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Newsletter Editorial

.... En Voiture, s’il vous plait

Welcome to the first newsletter of Amis des Wagons-Lits. For many years we have written about and assisted many friends interested in the Compagnie des Wagons-Lits on many topics related to its history, to the 4200 cars operated since 1876 and about the 370 cars still in existence today. Although many of these cars realistically have little chance of being restored to their original condition, at the other end of the spectrum there are dozens of Wagons-Lits, Wagons-Restaurants and Wagons Salons Pullman beautifully brought back to their original condition in museums and heritage railways across Europe. But the crème-de-la-crème must be the belle epoch recreations of the Venice Simplon Orient Express and of the Orient Express, both the cars already restored and modernised by the SNCF and its recently acquired fleet, previously owned by the Nostalgie Istanbul Orient Express Company. We believe that there is an ongoing interest in what has happened to the many hundreds of CIWL carriages and especially those that are scattered around Europe and beyond.

The IRPS has gallantly published its journal for 10 years following the demise of the earlier Wagons-Lits Society in 2008 and we look forward to supporting them in their task of returning their two exCIWL cars to operational condition on the Nene Valley Railway together with collection of Belgian, Danish and Swedish railways’ vehicles.

The world has moved on and some of our colleagues are no longer with us. However, we have been well supported in establishing Amis des Wagons-Lits by many people new to us throughout Europe

So our small team is embarking on producing a regular magazine, how frequently you may ask, well that is just a question of cost and your interest after reading this newsletter. We want to form an editorial board providing representative views and news from everywhere that CIWL-related stories are to be found. We also recognise the considerable effort by colleagues in Europe who in turn have contributed a lot over the years and hope they will continue

We intend to include regular articles as to the whereabouts of CIWL carriages, be they on heritage railways, in museums or being used as a restaurant here and there or quietly rotting away in a disused siding.

We plan to include one article every issue in the language of one of our correspondents. Space will not allow us to produce a complete bilingual text, even so Danish, French, German, Spanish, Italian, Romanian, Portuguese and Japanese offer the almost limitless possibilities.

A word about the Media! Whether we like it or not there is either a re-release or a remake of one of the great films as was the recent Johnny Depp version of 'Murder on the Orient Express'. Our dear colleague Hercule Poirot in 'The Blue Train Mystery' and now the new documentary called 'The Blue Train' is in production.

Similarly we will promote and review new books and those novels that we slipped into our pockets for the long journey such as 'The Petersburg – Cannes Express, The Last Train from Berlin, or even Murder on the Night Ferry.

As we are independent and not sponsored by any of the film companies we will publish a review of these new releases.

And as a special treat we will publish a review of the many CIWL related films from the 1920s, 1930s, 1940s plus plus! Our colleague Alfred Hitchcock will be thrilled we are sure to learn from above that we have given the thumbs up to his film 'The Lady Vanishes'.

In conclusion, yes we are excited about this magazine, but simply ask you to pass on the word and then if you would like to receive a copy regularly to mail us. Under the data Protection Act we will need your agreement to keep a note of your e-mail address.

What will it cost? We do not know right now when we know we will mail all of you who have shown an interest.

Contributions will be most welcome and photos in jpeg form also acceptable

In conclusion, the aim is for forum to emerge, ideas and memories to be exchanged and for visits to sites where cars can be seen and travelled in to be arranged, and for the attendant's call "En Voiture s'il vous plait" to be heard again.

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Thank you, Merci, Danke, Gracias, Bedankt, Grazie, Mulțumesc, ευχαριστώ

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Amis des Wagons-Lits feature article

REMAINING CIWL CARS – FEBRUARY 2019

The following survey is of cars built by the Cie. Internationale des Wagons-Lits since the start of the construction of Wagons-Lits in 1872 that remain today – February 2019 – in largely recognisable forms. The first published version of the author's list was in George Behrend's last book on the CIWL "Pullman and the Orient Expresses" (Published privately in 2000).

The author's working definitions for this survey, which is produced from a continuously up-dated database are detailed below and cover a current total of 377 CIWL-owned items of rolling stock and includes one 1911-built shunting locomotive, an Akkulok (battery-powered), originally working at CIWL atelier at Inzersdorf, Wien. It is now an exhibit at Schwechat museum and occasionally runs on their tracks. The estimated number of cars built or rebuilt and assigned new car numbers by the CIWL was about 4200 and thus the survey accounts for 9% of the total.

Perhaps the most significant feature of a survey like this one is the location or whereabouts of the known cars and what sort of condition are they in. The known cars include those which are fully preserved and are as good as new which includes those operated as luxury tour trains (Venice Simplon Orient Express -VSOE and the Pullman Orient Express-POE) and of course the cars permanently exhibited in national railway museums. Also in the luxury tourist sector is 'Al-Andalus Express' which utilises cars from the 1930s does not continue the CIWL iconic branding but has evolved one of its own. Fascinatingly, the premier part of the sector using vintage CIWL cars is appearing to be heading for further expansion. The SNCF-owned 'Pullman Orient Express' has recently acquired at least 13 former 'Nostalgie Istanbul Orient Express' (NIOE), which had been impounded in Poland for eight years as a result of various legal actions. These cars arrived at ACC Clermont Ferrand in December 2018 for preliminary assessment and eventual restoration as part of the POE Project, possibly leading to a Paris-Wien service. The VSOE also has potential for further development, with five unrestored cars located in Belgium.

Beneath the all-important luxury and museum standard of preservation comes a group of cars that have been restored and maintained to a standard that makes it possible for the cars to operate to main-line running requirements. A number of societies in Spain and Switzerland particularly run complete trains and individual cars mainly for railway enthusiasts or in connexion with special events.

Similarly a number of wagons-lits that have been retired from scheduled operations have won an extended life working on travel agents' holiday trains. In part due to the decisions by the national railway administrations in Belgium, France and The Netherlands to be withdrawn from the market for night trains, especially international services, an opportunity for private operators to run holiday seasonal trains with hired sleeping cars and couchettes became an attractive proposition. The first entrant into this particular market was EETC (Euro Express Trein Chartering BV) in 2003. Although this operation ceased trading in 2015, several other holiday market train operators soon emerged in Germany and reduced their train haulage costs by only having destinations in Germany and Italy. The EETC business model frequently used the heavily modified CIWL WL P type cars which became known as WL AB30 cars, relying on former NS and SNCB ones. Most of these modified cars, from 1955, still exist but in need of updating for further use. An additional source of AB30 cars became available at the end of 2016, when their operator ÖBB retired its fleet of CIWL types AB30 and MUn sleepers, together with

their owned exT2s cars (designated AB32s and AB33s) and exCity Night Line “Dosto” (Doppelstock/double deck cars). The ÖBB purchased the DB fleet of 43 Nacht Zug Schlafwagen in 2016 to become its international “Nightjet” operation with a few re-branded Dosto cars for the Austrian nightly internal service from Wien to Bregenz (Train NJ 466/467). The former CIWL WL P/AB30 cars are clearly an important element of the survey of remaining CIWL cars and although mainly Austrian-owned, they have been included under Germany as their operating location. There is also a prospect of the WL AB30 cars being used on the Malmo-Berlin budget service in summer 2019.

Focussing principally on WR’s, many preserved railways in Belgium, France and The Netherlands operate cars regularly for many months of the year and benefit from the catering income obtained from them, as dining on trains grows in popularity. Catering in museums with exCIWL cars ensures a continued demand for more cars and already in Spain longer dining tour trains are a likely development.

