



# EUROPE'S MOST FAMOUS RAILWAY STATIONS



5X52'

5X30'

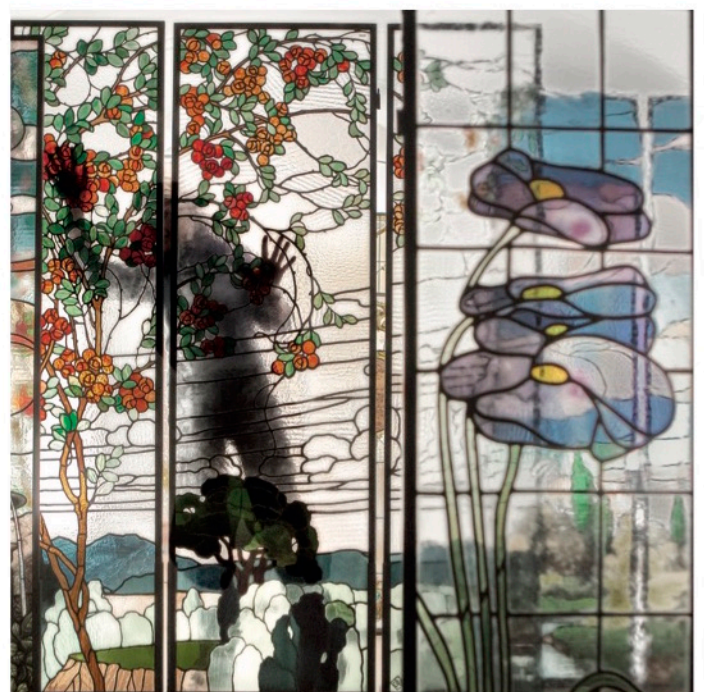
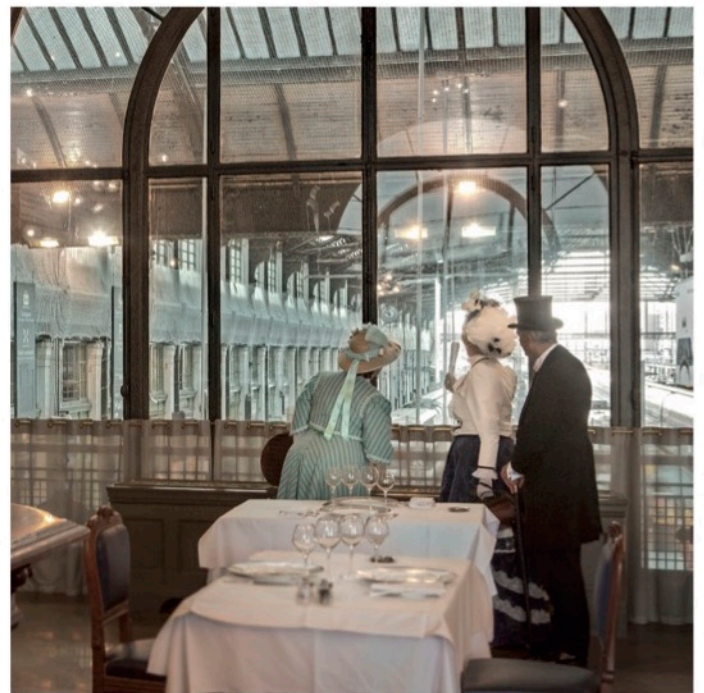
4K  
HDR





Revisit five of the most iconic railway stations built in the 19th Century in Europe which are still landmarks in today's urban landscapes. These cathedrals of the Industrial Age are all facing the future with a face lift. They tell amazing stories of architectural and mechanical feats, when the early jet set of the times travelled by steam engine trains across Europe. Thanks to spectacular 4K, this series reveals the magnificence of these public buildings and the many secrets they hold.

**STAGING: St Pancras (London), Gare de Lyon (Paris), Antwerpen Centraal (Antwerp), Nyugati Pályaudvar (Budapest) and the Stazione Milano Centrale (Milan).**







## **STAZIONE MILANO CENTRALE, MILAN, ITALY**

Milano Centrale stands like a huge rock in the middle of Italy's northern metropole. Its construction of epic scale spanned 25 years, starting under the monarchy and completed under the Mussolini era. Milano Centrale tells stories about train fanatics, fashion innovators and art nouveau lovers, of monumental cemeteries and impressive casinos – and of a public bath built for travelers who needed to clean up and refresh after a long train ride.



## **GARE DE LYON, PARIS, FRANCE**

Gare de Lyon is the youngest of Paris stations, and one of Europe's most important railway hubs. Built in 1900 by the PLM company for the World Expo held in Paris, the station is a jewel of the Belle-Epoque style. A monument of railway architecture with a 100-meter-long facade, and a 64-meter-high clock tower. A copy of London's Big Ben, to honor British rich travelers on their way to the French Riviera. From this station we travel back in time to the mechanical Age of Jules Verne and the cinema pioneer Georges Méliès, exploring also French haute cuisine in the magnificent restaurant Le Train Bleu.



## **ST PANCRAS, LONDON, UK**

St Pancras is the symbol of the great "Railway-Mania" of the Industrial Age. It was built for the second World Expo of London in 1862. The needed ground for the construction site was gained on the slum and land next to St Pancras church. The new building is a different kind of "cathedral" – made of cast iron and glass. St Pancras is the starting point to explore the Victorian age, the life of Charles Dickens and spiritism sessions. On the way meet steam punkers and the falconer of St Pancras - using his birds to fight pigeons.





## ANTWERPEN CENTRAAL, ANTWERP, BELGIUM

Antwerpen Centraal is a jewel in the “city of diamonds”. Built in 1905, its gigantic dome reminds of the Pantheon in Rome. Wall to wall with the station lies Antwerp’s green heart – the Zoological garden, which bears witness to the Belgian colonial empire. The station’s counterpart is Antwerp’s harbor from where two million Europeans sailed away by the turn of the 19th century, to the new promised land, America. The station tells stories about people who are not just passengers. They have a special relationship with the Antwerpen Centraal: a station master, a Jewish diamond manufacturer and a railway fan.



## NYUGATI PÁLYAUDVAR, BUDAPEST, HUNGARY

Designed by Gustav Eiffel in 1874, Nyugati Pályaudvar was the world’s fifth biggest train station at the time, and for many years Europe’s most modern one. Today the patina of the years lays on the old station. Once a year the splendors of Empress Sissi’ train departs to reach Gödöllő and its beloved castle. Nyugati Pályaudvar tells stories of the Hungarian railway symphony orchestra, of a socialist children railway and of the Szechenyi Thermal Bath nearby, one of Budapest’s architectural prides.

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### PRODUCERS AND BROADCASTERS:

Yuzu/ Stefilm/ Laokoon Filmgroup/ Arte/ Servus/ SWR

### DIRECTOR:

Jeremy J.P. Fekete

[WWW.TERRANO.A.COM](http://WWW.TERRANO.A.COM)

155 rue de Charonne - 75011 Paris - FRANCE

[contact@terranoa.com](mailto:contact@terranoa.com)