

## CONTENTS

<b>Editorial – Chris Elliott</b>	<b>Page 1</b>
<b>The motive power in front of the CIWL express trains from Paris to the Cote d’Azur during the 1920’s, shown by Fleury’s postcards - Bram van der Velden</b>	<b>Page 3</b>
<b>TEN Pool: The conversion of CIWL type P sleeping cars to WL AB30 - Dirk Frielingsdorf</b>	<b>Page 8</b>
<b>The Royal Car and the French Presidential Train of 1896, Jim Greaves</b>	<b>Page 20</b>
<b>traduction française</b>	<b>Page 26</b>
<b>The Royal Car of King Leopold II of Belgium (DF)</b>	<b>Page 28</b>
<b>Memorabilia and the evolution of CIWL shareholding - Jos Geilen</b>	<b>Page 29</b>
<b>Souvenirs et évolution de l’actionariat CIWL (traduction française)</b>	<b>Page 51</b>
<b>CIWL encounters over the years - Peter Dawes</b>	<b>Page 68</b>
<b>The services of the International Sleeping Car Company in Portugal 1887-1956</b>	<b>Page 78</b>
<b>Portugal : traduction française (coll. Bram van der Velden)</b>	<b>Page 89</b>
<b>CIWL Teak 0 gauge models - David Cuthbert</b>	<b>Page 98</b>
<b>Voiture-Lits Lx, Le più lussuose carrozze-letti d’Europa – Francesco Bochicchio</b>	<b>Page 101</b>
<b>english translation</b>	<b>Page 106</b>
<b>Night Trains are back or more likely are planned to return</b>	<b>Page 110</b>
<b>Mails from our correspondents - Fred van der Lubbe, Olivier Gorce, Marc Stegeman, Bryan Stone, Volker Schuster, Jos Geilen and Juan Delgado Luna</b>	<b>Page 112</b>
<b>Wagon-Lits Restaurant Car 2975 Update - Adam Paice</b>	<b>Page 117</b>
<b>Mails from our correspondents and preview - Marc Stegeman</b>	<b>Page 121</b>

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**Editorial – Chris Elliott**

### **When we get back to normal**

That was the cry from the media back in the late spring of 2020 with the arrival of Covid 19.

Now in the spring of 2021, some are beginning to come to the conclusion that ‘getting back to the normal’ maybe not that soon.

What is clear is that questions are being asked as to whether mass tourism will return and travelling by air for short journeys will return in large numbers.

To use a British Advertising Slogan of way back ‘Let the train take the strain’ is the more likely way forward.

DB German Railway is now pushing ahead to implement its ‘Takt Fahrplan’ by following the Swiss Railways achievement with its ‘Takt- Interval’ train services.

Night trains will return and detailed plans for the new journeys have now been published with new night journeys from Zurich-Amsterdam and Vienna-Paris from December 2021, Zurich-Rome from December 2022, Berlin-Paris and Berlin-Brussels from December 2023, Zurich- Barcelona from December 2024. Full details of routes – rolling stock requirements are to be found in the Today's Railways EU February Magazine. We have included a Night Trains article in this newsletter.

Jos Geilen who is a regular contributor and has written several excellent magazine articles about the CIWL Pullman trains to his credit and a book on Pullman has sent us his article entitled '**Memorabilia and the evolution of CIWL Shareholding**'. Whereas at a first glance one might think that it was purely a record of the time when CIWL was undergoing major changes and ownerships, it does reveal just how the English business man Lord Dalziel took control of CIWL by buying shares when they were cheap and used his charm and influence to persuade CIWL to buy British built cars. He also needed support from his two Italian directors so that Pullman Saloon cars could be sent direct to Italy and not to CIWL.

This article is a must for students and researchers of CIWL in the 1920s and 1930s. We plan to include an article about these UK manufacturers and the movement of these CIWL cars from their bases in Birmingham and Leeds to the various Channel Ports in our mid-summer issue.

As ever we are pleased to receive mails from our correspondents with information, news and research surprises. This month we have mails from Fred van der Lubbe, Olivier Gorce, Mac Stegeman Jos Geilen, Volker Schuster. Juan Delgado Luna writes from Miranda de Ebro to tell us that he has almost finished his book 'The Madrid Metro'.

Also included is Bram van den Velden's article 'The Motive Power of CIWL Trains'... shown by Fleury's postcards. The use of Postcards to promote was attractive in the early days of CIWL, much later there were the 'Iris postcards' as illustrated in the mail from Marc Stegeman.

We have our first article from our colleague in the USA Peter Dawes who has written an account of his encounters with CIWL in past years.

We do hope that you find something interesting in this newsletter.

Chris and Dirk



Voiture-Lits 3722 and 3720, Type Uf (former Ym), Credé 1931, on the siding at the scrap metal recycler SME in 1988 (DF).

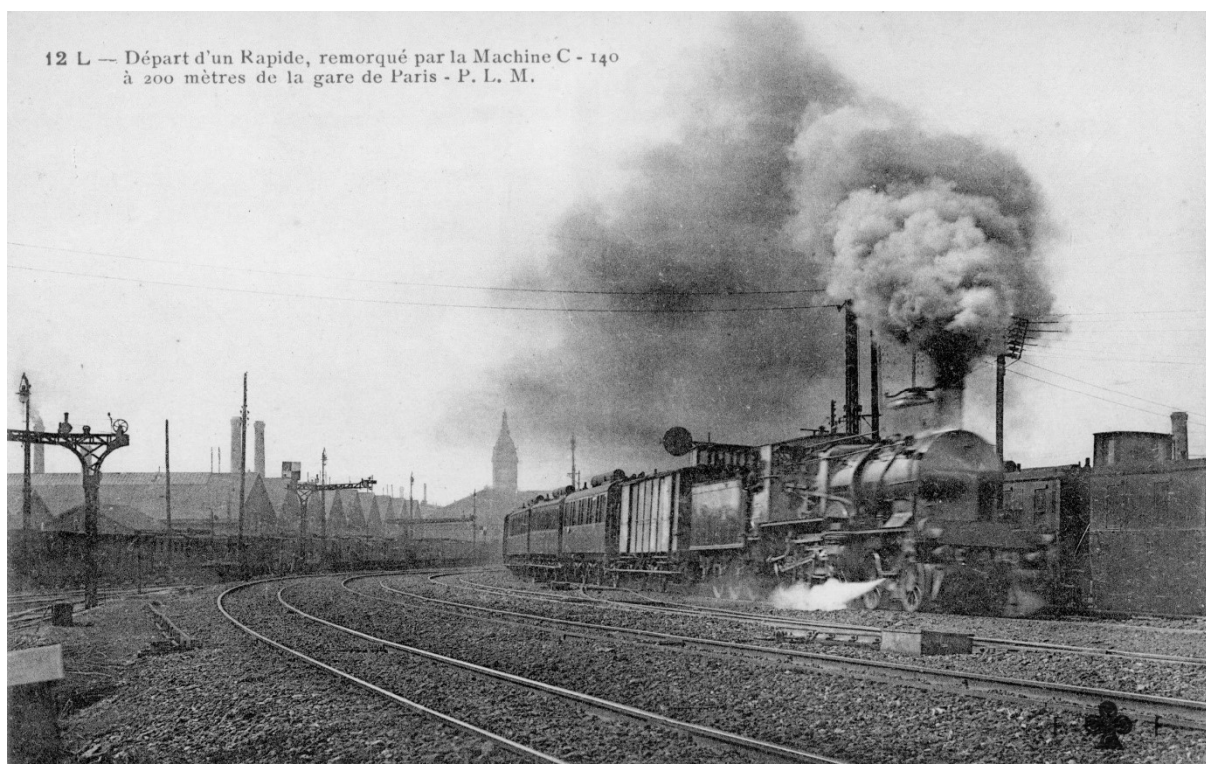
Hopefully, the night train service will start into a better future after the pandemic.  
We should not miss any opportunities now.



