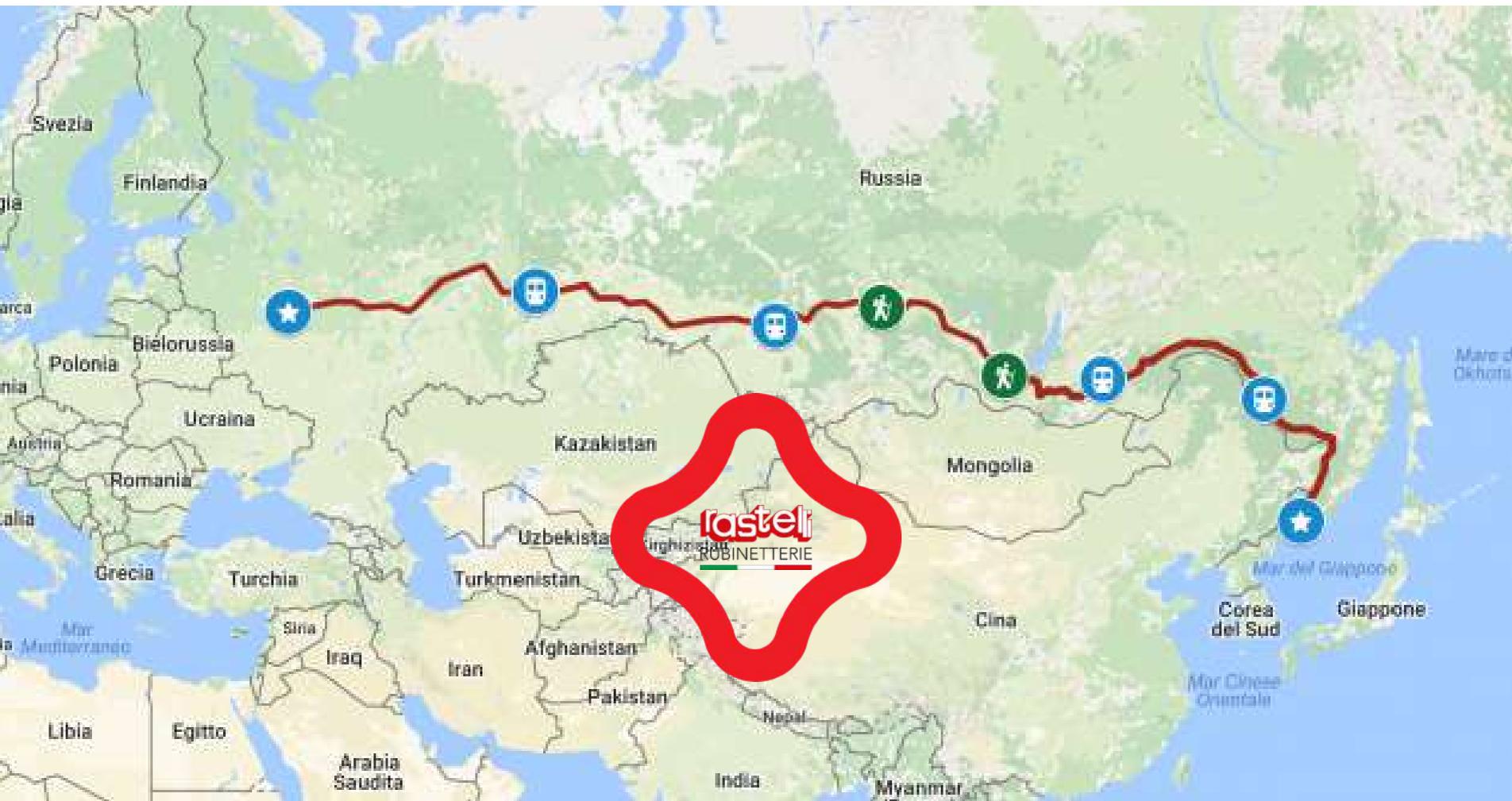


All aboard!

The Trans-Siberian



The railway of the tsars.

More than nine thousand kilometers between steppes, cities, dachas, yurts.

A trip takes about a week, you change 8 time zones and cross 16 rivers.

The Trans-Siberian, a railway that connects western and eastern Russia.

It is the longest railway in the world: we are talking about 9,289 kilometers!

The starting point is Moscow and the ending point is Vladivostok,
the extreme eastern border of the country, bordering China and North Korea.



The inauguration of the works took place on May 31, 1891:
the ceremony was held near Vladivostok.

The laying of the rails of the entire Trans-Siberian ended ten years later,
on November 3, 1901, when the builders of the Chinese-East railway met those of the Trans-Siberian.

The speed of the works had had an impressive average of 740 km per year.
The workforce employed at the peak of the construction numbered around 90,000 men,
many of them sentenced to forced labor.

Thousands died from the terrible working conditions.

