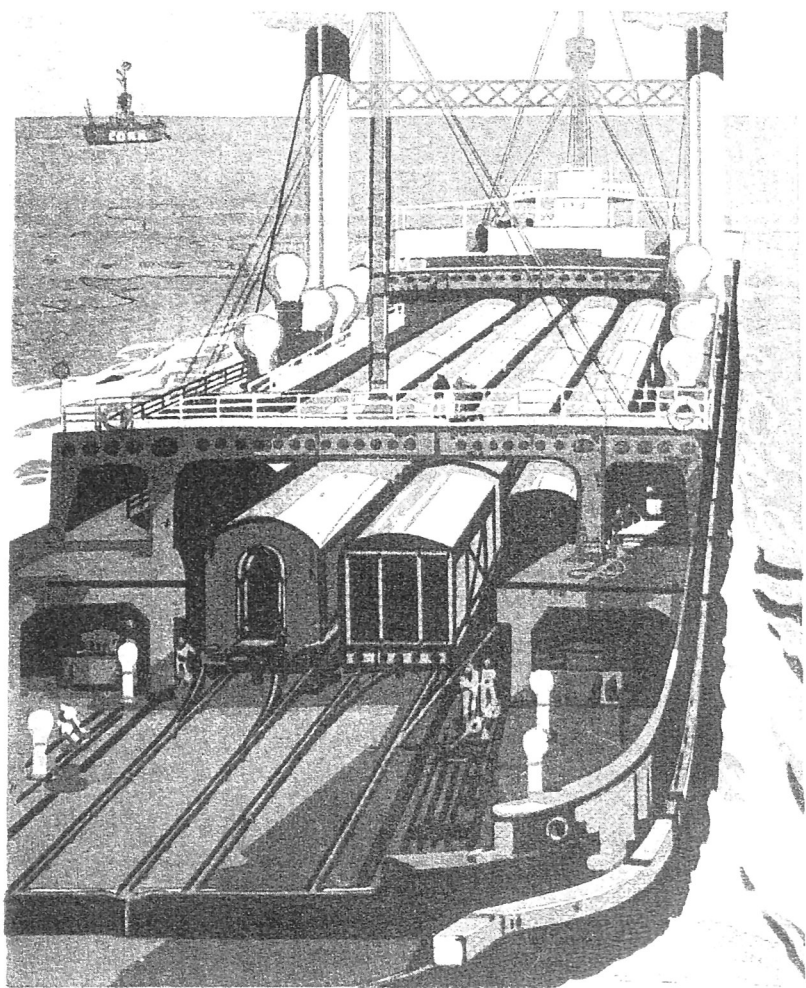


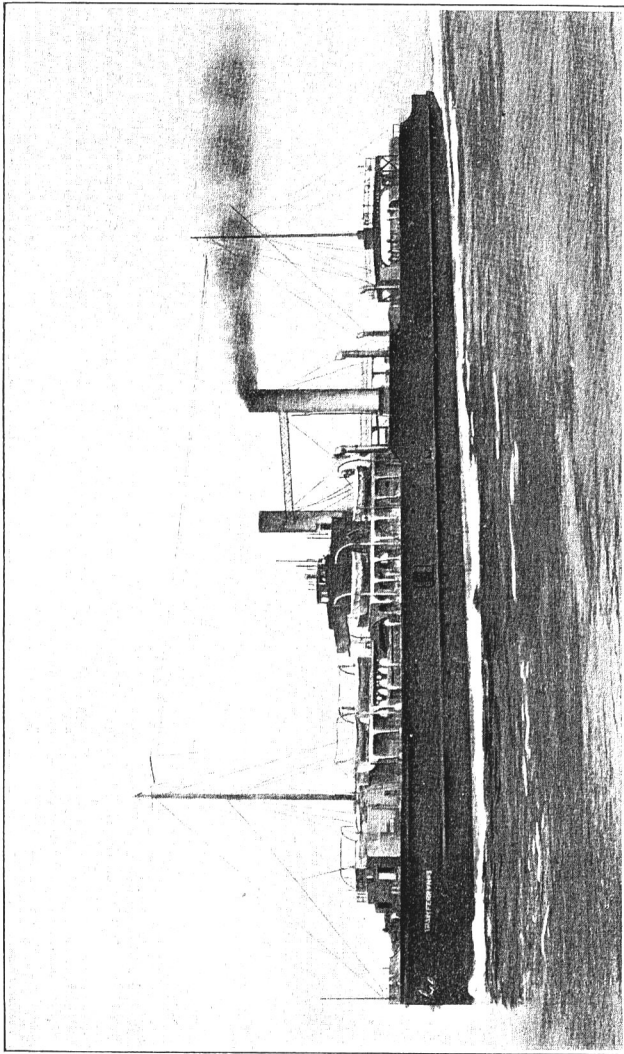
# TRAIN FERRY



HARWICH-ZEEBRUGGE

# TRAIN FERRY HARWICH-ZEEBRUGGE

THROUGH TRUCK  
SERVICE BETWEEN  
ENGLAND AND THE  
CONTINENT DAILY



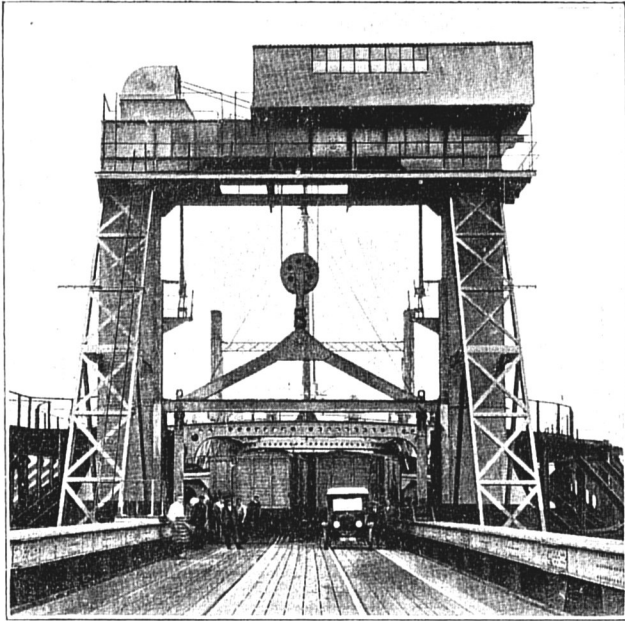
ONE OF THE TRAIN FERRIES.

## The Substitute for a Channel Tunnel

WHILE the proposal to construct a tunnel under the English Channel for the purpose of facilitating transportation between this country and the Continent has been greatly to the forefront, the HARWICH-ZEEBRUGGE TRAIN FERRY SERVICE, since its inauguration in 1924, has been, and still is, accomplishing, as far as goods traffic is concerned, exactly what is claimed for the Channel Tunnel, *i.e.*, the provision of a regular through truck service between England and Continental countries.

### Through Truck Service

But the Train Ferry takes the truck over the water instead of under it. This is effected by the steamers being provided with railway track—they might be aptly termed “floating railway lines”—which couple up with the main land railways at the ports. Ferry Wagons are conveyed from any station in England, Scotland or Wales, for the whole or part of the journey by the London and North Eastern Railway to Harwich, where they are moved on to the Ferry Steamer, taken across to Zeebrugge, and passed on to the Belgian Railways for conveyance to any destination, not only in Belgium but also in France, Holland, Germany, Switzerland, Italy, Austria, Czecho-Slovakia, Hungary, Yugo-Slavia and Poland. Thus trucks are run right through from London, Liverpool, Cardiff or Glasgow to Brussels, Berlin or Budapest. Similar facilities naturally operate in the reverse direction, *i.e.*, from the Continent to Great Britain.



THE HARWICH TERMINAL

## Conducive to Safety

The advantages of this method of transportation over other means of shipment are at once visualised. Goods consigned to the Continent in Ferry Wagons are not transhipped at the ports or elsewhere from the loading station to the destination. They are consequently not liable to damage by handling en route, and there is practically no risk of pilferage, which means that insurance can be effected at lower rates. Furthermore, for some classes of traffic, lighter and less expensive packing can be used, or the nature of the consignments may even permit of their being sent unpacked.

