



ITALIANI ALL'ESTERO

TV

PROPONE

BY LORENZO DI CESARE & MAURO TORTA

====*Auto Train*=====*Motorail*

Auto e Moto alSeguito!



COSA la tua COSA

Motorail

Not to be confused with Car shuttle train.

A **Motorail** train or **accompanied car train**(ACT) is a passenger train on which passengers can take their car or automobile along with them on their journey. Passengers are carried in normal passenger carriages or in sleeping carriages on longer journeys, while the cars are loaded into autoracks, car-carriers, or flatcars that normally form part of the same train

**Italiani all'Estero Tv
Parigi, Francia**

**Spett.le
TrenItalia
Roma
c.a. A.D.**

Ill.ma Dr.ssa

**con la presente tutti noi italiani all'estero attraverso
la Italiani all'Estero Tv e le varie associaioni elencate
in calce che appoggiano o altre che appoggieranno la
nostra RICHIESTA**

**evidenziato che l'Italia che più di altre risente di una
emigrazione Europea, quindi non neccesaria di aerei
per rientro di massa QUESTO NATALE come in
almeno tre grandi occasioni annuali**

**stante le necessità di sicurezza stradale per lunghe
percorrenze ad e. da Belgio in Italia**

**perdurando la necessità di diminuire inquinamento
nelle città e nell'intero territorio nazionale**

**recepndo invito ai 20/20/20 40/40/40 circa il
riscaldamento globale**

**necessitando l'italia di sviluppo di trasporti
alternativi e quindi di spinta complessiva a tale
richiesta**

**per finire la necessità per le famiglie di emigrati di
mobilità per viste ai parenti al lorrientro e di
conseguenza necessità di avere le proprie autovettue
a disposizione**

**CHIEDIAMO A BABBO NATALE
per il tramite di TreniItalia**

**di regalarci QUEST'ANNO dei treni con auto e moto
al seguito! E per sempre.**

**come avviene già in Europa e in alcune rare zone
italiane grazie ad aziende straniere**

Rovlgiamo istanza a Trenitalia e ad una signora che sembra abbia coscienza delle necessità degli emigrati e che intenda non spezzare o flebilizzare il legame tra I figli e la madre per delle necessità **PERFINO NON ESISTENTI di trasporto**

Lorenzo Di Cesare

Mauro Torta

.....

ass. Cittadinanzattiva

Stampa:

www.primadanoi.it

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<https://autotrain.voyages-sncf.com>

Il **treno navetta per auto** (nei paesi anglosassoni: *car shuttle train* o *car-carrying train*; in Germania: *AutoZug*; in Francia: *navette-auto* o *ferroustage*; nella Svizzera tedesca: *Autoverlad*) è un treno per il trasporto di automobili accompagnate o di altri tipi di veicoli stradali per una distanza relativamente breve.

Di solito operano su linee attraverso un tunnel ferroviario tra due luoghi non facilmente accessibili tra loro per strada.

Di norma gli occupanti dei veicoli stradali rimangono nel proprio veicolo per tutto il tragitto su rotaia.

INVECE:

<http://autotrain.voyages-sncf.com/dynamic/autotrain-webapp/homeControl.action>

Auto Train

Auto Train is an 855-mile-long (1,376km) scheduled train service for passengers and their automobiles operated by Amtrak between Lorton, Virginia (near Washington, D.C.), and Sanford, Florida (near Orlando).

Although there are similar services around the world, the Auto Train is the only one of its kind in the United States. The Auto Train is the only north–south Amtrak train in the east to use Superliner cars.

Passengers ride either in coach seats or private sleeping carrooms while their vehicles (car, van, sport utility vehicle, motorcycle, small trailer, or jet-ski) are carried in enclosed automobile-carrying freight cars, called autoracks. The train has a maximum capacity of 320 vehicles. The train also includes lounge cars and dining cars.

The Auto Train service allows its passengers to avoid driving Interstate 95 in Virginia, North Carolina, South Carolina, Georgia, and Florida, while bringing their own vehicle with them.

