

# THE CENTRAL FRANCE & PARIS TOUR

(AN EIGHT-DAY TOUR BY LARGE EURO-COACH)

Sunday 2nd to Sunday 9th June 2019



*All Inclusive Fare - Only £759.95*

**Hotel Single Room Supplement £215.00 (optional)**

**A minimum deposit of £190 will secure your seat on this tour, and the balance must be paid by 19th April**

Recent years have limited STARS' French tours to our 2 annual successes – the “Normandie *Rapide*” & the “Lille *Rapide*” and during 2018 our “NE France & Paris”. During 2019, the 2 weekend tours will be joined by another longer coach tour, “The Central France & Paris”. To counteract one “French factor”, namely the success rate getting into depots, we will also plan locations where we can view depots and stabling points. It will always be the intention of your STARS committee to obtain permission for a formal visit to any location but we have a “fall back” if required.

The “Central France & Paris”, as well as visiting a large number of locations, also takes care of requests from STARS members for a tour to Paris which in addition to the big depots will also allow ample “free time” to spot plenty of new units. Members on the tour will also have free time in Dijon to try and clear their remaining [Bourgogne-Franche-Comté](#) units and locos, and a free day in Lyon where you can use public transport, possibly to visit locations not included on the tour. There will also be the opportunity for those “so inclined” to view (and travel on?) light railway systems at Dijon, Lyon, Tours and of course Paris.

## ITINERARY

### Days One & Two – Sunday 2nd/ Monday 3rd June

The journey from Calais down through France on the autoroute will take over 3 hours, allowing members the chance to catch up on sleep in the executive coach. Whilst it is still dark, we call at **Reims Gare** for a brief leg stretch and view of the stabled units. We next drive through Champagne to **Epernay Depot**, where whilst the scrap line will have all but gone, the depot will perhaps contain Champagne-Ardenne BB15000s and will have local DMUs & bi-modes present. As daylight arrives we will take the longer drive (complete with the opportunity for hot drinks in the big coach!) to the roundhouse & depot at **Culmont Chalindrey**. By the time this tour runs the big 72000s / 72100s will have long ceased on their final services to Paris and been withdrawn, but the depot should still give copious sightings.

After everything is cleared at Chalindrey, we will move on to Dijon, where our only location today (owing to drivers' hours limitations) will be the large depot and triage at **Dijon Perrigny**. The years have brought mixed success on visits here, but most locos will be viewable from the depot car park, the neighbouring canal and the many surrounding roads if required. After what is hoped for a full visit here, our drivers will take us the short distance to our hotel opposite Dijon Gare. Those members who book early may be afforded a view overlooking the running lines from their room, and are guaranteed a good few SNCF & private passenger & freight locos. After check in, your time can be utilised for more spotting or a “tram bash”.

### Overnight - Ibis Dijon Gare

### Day Three – Tuesday 4th June

An excellent breakfast (and hopefully not too early start!) may allow you another session on the gare before our coach leaves Dijon, but not before a drive through **Gevrey Triage**. After a drive allowing time for refreshments on board our coach our next location is **Macon Gare**, which may net a few units, a 7200 and maybe a Y in the neighbouring yard. On departure, our lunchtime journey takes us close to the Swiss border before we arrive at the **SME Culoz scrapyards** and the neighbouring yard. Culoz has been one of the principal railway scrapyards in France in recent years, but will anything still be here in 2019? We also take in a view of the yard, which should be host to a Y or 60.

Leaving Culoz, we continue for the short drive across the Rhone and along La Lac de Bourget to Chambéry. Here we (of course!) visit **Chambéry depot**. By now the Chambéry 67300s and 67400s will be no longer in service on passenger trains, but Chambéry should still see host to a good few DMUs, bi-modes and locos. Again, should formal permission not be forthcoming we will view Chambéry depot from the car park and neighbouring roads.

