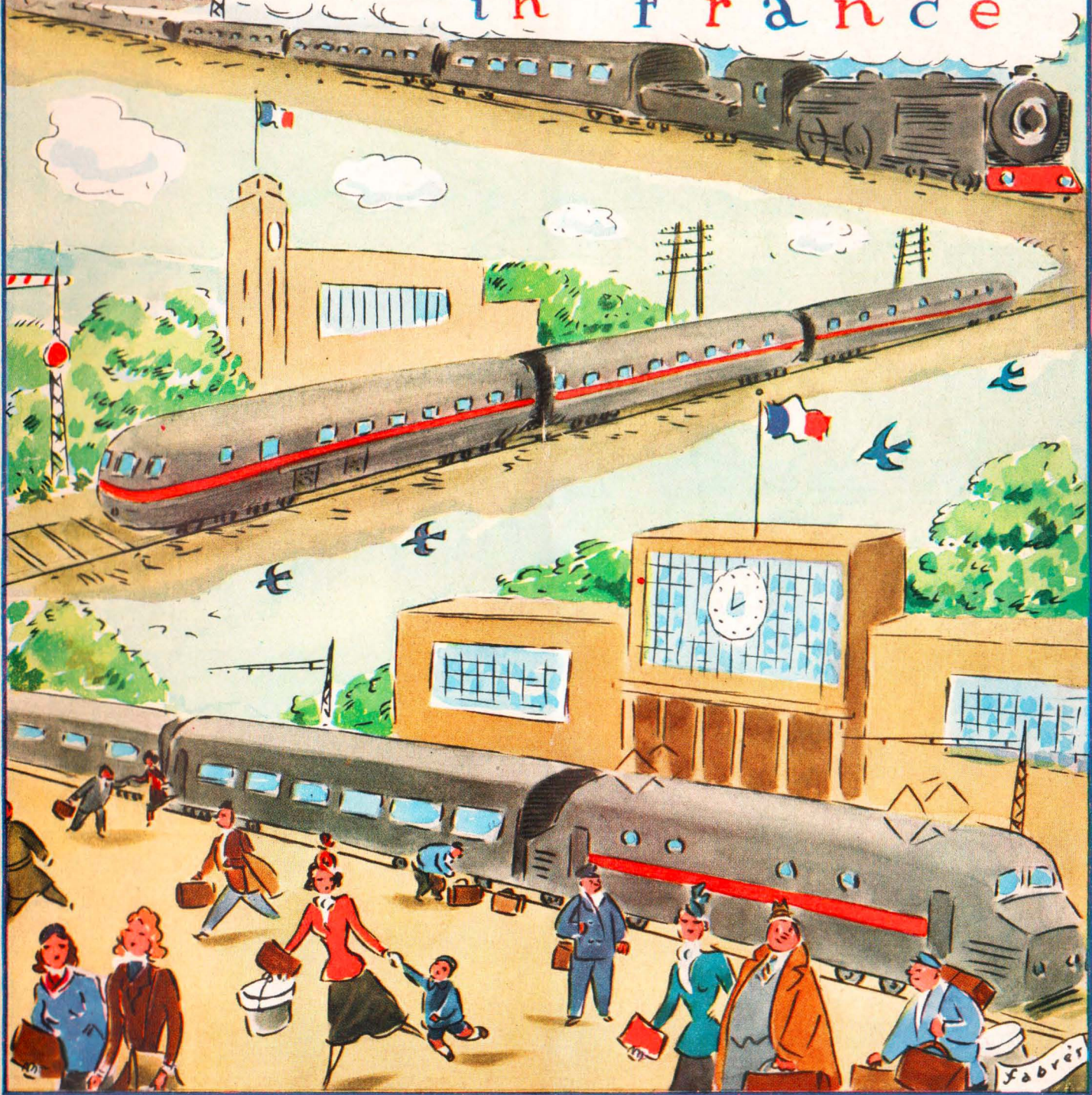


r a i l r o a d i n g  
i n F r a n c e









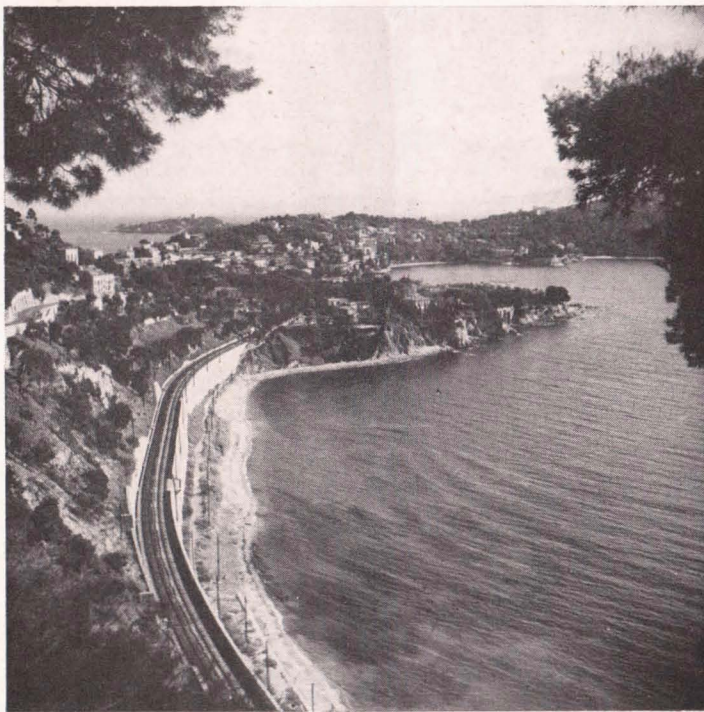
# Railroading in France

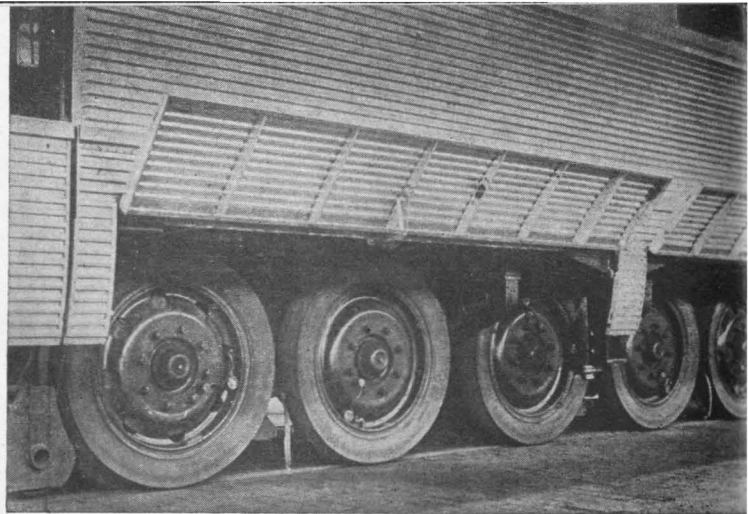
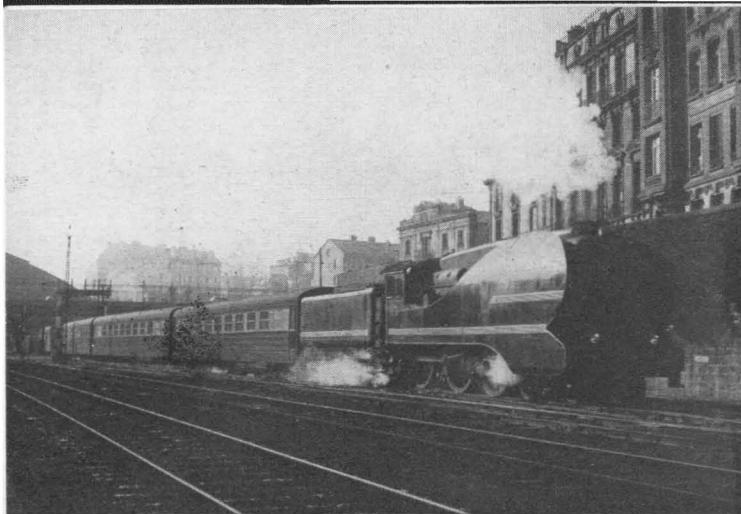
*F*RANCE is the land of variety and of contrasts. It is the ideal vacationland for tourists, for you will find here, as nowhere else in Europe, a concentration of natural beauty which is heightened by the many historical and artistic treasures.

Once you have crossed the great Atlantic and have set foot on French soil, the whole treasury of fascinating things to see and things to do which is France lies at your feet. There is no better,

more comfortable, more leisurely way to explore, to discover, to lay open this natural treasury than by traveling through France by train.

We present this booklet to introduce to you the French National Railroads, and to answer some of the questions you will want to ask about the Railroad and motorcoach system. We hope in this way to assist you to a fuller enjoyment of your stay in France.





Train on Pneumatic Tires on the Paris-Strasbourg Line

In France, transportation of passengers in trains driven by a steam engine was inaugurated in 1831. Today, the total mileage of the French Railroad System is 26,552 miles, or about one-tenth of the total mileage of the American Railroads.\*

	<i>France</i>	<i>U.S.A.</i>	<i>%</i>
*Total mileage of railroad line . . . . .	26,552	227,335	11.67
Total mileage of all tracks operated by the Railroads . . . . .	52,206	398,437	13.10

In 1939, immediately preceding the outbreak of World War II, the equipment of the FRENCH NATIONAL RAILROADS was assessed as follows:

- 17,000 steam locomotives
- 1,200 electric locomotives
- 770 autorails
- 37,700 passenger cars

Most of this material was destroyed during the war, under the German occupation and through the entire period of the liberation of France. But the French National Railroads System is now operating on its pre-war normal basis, as well as holding a distinguished rank among the European railroad networks, not only for its importance from the material standpoint, but also as regards its vitality and awareness of modern trends and growing progress.

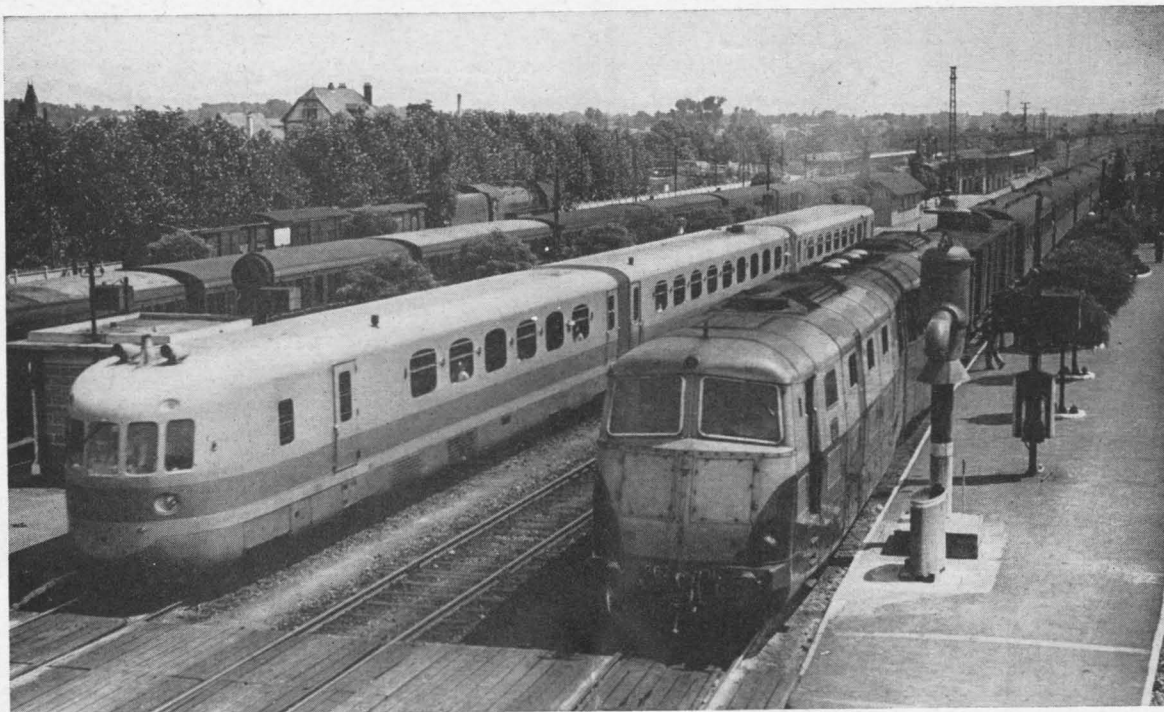
For example, the European record for long distance non-stop run was improved in 1947 as a result of the French Paris-Lyon Diesel train. The distance between these two large cities is now covered in 4 hours and 49 minutes, and that between Paris and Bordeaux in only 5 hours and 37 minutes by electric train, all stops included. Moreover, trains in France have a reputation for their rigorous precision in running on time.