The facilities afforded by the Train Ferry are therefore invaluable to manufacturers and exporters who in these days of keen competition need to adopt the most economical means of distribution.

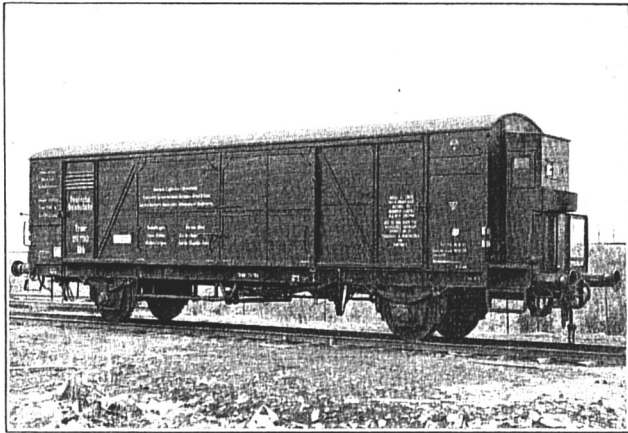
## Speedy Conveyance

There is no delay in shipment, or waiting sometimes for the boat to leave "as cargo offers," to use a familiar term, as the Ferries operate in each direction daily including Sundays ; they are noted for their consistent time-keeping, and the permanent deep-water channel at Harwich makes it possible for the steamers to be berthed and the traffic to be operated at any state of the tide. A similar advantage is enjoyed at Zeebrugge on the Continental side.

The distance between Harwich and Zeebrugge is 84 miles, the journey from berth to berth occupying about nine to ten hours. A very short time is required for shipping and landing the trucks. As an example of quick transit it may be mentioned that special cars of the Pullman type have been placed in service on the Continent twenty-four hours after leaving the works at Leeds.

## The Steamers

Three Ferry Steamers are employed in the service. These were originally built for the British Government—two by Messrs. Armstrong Whitworth & Co., and one by the Fairfield Shipbuilding and Engineering Co. Each steamer is  $363\frac{1}{2}$  feet from stem to stern, with a beam of  $61\frac{1}{2}$  feet and propelling machinery of 3,000 horse power. On each ferry four lines of railway track are mounted on the deck, which



GERMAN COVERED WAGON

accommodates 54 loaded 12-ton wagons, or an equivalent in other vehicles.

## Rolling Stock

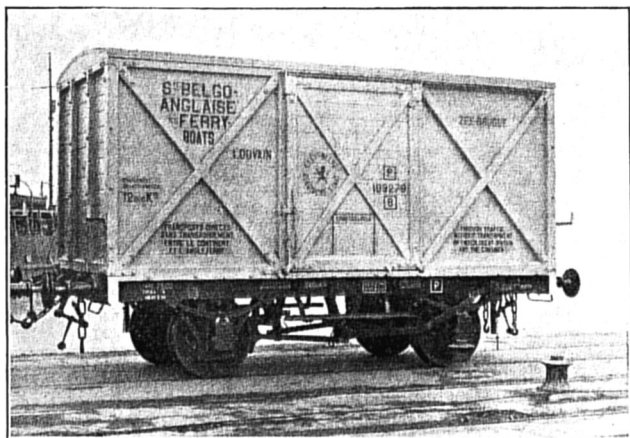
The rolling stock comprises covered and open wagons, special refrigerator, insulated and motor car trucks. The ferry also conveys private owners' tank wagons.

The co-operation of the Continental Railways in the provision of suitable rolling stock has contributed not a little to the successful working of the Train Ferry Service. A number of vehicles specially constructed by the German Railway Administration have been running in the service for some time. In addition to the large number of Italian wagons previously built, the Italian Railway Administration has recently constructed some hundreds of vehicles of special build for the British loading gauge, which will be used for the conveyance of

merchandise to and from Italy. The Hungarian Railway Administration, too, have provided suitable wagons for the through traffic with that country. These developments prove the popularity of the Ferry Service on the Continent.