While by no means unique to exCIWL cars, numerous classic cars have been dumped throughout Europe either in the sidings of enthusiast-railways with a hope of eventual restoration, at least to be able to run one day in the future. The survey contains many examples of such cars, which frankly are very difficult to monitor as often the true owner is not recorded. The long-term outlook for these cars is generally poor. There are however several private collections of exCIWL cars and whose owners do not advertise their existence and rarely provide details of their collections. On the positive side, without the efforts of these collectors especially in France and Spain, these valuable cars would not exist at all. The situation in Greece is more haphazard with large number of cars both classic and teak-built cars distributed throughout the country with many designated as national monuments, but thankfully because of the dry favourable climate have not wasted away completely.

Summary of former CIWL cars existing – as at February 2019

Countries	Cars	%	WL	WR	WSP	Fourgons	Others
Austria	17	5%	10	5	1		Akkulok
Belgium	10	3%	4	4	2		
Czech Rep	12	3%	5	3	4		
Denmark	2	1%	1	1			
Finland	1	0%		1			
France	160	42%	68	65	23	4	
France/Luxembourg	4	1%		3	1		
Germany	30	8%	26	3	1		
Greece	26	7%	14	3	7	2	
Hungary	5	1%	1	4			
Iran	2	1%	2				
Italy	6	2%	3	3			
Japan	10	3%	8	1	1		
Netherlands	9	2%	1	7	1		
Poland	2	1%		2			
Portugal	9	2%	9				
Russia	1	0%	1				
Slovakia	3	1%	3				
Spain	57	15%	34	17	4	2	

Switzerland	7	2%	1	4	2		
UK	4	1%	3	1			
21countries	377	100%	194	127	47	8	1

51% WL; 34% WR; 13% WSP

The above summary indicates that 42% of all the existing exCIWL cars are located in or owned by French entities; only recently did this become the situation. It was brought about in December 2018 when as previously described the SNCF acquired 13 cars from NIOE, but equally significantly was the purchase of the Belmond VSOE operation by Louis Vuitton Moët Hennessey from its Bermudan owner which made the VSOE truly a train French. The presence of so many WR within France requires some comment. In 1962 the SNCF bought the entire fleet of CIWL WRs and some WSPs and had service contracts with CIWL for the day-to-day operation, which also allowed the SNCF scope for new investments and developments including the Grill-Express concept. The eventual disposal of the classic *bleus* WR included to the French Army, based at Versailles-Matelots and some collectors of CIWL cars, many of whom no longer exist.

The evolution of a large Spanish presence in the ownership league-table also reflects the past importance of the CIWL operation both to the Spanish railway network and to the travelling clientele in years gone past. As with France, Spanish buyers were able to benefit from a rapid run-down of CIWL services in the 1970s and 1980s, albeit at a time that new WL T2 cars were entering service extensively throughout Spain.

The details behind the development of the fleets of old CIWL cars in the locations listed above will be detailed in fuller detail in future editions of the *Amis des Wagons-Lits* newsletters. It is recognised that so far there have been very few attempts to portray the full extent of the global position with regard to the current number of exCIWL cars surviving in Europe and beyond. It should be stressed that one of the aims of *Amis des Wagons-Lits* is firstly to identify as many of the cars involved as possible and any information that can improve and correct the existing data is always very welcomed. Better information will presumably encourage more research and stimulate more visits to locations where CIWL cars can still be found. The recent energies and resources put into the POE project is one of several known to be in the background at the moment, all of which need as much support as possible before it is too late.

Survey methodology:

The survey included all types of cars built by the CIWL, those ordered from other manufacturers including wagons-lits, wagons-restaurants, saloon and Pullman cars, fourgons (for baggage, mail, and client facilities – showers and accompanied animals, and catering stores) and assorted vehicles including lighting-gas wagons and wine tankers 'Bi-foudres'. Some vehicles were modified at least once in their CIWL life-time. The oldest remaining known exCIWL car is a WL built in 1900 by Ganz of Budapest, and several of the teak cars remaining in Greece date from 1905-1910. At the other end of the time series are the four last CIWL cars, the WL MUn type cars (numbers 2001-2004) which entered service in the year 2000. At the current time there are no CIWL sleeping cars operating in regular, timetabled services and likewise no classic CIWL restaurant car operate and the last Pullman car services were replaced by either Trans Europ Expresses and other modern high-speed locomotive-hauled services by the mid-1980s.

The survey does not include cars supplied to the railway administration members of the sleeping car Pool which operated from 1971, although these included two CIWL WL designs, namely the MU and T2 types. In both cases the original cars were ordered by the CIWL but later production was either financed by the railway administrations and/or the Eurofima financing facility, although one major improvement was made to the original designs, namely the provision of air-conditioning.



Les Ifs, France WR 2971
and WL 3662 – 2003-03

Inzersdorf Akkulok being
restored at Schwechat museum
near Wien – 2007-05



The Luxury-End of the Market

For those who want to celebrate that special occasion, then the luxury end of the market still offers a choice of CIWL trains operating mostly in the summer months in Europe.

For details go to the 'Orient Express' website www.orient-express.com

For the Venice Simplon Orient Express see <https://www.belmond.com/trains> and the Al-Andalus Express tour train see <http://www.renfe.com/trensturidticos/eng/alandalus.html>

For the Trans-Siberian Express which operates both a regular service train plus a tourist special, we recommend that you consult the website www.seat61.com.

The annual winter maintenance period of the VSOE is recognised as the most critical part of the train's yearly cycle and has even featured in recent television documentaries which the clientele may not be aware of; merely expecting a very high standard of service and unequalled condition of the vintage carriages, both the former CIWL ones in the continental train but also of the British Pullman train.

As this winter draws to its close we can now report on how the scheduled maintenance of the VSOE's 18 cars were prepared for the 2019 services. Last November after the advertised runs finished in Venice, five cars scheduled for heavy maintenance and major attention to the were promptly moved to ACC at Clermont Ferrand for a re-fit taking three months. The cars involved were WL S1 3309, 3425 Lx 3483, 3539 and 3543. These included the de-luxe suite cars introduced last year.

For a number of years Belmond, the owners of the VSOE train and hotels, have sent the remaining thirteen cars to a variety of companies providing repair and maintenance facilities to third-party operators, mainly used for freight wagons especially for tank and high-insurance vehicles. On the 28th of November 2018 the other VSOE cars arrived at the facilities of MIDA srl at Collesalvetti, east of Livorno, Italy. We understand the brief was to carry out the normal maintenance operations, painting the cars with the polishing of marble surfaces and inlaid interiors of the period. In addition, the carriages have been equipped with a new braking system and an air-conditioning system in both the day and night area as well as the Wi-Fi service through-out. The improvements to the braking system were carried out by Knorr-Bremse Rail System Italia.

Perhaps the local significance of the VSOE contract was the regional radio's on-line report (see <https://www.contr`oradio.it/livorno-manutenzione-orient-express/>) that MIDA srl was to open its doors on 23rd February 2019 from 10:30 to 17:30 for the public to visit and see the cars before they return to Venice in the for the preparations for this year's Calais- Venice services and some longer tours.

ACC Ingénierie & Maintenance

Back in the spring of 2016 the author joined a group from CIWL's Patrimoine on a visit to this railway repair and restoration company based in the centre of France. One of the very few occasions when the journey was free, but there was a but! At Nevers north of Clermont Ferrand (CF), the electric loco ground to a halt as its radio connection to control had failed, no great deal except that were due to be welcomed at CF station by the President of SNCF, as we were about an hour late he had gone elsewhere.

This company carries out the restoration of CIWL cars and has refurbished the SNCF's own Pullman Orient Express and a matter of just a few weeks ago took delivery of the thirteen Nostalgie Istanbul Orient Express CIWL cars which were moved on low loaders from the Polish Byelorussia frontier across Europe to Clermont Ferrand. These cars are destined to be added to the seven cars in the existing SNCF Pullman Orient Express fleet.