France is also the first country in the world to use trains running on pneumatic tires. These high-speed trains run on the main Paris-Strasbourg line.

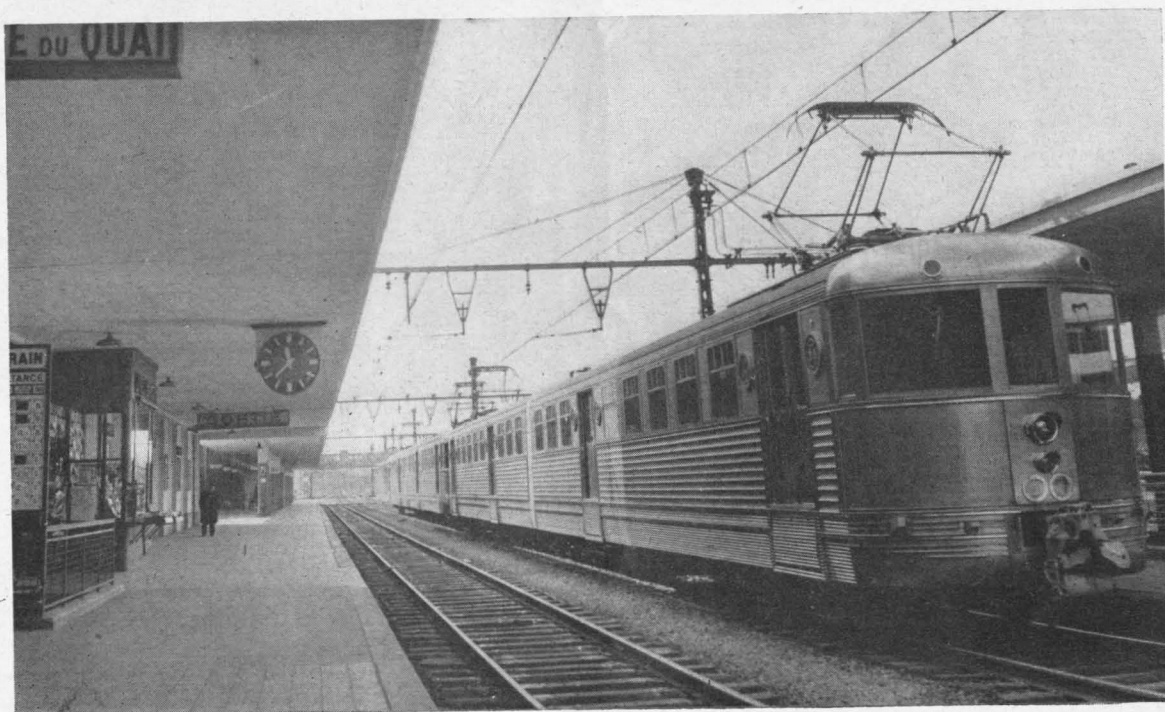
The French Railroad System not only radiates throughout France, but most of the International trains originate from Paris, connecting all the different countries of Europe. The FRENCH NATIONAL RAILROADS is one of the most significant railroad systems of Europe.

No doubt you have seen — or will see — many a time, in France, the four letters S. N. C. F. They are the abbreviation for SOCIETE NATIONALE DES CHEMINS DE FER FRANCAIS, or in English, FRENCH NATIONAL RAILROADS. The four letters S. N. C. F. appear on all the equipment of the French Railroads, as well as on the uniforms of their employees.





Typical Equipment on the French National Railroads





# A FEW SUGGESTIONS FOR THE TRAVELER ON THE FRENCH NATIONAL RAILROADS

## I

### TRAINS

This booklet is intended to give you the most practical information for your personal use when traveling on the French Railroads.

#### **Timetable**

All French Railroads' schedules, as well as schedules of International trains starting from France, are published in an official timetable called "L'INDICATEUR CHAIX", printed for the first time 103 years ago. This CHAIX can be obtained in all railroad stations and in most of the large bookstores. The "INDICATEUR CHAIX" is published regularly in two special editions: one in October for the Winter services; the other in May for the Summer services. These can be obtained in the U. S. through the French Travel Service. The office of the FRENCH NATIONAL RAILROADS in New York publishes twice during the year condensed timetables of the principal services in France and International connections.

#### **The Train**

In France trains keep to the left. The standard French rail gauge is 1,435 millimeters, corresponding to the American standard gauge of 4' 8½".

The train consists of a steam, Diesel, or electric engine, and various types of passenger and baggage cars.

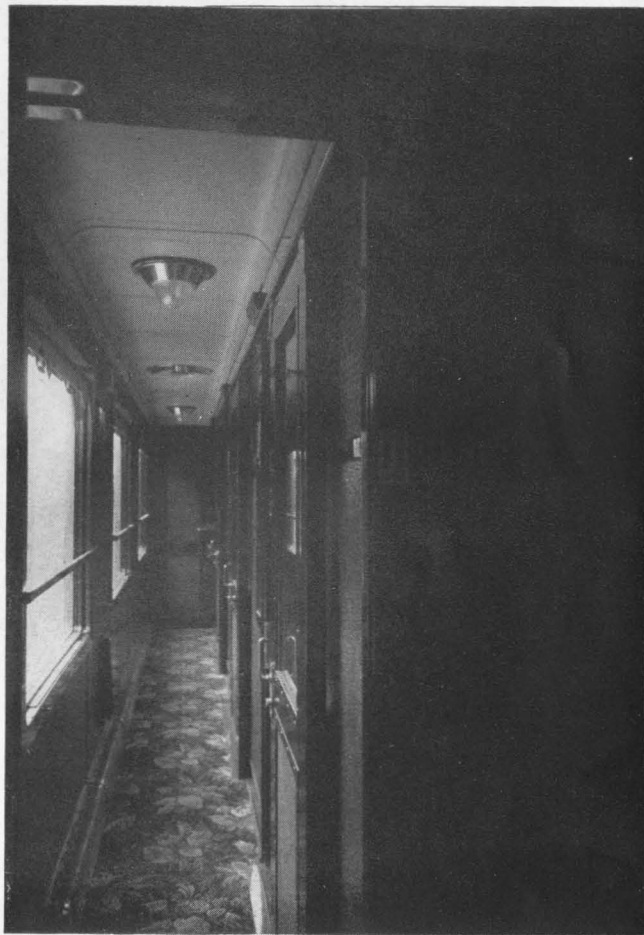
As a rule, the passenger cars are built with a long lateral corridor, each car being divided into small compartments.

The doors of the compartments open onto the corridor, while other doors at each end of the car allow for the passenger's entrance and exit.

There are three types of cars, corresponding to the three classes in which you may travel. The class is clearly indicated in Arabic numerals on each car.

1st Class—accommodates 6 passengers per compartment;  
2nd Class—accommodates 8 passengers per compartment;  
3rd Class—accommodates 8 passengers per compartment.

Above all the seats, there is a special rack to be used by the passenger for his hand baggage.



Corridor in a First-class Car

Hand baggage can also be placed under the seats. No baggage is allowed in the corridor.

All baggage that cannot be taken into the compartment has to be registered in the baggage car.

Some of the best and most rapid express and international trains carry first and second class only. The slower trains are equipped with third-class cars.



## Special Cars

Besides the passenger cars, there are dining-cars, club-cars (Wagons-Bars), sleeping-cars and, in some trains, parlor-cars which in French are called "Pullman". These are not operated by the FRENCH NATIONAL RAILROADS, but by a private enterprise called "La Compagnie Internationale des Wagons-Lits et des Grands Express Européens", originally established in Brussels in 1876.

For further information on these cars kindly turn to pages 20 and 22 (*Day and Night Travel*).

## Through Cars

For large cities which have no through train connections, the French Railroads maintain what are called "voitures directes," or through cars. The latter are attached to different trains, thus permitting passengers to travel from one point to another without having to change trains.

The itinerary of these through cars is clearly indicated on a sign attached to each car.

## Train Personnel

An agent of the French Railroads (man or woman in uniform) is responsible for the cleanliness of cars running on the main lines, as well as for the comfort of its passengers. This employee is called a "conducteur" in French.

Passing from one end of the train to the other, a "contrôleur" (in English: conductor) checks the passengers' tickets. Contrary to the custom of the American Railroad system, the "contrôleur" does not collect the tickets. In France, railroad tickets are turned in by the passenger as he leaves the Railroad Station.

## Boat-Trains

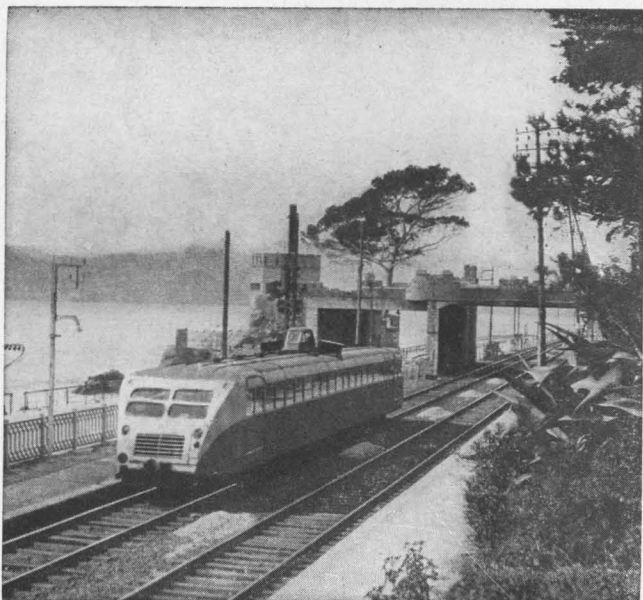
Special trains run from ports of disembarkation (Le Havre, Cherbourg, Calais, etc.) to Paris. These trains, called boat-trains, are specially organized upon request by the S/S Lines and meet the boat alongside the dock. They are made up of first and second class cars and carry a diner.



First-class Seats







A French Autorail Somewhere Between Marseille and Nice

There are no set schedules for boat-trains between Cherbourg-Maritime or Le Havre-Maritime, and Paris. Departure of these trains is contingent not only upon the arrival of transatlantic boats, but also upon the time involved in disembarkation and customs formalities.

However, 24 easily workable services have been tentatively scheduled by the French National Railroads for each one of the above-mentioned routes.

Since October 2, 1949, the run between Le Havre-Maritime and Paris has been covered in 2 hours 35 minutes, and the trip between Cherbourg-Maritime and Paris in 4 hours 50 minutes—with a leeway of 10 minutes in each case.

For example, the boat-train leaving Le Havre-Maritime at 10:12 A.M. arrives in Paris (St. Lazare Terminal) at 12:50 P.M. and the boat-train leaving Cherbourg-Maritime at 1:20 P.M. arrives in Paris (St. Lazare Terminal) at 6:13 P.M.



Interior of an Autorail, First Class

### **French Autorails**

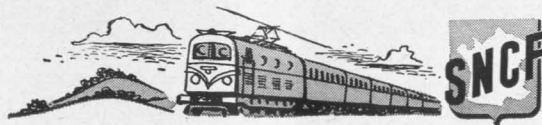
"Autorail" is the French name for the speedy and comfortable motorcoach running on rails on its own power.

