

## TGV COLLECTOR 1st CLASS SEATS



### When the « Pope » of the French industrial design meets the fastest train in the world...

In 1986, the SNCF (the French Railways company) asks Roger Tallon (one of greatest French designers of the time) to design the new TGV Atlantique and its new corporate identity. When the Pope of the French industrial design meets the fastest train in the world, it makes explosive design and objects!

### Comfort and character : the performance of an historic industrial design

The TGV Atlantique 1st class seats have this unique touch that Roger Tallon gave to them: so 80's black stripes on a white Aluminium hull... Profile side that recalls the look of the TGV. Front side with a wide space, dressed in a ultra comfortable and durable velours, designed to accommodate thousands of passengers on journeys lasting up to 6 hours. The realization of an aluminum molded hull (designed to reduce vibrations) was a technical innovation at that time.

### Rare and unique furnitures

From 2001, the TGV Atlantique trains were systematically decommissioned to be restored. Then they resume service with a new interior design by Christian Lacroix. Each time, the old furniture was destroyed, except some of the latest 1st class seats of the last coach of the last train (train n°388), saved from the scrap in April 2010 by 2 lovers of design, travel and trains: Augustin Marck and Sebastien Fuchs.

### A tailored restoration work done by enthusiasts

"Originally, I just wanted to restore some 1st class seats to decorate my living room because I was always fascinated by the TGV," says Augustin. "Then I was very surprised to discover that I was alone in wanting to save those unique and world famous seats. Once renovated in my house, the seats were immediatly appreciated by my friends. By word of mouth, I was even contacted by people in Japan who wanted to get them! Therefore, I requested and obtained the right from the SNCF to retrieve the latest 1st class seats to save them from the scrap and I lead a work of preservation and restoration. This is how is born the decomotiv project. "

"We are renovating the seats on demand with our network of specialized craftsmen. It is a tailored work, at the request of customers. The number of seats still available is very limited. Each is numbered and presented with a history of the seat and the train. We thus preserve the unique personality of these seats. "

### Roger Tallon

Creator of the design department in 1963 at the Ecole Nationale Supérieure des Arts Décoratifs in Paris, he is also the creator of the popular portable TV « Téléavia P111 » in 1966, awarded with the Grand Prix of industrial design in 1985, Commander of Arts and Letters since 1992. Roger Talon has a profound impact on French design.

### The TGV train.

The TGV was developed in the 70s by GEC-Alsthom (now Alstom) and SNCF (the French National Railways). Originally, the train would operate with gas turbines. Because of the oil crisis of 1973, the turbine system was abandoned and the first electric prototype was lauched in 1974. This is the beginning of the legend: the first line (TGV Paris-Lyon) was inaugurated in September 1981 (the orange TGVs, do you remember?) and then the TGV cumulated many world rail speed records (the latest: 2007 with 574.8 km / h - 357 mph) ...