## The motive power in front of the CIWL express trains from Paris to the Cote d'Azur during the 1920's

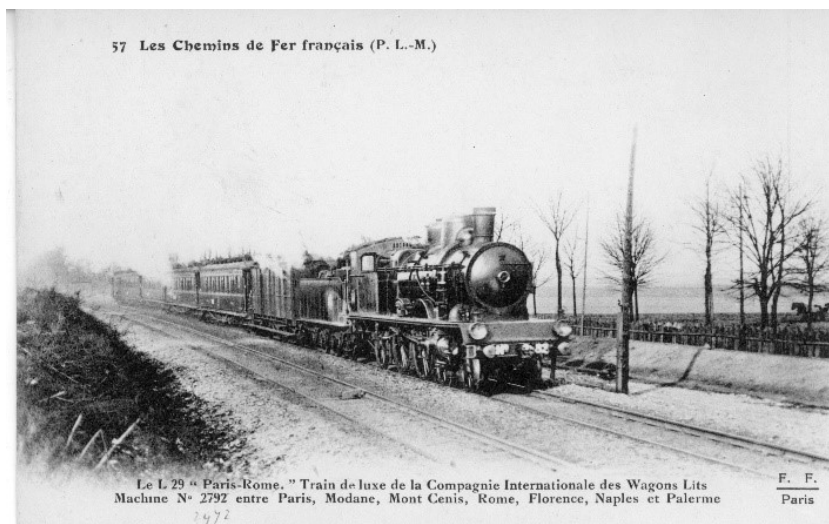
by Bram van der Velden, French Railways Society, Photographic Archivist

The main motive power ensuring the CIWL services from Paris to the Mediterranean pleasure destination during the 1920's were the type 221 (Atlantic), 230 (Ten-wheel) and 231 (Pacific) steam locomotives operated by the PLM (Paris-Lyon-Mediterranee) company, one of the seven private railway companies in France and the one that covered the South-Eastern part of the country. These three locomotive types replaced the type 220 "Grosses C" of PLM serie C61/C180 when train weights increased. Figure 1 shows one of the "Grosses C" with fleet number C.140 heading out of Paris-Lyon station towards the Savoy.

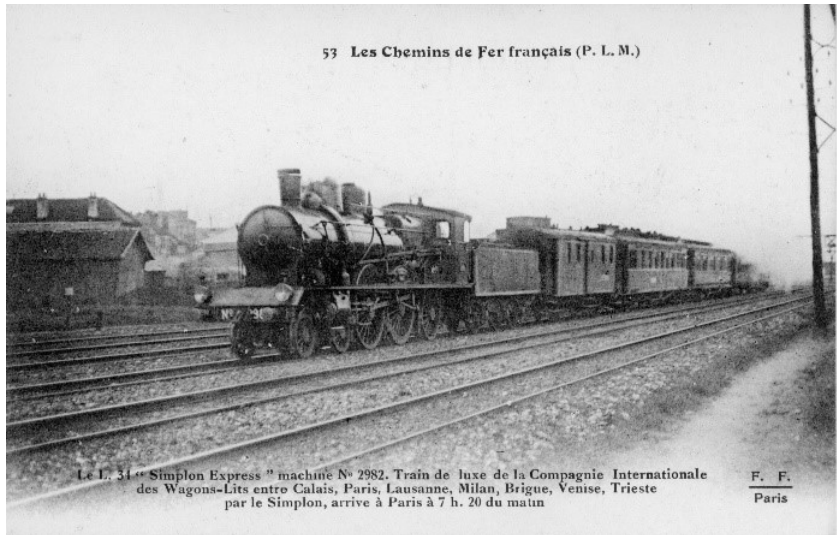


The illustrations used in this piece depict trains and their corresponding locomotive types that were deployed to haul the celebrated CIWL expresses during the period. All images are drawn from the relatively large F. Fleury collection of railway postcards that were published between 1903 and the mid-1930's.

The next set of three images show Train L.29 - Paris-Rome hauled by PLM Atlantic type locomotive 2972; Train L.34 - Simplon Express with PLM Atlantic type 221 locomotive 2982 and Train 1 - Rapide Paris-Marseille with CIWL restaurant, hauled by PLM Atlantic locomotive 2989. This was a



small serie of Atlantic type locomotives (nos. 2971/2990) built in 1906/1907 at Cail, as 4-cylinder simple expansion locomotives developing 2,000 Hp. Nine locomotives of this serie were streamlined between 1935 and 1938, which enabled the PLM to offer a light but ultra-rapide service between Paris/Marseille v.v from July 1935. The serie was renumbered as 221A1/A20 in 1924 and renumbered again as serie 221B1/B20 when transferred to the SNCF in 1938.



53 Les Chemins de Fer français (P. L. M.)

Le L. 31 "Simplon Express" machine N° 2982. Train de luxe de la Compagnie Internationale des Wagons-Lits entre Calais, Paris, Lausanne, Milan, Brigue, Venise, Trieste par le Simplon, arrive à Paris à 7 h. 20 du matin

F. F.  
Paris

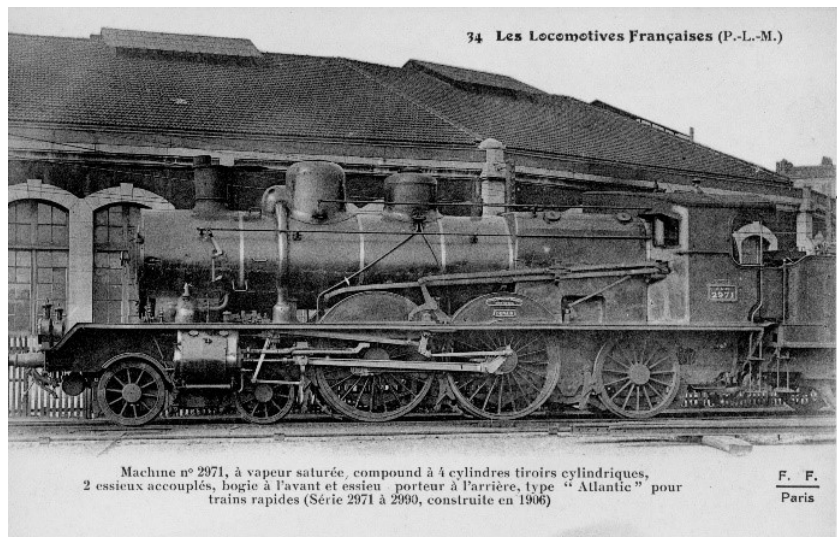


109 Les Chemins de Fer Français (P.-L. M.)

Le 1. — Rapide Paris-Marseille. Machine N° 2989 à 100 kil. à l'heure dans la Forêt de Sénart Départ à 9 h. 15 du matin. Wagon-Restaurant 1<sup>re</sup> et 2<sup>e</sup> classes

F. F.  
Paris

PLM locomotive 2971 is an (unstreamlined) example of the serie and was built in 1906 with Cail works no. 2709. Figures 2,3,4 & 5.