What came as a surprise was a YouTube video showing SNCF's researcher inspecting the NIOE cars and others in Vienna and at Les Ifs in Normandy. <https://www.youtube.com/watch?v=k0ueOCD1vOs> It has since been announced that ACC has taken charge of an early teak built WR which was slowly deteriorating at Schwechat to the east of Vienna (WR 2057).

ACC has all of the skills needed to bring these cars back to their original glorious state as can be seen from the photographs. Only a few months ago one of the Orient Express UK's Pullman Fleet was taken to ACC via the Eurotunnel. www.accim.com

Photos inside ACC – April 2016 – including WR 2869 and 2979, and WSP 4160 exterior and interiors



On the Move

We will attempt to report on any moves since our last report; in addition will be very pleased to receive any news. Below are some changes from 2018.

CIWL No.	UIC No.	Type WR-WL-WP	Built	New location	Observations
4528	61 81 70-70 006	exWL P – AB30	1955-56		Train Rental Inter'l
4529	61 84 06-70 419	exWL P –	1955-56		MSM

		AB30			
4530	61 84 06-70 425	exWL P – AB30	1955-56		MSM stored?
4531	61 84 06-70 424	exWL P – AB30	1955-56	To be scrapped?	Dornap-Hahnenfurt
4532	61 84 06-70 422	exWL P – AB30	1955-56	To be scrapped	Dornap-Hahnenfurt
4535	61 84 06-70 420	exWL P – AB30	1955-56	To be scrapped	
4536	61 84 06-70 418	exWL P – AB30	1955-56	Hamburg?	MSM Urlaub Ex etc.
4537	61 87 75-30 727	exWL P	1955-56	Dracy St Loup 71400 France	Hotel
4538	61 81 70-70 010	exWL P – AB30	1955-56		Europe Endless Exp
4539	61 81 70-70 005	exWL P – AB30	1955-56	Austria	Cannibalised –crap?
4541	61 81 70-70 008	exWL P – AB30	1955-56		Europe Endless Exp
4543	61 84 06-70 423	exWL P – AB30	1955-56	To be scrapped?	Munster
4544	61 81 70-70 009	exWL P – AB30	1955-56		BTEEx
4552	61 84 06-70 417	exWL P – AB30	1955-56	Hamburg?	MSM Urlaub Ex etc.
4553	61 81 70-70 004	exWL P – AB30	1955-56		Train Rental Inter'l
4554	61 81 70-70 009	exWL P – AB30	1955-56		BTEEx used by MSM
4555	61 81 70-70 001	exWL P – AB30	1955-56		Train Rental Inter'l
4557	61 81 70-70 003	exWL P – AB30	1955-56		Train Rental Inter'l
4558	61 84 06-70 416	exWL P – AB30	1955-56	Dusseldorf-Rath	Approval suspended
4559	61 81 70-70 002	exWL P – AB30	1955-56		BTEEx

Oostende-Slykens CIWL Atelier – 1991-08-31 – WL 4556 and WL 4574 +4531 + 3922 in distance

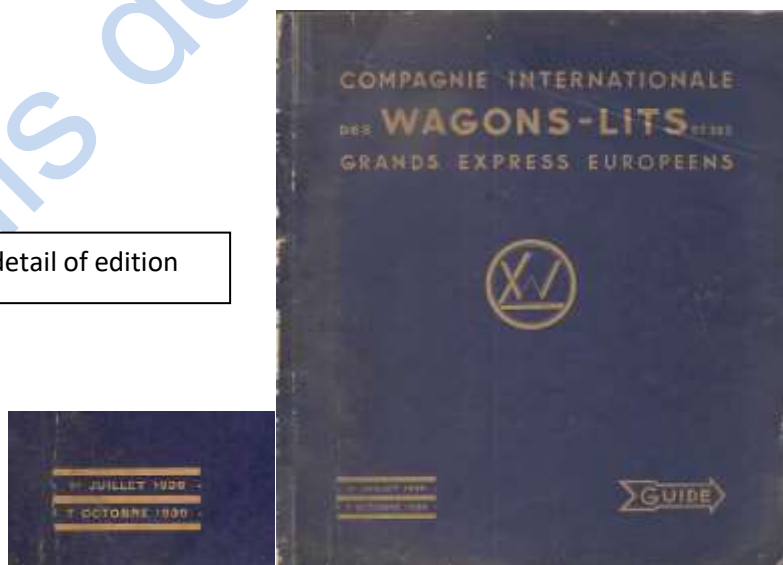




The CIWL Blue Guide Summer 1939

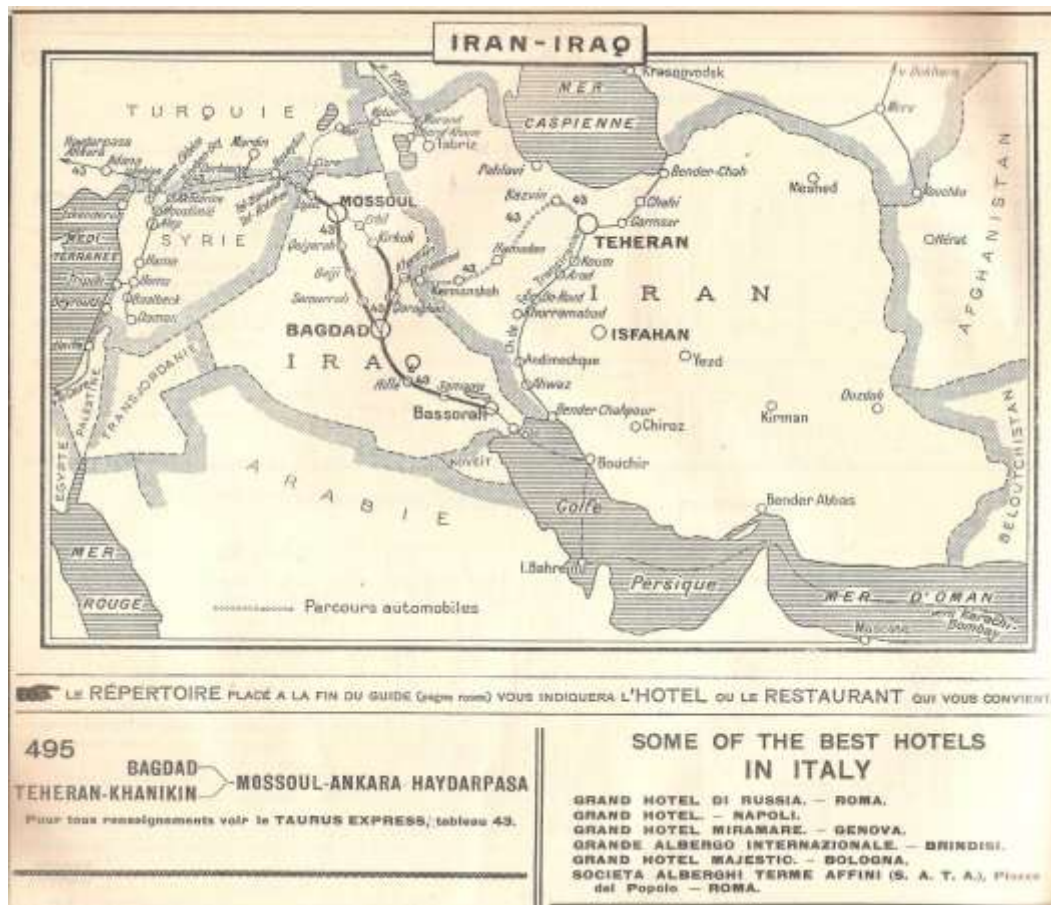
The timetable guide for the period 1st July to 7th October 1939 illustrated below provided a salutary lesson in history. The preparation of the Blue Guide was for a routine summer season but its effective working life ended at the beginning of September with the restrictions on services to Poland and Germany, increasing mobilisation in Italy, while CIWL operations in Spain were recovering after the repair and reconstruction work ensuing as the country came together after the civil war. The new three-year old Wagons-Lits service from Paris to London came to an abrupt end after its arrival on the morning of the 4th September 1939 as the British Government took control of shipping in British waters, less than 24 hours of the Declaration of War. The CIWL cars that morning were quickly repatriated to France; an experience which faced many railway administrations throughout Europe as the Compagnie confronted the new era in all Europe.