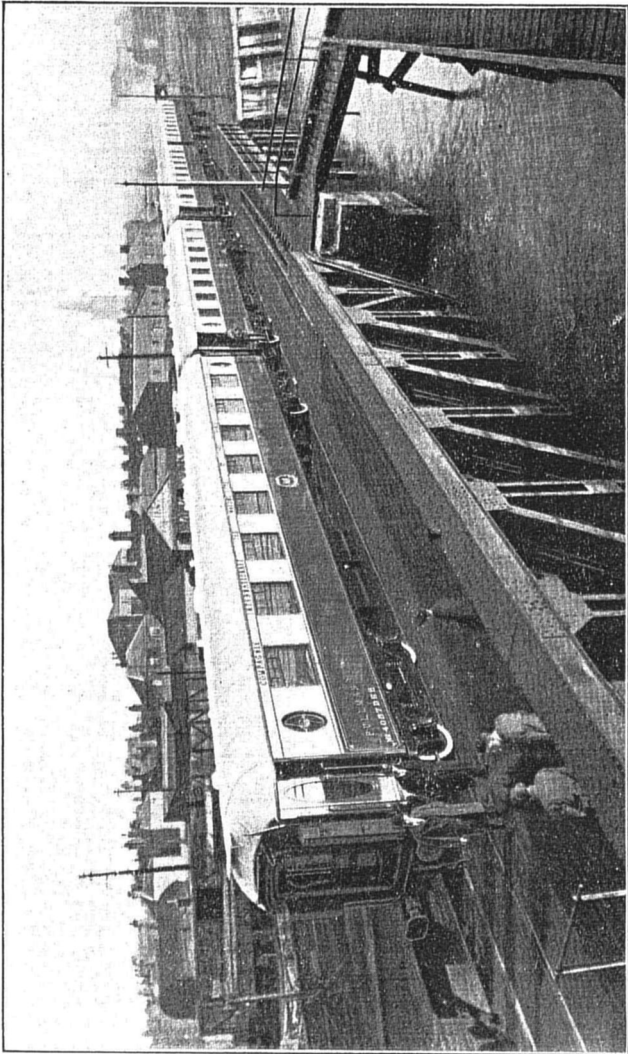
## Traffic Carried

All traffic consigned in truck-loads is catered for by the Ferry Service—even lions, elephants and other circus attributes have figured among its cargoes—and it is particularly suited to the conveyance of heavy engineering material, which would be difficult to transport by other means ; and glass, pottery, earthenware and other delicate articles, which, if sent in the ordinary way, would be liable to damage by handling at the ports. The despatch of British built railway coaches to the Continent is greatly simplified by the Train Ferry



BELGIAN COVERED WAGON





BRITISH BUILT ROLLING STOCK LEAVING HARWICH FOR THE CONTINENT

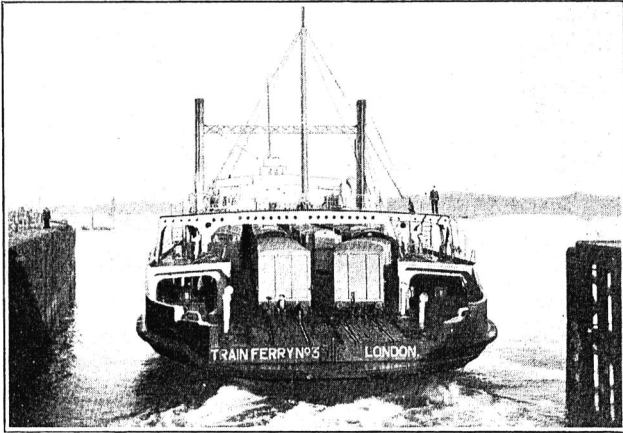
Service, as the vehicles are conveyed on their own wheels throughout the journey. Recently several coaches were transported by this means from Birmingham to Roumania. Private motor cars, too, are easily run on and off the ferry.

A considerable quantity of fish, particularly herrings, is exported by this means, and the condition of the fish on arrival is much superior to that which would obtain if the traffic were forwarded by ordinary means. A special feature was the conveyance of some fifty British motor cycles which competed in the six-day Motor Cycle Trials at Munich.