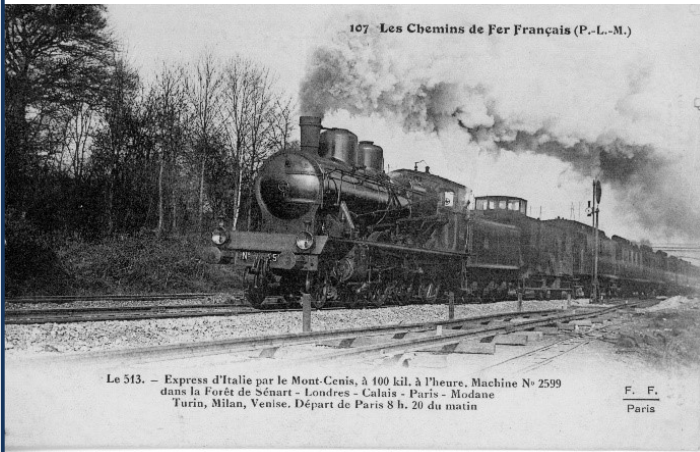
34 Les Locomotives Françaises (P.-L.-M.)

Machine n° 2971, à vapeur saturée, compound à 4 cylindres tiroirs cylindriques, 2 essieux accouplés, bogie à l'avant et essieu porteur à l'arrière, type "Atlantic" pour trains rapides (Série 2971 à 2990, construite en 1906)

F. F.  
Paris

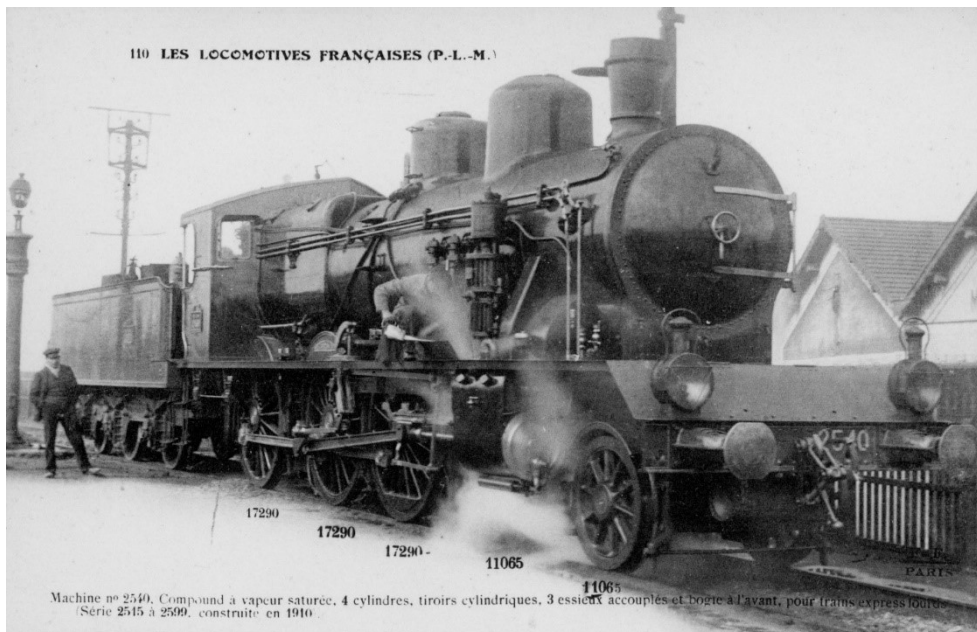
The next set of four images show Train 18 - Cote d'Azur de nuit, hauled by PLM locomotive 2494; Train 505 - the Paris-Turin-Milan-Florence-Rome express via the Simplon tunnel with locomotive PLM 2578; Train 513 - express d'Italie via Mont Cenis, hauled by PLM locomotive 2599 and Train 524 - the Rome/Venice-Milan-Turin-Paris express, hauled by one of the PLM locomotives from serie 2430/2599.





These locomotives were built between 1909 and 1913 at PLM ateliers at Arles and at industry (Franco-Belge, Cail, Schneider & Henschel) as 4-cylinder compound locomotives producing 1,800 Hp. The serie (2430/2599) was renumbered in 1924 as PLM serie 230C1/C170 and this designation survived into the SNCF. A total of 56 locomotives were sold to PLM Algeria between 1925 and 1938 (to become PLMA serie 230C), Figures 6, 7, 8 & 9.

PLM 2540 is an example of the serie and was built in 1913 at Cail with works no. 3473, Figure 10:

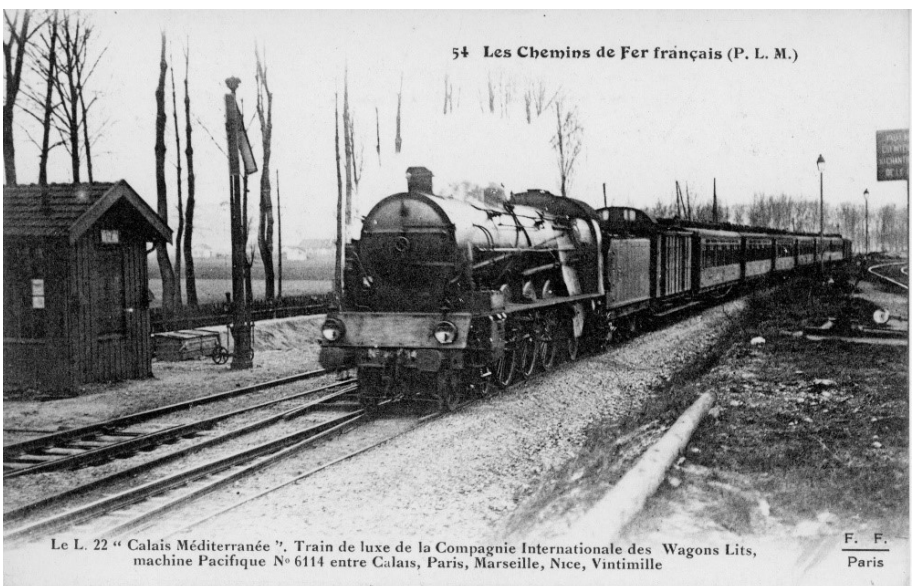
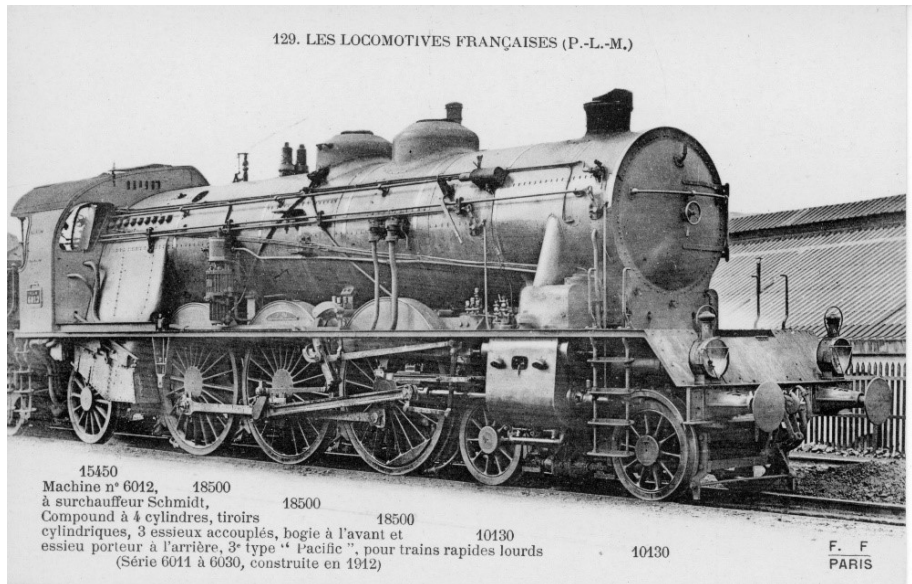
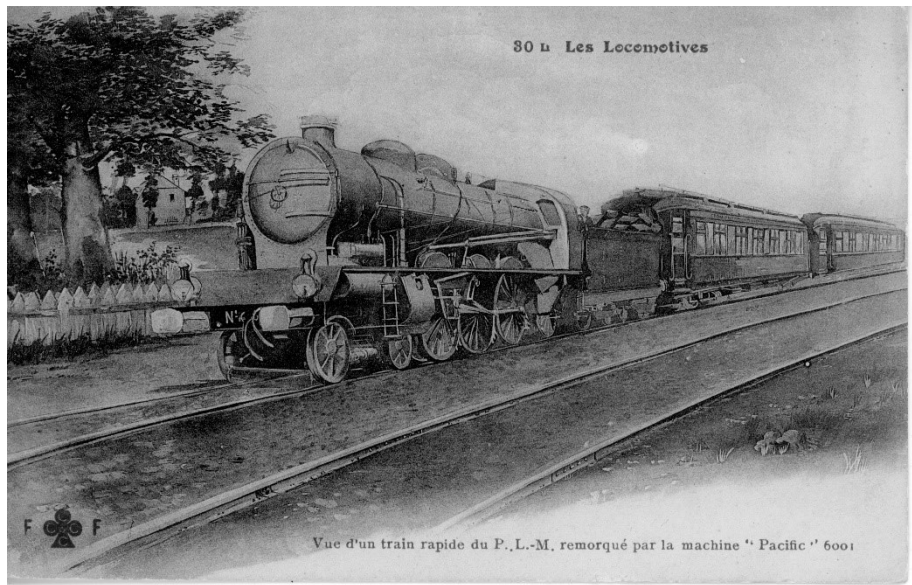




The next image is an artist's impression and shows a Pacific (type 231) locomotive no. 6001 of the PLM on a CIWL train, Figure 11:

This locomotive was a prototype built at Paris ateliers in 1909 for the subsequent serie PLM 6011/6030 (built at Henschel in 1912 as a 4-cylinder compound locomotive producing 2,000 Hp. The serie renumbered as PLM serie 6201/6220 in 1913 and again as PLM serie 231C1/86 in 1925 but kept its latter fleet numbers when transferred to the SNCF in 1938. The entire serie (except PLM 6001) was rebuilt as SNCF serie 231 K between 1940 and 1949. PLM locomotive 6012 is an example of the serie and was built in 1912 at Henschel with works no. 10845; it was renumbered as PLM 6202 in 1913 and as PLM 231C2 in 1925, Figure 12 (middle):

The next two images show Train L.22 - Calais-Mediterranee with PLM Pacific locomotive 6114 and Train 15 - la Cote d'Azur with PLM Pacific locomotive 6115. These locomotives constituted the PLM serie 6101/6171; PLM 6101 was the prototype, built at Paris ateliers in 1909 whilst the remainder was built in 1911& 1912 at Henschel & Cail. It was a 4-cylinder simple locomotive, producing 2,000 Hp. The serie was renumbered as PLM 231 A1/A71 in 1925 and subsequently became SNCF serie



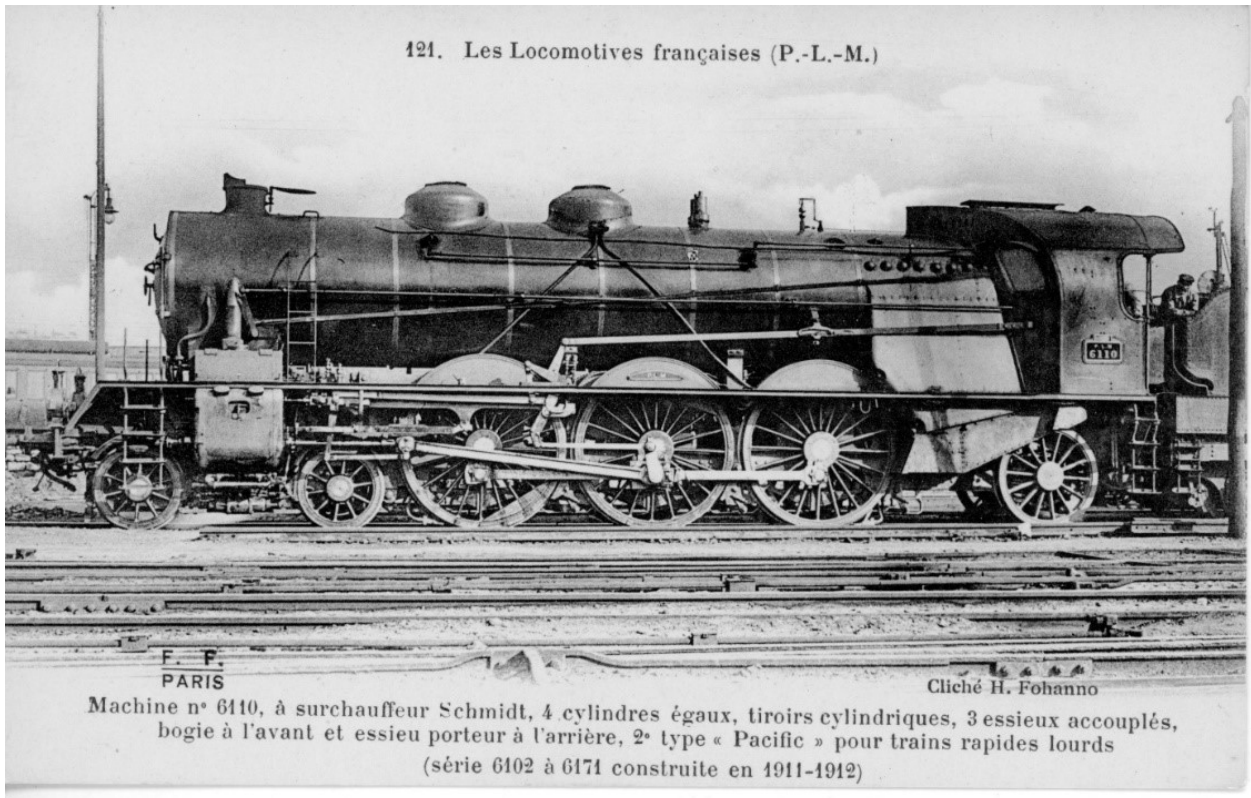




231E1/E71 in 1938. During the period 1938/1943 the SNCF rebuilt 17 of the serie as class 231H, Figures 13 & 14.