Guide cover and detail of edition



A browse through the pages will reveal that Austria has already been occupied and absorbed by Hitler's Germany, parts of Czechoslovakia to the south with the border of what was Austria are now also part of

Hitler's Germany and known as 'The Protectorate of Bohemia and Moravia'. However the Baltic states of Estonia, Latvia and Lithuania are listed separately and are at this date still independent.



However as war has not yet been declared, all of the CIWL services still operated in even the Middle East, including Iraq, Iran and Egypt plus Africa.

43		GRANDS EXPRESS INTERNATIONAUX		43		
TAURUS EXPRESS — HAYDARPAŞA — ANKARA — ALEP			— TEHERAN — MOSSOUL — BAGDAD — BASSORAH — TRIPOLI — BEYROUTH — LE CAIRE			
No des trains	Jours de circulation	Ann.	1 ^{re} et 2 ^e CLASSE	Jours de circulation	No des services	
1	Mer. Ven. Lun.	34	HAYDARPAŞA	29 00	540	S.G. 1.2.3.4. HAYDARPAŞA-MOSSOUL (tri-septennaire).
714	Mer. Ven. Lun.	21	ANKARA	19 55	541	S.G. 1.2.3.4. HAYDARPAŞA-TRIPOLI (tri-septennaire).
624	Jeu. Sam. Mar.	34	BOGAZKÖPRÜ	17 58	802	R. 1.2.3. HAÏFA-KANTARA (quotidien).
104	Jeu. Sam. Mar.	34	ULUOBLA	15 14	8403	X HAYDARPAŞA-MOSSOUL (tri-septennaire).
120	Jeu. Sam. Mar.	34	YENICE	13 23	8112	X HAÏFA-KANTARA (quotidien).
134	Jeu. Sam. Mar.	34	ADANA	12 33	...	X L.2.3. KANTARA-LE CAIRE.
44	Jeu. Sam. Mar.	34	FEVZİPAŞA	11 33	548	S.G. 1.2.3.4. MOSSOUL-HAYDARPAŞA (tri-septennaire).
74	Jeu. Sam. Mar.	34	İSLAHİE	10 43	542	S.G. 1.2.3.4. TRIPOLI-HAYDARPAŞA (tri-septennaire).
24	Jeu. Sam. Mar.	34	MEİDANKEBEZ	9 53	821	R. 1.2.3. KANTARA-HAÏFA (quotidien).
32	Jeu. Sam. Mar.	34	ALEP	9 03	8404	X MOSSOUL-HAYDARPAŞA (tri-septennaire).
32	Jeu. Sam. Mar.	34	HOMS	8 13	8111	X KANTARA-HAÏFA (quotidien).
1801	Jeu. Sam. Mar.	34	TRIPOLI	7 23	...	X L.2.3. LE CAIRE-KANTARA.
1802	Jeu. Sam. Mar.	34	BEYROUTH	6 33		
2091	Jeu. Sam. Mar.	34	HAÏFA	5 43		
2131	Jeu. Sam. Mar.	34	LYDDA	4 53		
2804	Jeu. Sam. Mar.	34	KANTARA (Est)	4 03		
3006	Jeu. Sam. Mar.	34	LE CAIRE	3 13		
1544	Jeu. Sam. Mar.	34	ALEP	2 23		
1588	Jeu. Sam. Mar.	34	AKHTERINE	1 33		
1608	Jeu. Sam. Mar.	34	TOGHAN BEY	0 43		
1609	Jeu. Sam. Mar.	34	DERBESİYE	0 53		
2217	Jeu. Sam. Mar.	34	WARDİN	0 03		
2413	Jeu. Sam. Mar.	34	DERBESİYE	0 13		
2741	Jeu. Sam. Mar.	34	NUSAYRİN	0 23		
2742	Jeu. Sam. Mar.	34	TEL KOTCHEK	0 33		
2743	Jeu. Sam. Mar.	34	TEL AWAINAT	0 43		
2744	Jeu. Sam. Mar.	34	KASSIK KEUPPE	0 53		
2745	Jeu. Sam. Mar.	34	SABUNİYAH	1 03		
2746	Jeu. Sam. Mar.	34	MOSSOUL	1 13		
2747	Jeu. Sam. Mar.	34	KIRKUK	1 23		
2748	Jeu. Sam. Mar.	34	KIRKUK	1 33		
2749	Jeu. Sam. Mar.	34	KIRKUK	1 43		
2750	Jeu. Sam. Mar.	34	BAGDAD (N.)	1 53		
2751	Jeu. Sam. Mar.	34	BAGDAD (S.)	2 03		
2752	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	2 13		
2753	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	2 23		
2754	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	2 33		
2755	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	2 43		
2756	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	2 53		
2757	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	3 03		
2758	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	3 13		
2759	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	3 23		
2760	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	3 33		
2761	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	3 43		
2762	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	3 53		
2763	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	4 03		
2764	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	4 13		
2765	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	4 23		
2766	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	4 33		
2767	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	4 43		
2768	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	4 53		
2769	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	5 03		
2770	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	5 13		
2771	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	5 23		
2772	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	5 33		
2773	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	5 43		
2774	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	5 53		
2775	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	6 03		
2776	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	6 13		
2777	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	6 23		
2778	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	6 33		
2779	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	6 43		
2780	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	6 53		
2781	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	7 03		
2782	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	7 13		
2783	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	7 23		
2784	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	7 33		
2785	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	7 43		
2786	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	7 53		
2787	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	8 03		
2788	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	8 13		
2789	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	8 23		
2790	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	8 33		
2791	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	8 43		
2792	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	8 53		
2793	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	9 03		
2794	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	9 13		
2795	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	9 23		
2796	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	9 33		
2797	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	9 43		
2798	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	9 53		
2799	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	10 03		
2800	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	10 13		
2801	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	10 23		
2802	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	10 33		
2803	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	10 43		
2804	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	10 53		
2805	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	11 03		
2806	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	11 13		
2807	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	11 23		
2808	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	11 33		
2809	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	11 43		
2810	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	11 53		
2811	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	12 03		
2812	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	12 13		
2813	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	12 23		
2814	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	12 33		
2815	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	12 43		
2816	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	12 53		
2817	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	13 03		
2818	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	13 13		
2819	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	13 23		
2820	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	13 33		
2821	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	13 43		
2822	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	13 53		
2823	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	14 03		
2824	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	14 13		
2825	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	14 23		
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2829	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	15 03		
2830	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	15 13		
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2835	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	16 03		
2836	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	16 13		
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2853	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	19 03		
2854	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	19 13		
2855	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	19 23		
2856	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	19 33		
2857	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	19 43		
2858	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	19 53		
2859	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	20 03		
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2863	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	20 43		
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2865	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	21 03		
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2868	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	21 33		
2869	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	21 43		
2870	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	21 53		
2871	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	22 03		
2872	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	22 13		
2873	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	22 23		
2874	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	22 33		
2875	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	22 43		
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2877	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	23 03		
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2882	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	23 53		
2883	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	24 03		
2884	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	24 13		
2885	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	24 23		
2886	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	24 33		
2887	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	24 43		
2888	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	24 53		
2889	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	25 03		
2890	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	25 13		
2891	Jeu. Sam. Mar.	34	BASSORAH (Mar.)	25 23		

the UK. Patrick Keef's Bagnall 0-4-0st "Woto" and Kerr Stuart 0-4-0st "Peter Pan" making a welcome return after a major rebuild. Maldegem's own Hanomag 0-4-0wt "Yvonne" from 1906 will also be operating.

