. de; FS: trenitalia.com; GGB: fo-bahn.ch; IOM Rail ways: Timetable 1989; lakesiderailway.co.uk; SNCB: ibelgique.ifrance.com; sweg.de; wlb.at (Unavailable: MCL; MO)].*

OVERALL CONTEXT

Even Danny le Rouge would have succumbed to the French Line's seductive First Class Boat Train, an exquisite rake of pre-war État cars behind a powerful new electric locomotive, racing on an errand of style and intrigue across Northern France in the pale light of a mid-summer evening.

Tom Matoff
("A Fast Ride on the Q")

PLEASE NOTE …

This part deals mostly with the period covered by this volume: 1980-84. The main exception involves the **ROUTE SCHEMATICS**, which encompass the entire decade.

My first two 1980's holidays in Europe occurred during my last years in Ottawa working for the Canadian Transport Commission; the final two from my new base in Edmonton while employed by the Government of Alberta – the latter with my friend, and later wife, Sandra. The above quote by my old friend Matoff – a Californian *and* strong Francophile – concerns a transatlantic voyage he once made on the great liner FRANCE from New York to Le Havre, and subsequent boat train to Paris. It beautifully captures the excitement of big-league passenger railroading, European style, and, in Tom's view, would have impressed even the 1960's student radical, Daniel Cohn-Bendit.

This was a decade of significant change for passenger-train services in this part of the world. While still essential for commuting to work in crowded metropolitan areas, the railways faced ever-increasing challenges in competing for virtually all other traffic, from regional, to inter-city and long-distance. More people had access to private automobiles than ever before, and increasingly preferred to use them for visiting and holiday purposes. Business travellers demanded fast city-to-city transportation, and in many cases could fly if the train were uncompetitive in time.

Main-line services in most countries still were equipped with locomotive hauled trains, while railcars operated on secondary lines. In 1981, the French placed their high-speed TGV *(Train à grande vitesse)*

into operation on the *Sud-Est* line, not only joining Paris and Lyon, but also enabling the new trains to veer off on conventional lines and serve a whole raft of other cities. The Germans were not yet ready to join their neighbours in the high-speed game, but did improve their conventional *Intercity* network from every second hour to hourly, adding second-class cars to widen their appeal. In Britain, High Speed Trains (HST) and electric-hauled expresses were no match for TGV, but did allow British Rail (BR) to retain a sizeable business market on an expanded network of key intercity routes.

The number of overnight Sleeper trains continued to decline across Europe, although more and more Couchette cars were offered as an alternative for budget travellers on the Continent. The western European railways still owned and operated Sleeping cars used on international routes, in most cases through their Pool TEN organization. BR replaced its aging Sleeper fleet early in the decade, focussing on the heavy volume routes between London and Scotland. Finally, parcels, newspapers and mail still rode the rails in substantial quantities.

Our travel on the Continent during this period was by means of first-class Eurailpasses. In Britain we chose Britrail Passes, also first class to ensure sole occupancy of Sleeper compartments – and to avoid overcrowded day Coaches as well.

TRIP DETAILS

I took 217 train trips and travelled 23,488 kilometres *(14,659 miles)* during the 1980, 1981 and 1984 holidays. Most activity occurred in: British Isles, 8,796 km *(5,490 mls);* France, 5,895 km *(3,679 mls);* Switzerland, 3,278 km *(2,046 mls);* and Germany, 2,502 km *(1,561 mls)*.

By year, the greatest distance travelled was 8,641 km *(5,393 mls)* in 1981; the smallest, 7,145 km *(4,459 mls)* in 1980. Most trips were 80 in 1981; the least, 64 in 1980.

Some 204 of these trips were in my "Coaches, Pullmans & Lounges" category and 13 in "Sleeping & Couchette Cars", the latter accounting for 37% of the total distance. Sixty-eight were on self-propelled trains, accounting for only 15% of that distance. Six trips were on steam trains, all in the British Isles.

Number of trips by service provider: **66** – British Rail (BR); **26** – German Federal (DB); **22** – both French National (SNCF) and Swiss Federal; **18** – Bern-Lôtschberg-Simplon group; **9** – Austrian Federal (ÖBB)

and Berner-Oberland group; **8** – Rhaetian; **6** – Isle of Man group and Montreux-Oberland-Bernois; **3** – Italian State (FS); **2** – Belgian National (SNCB), Bluebell, Brig-Visp-Zermatt, Gornergrat, Lakeside & Haverthwaite, Luzern-Stans-Engelberg, Martigny-Orsières and Vienna Local; **1** – Arth-Rigi, Furka-Oberalp, Martigny-Châtelard, Southwest German Rail Authority, Ticino Regional, and Vitznau-Rigi.

There were 1,726 units in the trains: 171 locomotives and 1,555 cars. The latter consisted of: Coaches, Pullmans & Lounges, 1,250; Sleeping & Couchette Cars, 116; Restaurant & Other Meal Cars, 51; Baggage & Miscellaneous Cars, 138.

Fastest average speed during this period in the ***British Isles*** was on BR's 1225 HST service from London Paddington to Reading in 1980: 129 km/h *(80 mph)*. ***Continent:*** SNCF 921, Paris Lyon to Mâcon Loché: 172 km/h *(107 mph)*.

Slowest average speed in the ***British Isles*** was on Snaefell Mountain's 1430 service from Laxey to Snaefell Summit in 1980: 14 km/h *(9 mph)*. ***Continent:*** Arth-Rigi's 1100 service, Rigi Kulm to Arth Goldau: 5 km/h *(3 mph)*.

PLACES VISITED

*(Note: * indicates by non-rail means)*

England: Ambleside*, Birmingham, Bournemouth, Bourton-on-the-Water*, Bowness*, Brighton, Bristol, Carlisle, Crewe, Dover, Folkestone, Grasmere*, Gatwick, Haverthwaite, Haywards Heath, Heysham*, Horsted Keynes, Keswick*, Lakeside, Lancaster, Leagrave, Leeds, Liverpool, London, Luton, Morecambe, Newbury*, Newhaven, Oxenholme, Oxford*, Portsmouth, Reading, Sheffield, Sheffield Park, Southampton, Stow-on-the-Wold*, Wendover, Windermere and Woodstock*. ***Isle of Man:*** Douglas; Laxey, Port Erin and Snaefell Summit. ***Scotland:*** Campbeltown*, Carstairs, Dunoon*, Edinburgh, Glasgow, Largs*, Motherwell and Renfrew*.

Austria: Attnang-Puchheim, Baden, Bregenz, Bruck-an-der-Mur, Gmunden, Linz, Salzburg, Stainach-Irdning and Wien. ***Belgium:*** Oostende. ***France***:   Belfort, Breuil-sur-Roya, Calais, Colmar, Dieppe, Dunkerque, Épinal, Mulhouse, Nancy, Nice, Paris, Riquewihr*, St-Gervais, Strasbourg and Vallorcine.   ***Germany***: Augsburg, Bad Krozingen, Bonn, Breisach, Buchloe, Cochem, Freiburg-im-Breisgau, Füssen, Horben*, Immenstadt, Kaufbeuren, Koblenz, Lindau, Mittenwald, München, Murnau, Oberammergau, Rüdesheim,

Staufen and Winningen. *Italy*: Domodossola, Milano, Venezia and Ventimiglia. *Switzerland:* Arth Goldau, Basel, Bellinzona, Bern, Brig, Brissago*, Chiasso, Chur, Cully, Davos, Engelberg, Filisur, Genève, Gersau*, Gornergrat, Grindelwald, Grütschalp, Gstaad, Interlaken, Jungfraujoch, Kandersteg, Kleine Scheidegg, Landquart, Lausanne, Lauterbrunnen, Lenk, Locarno, Lugano, Luzern, Martigny, Montreux, Mürren, Neuchâtel, Orsières, Pontresina, Rigi Kulm, St. Margrethen, St. Moritz, Samedan, Spiez, Thun, Thusis, Villeneuve, Vitznau, Wengen, Zermatt, Zürich and Zweisimmen.

PARTICULARLY NOTEWORTHY TRIPS

1980: BR 0941, Bournemouth to London Waterloo (on a third-rail, Electric Multiple Unit train over a route once used, from Southampton onwards, by boat trains connecting with transatlantic liners); *Douglas-Port Erin Steam 1010*, Douglas to Port Erin, and *Snaefell Mountain 1430*, Laxey to Snaefell Summit (narrow-gauge steam and tram lines, respectively, on the Isle of Man, both providing beautiful views of the island and Irish Sea); *BR/SNCF Night Ferry*, London Victoria to Paris Nord (for a fourth and final time prior to discontinuance later that fall); *SNCF Iris*, Mulhouse to Basel SBB (one of the few remaining Trans-Europ Expresses, in this case Swiss-owned and operating between Bruxelles/Brussel and Zürich); *Wengernalp 167-2*, Grindelwald to Kleine Scheidegg (upward on one of several private railways and funiculars serving the beautiful Berner Oberland); *SNCF 1596/7*, Mulhouse to Nice (overnight in a first-class, 4-berth Couchette car to the French Riviera, much cheaper than Sleeper but no privacy); *SNCF Le Train-Bleu*, Nice to Paris Lyon (in one of the Sleepers of this all-Sleeper/Couchette train);

1981: BR Night Limited, London Euston to Glasgow Central (an overnight train having 13 Sleepers, including three set out at Carlisle); *SNCF 400-2524*, Calais to Paris Lyon (a boat train including through cars to Nice, Brig and Venezia, a remnant of the former *Direct-Orient-Express* to İstanbul and Athína, culminating in a fascinating transfer right through the middle of Paris between Nord and Lyon stations); *Brig-Visp-Zermatt 105/Gornergrat 239*, Brig to Zermatt and Gornergrat (up into the Valais Alps for an incredible view of the Matterhorn and sister mountains); *DB/SNCB Wien-Oostende-Express*, Koblenz to Oostende (an international express featuring Austrian, Belgian, French, German and Hungarian cars);

1984: Bluebell 1200, Horsted Keynes to Sheffield Park (steam excursion over this excellent, preserved railway once operated by the London, Brighton & South Coast Railway); *BR Night Limited*, Carstairs to London Euston (still well used with 13 Sleepers, after being bused from Glasgow to Carstairs due to a labour dispute which had caused the entire train to operate from Edinburgh); *SNCF 921*, Paris Lyon to Genève

(partly over a dedicated high-speed line by TGV – my fastest train trip to this point); **Vitznau-Rigi 7**, Vitznau to Rigi Kulm (rack railway up the side of Rigi mountain, offering a panoramic view of the lakes below and mountains around); **SBB Gottardo**, Bellinzona to Lugano (my last Trans-Europ Express, operating from Zürich to Milano); **FS/ÖBB Remus**, Venezia Mestre to Wien Süd (overnight on a long international express featuring Italian Sleepers).

TIMINGS

... are taken from detailed trip cards, railway timetables, and the following Cook's timetables: for **1980** – Sept. 1-27 1980 *International;* for **1981** – Sept. 1-27 1980 *International,* Sept. 26-Oct. 31 1982 and other *Continental's;* for **1984** – Sept. 26-Oct. 31 1982 and other *Continental's.*

ROUTE SCHEMATIC 1A: BRITISH ISLES

NORTH, MID-ENGLAND & WALES *[ENTIRE DECADE]*

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

Carlisle

NEWCASTLE

Lakeside
2
Windermere
Haverthwaite

9

6 Oxenholme

9

3

Hellifield

LEEDS

Morecambe   Lancaster

7

LIVERPOOL

SHEFFIELD

Doncaster

Llandudno Jct.

Crewe

Blaenau Ffestiniog

9 Stafford

2

Chesterfield 4

Porthmadog 2

2

DERBY 2

Loughborough

Tywyn 2 Nant Gwernol 2

LEICESTER

Peterborough

WOLVERHAMPTON

7

2

Aberystwyth 2

2 BIRMINGHAM

Rugby 2

Leagrave

Devil's Bridge

2 Warwick

Banbury 8 4

22 Harwich

4 2

Stratford-upon-Avon

Oxford 2

4 LONDON

BRISTOL

Didcot

Wendover 4

London

ROUTE SCHEMATIC 1B: BRITISH ISLES

SOUTHERN ENGLAND *[ENTIRE DECADE]*

**[Showing one-way rail trips by route segment
(one such trip unless shown otherwise)]**
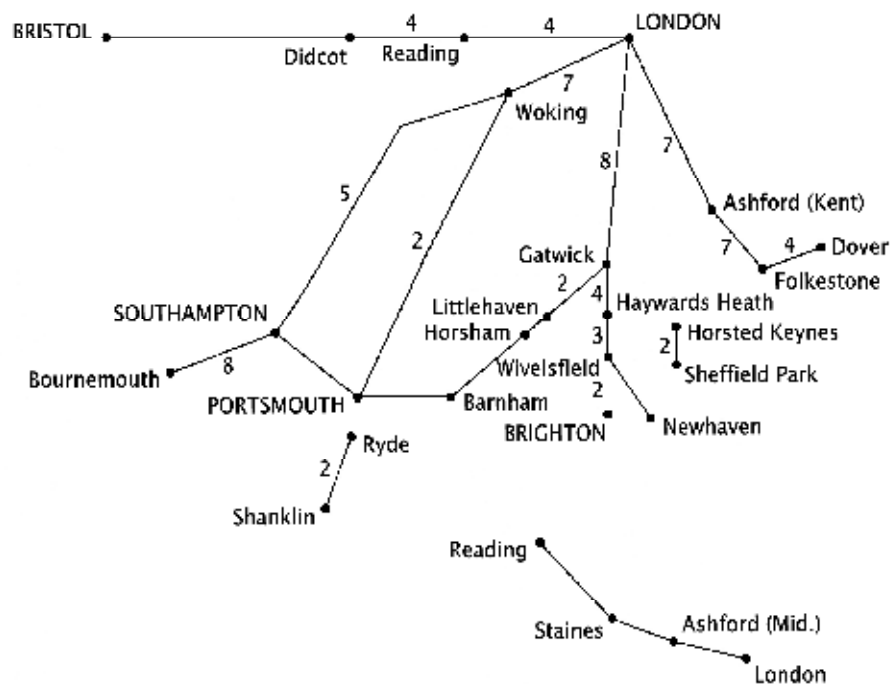
ROUTE SCHEMATIC 1C: BRITISH ISLES

ISLE OF MAN & SCOTLAND *[ENTIRE DECADE]*

*[Showing one-way rail trips by route segment
(one such trip unless shown otherwise)]*
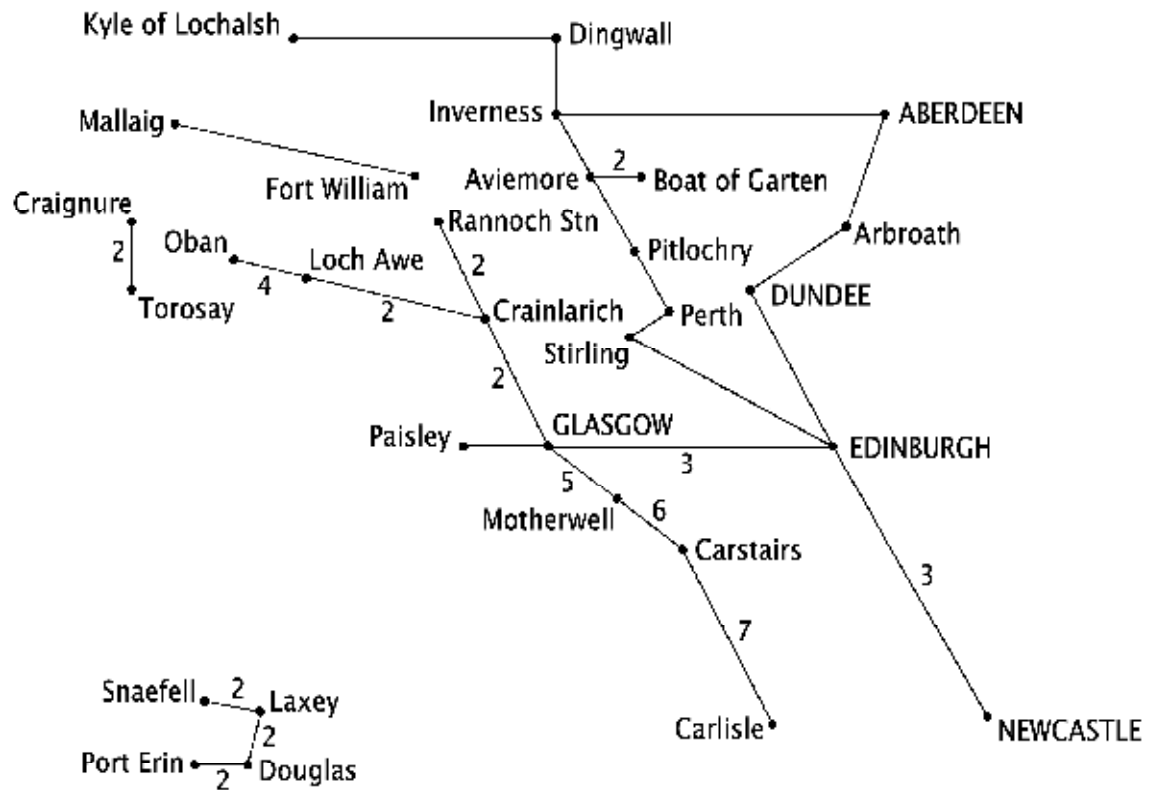
ROUTE SCHEMATIC 2A: THE CONTINENT

FRANCE [ENTIRE DECADE]

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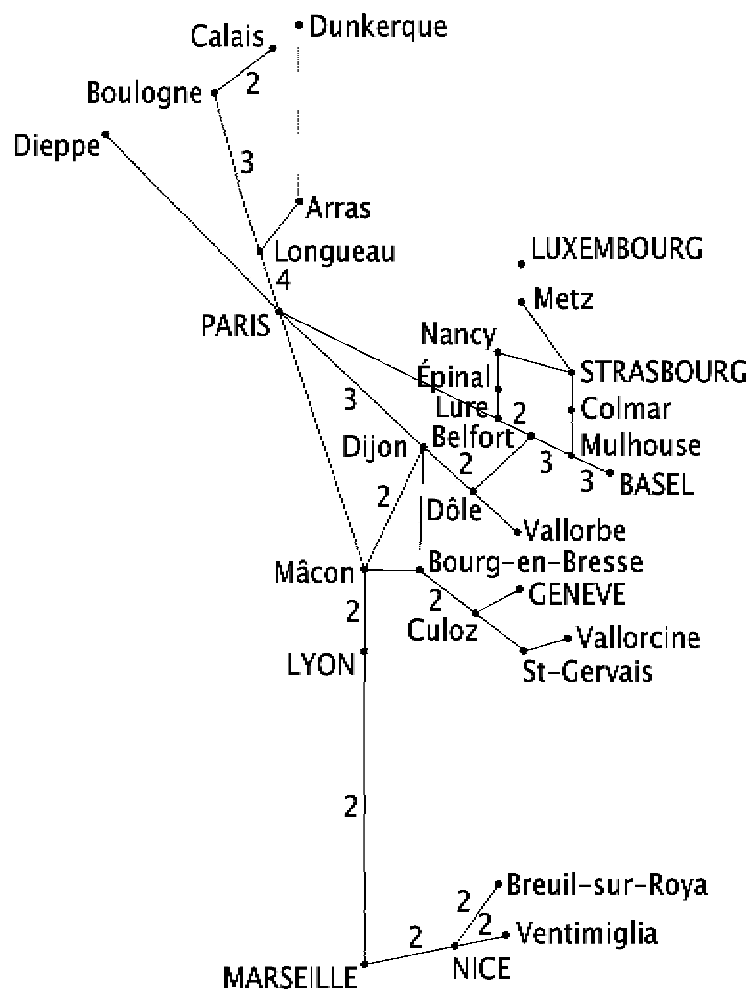
ROUTE SCHEMATIC 2B: THE CONTINENT

GERMANY, LOW COUNTRIES & SCANDINAVIA *[ENTIRE DECADE]*

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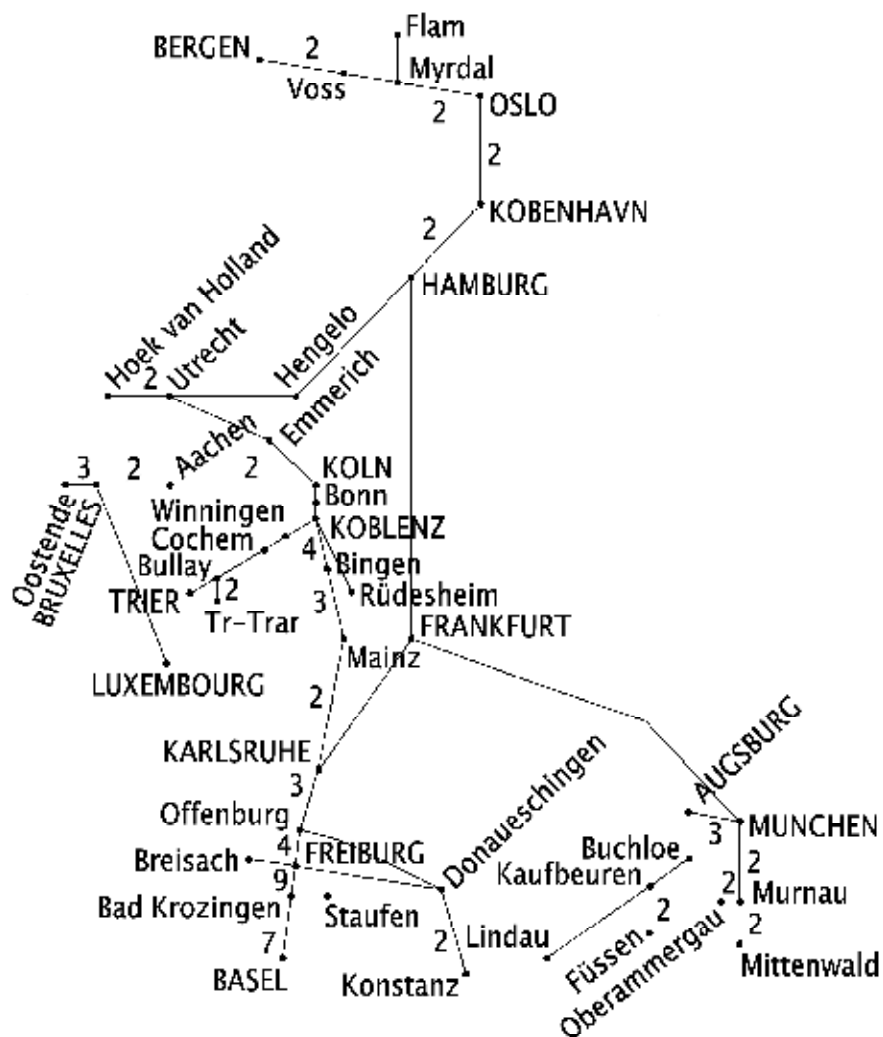
ROUTE SCHEMATIC 2C: THE CONTINENT

SWITZERLAND [ENTIRE DECADE]