PLM locomotive 6110 is an example of the series, which was built in 1911 at Henschel with works no. 10355; it was renumbered as PLM 231A10 in 1925 and rebuilt as

PLM 231E10 in 1928; this fleet number was kept when transferred to the SNCF in 1938, Figure 15.



All images from the author's collection.

## TEN Pool: The conversion of CIWL type P sleeping cars to WL AB30

by Dirk Frielingsdorf



Picture 1: The „TEN-files“

In autumn 2020, four bulging old files with documents of the sleeping car pool arrived at my place - all in the original in the two main pool languages German and French (official translations were still available in Italian, Dutch and Danish used one of the main languages). Two more files followed a few days ago. There are documents from the pre-pool period from 1970 to the mid-1990s shortly before the dissolution of the sleeping car pool.

The documents were once rescued from a waste paper container (!) - so they were almost lost. (This allows a deeper look at the understanding of history of companies in more recent times). The documents were last in the possession of Hark Neumann, who kindly gave them to me, so that I will now be in a position, on the one hand, to continue the general history of the sleeping car pool, as I started it in the attachments to Newsletter N° 6 and in the German-language Wagons-Lits homepage forum:

<https://www.wagonslits.de/phpbb2/viewtopic.php?t=1860>.

In addition to the general history of the pool, I will also pick out special individual topics that are worth looking at separately. This will be the case today, because CIWL's conversion of 20 of their WL P to MP/AB30 was also directly related to the requirements of the sleeping car pool.

### Outdated car fleet

More or less a permanent topic of the sleeping car pool was the age of its rolling stock. The delivery of new construction sleeping cars from 1972-75 (MU, T2 and T2S) directly into the ownership of the affiliated railways brought some temporary relief and many old construction cars, especially those of CIWL, could be taken out of service until 1987. But also post-war designs such as the WL UH and P came to the end of their 30-year service life (or had already exceeded it).

In September 1991, the "UIC Committee Product Project Management Night Traffic" met in Vienna to discuss the future orientation and modernisation of night traffic with the categories A (conversion of sleeping cars), B (conversion of couchette cars) and C (conversion of seating cars) also for future hotel trains. I have already referred to this new categorisation of night transport in the context of an article on the prototype of the MU<sub>n</sub> and the Erasmus study mentioned in passing:

<https://www.wagonslits.de/phpbb2/viewtopic.php?p=12389#12389>

Due to the multitude of different car types of the railways united in the UIC, the UIC came to the conclusion that the requirements listed in the protocol for couchette and seat coaches would only represent framework requirements, the national designs of these coaches were too different. The situation was similar for the WL, but this conversion or new construction programme was in any case within the scope of the TEN pool <sup>1</sup>.

Attached to this was a TEN project study for the sleeping cars "Preparation for continued operation and modernisation of existing TEN pool vehicles" from November 1990.



## Insertion:



If official pool documents now also refer to the "TEN pool", there is a reason for this: With effect from 01.01.1980, the sleeping car pool officially called itself this in the new contracts that came into force at that time. There was now a TEN-Pool Agreement, a TEN-Pool Convention and the corresponding TEN-Pool Sample Contracts between pool railways and companies (CIWL, DSG) analogous to the 1971 contracts that I had presented in the appendices to Newsletter N° 6. <sup>2</sup>

Picture 2: Title page of the renewed pool contracts from 1980

## The TEN project study

In this TEN project study, an inventory was first made.

"The car fleet of the TEN pool is composed of the following types (as of October 1990):

92 cars of type MU, years of construction 1963-1974

84 AB33 cars, built between 1959 and 1973

25 T2S cars, built between 1973 and 1975

32 T2 type cars, built in 1974/75

11 UH type cars, built in 1957."

(Note on the numbers: These are only cars of the Régime 71 that were in the pool at that time. Cars of the respective national stock, whether rented or owned by the pool railways of the Régime 61 or also cars in CIWL courses such as Vienna-Warsaw are not included here!)

In the period under consideration 1991-2000, 64 MU cars, 44 AB33 cars and the UH cars would reach the end of their 30-year service life. With regard to the UH cars, the managing committee of the TEN pool had already decided at its meeting on 20/21 March 1990 not to proceed with the planned asbestos removal on 5 cars and to leave it at the three cars that had been refurbished or were being refurbished. At the same meeting, the Executive Committee noted that type P cars that had been out of service after 30 years could also be considered for refurbishment, as they had been offered to the pool by CIWLT.

Übersicht der Schlafwagen, die im Zeitraum 1991 - 2000 das  
Ende ihrer 30-jährigen Nutzungszeit erreichen werden

Tabelle XI

Jahr	Anzahl	Bauart	Zahl - Bauserie	Baujahr	Wagen- nummer	einstellende Bahn	Eigen- tümer	Bemerkungen
1993	2	MU	2 Wmd 1	1963	4776, 4777	SBB	SBB	
1994	8	MU	8 Wmd 1	1964	4778, 4779 4781 - 4786	SBB	SBB	
	6	MU	4 Fiat 1 2 Wmd 1	1964 1964	4765 - 4768 4789, 4790	SNCF SNCF	CIWLT CIWLT	
	4	MU	4 Fiat 1	1964	4761 - 4764	FS	CIWLT	
	2	MU	2 Wmd 1	1964	4787, 4788	ÖBB	CIWLT	
	10	AB 33	10 Han	1964	71-40 857 bis 866	DB	DB	
1995	12	MU	1 Bri A	1965	4734	SNCF	CIWLT	
			4 Bri B	1965	4739, 4740 4737, 4738	SNCF SNCF	CIWLT CIWLT	
			7 Fiat 1	1965	4769 - 4775	SNCF	CIWLT	
1996	5	AB 33	5 Han	1959	71-30 801 805 807 818 819	DSB	DSB	Hergerichtet zum Weiter- betrieb
	5	AB 33	5 Han	1959	71-70 809 812 813 814 820	SBB	SBB	Hergerichtet zum Weiter- betrieb
	3	AB 33	3 Han	1959	71-30 000 001 002	ÖBB	ÖBB	Hergerichtet zum Weiter- betrieb
1997	3	UH	3	1957		FS	CIWLT	" "
	7	MU	7 Wmd 2	1967	4797, 4800 bis 4805	ÖBB	CIWLT	
	5	MU	5 Wmd 2	1967	4792 - 4796	SNCF	CIWLT	
	3	MU	3 Wmd 2	1967	4791, 4798 4799	FS	CIWLT	
1998	12	MU	3 Fiat 2	1968	4806 - 4808	FS	CIWLT	
			9 Fiat 2 c	1968	4809 - 4817			
	1	MU	1 Fiat 2 c	1968	4818	SNCF	CIWLT	
	5	AB 33	5 Ore	1968	71-70 913 bis 917	SBB	SBB	
16	AB 33	16 Ore	1968	71-80 889 bis 912	DB	DB		
1999	2	MU	2 Fiat 2 c	1969	4819, 4820	SNCF	CIWLT	
Summe	111		111					

Picture 3: Overview of cars reaching the end of their 30-year service life from 1991-2000<sup>3</sup>

The representatives of the companies (CIWLT and DSG) in the project group were then asked to submit offers for the modernisation of the MU and P types and the AB33 type. It was determined for type P that although it was in good condition due to its design (body made of stainless steel), it was considered unsuitable for the pool due to its individual compartments and that a conversion to 3-bed universal compartments on one level was indispensable.