The following instances of remarkable transportation feats, the traffic in each case being electrical equipment, are worthy of record : 1,000 tons from Newcastle to Ymuiden (Holland) 575 miles ; 1,382 tons from Manchester to Budapest, 1,200 miles ; 340 tons by special arrangement from Newcastle to Copenhagen, 1,220 miles. Among these loads were stators weighing no less than 63 and 58 tons respectively.

As regards imports, foodstuffs form the bulk of the traffic. Truck loads of fruit and dairy produce are not unnaturally put on the English market in a far better condition, to the satisfaction of the producer and the buyer alike, than is possible by the old method of transportation necessitating transfer from truck to ship and ship to truck.

The Train Ferry played an important part in the transportation of Italian airplanes which competed for the Schneider Trophy over the Solent. The machines and equipment were conveyed in fourteen covered wagons which travelled direct from Italy to the destination at Southampton.



BOUND FOR ZEEBRUGGE

In another instance the train ferry was closely associated with one of the very latest developments in modern science, when it was responsible for the rapid transport of the Press Phototelegraphic Van, which was sent from England to the Continent for the purpose of transmitting wireless pictures of the wedding of the Princess Marie-Jose to the Crown Prince of Italy. Later the van was required again in this country. It was then rushed to the port of Zeebrugge, brought across by the Ferry Steamer, sent rapidly to Cardiff, and thereby the pictures of the Wales v. England International Rugby Match were being engraved in London while the crowd was still streaming from the Cardiff ground.

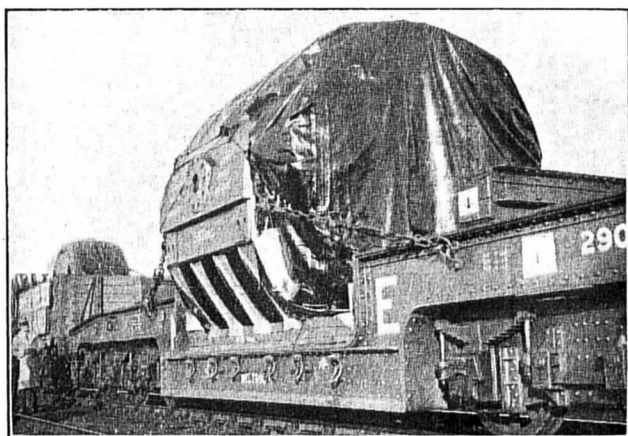
In the case of certain traffics consigned to London for delivery, special arrangements have been made with the Customs Authorities for examination and clearance of goods at Bishopsgate and Spitalfields Goods Stations.

## Management

The Harwich - Zeebrugge Train Ferry Service is under the management on the British side of the London and North Eastern Railway Company, and the terminal at Zeebrugge is owned and operated by the Société Belgo-Anglaise des Ferry-boats.

## Final Word

In conclusion, and inviting you to try the Train Ferry Service for your next consignment, it may be said that the importance of the through truck service between England and the Continent in the interests of international trade cannot be too highly estimated. The great increase in the tonnage since the inaugural year of the service testifies that the ferry is recognised as an efficient, economical, and safe means of transportation.



PART LOAD OF HEAVY MACHINERY, NEWCASTLE-ON-TYNE  
TO YMUIDEN (See Page Nine)

# Inquiries.

Particulars of rates will be given and inquiries gladly answered by :—

GREAT EASTERN TRAIN FERRIES, LTD.,  
111, HAMILTON HOUSE,  
155, BISHOPSGATE,  
LONDON, E.C.2.