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

BASEL

6

Olten 3 2 St. Margrethen

ZURICH

6

Neuchâtel Buchs

BERN Sargans

LUZERN Rigi Kulm

Hergiswil 4 Arth Goldau Landquart

11

Interlaken Brienz 2 Vitznau

Thun Zweisimmen 10 3 2 Engelberg

Vallorbe 1 4 Spiez 3 6 Zweileütshinen

LAUSANNE 6 3 3 2 Grindelwald Reichenau 2 Chur

Cully 6 Lenk 4 Kleine Scheidegg

GENEVE MONTREUX 3 Gstaad 4 2 Davos

3 2 Jungfrau Thusis Filisur

Villeneuve Kandersteg Lauterbrunnen Andermatt 2

2 Mürren St. Moritz Samedan

Vallorcine Martigny 6 2

2 2 Brig Bellinzona 2 Pontresina

Zermatt 2 3

2 Locarno

Orsières Gornergrat Domodosolla 2

Chiasso

43

ROUTE SCHEMATIC 2D: THE CONTINENT

AUSTRIA & ITALY *[ENTIRE DECADE]*

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

Lindau

3 Bregenz

St. Margrethen

Attnang-Pucheim 2 Linz

SALZBURG 3

Gmunden

2 WIEN

Baden

2

Buchs

Stainach-Irdning Bruck an der Mur

Domodosolla

MILANO

VENEZIA
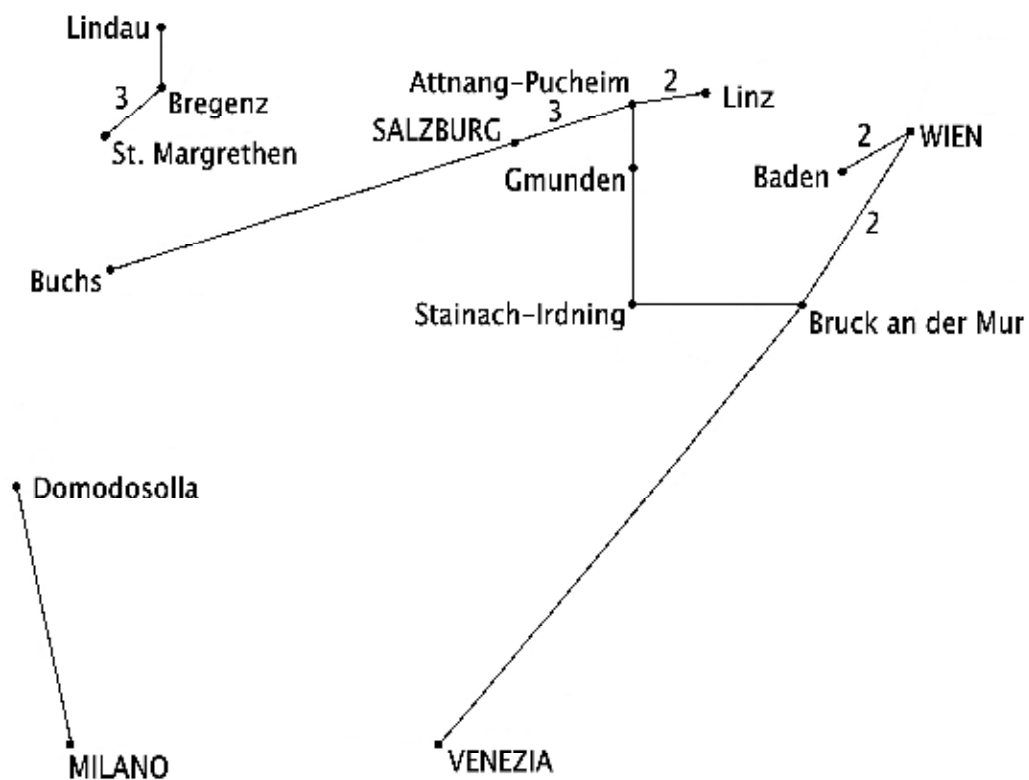
1980

ENGLAND/ISLE OF MAN
FRANCE/SWITZERLAND
GERMANY/ITALY

[The Unique Isle of Man Railways, undated]

SYNOPSIS

This was my fourth overseas holiday, featuring one week in England and the Isle of Man, and two mainly in France, Germany and Switzerland. The sketch on the opening page depicts the Isle of Man railways, wonderfully preserved as I found out during this holiday.

I joined up with Mom and Dad at Gatwick Airport (they having flown there; I into Heathrow the same morning because no space was available on their flight), then accompanied them to their chosen base at Bournemouth, Hampshire. I took no major journeys with them on this, their final trip to Britain, as they were content to take shorter trips this time; but I did stay with them in Bournemouth from time to time, while basing myself at Ann Batey's place near Turnham Green station, west London.

Trips taken: I took 64 trips during this holiday covering 7,145 kilometres *(4,459 miles),* 30 in the British Isles, 17 in France, 13 in Switzerland, and 4 in Germany. Sixty of the trips were in my "Coaches, Pullmans & Lounges" category and 4 in "Sleepers & Couchettes", the latter accounting for 42% of the total distance. Thirty-eight were on locomotive hauled and 26 on self-propelled trains, the latter covering 23% of that distance. Two were on steam trains.

Equipment units: 477, made up of 43 Locomotives & Related Units and 434 cars (Coaches, Pullmans & Lounges, 359; Sleeping & Couchette Cars, 24; Restaurant & Other Meal Cars, 22; Baggage & Miscellaneous Cars, 29).

BRITISH ISLES

Places visited in England: Bournemouth, Dover, Grasmere*, Gatwick, Heysham*, Keswick*, Lancaster, Leeds, Liverpool, London, Morecambe, Newbury*, Newhaven, Oxenholme, Portsmouth, Reading, Southampton, Wendover and Windermere. ***Isle of Man:*** Douglas, Laxey, Port Erin and Snaefell Summit. (***Note:*** ** indicates by non-rail means.*)

Noteworthy train trips: BR 1204, Gatwick Airport to Portsmouth; ***BR 0941***, Bournemouth to London Waterloo; ***BR 0110***, London King's Cross to Leeds; ***Douglas-Port Erin Steam 1010***, Douglas to Port

Erin; **Snaefell Mountain (SMR)**, Laxey to Snaefell Summit; **BR 1405**, Liverpool to London Euston.

Fastest average speed: BR 1225, London Paddington to Reading: 129 km/h *(80 mph)*. **Slowest: SMR 1430**, Laxey to Snaefell Summit: 14 mph *(9 mph)*.

Memorable non-rail trips: Manx Line Sealink ferry MANX VIKING, Heysham to Douglas; also Isle of Man Steam Packet Co. ferry MONA'S QUEEN, Douglas to Liverpool Landing Stage.

THE CONTINENT

Places visited in France: Belfort, Breuil-sur-Roya, Colmar, Dieppe, Dunkerque, Épinal, Mulhouse, Nancy, Nice, Paris, Riquewihr* and Strasbourg. **Germany**: Breisach, Freiburg-im-Breisgau and Horben*. **Italy**: Ventimiglia. **Switzerland:** Basel, Bern, Grindelwald, Grütschalp, Interlaken, Jungfraujoch, Kleine Scheidegg, Lauterbrunnen, Luzern, Mürren, Spiez and Wengen. *(**Note:** * indicates by non-rail means.)*

Noteworthy train trips: BR/SNCF Night Ferry, London Victoria to Paris Nord; **SNCF Iris**, Mulhouse to Basel SBB; **DB Tiziano**, Basel SBB to Freiburg-im-Breisgau; **Wengernalp 167-2**, Grindelwald to Kleine Scheidegg; **SBB 3730**, Interlaken Ost to Luzern; **SNCF 1596/7**, Mulhouse to Nice; **SNCF 7565**, Nice to Breuil-sur-Roya; **SNCF Le Train-Bleu**, Nice to Paris Lyon.

Fastest average speed: SNCF Edelweiss, Colmar to Strasbourg: 112 km/h *(70 mph)*. **Slowest: Jungfraubahnen 19-1**, Kleine Scheidegg to Jungfraujoch: 11 km/h *(7 mph)*.

Memorable non-rail trips: BLS vessel BUBENBERG, Interlaken to Spiez; SNCF ferry VILLANDRY, Dieppe to Newhaven.

HIGHLIGHT!

Taking the Bergbahn-Lauterbrunnen-Mürren route between these two Swiss towns, starting with a funicular up to Grütschalp, then an electric train over to Mürren – enjoying breathtaking views of the Lauterbrunnen Valley below, and the Shilthorn mountain above.

MILESTONE

Final runs of the London Victoria-Paris Nord *Night Ferry* occurred on 31 OCT, bringing an end to one of the most unique rail services anywhere. Below is the receipt for my 1980 trip, which occurred just a month earlier (Car 82, Berth 11).

[From CIWL Carte de Suggestions, undated]

TRIPS AND TRAIN COMPOSITION

· **18-19 SEPT:** To **BOURNEMOUTH**, Dorsetshire, starting with a Voyageur Colonial Lines bus to Montréal's Mirabel International Airport, then British Airways overnight to London Heathrow (actually on an Air New Zealand Douglas DC-10 leased due to an equipment shortage), Piccadilly and Circle Underground trains from Heathrow to Victoria station, and finally trains via Gatwick Airport, Portsmouth and Southampton.

19 SEPT:

BR 1023 LONDON VICTORIA-GATWICK AIRPORT *[LITTLEHAMPTON]*

Cme	[4]	
Cme	[3]	LONDON-GATWICK

* Depart Victoria at 1023, arrive Gatwick 1054, with a stop at East Croydon, on a third-rail, Electric Multiple Unit (EMU) train; * Mom and Dad were waiting patiently in the airport terminal building (which was directly adjacent to Gatwick rail station) to be shepherded onward to Bournemouth; * 43 km in 31 mins, or 83 km/h) *(27 mls/52 mph)*.

BR 1204 *[LONDON VICTORIA]* GATWICK AIRPORT-PORTSMOUTH HARBOUR

Cme	[3]	LONDON-BARNHAM *[BOGNOR REGIS]*
Bme		
Cme	[3]	

Depart 1204, arrive 1335, including stops at Crawley, Horsham, Arundel, Barnham (the Bognor Regis portion being detached there), Chichester and Havant; * The direct service to Southampton wasn't available for reasons long forgotten, but this gave me more time to sleep off the jet-lag; * I recall Dad mentioning that, while growing up as a young boy in nearby Southampton just before World War I, his parents took him to the huge Royal Navy base at Portsmouth to see the latest "Dreadnought" battleship; * 97 km in 1 hr 31 mins, or 64 km/h *(61 mls/40 mph)*.

BR 1415 PORTSMOUTH HARBOUR-SOUTHAMPTON CENTRAL *[BRISTOL TEMPLE MEADS]*

Ed

C	[5]

Depart 1415, arrive 1500, including a stop at Fareham and followed by a change of trains in Dad's hometown; * 41 km in 45 mins, or 55 km/h *(26 mls/34 mph)*.

BR 1513 *[LONDON WATERLOO]* SOUTHAMPTON CENTRAL-BOURNEMOUTH

Cme	[6]
Bme	
Cme	[5]

Depart 1513, arrive 1551, including a stop at Brockenhurst, on a Waterloo-Bournemouth express rolling through the New Forest, home of deer and other wildlife exotic to the English; * Bournemouth was a large Hampshire city and long-time seaside resort with persisting Victorian features, located adjacent to the port of Poole; * I spent two nights at Links View Flats, in a unit rented by Mom and Dad for the month and located 10 minutes by foot from the station – one of those gentle, steady English rains falling on the roof and lulling us to sleep that first evening; * 47 km in 38 mins, or 75 km/h *(29 mls/47 mph)*.

20 SEPT:

BR 1241 *[WEYMOUTH]* BOURNEMOUTH-SOUTHAMPTON CENTRAL *[LONDON WATERLOO]*

Cme	[2]	BOURNEMOUTH-LONDON
Bme		"
Cme	[10]	

Day excursion to **SOUTHAMPTON**, in hopes of seeing an English League First Division, top-of-the-table clash between the local Saints and Liverpool at The Dell football ground; * Depart 1241, arrive 1309 non-stop, with most of the Waterloo-bound train originating at Weymouth; * Upon discovering that the match was "all-ticket" (meaning no sales on game day), and that not one ticket was to be had at any price, I returned to a city centre no doubt frequented by Dad and his family six decades earlier.

BR 1543 *[LONDON WATERLOO]* SOUTHAMPTON CENTRAL-BOURNEMOUTH *[WEYMOUTH]*

Cme	[8]	
Cme	[2]	LONDON-BOURNEMOUTH
Bme		"
Cme		"

Depart 1543, arrive 1611, having dinner and spending the evening with my parents.

21 SEPT:

BR 0941 *[WEYMOUTH]* BOURNEMOUTH-LONDON WATERLOO

Cme	[2]	BOURNEMOUTH-LONDON
Bme		"
Cme		"
Cme	[8]	

To ***NEWBURY*** in Berkshire, via London and Reading, to spend the day with my London-based friend Ann, and her boyfriend Ben, at his rented farm house; * Depart 0941, arrive Waterloo 1118, with one stop at Southampton, through the beautiful Hampshire countryside – then slow going on the District and Circle lines over to Paddington station, due to the usual reduced Sunday morning schedule and "engineering works"; * 174 km in 1 hr 37 mins, or 109 km/h *(108 mls/66 mph).*

BR 1225 LONDON PADDINGTON-READING *[PENZANCE]* HST

Ed	
C*	[4]
BC	
C	[2]
Ed	

Depart 1225, arrive 1252, non-stop, on a Penzance-bound HST, my fastest trip during this holiday at an average of 129 kilometres *(80 miles)* per hour; * My friends drove me onward to Newbury, a large town in the midst of beautiful countryside, then to the farm house, located on a country estate complete with a stately house and extensive grounds infested with hundreds of rabbits scurrying around everywhere; * We spent the night there, subsequent to an afternoon in the lovely Berkshire Hills; * 58 km in 27 mins, or 129 km/h *(36 mls/80 mph).*

22 SEPT:

BR 0755 *[OXFORD]* READING-LONDON PADDINGTON

Ed	
C	[8]

To ***WINDERMERE*** in the Lake District, via London, Wendover, Leeds, Morecambe, Lancaster and Oxenholme, starting with an automobile transfer back into Reading; * Depart there at 0755, arrive Paddington 0825 non-stop, on a busy commuter train.

1st1980's-3: Wormstall stately home and farm near Newbury, in the midst
of the scenic Berkshire Hills *(1980/09/21) [PETER DAWES]*.

BR 1510/1850 LONDON MARYLEBONE-WENDOVER *[AYLESBURY]* & RETURN

Cmd   [4]

Side trip to **Wendover**, Buckinghamshire, on a 4-car DMU train to visit Aunt Angela and Uncle Hubert, meeting Mom and Dad there; * Depart 1510, arrive 1557, including stops at Chalfont & Latimer, Amersham and Great Missenden; * Returning, depart 1850, arrive 1937, then an evening pubbing with Ann before heading to King's Cross station; * 54 km in 47 mins, or 69 km/h *(34 mls/43 mph)*.

23 SEPT:

BR 0110 LONDON KING'S CROSS-LEEDS

Ed

X

C   [2]

S*   [2]

X	[6]

Depart 0110 over the East Coast Main Line, arrive 0505, including stops at Peterborough, Grantham and Doncaster; * I occupied a single berth compartment in one of two Sleepers, possibly an SLF-type (occupancy permitted from 2230 to 0745); * Leeds was the largest city in the "West Riding" of Yorkshire, known for being a manufacturing, transportation and university centre; * 299 km in 3 hrs 55 mins, or 76 km/h *(187 mls/47 mph);* * Sleepers possibly SLF *(5sc6dc),* SLS *(11dc) (BR or MC, 1957-64).*

THE LEEDS SLEEPER

My King's Cross-Leeds overnight was mainly a parcel and newspaper train, with two Coaches and two Sleepers thrown in. This type of multi-purpose service would largely disappear by the end of the decade, as business travellers switched to improved daytime schedules; the parcels and newspapers to road transport.

BR 0825 LEEDS-MORECAMBE

Cmd	[3]

Depart 0825, arrive 1028, including stops at Keighley, Skipton and Carnforth, on a 3-car DMU train using the Carlisle & Settle line as far as Hellifield, then crossing over the West Coast Main Line not too far north of Lancaster; * Morecambe was a seaside resort in Lancashire, adjacent to the ferry port of Heysham on the Irish Sea; * 113 km in 2 hrs 3 mins, or 55 km/h *(71 mis/34 mph).*

BR 1048 MORECAMBE-LANCASTER

Cmd	[2]

Depart 1048, arrive 1058 non-stop, backtracking the short distance over to the West Coast Main Line.

BR 1112 *[LIVERPOOL LIME ST.]* LANCASTER-OXENHOLME *[GLASGOW CENTRAL]*

Ee		
C	[2]	
B		
C	[2]	
C*	[4]	LIVERPOOL-CARSTAIRS *[EDINBURGH]*

Depart 1112, arrive 1128 non-stop, on a Liverpool-originating service bound for both Glasgow and Edinburgh; * 31 km in 16 mins, or 115 km/h *(19 mls/71 mph).*

BR 1132 OXENHOLME-WINDERMERE

Cmd	[2]

Depart 1132, arrive 1157, including a stop at Kendal, encountering several Queen's University (the Kingston ON version) nursing students hostelling around Britain; * This was my third straight year in the stunningly beautiful Lake District, and I especially enjoyed a bus trip by Ribble Coaches beyond the rails to *Keswick* via Ambleside and Grasmere, before spending the night at (as in 1979) the Archway Bed and Breakfast; * 16 km in 25 mins, or 38 km/h *(10 mls/24 mph)*.

24 SEPT:

BR 0951 WINDERMERE-OXENHOLME

Cmd	[2]

To *DOUGLAS* on the Isle of Man, via Oxenholme, Lancaster and Heysham; * Depart 0951, arrive Oxenholme 1014.

BR 1024 *[GLASGOW CENTRAL]* OXENHOLME-LANCASTER *[LONDON EUSTON]*

Ee	
X	
C	[3]
B	
C*	[6]

Depart 1024, arrive Lancaster 1040 non-stop, followed by a Manx Line Sealink bus to nearby *Heysham*, then MANX VIKING over to *Douglas* on a perfectly calm Irish Sea – this ship later becoming Ontario Northland's NINDAWAYMA*,* which rusted away in Montréal's Old Port until 2005; * I spent the late afternoon and evening walking around the island's main town, Douglas – a tacky, Victorian-era seaside resort in some respects but featuring a working horse tram along the sea front – before spending the night in a nice bed and breakfast.

25 SEPT:

DPE 1010/1205 DOUGLAS-PORT ERIN & RETURN

Es	*[13 Kissack]*
C	[3]

LA GRANDE ALLURE: 1980

1st 1980's-4: Douglas-Port Erin Steam Railway train at Douglas, Isle of Man, powered by tank engine No. 13 KISSACK *(1980/09/25) [PETER DAWES].*

Morning excursion to **PORT ERIN** on the narrow-gauge Douglas-Port Erin Steam Railway; * Depart 1010, arrive 1115, including stops at Port Soderick, Ballasalla, Castledown and Port St. Mary, behind 2-4-0 tank engine KISSACK, built in 1910; * This service was now operated by the Isle of Man Railways, along with the Douglas horse tram and the electric services below – all providing transportation to the locals as well as tourists; * Returning, depart 1205, arrive 1310; * 25 km in 1 hr 5 mins, or 23 km/h *(16 mls/14 mph);* * No. 13 *(BP, 1910).*

DLR 1400 DOUGLAS DERBY CASTLE-LAXEY *[RAMSEY]*

Cme   [2]

Afternoon excursion to **SNAEFELL SUMMIT** via Laxey, beginning with a transfer over from the steam railway station by horse tram; * Depart Douglas 1400, arrive Laxey 1425 on a narrow-gauge tram and trailer operated by the Douglas-Laxey-Ramsey Electric Railway, including stops at Groudle and Garwick; * This line was opened in 1893, and continued on another 27 kilometres *(17 miles)* beyond Laxey to its outer terminal at Ramsey; * 14 km in 25 mins, or 33 km/h *(9 mls/20 mph).*

1ˢᵗ1980's-5: Douglas-Laxey-Ramsey Electric Railway cars waiting to leave
Douglas Derby Castle station *(1980/09/25) [PETER DAWES]*.

SMR 1430/1515 LAXEY-SNAEFELL SUMMIT & RETURN

Cme

Onwards and upwards on a Snaefell Mountain Railway tram, also narrow gauge but wider than the other railways in the island, * Depart 1430, arrive 1500, with a stop at Bungalow Station – an interesting trip to a vantage point allowing wide vistas of the beautiful island and surrounding Irish Sea; * Returning, depart 1515, arrive 1545, with Laxey's colourful water wheel greeting our return from the summit; * 7 km in 30 mins, or 14 km/h *(4 mls/9 mph)*.

DLR 1600 *[RAMSEY]* LAXEY-DOUGLAS DERBY CASTLE

Cme   [2]

Depart 1600, arrive 1625.

1st 1980's-6: Snaefell Mountain Railway Car No. 6 arriving
at Summit station *(1980/09/25) [PETER DAWES].*

26 SEPT:

BR 1405 **LIVERPOOL LIME ST.-LONDON EUSTON**

Ee

X

C   [3]

B

C*   [5]

Return to **BOURNEMOUTH** via Liverpool and London, starting with the Isle of Man Steam Packet Co. ferry MONA'S QUEEN to Liverpool Landing Stage, followed by a quick bus transfer to Lime Street station; * This was my worst ferry trip ever, due to heavy swells during the 4-hour voyage; * Liverpool itself was a shadow of its former self as a major British port and ship-building centre, but still featured impressive marine-related buildings and huge cathedrals in the midst of areas bombed out during the war; * Depart Lime Street 1405, arrive Euston 1644, with one stop at Runcorn, then by Northern line to Waterloo station; * 312 km in 2 hrs 39 mins, or 118 km/h *(195 mls/73 mph).*

1st 1980's-7: Liverpool Landing Stage from Isle of Man Steam Packet Co.'s MONA'S QUEEN, in the background *(left-to-right)* the Royal Liver, Cunard and Port of Liverpool buildings *(1980/09/26) [PETER DAWES].*

<div style="border:1px solid">

THE LANDING STAGE

The Liverpool Landing Stage of 1980 was a modest version of the old Prince's version formerly used by ocean liners such the Canadian Pacific's MONTCALM, in which Mom and family emigrated to Canada in 1927.

</div>

BR 1935 LONDON WATERLOO-BOURNEMOUTH *[WEYMOUTH]*

Cme	[8]	
Cme		LONDON-BOURNEMOUTH
Bme		"
Cme	[2]	"

Depart 1935, arrive 2111, followed by a night at my parents' flat.

27 SEPT:

BR 1041 *[WEYMOUTH]* BOURNEMOUTH-LONDON WATERLOO

Cme	[2]	BOURNEMOUTH-LONDON
Bme		"
Cme		"
Cme	**[9]**	

To **COLMAR** in Alsace, via London, Dover, Dunkerque, Paris and Mulhouse; * Depart 1041, arrive Waterloo 1218, then to Highbury Stadium by Northern and Piccadilly lines to see Arsenal draw 0-0 with reigning English and European champions, Nottingham Forest – the latter, wonderfully named club featuring their cat-like goalkeeping hero, Peter Shilton, at the top of his game.

28 SEPT:

BR 2225 LONDON VICTORIA-DOVER MARINE *[PARIS NORD] Night Ferry*

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

Depart 2225, arrive Dover Marine 2351 non-stop, occupying a compartment in one of SNCF's venerable F-type Sleepers; * I failed to record the Sealink ferry across the Channel, but it might have been the Angleterre-Lorraine-Alsace vessel SAINT ELOI – ALA being a marine subsidiary of SNCF; * 125 km in 1 hr 26 mins, or 87 km/h *(78 mls/54 mph);* * F Sleepers *(ACNF or CGC, 1936-7/1952, 9dc)* – some owned by SNCF, others by CIWL and leased to SNCF).