**Picture 4 & 5: They were available for conversions: WL P parked in Romilly-sur-Seine at the end of the 1980s, photos: Bernard Bayle.**

The CIWLT was already able to draw on technical documentation from its "Services Ferroviaires, Department Ateliers - Materiel Ferroviaire" department in Levallois. In its DT No. 394 of June 1990, it had already prepared various designs and also built compartment models for one of the designs. Common to all designs was the removal of the single-bed compartments and replacement by 10 universal compartments with three beds. A first tabular cost calculation was attached to the TEN pool project study as Annex X:

Zusammstellung der Varianten für den Umbau-/die Modernisierung von Schlafwagen der Bauart P entsprechend Angebot der CIWLT ;

In einer ersten Schätzung zu den durchschnittlichen Wirtschaftsbedingungen des Jahres 1990 veranschlagte Kosten; diese Kosten können erst nach weitergehenden Untersuchungen, Anhörung der Schienenfahrzeugaurüster und, falls erforderlich, dem Bau von Prototypen näher bestimmt werden

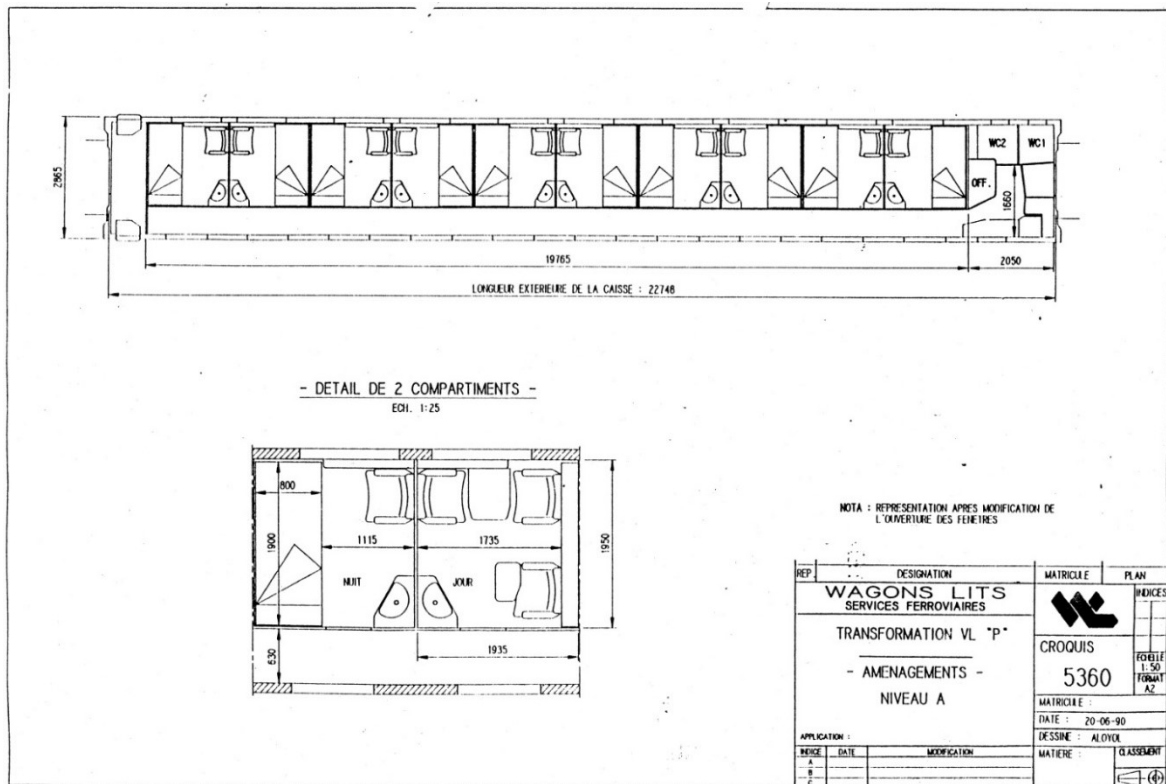
Umbaustufe	A1	A2	B	C
<u>Abteilgestaltung :</u>				
- 10 3-Bett-Abteile	x	x	x	x
- Vis à vis-Sitze	x	x		
<u>Sanitäre Einrichtungen :</u>				
- Waschbecken	x	x	x	x
- Dusche			x	x
- 2 WC im Seitengang	x	x	x	
- eigenes WC (jeweils für 2 Abteile) und 1 WC im Seitengang				x
<u>Service-Einrichtung :</u>				
- Frühstücksküche actuel	x			
- Serviceraum klein		x	x	
- Serviceraum grösser				x
<u>Laufwerk/Bremse :</u>				
- Neue Radsätze und 160 km/St	x			
- Ersatz Schlieren (Klotzbremse) durch Schlieren T27 (Scheibenbr.)		x	x	x
<u>Heizung und Lüftung:</u>				
- Warmwasser (öl)	x			
- Klimaanlage mit Elektroheizung		x	x	x
<u>Energieversorgung/Beleuchtung :</u>				
- Generator	x			
- statischer Mehrspannungs-Umrichter		x	x	x
- Batterie höherer Kapazität		x	x	x
- erneuerte Verkabelung	x	x	x	x
- Leuchtstoffröhren und Halogen-Beleuchtung	x	x	x	x
<u>Umbaukosten (in Mio BEF)</u>	16	21	23	26
Alternativ : Ersatz Schlieren (Klotzbremse) durch luftgefedertes Drehgestell	+7	+6	+6	-5
	23	27	29	32

The different equipment features of the cars are interesting. In the end, the TEN pool decided in favour of the equipment variant A2, which was added in September 1990, with the provision of Belgian T 27 disc-braked Schlieren bogies at a total price of 21 million Belgian francs. The study concluded that "after conversion according to CIWLT variant A2, the type P coaches can be expected to meet the Pool's service concept and the current comfort and service requirements of sleeping car passengers. They are suitable for permissive use and satisfy the operational conditions of use." <sup>3</sup>