On the standard gauge, three of Maldegem's own locos will be in service: Austerity 0-6-0st WD196, Avonside 0-4-0st "Fred" and St Leonard 0-4-0t "Yvonne" from 1893. There will also be a visiting loco on the standard gauge. Negotiations for this are ongoing.

Several items of modern rolling stock have been promised for display including a Class 55 diesel used as a "Thunderbird" on the TGV lines. As usual, there will be an international selection of trade stands present and live steam, electric models, Lego trains, ... in operation. The Stoomtrein Maldegem is also the owner of two CIWL cars Nos WR 4250 & WR 2982 and runs Orient Express Dining Excursions, details can be found on their website www.stoomtreinmaldegem.be.



Maldegem lays about 14km from Bruges on the Belgian –Dutch border. For groups wishing to attend from the UK, transport from Zeebrugge P&O ferries terminal (nightly sailing from Hull) or Bruges railway station can be arranged by preserved bus.

For more details please contact Kevin M Hoggett avonside040@telenet.be

'Coches CIWL y especiales de RENFE' a new book by

By Juan Delgado Luna

with photos supplied by Brendan Martin and Chris Elliott

Launched at the Spanish National Railway Museum - Museo Delicias in the heart of Madrid on the 7th September 2018 Juan Delgado Luna's new book deals principally with the CIWL Lx Class Carriages owned largely by RENFE. For those CIWL enthusiasts who follow Spain's long history of operating a sizeable fleet of carriages this book is an excellent addition to the meagre library. Prior to this the only other book on the subject was 'Coches Camas, Restaurants y Salones en el Peninsular Iberica' by Xavier Aranguren.

In full colour and in just 103 pages; Juan deals with this fleet in the following chapters Los Lujosos Pullman Art Deco de Andaluces, Coches Lx Lujo y Distinción, CIWL RENFE WR R12-12950, Coche S4U-3370, Coche LJ-3968, Coche ZZ-1, El Verderon AA-378, Coche Salon ZZ-307, SS-El Coche De Jefe De Estado Francisco Franco, Al Andalus. It offers a close up of the CIWL fleet some built, some restored but all operated on the Spanish network. In the period covered by this book, trains speeds were very modest often little more than 50 km/h.

In addition to the above chapters there is a comprehensive list of all of the CIWL carriages in preservation in Spain. It is worthy to note that Spain and to a lesser extent Portugal own the largest fleet in Europe. Spain has a very active restoration capacity with associations; ARMF in Llerida and AZAFT in Zaragoza.



Of special interest is the long chapter featuring the luxury train 'Al Andalus' its development and the different routes travelled. What is interesting is, to read just how commercial our Spanish friends were in adapting to the needs of the well-heeled travellers with a range of journeys in particular in the south east of Spain - Andalucía.

The book has a large number of photographs and offers an interesting background to their history many of which were built and converted in CIWL's own workshops.

Published by www.TrenOnline.es with a Spanish text at a modest price of just 15 euros. For anyone buying a copy of this book, Chris Elliott has prepared a translation on offer as a pdf to anyone who would like a copy. Juan Delgado Luna is a regular contributor on CIWL in the Spanish Railway Magazine 'Hobbytren'

Developments in northern Spain – AZAFT and Canfranc

A large number of CIWL cars in Spain today are either owned or under the guardianship of AZAFT - Asociación Aragonesa de Amigos del Ferrocarril y Tranvías. AZAFT has part of its fleet at its base in Casetas just west of Zaragoza and the other part close to the Spanish French frontier at Canfranc. Canfranc is the frontier station on the line between (Valencia) Zaragoza and Pau in the South of France. Take a look at the railway map of Spain and France and one soon spots that this line is the most direct line via Teruel. Opened in 1929 and closed in 1977 when one of SNCF's double headed freight trains slipped and derailed just to the north of the Canfranc Tunnel (Somport). Canfranc was the

only station in Spain to fly the swastika from late 1942 until mid-1944 as it had a dual gauge role and after the Germans moved in to what was then called *France Libre*. It was the hub of Nazi gold smuggling, spies and a great deal more. Leap forward to 2019 and the French Region of Nouvelle Aquitaine having rebuilt the line from Pau as far as Bedous and the Spanish region of Aragon is taking positive steps alongside the Spanish Railway infrastructure ADIF to reopen the line through the Somport tunnel.



Canfranc station building is grandiose and was for many years the largest station in Europe after Leipzig. This magnificent station is also undergoing a major refurbishment and conversion into a hotel and conference centre. So a new modern station is being built to service the new TER and InterCity trains promised for a new service in a little under two years

Night Trains Today

Despite the withdrawal of SNCF and DB FROM operating overnight sleeping and couchette trains, there are other operators offering a whole range of routes. The principle of these is ÖBB Austrian State Railways who are offering night trains under their name Nightjet; website <http://www.nightjet.com/en>

Destinations on offer Austria with a domestic overnight trains to Innsbruck, Graz, Salzburg and Vienna; Germany - Berlin, Dusseldorf, Frankfurt Hamburg, Cologne Munich; Italy - Bologna, Lake Garda, Florence, Milan, Rome, Venice, Verona; Switzerland - Basel & Zurich; Slovakia, Croatia, The Czech Republic, Poland and Hungary

In cooperation with partner railways (Croatian Railway HZ, Slovak Railway ZSSK, Czech Railway CD, Hungarian Railway MAV, Polish Railway PKP), ÖBB offers further night trains throughout Europe in addition to its own ÖBB NightJets services.

ÖBB state that the coaches and services on these Euro Night trains are operated by their partners. The scope and quality of the services in these trains as well as the wagon material used may differ from the ÖBB NightJet's offer and the offers presented on www.nightjet.com. However, places in the couchette and sleeper coaches of their partners always include breakfast.

Whereas this article starts out by referring to sleeper services, other accommodation is on offer and ÖBB Nightjet goes on to say - "Travelling through the night, our sleepers, couchette coaches and day coaches allow you to pass the night with sweet dreams. The next morning, you arrive fully recuperated and relaxed at your destination - right in the city centre. Ideal for city trips and holiday travel without the stress and hassle of a strenuous drive. Certain connections even allow you to take along your car or motorcycle on the train."

ÖBB Nightjet states that their friendly team of train attendants are there for you around the clock, making sure you sleep safely and tight, and providing excellent service to make your journey as pleasant as possible. Depending on your preferred level of comfort, you can travel overnight in a seating carriage, couchette or sleeper cabin. Additional beverages/snacks are available for purchase from the service team.

With SNCF French Railways abandoning sleeper and couchette overnight trains, there is little incentive for Alstom and Siemens to build new cars other than for ÖBB. However the Spanish companies CAF and Talgo are building sleeping cars for railway in Europe and beyond. Stadler the Swiss company with its bases all over Europe has recently built sleeping cars for Azerbaijan Railways Stadler and Azerbaijan Railways (ADY) for use on the Baku-Tbilisi-Istanbul international line.