The service operates as train 53 southbound and 52 northbound, the train is non-stop between its terminals at Lorton, Virginia, and Sanford, Florida. Amtrak's Auto Train is the successor to an earlier similarly named service operated by the privately owned Auto-Train Corporation in the 1970s.

During fiscal year 2011, the *Auto Train* carried over 250,000 passengers, a 6.4% increase over FY2010.

The train had a total revenue of US\$68,618,768 in FY2011, an increase of 12.5% over FY2010.

The *Auto Train* had the highest revenue of any long-distance train in the Amtrak system.

History

A concept of Auto-Train Corporation founder Eugene K. Garfield, a former employee of the US Department of Transportation, the novel approach allowed families to relax en route and save the expense and unfamiliarity of a rental car on arrival.

The Auto-Train consists included passenger cars and autoracks.

Auto-Train Corporation trains initially operated on Seaboard Coast Line (SCL) and Richmond, Fredericksburg & Potomac (RF&P) tracks.

Auto-Train Corporation's new service began operations on December 6, 1971, between Lorton, Virginia, and Sanford, Florida.

The service was a big hit with travelers. Before long, the ambitious entrepreneurs of Auto-Train were looking to expand into other markets, and even established a short-lived service between Louisville, Kentucky, and Sanford, Florida.

Amtrak revival

Operating for almost ten years, Auto-Train had developed a popular following, particularly among older travelers. No one else offered a similar service until, after a gap of almost two years, service was revived by Amtrak (the National Railroad Passenger Corporation), a federally chartered corporation that operates most intercity passenger trains in the United States, as their Auto Train service.

A **Motorail** or **AutoTrain** is a train or **accompanied car train**(ACT) is a passenger train on which passengers can take their car or automobile along with them on their journey.

Passengers are carried in normal passenger carriages or in sleeping carriages on longer journeys, while the cars are loaded into autoracks, car-carriers, or flatcars that normally form part of the same train.

Car shuttle train (Treno Navetta)

*Da non confondere con **Auto Train** o **Motorail**.*

Il **treno navetta per auto** (nei paesi anglosassoni: *car shuttle train* o *car-carrying train*; in Germania: *AutoZug*; in Francia: *navette-auto* o *ferroustage*; nella Svizzera tedesca: *Autoverlad*)



E' un treno per il trasporto di automobili accompagnate o di altri tipi di veicoli stradali per una distanza relativamente breve.

I servizi Motorail o AutoTrain non solo lo stesso dei Treni Navetta per Auto o dei Treni per trasporto di Auto

Di solito operano su relativamente brevi distanze, su linee attraverso un tunnel ferroviario o tra due luoghi non facilmente accessibili tra loro per strada.

Nei treni navetta, diversamente dagli AutoTrain di norma gli occupanti dei veicoli stradali rimangono nel proprio veicolo per tutto il tragitto su rotaia.

Diversamente da una Navetta, un AutoTrain o Motorail è un treno passeggeri sul quale i passeggeri possono trasportare la loro autovettura insieme a loro stessi

Su Auto Trains e treni Motorail, i passeggeri viaggiano su normali carrozze ferroviarie o in vagoni-letto per viaggi più lunghi, mentre le automobili o i veicoli in genere sono imbarcati separatamente in autoracks, carrozze apposite per automobili, o vagoni piatti che normalmente formano parte dello stesso treno

Treni navetta in Austria

- Böckstein (Salisburgo) – Obervellach (Carinzia) Ferrovia dei Tauri.

Treni navetta tra la Francia e la Gran Bretagna

- Euro Tunnel Shuttle Sangate (Pas de Calais) e Cheriton (Kent)

Treni navetta in Germania

- Hindenburgdamm – da Niebüll a Westerland in Sylt .

Treni navetta in Slovenia

- Podbrdo Tunnel.