On the main lines, the speedy autorails have the advantage of connecting large cities in a very short time.

The number of seats in the autorails is limited; it is therefore necessary for the passenger to reserve his seat in advance.

As a rule, the autorails "rapides" carry only first and second class passengers. There is a small additional fee on the autorails, depending upon the mileage covered. Before traveling on this service, it is advisable to inquire about reservations and additional fares, as well as available classes.

If the autorail is one for which there is no extra fare, the station of departure will make available "tickets d'appel" days in advance, which guarantee the passenger a seat on the designated autorail.







Paris, Hub of the French National Railroads Network

## II

### FARES, SEATS & BAGGAGE

In France, as in many countries of the world, a railroad passenger cannot board a train without a ticket.

#### PASSENGER TICKETS

Round-trip Tickets (billets d'aller et retour) are always available, but without reduction in price, which is twice that of a one-way fare. All railroad fares are in *French francs*.

#### Fares

The fares on the French Railroads are calculated according to mileage and class used.

#### Validity of Tickets

*French Railroad Tickets:* All French Railroad Tickets bought in the United States and Canada are valid for six months from the date stamped on the ticket.

Facsimile (Reduced in size) of a Ticket to be Used  
Within France Only

LE HAVRE-MARITIME — PARIS-ST-LAZARE	BILLET EMIS AUX ETATS-UNIS - VALIDITE 6 MOIS	
	SOCIÉTÉ NATIONALE DES CHEMINS DE FER FRANÇAIS	
SÉRIE 1042	N° 07002	
	Série 1042 N° 07002 1 <sup>re</sup> CL.	
LE HAVRE-MARITIME — PARIS-ST-LAZARE		
ou		
PARIS-ST-LAZARE — LE HAVRE-MARITIME		
via Rouen 235 Km		
Arrêts autorisés sans formalités		
Un supplément est exigible dans les voitures de luxe, et dans certains trains et autorails rapides.		
VALIDITE 6 MOIS		
à partir de la date indiquée sur la couverture		
MAY 3 1951		
BUREAU DE NEW YORK		

NEW-YORK E.O.		A	
TRAFIC FRANCE - PAYS NORDIQUES		Bureau de New York Date d'émission MAY 3 1951	
N° 0038		BUREAU DE NEW YORK	
Supplément exigible dans les voitures de luxe et dans certains trains et autorails rapides. För lyxvagnar, viss express-och motorvag tilläggsvoltt.			
Pour UN Adulte		Enfant	
de		Paris-NORD	
à		STOCKHOLM	
via		JEUMONT FRA. - AACHEN - SÜD - PADBORG GR. - KÖBENHAVN - MALMÖ	
VALABLE SIX Mois		Prix Fi. 14564	
A partir du 03 MA 1951			
50 Francs — Imp. J. Deshayes. — PRINTED IN FRANCE			

Facsimile (Reduced in size) of an International Ticket

#### INTERNATIONAL TICKETS

##### "Direct Traffic"

The validity of International Tickets bought in the U.S.A. and usable from France to other European Countries, is for six months. This validity begins with the date stamped upon the ticket.

These tickets may be obtained three months in advance of the actual date of departure from the European station.





Checking Tickets on Board Train



Bulletin Board in a Paris Terminal Indicating Schedules of Incoming Trains

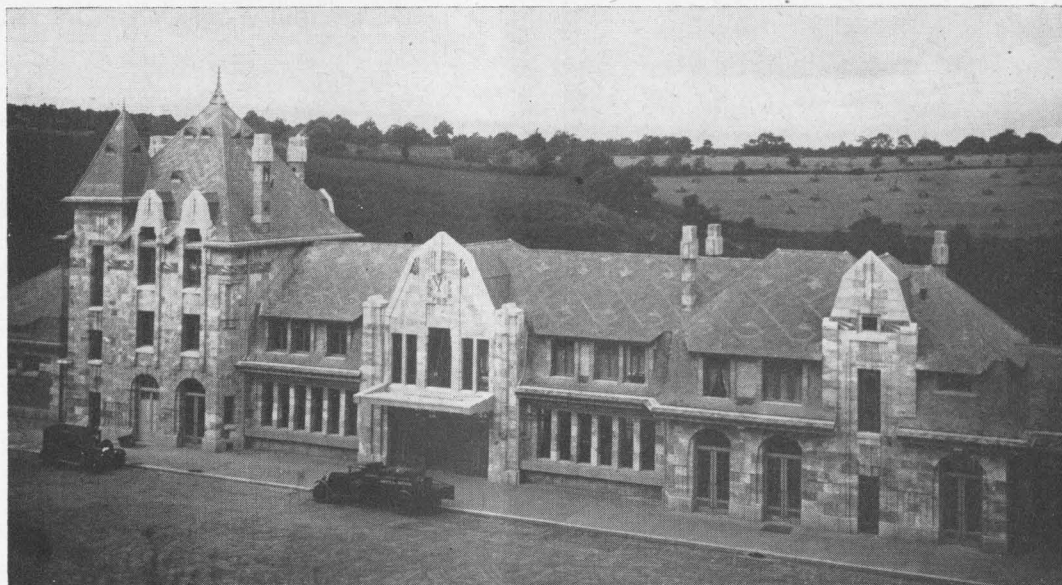
## INTER-EUROPEAN COUPON TICKETS

(T. I. C.)

- (A) These tickets are valid for six months.
- (B) The point of departure must be a rail station in any of the following European countries:  
Austria, Belgium, Denmark, France, Great Britain, Germany, Holland, Italy, Luxembourg, Norway, Portugal, Saar, Spain, Sweden, Switzerland.
- (C) A coupon is issued for each Railroad system of each country. These inter-European tickets form a little booklet containing these individual coupons, thus allowing more latitude, should the passenger wish to vary his route or class of travel.
- (D) International tickets are not issued for travel in one country only; they must be issued for travel in two or more countries.
- (E) The Passenger rate used for computing the price of these tickets is not the same as that used for computing the price of the familiar "DIRECT TRAFFIC" tickets; therefore, the fares quoted on our rate sheets from Paris to other countries are not necessarily the same as the return fares via the same route, using the "INTERNATIONAL COUPON TICKETS."

The cover of the new "Inter-European Coupon Ticket" (called T.I.C.). The entire ticket is valid for six months beginning with the date stamped on this cover. (The cover is reduced in size)

SOCIÉTÉ NATIONALE DES CHEMINS DE FER FRANÇAIS		T. I. C.
<b>S. N. C. F.</b>		N° 089884
Representation Generale aux U.S.A.		PRICE: \$27.85
New-York		PREP: S. N. C. F.
Bureau et date d'émission Issuing office and date of issue Ausgabestelle und Tagesstempel		MAY 3 1951
VALIDITÉ 6 MOIS à partir du VALIDITY 6 MONTHS from the GELTUNGSDAUER 6 MONATE vom		BUREAU DE NEW YORK
BILLET ÉMIS AUX ÉTATS-UNIS - VALIDITÉ 6 MOIS		



Throughout France You Will Find That the Architecture of the Railroad Stations Reflects the Characteristics of the Various Provinces. This Station is at Nérès les Bains.

### **International Tickets To and Through Germany**

Railroad tickets to and through Germany are as easily available now as they are for any other European country.

### **Boat-Train Tickets**

The special boat-trains leave from the CHERBOURG-MARITIME station or from the LE HAVRE-MARITIME station, very near the pier. They carry first and second class cars.

When a special boat-train has been requested by the steamship company for a particular ship, tickets are issued from CHERBOURG-MARITIME or from LE HAVRE-MARITIME.

When a special boat-train has not been requested, tickets are issued from CHERBOURG-GARE CENTRALE or from LE HAVRE-GARE CENTRALE.

Trains which leave from the MARITIME stations are much more convenient for trans-Atlantic passengers, and the fares from CHERBOURG-MARITIME are slightly higher than from CHERBOURG-GARE CENTRALE; similarly, the

fares from LE HAVRE-MARITIME are higher than from LE HAVRE-GARE CENTRALE.

Tickets for the "boat-trains" can be purchased from any Travel Agent or from the FRENCH NATIONAL RAILROADS. Seat reservations are made upon presentation of such tickets at the Information Office on board ship.

### **Changing Class of Travel**

A passenger traveling third or second class can always change from third to second or first class, or from second to first. All he has to do before making the change is to inform the "contrôleur" (conductor) on the train and to pay the difference in fares.

### **Special Fares**

*Group Tickets* are available with a reduction of 30% for a minimum of ten people traveling together. Groups can travel in any class.

"International group tickets" may be furnished for groups of 10 or 15 or more, with substantial reductions varying in accordance with the regulations of the administrations of the countries traversed in the trip.

Group tickets issued in the U.S.A. are good for forty days. They are not valid on all trains.



Children between 4 and 10 pay half-fare.

**Student Tickets.** Special tickets are available for students of high schools, colleges and universities.

Special round-trip tickets are available for foreign students who are registered in a French University for the summer. The reduction is 30% on the round-trip fare.

**Special fares and trains** are also available for pilgrimages. Further information will be given upon request by your Travel Agent or at the Offices of the FRENCH NATIONAL RAILROADS.

**Half-fare Cards.** The half-fare card is the French National Railroads' version of the mileage ticket. The card entitles the bearer to purchase his rail transportation at half fare throughout France. It offers substantial savings after the traveler has covered a certain distance, varying with the type of card purchased.

The half-fare card has a validity of either one month or three months, with different combinations of classes and of territory covered.

**Family Tickets.** A family consisting of a minimum of three persons, including necessarily either the husband or wife or both, can obtain a family ticket. Two persons in the family pay full fare, and all other members pay  $\frac{1}{4}$  fare. These tickets are only valid for round trips or circular trips of at least 300 km. (187 miles). The tickets have a validity of 40 days, which can be extended twice.

### **Refund on Unused Railroad Tickets**

French and inter-European railroad tickets bought in the U.S.A., or Canada, unused in whole or in part, should be filed for refund at the Office of the FRENCH NATIONAL RAILROADS, 610 Fifth Avenue, New York 20, N. Y., or its branch offices in San Francisco and Montreal.

When a ticket is not being used as a whole, it must be marked "Unused" by a Railroad officer at the station of departure indicated on the ticket.

If, for some unforeseen reason, a traveler is compelled to stop en route or change his itinerary, he must present his ticket *at the station where this occurs*, in order to have the coupons stamped "UNUSED", and to obtain a receipt for any other ticket he may purchase in its place.

Thus, when making claim for refund, the passenger or his Travel Agent can present the required documents—since under these conditions the ticket remains fastened to the original cover.

The refund should, moreover, be accompanied by a note stating the reason for said claim and indicating the details regarding changes in the journey.

### **Dog Tickets**

Price of tickets for dogs is the same as half-fare third-class tickets. As per railroad regulations, dogs should travel in the reserved part of the baggage cars. However, if dogs are small and accompanied by their masters, and if other passengers do not object, they can travel in the regular passenger cars, provided they are carried in a standard dog basket.

Deauville Railroad Station, Reached After a Ride of 2 hours, 4 minutes, from Paris



## SEATS

### Coach Seat Reservations

In France, the purchase of a railroad ticket does not guarantee a seat. Seat reservations should be made separately, after the purchase of a railroad ticket.

Seats may be reserved within a period of ten days before the date of departure.

Whole compartments can also be reserved.

Reservations for each seat are as follows:

First class .....	} \$ .25
Second class .....	