(Stadler - Manufacturer's publicity)

CAF has just completed an order for new sleeping cars for the four Scots trains out of Euston operated by Serco, details elsewhere

In our future editions, we will talk about Russian Railways RZD night trains, Thello the Italian company with its trains to and from France and the companies who continue to build sleeping cars; CAF, Talgo, Stadler and Siemens.

Model News

As this is the first Amis de Wagons-Lits newsletter we must not fail to concentrate on Ho and N gauge CIWL models. In this issue we concentrate on these two affordable gauges.

Our colleague Francesco Bochicchio's YouTube Orient Express video is worth more than a glance <https://youtu.be/MmbCd2g7Fl8>. Must be the longest Ho Orient Express ever modelled!

Francesco Bochicchio reports on the CIWL models on offer at the Nuremberg Toy Fair

Nel corso dell'ultima Fiera del Giocattolo di Norimberga, varie aziende modellistiche hanno presentato moltissime novità. Anche per gli amanti delle belle carrozze della *Compagnie Internationale des Wagons-Lits* ci sono nuovi ed importanti sviluppi per il proprio divertimento.

Le novità più appetibili arrivano dalla *L.S. Models*, che ha presentato alcune uscite imperdibili: in primo luogo, per i collezionisti della scala H0, le nuove carrozze-letti *classe Z* con i carrelli PPs, già novità 2018, proposte in quattro nuove versioni ambientabili rispettivamente nel 1930, 1935, 1956 e 1968 (per quest'ultima, in particolare, con l'aggiunta della marcatura unificata UIC e l'eliminazione dei numeri di servizio); le tanto attese carrozze-letti *classe Luxor*, presentate unicamente con un progetto, di cui ci auguriamo di vedere presto nuovi sviluppi; il rivoluzionario *start-set* di sette carrozze del *Nord-Express* ambientato nel 1936 dove figura il nuovissimo bagagliaio a quattro porte classe 1928-1929 in livrea Bleu nuit.

Per gli amanti della scala N, *L.S. Models* propone quattro nuovi *start-sets* composti rispettivamente di tre carrozze-letti classe *S*, ambientabili rispettivamente nel 1930, 1935 e 1956, di cui quello più interessante è, senza dubbio, il Set 79139 composto di un *triplage* di carrozze-letti classe *S* nella livrea bianco panna per i servizi egiziani della CIWL.

L'azienda italiana *Pi.R.A.T.A*, in collaborazione con *L.S. Models*, propone per il 2019 nuovi importanti *start-sets* dedicati ai treni d'agenzia degli anni '70 realizzati da Finkbohner, consulente delle *Ferrovie Federali Svizzere* a Milano, e Albert Glatt, titolare dell'agenzia *Intraflug*.

Primo fra tutti, il *Ghottard Pullman Express 1977* (Milano - Chiasso - Zürich) proposto in due *start-sets*: il primo, composto dalla Carrozza-Ristorante delle SBB in livrea rossa, la *Voiture-Pullman 4158* con i carrelli PPs e la *Voiture-Pullman 4163* nella versione *Mistral*, entrambe appartenenti alla classe *Côte d'Azur*; il secondo, composto dalla *Voiture-Pullman 4149* con i carrelli PPs e dalle *Voitures-Pullman 4151* e *4161* nella versione *Mistral*, appartenenti sempre alla classe *Côte d'Azur*.

Secondo, ma non meno importante, il *Simplon-Orient-Express* organizzato nel 1976 in occasione del centenario della fondazione della CIWL, composto da tre carrozze-letti classe *Yb*, due con carrelli PPs e una con carrelli MD, e una *Voiture-Pullman* classe *Côte d'Azur*.

L'azienda italiana *ACME* propone per il 2019 l'inedita carrozza-ristorante classe 1955, ricostruite dalla Breda sui telai di *Voitures-Pullman* distrutte nella Seconda Guerra Mondiale, proposta all'interno del Set del *Treno Azzurro* italiano o singolarmente.

L'azienda *Lemke*, attraverso il marchio *HobbyTrain*, propone due grandi treni della CIWL dei primi anni del XX Secolo, rispettivamente il *Simplon-Express* (Paris – Lausanne – Milano) e il *Wien-Nice-Cannes-Express*. Per entrambi i convogli, *Lemke – HobbyTrain* propongono delle fantastiche carrozze in cassa di teck, con due *start-sets*: il primo, composto da un *Fourgon* a tre assi, una carrozza-ristorante e una carrozza-letti; il secondo composto da un *Fourgon* a tre assi e due carrozze-letti. Nel caso specifico del *Simplon-Express*, le carrozze-letti e la carrozza-ristorante si presentano con l'innovativa variante in livrea marroncino - bianco panna, tipico di molte carrozze CIWL di inizio '900.

Infine, il marchio *Hornby – Jouef* propone per la scala H0 la riedizione dell'importante treno Pullman *Flèche d'Or* Paris – Calais, composto da un *Couplage* di *Voiture-Pullman* (4085+4072) classe *Flèche d'Or*, ambientato dopo la fine della Seconda Guerra Mondiale e due nuove versioni delle carrozze-letto classe *Luxor*, rispettivamente la *Lx3483* di I-II classe con carrelli PPs, e la *Lx3487* con i carrelli MD.

HJ4127 CIWL

CIWL, voitures Pullman, version bleu et crème, de type Flèche d'Or, offert de 2 voitures WP (sans cabines) et WPC (avec cabines), époque II

CIWL, 2-ter. 2te. 1ste. Pullmanwagen „Flèche d'Or“ (WP and WPC), Ep. II

CIWL, collection de 2 voitures Pullman „Flèche d'Or“, époque II

CIWL, set de 2 voitures Pullman „Flèche d'Or“, époque II

CIWL, 2-ter. 2nd. 1st. Pullman coaches „Flèche d'Or“ (WP and WPC), period II

“La Flèche d'Or”

With its iconic 1955 HJ4127 set, Hornby Jouef offers blue and cream Pullman coaches in the original Pullman 4085 and 4072 variants. The detailed models faithfully reproduce the original Pullman design and features such as the 2nd and 1st class compartments and the iconic Pullman logo.

“La Flèche d'Or”

The new HJ4128 model set HJ4127 includes two of the original Pullman coaches.

The new models feature interior light which is fitted to white and cream in DC as well as in digital mode (DCC) and others.

HJ4128 CIWL **NEW**

CIWL, voiture lits Lx, livrée bleu, avec éclairage intérieur, ép. II

CIWL, 4-schlafger. Schlafwagen Lx in blauer Lackierung, mit Innenbeleuchtung, Ep. II

CIWL, wagon lits type Lx in livrée bleu, avec luz interior, époque II

CIWL, coach carrie Lx, décoration azul, con luz interior, ép. II

CIWL, sleeping car type Lx in blue livery, with interior lights, period II

HJ4129 CIWL **NEW**

CIWL, voiture lits Lx, livrée bleu, avec éclairage intérieur, ép. IV

CIWL, 4-schlafger. Schlafwagen Lx in blauer Lackierung, mit Innenbeleuchtung, Ep. II

CIWL, wagon lits type Lx in livrée bleu, avec luz interior, époque IV

CIWL, coach carrie Lx, decoración azul, con luz interior, ép. IV

CIWL, sleeping car type Lx in blue livery, with interior lights, period IV

H0
N
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S1

Jouef

Hornby – Jouef CIWL models for 2019

During the last Toy Fair in Nuremberg (January 2019), many model-train factories presented some innovations. Even for CIWL fans there were some new and important developments for their collections.

The most desirable news came from *L.S. Models* factory: first of all, for Ho scale collectors, the new Z-class sleeping-cars with PPs bogies (already new in 2018) were presented in four new start-sets, 1930, 1935, 1956 and 1968 (These last sleeping-cars in particular were presented with the unified UIC marking but without service numbers); the long-awaited *Luxor-class* sleeping-cars, were presented only as a project, which we hope to see soon as possible as new developments; the revolutionary 1936 *Nord-Express* start-set, featuring the new four-door Fourgon in *Bleu Nuit* livery.