<div style="border:1px solid">

LAST HURRAH FOR THE NIGHT FERRY

This was my final trip on a unique service facing discontinuance effective 31 OCT. The BR employees at Victoria were just going through the motions, sporting their tattered, hopelessly out-of-style uniforms – one nonchalantly ramming a parcels trolley into the side of the SNCF *Fourgon* and breaking a window; another standing around scratching his "privates". You had to see it to believe it!

</div>

29 SEPT:

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

Ee		DUNKERQUE-PARIS
C	[7]	"
S*	[3]	
X		

Depart 0444, arrive 0843, with a stop at Dunkerque Ville, realizing that the hustle and bustle of *Night Ferry*'s arrival at the Gare du Nord soon would cease forever; * Breakfast followed in a typical Parisian cafe during the short walk over to Gare de l'Est, these places always featuring croissants, strong coffee, and the pungent smell of French cigarettes; * 312 km in 3 hrs 1 mins, or 104 km/h *(195 mls/65 mph)* – distance and timing from Dunkerque Ville; * Paris-to-London counterpart operated via Lille; * One source (Behrend & Buchanan, *Night Ferry,* 87) has ferry using Dunkerque Ouest as port from July of 1976, while another (Cook's October 1976 *Continental Timetable*, 74) has it still as Dunkerque Maritime, as does Sept. 1980 version (69).

SNCF 1043 **PARIS EST-MULHOUSE** *[BASEL SNCF]*

Ee		
X	[2]	
C		
BC		
C*	[5]	
C		PARIS-BASEL *[CHUR]*

Depart 0907, arrive 1340, including stops at Troyes, Chaumont and Belfort, on an SNCF Basel express featuring a through Coach to Zürich and Chur; * Located at the southern end of Alsace, Mulhouse was the site of La Musée français du Chemins de fer (French Railway Museum) which, to my regret, I didn't visit; * There was a taste of, shall we say, French "snottyness" at the station when SNCF information staff completely ignored my request for a regional timetable; * 492 km in 4 hrs 33 mins, or 108 km/h *(307 mls/67 mph).*

SNCF 390 *[BASEL SNCF]* **MULHOUSE-COLMAR** *[BRUXELLES MIDI/BRUSSEL ZUID]*

Ee		BASEL-LUXEMBOURG?
C*	[4]	*[SNCB]*
X		*[SNCB]*

C		BASEL-LUXEMBOURG	
C	[5]	MULHOUSE-? *[dd]*	
X		" *[dd]*	

Depart 1528, arrive 1553 non-stop, on a mostly Basel-Bruxelles/Brussel express featuring half SNCB and half SNCF cars – the latter deadheading somewhere; * Colmar was a small city at the centre of the Alsatian wine region, with a strong German influence due to various occupations, particularly from the Franco-Prussian War to the end of World War I and again during World War II; * I spent two nights in a nice guest house nearby *La Petite Venise,* a small waterway named after the canals of the famous Italian city; * 41 km in 25 mins, or 98 km/h *(26 mls/61 mph)*; · **30 SEPT:** Meeting a vacationing Toronto couple, I accepted their invitation to visit nearby **Riquewihr** by road, a fascinating, medieval, wine producing town with plenty of cellars offering tastings (these friendly people were visiting their son, who was stationed at Canadian Forces Base Lahr, across the river in Germany).


1 OCT:

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

Ee		*[SNCF]*	BASEL-LUXEMBOURG?
T	[2]	*[FS]*	*[MILANO]* BASEL-LUXEMBOURG *[LIÈGE]*
C		*[FS]*	*[GENOVA]* BASEL-LUXEMBOURG *[LIÈGE]*
C		*[FS]*	*[GENOVA]* BASEL-LUXEMBOURG *[MAASTRICHT]*
C			BASEL-LUXEMBOURG *[MAASTRICHT]*
X			
C*			
R		*[SSG]*	
C	[2]		

To **BELFORT**, via Strasbourg, Nancy and Épinal, departing 0910, arriving Strasbourg 0945 non-stop, on the Bruxelles/Brussel-bound *Edelweiss,* my fastest trip on the Continent during this holiday at an average of 112 kilometres *(70 miles)* per hour; * Named after a flower particularly loved by the Swiss, this train featured through cars from Italy to the Netherlands, as well as Belgium **[equipment SBB unless otherwise indicated]**; * Strasbourg was the commercial centre of Alsace, impressive for its canals and (as I discovered), a spectacular view from the top of the cathedral overlooking large areas of France, Germany and even Switzerland to the south; * 65 km in 35 mins, or 112 km/h *(41 mls/70 mph)*.

1st 1980's-8: Street scene in the medieval wine burg of
Riquewihr, Alsace *(1980/09/30) [PETER DAWES].*

EDELWEISS

This former Wagons-Lits Co. *Train de luxe* and Trans-Europ Express now featured conventional equipment, including four Italian cars (two Couchettes and one Coach headed for Liège; another Coach for Maastricht), and a Restaurant car operated by the SBB subsidiary, SSG (Schweizerische Spiesewagen Gesellschaft/Swiss Restaurant Car Co.).

SNCF 1004 STRASBOURG-NANCY *[PARIS EST]*

Ee		*[15062]*
X	[2]	
C	[3]	
BC		
C*	[3]	

1st1980's-9: SNCF Strasbourg-Paris Est No. 1064 in Nancy station, behind electric loco-
motive 15062, with the Épinal local to the right *(1980/10/01) [PETER DAWES].*

Depart 1250, arrive 1415, with stops at Saverne, Saarbourg and Lunéville, on a Paris-bound express led
by an electric locomotive built by French giant, Alstom; * Nancy was the administrative centre of iron-
producing Lorraine province, featuring fine 18th century buildings including the impressive Place Stanislas
(the prince for whom was named the Paris-Strasbourg TEE *Stanislas,* which I took back in 1976); * 151
km in 1 hr 25 mins, or 106 km/h *(94 mls/66 mph);* * No. 15062 *(ALS, 1971-76).*

SNCF 6911 NANCY-ÉPINAL

PCd

C*   [3]

Depart 1636, arrive 1739, with stops at Charmes, Châtel-Nomexy and Thaon; * Épinal was a small Lorraine
city located on the upper Moselle river, in the midst of the Vosges forest – all in all, countryside that proved to
be not as scenic as I'd expected; * 74 km in 1 hr 3 mins, or 70 km/h *(46 mls/43 mph).*

SNCF 1067 *[NANCY]* ÉPINAL-BELFORT *[BESANÇON]*

Ed

X

C   [4]

Depart 1839, arrive 2007, including stops at Bains-les-Bains, Aillevillers, Luxeuil-les-Bains and Lure; * Belfort was a small industrial city located on the western edge of Alsace, on SNCF's Paris-Basel main line; * I spent the night in a seedy hotel near the station, with strange noises resembling hysterical laughter emitting from neighbouring rooms for what seemed like hours on end – or perhaps it was just a nightmare; * 108 km in 1 hr 28 mins, or 73 km/h *(67 mls/45 mph)*.

2 OCT:

SNCF 1041 *[PARIS EST]* BELFORT-MULHOUSE *[BASEL SNCF]*

Ee

C   [4]

C*   PARIS-MULHOUSE

BC   "

C   "

To ***FRIEBURG-IM-BREISGAU*** in the Black Forest region of Germany, via Mulhouse and Basel; * Depart 1051, arrive Mulhouse 1120 non-stop, on a Paris-Basel express, pausing at Mulhouse long enough to make a Couchette reservation for a later journey south to the French Riviera; * 49 km in 29 mins, or 102 km/h *(31 mls/63 mph)*.

SNCF TEE 91 *[BRUXELLES MIDI/BRUSSEL ZUID]* MULHOUSE-BASEL SBB *[ZÜRICH HBF] Iris*

Ce   [2]

Re   *[SSG]*

CLe

Ce

Depart 1229, arrive 1251 non-stop on a Trans-Europe Express *[equipment SBB or subsidiary SSG]*; * 34 km in 22 mins or 94 km/h *(21 mls/58 mph)*.

DB IC172 *[MILANO CENTRALE]* BASEL SBB-FREIBURG IM BREISGAU *[HAMBURG ALTONA]* Tiziano

Ee		BASEL-HAMBURG
C*	[4]	
R	*[DSG]*	
C	[5]	
C	[3]	BASEL-HAMBURG

Depart 1408, arrive 1448, with a stop at Basel Badischer station; * Named after the 16th century Venetian painter, Vecelio Tiziano, this Milano-originating train was part of DB's hourly *Intercity* schedule and featured first- and second-class cars separated by a Restaurant car operated by DB subsidiary DSG (Deutsche Schlaf- und Spiesewagen Gesellschaft/German Sleeping and Restaurant Car Company); * I spent two nights in a *Gasthaus* located in the suburb of Littenweiler, conveniently located at the end of tram Lines 3 & 4 – my favourite Hotel Stephanie being fully booked; * 67 km in 40 mins, or 100 km/h *(42 mls/62 mph).*

3 OCT:

DB 5567/5516 FREIBURG IM BREISGAU-BREISACH & RETURN

C	[4]
Ed	

Afternoon excursion to nearby **BREISACH**, departing 1317 and arriving 1344, including a stop at Gottenheim; * Located on the Rhein, Breisach's strategic fortifications were captured by the Allies at the end of World War II; * Returning, depart 1449, arrive 1517, with the equipment in reverse order; * Later on, I took a tram and bus trip to nearby **Horben** to access the Schauinsland tramway up into the Black Forest hills, the reward being a great view of the city, as well as Alsace and northwestern Switzerland; * 23 km in 27 mins, or 51 km/h *(14 mls/32 mph),* outward direction.

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4 OCT:

DB IC103 *[FRANKFURT AM MAIN]* FREIBURG IM BREISGAU-BASEL SBB *[GENOVA]*
Metropolitano

Ee			FRANKFURT-BASEL
R		*[DSG]*	
C	[2]		
C		*[SBB]*	
C			
C	[3]	*[FS]*	
C*			
C			FRANKFURT-CHIASSO

To ***INTERLAKEN*** in the Swiss Berner Oberland, via Basel and Bern; * Depart 1004, arrive Basel SBB 1046, with the usual stop at Basel Bad to let off passengers; * *Metropolitano* operated beyond Germany through Switzerland and well into Italy, but, unlike *Tiziano,* featured Italian and Swiss cars as well as German – the Restaurant car unusually placed at the head of the train instead of the middle.

SBB 680 BASEL SBB-BERN *[BRIG]*

Ee				
C	[7]			
R		*[SSG]*		
C*	[3]			
X				
C		*[DB]*	*[DORTMUND]*	BASEL-BRIG

Depart 1208, arrive 1332, including stops at Olten, Langenthal and Burgdorf, featuring a through DB Coach from Dortmund to Brig; * Bern was the seat of the Swiss federal government, a beautiful city located on the river Aar, facing the Alps and offering a fascinating, walkable town centre; * 106 km in 1 hr 24 mins, or 76 km/h (66 *mls/47 mph)*.

BLS 880 BERN-INTERLAKEN OST

Ee	
X	
C	[2]

C*   [4]   *[BN]*

Depart 1403, arrive 1500, including stops at Thun, Spiez and Interlaken West, on a Bern-Lôtschberg-Simplon train including four Coaches at the rear marked "BN" for subsidiary Bern-Neuchâtel Bahn; * I spent two nights in a small *Gasthaus* not far from West station; * 72 km in 57 mins, or 76 km/h *(45 mls/47 mph)*.

<div style="text-align:center">INTERLAKEN</div>

Interlaken was a busy tourist town located in the shadow of the famous Jungfraujoch mountain, on a plain between lakes Thun and Brienz (thus "Inter-laken", from the Latin). Its West and Ost (East) stations were joined by a wide boulevard called the *Höheweg,* flanked by magnificent old hotels and gardens along the way – something right out of the *Train de luxe* era, when passengers took the train and ferry to Calais, then Sleeping cars to this and other resorts beyond.

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5 OCT:

BOB 65 INTERLAKEN OST-GRINDELWALD

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

To **WENGEN** via Grindelwald, Kleine Scheidegg and Jungfraujoch; * Depart 0908, arrive Grindelwald 0949 (estimated) on the private Berner-Oberland Bahnen, including stops at Wilderswil, then Zweilütschinen where half the train was detached for Lauterbrunnen; * 19 km in 41 mins, or 28 km/h *(12 mls/17 mph)*.

WAB 167-2 GRINDELWALD-KLEINE SCHEIDEGG

PCe

C*

Depart 0956, arrive 1032, including a stop at Alpiglen, on the Wengernalp Bahn; * Kleine Scheidegg was a small resort offering great views of the Grindelwald and Lauterbrunnen valleys; * 8 km in 36 mins, or 13 km/h *(5 mls/8 mph)*.

1st 1980's-10: Berner-Oberland Bahnen No. 65 passes through Wilderswil, in a
photo taken from the rear Grindelwald portion (cars for Lauterbrunnen
up ahead; shops to the right) *(1980/10/05) [PETER DAWES].*

<div style="border: 1px solid;">

INTERURBANS IN THE SWISS ALPS

It was slow going up the mountain side on a Wengernalp service having two sections
operating almost like streetcars. These mountain railways didn't accept the Eurailpass
and charged fares that were expensive compared to the regular Swiss railways.
Thankfully for the natural environment, there was no road access above Grindelwald
and Lauterbrunnen – just the train. And, what absolutely breathtaking scenery!

</div>

JB 19-1/88-2 KLEINE SCHEIDEGG-JUNGFRAUJOCH & RETURN

PCe

C

Side trip to the summer ski resort of **Jungfraujoch**, departing 1036, arriving 1126, including a stop at
Eigergletscher, on one of three sections operated by the Jungfraubahnen; * Returning, depart 1227, arrive
1306; * 9 km in 50 mins, or 11 km/h *(6 mls/7 mph),* up direction.

1ˢᵗ1980's-11: Passengers congregate on the Kleine Scheidegg platform, waiting to board a Wengernalp Bahn train *(1980/10/05) [PETER DAWES].*

JUNGFRAUBAHNEN

The JB climbed steadily upwards, partly inside a tunnel, until reaching a station built right into the side of Jungfrau mountain. Passengers could stroll outside onto a huge glacier and enjoy distant views of the Jura mountains, French Vosges, and even the German Black Forest – a measure of just how high up they were.

WAB 138-2 KLEINE SCHEIDEGG-WENGEN *[LAUTERBRUNNEN]*

PCe

C*　　[2]

Depart Kleine Scheidegg 1327, arrive Wengen 1356, on a service having yet another three sections, including a stop at namesake, Wengernalp; * Wengen was a beautiful ski resort with the usual spectacular views, also the site of the annual Lauberhorn downhill ski race won just the year before by Canadian World Cup champion Steve Podborski (yes, his name really did end in "ski"!); * I spent one night in the alpine-style Hotel Bernerhof; * 7 km in 29 mins, or 15 km/h *(4 mls/9 mph).*

1st1980's-12: Second section of Jungfraubahnen's No. 19 service ascends the mountain *(1980/10/05) [PETER DAWES]*

6 OCT:

WAB 116-2 *[KLEINE SCHEIDEGG]* WENGEN-LAUTERBRUNNEN

PCe

C*   [2]

F

Back to *INTERLAKEN*, via Lauterbrunnen and Mürren; * Depart 0857, arrive Lauterbrunnen 0914 non-stop, again on one of three sections, the first two each including a tiny freight car attached to the rear; * 4 km in 17 mins, or 14 km/h *(2 mls/9 mph)*.

BLM 27?/44? GRÜTSCHALP-MÜRREN & RETURN

Cme

By funicular from Lauterbrunnen to Grütschalp, then a single car electric train onward, both operated by the Bergbahn-Lauterbrunnen-Mürren; * Depart Grütschalp 1003 (estimated), arrive Mürren 1015, non-stop; * Returning, depart 1437, arrive Grütschalp 1449, then the funicular down to Lauterbrunnen, leaving me vowing to return and spend a few days next time; * 4 km in 12 mins, or 20 km/h *(2 mls/12 mph)*.
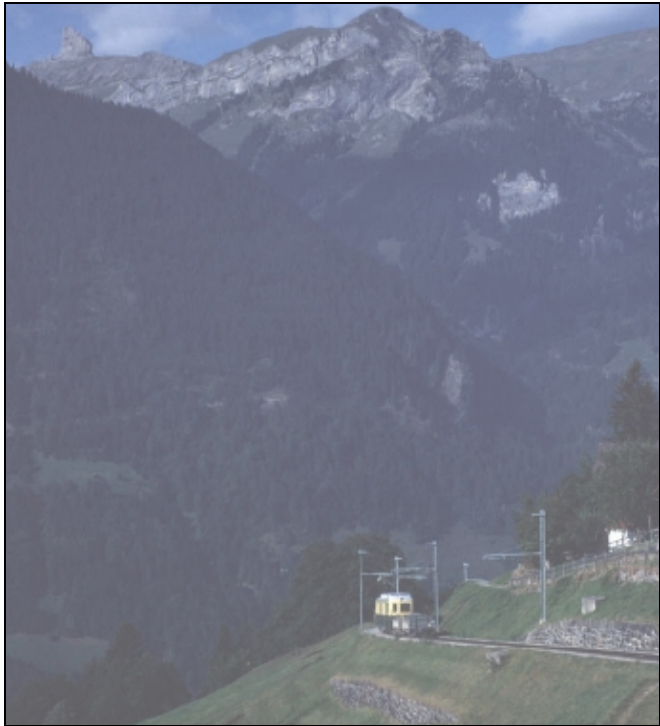
1st 1980's-13: Wengernalp No. 116-1 descends into the
Lauterbrunnen Valley after leaving Wengen, trail-
ing a flat car *(1980/10/06) [PETER DAWES].*

LAUTERBRUNNEN VALLEY

Mürren was another popular ski resort perched on a plateau above sheer cliffs leading down to the Lauterbrunnen Valley. It could be accessed, not only by the funicular via Grütschalp, but also by a tramway running from the valley floor to the top of Shilthorn mountain – truly postcard Switzerland, with brown cows strolling in pastures and colourful flower boxes on the buildings.


BOB 22 LAUTERBRUNNEN-INTERLAKEN OST

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

X
C

Depart 1516, arrive 1541, followed by a walk along the *Höheweg* to Interlaken West station and pier; * The BLS vessel BUBENBERG was next, sailing over the Thunersee to **Spiez** (the beautiful lakeside town destined to be my base on several later trips), returning later to Interlaken on another BLS vessel, BEATUS (Eurailpasses fully accepted); * 12 km in 25 mins, or 29 km/h *(7 mls/18 mph)*.

7 OCT:

SBB 3730 INTERLAKEN OST-LUZERN

Ee
C   [3]
X
F
X   MEIRENGEN-LUZERN

Back to **LONDON**, via Luzern, Basel, Mulhouse, Nice, Ventimiglia, Breuil-sur-Roya, Paris, Dieppe and Newhaven; * Depart 0902, arrive Luzern 1122, including stops at Brienz, Meirengen, Sarnen and Hergiswil – up, over and back down the mountain on SBB's highly scenic Brünig narrow-gauge rack line; * Luzern was a major Swiss business, tourist and transportation centre located on the lake of the same name, famous for its wooden bridge, water tower and other preserved buildings, and offering wonderful views of Pilatus and Rigi mountains; * 74 km in 2 hrs 20 mins, or 32 km/h *(46 mls/20 mph)*.

SBB 421 *[MILANO CENTRALE]* LUZERN-BASEL SBB *[HAMBURG ALTONA] Tiziano*

Ee   *[SBB]*   CHIASSO?-BASEL
C   MILANO-BASEL *[AMSTERDAM]*
C*   [4]
R   *[DSG]*
C   [2]
C   [2]   CHIASSO-HAMBURG

Depart 1244, arrive 1352 non-stop, again on *Tiziano*, this time from Luzern to Basel *[equipment DB unless otherwise indicated]*; * I spent the afternoon walking around Basel city centre, sampling the fine trams and having supper, then walked back to the station, through French customs and immigration, and onward to the SNCF platforms; * 96 km in 1 hr 8 mins, or 85 km/h *(60 mls/53 mph)*.

1st1980's-14: Bern-Lôtschberg-Simplon's BUBENBERG on the
beautiful Thunersee *(1980/10/06) [PETER DAWES].*

SNCF 8336 BASEL SNCF-MULHOUSE

Ee	
C	[3]

Depart 1918, arrive 2056, with one stop at St-Louis.

7-8 OCT:

SNCF 1596/7 *[STRASBOURG]* MULHOUSE-NICE *[VENTIMIGLIA]*

Ee	
C	[7]
T*	[2]
S	
T	[2]
C	[2]
X	

Depart 2127, arrive 0926 next morning, including stops at Belfort, Montbeliard, Besançon, Dôle, Dijon, Lyon,

Avignon, Marseille, Toulon, St-Raphael and Cannes; * Nice was a famous Riviera resort city located in the Alpes-Maritimes *département,* flanked by the Mediterranean Sea; * 1,115 km in 11 hrs 59 mins, or 93 km/h *(696 mls/58 mph);* * No. 1596 became No. 1597 somewhere after Mulhouse, possibly Belfort; * One electric locomotive assumed for the entire distance.

COUCHETTES

On my Mulhouse-Nice overnight journey, I occupied a sold-out, 4-berth compartment located in the first-class Couchette car, forsaking the Sleeper in order to stay within budget – the only time I've used such accommodation. There was no privacy, but it must have been better than the second-class Couchette cars with their 6-berth compartments.

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8 OCT:

SNCF 6821/6942 *[CANNES]* NICE-VENTIMIGLIA & RETURN

Ee	
C	[6]

Quick excursion to *Ventimiglia*, just over the Italian border, to check out the scenery along the Riviera; * Depart 1316, arrive 1400, including stops at Monaco, Monte Carlo and Menton; * Ventimiglia was a border resort located in Liguria province on the Italian Riviera, the town on the French side being called "Ventimille"; * Returning, depart 1423, arrive 1507; * 38 km in 44 mins, or 52 km/h *(24 mls/32 mph).*

SNCF 7565 NICE-BREUIL SUR ROYA *[TORINO PORTA NUOVA]*

Cmd	*[FS]*

Another side trip, this one over the rugged Cuneo line to *Breuil-sur-Roya*, departing 1623, arriving 1730 (stops unknown), on an Italian DMU destined for Torino; * Breuil was located at the Italian border, in the midst of dry, mountain countryside – in great contrast to the just-departed, snow-capped Swiss Alps; * 44 km in 1 hr 7 mins, or 40 km/h *(27 mls/25 mph).*

SNCF 7564 *[CUNEO]* BREUIL SUR ROYA-NICE *[CANNES]*

Cmd	[4]	
Cmd	[2]	CUNEO-NICE

Depart 1814, arrive 1922, on a 6-car, French DMU originating in Cuneo, Italy, and destined mostly for

Cannes; * I spent the evening walking around Nice city centre, after having supper in a modest, hole-in-the-wall restaurant – these being the best places to eat in France, due to the absence of haughty *maitre-d's*.