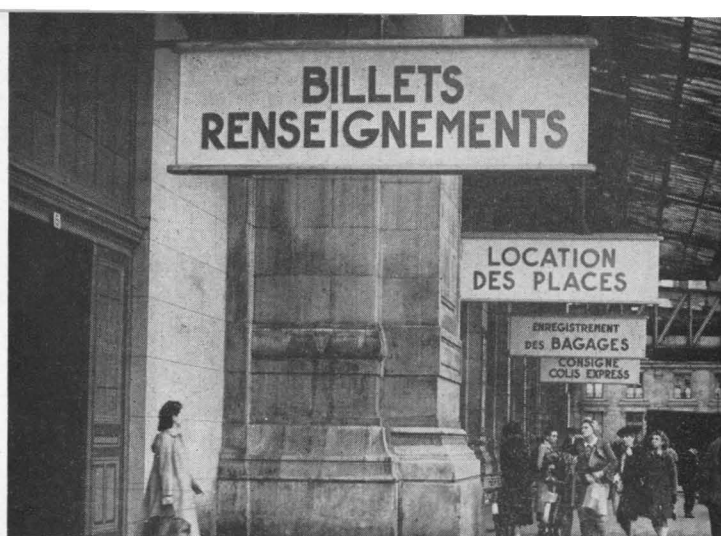
Cost of reservation per compartment amounts to:

First class (6 seats) .....	} \$ 1.00
Second class (8 seats) .....	

When seats are reserved, the passenger receives a ticket bearing the train, compartment and seat numbers. A small card, with the same corresponding numbers, is tagged above each individual seat.

### I — INDIVIDUALS

The offices of the French National Railroads in the United States and Canada are assured of priority in seat reservations for travelers going from the United States to France. When a traveler requests a seat through the office of the French National Railroads, a cable or an Air Mail letter is sent to Paris, depending on the time limit involved: a minimum of two weeks is necessary for Air Mail, and ten days for cable. The passenger is given an exchange voucher confirming the date and destination of his journey; he will then proceed to obtain from the railroad station in France his actual seat number which our office here had procured for him in the meantime. Besides the reservation fee, a cable charge of \$2.50 is collected by the issuing French National Railroads' office, if and when it is necessary to cable. When the traveler obtains his seat reservation voucher, he must go to a special office in the French railroad station, called "Location des Places," in order to exchange this voucher for the regular seat reservation ticket. This should be done no later than 30 minutes before the train's departure.



Reserved Seat Vouchers Obtained in New York Should be Exchanged, Before Train's Departure, at the French Station Office or at Window Marked: "Renseignements" (Information) or "Location des Places" (Seat Reservations)

The French National Railroads in New York and its branch offices can make seat reservations on all trains leaving Paris or any of the railroad stations in the main cities of France.



Information Desk (Bureau de Renseignements) in a French Railroad Station





A Trip of 1 hour, 47 minutes, from Paris Will Bring You to Rheims, the Site of This Magnificent Cathedral

## II—GROUPS

To groups buying their special tickets from the Offices of the French National Railroads in the United States and Canada, seats can be reserved from almost all of the railroad stations in France and, by special agreement with the Belgian, Dutch and Luxembourg Railroads, from any of the large railway terminals of these networks.

### BAGGAGE

Each passenger traveling on the French Railroads is entitled to transport—free of charge—about 66 lbs. of baggage on his ticket. However, there is a small registration fee, as follows:

	Up to 100 Kilometers	Over 100 Kilometers
Up to 20 kilograms: (44 lbs.)	112 Frs.	135 Frs.
Over 20 kilograms: (44 lbs.)	150 Frs.	180 Frs.

For over 30 kilograms (66 lbs.) the rates on baggage are determined by weight and mileage.

Children paying half-fare are entitled to 20 kilograms (44lbs.) of baggage transported free on their tickets.

ABOVE ALL, BE SURE YOUR BAGGAGE IS CLEARLY MARKED TO SHOW YOUR NAME AND YOUR DESTINATION.

Bicycles can also be registered as baggage.

### Responsibility of the French Railroads

Only personal effects are considered checked baggage.

Baggage over a value of 10,000 francs per kilogram (\$28.50 for 2.1 lbs.), such as jewelry, laces, precious stones, "objets d'art," cannot be transported legally as personal baggage.

These articles have to be specially wrapped and their value should be declared. The rate for transportation of valuables is, of course, higher than the regular rate.

### Insurance of Baggage

The FRENCH NATIONAL RAILROADS do not carry their own insurance on baggage. In all the railroad stations a private company, called "La Compagnie Européenne d'Assurances des Marchandises et des Bagages," can insure your baggage before boarding the train.

### Registered Baggage from the U.S.A.

#### 1—TO PARIS OR TO ANY FRENCH STATION:

All baggage unloaded at Cherbourg or Le Havre is automatically sent on by train to Paris-Batignolles, one of the major freight stations in Paris (near the Gare St. Lazare). Upon reaching Paris, the passenger reports to the Paris-Batignolles station where, following customs clearance, he claims his baggage and re-registers it without further customs inspection for any point in French territory, precisely as is done by travelers residing in France.

#### 2—IN TRANSIT TO EUROPE:

In the case of a traveler who has through railroad tickets for any point in Europe, via Paris, his luggage is first sent to the Paris-Batignolles Station. Theoretically, there is no French customs examination; however, in practice some luggage is opened, generally where it has fallen under suspicion or is reported as suspect.

Following customs formalities, the baggage is sent on either to the border of the country, for which it is intended, or to the home customs office indicated by the traveler at the time request is made by him for forwarding baggage to a particular point.



A Full Load of Baggage Ready to be Registered



For the traveler who has purchased a ticket for a European destination (Rome, Prague, Vienna, etc.) and who has only registered his baggage for the French port of arrival, regulations are as follows:

If the passenger continues his trip from the port of arrival, his baggage is forwarded, upon request, to one of the customs offices in the country of its final destination, where it is subject to examination procedure. In such case there is no customs examination at the French port.

### 3—DISPOSITIONS PARTICULAR TO THE FRENCH LINE:

The baggage masters of the French Line ships can register baggage to any French National Railroads station in France, as well as to most of the main cities of Europe which have a Customs House (Germany excluded). Registration of baggage is effected on board ship upon presentation of the

traveler's railroad ticket showing the port of entry and the final destination to which the baggage is to be sent.

### **When "Red Caps" Have "Blue Caps" or "Bérets" and Are Called "Porteurs"**

In all the railroad stations in France, "porteurs" will take care of the passengers' hand-baggage. These "Red Caps" or "Porteurs" are not employees of the French Railroads, but work for a private concern. The word "Porteur" is written in red letters on their blue caps. Each and every one of them—if he is duly accredited—should wear his large nickel identification badge.

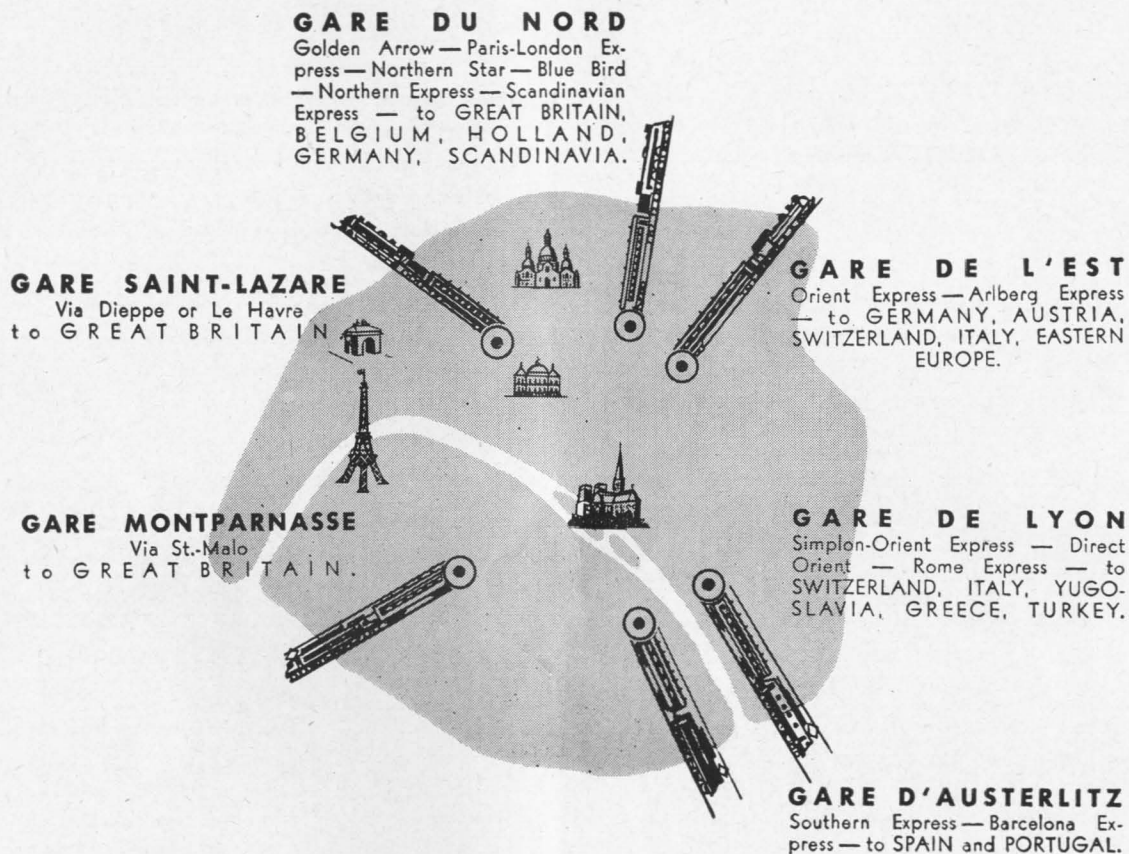
As a rule, and with the rate of exchange at 350 Frs. for one dollar, a tip of 50 Frs. per piece of luggage is the usual custom, depending on service required . . . and the politeness and courtesy of the porter.



Three Generations of Alsatians. Strasbourg, at 5 hours, 15 minutes from Paris

### III

## RAILROAD TERMINALS IN PARIS



The geographic position of France has endowed Paris as the turntable of the French railroad system for France and Western Europe, and the starting point for most of the inter-European train communications.

Paris has six great railroad terminals. The liaison between these terminals is facilitated by the following services:

#### 1—PARIS INTERSTATION MOTORCOACH SERVICES

The FRENCH NATIONAL RAILROADS run motor-coach services between their six Paris terminal stations for passengers who do not intend to stay in Paris and may only have a very short time in which to get from one terminal to another.