Treni navetta in Svizzera

- Oberalp: Andermatt – Sedrun (gestione MGB).
- Furka: Oberwald – Realp (gestione MGB).
- Sempione: Briga – Iselle (gestione FFS).
- Lotschberg: Kandersteg – Goppenstein (gestione BLS).
- Vereina: Selfranga – Sargliains (gestione RhB).

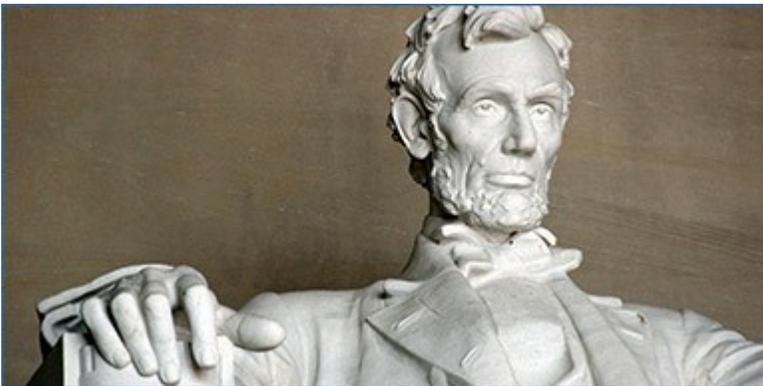


•Albula: Thusis – Samedan (gestione RhB).

Auto Train

Lorton, VA (Washington, DC) - Sanford, FL (Orlando)

Amtrak's automobile-carrying passenger trains on a route called "Auto Train".





Ride the Auto Train with Your Car

The Auto Train transports you and your car (or your van, motorcycle, SUV, small boat, jet-ski or other recreational vehicle) nonstop from the Washington, DC area to sunny Florida, just outside of Orlando. This IS the best way to drive I-95. And remember, you can pack your car as if it were your suitcase.

Save 900 Miles of Driving, Gasoline and Wear and Tear on Your Car

But bring it with you. Leave the worries of long-distance driving behind. Onboard the Auto Train, you'll enjoy a stress-free journey by rail, skipping the traffic congestion on I-95. Put your feet up. Read a book or enjoy free Wi-Fi. Take in the scenery. While you and your family travel in comfort, your vehicle rides along in an enclosed auto carrier. And now, our auto carriers offer even greater capacity to better accommodate your SUV or van.

- [Discover the Magic of Auto Train](#)

Check-In, Baggage, Boarding & Vehicle Requirements, Priority Vehicle Offloading

● **eTicketing Check-In Made Easy:** Auto Train customers have the option to check in without physical tickets. Learn more about how [Auto Train ticketless check-in](#) enhances your travel experience.

● **Boarding, Baggage & Vehicle:** Looking for boarding times, procedures, vehicle rules and restrictions on Auto Train? Visit [Auto Train Boarding and Vehicle Requirements](#).

● **Priority Vehicle Offloading:** Speed up your journey with a time-saving upgrade option for Auto Train. Reserve [Priority Vehicle Offloading](#) and your vehicle will be one of the first offloaded from the train.

Choose Your Accommodations

Sit back and relax in your roomy coach seat or reserve a private Bedroom or Roomette.

● **Bedrooms:** Our Bedrooms feature comfortable seating by day, with a private restroom and shower. In the evening, an attendant will convert the seats into sleeping berths.

● **Roomettes:** Our Roomettes are designed for one or two people, with a restroom and shower facilities nearby.

● **Special Accommodations:** We also offer special accommodations for families with small children and for customers with special needs.

All Meals are Included

Meals are included in the price of all Auto Train tickets, no matter which class you travel in. As evening arrives, enjoy a delicious dinner in the Dining Car. Our expert chef will serve up a delicious dinner including vegetarian dishes and special meals for the kids. Afterward, there's time for

AutoZug

AutoZug è un servizio, per lo più internazionale, di un treno passeggeri con auto al seguito. Il convoglio è dotato sia di vetture passeggeri (molto spesso vagoni letto o cuccette) sia di carri per il trasporto di veicoli su gomma. Le distanze percorse sono di solito lunghe e lo scopo è di evitare agli utenti, molto spesso turisti, l'affaticamento dei lunghi percorsi di avvicinamento e di evitare l'intasamento della rete viaria.