8-9 OCT:

SNCF 182 *[VENTIMIGLIA]* NICE-PARIS LYON *Le Train-Bleu*

Ee	
S*	[4]
T	[7]

Depart 2116, arrive 0828 next morning, including stops at Antibes, Juan-les-Pins, Cannes, St-Raphael and Lyon, on the famous *Train-Bleu* (Blue Train); * I occupied one of the four Sleepers, possibly an MU-type with 12 compartments, part of a service also featuring T2 Sleepers and Couchettes but no Coaches; * 1,083 km in 11 hrs 12 mins, or 97 km/h *(676 mls/60 mph);* * Sleepers possibly 2 MU *(EIC, 1964-5, 12tc)* and 2 T2 *(WMD, 1968, 18dc) (all ex-CIWL)*.

TRAIN EN VOGUE

SNCF's *Train-Bleu* was formerly a *Train de luxe* named after the signature colour of the Wagons-Lits Co. and, at one time, *the* way to travel to and from the Riviera. It was impossible not to notice a stunningly beautiful woman just down the corridor of my *Voiture-lits,* something right off the cover of *Vogue* and apparently choosing to take the train.

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9 OCT:

SNCF 309 PARIS ST-LAZARE-DIEPPE MARITIME

Ee		PARIS-ROUEN
Ed		ROUEN-DIEPPE
C	[8]	

Depart 1045, arrive 1310, including stops at Rouen and Dieppe Gare, after an interesting early morning walk from Gare de Lyon along the Seine to the Centre Pompidou (fusing modern and contemporary art, as well as culture, in a building notorious for exposing its own innards) – ending up at Gare St-Lazare, home of trains serving much of western France; * SNCF's VILLANDRY then took me across to Newhaven, both being minor Channel ports compared to Calais, Boulogne or Dunkerque on the one side, and Folkestone or Dover on the other; * 214 km in 2 hrs 25 mins, or 88 km/h *(134 mls/55 mph)*.

THE DIEPPE ROUTE

My train changed from electric to diesel power at Rouen, following the Paris St-Lazare-London Victoria route formerly operated by the Chemin de fer de l'Ouest and London, Brighton & South Coast Railway. The steep cliffs and narrow beaches of Dieppe harbour made one wonder how the British authorities could ever have sent 5,000 Canadians on the 1942 raid across the Channel that turned into our country's most devastating military defeat.

BR 1826 NEWHAVEN HARBOUR-LONDON VICTORIA

Cme	[8]

Depart 1826, arrive 1946 non-stop, then back to my digs in Turnham Green; * 92 km in 1 hr 20 mins, or 69 km/h *(57 mls/43 mph)*.

STARK CONTRAST

My Newhaven-London EMU train seemed totally outdated compared with the modern, luxurious SNCF *Corail* equipment I'd just experienced on a *secondary* route like Paris-Dieppe – a good measure of the relative levels of financial support for railways provided by the two national governments.

10 OCT:

BR 1535 LONDON WATERLOO-BOURNEMOUTH *[WEYMOUTH]*

Cme	[8]	
Cme	[2]	LONDON-BOURNEMOUTH
Bme		"
Cme		"

To **BOURNEMOUTH** for a quick and final visit to see Mom and Dad before heading home, departing 1535, arriving 1711.

BR 1841 *[WEYMOUTH]* BOURNEMOUTH-LONDON WATERLOO

Cme	BOURNEMOUTH-LONDON
Bme	"

| **Cme** | [6] | " |
| Cme | [4] | |

Depart 1841, arrive 2018, with a last night at Ann's place before leaving for home the following day.

· **11 OCT:** Back to **OTTAWA**, starting with the District and Piccadilly lines to Heathrow, then a 3-hour late British Airways Boeing 747 (named SIR CHRISTOPHER MARLOWE, after the English Renaissance poet) to Mirabel and automobile onward to Ottawa – the flight attendants kindly arranging with three communications experts returning from North Atlantic Treaty Organization training in Bruxelles/Brussel to give me a lift, considering that the last bus was long gone

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FERRY BOAT DE NUIT

The diagram below is for the unique CIWL-SNCF, F-type *Voitures-lits* on the London-Paris *Night Ferry,* with their 9 double berth compartments and bathrooms at either end.

[L'Organisme Répartiteur, Indicateur International voiture-lits, Été, 1976, p. 31]

1981

ENGLAND/SCOTLAND/FRANCE
SWITZERLAND/AUSTRIA
GERMANY/BELGIUM

[From Deutsche Bundesbahn brochure (undated)]

SYNOPSIS

This was my fifth overseas holiday, featuring two weeks in Scotland and England, and two weeks on the Continent (mainly Austria, France, Germany and Switzerland). I was based again at Ann's place close to Turnham Green London Transport station. The Deutsche Bundesbahn ad on the opening page boasts about how taking an overnight Sleeper gains a day.

Trips taken: I took 80 during this holiday covering 8,641 kilometres *(5,393 miles),* 42 in Switzerland, 17 in Germany, 16 in the British Isles, 3 in France, 1 in Austria, and 1 in Belgium. Seventy-five of the trips were in my "Coaches, Pullmans & Lounges" category and 5 in "Sleepers & Couchettes", the latter accounting for 37% of the total distance. Sixty-four were on locomotive hauled and 16 on self-propelled trains, with the latter covering just 7% of that distance. There were no steam-hauled trips.

Equipment units: 670, made up of 70 Locomotives & Related Units and 600 cars (Coaches, Pullmans & Lounges, 464; Sleeping & Couchette cars, 47; Restaurant & Other Meal Cars, 15; Baggage & Miscellaneous Cars, 74).

BRITISH ISLES

Places visited in England: Birmingham, Bristol, Carlisle, Crewe, Dover, Folkestone, Leeds*, London, Oxenholme, Sheffield and Windermere. *Scotland:* Campbeltown*, Dunoon*, Edinburgh, Glasgow and Renfrew*. *(Note:* * indicates by non-rail means.)

Noteworthy train trips (all BR): 1810, London St. Pancras to Sheffield; *Night Limited*, London Euston to Glasgow Central; *2215*, London King's Cross to Edinburgh; *2355*, Glasgow Central to Bristol Temple Meads.

Fastest average speed: BR 0805, Glasgow Central to Carlisle: 120 km/h *(75 mph). Slowest: BR 1030*, Oxenholme to Windermere: 38 km/h *(24 mph).*

Memorable non-rail trips: Van, from Windermere up into the Cumbrian mountains; also Automobile, Renfrew to Mull of Kintyre.

THE CONTINENT

Places visited in Austria: Bregenz. **Belgium:** Oostende. **France:** Calais, Paris, St-Gervais and Vallorcine. **Germany:** Augsburg, Bonn, Buchloe, Füssen, Immenstadt, Kaufbeuren, Koblenz, Lindau, Mittenwald, München, Murnau, Oberammergau and Rüdesheim. **Switzerland:** Bern, Brig, Chur, Cully, Davos, Filisur, Gornergrat, Gstaad, Landquart, Lausanne, Lenk, Martigny, Montreux, Neuchâtel, Orsières, Pontresina, St. Margrethen, St. Moritz, Samedan, Spiez, Thun, Thusis, Villeneuve, Zermatt, Zürich and Zweisimmen.

Noteworthy train trips: SNCF 400-2524, Calais to Paris Lyon; **SNCF 5613**, Paris Lyon to St-Gervais; **Martigny-Châtelard 9**, Vallorcine to Martigny; **Montreux-Oberland-Bernois Oberland**, Montreux to Zweisimmen; **Brig-Visp-Zermatt 105**, Brig to Zermatt; **Gornergrat 239**, Zermatt to Gornergrat; **Furka-Oberalp/Rhätische (RhB) Glacier Express**, Brig to Chur; **RhB Bernina Express**, Thusis to Pontresina; **SBB/ÖBB/DB Ticino**, Zürich to Lindau; **DB D824**, München to Bonn; **DB/SNCB Wien-Oostende Express**, Koblenz to Oostende.

Fastest average speed: DB Chiemgau, Bonn to Koblenz: 124 km/h *(77 mph).* **Slowest: Gornergrat 105**, Zermatt to Gornergrat: 13 km/h *(8 mph).*

Memorable non-rail trips: Compagnie générale de navigation (General Navigation Co.) ITALIE*,* Villeneuve to Lausanne; * Köln-Düsseldorfer Linie (KDL) DÜSSELDORF*,* Koblenz to Rüdesheim; * Régie de Transport Maritime (Maritime Transport Co.) (RTM) Sealink PRINS ALBERT*,* Oostende to Dover.

HIGHLIGHT!

Ascending from Zermatt on the Gornergrat Bahn to the top of Europe, then coming face-to-face with the Matterhorn and other Swiss mountains – just one of several spectacular alpine trains, funiculars and tramways dotting this beautiful country.

SBB by now operated stations literally in the basements of Zürich and Genève airports, allowing passengers to transfer directly between trains and airplanes and, where domestic services were concerned, avail themselves of through, intermodal ticketing and baggage.
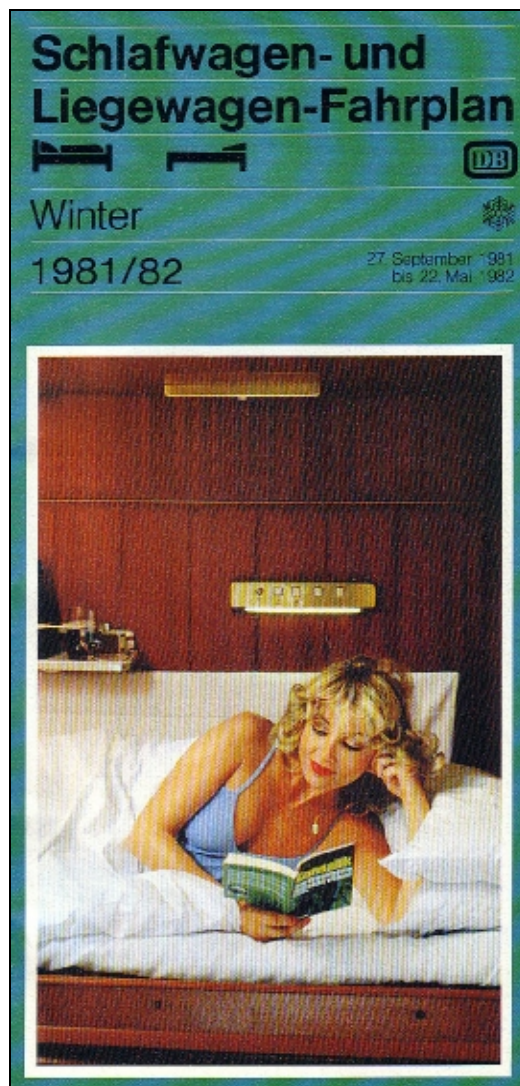
[Deutsche Bundesbahn Sleeping and Couchette Timetable, cover]

TRIPS AND TRAIN COMPOSITION

· **17-18 SEPT:** To **SHEFFIELD**, beginning with a Voyageur Colonial Lines bus from Ottawa to Mirabel International Airport, then British Airways Boeing 747 SIR FRANCIS DRAKE overnight to London Heathrow, and London Transport Underground trains to Turnham Green and later St. Pancras mainline station (Piccadilly and District lines) – Ann having asked me to join her in the southern Yorkshire city and escort her to a wedding.

18 SEPT:

BR 1815 LONDON ST. PANCRAS-SHEFFIELD

Ed	
C	[2]
RB	
C*	[6]

Depart St. Pancras 1815, arrive Sheffield 2109, including stops at Leicester, Derby and Chesterfield, on a busy Friday evening service featuring eight Coaches and a Restaurant Buffet car; * Sheffield was a large city famous for steel production and jump-off point for the Peaks District (two nights there, with several of her friends); * 265 km in 2 hrs 54 mins, or 91 km/h *(165 mls/57 mph);* · **19 SEPT:** Day excursion by rental car to the west Yorkshire city of **Leeds** for the wedding, the evening return featuring a wild ride through a pelting rainstorm on a busy motorway (would have much preferred a train – any train!).

ST. PANCRAS

St. Pancras was part of a magnificent, Victorian-era, station-hotel complex once owned by the Midland (later London, Midland & Scottish) Railway. It continued to be the terminal for most services to cities in those Midlands and beyond into southern Yorkshire.

[From 1976 Britrail Pass]

1st 1980's-15: Piccadilly Line tube train above ground at London Transport's Turnham Green station *(1981/??/??) [PETER DAWES]*.

20 SEPT:

BR 1910 SHEFFIELD-LONDON ST. PANCRAS

Ed
C*   [3]
R
C   [4]

Return to London with Ann on Sunday evening, via the same route, departing 1910, arriving 2212, then back to Turnham Green on the Underground (one night at her place).

21 SEPT:

BR 1400 LONDON VICTORIA-FOLKESTONE HARBOUR

Cme   [13]

To ***VILLENEUVE*** in Switzerland, via Folkestone, Calais, Paris, St-Gervais, Vallorcine, Martigny (Swit.),

Orsières, Lauzanne and Cully, starting with a District line train to Victoria station; * Depart 1400, arrive Folkestone Harbour 1521 non-stop, on a third-rail, Electric Multiple Unit (EMU) train, whereupon passengers transferred to BR's Sealink ferry HORSA for the crossing to Calais; * 118 km in 1 hr 21 mins, or 87 km/h *(74 mls/54 mph)*.

SNCF 400 CALAIS MARITIME-PARIS NORD

Ed		CALAIS-AMIENS
Ee		AMIENS-PARIS
C	[2]	
BC		
C		
X		
C		
C*		CALAIS-PARIS NORD *[BRIG]*
C		CALAIS-PARIS NORD *[VENEZIA]*
T	[2]	"
S		"
S		CALAIS-PARIS NORD *[NICE]*
T		"

Depart 1930, arrive 2230, including stops at Calais Ville, Boulogne Ville and Amiens, where there was a change of locomotive from diesel to electric; * 299 km in 3 hrs, or 100 km/h *(187 mls/62 mph)*.

SNCF 2524 PARIS NORD-PARIS LYON

Ed		
C		*[CALAIS]* PARIS NORD-PARIS LYON *[BRIG]*
C*		*[CALAIS]* PARIS NORD-PARIS LYON *[VENEZIA]*
T	[2]	"
S		"
S		*[CALAIS]* PARIS NORD-PARIS LYON *[NICE]*
T		"

Depart 2251, arrive 2316 non-stop, transferring the through cars from our Calais train to services departing from Gare de Lyon; * 15 km in 24 mins, or 38 km/h *(9mls/24 mph)*.

21-22 SEPT:

SNCF 5613 PARIS LYON-ST-GERVAIS

Ee		
T		PARIS-AIX-LES-BAINS *[MODANE]*
C	[2]	"
C	[3]	
T	[3]	
S*		
M		*[PARIS BERCY]* PARIS LYON-ST-GERVAIS
X		"
A	[2]	"

Depart 2346, arrive 0844 next morning, including stops at Dijon, Culoz, Aix-les-Bains and Annecy, occupying one of 18, 2-berth compartments in the T2-type Sleeper; * Cars destined for the Italian border at Modane were decoupled in the middle of the night at Aix-les-Bains; * St-Gervais served the nearby French Alps; * 707 km in 8 hrs 58 mins, or 79 km/h *(441 mls/49 mph);* * T2 Sleeper *(WMD, 1968, 18dc)*.

PARIS BERCY

SNCF No. 5613 included two *Train auto accompagné* cars, one *Fourgon* and one *Poste* car, transferred over from the close by, multi-purpose Bercy terminal to the Gare de Lyon, after automobiles, parcels and mail had been loaded.

22 SEPT:

SNCF 8663 ST-GERVAIS-VALLORCINE

Cme	[2]

Depart 0855, arrive Vallorcine 1006 (estimated), including stops at the famous ski resort of Chamonix, Les Tines and Argentière, on an EMU train; * Vallorcine was the meeting point of the SNCF and Swiss-owned Martigny-Châtelard railway; * 35 km in 1 hr 11 mins, or 30 km/h *(22 mls/19 mph)*.

MCL 9? **VALLORCINE-MARTIGNY**

Cme	[2]
F	[2] LE TRETIEN-MARTIGNY

Depart 1032, arrive 1135 on the Martigny-Châtelard, including stops at Le Châtelard (Swit.), Finhaut and Le Trétien, on another EMU train bolstered by two freight cars added at the last-mentioned point; * Martigny was a railway junction located in the Swiss Valais canton, right on SBB's Genève-Brig Simplon main line; * 24 km in 1 hr 3 mins, or 23 km/h *(15 mls/14 mph)*.

MO 214?/215? **MARTIGNY-ORSIÈRES & RETURN**

Cme	
Cme	MARTIGNY-SEMBRANCHER *[LA CHABLE]*

Quick side trip to ***Orsières*** on a Martigny-Orsières EMU train, departing 1200, arriving 1228, including a stop at Sembrancher where the train divided into Orsières and La Chable portions; * Located on the route through the Great St. Bernard Pass leading into Italy, Orsières was reached after passing through disappointingly ordinary scenery – for Switzerland, that is!; * Returning, depart 1244, arrive 1313; * 20 km in 28 mins, or 43 km/h *(12 mls/27 mph)*.

SBB 226 *[MILANO CENTRALE]* **MARTIGNY-LAUSANNE** *[PARIS LYON]* *Lutetia*

Ee	DOMODOSSOLA-VALLORBE?
C	MILANO-VALLORBE
C*	[3]

Depart 1407, arrive 1453, including stops at Montreux and Vevey, on a short, SBB Milano-Paris train named after the Roman term for Paris, *Lutetia Parisiorum;* * Lausanne was an historic, medium-sized city located in the Vaud canton, with narrow streets leading down to beautiful Lac Léman (also called Lake Geneva); * 67 km in 46 mins, or 87 km/h *(42 mls/54 mph)*.

SBB 1860 **LAUSANNE-CULLY** *[BRIG]*

Ee

C	[4]

Depart 1523, arrive 1534, back tracking between Lausanne and Montreux along the "Vaud Riviera" on a local train, including stops at Pully and Villette; * I stopped off at Cully to scout out a place to spend the night, but decided to move on to Villeneuve at the eastern end of the lake.

SBB 1764 *[LAUSANNE]* CULLY-VILLENEUVE *[BEX]*

Ee	
C	[5]

Depart 1635, arrive 1705, including stops at Vevey, Clarens and Montreux (again) – Villeneuve being another lakeside town with the usual ferry quay; * I spent the night in the cheapest accommodation I ever found in Europe: 12 Swiss Francs ($8 Canadian) for a bed in a spartan dormitory, but single occupancy this night.

23 SEPT:

SBB 278 *[GENÈVE]* LAUSANNE-MONTREUX *[MILANO CENTRALE]*

Ee		GENÈVE-DOMODOSSOLA
C		"
C	[2]	
X		
C*	[6]	LAUSANNE-BRIG
X	[2]	"

To **SPIEZ** in the Berner Oberland, via Montreux, Zweisimmen and Lenk, beginning with a voyage on the lake from Villeneuve to Lausanne; * Depart from the latter point at 1051, arriving Montreux 1110 on a Milano-bound SBB train, including one stop at Vevey, after picking up eight additional cars in Lausanne station; * Montreux was the most popular resort along the lake and home to the famous international jazz festival.

<div style="border:1px solid">

LAC LÉMAN STEAMERS

My journey from Montreux to Spiez began on a Compagnie générale de navigation vessel back to Lausanne. My goal was to experience the wonderful scenery from water level, and I was not to be disappointed – especially considering that ITALIE was a real classic, having been built way back in 1906 (steam-powered until 1958).

</div>

1st1980's-16: Compagnie générale de navigation's ITALIE approaching
Villeneuve on Lac Léman *(1981/09/23) [PETER DAWES].*

MOB 103? MONTREUX-ZWEISIMMEN *Oberland*

PCe

C*   [2]

Depart 1325, arrive 1501 on the Montreux-Oberland-Bernois, including stops at Les Avants, Château d'Oex and Gstaad, travelling from French Switzerland up and over the mountains into the German part at Spiez, on Lake Thun; * MOB was a privately owned, narrow-gauge railway operating through resorts such as Gstaad and terminating at Zweisimmen; * 63 km in 1 hr 36 mins, or 39 km/h *(39 mls/24mph).*

MOB 275?/280? ZWEISIMMEN-LENK & RETURN

PCe

C*   [2]

Quick side trip to the sports resort of **Lenk**, located along an MOB branch line; * Depart 1526, arrive 1544, including a stop at St. Stephan; * Returning, depart 1640 arrive 1657; * 13 km in 18 mins, or 43 km/h *(8 mls/27 mph).*

1st1980's-17: View from Montreux-Oberland-Bernois Bahn's *Oberland,* taken between Gstaad and Zweisimmen *(1981/09/23) [PETER DAWES].*

SEZ 920? ZWEISIMMEN-SPIEZ *[BIEL]*

Ee	
C	
X	
C*	[3]
F	[2]

Depart 1705, arrive 1741, including a stop at Boltigen, over a standard-gauge line owned by the BLS subsidiary, Spiez-Erlenbach-Zweisimmen; * Spiez's faintly decrepit, but highly convenient, Hotel Bahnhof-Terminus was my home for two nights, located right beside the station and overlooking the Thunersee; * 35 km in 36 mins, or 58 km/h *(22 mls/36 mph).*

1ˢᵗ1980's-18: Baggage carts at the BLS Spiez station *(1981/09/??) [PETER DAWES].*

THE COMMON AND UNCOMMON

My SEZ train from Zweisimmen to Spiez included two flat cars loaded with military vehicles – a common sight in this tiny, but well-defended, country. What was uncommon was the conductor who, without saying a word, reached over and slammed my compartment window shut – perhaps not realizing that a previous occupant, not I, had left it open.

FAVOURITE SWISS TOWN

Spiez was an attractive resort town stretching from the shores of Lake Thun up the hillside to the BLS station. It was the jump-off point for Interlaken and various mountain railways – and, from this visit onward, my favourite destination in Switzerland.

1st1980's-19: Hotel Bahnhof-Terminus in Spiez, on a cloudy
September day *(1981/09/??) [PETER DAWES].*

BLS 681 *[BRIG]* SPIEZ-BERN *[BASEL SBB]*

Ee		
C	[4]	BRIG-BERN
C*	[6]	

Side trip to ***Bern*** to meet up with Susan, a colleague from work who somehow had copped a conference in Switzerland, departing 1752, arriving 1824, with a stop at Thun; * Alas, there was no sign of her at the designated hotel; in fact, no indication that she was even staying there; * 46 km in 32 mins, or 87 km/h *(29 mls/54 mph)*.

BLS 640 *[BASEL SBB]* BERN-SPIEZ *[INTERLAKEN]*

Ee	
C	[3]
X	

C*　　[4]　　　　　BASEL-SPIEZ *[FRUTIGEN]*

1st1980's-20: The Thunersee from upper Spiez, with the castle
front and centre *(1981/09/??) [PETER DAWES].*

Depart 2040, arrive 2112, spending the rest of the evening with Susan after encountering her, entirely by chance, on the platform – she having been sent on to Spiez on the same train as mine, due to a lack of accommodation in Bern.

24 SEPT:

SEZ 907? **SPIEZ-ZWEISIMMEN**

Ee

C　　[4]

X

Day excursion to ***NEUCHÂTEL*** in French-speaking Switzerland, via Zweisimmen, Gstaad, Montreux and Lausanne, returning through Bern; * Depart 0842, arrive Zweisimmen 0922 on the SEZ, including a stop at Erlenbach, backtracking westward on yesterday's route.

MOB 560? ZWEISIMMEN-GSTAAD *[MONTBOVON]*

Cme   [2]

Depart 0929, arrive 0958 on a local EMU train, including stops at Saanenmöser and Schonried; * Gstaad was located in a beautiful setting between the Bernese and Vaudois Alps, right on the dividing line between the German and French-speaking areas – a resort visited by the rich and famous, particularly for skiing, but quite bland and uninteresting (to me, at least).