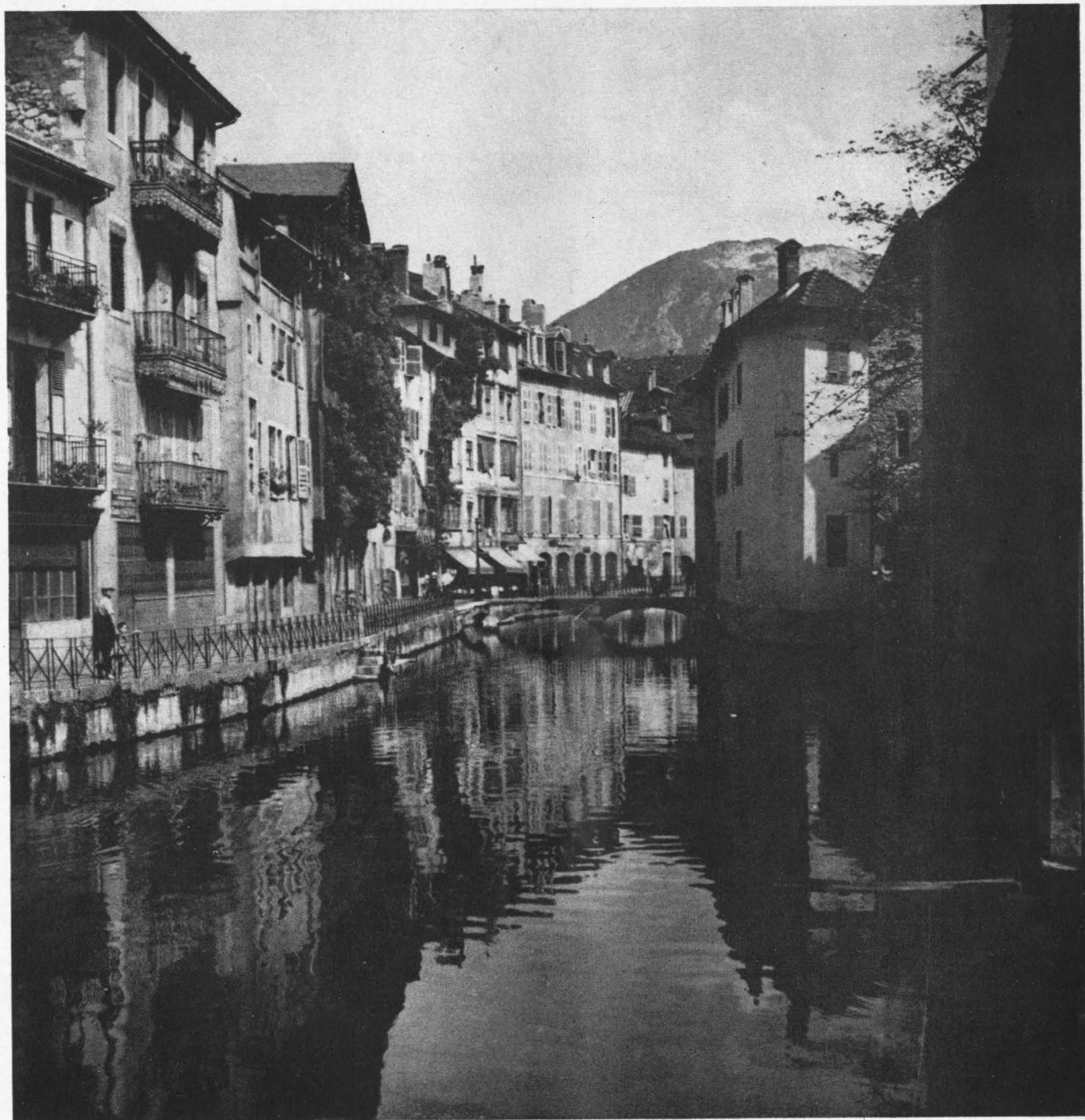
#### 2—PRIVATE CARS FROM AND TO PARIS TERMINALS

Passengers wishing to go from the station to their hotels, homes, or other destinations in Paris and the nearby suburbs, or vice versa, may use the FRENCH NATIONAL RAILROADS private car service.

Comfortable 8-passenger limousines are used, with facilities for carrying 1,000 to 1,200 lbs. of baggage. Rates vary depending on distance and whether the trip is taken during the day or at night. Fares average 75 cents per person.

There is a small extra charge (about 40 cents) for luggage. Seats may be reserved in advance in New York, with a minimum delay of six (6) days.





Annecy — 8 hours, 5 minutes, from Paris — Old Section and Canal

In addition to the main railroad terminals, there are also in Paris small stations for the commuter's convenience. These are the Orsay, Luxembourg and Bastille stations.

The well-known station of the INVALIDES is now an Air-Line Terminal, connecting the Le Bourget and Orly Airfields.

### Inter-European Trains

The French National Railroads are very much interested in making France the ideal country of travel for every Ameri-



The Gare de Lyon in Paris at the Entrance to the Tracks

can going to Europe. As a matter of fact, today Paris is the point of departure for many famous international trains.

Most important of the international trains leaving Paris are the *Golden Arrow* between France and England, the *Blue Train* between England and the French Riviera, the *Blue Bird* between France and Belgium, the *Northern Star* between France, Belgium and Holland, the *Northern Express* between France, Germany and Scandinavia, the *Orient Express* between France, Germany, Central and Eastern Europe, the *Arlberg Express* between France, Switzerland, Austria and Eastern Europe, the *Simplon-Orient Express* between France, Italy, Yugoslavia, Greece, Bulgaria and Turkey, the *Southern Express* between France, Spain and Portugal, the *Rome Express* between France and Italy.

The office of the French National Railroads in New York regularly publishes timetables and itineraries of these great European trains, and by agreement with the "International Sleeping Car Company" sells advance reservations to American Travel Agents before departure of their clients abroad.

### Parcel-Room ("Consigne")

In every railroad station the traveler will find a parcel-room or "consigne" where he can check his baggage. The Railroad assumes responsibility for this service and the charge is determined per package for a 24-hour period or fraction thereof. Contrary to American procedure, the parcel-room fee is paid when the traveler calls for his baggage and not when he checks it.

### LOST PROPERTY

All objects lost by a passenger, and found either in a train or station, are carefully registered and stored by the FRENCH NATIONAL RAILROADS, usually for a period of one year.

When the passenger realizes that he has lost some property, it is preferable that he write to the station where or near where he believes to have lost it, or he may write directly to the S.N.C.F., Service Commercial, 54 Boulevard Haussmann, Paris (9). Otherwise, he may contact the FRENCH NATIONAL RAILROADS office in New York, describing the lost object as accurately as possible.



## IV ALL ABOARD! . . .

### **BOARDING OF TRAINS**

After completing all the various formalities (purchasing of railroad tickets, registration of baggage, etc.) the passenger can board his train as soon as it is made up, even if it is not going to leave for some time.

Departures and arrivals of trains are posted in each station on large bulletin boards, indicating the number of the platform where each train will leave or arrive. (See page 9.)

At the gates there is a sign showing the itinerary of the train and the time of departure.

### **Billet de Quai**

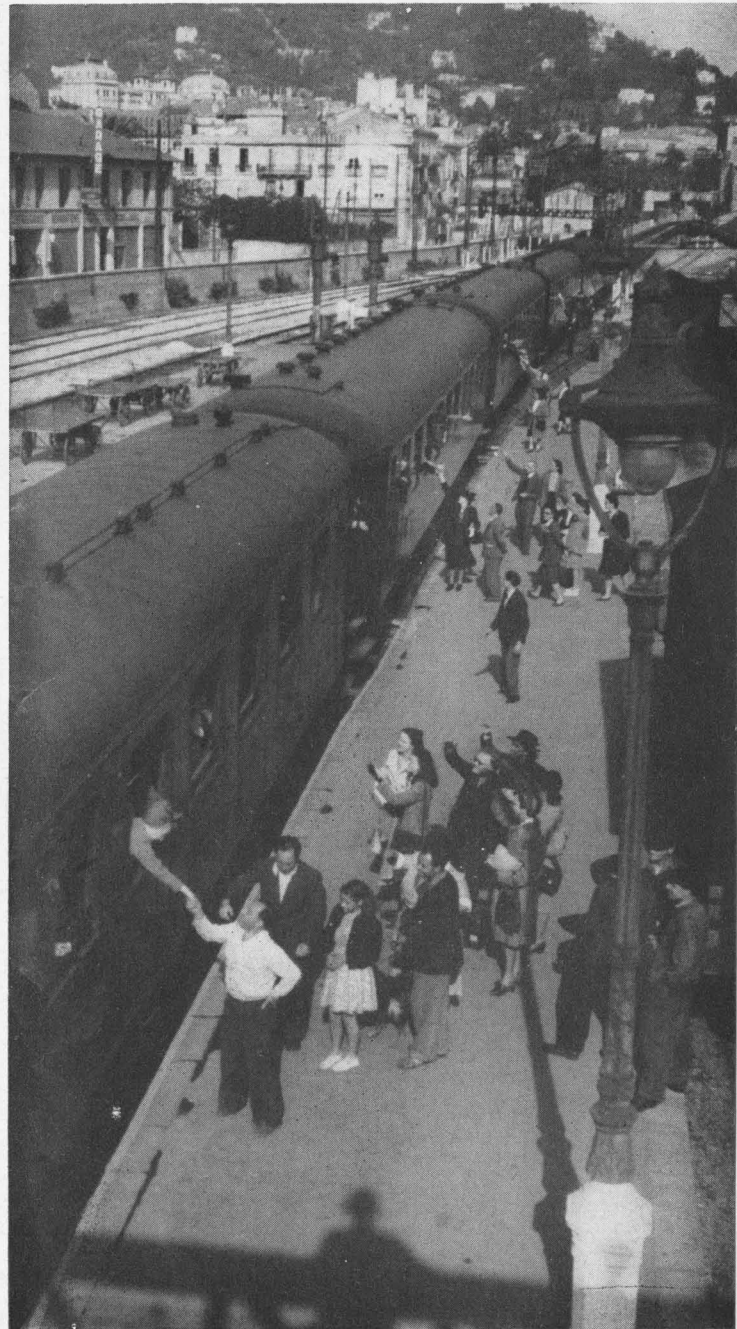
Friends or relatives who wish to see a passenger to the train, can purchase what is called in French a "billet de quai"; this is a ticket which entitles them to go on the platform with the passenger. This special ticket can be purchased at any station window or from automatic distributors.

### **Telegraph Service**

En route, wires may be sent from every Railway Station.



Boarding the Paris-Strasbourg Train in the Gare de l'Est in Paris



"Au revoir" at the Cannes Station on the Riviera

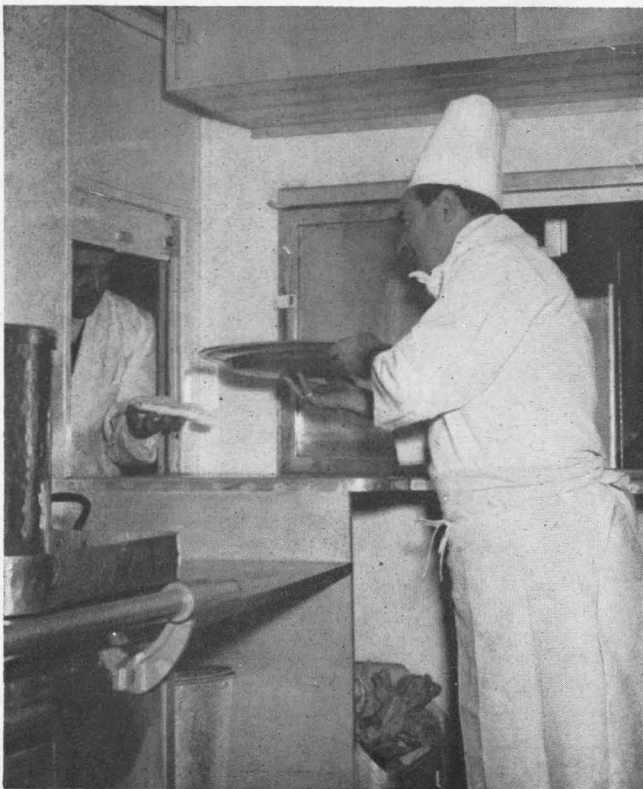
## DAY TRAVEL

### Dining Car

Trains running on the main lines carry a diner (Wagon-Restaurant). Dining cars are not operated by the FRENCH NATIONAL RAILROADS, but by the "Compagnie Internationale des Wagons-Lits et des Grands Express Européens." Meals are served at certain hours, and the services are divided into three sittings, called: First Service, Second Service, Third Service. The passenger should ask for a "service ticket" (billet de service) as soon as he boards the train. This guarantees the passenger a seat in the dining car during one of the sittings. If the passenger waits until he is ready to eat before making his reservation, the steward may not be able to accommodate him. Forty to fifty passengers are served at one sitting. Meals served are not a la carte; the same meal is served to all passengers.

Besides the dining car, some trains carry a voiture-buffet or a voiture-bar (Club Car) where one can enjoy a light lunch "à la carte," an "apéritif," or any drink.

Access to these special cars is free to all passengers.



Cuisine on Board a French National Railroads Train



Dinnertime on Your Way to the Riviera

### Pullman (Parlor-Car)

De luxe world-renowned trains, such as the GOLDEN ARROW (Paris-London), the NORTHERN STAR (Paris-Amsterdam), the SOUTHERN EXPRESS (Paris to Spain and Portugal), etc., carry Pullman cars, First and Second Class. An additional fare is required in these Pullman cars. Seats should be reserved in advance. Reservation fees and additional fares should be paid to the agencies of the "Compagnie Internationale des Wagons-Lits."

Before the war, there were 22 international luxury Pullman trains—17 of which were running from or through France. Most of these are now in service, the three most popular being the GOLDEN ARROW, the SOUTHERN EXPRESS, and the NORTHERN STAR.