Storia



AutoZug tedesco

La prima esperienza nel settore fu in Germania che nel 1930 iniziò un servizio di traffico automobilistico bagagli.

Nel 1940 nacquero i carri pianali a due piani per il trasporto auto. Nel 1955 venne attivato un servizio tra Londra e Perth. Il 25 giugno 1956 si iniziò a coprire la tratta Amburgo – Chiasso.

Nello stesso anno vennero aperte al servizio anche le linee tra Ostenda e Monaco di Baviera nonché tra Roma e Milano.

L'anno seguente fu il turno della Francia, con la linea Boulogne-Lione.

Nel 1966 in Europa occidentale si annoveravano in totale 68 relazioni. Nel 1973, anno della prima crisi petrolifera, le relazioni servite erano 163 e i veicoli trasportati erano 185 500.



In Italia

In Italy, Trenitalia operated national Motorail services, advertised as “Auto e moto al seguito”.

As of 12 December 2011, all of these services have been withdrawn.

After the withdrawal of motorail services by state-owned Trenitalia the private-owned railway company Arenaways started overnight motorail trains running from Torino in the north of Italy to Reggio Calabria and Bari in the south.

Talgo train coaches from RENFE group in Spain were used for the services.

After the bankruptcy of Arenaways due to massively manipulated rules by state-owned Trenitalia to exclude the competitor from the market, all services were withdrawn.

Oggi, la compagnia Olandese Treinreiswinkel gestisce una connessione tra Düsseldorf e Verona, la compagnia statale Austriaca Railway ÖBB collega Verona e Livorno con la capitale with Austriaca, Vienna.

Orario 2012: la scure sui servizi non-AV di Trenitalia

di Jacopo Fioravanti e Giancarlo Scolari

Servizio auto al seguito

Dall'11 dicembre il servizio "auto al seguito" non viene più effettuato da Trenitalia su alcuna relazione.



Espresso notturno 1607 Calalzo-Roma Tiburtina, con servizio di auto al seguito, pronto a partire da Calalzo alla volta della Capitale il 18 dicembre 2009. Un'immagine paradigmatica dei tagli inferti con il nuovo orario al servizio universale di Trenitalia, dato che dall'11 dicembre 2011 scompaiono definitivamente, tra gli altri, sia i collegamenti diretti periodici da Roma per le Alpi sia il servizio di auto accompagnate nella sua totalità.

Foto Alessandro De Nardi - 18 dicembre 2009

Motorail

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Examples of Motorail services:

Australia

[Great Southern Rail](#) provides a Motorail service on its long-distance *Indian Pacific*, *The Ghan*, and *The Overland* services.^{[1][2][3]}

[Traveltrain](#) in Queensland offers a Motorail service on its *Sunlander* and *Spirit of the Outback* trains.^[4]

The [Victorian Railways](#) formerly offered Motorail on its *Vineland*, and *Sunraysia* services on the [Mildura line](#).^[5] The [New South Wales Railways](#) (later the [Public Transport Commission](#)) once offered Motorail services on its long-distance lines.

Austria

In [Austria](#), several of the regular day and night trains of the [Österreichische Bundesbahnen](#) include car-carrier wagons. In English, the service is advertised as "Motorail Trains".^[6]

Canada

A North American predecessor to the original Auto-Train was a service run by the Canadian National Railway (CN) that allowed passengers to bring their automobiles along on selected passenger trains. This service proved unsuccessful.^[citation needed]

The [Ontario Northland Railway](#)'s former *Little Bear* mixed cargo-freight train had several flatcars that were used to carry vehicles from [Cochrane](#) to [Moosonee](#).

Chile

In [Chile](#), EFE ([Empresa de los Ferrocarriles del Estado](#)) operates a service called "Autotren"^[7] between [Santiago](#) and [Temuco](#).