For N scale collectors, *L.S. Models* presented four new start-sets made up of three S-class sleeping-cars, in 1930, 1935 and 1956 respectively, of which the most interesting was catalogue n° 79139 that consisted of a three car set of S-class sleeping-cars in the cream-white livery of the *CIWL-Egyptian* trains.

The Italian factory *Pi.R.A.T.A.*, with *L.S. Models* collaboration, presented some new important start-sets dedicated to the '1970s agency-trains made by Finkbohner, Swiss Federal Railways consultant in Milan, and Albert Glatt, the Intraflug agency owner.

First of all, the 1977 *Gotthard Pullman Express* (Milan - Chiasso - Zürich) is proposed in two start-sets: the first one, consisting of a SBB restaurant-car in red livery, the *Voiture-Pullman* 4158 with PPs bogies and *Voiture-Pullman* 4163 in the *Mistral* version, both *Côte d'Azur-class*; the second consisting of the *Voiture-Pullman* 4149 with PPs bogies and the *Voitures-Pullman* 4151 and 4161 in the *Mistral* version, also belonging to the *Côte d'Azur-class*.

The second start-set, but not the least, is the *Simplon-Orient-Express* 1976 centenary set for the *CIWL* foundation it consists of three Yb-class sleeping-cars, two with PP and one with MD bogies, and a *Voiture-Pullman* of *Côte d'Azur-class*.

The Italian factory *ACME* proposed for 2019 the new 1955-class restaurant-car, rebuilt by Breda with the frames of *Voitures-Pullman* destroyed in the Second World War. This restaurant-car is offered as part of the Italian *Treno Azzurro*-set or individually.

The *Lemke* factory, through their *HobbyTrain* brand, offered two fantastic *CIWL* trains of the early twentieth century, respectively the *Simplon-Express* (Paris - Lausanne - Milan) and the *Wien-Nice-Cannes-Express*. For both trains, *Lemke - HobbyTrain* have produced cars in teak, with two start-sets: the first one, consisting of a three-axle-class *Fourgon*, a restaurant-car and a sleeping-car; the second consists of three-axle-class *Fourgon* and two sleeping-cars. The *Simplon-Express* set, the sleeping and restaurant cars were presented in brownish - creamy white livery, typical of many early 20th century *CIWL*-cars.

Finally, the *Hornby - Jouef* brand presented a re-edition of the important *Flèche d'Or* (Paris – Calais) *Pullman* train, that's a box set comprising two *Voiture-Pullman* (4085 + 4072) of *Flèche d'Or-class*, of the end of the Second World War period. Then, *Hornby-Jouef* presented two new versions of *Luxor-class* sleeping-car, respectively the Lx3483 car with PPs and the Lx3487 car with the MD bogies.

Francesco Bochicchio

WL Z



49 211 Z, bleu, livrée 1930, CIWL, monogramme Ep.IIb



49 213 ZT, bleu, livrée 1935, CIWL, monogramme Ep.IIIb



49 214 Z3, bleu, livrée 1956, CIWL, monogramme Ep.IIIc



49 217 Zo, bleu, livrée 1968, CIWL, monogramme Ep.IVa

<http://www.lsmodels.com>

info@lsmodels.com

WL S (N Scale)

Delivery III/2019



Set 79 131 S2 + S2 + S2,
blue, livery 1930, underframe short,
roof normal, monogram Ep.II

Set 79 133 S1 + S1 + S1,
blue, livery 1935, underframe long/short,
roof english/normal, monogram, 1 st class Ep.II



Set 79 135 S2T + STU + SIT,
blue, livery 1956, underframe long/short,
roof normal, monogram, 1 st /2nd class Ep.IIIC

Set 79 139 S1 + S1 + S1,
Egypt, livery 1928, underframe long,
roof english, monogram Ep.II



Set MW 1001 Nord Express 1936 Ep.II



Fg /Wr42 / WLS / WLS / WLY / WLS / WLS Ep.II

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Pi.R.A.T.A.
NORIMBERGA 2019

GOTTHARD PULLMAN EXPRESS
DELLA NOSTALGIA 1977
Milano-Chiasso-Zurigo



PI9903 1' set Gotthard Pullman Express 1977
Milano-Chiasso-Zurigo

3pz. - Ep. IV

- 1 x carrozza ristorante Wr SBB livrea rossa
- 1 x carrozza Pullman Wp 4158 carrelli PPS
- 1 x carrozza Pullman Wp 4163 carrelli Mistral



PI9904 2' set Gotthard Pullman Express 1977
Milano-Chiasso-Zurigo

3 pz. - Ep. IV

- 1 x carrozza Pullman Wp 4149 carrelli PPS
- 1 x carrozza Pullman Wp 4151 carrelli Mistral
- 1 x carrozza Pullman Wp 4161 carrelli Mistral

Realizzata da:

L.S. Models
Exclusive

In esclusiva
per:

Pi.R.A.T.A.

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Pi.R.A.T.A.

NORIMBERGA 2019

SIMPLON - ORIENT EXPRESS '76

Milano - Instambul



PI9905 - SOE 1976

4 pz. - Ep. IV

- 1 carrozza letti tipo Yb in livrea CIWL, carrelli MD
- 1 carrozza letti tipo Yb in livrea CIWL, carrelli PPs
- 1 carrozza letti tipo Yb in livrea CIWL, carrelli MD
- 1 carrozza Pullman tipo Cote d'Azur

Realizzata da:

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In a future edition we will be featuring photos and details of how our colleague and fellow author of our book 'Night Ferry 1936 – 1980' Eric Duvoskeldt found and put together his Night Ferry Ho model train. To be followed by a fascinating collection of CIWL cars in several gauges and collected over many years by a French friend.

Letters from our Correspondents

For the future – all contributions welcome

Heritage railways and railway museums of Europe

Spain is our starting point and we are almost spoilt for choice

In the north in the province of Aragona, based just west of Zaragoza at Casetas is AZAFT Asociacion Zaragozana de Amigos del Ferrocarril y Tranvias who are the guardians of fleet of CIWL carriages stored in Casetas and at Canfranc on the frontier north of Huesca and on the line shortly to be reopened to Pau in France.

AZAFT operates their Blue Train usually made up of five cars, three CIWL cars including a WR restaurant Car, a WL sleeping car and a Saloon Car on special excursions to the Cariñena Railway and Wine information centre on the line from Zaragoza to Teruel and Sagunto (Valencia).

A debate is underway to agree on the location of an Aragon railway museum. AZAFT is well placed not only being within easy reach of Cariñena, but also their home in Casetas just west of Zaragoza but also their storage facilities in Canfranc www.azaft.org/viajes-trenazul

In the capital Madrid, the Spanish national railway Museum is based at the former station Delicias, where is housed not only a small collection of locomotives but a CIWL WR n° R12-12950 now used as a static refreshment car. Anyone visiting the Museum might like to know that the Hotel Sancho is just across the road from the museum and only a ten minute walk from Madrid Atocha Station, with its extensive range of AVE high speed trains.

If you are visiting Barcelona, the railway museum to the south at the end of the suburban line el Museo Ferrocarril de Vilanova de Geltrui is worth a visit, it does not have any CIWL cars but has an interesting collection of steam locos plus.

In the northwest of Spain is the Museo del Ferrocarril de Galicia based at the railway junction of Mufega Montforte de Lemos. It has three CIWL cars, T2-5417, YFt-4654 and YTf4675

One word of advice if you plan a visit, opening hours are restricted so check before you go

In a future edition we will feature The Hungarian National Railway Museum at Budapest owner of a CIWL teak Wagon Restaurant WR 2347.