## TRAIN BLEU

\*

*Menu du 15 Mai 1951*

*Dîner*

\*

Consommé Diablotins

\*

Sole Grenobloise

\*

Filet de Boeuf Portugaise

\*

Pommes Parisiennes

\*

Laitues Braisées

\*

Fromages

\*

Fruits

COMPAGNIE INTERNATIONALE DES WAGONS-LITS  
ET DES GRANDS EXPRESS EUROPEENS

## CARTE DES VINS

BORDEAUX

Listrac  
Château Langoa  
Château Pontet-Canet

Graves Supérieures  
Château Olivier

BOURGOGNE

Beaujolais  
Pommard

Meursault

DIVERS

Côtes du Rhône  
Châteauneuf du Pape

CHAMPAGNE

Veuve Clicquot Ponsardin  
Perrier-Jouët Brut 1943  
Pommery Brut 1943  
G. H. Mumm Cordon Rouge 1941  
Moët Brut Impérial 1943

## NIGHT TRAVEL

THERE ARE TWO MEANS OF NIGHT TRAVEL:

—by using the facilities of the Sleeping-Car service (Wagons-Lits) operated by *The Compagnie Internationale des Wagons-Lits et des Grands Express Européens*.

—by using Couchettes.

### Wagons-Lits, Sleeping-Cars, Bedrooms

The Wagons-Lits or Sleeping-Cars are divided into cabins, completely separated from one another, and each door opens on a corridor running the length of the car.

Each cabin has seat accommodations and a washstand. During the night, the seats are transformed into a complete bed (with pillow, sheets and blankets).

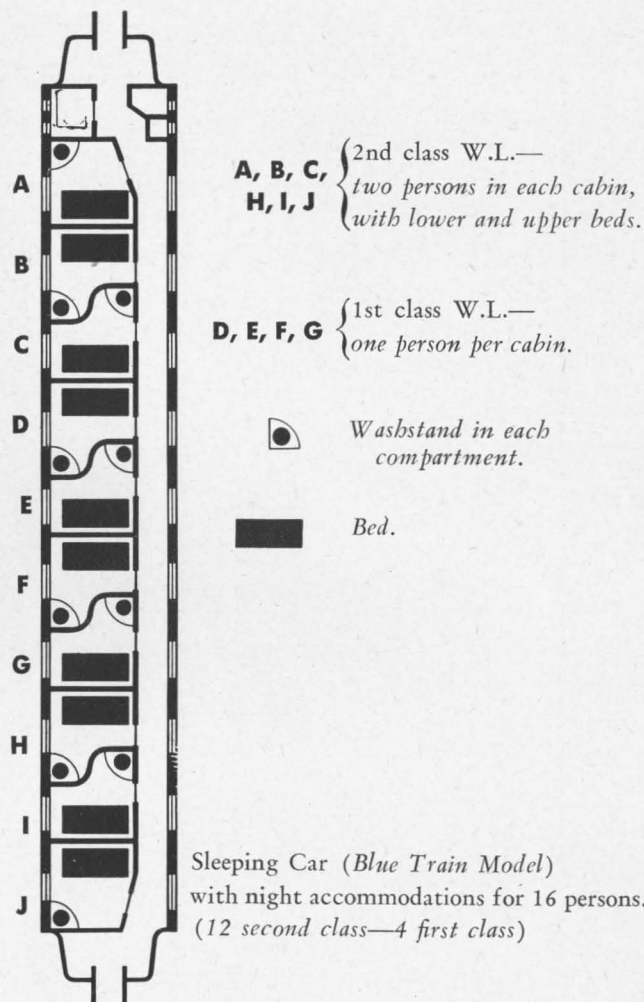
There is one Women's and Men's room at the end of every car.

Each car is under the supervision of an agent of the "Compagnie Internationale des Wagons-Lits et des Grands Express Européens."

Wagons-Lits are either First or Second Class. A Wagon-Lits compartment (or cabin) is similar to a "Bedroom" on an American train. A First Class compartment has only one berth and is reserved for one adult passenger. A Second Class compartment is for two passengers, usually with an upper and lower berth.

On some types of cars the compartments have a connecting door which can be opened upon request by the Wagons-Lits conductor, upon agreement of the traveler in the next compartment.

In Spain and Portugal, all Wagons-Lits compartments are considered First Class, i.e., First Class "singles" and First Class "doubles".



To use a First Class Wagons-Lits compartment, the passenger must have a first class railroad ticket, and a first class Wagons-Lits Company Bulletin; to use Second Class, only a second class railroad ticket is necessary, together with the Wagons-Lits Company Bulletin.

Wagons-Lits reservations are usually made at the offices of the Wagons-Lits Company; the U.S. and Canadian Representative is Thos. Cook & Son, Inc. For the convenience of Travel Agents and their clients, the New York office of the French National Railroads accepts orders for Wagons-Lits reservations and acts as intermediary (without charge) in obtaining them from Thos. Cook & Son, Inc.



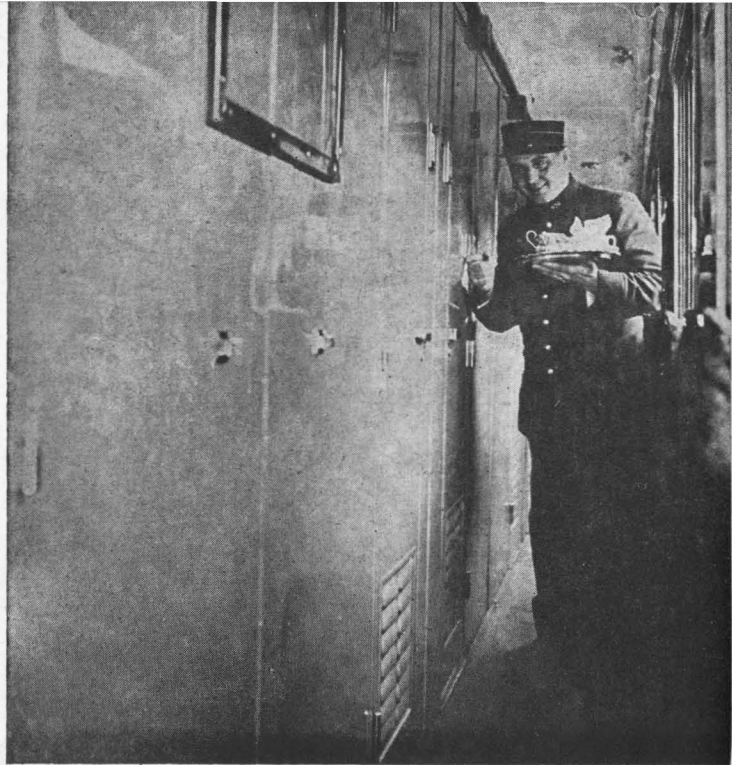


Marseille on the Blue Mediterranean—8 hours, 36 minutes, from Paris

## Reservations

When requesting Wagons-Lits reservations, Travel Agents should bear the following in mind:

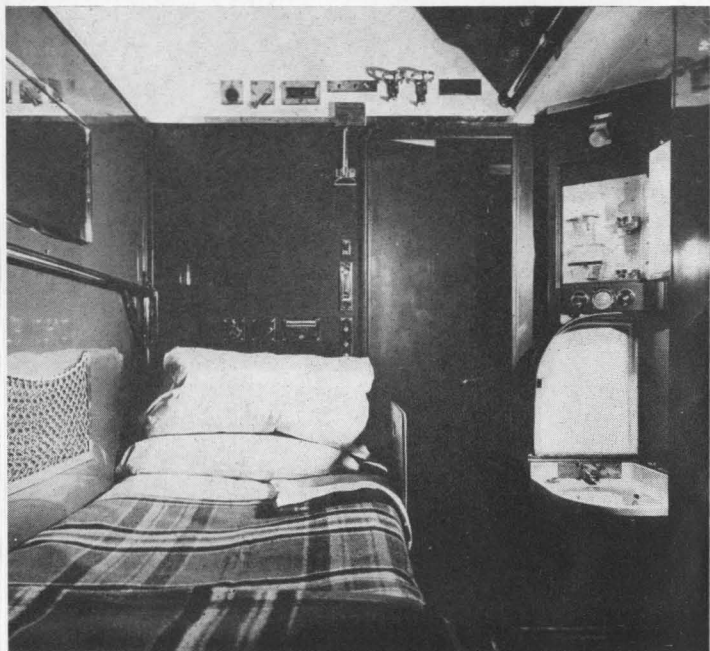
- 1—Since there are First Class and Second Class Wagons-Lits Sleepers, the order should be definite.
- 2—The name(s) of the passenger(s) should be submitted, as well as the ages of children, if any.
- 3—Since it is sometimes necessary to cable to Europe at the passenger's expense, a choice of dates and classes is always preferable.
- 4—As it is not unusual for ships and planes to reach France behind schedule, it is therefore earnestly recommended that Wagons-Lits reservations *not be made* to leave Paris the same day one is scheduled to reach France.
- 5—When a Wagons-Lits reservation has been confirmed, there will be charges for subsequent changes or cancellations. In accordance with the schedule set by the Wagons-Lits Company, cancellation charges vary from \$1.30 to more than 50% of the amount of the Wagons-Lits fares, depending upon whether or not the reservation can be re-sold.
- 6—The Wagons-Lits Company's reservation fee (location fee) is levied on every cancellation regardless of whether or not the place is re-sold.



The Early Morning Cup of Coffee, Served on Request



Children Enjoy Traveling on the French National Railroads



Wagons-Lits Bedroom, First Class

## Couchettes

Couchettes are not as comfortable as the Wagons-Lits, but they enable the passenger to lie down while traveling at night.

A pillow and a blanket can be rented in all Terminals before the departure of any night train.

There are two kinds of sleepers:

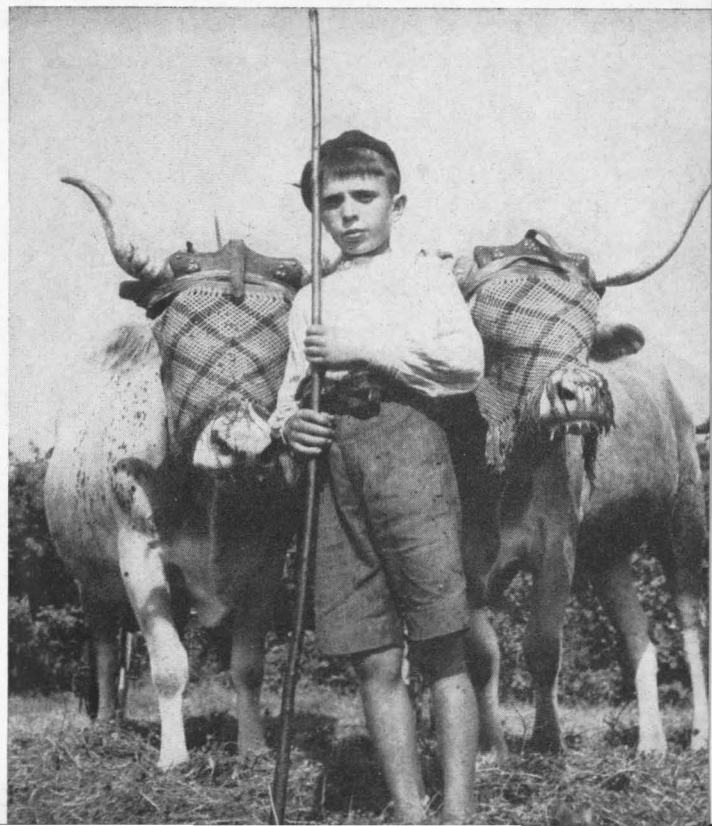
In the First Class category each compartment has 4 berths (two double deckers);

In the Second Class category each compartment has 6 berths (two triple deckers).

There is no washstand inside the compartment itself.