Czech Republic

Currently, there are two services per day all-year-round to [Košice](#), Slovakia (EuroCity Košičan daytime and Euronight Slovakia overnight) and an additional daily overnight service between Prague and [Poprad-Tatry](#), Slovakia (fastrain Hornád since 1997, now EuroCity Košičan). There used to be a seasonal service between Prague and [Split](#) (fastrain *Jadran*) which took 24 hours, in seasons 2003–2005 weekly, in seasons 2007–2009 daily.

Finland

In Finland, VR ([website](#)) has a popular automobile-carrying service on its night trains between the south and the north; the service transports 35,000 automobiles a year. VR recently bought 15 new [auto carriers](#) for €8 million. The service operates with trains originating from both [Helsinki](#) and [Turku](#) first stopping at [Tampere](#); from there they follow the same line to the next stop in [Oulu](#). Thereafter, the line splits with one line going up to [Kolari](#) and another line making stops at [Rovaniemi](#) and [Kemijärvi](#). These trains also include sleeper cars allowing passengers to sleep well before driving the next morning.[8]

France

In France, the [SNCF's Auto/train service](#)[9] comprises several overnight automobile-carrying trains throughout France. In the past, all of the Auto/trains also carried [sleeping cars](#). Nowadays passengers travel on a separate train to their automobiles. Typically, passengers drop off their car any time during the day and then use a separate train to reach their destination, where they can pick up the car any time the following day.

This service is available between 13 railway stations: the [Gare de Bercy](#) in [Paris](#) is the main auto-train terminal. There are also terminals in the stations of [Avignon](#) (separate station), [Biarritz](#), [Bordeaux](#), [Briançon](#), [Brive](#), [Fréjus-St-Raphaël](#) (separate station), [Lyon-Perrache](#), [Marseille-Saint-Charles](#), [Nice](#), [Narbonne](#) (separate station), [Toulon](#), and [Toulouse](#).[10] The automobiles are carried in open railcars. Other services are offered to the Auto Train service : a jockey to pick your car up at home, complementary insurances, free bus to leave the arrival station (Bercy, Avignon, Fréjus...), free parking... Since 2012, connections between other cities than Paris have been created, for instance, Bordeaux-Biarritz or Bordeaux-Nice.



Motorail, railway station Neu-Isenburg, Germany, 2011.

Germany

In Germany, [DB AutoZug](#)[11] has services from sixteen stations to cities in [France](#), [Italy](#) and [Austria](#). These are very popular, with 200,000 automobiles transported yearly and half a million passengers. In 2005, DB AutoZug celebrated 75 years of automobile-and-person-carrying trains. Austrian railway [ÖBB](#) runs a daily operated [EuroNight](#) overnight motorail train from [Vienna](#) to [Hamburg](#) and will introduce a new daily operated service from [Vienna](#) to [Düsseldorf](#) in December 2014 as a replacement for [Düsseldorf](#) to [Innsbruck](#) and [Villach](#) services being withdrawn by [DB AutoZug](#).

The operator of motorail services in Germany [Deutsche Bahn](#) announced the withdrawal of all motorail trains by December 2017 as these trains are not profitable.[12] [Deutsche Bahn](#) is now testing a new concept of transporting passenger's vehicles called "Auto+Zug". On the former classical operated national lines Berlin/Düsseldorf - Munich the cars and motorcycles are now transported on lorries by [DB Schenker](#), whereas the passengers travel in normal long-distance or overnight services in First Class and pick up their vehicles at the destination. All international services will be withdrawn in December 2014, in the timetable period of 2015 there are only the national Hamburg-Munich (part of the [DB City Night Line](#) network) and Hamburg-Lörrach services left.[13]

Italy

In Italy, [Trenitalia](#) operated national Motorail services, advertised as “Auto e moto al seguito”. As of 12 December 2011, all of these services have been withdrawn. After the withdrawal of motorail services by state-owned [Trenitalia](#) the private-owned railway company [Arenaways](#) started overnight motorail trains running from [Torino](#) in the north of Italy to [Reggio Calabria](#) and [Bari](#) in the south. [Talgo](#) train coaches from [RENFE](#) group in Spain were used for the services. After the bankruptcy of [Arenaways](#) due to massively manipulated rules by state-owned [Trenitalia](#) to exclude the competitor from the market, all services were withdrawn.