MOB 102? *[LENK]* GSTAAD-MONTREUX *Léman*

Cme   [2]

Ee

C*   [4]

Depart 1046, arrive 1155, on a train having self-propelled and unpropelled cars, separated by a locomotive.

SBB 275 *[MILANO CENTRALE]* MONTREUX-LAUSANNE *[GENÈVE]*

Ee   DOMODOSSOLA-GENÈVE

C

X

C*   [6]

Depart 1231, arrive 1252.

SBB 325 *[GENÈVE]* LAUSANNE-NEUCHÂTEL *[BASEL SBB]*

Ee

C*   [7]

X

C   [3]   GENÈVE-BIEL *[ZÜRICH]*

Depart 1359, arrive 1446, including a stop at Yverdon; * Neuchâtel was a small city located in the canton (and on the lake) of the same name, in the midst of the main Swiss wine producing area – also, the site of a well-known private school for affluent Canadian high-school kids; * 75 km in 47 mins, or 96 km/h *(47 mls/60 mph).*

BN 4470? NEUCHÂTEL-BERN

Cme   [3]

Depart 1606, arrive 1704, with stops at Gampelen, Ins and Rosshausern, on an EMU train operated by another BLS subsidiary, the Bern-Neuchâtel; * 54 km in 58 mins, or 56 km/h *(34 mls/35 mph)*.

BLS 634 *[BASEL SBB]* BERN-SPIEZ *[INTERLAKEN OST]*

Ee

C*   [5]

X

C   *[DB]*   *[HAMBURG]* BASEL-INTERLAKEN

Depart 1840, arrive back in Spiez at 1912, on a train carrying a through, DB Hamburg-Interlaken Coach

25 SEPT:

BLS 674 *[BASEL SBB]* SPIEZ-BRIG

Ee

C   [2]   BERN-BRIG *[ANCONA]*

C   *[FS]*   "

C   *[FS]*   *[BIEL]* BERN-BRIG *[ANCONA]*

C*   [3]   *[ZÜRICH]* BERN-BRIG

X

C   [4]

South to **BRIG** at the head of the Simplon tunnel joining Switzerland and Italy, departing 1014, arriving 1121, including stops at Frutigen, Kandersteg and Goppenstein, with two Italian Coaches heading for Ancona in the consist; * This was a retrace of my 1978 trip, this time in the southbound direction, with the BLS train storming through Lôtschberg tunnel, then along a precipitous mountain shelf prior to descending steeply into Brig; * 101 km in 1 hr 7 mins, or 91 km/h *(63 mls/57 mph)*.

BVZ 105 BRIG-ZERMATT

Ee

C   [5]

Side trip to **Gornergrat** in the Valais Alps via Zermatt, departing Brig 1149, arriving Zermatt 1319 over the narrow-gauge private Brig-Visp-Zermatt Bahn, including stops at Visp and Stalden; * 28 km in 1 hr 30 mins, or 19 km/h *(17 mls/12 mph)*.

Zermatt proved to be a picture-perfect alpine resort, accessible only by train – either on Brig services such as mine, or frequent shuttles from huge parking lots located six kilometres *(four miles)* short at Tasch.

GGB 239?/242? ZERMATT-GORNERGRAT & RETURN

Cme	[2]

Depart 1350, arrive 1433, including one stop at Riffelalp, on a Gornergrat Bahn EMU train; * Gornergrat was basically a turn-around station with a fabulous view of the Matterhorn, reached after three quarters of an hour; * Returning, depart 1500, arrive 1542; * 9 km in 43 mins, or 13 km/h *(6 mls/8 mph),* ascending direction.

BVZ 112 ZERMATT-BRIG

Cme	[2]
Ee	
C*	[5]

Depart 1706, arrive 1835, in another consist featuring a locomotive between multiple-unit cars and regular Coaches; * Brig was plagued by vehicular traffic; but I spent one night in a nice *Gasthaus.*

26 SEPT:

FO/RhB 30? BRIG-CHUR *Glacier Express*

Ee			BRIG-DISENTIS
Ee		*[RhB]*	DISENTIS-CHUR
C	[3]	*[RhB]*	"
X		*[RhB]*	"
C			*[BRIG]* DISENTIS-CHUR
C	[3]	*[RhB]*	"
C*			
R			ANDERMATT-CHUR
C	[2]	*[RhB]*	
C			*[ZERMATT]* BRIG-CHUR *[ST. MORITZ]*
C		*[BVZ]*	"

1ˢᵗ1980's-21: The famous Matterhorn, as seen from the
Gornergrat Bahn *(1981/09/25) [PETER DAWES]*.

To **THUSIS** in the southeastern Grisons canton of Switzerland via Chur, departing 1027, arriving Chur 1456, including stops at Andermatt, Sedrun and Disentis **[equipment FO unless otherwise indicated]**; * 157 km in 4 hrs 29 mins, or 35 km/h *(98 mls/22 mph)*.

<div style="border:1px solid">

GLACIER EXPRESS

This was a repeat of my 1978 trip over the narrow-gauge Furka-Oberalp and Rhâtische railways, one of the best rail journeys in Europe – the ascent from (or descent into) Andermatt being worth the price of admission alone. The *Express* was quite the narrow-gauge operation, featuring two, through Zermatt-St. Moritz Coaches, a Restaurant car attached at Andermatt, and four Coaches handled in a second section out of Brig as far as Disentis, where they were merged into the main train.

</div>

1st 1980's-22: Furka-Oberalp Restaurant car being positioned at Andermatt,
during my 1978 trip on *Glacier Express (1978/09/07) [PETER DAWES].*

RhB 169 CHUR-THUSIS *[ST. MORITZ]*

Ee

C

X

C*   [2]

Depart 1550, arrive 1645, backtracking over the Brig line as far as Reichenau, then south on another RhB narrow-gauge line; * One night in a suitable *Gasthaus* in Thusis, a small junction point for travel throughout the Grisons; * 27 km in 55 mins, or 29 km/h *(17 mls/18 mph).*

27 SEPT:

RhB 125 *[CHUR]* THUSIS-PONTRESINA *[TIRANO]* Bernina Express

Ee

X   CHUR-SAMEDAN *[ST. MORITZ]*

C   [5]   "

C*   [5]

To **PONTRESINA** in the Engadine Valley via the *Bernina Express,* departing 0939, arriving 1116, including stops at Filisur, Bergun and Samedan – half of the train being detached at the last-mentioned place (another resort town and minor rail centre) for St. Moritz, the rest heading for Tirano, Italy; * 62 km in 1 hr 37 mins, or 38 km/h *(39 mls/24 mph).*

PONTRESINA

... was a beautiful hiking and skiing town located on a famous railway corridor between Switzerland and Italy. It would have been tempting to hike in the surrounding hills, but for the continual sound of gunshots during this, the fall hunting season.

RhB 550/555 *[TIRANO]* PONTRESINA-ST. MORITZ & RETURN

PCe

C*   [1/3]

X

Side trip to nearby **St. Moritz**, departing 1250, arriving 1301, including a stop at Celerina Staz; * St. Moritz was one of the most famous of Swiss mountain resorts, but struck me as being unattractive compared to Zermatt, at least during the fall months; * Returning, depart 1500, arrive 1512, augmented by two more Coaches; * 6 km in 11 mins, or 33 km/h *(4 mls/20 mph).*

28 SEPT:

RhB 430? PONTRESINA-SAMEDAN

PCe

X

C*   [2]

F

To **BREGENZ** in northwestern Austria, via Samedan, Filisur, Davos Platz, Landquart and St. Margrethen; * Depart 0852, arrive Samedan 0900, including a stop at Punt Muragl, on a train considerably faster than other Rhätische trains, due to the relatively flat terrain of this route; * 8 km in 8 mins, or 62 km/h *(5 mls/39 mph).*

1st1980's-23: Rhâtische Bahn's Pontresina station, on a
rainy Sept. day *(1981/09/??) [PETER DAWES].*

RhB 130 *[ST. MORITZ]* SAMEDAN-FILISUR *[CHUR]*

Ee		
C	[6]	
X		
F	[3]	
F	[3]	SAMEDAN-CHUR

Depart 0917, arrive 1000, including a stop at Bergun – Filisur being yet another junction in the complex

RhB network; * 33 km in 43 mins, or 46 km/h *(21 mls/29 mph).*

MIXED TRAIN, SWISS STYLE

Rhäetische Bahn's No. 130, a St. Moritz-Chur train, included no less than six tiny freight

cars at the end, half of them added at Samedan junction.

RhB 230? FILISUR-DAVOS PLATZ

Ee	
X	
C	[2]

Depart 1022, arrive 1052, including stops at Wiesen and Davos Glaris; * Davos was another famous Grisons resort, well known in literary circles as the setting of Thomas Mann's *The Magic Mountain* (due to the presence of tuberculosis sanatoria), for hosting world economic summits, and for the annual ice hockey Spengler Cup (always featuring a team of Canadians playing for European clubs); * 20 km in 30 mins, or 40 km/h *(12 mls/25 mph)*.

RhB 38? DAVOS PLATZ-LANDQUART *[CHUR]*

Ee	
C	[2]
X	[2]
F	[5]

Depart 1108, arrive 1252, including stops at Klosters, Saas and Furna, with five freight cars in tow; * Landquart was the meeting point between the narrow-gauge RhB and standard-gauge SBB systems; * 70 km in 1 hr 44 mins, or 40 km/h *(44 mls/25 mph)*.

SBB 426 *[CHUR]* **LANDQUART-ST. MARGRETHEN** *[ST. GALLEN]*

Ee			
C	[4]		
C*		*[DB]*	CHUR-ST. MARGRETHEN *[MÜNCHEN]*

Depart 1339, arrive 1437, including stops at Sargans, Buchs and Altstatten, occupying a DB Coach running through to München; * St. Margrethen proved to be the last major Swiss town before the Austrian border; * 67 km in 58 mins, or 69 km/h *(42 mls/43 mph)*.

ÖBB Ex367 *[MILANO CENTRALE]* **ST. MARGRETHEN-BREGENZ** *[MÜNCHEN]* Ticino

Ee		*[SBB]*	CHIASSO-LINDAU?
C			*[CHUR]* ST. MARGRETHEN-MÜNCHEN
C*	[3]	*[FS]*	
C			

X	*[FS]*	
C		MILANO-MÜNCHEN *[NÜRNBERG]*

Depart 1552, arrive 1607 non-stop, on a Milano-München express named after one of the Swiss cantons through which it ran, possibly behind an SBB electric as far as Lindau, where a DB diesel would have taken over *[equipment DB unless otherwise indicated]*; * Bregenz was the attractive capital of Vorarlberg province at the eastern end of the Bodensee, very close to both Switzerland and Germany but cursed this evening by a heavy, soaking rain – the worst I've ever experienced during my travels, including notorious wet spots such as the west coast of Scotland – although there was compensation in the form of a nice *Gasthaus* for the night; * 14 km in 15 mins, or 56 km/h *(9 mls/35 mph)*.

A CLASSIC CANUCK MOMENT

On *Ticino,* I entered a compartment occupied by several Québeçois guys in the midst of telling other passengers, *en français,* just how badly treated the Québeçois were in Canada. I didn't betray myself as Anglo, but this was a very Canadian moment in the middle of Europe!

---

29 SEPT:

ÖBB Ex360/SBB 124 *[MÜNCHEN]* BREGENZ-BERN *[GENÈVE]* *Isar-Rhône*

Ee		LINDAU-GENÈVE
X		
C		
C	*[DB]*	
C*	[3]	
R	*[SSG]*	ST. GALLEN-GENÈVE
C	[6]	"

To **SPIEZ** via Bern, simply to escape the never-ending deluge of rain!; * Depart 1057, arrive Bern 1433, including stops at St. Margrethen, St. Gallen, Winterthur, Zürich (Flughafen & Hauptbahnhof) and Olten *[equipment SBB unless otherwise indicated]*; * *Isar-Rhône* was the same München-Genève train I took in 1976 as far as Lindau; * The Restaurant car was operated by the SBB subsidiary SSG (Schweizerische Spiesewagen Gesellschaft/ Swiss Restaurant Car Co.); * 252 km in 3 hrs 36 mins, or 70 km/h *(157 mls/43 mph)*.

BLS 324 *[ZÜRICH]* BERN-SPIEZ *[INTERLAKEN OST]*

Ee		
X		*[BASEL]* BERN-SPIEZ *[BRIG]*
C	[3]	"
C		ZÜRICH-SPIEZ *[BRIG]*
X		
C*	[6]	

Depart 1440, arrive 1512 – thankfully, in the midst of gorgeous, *sunny* weather.

BLS 331 *[INTERLAKEN OST]* THUN-BERN *[ZÜRICH]*

Ee	
C	[7]
X	

Side trip back to **Bern** for supper, beginning with a voyage on the Thunersee as far as Thun, courtesy of the BLS vessel BUBENBERG – continuing from the adjacent station on No. 331 at 1707, arriving Bern 1729.

BLS 640 *[BASEL SBB]* BERN-SPIEZ *[INTERLAKEN OST]*

Ee	
X	
C	[5]
M	

Return to Spiez, departing 2040, arriving 2112, with (as on several trains ahead) a Swiss postal car on the rear – then overnight at the Hotel Bahnhof-Terminus.

30 SEPT:

BLS 611 *[INTERLAKEN OST]* SPIEZ-BERN *[ZÜRICH]*

Ee		
M		
C*	[4]	
C	[4]	INTERLAKEN-BERN *[BASEL]*
X		"

Back north and west to *LINDAU* on the Bodensee, in the hope of better weather this time, via Bern and Zürich; * Depart 0827, arrive Bern 0859, spending a couple of hours sightseeing in the attractive Swiss capital, as on past visits.

SBB 115 *[GENÈVE]* BERN-ZÜRICH*[RORSCHACH]*

Ee	
M	
X	
C	[4]
R	*[SSG]*
C*	[7]

Depart 1108, arrive 1255, Zürich being the largest city and most important industrial and commercial centre of Switzerland, located on the scenic lake of the same name.

SBB 521/**ÖBB**-**DB D367** *[MILANO CENTRALE]* ZÜRICH-LINDAU *[MÜNCHEN]* Ticino

Ee	*[SBB]*	CHIASSO?-LINDAU
C	*[DB]*	*[CHUR]* ST. MARGRETHEN-MÜNCHEN
C*	[4]	
C	*[DB]*	
X		
C	*[DB]*	MILANO-MÜNCHEN *[NÜRNBERG]*
C	[2]	MILANO-ST. GALLEN
R	*[SSG]*	CHIASSO-ST. GALLEN
C	*[SBB]*	"

Depart 1308, arrive 1519, on the same *Ticino* service taken two days earlier, with stops at Zürich Flughafen,

Winterthur, St. Gallen, St. Margrethen and Bregenz *[equipment FS unless otherwise indicated]*; * There were yet more Canadians on this train, specifically two ladies from Toronto going to meet relatives in München for *Oktoberfest* – with whom I arranged to hook up there a couple of days later; * Lindau boasted interesting architecture in the beautiful setting of the Bodensee (one night in the small Insel-Hotel); * 132 km in 2 hrs 11 mins, or 61 km/h *(82 mls/38 mph)*.

EURAILPASS MAGIC

My escape from Bregenz to Spiez illustrates yet another advantage of the Eurailpass. Bad weather? You simply jump on a train and go where it is better – perhaps even meeting some attractive women along the way! If you're lucky, you can return to the original area and find gorgeous weather, as I did in Lindau.

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1 OCT:

DB E2782 LINDAU-IMMENSTADT

Ed		
C		LINDAU-IMMENSTADT *[MÜNCHEN]*
C*	[3]	LINDAU-IMMENSTADT *[HAMBURG]*

To **FÜSSEN** in the Allgau Alps, via Immenstadt and Kaufbeuren, departing 0854, arriving Immenstadt 0951, including stops at Rothenbach and Oberstaufen – all Coaches in this train being delivered to Immenstadt for furtherance to either Hamburg or München in other trains; * 68 km in 57 mins, or 72 km/h *(42 mls/45 mph)*.

DB D782 *[OBERSTDORF]* IMMENSTADT-KAUFBEUREN *[HAMBURG HBF]*

Ed		
C		*[LINDAU]* IMMENSTADT-BUCHLOE *[MÜNCHEN]*
C	[2]	OBERSTDORF-BUCHLOE *[MÜNCHEN]*
C		OBERSTDORF-BUCHLOE *[BERLIN]*
C	[5]	
C*	[3]	*[LINDAU]* IMMENSTADT-HAMBURG

Depart 1007, arrive 1100, including a stop at Kempton – Kaufbeuren being a jumping-off point for Füssen; * This train was designed mainly to link the resort town of Oberstdorf with Hamburg, but also carried through Coaches to München and Berlin; * 64 km in 53 mins, or 73 km/h *(40 mls/45 mph); * Cook's suggests D782 originated in Oberstdorf, but DB's *Kursbuch* says Oberstdorf.

DB 6768? KAUFBEUREN-FÜSSEN

Ed

C   [4]

F

Depart 1304, arrive 1404, with stops at Blessenhofen, Marktoberdorf and Seeg; * Füssen was a large resort located on the approach to the Tyrol Mountains, and – a sobering thought – the site of a Nazi concentration camp during the 1930's and World War II; * I took a local bus four kilometres *(just over two miles)* to Neuschwanstein Castle, returning on foot and spending the night in an ancient but comfortable pension; * 43 km in 1 hr, or 43 km/h *(27 mls/27 mph)*.

2 OCT:

DB 6757? FÜSSEN-KAUFBEUREN

Cmd   [2]

To **AUGSBURG** near München, via Kaufbeuren and Buchloe; * Depart 0821, arrive Kaufbeuren 0928, on a local, 2-car DMU train.

DB D365 *[ST. GALLEN]* KAUFBUEREN-BUCHLOE *[MÜNCHEN]*

Ed   LINDAU-MÜNCHEN

C   [6]   "

X   *[SBB]*

C* [5]   *[SBB]*

 Depart 0939, arrive 0951 non-stop, on a half-German, half-Swiss, St. Gallen-München train; * Buchloe was yet another rail junction on the Lindau-München route, part of the DB's dense, but often unelectrified, Bavarian network; * 20 km in 12 mins, or 100 km/h *(12 mls/62 mph)*.

DB E3741? BUCHLOE-AUGSBURG

Cmd   [2]

Depart 0956, arrive 1028, including stops at Schwabmünchen and Bobingen; * Augsburg was a medium-sized city located approximately 60 kilometres *(37 miles)* west of München, an old Roman town with a nice pedestrian precinct and market square rebuilt after wartime destruction; * I spent two nights in a small *Gasthaus,* preferable to trying to find accommodation in München with *Oktoberfest* underway; * 40 km in 32 mins, or 75 km/h *(25 mls/47 mph)*.

1ˢᵗ1980's-24: Neuschwanstein near Füssen, one of
Ludwig II, the "Mad King" of Bavaria"'s "dream
castles" *(1981/10/01) [PETER DAWES].*

DB IC511 *[KÖLN]* AUGSBURG-MÜNCHEN *[BERCHTESGADEN]* *Chiemgau*

Ee		
C		
C	[2]	KÖLN-FREILASSING
R	*[DSG]*	"
C*	[4]	"
C	[3]	

Side trip into **MÜNCHEN** for the afternoon and evening, departing 1140, arriving 1210 non-stop, on a Köln-Berchtesgaden *Intercity* express named after the Chiemgau mountain region southeast of the Bavarian capital – my fastest trip during this holiday, at an average speed of 124 kilometres *(77 miles)* per hour; * The Restaurant car was operated by DB's subsidiary DSG (Deutsche Schlaf- und Spiesewagen

Gesellschaft/German Sleeping and Restaurant Car Company); * I sampled *Oktoberfest* with the aforementioned Toronto ladies after meeting them at the station, frequenting several beer halls staffed by muscular, Germanic *Fraus* and *Frauleins* capable of slinging three or four – possibly even five or six! – jugs at a time; * 62 km in 30 mins, or 124 km/h *(39 mls/77 mph)*.

DB D216 *[KLAGENFURT]* MÜNCHEN-AUGSBURG *[AMSTERDAM]* *Österreich Express*

Ee		MÜNCHEN-EMMERICH?
X		MÜNCHEN-DUISBURG *[DORTMUND]*
S		MÜNCHEN-UTRECHT *[HOEK VAN HOLLAND]*
T		"
C*		"
C		*[GRAZ]* SCHWARZACH ST. VEIT-KÖLN *[KREFELD]*
C	*[ÖBB]*	*[GRAZ]* SCHWARZACH ST. VEIT-AMSTERDAM
C	[3] *[ÖBB]*	
T	*[ÖBB]*	
S	*[ÖBB]*	

Depart 2310, arrive 2349 non-stop, on the *Österreich Express* ("Austria Express"), originating in Klagenfurt and Graz in Austria, and heading for Amsterdam and Hoek van Holland.

3 OCT:

DB D985 *[COBURG]* AUGSBURG-MÜNCHEN

Ee	
C	[7]

To **KOBLENZ** on the Mosel and Rhein, via München, Oberammergau, Mittenwald and Bonn; * Depart 1026, arrive München 1102 non-stop, encountering – while waiting to depart Augsburg Hauptbahnhof – a trainload of football supporters going to a game (probably at Stuttgart or Karlsruhe).

DB E3613 MÜNCHEN-MURNAU *[GARMISCH-PARTENKIRCHEN]*

Ee	
C	[7]

Depart 1154, arrive 1252, including a stop at Weilheim – Murnau being the junction point for Oberammergau; * 75 km in 58 mins, or 77 km/h *(47 mls/48 mph)*.

DB 6615?/6616? MURNAU-OBERAMMERGAU & RETURN

Cme   [2]

Side trip to **Oberammergau**, departing 1312, arriving 1355, including stops at Bad Kohlgrub and Altenau, on a local EMU; * Oberammergau was a small town located in the shadow of the Ammergau Alps, boasting elaborate paintings on buildings relating to the famous "passion" plays staged there by the family of the composer, Richard Wagner; * Returning, depart 1513, arrive 1553; * 24 km in 43 mins, or 36 km/h *(15 mls/22 mph),* on No. 6616.

DB D1917 *[DORTMUND]* MURNAU-MITTENWALD

Ee

C   [3]

Depart 1558, arrive 1656, including a stop at Garmisch-Partenkirchen; * Mittenwald was an important recreational centre located close to the Austrian border, while nearby Garmisch-Partenkirchen was famous for being the site of the 1936 Winter Olympics; * 43 km in 58 mins, or 44 km/h *(27 mls/27 mph)*.

DB E3686 *[INNSBRUCK]* MITTENWALD-MÜNCHEN

Ee   MITTENWALD?-MÜNCHEN

C*   "

C   [4]

Depart 1805, arrive 2019, followed by another evening in München; * Locomotive might have originated in Innsbruck.

3-4 OCT:

DB D824 MÜNCHEN-BONN *[DORTMUND]*

Ee

M

C   [7]

T

S*   [2]

X

Depart 2324, arrive 0701 next morning, including stops at Ingolstadt, Ansbach, Würzburg, Frankfurt-am-

Main, Mainz and Koblenz, with a Deutsche Post car at the front; * 601 km in 7 hrs 37 mins, or 79 km/h *(375 mls/49 mph);* * Sleepers probably AB33 *(1959-73, 11tc)* and T2 *(1968-72, 17dc) (builders unknown),* like most German Sleepers staffed by (but not marked for) DSG.