In order to secure a berth the passenger must pay the regular fare for the class in which he travels (First Class, Second Class, or Third Class), and an additional fee for the berth. At the present time this additional fee is the same regardless of the distance covered by the passenger and the class in which he travels. The additional fee for the berth is to be paid at the French Railroads ticket office or to the "contrôleur" on the train.

The offices of the FRENCH NATIONAL RAILROADS are in a position to inform Travel Agents and individual travelers which trains carry First and Second Class couchettes, and also to make reservations for the nominal fee of \$2.00.





## V

### FRENCH NATIONAL RAILROADS MOTORCOACHES

Each summer special motorcoach tours sponsored by the FRENCH NATIONAL RAILROADS are operated in practically all parts of France. The most important are:

- I. NORMANDY—From St. Malo, a four-day tour.  
A three-day motorcoach tour Rouen-St. Malo.
- II. BRITTANY—
  - a) The "Route de Bretagne," a six-day motorcoach tour along the coasts of Brittany.
  - b) A special seven-day tour combines the itineraries "Route de Normandie, Route de Bretagne" commences and terminates at Rouen. This tour is one of the most attractive tourist circuits of France.
- III. FONTAINEBLEAU—Daily tours.
- IV. The CHATEAUX de la LOIRE (Castles of the Kings of France in the Loire Valley)—Daily tours from Blois and from Tours.
- V. PYRENEES—A two-day trip between Biarritz and Luchon, in the center of the Pyrenees Mountains, and another two-day trip between Luchon and Carcassonne, one of the most famous cities of Europe.
- VI. CENTRAL FRANCE—Daily excursions from the spas of picturesque Auvergne (Le Mont-Dore, Châtel-Guyon, Saint-Nectaire). Other excursions off the beaten tracks can also be enjoyed in the lovely districts of Le Puy, Ussel, Rocamadour, Périgueux.
- VII. JURA—Daily services between Besançon and Geneva. There are many excursions organized every day from Geneva, taking the tourists exclusively to the surrounding French districts.
- VIII. ALPS—Splendid excursions from Annecy to Geneva, Chamonix, Grenoble, Aix-les-Bains, etc., and along the "Route Napoléon" to the Mediterranean Sea.

#### IX. RIVIERA—

- a) Daily tours between Marseille and Nice.
- b) Excursions from many points along the coast.
- c) International service to Genoa in Italy.

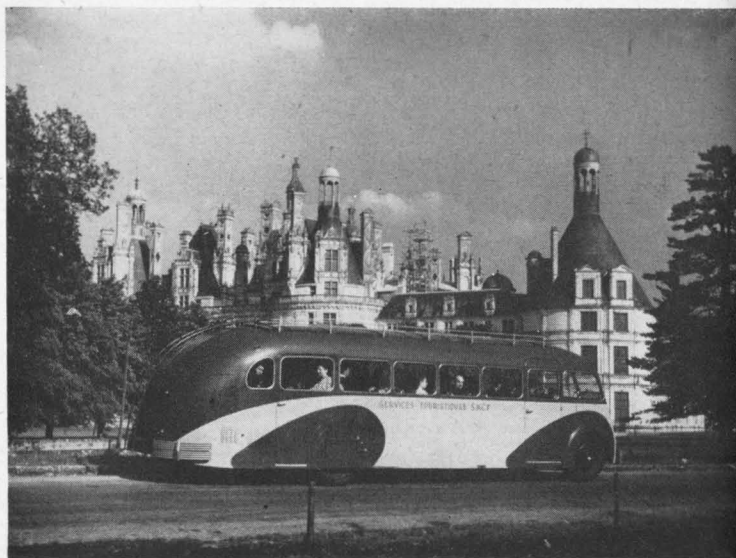
#### X. CORSICA—Daily services and tours from Ajaccio.

#### XI. PARIS-NICE—In three days, twice weekly.

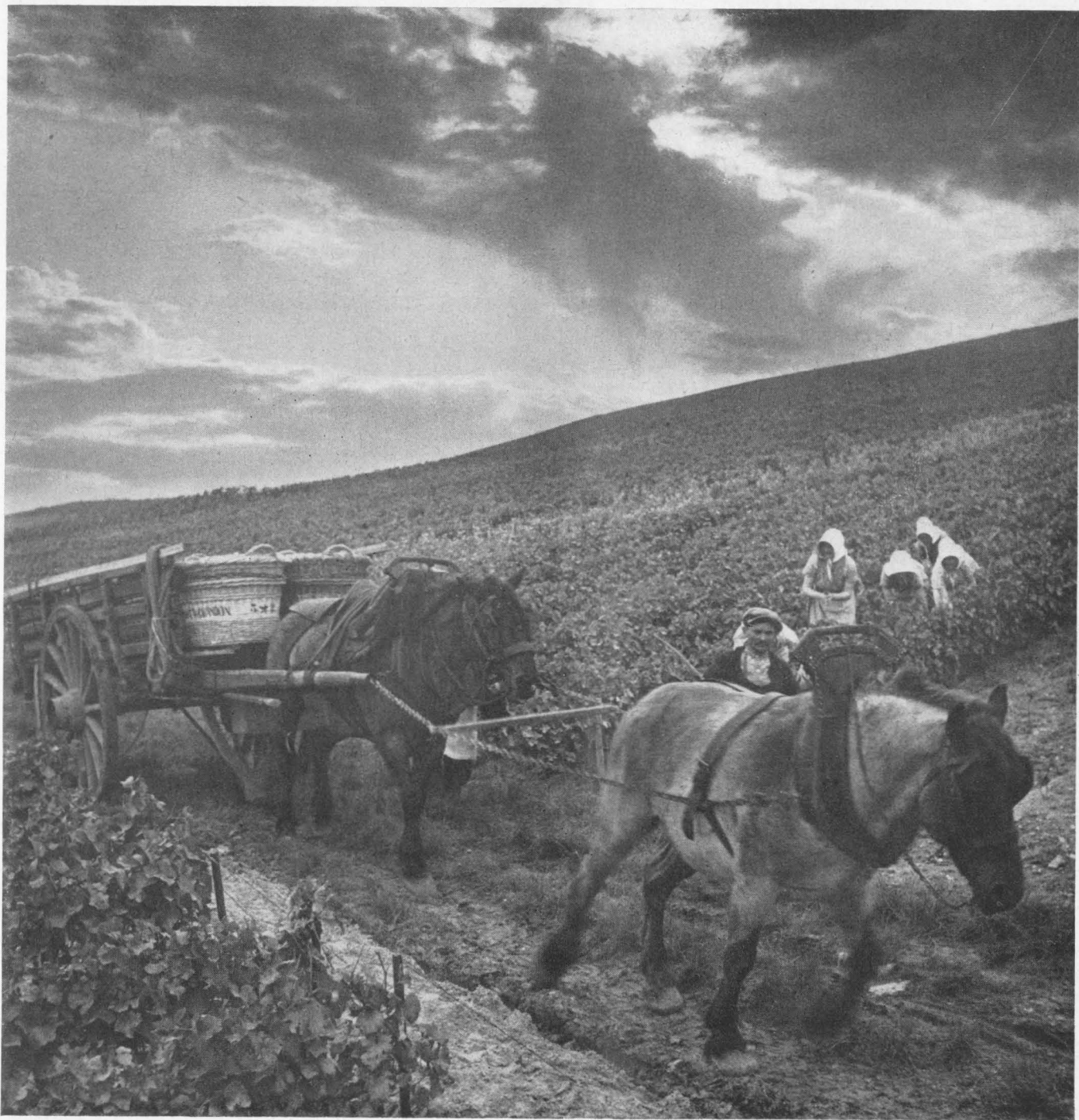
### **Combined Rail and Road Itineraries**

Combined rail and road itineraries enable visitors to become acquainted with all of France—including her smallest and lesser-known villages and most beautiful sites.

Special all-inclusive tours, by train and motorcoach, are organized by the FRENCH TRAVEL SERVICE, located in Suite 2018 at 630 Fifth Ave., New York 20, N. Y. (Deals strictly with Travel Agents).



The Château de Chambord. The French National Railroads Motorcoaches Cover the Château Country



Grape Harvest Near Bordeaux, 5 hours, 37 minutes, from Paris

# The "Buffets Gastronomiques" or Railroad Station Restaurants

## FRANCE — COUNTRY OF FINE CUISINE

The sign "Buffets Gastronomiques", as depicted here, will greet you in many French National Railroads stations (there are more than 60 "Buffets" throughout France). These are railroad station restaurants, under the auspices of the French National Railroads, at which passengers (and others—free parking is also provided) may stop en route to enjoy the French Provincial specialties and wines.

In these restaurants the tourist will be welcomed with courtesy, and is certain to find a regional menu prepared according to the old French traditions—at a reasonable price.

Here is a sampling of regional specialties which you may expect to find at the "Buffets" as you travel through France:

### *In Alsace —*

"Choucroute", the real Alsatian sauerkraut. You can have this dish served with ham, sausages, or liver balls, and it will be all the more delicious when accompanied by a dry Alsatian wine, such as a Riesling.

### *In Burgundy —*

"Escargots à la poulette", snails in white wine sauce, or, as suits your palate, woodcock pâté, with a Meursault, and with a capon "à la Bourguignonne" you will enjoy a glass of Chambertin.

### *In Lyonnais —*

"Quenelles de brochet", fish cakes made of pike, with which you will probably order a bottle of Beaujolais.

### *In Provence —*

the famous "bouillabaisse" which is made here as no one but the chefs of Marseille can make it. As an accompaniment, you may have a wine of Cassis.

### *In Languedoc —*

"Cassoulet au confit d'oie", casserole of goose and beans with a wine of Cahors.

### *In Périgord —*

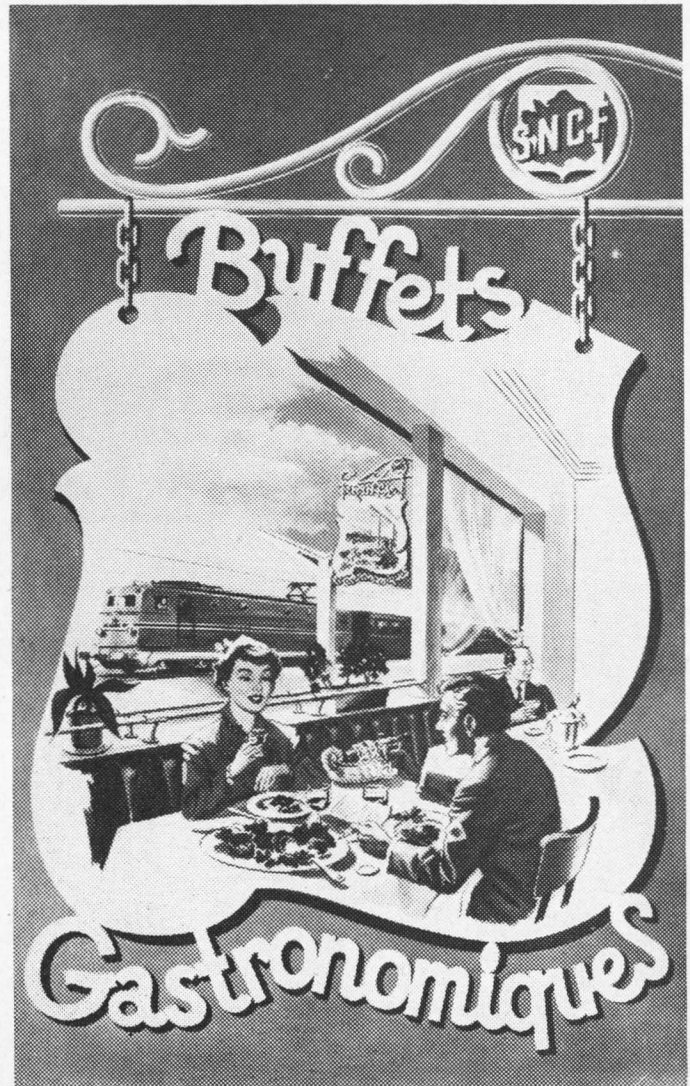
"Foie gras truffé", goose liver stuffed with truffles, for this is the truffle-growing region of France. You will find the taste enhanced by a great Sauternes.