Agencies on the Continent are :—

BRUSSELS—

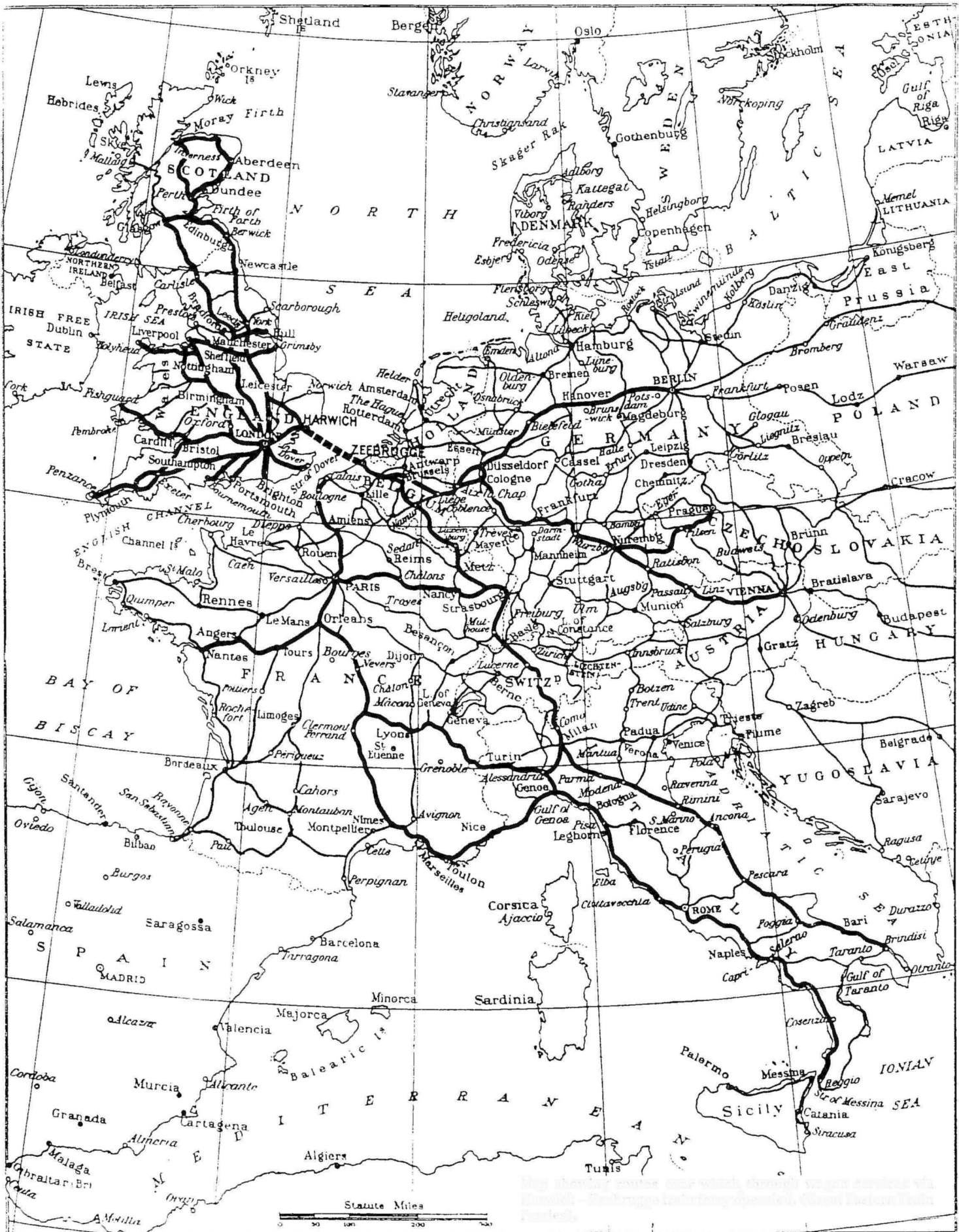
LA SOCIÉTÉ BELGO-ANGLAISE DES FERRY-BOATS,  
89, RUE ROYALE.

MILAN—

SOCIETÀ DEI FERRY-BOATS PER L'INGHILTERRA,  
MILAN (102),  
VIA MANZONI, 5.

BERLIN—

DEUTSCHE GESCHÄFTSSTELLE DES  
FÄHRDIENSTES HARWICH—ZEEBRUGGE,  
BERLIN, N.W.7  
UNTER DEN LINDEN, 39.



Statute Miles  
0 50 100 200