BETTEN FREI

The Coaches and Couchette car of München-Dortmund No. D824 were full of *Oktoberfest* revellers, but the two Sleepers were lightly loaded due to it being Saturday night. I'd tried to purchase a berth that morning from the Hauptbahnhof ticket office, but was told to just show up and the train staff would sell me one. Sure enough, the friendly DSG attendant of the rear Sleeper had illuminated the *Betten Frei* sign (literally, "beds free") in the window, indicating space was available to travellers not holding reservations.

OTHER OVERNIGHTS

Several other overnight trains were waiting to depart München Hauptbahnhof for various places, including *Brenner Express* for Roma and Genova (two Italian Sleepers), *Mostar-Dalmacija-Express* for Sarajevo and Zagreb (one Yugoslav Sleeper), No. D 300 for Berlin (three Mitropa Sleepers), and No. D 788 for Hamburg, Wilhelmshaven and København (seven Sleepers).

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4 OCT:

DB IC105 *[DORTMUND]* BONN-KOBLENZ *[BASEL SBB] Rheinblitz*

```
Ee
C                    DORTMUND-BASEL [BRIG]
C        [6]
R               [DSG]
C*       [3]
```

Depart 0717, arrive 0749 non-stop, on a near-empty, Sunday morning IC express whose name meant Rhine Lightning or Flash; * Koblenz was a medium-sized administrative and industrial city in Rheinland-Pfalz (Rhineland-Palatinate) state, located where the Mosel enters the Rhein, completely rebuilt after wartime destruction; * A 15-minute walk brought me to the small Hotel Kleiner-Riesen, where I checked in for the coming night; * 59 km in 32 mins, or 111 km/h *(37 mls/69 mph)*; *[continued on next page]*

***1st*1980's-25:** Köln-Düsseldorfer Linie's BERLIN sailing down the Rhein, as seen from the same company's DÜSSELDORF *(1981/10/04) [PETER DAWES].*

* I boarded KDL's DÜSSELDORF at the jetty located just metres from the front door of my Koblenz hotel for a day excursion upstream to ***Rüdesheim***, a tourist town on the right bank of the river at the head of the Rhine Gorge, passing ancient castles and towns, not to mention river freighters and other passenger vessels heading downstream at considerable speed.

DB D700 *[BASEL SBB]* RÜDESHIEM-KOBLENZ *[DORTMUND]*

Ee		
C	[3]	*[SBB]*
C*	[7]	
X		

Returning, depart 1536, arrive 1620 non-stop, on a Basel-Dortmund train containing three SBB Coaches, despite this being only a "D" express using the secondary line hugging the right bank of the Rhein; * 64 km in 44 mins, or 88 km/h *(40 mls/55 mph).*

5 OCT:

DB/SNCB D224 *[WIEN WEST]* KOBLENZ-OOSTENDE *Wien-Oostende Express*

Ee		WIEN-AACHEN
Ee	*[SNCB]*	AACHEN-OOSTENDE
C		
C	*[SNCB]*	
C*	*[ÖBB]*	
T	*[ÖBB]*	
S	*[SNCF]*	
S		WIEN-KÖLN
T		"
T	*[ÖBB]*	"
C	*[MÁV]*	*[BUDAPEST]* WIEN-KÖLN
C		WIEN-KÖLN
C	[4]	KÖLN-OOSTENDE
R	*[SNCB]*	"

Back to **LONDON** via Oostende and Dover, departing 0826, arriving Oostende 1355, including stops at Bonn, Köln, Aachen, Liège (Bel.) and Bruxelles/Brussel *[equipment DB unless otherwise indicated]*; * I spent the afternoon on the deck of the RTM Sealink ferry PRINS ALBERT over to Dover; * 439 km in 5 hrs 29 mins, or 80 km/h *(274 mls/50 mph);* * Sleepers MU type: SNCF *(EIC, 1964-5, 12tc; ex-CIWL),* DB *(Builder unknown, 12tc; DSG)*.

WIEN–OOSTENDE EXPRESS

No. 224 (D224 on DB) was a classic European express, featuring a multinational consist of Austrian, Belgian, French, German and Hungarian cars, its middle portion operating as far as Köln only. Three cars were of particular interest: a MÁV Coach from Budapest to Köln; an SNCF Sleeper in a train not serving France (no doubt part of the Pool TEN fleet); and a Restaurant car marked for SNCB but still in Wagons-Lits colours.

BR 1920 **DOVER WESTERN DOCKS-LONDON VICTORIA**

Cme	[13]

Depart 1920, arrive 2051 (estimated), non-stop, on a long EMU train, followed by an Underground transfer by

District line over to Ann's place in Turnham Green, then a day of relaxation and sightseeing in London after my continental adventures (two nights there); * 125 km in 1 hr 31 mins, or 82 km/h *(78 mls/51 mph)*.

7-8 OCT:

BR 2330 **LONDON EUSTON-GLASGOW CENTRAL** *Night Limited*

Ee		
X		
S	[3]	LONDON-CARLISLE
S*	[10]	
X		

To ***WINDERMERE*** in the Lake District, via Glasgow, Carlisle and Oxenholme; * Depart 2330, arrive Glasgow Central 0605 next morning, with one stop at Carlisle (occupancy permitted from 2230 to 0730); * 647 km in 6 hrs 35 mins, or 98 km/h *(404 mls/61 mph);* * Sleepers possibly SLF *(11sc),* SLS *(11dc) (BR or MC, 1957-64)*.

TO THE LAKE DISTRICT – VIA GLASGOW?

All three Carlisle cars were sold out on my *Night Limited* (a train featuring a healthy 13 Sleepers but no Coaches), so I purchased a single-berth compartment all the way to Glasgow, possibly in an SLF-type Sleeper – then back-tracked south to Windermere.

---

8 OCT:

BR 0805 **GLASGOW CENTRAL-CARLISLE** *[LONDON EUSTON]*

Ee	
C*	[3]
RB	
C	[3]

Depart 0805, arrive Carlisle 0928 non-stop, changing trains there because this London-bound train wasn't scheduled to stop at Oxenholme (junction point for Windermere); *This was my fastest trip in Britain during this holiday, at an average speed of 120 kilometres *(75 miles)* per hour; * 166 km in 1 hr 23 mins, or 120 km/h *(104 mls/75 mph)*.

BR 0935 CARLISLE-OXENHOLME *[LONDON EUSTON]*

Ee

X   [2]

C*   [3]

RB

C   [6]

Depart 0935, arrive 1017, including a stop at Penrith; * 80 km in 42 mins, or 114 km/h *(50 mls/71 mph)*.

BR 1030 OXENHOLME-WINDERMERE

Cmd   [2]

Depart 1030, arrive 1055, including a stop at Kendal, on a standard, local DMU train, this being my fourth trip to Windermere in four straight years; * I spent two nights at my favourite Archway Bed and Breakfast, located in the heart of this cozy town, taking a van excursion through the mountain passes in the company of a real mix of nationalities, including a truly obnoxious (and atypical) Australian woman who complained loudly about everything English; * 16 km in 25 mins, or 38 km/h *(10 mls/24 mph)*.

10 OCT:

BR 0947 WINDERMERE-OXENHOLME

Cmd   [4]

To *RENFREW* near Glasgow, via Oxenholme, Crewe, Windermere, Birmingham, London, Edinburgh and Glasgow, to join my Scottish friends on trips to Dunoon and the Mull of Kintyre; * Depart 0947, arrive Oxenholme 1010 on the first leg.

BR 1019 *[CARLISLE]* OXENHOLME-CREWE *[LONDON EUSTON]*

Ee

X   [2]

C   [3]

RB

C*   [6]

Depart 1019, arrive 1153, including stops at Lancaster, Preston and Wigan – Crewe being one the busiest railway junctions in Britain; * 147 km in 1 hr 34 mins, or 94 km/h *(92 mls/58mph)*.

1st1980's-26: A Cumbrian mountain scene in the Lake District, from a tourist van operating well beyond the rails *(1981/10/09) [PETER DAWES].*

BR 1203 *[LIVERPOOL LIME STREET]* CREWE-BIRMINGHAM NEW STREET *[LONDON PADDINGTON]*

Ee

C   [7]

Depart 1203, arrive 1302, including stops at Stafford and Wolverhampton, on a rare, Liverpool-London Paddington service via Birmingham – a variation on the former Great Western expresses between Birkenhead (across the Mersey) and Paddington; * I hired a taxi to St. Andrews football ground to watch also-rans Birmingham City upset title contenders Southampton Town, the latter's stars (including Kevin Keegan) being overshadowed by City's long-haired, extroverted journeyman Frank Worthington, who scored the only goal; * I enjoyed a 20-minute walk back to New Street station amongst the happy "Brum" supporters; * 86 km in 59 mins, or 88 km/h *(54 mls/55 mph).*

BR 1748 *[WOLVERHAMPTON]* **BIRMINGHAM NEW STREET-LONDON EUSTON**

Ee

X

C* [4]

RB

C [5]

Depart 1748, arrive 1925, with stops at Birmingham International, Coventry and Watford, followed by an evening around London with Ann, my ever-patient friend and purveyor of free accommodation; *191 km in 1 hr 37 mins, or 118 km/h *(119 mls/73 mph)*

10-11 OCT:

BR 2215 **LONDON KING'S CROSS-EDINBURGH**

Ed

A [3]

S [6]

X [2]

Depart 2215, arrive Edinburgh 0654 next morning, with one stop at Peterborough, having purchased a single-berth compartment, again possibly in an SLF Sleeper (occupancy permitted to 0730); * 632 km in 8 hrs 39 mins, or 73 km/h *(394 mls/45 mph);* * Sleepers possibly SLF *(11sc),* SLS *(11dc).*

<div style="border:1px solid">

ALL-SLEEPER OVERNIGHT TO EDINBURGH

There were no ordinary Coaches on my unnamed King's Cross-to-Edinburgh service, rather a healthy mix of six Sleeping, two multi-purpose Baggage/Guard (or whatever), and three Motorail cars for those not wanting to drive the 650 kilometres *(400 miles)*.

</div>

11 OCT:

BR 0900 **EDINBURGH-GLASGOW QUEEN ST.**

C [5]

Ed

Depart 0900, arrive 0947 non-stop, on a train led by a control cab-equipped Coach and powered by a diesel locomotive from the rear, followed by an automobile transfer over to *Renfrew*, courtesy of my friend Alison

(one night there); * 76 km in 47 mins, or 97 km/h *(47 mls/60 mph);* · **12 OCT:** To **Dunoon** by car, sailing on an unrecorded Caledonian MacBrayne ferry from Gourock (probably JUPITER or JUNO), then sightseeing and pubbing in this Argyllshire town located on the scenic Firth of Clyde in the company of no less than six lasses, all of us staying in a small hotel – a real embarrassment of Scottish pulchritude for this Canadian guy!; · **13 OCT:** Back to Renfrew using the same ferry, then off to the **Mull of Kintyre** (also in Argyllshire and made famous by the Paul McCartney song) for two nights in a cozy resort hotel by the sea, the evenings capped with beautiful sunsets – but with only Alison and her friend Fiona for company this time; · **14 OCT:** Side trip by car into the major regional centre of **Campbeltown** for sightseeing

15-16 OCT:

BR 2355 GLASGOW CENTRAL-BRISTOL TEMPLE MEADS

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

To **LONDON**, starting with an automobile trip back to Renfrew and later Glasgow; * Depart 2355, arrive Bristol next morning 0850, including stops at Motherwell, Carstairs, Carlisle, Preston, Wigan, Crewe, Wolverhampton, Birmingham and Cheltenham Spa, * 627 km in 8 hrs 55 mins, or 70 km/h *(391 mls/43 mph);* * Sleepers possibly SLC *(5sc6dc)*, SLF *(11sc),* SLS *(11dc) (all BR or MC, 1957-64).*

MORE BRITRAIL MAGIC

My Bristol overnight was made up of cars half from Glasgow and half from Edinburgh, joining at Carstairs. I spent the night in a single-berth compartment of one of the Glasgow Sleepers (occupancy permitted from 2230), possibly an SLC type having 5 first-class single, and 6 second-class double, compartments, this route being chosen to allow a later sleep-in than on the direct London overnight trains – again, thanks to the Britrail Pass.

1st1980's-27: Monuments on an interior wall of Paddington station, directly above a British Rail HST Coach *(1978/??/??) [PETER DAWES].*

16 OCT:

BR 0855 BRISTOL TEMPLE MEADS-LONDON PADDINGTON *HST*

Ed	
C	[2]
BC	
C*	**[4]**
Ed	

Depart 0855, arrive 1038, on an HST stopping only at Bath Spa, then two final nights at Ann's place; * Next day to Highbury football ground by District and Piccadilly lines with Ann and one of her work colleagues to watch Arsenal and Manchester City play to a boring 0-0 draw (my Queens Park Rangers having no game that day), then to the London Playboy Club for dinner, Ann having come across some reduced-price coupons (something right out of the 1960's; "Playgirls" strutting around with bunny tails attached to their butts); * 190 km in 1 hr 43 mins, or 110 km/h *(119 mls/68 mph).*

· **18 OCT:** Return to **OTTAWA**, taking the District and Piccadilly lines to Heathrow, then British Airways B-747 CITY OF ABERDEEN to Mirabel and a Voyageur Colonial Lines bus.

SCHLAFWAGEN AB33

DB's DSG subsidiary operated its own version of the Wagons-Lits MU "Universal" sleeping car, the AB33. Some 157 were built between 1959 and 1973, each featuring 11, 3-berth "SDT3" compartments (meaning Single-Double-Tourist, 3-berth). Each compartment could be sold to one or two persons in first class, or up to three in tourist class. These cars were used on domestic routes, as well as some trains connecting Germany with other countries.
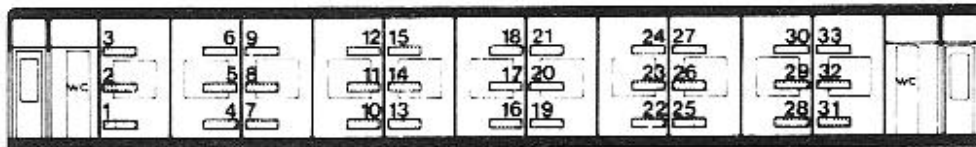
[Thomas Cook, European Sleeping Cars 1982, 7]

1984

ENGLAND/SCOTLAND/FRANCE SWITZERLAND/ITALY/AUST– RIA/GERMANY/BELGIUM

compagnia
internazionale delle
carrozze-letti
e del turismo

Pezzuola per lustrare
le scarpe

*[From Wagons-Lits Co.
shoe polisher]*

SYNOPSIS

This was my sixth overseas holiday and first with Sandra, featuring one week in England and Scotland, and three on the Continent, mainly in Austria, Germany, Italy and Switzerland. We were based at our friend Tom Clark's place in Leagrave, Luton, Bedfordshire. The sketch on the opening page was scanned from an actual Wagons-Lits complimentary shoe polisher, with Italian text ("Pezzuola makes your shoes shine").

Trips taken: We took 73 during this holiday covering 7,702 kilometres *(4,807 miles),* involving 30 in the British Isles, 21 in Switzerland, 10 in Austria, 6 in Germany, 3 in Italy, 2 in France, and 1 in Belgium. Sixty-nine were in my "Coaches, Pullmans & Lounges" category and 4 in "Sleeping & Couchette Cars", the latter accounting for 33% of the total distance. Forty-seven were on locomotive hauled and 26 on self-propelled trains, with the latter covering 18% of that distance. There were 4 trips behind steam, all in the British Isles.

Equipment units: 579, made up of 58 locomotives and 521 cars (Coaches, Pullmans & Lounges, 427; Sleeping & Couchette cars, 45, Restaurant & Other Meal Cars, 14; Baggage & Miscellaneous Cars, 35).

BRITISH ISLES

Places visited in England: Ambleside*, Bourton-on-the-Water*, Bowness*, Brighton, Carlisle, Dover, Folkestone, Gatwick, Haverthwaite, Haywards Heath, Horsted Keynes, Lakeside, Leagrave, London, Luton, Oxenholme, Oxford*, Sheffield Park, Stow-on-the-Wold*, Wendover*, Windermere and Woodstock*. *Scotland:* Carstairs, Glasgow, Largs*, Motherwell and Renfrew*. *(Note: * indicates by non-rail means.)*

Noteworthy train trips: BR 2113, London St. Pancras to Leagrave; *Bluebell 1200*, Horsted Keynes to Sheffield Park; *BR Night Limited*, Carstairs to London Euston.

Fastest average speed: BR 0734, Carlisle to Oxenholme: 104 km/h *(65 mph).* **Slowest: Lakeside & Haverthwaite 1000**, between those points: 20 km/h *(12 mph).*

Memorable non-rail trips: by automobile with Tom, Leagrave to Wendover, Cotswolds and Oxford; also BR Sealink's SWAN, Lakeside to Ambleside.

THE CONTINENT

Places visited in Austria: Attnang-Puchheim, Baden, Bruck-an-der-Mur, Gmunden, Linz, Salzburg, Stainach-Irdning and Wien. *Belgium:* Oostende. *France:* Calais and Paris. *Germany:* Bad Krozingen, Cochem, Freiburg-im-Breisgau, Koblenz, Staufen and Winningen. *Italy:* Domodossola, Milano and Venezia. *Switzerland:* Arth Goldau, Basel, Bellinzona, Brissago*, Chiasso, Engelberg, Genève, Gersau*, Interlaken, Kandersteg, Locarno, Lugano, Luzern, Montreux, Rigi Kulm, Spiez, Thun, Vitznau and Zweisimmen. *(**Note:** * indicates by non-rail means.)*

Noteworthy train trips: *SNCF 921*, Paris Lyon to Genève; *Montreux-Oberland-Bernois Panoramic Express*, Montreux to Zweisimmen; *Vitznau-Rigi 7*, Vitznau to Rigi Kulm; *SBB 381*, Arth Goldau to Bellinzona; *SBB Gottardo*, Bellinzona to Lugano; *Ferrovie Autolinee Regionali Ticinese 40*, Locarno to Domodossola; *FS 537*, Milano Centrale to Venezia Santa Lucia; *FS-ÖBB Remus*, Venezia Mestre to Wien Süd; *ÖBB/SBB Wiener-Walzer*, Linz to Basel SBB; *DB/SNCB Wien-Oostende Express*, Koblenz to Oostende.

Fastest average speed: SNCF 921, Paris Lyon to Mâcon Loché: 172 km/h *(107 mph).* **Slowest: Arth-Rigi 1100**, Rigi Kulm to Arth Goldau: 5 km/h *(3 mph).*

Memorable non-rail trips: Schiffahrtsgesellschaft Vierwaldstättersee/Lake Lucerne Shipping Co. (SGV) RIGI, Luzern to Vitznau; also Navigatione sul Lago Maggiore/Lake Maggiore Navigation Co. (NLM) HELVETIA, Locarno to Brissago; and Köln-Düsseldorfer Linie (KDL) RHEINGOLD, Winningen to Cochem.

HIGHLIGHT!

Taking my first trip on an SNCF *Train à grande vitesse* (TGV), from Paris Lyon to Genève, at an average speed of at 172 kilometres *(107 miles)* per hour over the new, dedicated segment as far as Mâcon Loché station – the passing countryside just a blur; the ride very smooth due to top-quality track.

MILESTONE

Our London Euston-Glasgow Central *Night Limited* featured a dozen Mark III SLE Sleeping cars, a new design having 13, 2-berth compartments sold as either first-class singles or second-class doubles. Built by British Rail Engineering Ltd., these quiet, smooth-riding vehicles had replaced the old Mark I SLC, SLF and SLS Sleepers on BR's overnight services. *(Note: There were no Mark II Sleeping cars.)*

SEA PASS

BR had introduced a new "BritRail Seapass" voucher, good for one trip. Holders could reach their English Channel port at the end of their Eurailpass eligibility; then return to London using the Seapass (or vice versa).

[From 1984 pass]

TRIPS AND TRAIN COMPOSITION

· **2-3 MAY:** To **LEAGRAVE**, Luton, Bedforshire, on Wardair Canada Boeing 747 PHIL GARRATT (named after a de Havilland Aircraft Co. executive who oversaw the development of famous bush planes), from Edmonton International overnight to Gatwick – great service despite a labour dispute.

3 MAY:

BR 1222 *[BRIGHTON]* GATWICK AIRPORT-LONDON VICTORIA

Cme [4]	GATWICK-LONDON	
Cme [4]		

To **LEAGRAVE**, via London, starting with a train departing Gatwick Airport at 1222, arriving Victoria 1257, with a stop at East Croydon, this BR Electric Multiple Unit (EMU) train happening to show up before our intended *Gatwick Express;* * Arriving at Victoria was a wonderful way to enter the Great City, especially when followed by an afternoon at the British Museum – not to mention an evening pub crawl with Tom; * 44 km in 35 mins, or 76 km/h *(27 mls/47 mph).*

BR 2113 LONDON ST. PANCRAS-LEAGRAVE *[BEDFORD]*

Cme [4]

Depart 2113, arrive 2200 (estimated), including stops at Hendon, Mill Hill Broadway, Elstree & Borehamwood, St. Albans, Harpenden and Luton, on an electrified "Bed-Pan" (for Bedford-St. Pancras) commuter train; * Leagrave was a suburb on the northern side of Luton, the latter being a medium-sized satellite city of London situated in Bedfordshire; * Four nights at Tom's before moving on; * 53 km in 47 mins, or 68 km/h *(33 mls/42 mph).*

4 MAY:

BR 1338 *[BEDFORD]* LEAGRAVE-LUTON *[LONDON ST. PANCRAS]*

Cme [4]	*[317 331]*

Day excursion into **LONDON**, departing 1338, arriving Luton's main station at 1341, changing there to a Moorgate train to permit direct access to London Transport's King's Cross/St. Pancras Underground station; * No. 317 331 *(BREL, 1981-2; ex-BR/lr-WAGN 317 331, ONE, NXEA 317 888).*

1st1980's-28: London St. Pancras main-line station
and offices *(1976/??/??) [PETER DAWES].*

BR 1353 *[BEDFORD]* LUTON-LONDON KING'S CROSS *[MOORGATE]*

Cme   [4]

Depart 1353, arrive 1436, followed by visits to prime tourist sites ranging from Buckingham Palace to Westminster Abbey, then to the West End for supper with Tom and the campy American musical *Little Shop of Horrors* at the Comedy Theatre, complete with a scary ending with vines unexpectedly falling from the ceiling and enveloping the audience – great entertainment!

BR 2313 LONDON ST. PANCRAS-LEAGRAVE *[BEDFORD]*

Cme   [8]

Depart 2313, arrive 2359, with sleep definitely on the agenda; · *5 MAY:* By automobile, courtesy Tom, to *Wendover* to see Aunt Angela and Uncle Hubert, then to visit Woodstock and Sir Winston Churchill's family "pile" (Blenheim Palace), the wonderfully named Cotswold towns of Stow-on-the-Wold and Bourton-on-the-Water, and finally Oxford (featuring the university and an ancient pub called "The Turf") – the automobile necessary because the Cotswolds were difficult to access comprehensively by public transport

1st 1980's-29: Bedford-St. Pancras Electric Multiple Unit set No. 317 331 arriving Leagrave, with Tom Clark and Sandra waiting on the platform *(1984/05/??) [PETER DAWES].*

6 MAY:

BR 0855 *[BEDFORD]* LEAGRAVE-LONDON ST. PANCRAS

Cme   [4]

Day excursion to **BRIGHTON** via London and Haywards Heath, the latter to access the Bluebell Railway; * Depart 0855, arrive St. Pancras 0930, including stops at Luton, Harpenden and St. Albans only, then by Victoria Line to Victoria station; * 53 km in 35 mins, or 91 km/h *(33 mls/57 mph).*

BR 1035 LONDON VICTORIA-HAYWARDS HEATH *[BRIGHTON]*

Cme   [8]

Depart 1035, arrive 1124 on another EMU, including stops at Clapham Jct., East Croydon and Gatwick Airport, sharing a compartment with what can only be described as the stereotypical Cockney couple off to the seaside for the day (indeed, "Sid and Doris Bonkers" types from *Private Eye* magazine); * Haywards Heath, West Sussex, was the jump-off point for the Bluebell, accessed by shuttle bus from BR's station; * 62

kmin 49 mins, or 76 km/h *(39 mls/47 mph)*.