Our drivers now start the drive towards Lyon, but not before a call at **Grenoble Gare and Yard**. The yard a few hundred metres North of the gare should be host to a couple of 75000s, a Rhône-Alpes 22200 or two and hopefully a Y. Not before time we are heading off for our hotel and a decent break for our drivers. Unfortunately, our tour has clashed with a big exhibition in Lyon that has driven hotel prices ‘through the roof!’ It is for this reason we are staying at Chasse to the south of Lyon, but served by a very good rail service.

### Overnight (Tues 4th / Wed 5th) – Hotel Ibis Lyon Sud Chasse Sur Rhône

#### **Day Four – Wednesday 5th June**

Today our coach crew must rest, which gives you a FREE DAY - STARS will not organise any visits.

Lyon Perrache gare is a short distance from Chasse by rail, and once within Lyon a local ticket known as the “TCL Liberté” (available from most vending machines) is available. As at the time of writing this brochure the TCL Liberté cost was 5.50 Euros per person for 24 hours travel on all Lyon Metros, Trams & Feniculars (*NOTE: The TCL Liberté does not include rail travel*). Any tickets today are not included in the tour price but will be very reasonable!

#### **Day Five – Thursday 6th June**

Participants suitably refreshed having had a decent breakfast, our coach firstly takes us the short distances to two local SNCF depots, namely **Lyon Venissieux** (the loco depot) and **Lyon Vaise** (for the units).

We then leave Lyon for a long drive, pausing briefly en-route at **Bourges gare and yard** which should be host to a few units and possibly a freight or two. After another short drive, we should arrive (early evening) at the St Pierre Des Corps district of Tours, where we will visit our final location of the day, **St Pierre Des Corps depot**. After completion of this large location (or a view from the bridges at either end and neighbouring roads if permission is not forthcoming) we drive to our hotel, located a short distance South of the city centre.

### Overnight – Ibis Tours Sud

#### **Day Six – Friday 7th June**

Today we leave our hotel in Tours and move towards the capital, calling in at **Orleans Triage** en-route. Arrival at our Paris hotel (located in Clichy) should be just before lunch, allowing the whole of Friday afternoon and an evening rush hour to “do your own thing”. There are large numbers of new units in Paris, many of which will “ply their trade” on the lines local to the hotel (out of St Lazare) – along with BB15000s and BB26000s on the Normandie Intercités services. Of course, you are also free to purchase a rover ticket (e.g. a “Mobilis” - *not included in the cost of the tour*) to take you “further afield”.

### Overnight (Fri 7th / Sat 8th) – Ibis Paris 17 Clichy-Batignolles

#### **Day Seven – Saturday 8th June**

Our final 2 days will have a familiar feel to those members who in the past have participated in a STARS “Paris Rapide” tour or the 2018 “Northeast France & Paris”.

Back to the coach today and first up this morning will be **Paris Sud-Ouest Depot** followed by the rather large **Villeneuve Saint Georges (VSG) depot** including the nearby **Triage**. From here we progress to **Valenton**, a growing stabling point which hosts a number of different electric loco Classes, and **Noisy Le Sec**. We then ‘mop up’ the four or five Ys in the triage at **Drancy** and conclude with the nearby prolific loco stabling point at **Le Bourget**.

At the conclusion of the day’s organised activity you will be free to ‘hit’ the stations and the ‘hot spots’ of your choice, and we can drop some off at an appropriate station before the coach returns to the hotel.

#### **Day Eight – Sunday 9th June**

We start the homeward journey but there is still plenty to see on the way and we start with the large **Achères Depot**, which has become the repository of nearly all Ys from the Paris area. We then call at **Pontoise** before reaching **Lens Depot** which will be our last full visit of the tour. Back in Calais, and if time is available, we will include a view of **Fréthun Yard** before we board the shuttle.

We remind you that the *Preferred Seat Scheme* applies to all tours such as this, operated in a **Large Euro Coach**.