Today, the Dutch travel agency [Treinreiswinke](#) has a connection between [Düsseldorf](#) and [Verona](#), and the state-owned Austrian railway [ÖBB](#) connect [Verona](#) and [Livorno](#) with the Austrian capital of [Vienna](#).

Japan



A Japanese "car train" in Nagoya in 1988.

Several overnight "car train" (?????) services were operated by the [Japanese National Railways](#) and its successor [JR Group](#) between 1985 and 1999. The first such service operated between [Shiodome Freight Terminal](#) in [Tokyo](#) and [Higashi-Kokura Freight Terminal](#) in northern [Kyushu](#). At various times during the 1990s, similar services were operated between [Nagoya](#) and [Kyushu](#), between [Tokyo](#) and [Hokkaido](#) through the [Seikan Tunnel](#), and within [Hokkaido](#).

The freight terminal at [Ebisu Station](#) was used as a terminal for car train services prior to its closure for redevelopment as the [Ebisu Garden Place](#) complex, at which point such services were moved to [Hamamatsucho Station](#).

There were a number of problems with these services which contributed to their eventual cancellation, including fairly severe size restrictions on the vehicles that could be transported, lack of on-board dining facilities, revenue sharing issues between regional operating companies following the privatization of JR, and competition with both long-distance car ferries and combination air/rental car travel products.

Netherlands

The [AutoSlaapTrein](#) service runs in the summer months from ['s-Hertogenbosch](#) ([Den Bosch](#)) in the Netherlands to [Koper](#) in [Slovenia](#), to [Alessandria](#) and [Livorno](#) in [Italy](#), and [Frejus](#) and [Avignon](#) in the South of [France](#).

[EETC](#), the owner of the [AutoSlaapTrein](#), suspended their services in April 2015. Another Dutch company, [Treinreiswinkel](#), continued in May 2015 the [Autoslaaptrein](#) with a connection between [Düsseldorf](#) and [Verona](#).

Poland

In the early 1980s PKP offered motorail services between the following stations: [Szczecin Dąbie](#), [Trzebiatów](#), [Gdynia Główna](#), [Warszawa Główna](#), [Poznań Główny](#), [Katowice](#), [Kraków Główny](#), and [Zakopane](#). Services ran overnight and passengers were carried in [sleeping cars](#) and [couchettes](#).

By the end of the 1990s PKP operated only a single motorail service on overnight trains between Gdynia and Zakopane. The service never gained essential popularity and ultimately was withdrawn in 2004. Among many factors which led to closure of this service, it was criticised for being too cumbersome: while in Zakopane the passengers' cars were available almost immediately, it took nearly two hours to load or unload cars in Gdynia.

Switzerland

In Switzerland, several [car shuttle trains](#) run, called **Autoverlad**; no motorail services exist.

Turkey

The only motorail train of Turkey is running between Villach/Austria and Edirne/Turkey mainly for the Turkish workers abroad, passing through Austria, Slovenia, Croatia, Serbia and Bulgaria. The whole journey completes 1400 km in 30 hours. The train is operated by Optima Tours.^[19]

United Kingdom

Further information: [Motorail \(British Rail\)](#)

[British Rail](#) operated Motorail services from 1955 serving various destination, but had discontinued them by the time the state-owned body was wound-up in the mid 1990s. Privatised train operator [First Great Western](#) went on to revive the service between [London](#) and [Penzance](#) in 1998, operating it until September 2005.

United States

Main article: [Auto Train](#)

[Amtrak](#) operates their dedicated Auto Train between [Lorton, Virginia](#) (near [Washington, D.C.](#)) and [Sanford, Florida](#) (near [Orlando](#)), a distance of 855 miles (1,376 km).