BBL 1200 HORSTED KEYNES-SHEFFIELD PARK

Es		*[BR]*	*[75027]*
C*	*[3]*		*[?;?; 6575]*
OL		*[LNER]*	*[43909]*

Depart 1200, arrive 1215, behind a BR Standard Class 4-6-0, a relative youngster built in 1952, with a former London & North Eastern Lounge built in 1897 on the rear *[equipment marked SOU unless indicated otherwise]*; * 7 kms in 15 mins, or 28 km/h *(4 mls/17 mph)*; * No. 75027 *(BR, 1952; ex-BR, NRM)*; * No. 6575 *(SRW, 1929; ex-BR S6575S)*; * No. 43909 *(GNRW, 1897, EFH; ex-GNR,LNER 706, BR DE942090)*.

THE BLUEBELL

This preserved railway operated over a 7-kilometre *(4-mile)* segment of the former London, Brighton & South Coast line that joined Brighton and Lewes with East Grinstead, connecting at the latter point with trains onward to London Victoria. A large number of locomotives, carriages and work units were on site, providing a real feel for what the old "Brighton Line" (and successor, Southern Railway) must have been like in this part of its territory. Later on, the Bluebell was extended farther north to Kingscote, and later, East Grinstead.

BBL 1245 SHEFFIELD PARK-HORSTED KEYNES

Es		*[SOU]*	*[928 Stowe]*
C*	*[5]'*		
OL			

Depart 1245, arrive 1300, this time with a different consist pulled by an ex-Southern 4-4-0 Schools Class locomotive, then back to Haywards Heath by shuttle bus; * No. 928 *(SOU, 1934, MLS; ex-BR 30928, NRM)*.

BR 1526 *[LONDON VICTORIA]* HAYWARDS HEATH-BRIGHTON

Cme	[8]

Depart 1526, arrive 1550 in Brighton, on a slow local stopping at Wivelsfield, Burgess Hill and Hassocks; * We strolled along the Channel beach of this resort town, eating cockles and mussels, sampling Victorian-era Palace Pier – in other words, being most English; * 20 kms in 24 mins, or 50 km/h *(12 mls/31 mph)*.

1st1980's-30: Bluebell Railway train at Sheffield Park platform, behind BR
Standard Class 4-6-0 No. 75027 *(1984/05/06) [PETER DAWES].*

BR 1834 BRIGHTON-LONDON VICTORIA

Cme   [8]

Depart 1834, arrive 1941, with one stop at East Croydon, on an EMU express, followed by an evening during which we visited more of Tom's favourite pubs; * 82 km in 1 hr 7 mins, or 74 km/h *(51 mls/46 mph).*

BR 2250 LONDON ST. PANCRAS-LEAGRAVE *[BEDFORD]*

Cme   [4]

Depart 2250, arrive 2337.

7 MAY:

BR 0940 *[BEDFORD]* LEAGRAVE-LONDON ST. PANCRAS

Cme   [4]

To **WINDERMERE** in the English Lake District, via London, Carlisle and Oxenholme; * Depart 0940, arrive St. Pancras 1017, then more London sightseeing featuring Elephant & Castle, Metropolitan Tabernacle (once

presided over by a distant ancestor of mine, the famous preacher Charles Haddon Spurgeon), Tower of London, St. Paul's Cathedral, and a pub lunch with Tom on the banks of the Thames; * Onward to Loftus Road stadium to watch Queens Park Rangers play to a 1-1 draw with West Bromwich Albion (Rangers having returned to the First Division of the English Football League), then to Camden Town, then more pubbing.

7-8 MAY:

BR 2330 LONDON EUSTON-CARLISLE *[GLASGOW CENTRAL] Night Limited*

Ee		
X		LONDON-CARLISLE
S*	[2]	"
S	[10]	
X		

Depart 2330, arrive 0413 next morning non-stop, on a Glasgow-bound *Night Limited* featuring a dozen SLE Sleepers, using one of two set out at Carlisle (occupancy permitted from 2230 to 0800); * 481 km in 4 hrs 43 mins, or 102 km/h *(300 mls/63 mph);* * SLE Sleepers *(BREL, 1981-4, 13dc).*

MANCHESTER AND LIVERPOOL OVERNIGHT

When boarding the *Night Limited* in Euston station, I noticed BR's overnight service to Manchester and Liverpool standing at another platform, with just two Sleepers to the former city and one to the latter. Changing travel patterns, along with fast day trains, would spell the end of these shorter overnights by the early 1990's.

---

8 MAY:

BR 0734 CARLISLE-OXENHOLME *[LONDON EUSTON]*

Ee	
X	
C	[3]
B	
C*	[7]

Depart 0734, arrive 0820, with one stop at Penrith, on an early morning Carlisle-London Euston service; * 80 km in 46 mins, or 104 km/h *(50 mls/65 mph).*

1st 1980's-31: Queens Park Rangers (blue-and-white hoops) battle
West Bromwich Albion to a 1-1 draw at Loftus Road Stadium,
Shepherds Bush, London *(1984/05/07) [PETER DAWES]*.

BR 0819 OXENHOLME-WINDERMERE

Cmd	[2]

Depart 0819, arrive 0844, on a 2-car DMU train making one stop at Kendal, then over to the nearby Archway Bed and Breakfast to book in for one night – back in this beautiful district for the fifth holiday in a row; * Day excursion to ***Ambleside*** via Bowness and Lakeside, starting with an early morning walk to adjacent Bowness to board the classic, 1936-built, BR Sealink vessel TEAL for the short voyage southward to Lakeside on Lake Windermere; * 16 km in 25 mins, or 38 km/h *(10 mls/24 mph)*.

L&H 1000/1030 LAKESIDE-HAVERTHWAITE & RETURN

Es	*[10 Princess]*
C	[3]

Depart 1000, arrive 1018 (timings estimated), with one stop at Newby Bridge, behind 0-6-0ST tank engine PRINCESS, formerly a shunter at Preston docks and still fitted with a steam-heating apparatus for shunting

banana wagons; * Lakeside & Haverthwaite operated over the Furness Railway branch that used to run from Ulverston down to Lake Windermere; * Returning, depart 1030, arrive 1048, then TEAL's sister SWAN north to Ambleside and a visit to the prime tourist attraction, Wordsworth's Dove cottage – finally, Ribble Coaches back to Windermere; * 6 km in 18 mins, or 20 km/h *(4 mls/12 mph);* * No. 10 *(WGB, 1942, GMG; ex-2682)*.

9 MAY:

BR 1105 WINDERMERE-OXENHOLME

Cmd	[2]

To **RENFREW** via Oxenholme, Motherwell and Glasgow, for a quick visit with my Scottish friend, Alison, departing 1105, arriving Oxenholme 1127.

BR 1137 *[NOTTINGHAM]* OXENHOLME-MOTHERWELL *[EDINBURGH]*

Ee		*[86240 Bishop Eric Treacy]*
C*	[5]	
B		
C	[3]	NOTTINGHAM-CARSTAIRS *[EDINBURGH]*
X		"

Depart 1137, with arrival at Glasgow scheduled for 1411, behind a Class 86 electric locomotive named for an English clergyman and famous railway photographer – except that the entire train was diverted at Motherwell to Edinburgh due to threatened "industrial action" by BR employees, causing Glasgow passengers to be bused onward from Motherwell; * We took the circular Glasgow Underground, operated by Strathclyde Passenger Transport Executive, from St. Enoch to St. George's Cross station to meet Alison, who then drove us over to **Renfrew** on the Clyde; * Following supper, she and her friend Fiona conveyed us to **Largs** on the Firth of Clyde, where we enjoyed a beautiful Ayrshire sunset before heading back to Glasgow; * No. 86240 *(EE or BR, 1965-66; ex-E3127/lr-VT)*.

L&HR

[lakiseside rail way.co.uk]

1ˢᵗ1980's-32: BR Sealink vessel SWAN at Lakeside on Lake Windermere,
ready to sail north to Ambleside *(1984/05/08) [PETER DAWES].*

9-10 MAY:

BR 2315 *[EDINBURGH]* CARSTAIRS-LONDON EUSTON *Night Limited*

Ee	*[87015 Howard of Effingham]*
C*[dd]*	
X	
S* [11]	
X	CARLISLE-LONDON
S	"

To *PARIS* via London, Folkestone and Calais; * *Night Limited* was scheduled to depart Glasgow Central at 2315 and arrive Euston 0537 next morning, including stops at Motherwell, Carstairs and Carlisle, but this time operated from Edinburgh due to continuing industrial action, causing Glasgow passengers to be bused to Carstairs; * Stopping at the station while we waited was a 15-car Bristol overnight service (including six Sleepers), also running entirely out of Edinburgh; * We departed Carstairs at approximately 0130 behind electric locomotive HOWARD OF EFFINGHAM (named after a Lord High Admiral who helped defeat the

Spanish Armada), spending the night in an SLE Sleeper (occupancy at Euston until 0730); * Upon arrival, we took the Victoria line over to its namesake station, amongst the hordes of commuters; * No. 87015 *(BREL, 1974/lr-VT)*.

INDUSTRIAL ACTION

BR's pre-emptive action in diverting trains away from Glasgow to Edinburgh suggested that the issues were local to Scotland's biggest city and not the capital, which was less than an hour away. Mind you, our inbound shuttle bus did encounter a parade of workers, complete with banners and marching band, near Central station, so perhaps there was wider meaning to the situation. Luckily, there was no sign of pickets, either upon arrival or when we departed late that evening.

---

10 MAY:

BR 0958 LONDON VICTORIA-FOLKESTONE HARBOUR

Cme	[12]
Xme	

Depart Victoria 0958, arrive 1125 non-stop, on a third-rail EMU train, then by SNCF Sealink ferry CHANTILLY to Calais; * 118 km in 1 hr 27 mins, or 81 km/h *(73 mls/50 mph)*.

SNCF 404 CALAIS MARITIME-PARIS NORD

Ed	[2]	CALAIS-AMIENS
Ee		AMIENS-PARIS
C	[3]	
B		
C*	[4]	

Depart 1527, arrive 1822, with stops at Boulogne Ville and Amiens, the latter to change from diesel to electric power; * Another SNCF train (No. 290) was waiting at Gare Maritime to leave for Basel, including Couchette cars for both Roma and Genova; * We took Metro Line 4 to Gare St-Placide, then spent two nights at the small Hôtel Perreyve, located on rue Madame close by the Jardin de Luxembourg; * 299 km in 2 hrs 55 mins, or 102 km/h *(186 mls/63 mph)*; * Next day, we visited the Quartier Latin, Notre Dame, L'Île de la Cité, Champs Elysées and Arc de Triomphe, then enjoyed an evening supper in a small restaurant (especially the scene where a guy made a big show of holding a tulip between his teeth before ingesting it – an act designed

to impress the two ladies with him).

12 MAY:

SNCF 921 PARIS LYON-GENÈVE *TGV*

Ee		*[Belfort]*
C	[4]	
CfL		
C*	[3]	
Ee		
Ee		PARIS-CULOZ *[ANNECY]*
C	[3]	"
CfL		"
C	[4]	"
Ee		"

To **SPIEZ**, Switzerland, via Genève, Montreux and Zweisimmen, beginning with a transfer by Metro Lines 4 and 9 to Gare de Lyon; * Depart 0734, arrive Genève 1149, on one of SNCF's sleek new TGV's; * Located on Lac Léman, Genève was the centre of French-speaking Switzerland and home to several United Nations and other world bodies such as the Red Cross; * Overall, 576 km in 4 hrs 15 mins, or 136 km/h *(359 mls/84 mph),* but on the new line as far as Mâcon Loché, 390 km in 2 hrs 16 mins, or 172 km/h *(243 mls/107 mph);* * TGV Sud-Est train sets *(ALS, 1978-84);* * Recorded the name of first locomotive only.

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LE TGV

My first trip on a TGV was truly impressive, even with the relatively slow egress from Paris and stops at Mâcon, Bourg-en-Bresse, Bellegarde and Culoz, the last-mentioned an operational pause to allow for the Genève and Annecy train sets to be separated. Each accommodated 345 passengers, in cars that actually were quite spartan and offered just adequate leg room. Snacks were available from a cart or in the Cafe Lounge; full meals at-seat in first class. This French rail technology has gone on to revolutionize intercity travel in western Europe, giving the airlines a real run for their money.

</div>

SBB 929 **GENÈVE-MONTREUX** *[MILANO CENTRALE]*

Ee	[2]	GENÈVE-DOMODOSSOLA
C	[3]	
X		
C*	[5]	GENÈVE-BRIG
X		"

Depart 1245, arrive 1346, including stops at Nyon, Lausanne and Vevey, on an SBB Genève-Milano train hauled by two electrics instead of the usual one; * 85 km in 1 hr 1 min, or 84 km/h *(53 mls/52 mph)*.

MOB 29 **MONTREUX-ZWEISIMMEN** *Panoramic Express*

Ee		*[6003 Saanen]*
C	[5]	

Depart 1420, arrive 1606 (estimated) on the grandly named *Panoramic Express,* including stops at Les Avants, Montbovon, Château d'Oex, Saanen and Gstaad, my goal being – after my 1981 trip – to introduce Sandra to the outstanding scenery of the narrow-gauge, Montreux-Oberland-Bernois line; * Our newish locomotive, SAANEN, recently had set a record for narrow-gauge locomotives, reaching 110 kilometres *(68 miles)* per hour; * 63 km in 1 hr 46 mins, or 36 km/h *(39 mls/22 mph);* * No. 6003 *(SLM/BBC, 1983)*.

SEZ 3978? **ZWEISIMMEN-SPIEZ**

PCe		
X		
C*	[4]	

Depart 1620, arrive 1657, with one stop at Boltigen, over the BLS-owned, Spiez-Erlenbach-Zweisimmen Bahn; * We spent two nights in my favourite Hotel Bahnhof-Terminus, not to be beaten for convenience; * 35 km in 37 mins, or 56 km/h *(22 mls/35 mph)*.

13 MAY:

BLS 828 *[INTERLAKEN OST]* **INTERLAKEN WEST-SPIEZ** *[BASEL SBB]*

Ee		*[181]*
C	[3]	
C*	[3]	INTERLAKEN-BERN
X		"

1st 1980's-33: Montreux-Oberland-Bernois No. 29 *Panoramic Express*, wait-
ing to depart Montreux for Zweisimmen, Sandra posing in front of
electric locomotive 6003 *(1984/05/12) [PETER DAWES].*

Day excursion ending up at **THUN**, via Interlaken and Kandersteg, starting with a tour of Spiez castle, then a cruise on the BLS vessel JUNGFRAU over to Interlaken West; * Depart from the last-mentioned at 1439, arrive Spiez at 1454, non-stop; * 23 km in 15 mins, or 92 km/h *(14 mls/57 mph);* * No. 181 *(SLM/BBC, 1974).*

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LOTS OF OPTIONS

I wanted to take Sandra up to the Berner Oberland resorts such as Wengen and Mürren, but decided against it, considering the cloudy, unsettled weather and rich ticket prices (Eurailpasses not accepted). Instead, we decided to take the BLS southward over its Lôtschberg line in search of another resort.

</div>

BLS IC107 *[DORTMUND]* **SPIEZ-KANDERSTEG** *[BRIG]* *Lôtschberg*

Ee		BASEL-BRIG *[175]*
C	[4]	
R		*[DSG]*
C*	[4]	
C	[3]	*[ZÜRICH]* BERN-BRIG

1st1980's-34: Bern-Lôtschberg-Simplon No. 828 waiting to depart Interlaken West on its climb up to the main line at Spiez, behind electric locomotive 181 *(1984/05/13) [PETER DAWES].*

Depart 1654, arrive 1721, with one stop at Frutigen, on a mainly German train operating from Dortmund in the Ruhr Valley all the way to Brig, including a full DSG (Deutsche Schlaf- und Spiesewagen Gesellschaft/German Sleeping and Restaurant Car Co.) Restaurant car *[equipment DB unless otherwise indicated]*; * Kandersteg was a year-round resort located just short of the Lôtschberg tunnel; * 42 km in 27 mins, or 93 km/h *(26 mls/58 mph).*

BLS 838 *[BRIG]* KANDERSTEG-THUN *[BASEL SBB]*

Ee			
C	[5]		BRIG-BERN
C*	[4]		
X			
C			
C	[2]	*[FS]*	*[MILANO]* BRIG-BERN

Depart 1831, arrive 1912, with stops at Frutigen and Spiez, on a train featuring two Italian Coaches headed from Milano to Bern; * 57 km in 41 mins, or 84 km/h *(35 mls/52 mph)*.

BLS 499 *[BASEL SBB]* THUN-SPIEZ *[BRIG]*

Ee		
C*	[3]	
X		
C	[4]	BASEL-SPIEZ *[INTERLAKEN]*
C	[3]	*[ZÜRICH]* BERN-SPIEZ *[INTERLAKEN]*

Depart 2049, arrive 2102, on a Brig train made up of Basel and Zürich portions joining at Bern.

14 MAY:

BLS 209 *[PARIS EST]* SPIEZ-INTERLAKEN OST

Ee			VALLORBE-INTERLAKEN?
C*	[3]		*[BASEL]* BERN-INTERLAKEN
X			"
C	[4]		*[BRUGG]* BERN-INTERLAKEN
T		*[SBB]*	*[DORTMUND]* BERN-INTERLAKEN
T		*[SNCF]*	
C		*[SNCF]*	
T	[2]	*[SNCF]*	

To ***VITZNAU*** on the Vierwaldstättersee (Lake Lucerne), via Interlaken and Luzern; * Depart 0907, arrive Interlaken Ost 0932.

INTERLAKEN COUCHETTES

BLS No. 209 carried two Couchette cars originating in Paris and one in Dortmund, but there were no longer the Wagons-Lits that once served this popular Swiss resort town, with its nearby mountain resorts.

SBB 2961 INTERLAKEN OST-LUZERN

Ee	
C	[5]

X

Depart 0939, arrive 1137, including stops at Brienz, Brünig and Hergiswil, retracing my 1980 trip over this interesting narrow-gauge line, with its rack segments and great scenery; * We boarded SGV's RIGI at the Bahnhofsquai located right outside the station for the voyage onward to **Vitznau**, a major tourist centre on the north side of the lake, featuring a nice town square but a busy, smelly, noisy main street; * Later that afternoon, we took SGV's SCHWYZ to **Gersau** at the end of the lake for more sightseeing, returning on RIGI for two nights at the excellent Waldheim Gasthaus; * 74 km in 1 hr 58 mins, or 38 km/h *(46 mls/24 mph)*.

LAKE LUCERNE SHIPPING SERVICES

SGV's RIGI and SCHWYZ belonged to a fleet of multi-purpose vessels handling passengers, mail, parcels and milk on Lake Lucerne – a reminder of the many lake and river services that once operated in Canada.

---

15 MAY:

LSE LUZERN-ENGELBERG

C*	[2]		
PCe			
Ee		*[SBB]*	LUZERN-HERGISWIL *[INTERLAKEN]*
C	[5]	*[SBB]*	"
X		*[SBB]*	"
C	[2]	*[SBB]*	"

Day excursion to **ENGELBERG** via Luzern, beginning with a voyage on SGV's WALDSTÄTTER to the Verkershaus Lido quai to visit Luzern's excellent transport museum, then BRISEN onward to the Bahnhofsquai; * Depart Luzern 1517, arrive Engelberg 1609, including stops at Hergiswil and Stans, on a narrow-gauge Luzern-Stans-Engelberg train over SBB as far as Hergiswil (running in combination with an SBB Interlaken-bound service), then over the LSE proper; * Engelberg was a mountain resort and religious centre, featuring a beautiful 12th century church and Benedictine abbey; * 39 km in 52 mins, or 45 km/h *(24 mls/28 mph)*.

[rail-info.ch]

1st1980's-35: Schiffahrtsgesellschaft Vierwaldstättersee vessel
front-and-centre on Lake Lucerne, with Rigi mountain in
the background *(1984/05/??) [PETER DAWES].*

LSE ENGLEBERG-LUZERN

PCe

C   [2]

Depart 1717, arrive 1819, then SGV's BRISEN back to Vitznau.

16 MAY:

VRB 7? VITZNAU-RIGI KULM

C*

PCe   *[2]*

To **LOCARNO** in the Swiss Ticino region, via Rigi Kulm, Arth Goldau and Bellinzona; * Depart 0920, arrive Rigi Kulm 0944 on the Vitznau-Rigi Bahn, including a stop at Rigi-Kaltbad, on the first of two sections climbing the severe mountain grades by rack; * Some VRB trains were steam powered, but unfortunately not at this time of the day; * Rigi Kulm provided a spectacular view on this beautiful day of the Berner Oberland, Jura, Vosges, even Black Forest of Germany; * 7 km in 24 mins, or 18 km/h *(4 mls/11 mph);* * No. 2 *(SLM/BBC, 1937).*

1st1980's-36: Vitznau-Rigi Bahn *(red)* and Arth-Rigi Bahn *(blue)*
trains at Rigi Kulm *(1984/05/16) [PETER DAWES].*

<div style="border:1px solid black">

SHATTERED MOOD

Our solitude was shattered at Vitznau station by the arrival of three busloads of enthusiastic tourists from the American south, one of whom – apparently after surveying the Swiss mountains – told everyone in a loud voice that "we got bigger hills than these here ones back home in Georgia!"

</div>

ARB 10? RIGI KULM-ARTH GOLDAU

PCe	[14]

Depart 1100, arrive 1145 over the Arth-Rigi Bahn, including one stop at Rigi Staffel – involving a slow descent down the other side of the mountain; * Arth Goldau was located on the Gothard main line heading south into the Ticino region of Switzerland and Italy beyond; * 4 km in 45 mins, or 5 km/h *(3 mls/3 mph);* * No. 14 *(SLM, 1967).*

SBB 381 *[STUTTGART]* **ARTH GOLDAU-BELLINZONA** *[LECCE]*

Ee			SCHAFFHAUSEN?-CHIASSO?
C	[3]		"
R		*[SSG]*	"
C		*[DB]*	STUTTGART-CHIASSO
X		*[FS]*	
C		*[DB]*	
C*		*[FS]*	
C	[2]	*[FS]*	SCHAFFHAUSEN-LECCE
T		*[FS]*	"

Depart 1149, arrive 1341 non-stop, on a train having a Restaurant car operated by SBB's catering subsidiary, SSG (Schweizerische Spiesewagen Gesellschaft/Swiss Restaurant Car Co.); * Bellinzona was the capital of the Ticino canton and featured a series of castles built to guard the St. Gothard pass; * 142 km in 1 hr 52 mins, or 76 km/h *(89 mls/47 mph)*.