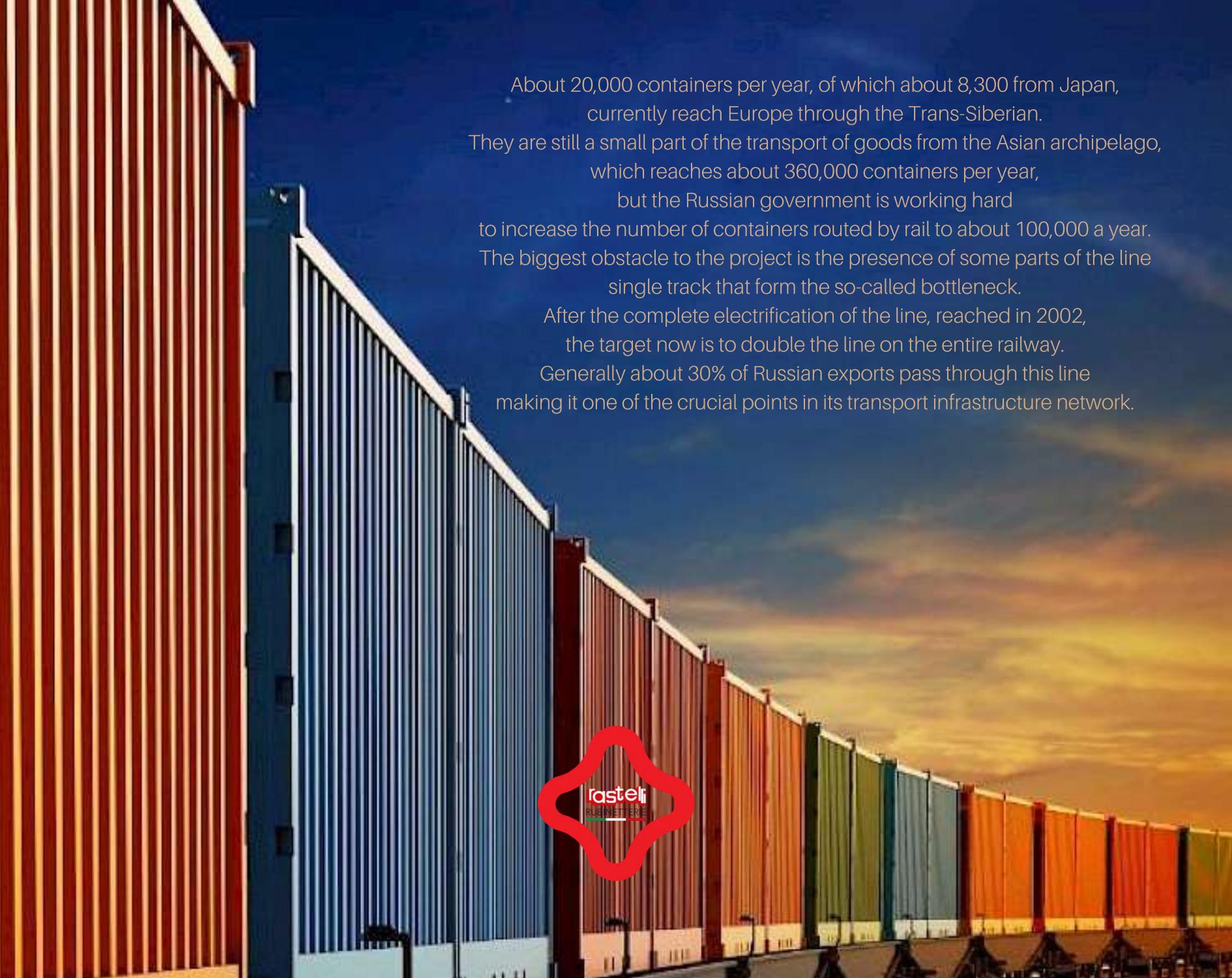
The regular connection of rail traffic between the capital of the empire
(St. Petersburg) and the Pacific ports (Vladivostok and Dalnij) was guaranteed on July 14, 1903
when the Trans-Siberian was put into operation over its entire extension.



The entire route can be covered in less than six days with scheduled trains. There is no single ticket and the individual routes must be organized taking into account time zone and accommodation, public trains are equipped with six-seat berths. After having experimented with this experience for years, in 1992 the German Jean Bergen brought the first private train on the Trans-Siberian, the Zarengold, the Orient Express of Siberia.

The burgundy convoy is almost a kilometer long, the cabins lined with purple velvets evoke luxuries of the past years, in line with the absence of an Internet connection for almost the entire journey: an invitation to rediscover the pleasure of conversation with other travelers.





About 20,000 containers per year, of which about 8,300 from Japan, currently reach Europe through the Trans-Siberian. They are still a small part of the transport of goods from the Asian archipelago, which reaches about 360,000 containers per year, but the Russian government is working hard to increase the number of containers routed by rail to about 100,000 a year. The biggest obstacle to the project is the presence of some parts of the line single track that form the so-called bottleneck.

After the complete electrification of the line, reached in 2002, the target now is to double the line on the entire railway.

Generally about 30% of Russian exports pass through this line making it one of the crucial points in its transport infrastructure network.



One of the most evocative points touched by the Trans-Siberian is Lake Baikal which, with its 1,637 meters, it is the deepest lake in the world.

An immense expanse of fresh water located in southern Siberia which freezes completely in winter and which in spring, when the ice melts, offers this magical show.

The passage on the shores of the lake was a remarkable engineering effort:

262 km of tunnels and numerous bridges were built.

Before the completion of the stretch in 1916, trains were loaded on ferries during the summer period, while in winter the tracks were placed on the frozen lake.



Once called "The most beautiful tsars' jewel",
the Trans-Siberian is a memorable travel experience.

It represents the triumph of man over nature:

it crosses some of the most geographically challenging Russian regions:
in winter the temperatures drop even to - 60 ° C!



The rivers crossed by the Trans-Siberian are 16.

The widest river is the Amur, about 2 km.

The longest bridge on the Trans-Siberian is 2,568 meters long, with 18 spans of 127 meters each.

It was built to cross the Amur River in 1913.

The bridge was demolished in order to build another one 2,612 meters long in 1991.

The new bridge receive both trains and cars at the same time.