Film Review

For those who like a good mystery with a good dose of things CIWL then we will pass on our recommendations on films that were released at a time when there was less horror but plenty of intrigue.

This time the film is 'Sleeping Car to Trieste' released in November 1948 and was itself a remake of a 1932 film 'Rome Express'. In black and white it is set in the late 1940s and is a brilliant cold war story set on the 'Orient Express'; made in the UK and directed by John Paddy Carstairs. The plot is about a diary, well there is a lot more! We recommend that you watch the film. As you can guess it is available off the shelf at Amazon. John Huntley's book 'Railways on the Screen' suggests that for railway and CIWL content the film 'Rome Express' is better.

For readers interested in consulting lists and reviews of a large collection of railway films then John Huntley's is a must! Published by Ian Allan Publishing in 10993 ISBN 0 7110 2059 0.

For a French dictionary of films and books consult Jean de Cars book 'Dictionnaire Amoureux des Trains' published by Plon in 2006 ISBN 2-259-20340-X, text in French.

'Adrift in Europe' a new as yet unpublished book by Chris Elliott

Chapter four At last we get to talk about la Compagnie des Wagons-Lits CIWL

Sitting in the middle of the train was that blue coloured CIWL restaurant car; it competed with the locomotive with its own whispering column of steam and smoke from its coal fire stoves.

Once on board and with double bookings sorted out, the train departed shortly after the service train CB; C for Calais and B for Bâle.

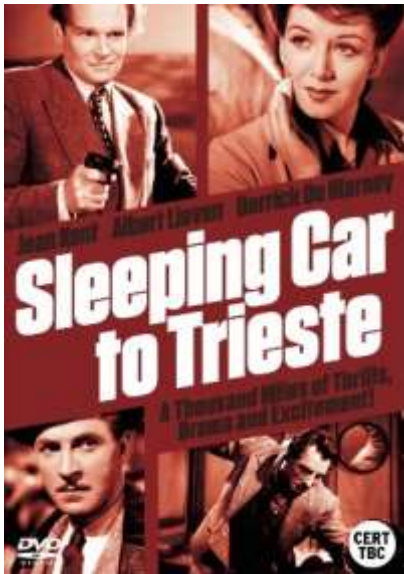
The train went all of the way undisturbed as far as Zell am See via Switzerland and the Arlberg region of the Tirol and Innsbruck. Once into Austria it dropped passengers at a long list of stations, after Innsbruck they started to thin out with the star resort of Kitzbühel claiming those with the deepest pockets.

Train CB was made up of sit-up carriages, couchettes and sleeping cars heading for Switzerland and sometimes beyond

When it arrived in Bâle a unique ritual ceremony took place. The train was split up, the carriages were whisked a few hundred metres away only to be shunted back to form another train that also had received carriages from Germany and Paris. The little electric shunting engine had a carriage marshaller resplendent in his full length smock and furiously blowing his horn when needed. These were the days before the TGVs and the now common place Electric Multiple Units (EMUs).

The CIWL restaurant car was the centre of attention; it had 52 seats and first to fill a table of four were *Les Douanes et La Police de la Frontière*. They were served the full four course dinner, left the train at Abbeville, to spend the night before leaping back on to the homeward train and to be served breakfast all part of the day's work.

Often to be seen in the Wagon Restaurant WR was CIWL's own *controleur* who spent his time filling in an enormous A3 sized forms writing down the number of carrots used and the bottles of wine consumed.



The ambiance, in the WRs was very relaxed and was the norm when trains took their time to roll across countries on their way ever seeking the south east. To be honest no great difference between these trains and the Orient Express as it was for many years.



Arlberg Express 1948-04-17 – WL S type 2680
Source Austrian National Library collection

The couchette carriages belonged to the *Osterreichische Verkehrsburo*, the Austrian State Tourist Office. They provided the attendants who made every one comfortable. One Saturday evening they arrived to be told that there were was an electrical problem and that the carriage lights were not working.

Not to be dismayed candles were provided and the atmosphere in the compartments was romantic with guitars and bottles and everyone out to enjoy the journey whatever. Our chief attendant struggled to explain to the SNCF electrician in his thick Viennese accent what was wrong. Sadly the lights came on again before we reached Amiens.

The route taken by these trains avoided Paris, so after passing Abbeville, Amiens, they turned south east towards Laon, Reims, Chalon sur Marne, Chaumont, Belfort and Bâle.

La Compagnie des Wagons-Lits was at that time the company that operated many hundreds of sleeping cars, restaurant cars and on a few luxury trains, Pullman carriages. Their blue coloured carriages were easily identified. CIWL produced their own blue coloured timetable The 'Guide Bleu' and it was a real recipe for any crime writer to find that their trains operated as far as Baghdad, and along the North African Coast and along the Nile. Whereas many will dismiss the romanticism as just part of an author's licence it was for many years the only way of travelling in comfort and admiring the countryside. So it was used by those who had the wherewithal, or were on Her Majesty's Service or even the KGB.

Photos abound of the movie stars who travelled between Paris and Rome, Paris and Venice, Paris, Nice and Monte Carlo.

The mystique surrounding these trains and their romantic past has filled a large collection of books, fact and fiction.

Amis des Wagons-Lits - Our Aims and objectives:

We are a dedicated group of friends from France, Belgium, Spain, Austria, The Netherlands, Denmark, Germany, Romania, Ukraine, and the United Kingdom whose specialist knowledge of CIWL allows us to:

Keep in contact with owners of CIWL cars –

Monitor the movement, transfers, and sales of CIWL cars world-wide -

Keep alive the interest in CIWL cars; their history and evolution and future developments by today's operators –

Review new books and films with their special CIWL interest –

Publish a regular feature on a Heritage Railway that operates one or more CIWL cars –

Report progress on the restoration of existing CIWL cars –

Report on current Night Train and tour train operations throughout Europe -

Set out just how CIWL car attendants did their work –

We believe that there is an ongoing interest in what has happened to the many hundreds of CIWL carriages and especially those that are scattered around Europe and beyond. There is still a substantial interest in the world of these iconic trains and their blue coloured carriages, sleeping cars, restaurant cars and Pullman cars.

The IRPS has gallantly published its journal for 10 years following the demise of the Wagons-Lits Society in 2008

We also recognise the considerable effort by colleagues in Europe who in turn have contributed a lot over the years.

We plan to include one article every issue in the language of one of our member countries. Space will not allow us to produce it with a bilingual text even so Danish, French, German, Spanish, Italian, Romania, the possibilities are limitless.

A word about the Media! Whether we like it or not there is either a re-release or a remake of one of the great films 'Murder on the Orient Express' just about to make its appearance. Our dear colleague Hercule Poirot in 'The Blue Train Mystery' and now the new documentary called 'The Blue Train' is in production. And as a special treat we will publish a review of the many CIWL related films from the 1920s, 1930s, 1940s plus plus! Our colleague Alfred Hitchcock will be thrilled I am sure to learn from above that we have given the thumbs up to his film 'The Lady Vanishes'.

In conclusion, yes we are excited about this magazine, but simply ask you to pass on the word and then if you would like to receive a copy regularly to mail us. Under the data Protection Act we will need your agreement to keep a note of your e-mail address.

We will run on a not-for-profit basis, hopefully with some sponsorship funding from railway museums and study organisations. Costs will be controlled and will inevitably include printing and postage expenses that will entail a subscription charge for members.

Thank you for your interest and support.

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Wagons-Lits – Schlafwagen – Coches-Camas

Amis des Wagons-Lits