GOTHARD TUNNEL

SBB No. 381 was an unnamed, international, Stuttgart-Lecce express featuring a mix of German, Swiss and Italian equipment. While we were onboard, it negotiated several switchbacks, then ran through the 15-kilometre *(9-mile)* Gothard tunnel – actually taking us *underneath* the Furka-Oberalp Bahn I'd used in previous years on trips between Brig and Chur.

SBB 1352? **BELLINZONA-LOCARNO**

X
C   [4]
Ee

Depart 1356, arrive 1412, including a stop at Cadenazzo, with the locomotive pushing from the rear (two nights at the small Albergo-Garni Montaldi Hotel); * 20 km in 16 mins, or 74 km/h *(12 mls/46 mph)*; * Locarno proved to be a beautiful town situated on Lake Maggiore, famous for the 1925 Locarno Pact which attempted to achieve disarmament in the post-Great War era; * Our afternoon excursion to **Brissago** on NLM's HELVETIA was enlivened by a severe, unexpected squall which required our captain to make several attempts to dock at one town.

---

17 MAY:

SBB 633? LOCARNO-BELLINZONA

Ee	
C	[4]
X	
M	[2]

Day excursion to **CHIASSO** on the Italian border, via Bellinzona and Lugano; * Depart 1040, arrive Bellinzona 1057, with two postal cars on the rear.

SBB TEE 59 *[ZÜRICH HBF]* BELLINZONA-LUGANO *[MILANO CENTRALE]* *Gottardo*

Ce	[2]
Re	
CLe	
Ce	[2]

Depart 1108, arrive 1133 non-stop; * Lugano was a jump-off town for lakes Lugano, Como and Maggiore, featuring a beautiful park accessed by a funicular from the station and filled with noisy ducks vying for territory during breeding season; * 29 km in 25 mins, or 69 km/h *(18 mls/43 mph)*.

A DYING BREED

Trans-Europ Express No. 59 *Gottardo* was formed of a Swiss electric railcar set named after the St. Gothard pass. Taking its power from a mid-train pantograph, it was one of the last remaining TEE trains, accommodating only first-class passengers in luxurious circumstances, including an SSG Restaurant car. (*Gottardo* made its first trips in 1961, and was discontinued in '87.)

SBB 1844? *[AIROLO]* LUGANO-CHIASSO

C	[4]
X	
Ee	

Depart 1451, arrive 1522 at this Italian border town, including stops at Maroggia-Melano and Capolago-Riva St. Vitale – our purpose being, not to visit the town, but rather to check out the wonderful scenery; * 26 km in 31 mins, or 50 km/h *(16 mls/31 mph)*.

1st1980's-37: Trans-Europ Express No. 59 *Gottardo* pauses at Bellinzona,
on its dash from Zürich to Milano *(1984/05/17) [PETER DAWES].*

SBB 1965? CHIASSO-BELLINZONA *[AIROLO]*

Ee

X

C   [4]

Depart 1532, arrive 1559 (estimated).

SBB 1370? BELLINZONA-LOCARNO

**C*   [4]

Ee

C   [2]   *[ZÜRICH]* BELLINZONA-LOCARNO

Depart 1711, arrive 1737 with the locomotive sandwiched between four Coaches at the head end and two

more (newly arrived from Zürich) at the rear.

18 MAY:

FRT 40? LOCARNO-DOMODOSSOLA

PCe
C*

To **WIEN** via Domodossola, Milano and Venezia, beginning with a Ferrovie Autolinee Regionali Ticinese (Ticino Regional Railway) service over the Centovalli Line, an interurban-style operation through interesting scenery – and whose initials have an interesting connotation in English!; * Depart 1005, arrive Domodossola 1144, including stops at Camedo and Ribellasca; * Domodossola was located on the Genève-Milano main line just south of the Simplon tunnel, at the opposite end from Brig; * 54 km in 1 hr 39 mins, or 33 km/h *(34 mls/20 mph)*.

FS 329 *[GENÈVE]* DOMODOSSOLA-MILANO CENTRALE

Ee		DOMODOSSOLA-MILANO
C	[2]	*[BERN]* BRIG-MILANO
C		*[BLS]* "
C*	[3]	
X		

Depart 1205, arrive 1355, including stops at Stresa, Arona and Sesto, on an Italian State Railways service including one BLS Coach out of Bern; * Milano was the huge, chief city of Lombardy, a key industrial, fashion, sports and transportation centre for northern Italy; * 125 km in 1 hr 50 mins, or 68 km/h *(78 mls/42 mph)*.

FS 537 *[TORINO PORTA NUOVA]* MILANO CENTRALE-VENEZIA SANTA LUCIA

Ee	[2]
M	
C	

C	[2]	*[SBB]*	*[BASEL]* MILANO-VENEZIA
C	[3]		TORINO-VERONA [*BOLZANO*]
X			
C*	[6]		

Depart 1445, arrive 1814, including stops at Brescia, Verona and Padova, on a Friday afternoon train overcrowded even in first class; * I noticed an 11-car *Italien-Österreich Express* standing at a platform in Santa Lucia station, including an Austrian Sleeper and Couchette car (could have taken this train straight to Wien but chose to make a brief stopover); * Venezia proved to be just like the travelogs said, built on more than a hundred islands in the Adriatic Sea and connected to the mainland by rail and road bridges – particularly wonderful for an evening tour of the main sights, using the water taxis scurrying along the Grand Canal and other waterways; * 267 km in 3 hrs 29 mins, or 77 km/h *(167 mls/48 mph)*.

MILANO CENTRALE SHUFFLE

We watched in amazement at the spectacle of dozens of passengers running directly across the *station tracks* from a train newly arrived at one platform to our Torino-Venezia No. 537, rather than using the concourse – just as a switch engine moved cars between the same platforms. (Would have loved to see them try this in Germany!)

FS 9534 VENEZIA SANTA LUCIA-MESTRE

Ee			
C	[2]		VENEZIA SANTA LUCIA-MESTRE [*TARVISIO*]

Depart 2320, arrive 2340 non-stop, on a local train heading out to the main-line Mestre station, the two Coaches to be attached later at the head of our Wien train for furtherance to the Italian border town of Tarvisio; * 9 km in 20 mins, or 27 km/h *(6 mls/17 mph)*.

---

19 MAY:

FS/ÖBB Ex234 *[ROMA TERMINI]* **VENEZIA MESTRE-WIEN SÜD** *Remus*

Ee			ROMA-TARVISIO
Ee		*[ÖBB]*	TARVISIO-WIEN *[1044.69]*
C	[2]		*[VENEZIA SANTA LUCIA]* MESTRE-TARVISIO
S			*[TORINO]* MESTRE-WIEN

C		*[ÖBB]*	"
C	[3]		
T		*[ÖBB]*	
C	[2]	*[ÖBB]*	
S*	[2]		
T		*[ÖBB]*	
S			

Depart 0007, arrive 0910, including stops at Udine, Tarvisio, Villach (Aust.), Klagenfurt, Bruck-an-der-Mur and Wiener-Neustadt, behind a Class 1044 electric locomotive, occupying an Italian MU-type Sleeper on a lengthy Roma-Wien train named after Remus, who, according to legend, founded Rome along with his twin brother Romulus *[equipment assumed to be FS unless otherwise indicated]*; * We stayed three nights at the Pension Monopol on Prinz Eugenstrasse, a hostelry located on the dark courtyard of an ancient building across from the Belvedere palace and five minutes on foot from the Südbahnhof; * 621 km in 9 hrs 3 mins, or 69 km/h *(388 mls/43 mph);* * No. 1044.69 *(SGP, 1974-95);* * Sleepers possibly 3 MU *(FF, 1972, 13tc)* and 1 T2S *(CS, 1972, 17dc) (all ex-CIWL);* * Train reversed somewhere during the night.

GRUMPY CONDUCTOR

Our FS Sleeper was presided over by the only hostile Wagons-Lits attendant I ever encountered – no language problems; just surly from the get-go. The quick station stop in the dark at Mestre station forced me to use the platform display, and photos taken upon arrival at Wien Süd, to compile this consist.

REVENGE OF THE PIZZA

My only known case of food poisoning while travelling occurred between Venezia and Wien, most likely from some pizza (no kidding!) consumed the evening before in the Italian city. Wien soon cured the malady, what with its magnificent trams, buildings and local delicacies *Suppe mit Ei* (egg soup) and Gösser beer.

1st 1980's-38: ÖBB No. Ex 234 *Remus* standing in Wien Südbahnhof after
arriving from Roma, Torino and Venezia, led by electric locomotive
1044.69 and an FS Sleeping car *(1984/05/19) [PETER DAWES].*

20 MAY:

WLB 151?/166? WIEN OPERNRING-BADEN & RETURN

Cme   [2]

Day excursion on the interurban-style Wiener Lokalbahn to **BADEN**, a large resort of the rich and famous during the Hapsburg glory days and still worth a visit today * Depart 1520, arrive 1630, leaving from the famous Opera House in the heart of the city, first running on city tram lines, then using its own right-of-way with stops at Wiener Neudorf and Mollersdorf; * Returning, depart 1740, arrive 1846; * We spent the next day attending a performance of the famous Lipizanner Stallions at the Spanish Riding School, visiting the Schonbrunn Palace, and drinking wine in Grinzing – all made possible by the excellent trams and 3-day transit passes; * 30 km in 1 hr 6 mins, or 27 km/h *(19 mls/17 mph),* on the return trip.

1st1980's-39: Wiener Lokalbahn interurban ready to leave Opernring station for Baden, initially over city streetcar lines *(1984/05/20) [PETER DAWES].*

22 MAY:

ÖBB Ex231 WIEN SÜD-BRUCK AN DER MUR *[ROMA TERMINI]* *Romulus*

Ee		WIEN-TARVISIO?
X		
C	[2]	WIEN-VENEZIA MESTRE *[SANTA LUCIA]*
C*	[2]	
R		WIEN-VILLACH
C		"
A	[2]	"

To ***GMUNDEN*** in the Salzkammergut region, via Bruck-an-der-Mur and Stainach-Irdning; * Depart 0755, arrive Bruck 0953, with one stop at Wiener Neustadt, on *Romulus,* day equivalent of the overnight *Remus* on this route but with all-ÖBB equipment; * The rear portion of this train (including the Restaurant and two *Autoreisezug,* or Automobile carriers) was headed only as far as Villach, near the Italian border; * Bruck-an-der-Mur was an important steel and transportation centre in the Styrian Alps; * 160 km in 1 hr 58 mins, or 81 km/h *(100 mls/50 mph).*

1st 1980's-40: ÖBB station at Stainach-Irdning, featuring milk cans on the platform and lots of flower boxes *(1984/05/22) [PETER DAWES].*

ÖBB E662 *[GRAZ]* BRUCK AN DER MUR-STAINACH IRDNING *[BISCHOFSHOFEN]*

Ee		
C*	[4]	
X		SELZTHAL-BISCHOFSHOFEN
C	[3]	"

Depart 1012, arrive 1227, leisurely passing through pretty alpine country, including stops at Leoben, St. Michael and Selzthal – Stainach-Irdning being the southern rail entrance for Bad Ausee, Gmunden and other Salzkammergut resorts; * 110 km in 2 hrs 15 mins, or 49 km/h *(69 mls/30 mph).*

ÖBB 3431 STAINACH IRDNING-GMUNDEN *[ATTNANG PUCHHEIM]*

Ee		
C*	[3]	
C	[2]	STAINACH IRDNING-ATTNANG PUCHHEIM *[WIEN]*

Depart 1235, arrive 1447, including stops at Bad Ausee, Bad Ischl and Traunkirchen, on a slow local train

having two Coaches to Wien attached to the rear; * Gmunden was a resort town on the beautiful Traunersee, featuring an improbable tram service (for such a small place) between the station and downtown, but also noisy and smelly vehicular traffic on the main street; * We spent one night in the friendly Hotel Goldener Brunnen; * 96 km in 2 hrs 12 mins, or 44 km/h *(60 mls/27 mph)*.

23 MAY:

ÖBB 3403 *[STAINACH IRDNING]* GMUNDEN-ATTNANG PUCHHEIM *[LINZ]*

Ee		*[1141.07]*
C	[2]	
X		

To *FREIBURG-IM-BREISGAU*, Germany, via Attnang-Puchheim, Salzburg, Linz and Basel, starting with a tram ride to the station; * Depart 1204, arrive 1223, including a stop at Aurachkirchen – Attnang-Puchheim being a railway junction on the Wien-Salzburg main line; * 12 km in 19 mins, or slow 38 km/h *(7 mls/24 mls);* * No. 1141.07 *(SGP, 1955-?)*.

ÖBB Ex542 *[WIEN WEST]* ATTNANG PUCHHEIM-SALZBURG *[INNSBRUCK]* *Pongau*

Ee		
C	[2]	WIEN-SALZBURG *[LIENZ]*
C*		WIEN-SALZBURG *[VILLACH]*
R		WIEN-INNSBRUCK *[BUCHS]*
C		WIEN-INNSBRUCK *[BASEL]*
C	[3]	

Depart 1238, arrive 1325 non-stop, on a train named after the Pongau basin in the Valley of Salzach near Salzburg – the front end headed for places in western Austria or Switzerland; * We viewed beautiful Salzburg from the dominating Hohensalzburg fortress, hiding out in the cafe during a brief hail storm; * 71 km in 47 mins, or 91 km/h *(44 mls/57 mph)*.

ÖBB Ex192 SALZBURG-LINZ

Ce	[2]
Re	
Ce	[3]

1st 1980's-41: Tram on the main street of Gmunden,
Austria *(1984/05/22) [PETER DAWES].*

Depart 2040, arrive 2201, including stops at Attnang-Puchheim and Wels, the purpose of this back-tracking being to catch the overnight *Wiener-Walzer* to Basel at a reasonably early departure time compared to boarding this train in Salzburg; * Linz was a major industrial centre located on the Donau (Danube) and capital of Oberösterreich (Upper Austria); * 127 km in 1 hr 21 mins, or 94 km/h *(79 mls/58 mph)*.

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

Ee		*[ÖBB]*	WIEN-BUCHS?
Ee			BUCHS?-BASEL
R		*[MÁV]*	*[BUDAPEST]* WIEN-SALZBURG
C			BUCHS-BASEL
T			*[BUDAPEST]* WIEN-BASEL
C			"
C	[2]		
S*	[2]		
T	[2]		
X			

C	[GRAZ] BISCHOFSHOFEN-BASEL
T	"

Depart 2300, arrive next morning at 0942, including stops at Salzburg, Bischofshofen, Schwarzach St. Veit, Zell-am-See, Innsbruck, Buchs (Swit.), Sargans and Zürich, occupying one of two, MU-type, SBB Sleepers *[equipment SBB except otherwise indicated]*; * 755 km in 10 hrs 42 mins, or 71 km/h *(471 mls/44 mph);* * MU Sleepers *(WMD, 1963-4, 13dc; ex-CIWL).*

SWISS FARE

The Wien-Basel *Wiener-Walzer's* Swiss flavour extended even to the Graz cars, but was slightly broken by a Hungarian Restaurant car as far as Salzburg and (assuming here) an ÖBB locomotive to the border. It was always nice to return to Basel, and change trains in the busy SBB station.

---

24 MAY:

DB IC576 BASEL SBB-FREIBURG IM BREISGAU *[BREMEN] Kaiserstuhl*

Ee	
C*	[3]
R	*[DSG]*
C	[6]

Depart 1008, arrive 1048, with a stop at Basel Badischer station, on a typical IC train featuring first- and second-class Coaches divided by a Restaurant car – *Kaiserstuhl* meaning "emperor's seat" and referring to the region along the Rhein stretching north from the Freiberg-area town of Breisach; * We spent two nights at the Hotel Stephanie, with lots of walking around the vehicle-free pedestrian area and several trips on the excellent Freiburger trams; * 67 km in 40 mins, or 100 km/h *(42 mls/62 mph).*

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25 MAY:

SWEG 7095 FREIBURG IM BREISGAU-STAUFEN *[UNTERMÜNSTERTAL]*

Cmd	[2]

Day excursion to **STAUFEN**, as on previous holidays, riding a 2-car *Schienenbus* (Railcar) train operated by DB for SWEG (Südwestdeutsche Eisenbahnen Aktiengesellschaft/Southwest German Rail Authority); * Depart 1126, arrive 1150, including a stop at Bad Krozingen before taking the *Münstertalbahn* on the final stretch over to Staufen, where we spent a wonderful afternoon checking out the architecture and castle ruins;

* 20 km in 24 mins, or 50 km/h *(12 mls/31 mph);* * DB *Schienenbus (possibly WFB, 1950-71).*

DB E3472 *[BASEL BAD]* BAD KROZINGEN-FREIBURG IM BREISGAU *[HEIDELBERG]*

Ee

C   [4]

Depart 1600, arrive 1609 non-stop, on a Basel Bad-Heidelberg train, after walking over to Bad Krozingen alongside lazy Neumagen creek.

26 MAY:

DB IC108 *[ZÜRICH]* FREIBURG IM BREISGAU-KOBLENZ *[HAMBURG HBF]*
Rheinpfeil

Ee   BASEL-HAMBURG

C*   [4]

R   *[DSG]*

C   [9]

To **KOBLENZ**, departing 0952, arriving 1304, including stops at Offenburg, Karlsruhe, Mannheim and Mainz, on a former TEE train whose name meant "Rhine Arrow"; * Koblenz had many good restaurants, most of them offering fresh *Spargeln* (asparagus), a great spring delicacy in Germany; * We spent two nights in the excellent Hotel Kramer, located in a run-down (for Germany) area near the station; * 367 km in 3 hrs 12 mins, or 115 km/h *(229 mls/71 mph).*

27 MAY:

DB E2052 *[FRANKFURT AM MAIN]* KOBLENZ-WINNINGEN *[LUXEMBOURG]*

Ee

C   [5]

Day excursion to **COCHEM**, departing 0911, arriving Winningen 0919 non-stop, just in time to transfer to KDL's RHEINGOLD for the journey onward past classic Mosel scenery; * We spent the afternoon visiting wine cellars and the castle fortress overlooking the river.

1st1980's-42: The Mosel from Cochem castle, looking down river
in the direction of Koblenz *(1984/05/27) [PETER DAWES].*

RAIL–SHIP TRANSFER

We could have taken KDL's RHEINGOLD right from Koblenz to Cochem, but catching up to her at Winningen (courtesy DB) allowed for a later morning wake-up. This vintage boat was the same one Greg Thompson and I took from Traben-Trarbach to Cochem in 1978.

DB D2097 *[LUXEMBOURG]* COCHEM-KOBLENZ

Ee

C   [5]

Depart 1710, arrive 1743 non-stop; * 47 km in 33 mins, or 85 km/h *(29 mls/53 mph).*

28 MAY:

DB/SNCB D224 [WIEN WEST] KOBLENZ-OOSTENDE Wien-Oostende Express

Ee			WIEN-AACHEN?
Ee		[SNCB]	AACHEN?-OOSTENDE
C	[3]		FRANKFURT AM MAIN-OOSTENDE
C*		[SNCB]	"
X			
C	[2]	[ÖBB]	
T		[SNCB]	
S		[SNCB]	
S		[ÖBB]	WIEN-KÖLN
T		[ÖBB]	"
C		[MÁV]	[BUDAPEST] WIEN-KÖLN
C			WÜRZBURG-KÖLN
C	[3]		KÖLN-OOSTENDE
C		[SNCB]	"

Return to **LEAGRAVE** via Oostende, Dover and London, using the same workhorse international express as in 1981; * Depart 0749, arrive Oostende 1308 (estimated), including stops at Bonn, Köln, Aachen, Liège (Bel.), Bruxelles/Brussel, Gent and Brugge/Bruges *[equipment DB unless otherwise indicated]*; * Lots of switching occurred at Köln, including removal of the Austrian Sleeper, Couchette and Hungarian Coach, but unlike in 1981, no Restaurant car was added; * RTM's Sealink ferry PRINS ALBERT took us back to England, as it did me in 1981; * 439 km in 5 hrs 19 mins, or 83 km/h *(274 mls/52 mph)*.

MORE INDUSTRIAL ACTION

RTM's PRINS ALBERT took us across from Oostende to Dover, as we missed highly disruptive strikes by Channel ferry workers in Belgium and France by a mere two days. This had been predicted for several weeks by the American-owned, Paris-based *International Herald Tribune,* a source of basic news for English readers travelling around Europe.

BR 1720 DOVER WESTERN DOCKS-LONDON VICTORIA

Cme	[13]

1st1980's-43: BR boat train at London Victoria, having arrived from Dover with passengers off the Oostende ferry *(1984/05/28) [PETER DAWES].*

Depart 1720, arrive 1848, non-stop, on a long EMU train, followed by an evening out on "London Town" with Tom; * 125 km in 1 hr 28 mins, or 85 km/h *(78 mls/53 mph).*

BR 2213 LONDON ST. PANCRAS-LEAGRAVE *[BEDFORD]*

Cme   [4]

Depart 2213, arrive 2300, then three nights at Tom's.

29 MAY:

BR 1108/2313 *[BEDFORD]* LEAGRAVE-LONDON ST. PANCRAS & RETURN

Cme   [4/8]

To **LONDON** with Tom as guide, departing 1108, arriving St. Pancras at 1154, then by Northern Line to visit an aged cousin of Sandra's grandmother, then living in a row house near Clapham Junction – an area heavily bombed during the Battle of Britain; * We later enjoyed a very English dessert called "Spotted Dick" (custard with raisins) near Covent Garden, then saw the gangster play, *On the Spot,* in the west end; * Returning, depart 2313, arrive 2359.

30 MAY:

BR 1108/1802 *[BEDFORD]* LEAGRAVE-LONDON ST. PANCRAS & RETURN

Cme   [8]

Into *LONDON* again, departing 1108, arriving St. Pancras 1154; * We took a sightseeing boat up the Thames to Richmond, then toured Kew Gardens with its plant varieties gathered from all over the former Empire; * Back to Leagrave, starting with the District and Piccadilly lines to St. Pancras, then BR departing 1802 and arriving 1834, in time for wine and cheese at Tom's while watching Liverpool Football Club win the European Cup final held at Roma's Olympic Stadium, defeating Roma on penalty kicks.

31 MAY:

BR 0938 *[BEDFORD]* LEAGRAVE-LONDON ST. PANCRAS

Cme   [4]

Back to *EDMONTON* via London and Gatwick Airport, departing 0938, arriving St. Pancras 1015, followed by a Victoria line train over to the station of the same name.

BR 1045 LONDON VICTORIA-GATWICK AIRPORT *Gatwick Airport Express*

Ed
C   [8]
X

Depart 1045, arrive 1120 non-stop, on a BR service reserved for Gatwick Airport passengers and visitors; * We took Wardair's Boeing 747 PUNCH DICKENS (named after a pioneering Canadian bush pilot) onward to Edmonton International, with a stop at Saskatoon, featuring the usual superb service on our last trip ever taken on this airline, soon to be swallowed up by Canadian Airlines International.

	Erster Geltungstag	Zur Hinfahrt	Zur Rückfahrt	Ausgabe-Nr
DB		gültig bis einschließlich		
	25.05.84	25.05.84	----------	068361

Klasse	Tarif		halber Preis
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von FREIBURG(BRSG)HBF

nach STAUFEN   NE:075
über BAD KROZINGEN

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Bitte Rückseite beachten

MORE HOLIDAYS LOOMING!

This brings my *1st 1980's* volume to a close, describing the first three of five European holidays during this decade. The next volume in this series, *2nd 1980's*, chronicles plenty more interesting train trips during the final two holidays, taken in 1985 and 1988.

GENERAL INDEX

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

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CHANGES FROM PREVIOUS VERSION

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