### *In Brittany —*

"Moules marinières", mussels with onion sauce, or, if you prefer, "gratin de queues d'écrevisses", breaded lobster tails, which you may accompany with a dry Muscadet.

### *In Normandy —*

"Andouilles", chitterling sausages. May we suggest that you order cider with your sausages, for this is the drink for which Normandy is renowned.



Regional cooking, together with the beautiful countryside and the fine and varied architecture, is one of the marvels of France. Everyone can enjoy all three in a leisurely manner, traveling on the French National Railroads.



# Speaking of Railroads

## What do the French say . . .

Chemin de fer . . . . .	Railroad
S.N.C.F. . . . .	French National Railroads
Indicateur Chaix . . . . .	Official French Railroads Timetable
Horaires . . . . .	Schedules
Train rapide . . . . .	Crack Train
Train express . . . . .	Express Train
Train omnibus . . . . .	Local Train
Train Direct . . . . .	Local-Express Train
Sans arrêt . . . . .	Non-Stop
Voiture directe . . . . .	Through Car
Machine . . . . .	Engine
Locomotive à vapeur . . . . .	Steam Locomotive
Locomotive électrique . . . . .	Electric Locomotive
Autorail . . . . .	Autorail (See page 12)
Autocar d'Excursion . . . . .	Motor-Coach
Une excursion en autocar . . . . .	Motor-Coach Tour
Tarifs-Voyageurs . . . . .	Passengers' Fares
Tarifs de Bagages . . . . .	Baggage Rates

## That Americans should understand

## Dans la Gare

Un billet de quai . . . . .	A platform ticket
Un billet de Première Classe . . . . .	A First Class ticket
Un billet de Deuxième Classe . . . . .	A Second Class ticket
Un billet de Troisième Classe . . . . .	A Third Class Ticket
Vos billets, s'il vout plait! . . . . .	Tickets please!

## In the Station

## Dans le Train

Wagon . . . . .	Car
Wagon-Lit . . . . .	Sleeping Car
Wagon-Restaurant . . . . .	Dining Car
Wagon-Bar . . . . .	} Club Car
Wagon-Buffer . . . . .	
Fourgon à bagages . . . . .	Baggage Car
Wagon de voyageurs . . . . .	Passenger Car
Couloir . . . . .	Corridor
Porte donnant sur la voie . . . . .	Door opening onto the tracks
Compartment . . . . .	Compartment
Filet à bagages . . . . .	Luggage rack
Fenêtre . . . . .	Window
Porte . . . . .	Door
Compartment avec couchettes . . . . .	} Sleepers
Couchettes . . . . .	
Couverture . . . . .	Blanket
Oreiller . . . . .	Pillow
Toilette—Lavabo—W.C. . . . .	Washroom
Compartment de Dames seules . . . . .	For Ladies Only
Signal d'Alarme . . . . .	Alarm Signal
Compartment de non fumeurs . . . . .	No smoking here
Défense de fumer . . . . .	No smoking
Défense de se pencher au dehors . . . . .	Do not lean outside
Il est interdit de laisser des bagages dans les couloirs . . . . .	No luggage allowed in corridors
Places assises . . . . .	Seat capacity
Places debout . . . . .	Standing capacity

## On the Train

## Dans la Gare

Gare . . . . .	Station
Voie . . . . .	Track
Quai . . . . .	Platform
Train venant de . . . . .	Train from . . . . .
Train allant à . . . . .	Train to . . . . .
Train en correspondance à . . . . .	This train connects with . . . . . at . . . . .
Le train est en retard . . . . .	The train is late
Le train est à l'heure . . . . .	The train is on time
Tableau indicateur . . . . .	Bulletin Board
Entrée . . . . .	In
Sortie . . . . .	Way Out—or Exit
Arrivée . . . . .	Arrival
Départ de Trains . . . . .	Departure of Trains
Arrivée de Trains . . . . .	Arrival of Trains
Départ . . . . .	Departure
Porte . . . . .	Door { for railroad cars for wagons & in buildings in general
Portillon . . . . .	A small door giving access to platform—a gate
Consigne . . . . .	Parcel room
Buffet Gastronomique . . . . .	Railroad Station Restaurant
Bureaux des Chemins de Fer . . . . .	Railroad Offices
Bureau du Chef de Gare . . . . .	Station Master's Office
Bureau des Contrôleurs . . . . .	Ticket Collectors' Office
Location des Places . . . . .	Seat Reservations
Renseignements . . . . .	General Information
Remboursements . . . . .	Refunds
Réclamations . . . . .	Claims
Demande de Remboursement . . . . .	Claim for Refund
Guichet . . . . .	Ticket Window
Un billet . . . . .	A ticket

## In the Station

## Les Bagages

Bagage . . . . .	Baggage
Excédent de bagages . . . . .	Excess baggage
Enregistrement des bagages . . . . .	Registration of baggage
Porteur . . . . .	Porter—Red Cap
Chariot . . . . .	Baggage truck
Service de camionage . . . . .	Baggage Express Service

## Luggage

## Les Cheminots

Le Chef de Gare . . . . .	Station Master
Le Contrôleur des Billets . . . . .	Ticket Inspector
L'Agent de train . . . . .	} Conductor
Le Conducteur . . . . .	
Le mécanicien . . . . .	Engineer
Le chauffeur . . . . .	Stoker, or Fireman

## The Railroad Men

## VI

### THE FRENCH NATIONAL RAILROADS' OFFICES ABROAD

Whether you are residing or traveling in a foreign country, if you wish to obtain information concerning FRANCE first go to your own Travel Agent, or his correspondent.

If your Travel Agent has no office near your residence or the place where you are stopping, go to the FRENCH NATIONAL RAILROADS office—where complete information on Railroads and Travel in France is available at all times.

The FRENCH NATIONAL RAILROADS offices have been established to help the traveler utilize his time to his best possible advantage.

\* \* \*

The foreign offices of the FRENCH NATIONAL RAILROADS are:

BELGIUM ..... 25 Boulevard Adolphe Max,  
BRUSSELS.

CANADA ..... 5717 Ave. Notre Dame de  
Grâce, MONTREAL 28,  
P.Q.

GREAT BRITAIN ..... 179 Piccadilly  
LONDON—W.I.

ITALY ..... 11 Corso Venezia, MILAN.

SPAIN ..... 57 avenida de José Antonio,  
MADRID.

SWEDEN ..... 16 Vasagatan, STOCKHOLM.

SWITZERLAND ..... 31 Effingerstrasse, BERN.  
3 rue du Mont-Blanc,  
GENEVA.

U.S.A. .... 610 Fifth Avenue,  
NEW YORK 20, N. Y.  
400 Montgomery St.,  
SAN FRANCISCO 4, CALIF.

FRENCH NORTH AFRICA Algeria and Tunisia—3 Rue  
Dumont-d'Urville,  
ALGIERS.  
Morocco—97 Boulevard de  
la Gare, CASABLANCA.

#### TRAINMAN



On behalf of the French National Railroads, we and all the others who constitute its personnel greet you . . .

#### SIGNALMAN



#### TRAIN DISPATCHER



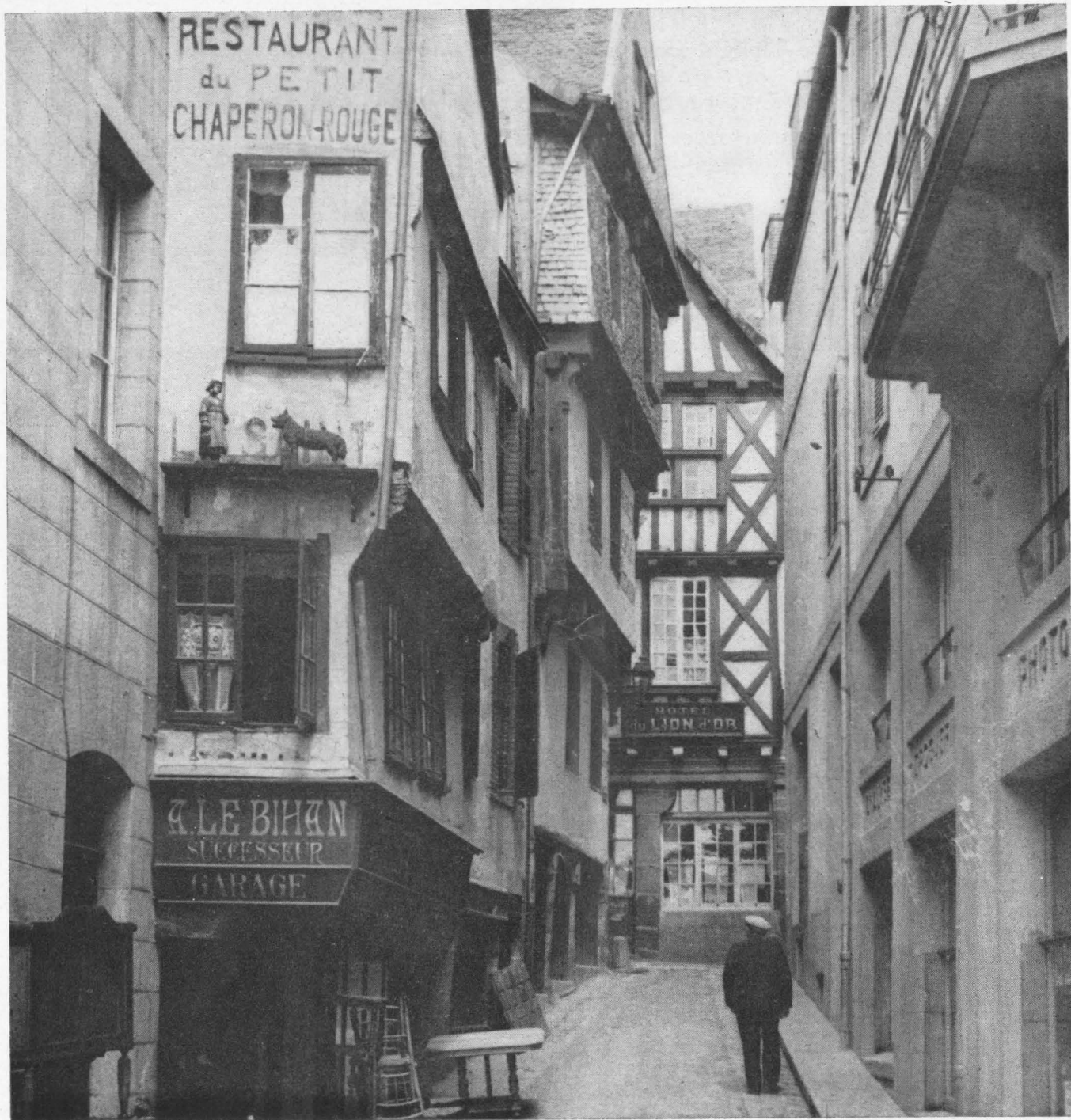
#### TICKET AGENT



#### CONDUCTOR



...  
and bid you welcome.  
We are ready to serve  
our guests in the best  
French tradition of:  
courtesy  
devotion  
and cooperation.



Morlaix, Out on the Brittany Peninsula, is 6 hours, 52 minutes, from Paris



List of some of the Booklets, Guides, Maps and Pamphlets available at:

## THE FRENCH NATIONAL RAILROADS

400 Montgomery Street  
San Francisco 4, Calif.

610 Fifth Avenue  
New York 20, N. Y.

5717 Notre Dame de Grâce Avenue  
Montreal 28, P. Q., Canada

COME TO FRANCE AND RELAX

FRANCE

GOING OUR WAY . . .

HAPPY HOLIDAYS IN FRANCE

PEGGY AND MADO ON THE FRENCH

NATIONAL RAILROADS

PROGRESS ON THE FRENCH NATIONAL

RAILROADS

TIMETABLE

MAP SHOWING NETWORK OF EUROPEAN  
RAILROADS

and 5 REGIONAL LEAFLETS



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