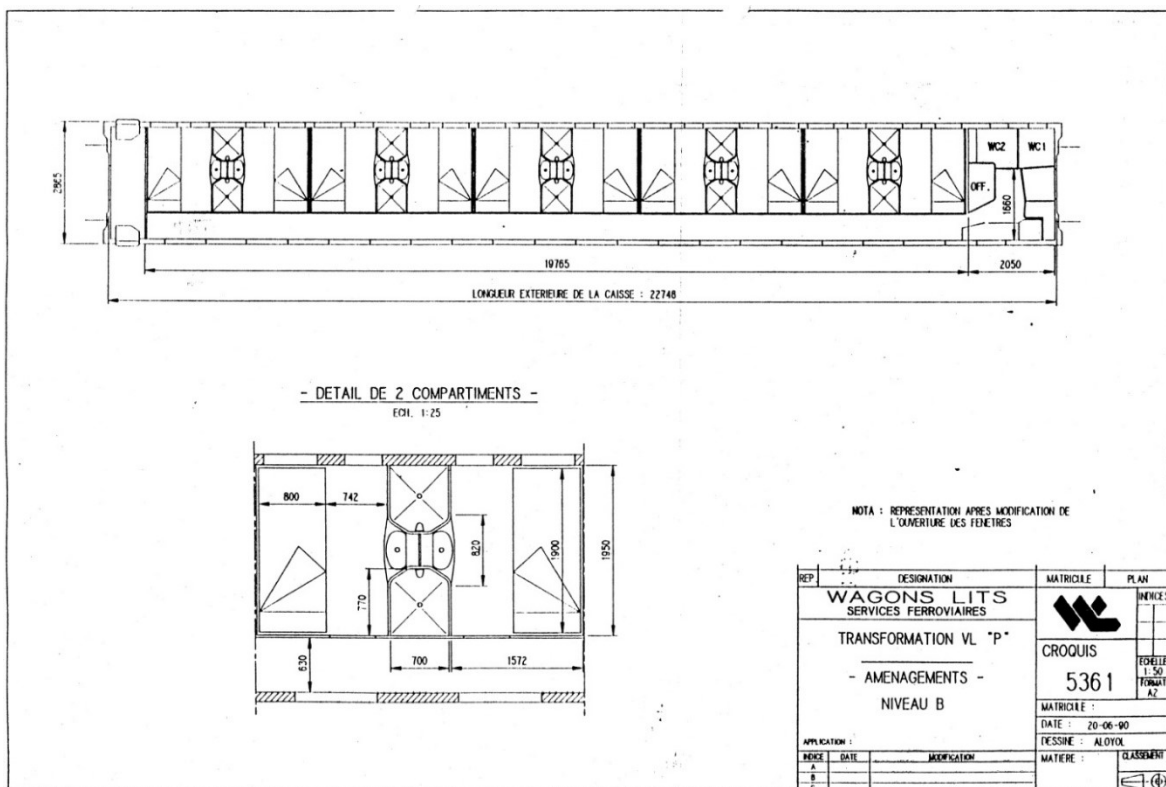
Would the "comfort and service demands of sleeping car passengers" not in fact have been better met with showers in the car or even in the compartment and with toilets between two compartments? DSG/DB had showers installed at the end of the car in its latest series WLABmh 175 and refitted these in some older cars and also repeatedly brought the subject of showers into the meetings of the pool committees - ultimately without success.



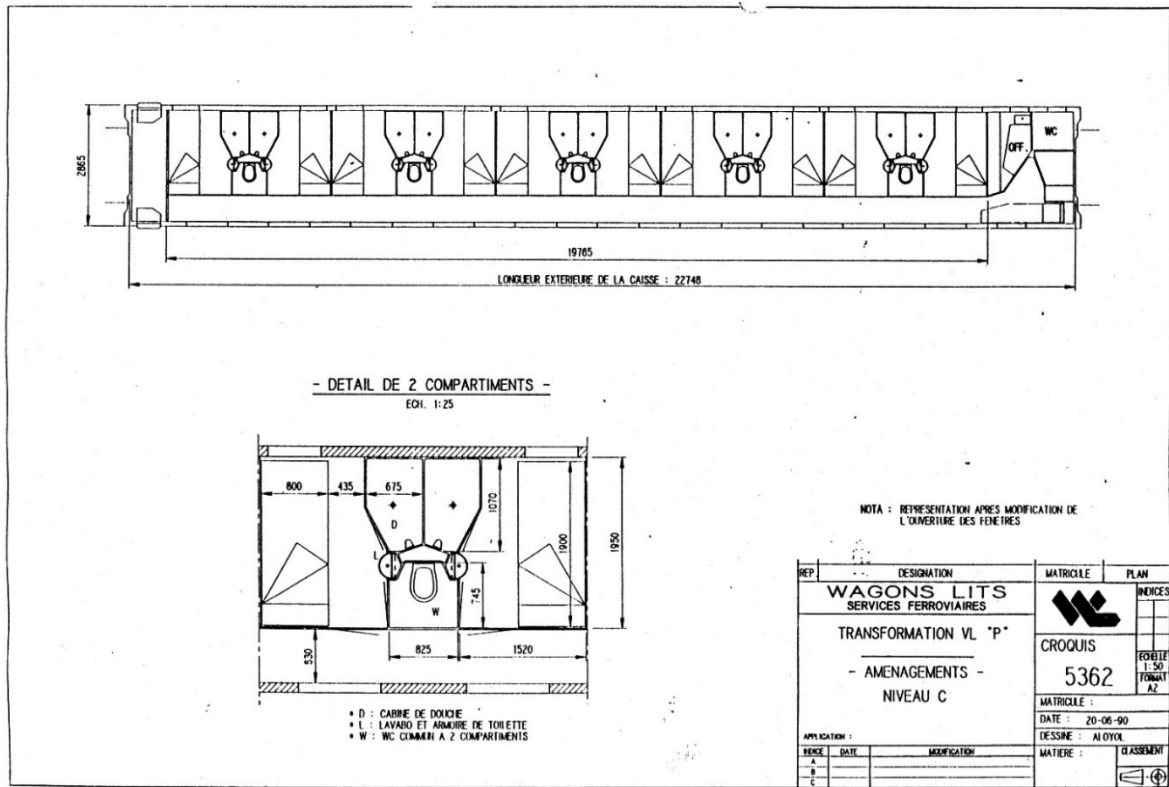
The table above gives information about the equipment features, but what did the car designs look like in detail? I can show here the original designs A, B, and C from June 1990, also the variant A2 from September 1990 that was finally implemented:



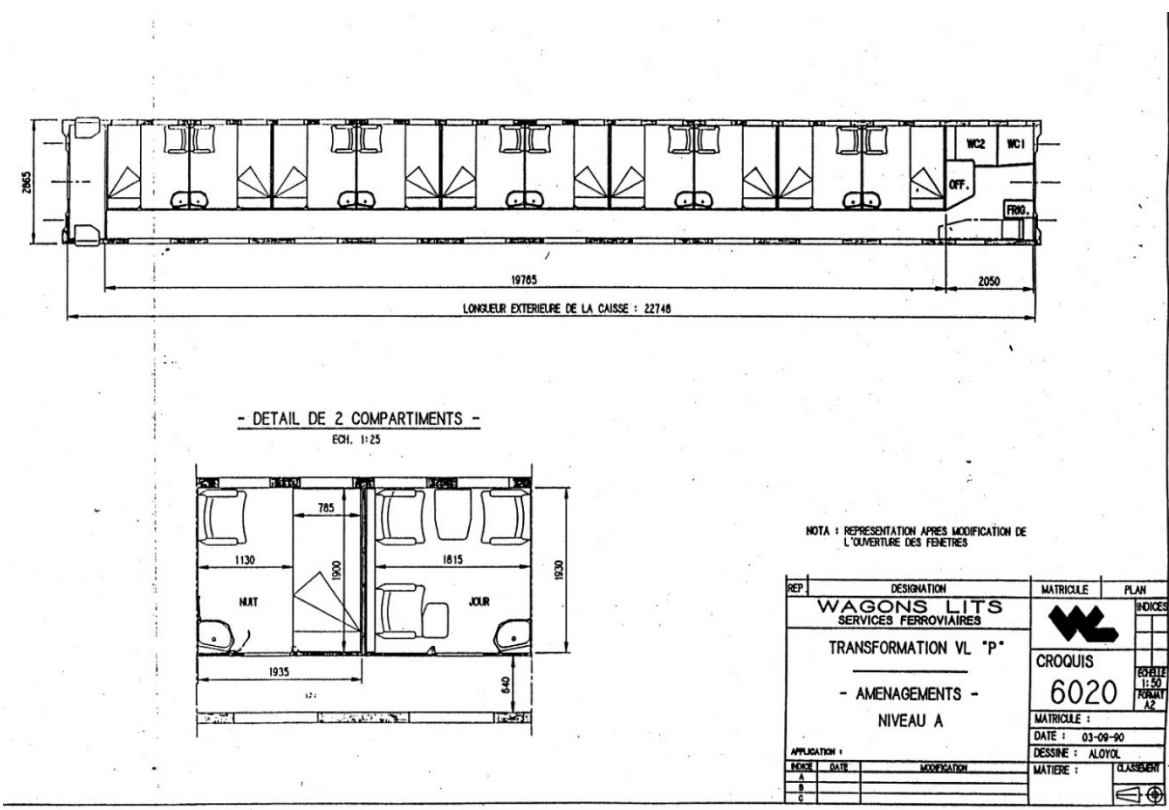
Picture 7: Variant A (later called A1) with vis-à-vis seats and a large compartment window.



Picture 8: Variant B with a conventional compartment window at the bed/seat and a narrower one in place of the former upper windows, both with shower in the compartment.



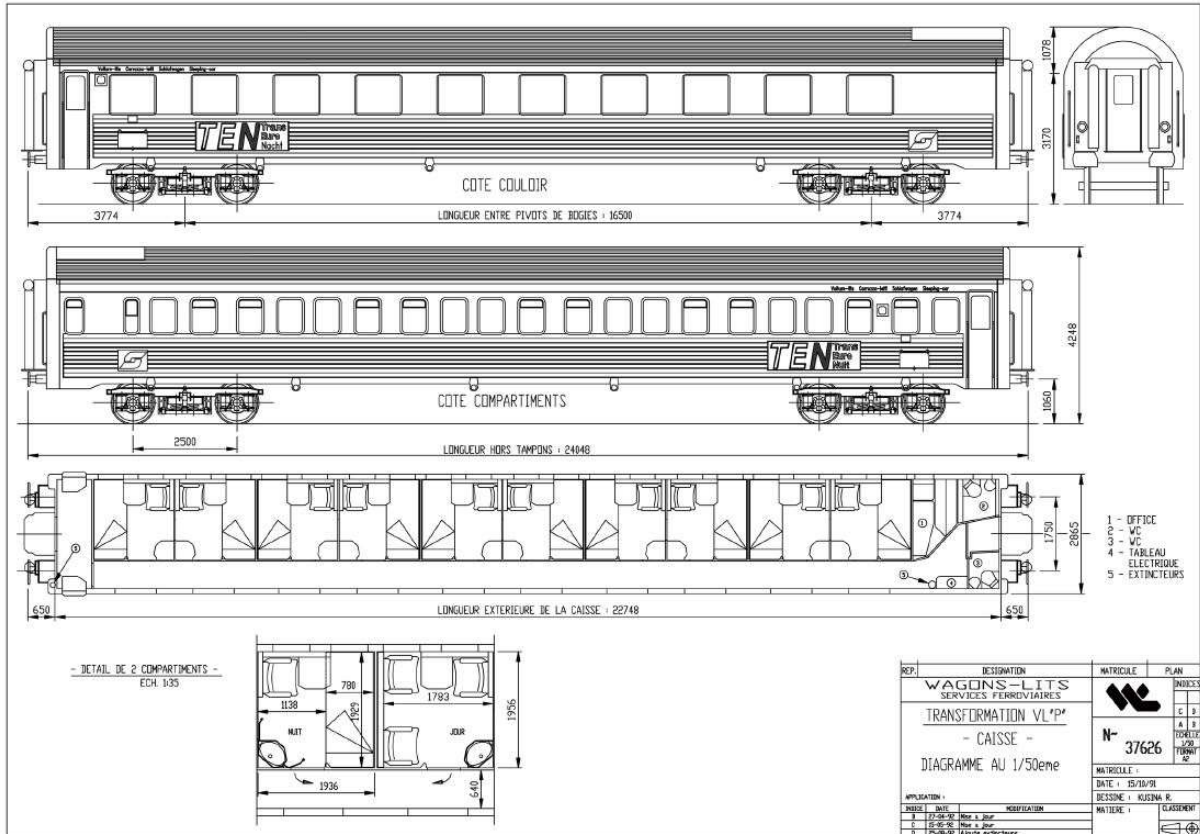
Picture 9: Variant C with only one conventional window per compartment, with a large shower, tiny washbasins and one WC for every two compartments. Similar "cabinets", but with washing facilities instead of WCs, used to exist in the WL types R and S.



Picture 10: Variant A2, added in September 1990, which was finally realised in nearly this way: two equally large windows per compartment, seats facing each other. No special features in the direction of shower or WC. <sup>4</sup>



A plan drawing from 1991 finally shows the version that was finally realised, with minor changes in the area of the office and the WC. The office became a small compartment, one of the toilets moved to the opposite side. The conversions took place in the CIWL workshops in Irun (removal of the compartments, removal of the compartment windows) and Oostende (installation of the new compartments and windows).



Picture 11: Plan „Transformation VL P“, Coll. Author



Picture 12: Day and night position of compartment (Photo: RSI Vienne)



Picture 13: Compartment side of AB30 ex P 4559 as 61 81 70-70 002-4 in UEx to Verona at Hamburg-Altona on 1 June 2018.



Picture 14: Corridor side of AB30 ex P 4536 as 61 84 06-70 418-8 in UEx 791525 to Verona at Altona on 9 June 2017.

Both pictures: Author.



From 1993, the AB 30s appear in the pool statistics - but only 17 of the 20 converted cars. NS and SNCB-NMBS have their target stock of 5 cars each, but ÖBB only has seven cars documented until summer 1994. From the available pool documents I could not clarify this discrepancy at first.

However, this mystery may be solved in the plan supplement to the Austrian magazine Schienenverkehr aktuell, issue 12/95: Due to delayed registration, it says, the 'first' three of the ten cars were initially on the road with Belgian private UIC numbers, so these must have initially been 71 (or more likely 61?) 88 06-70 ... and therefore appear neither in the pool documents nor in statistics on the Parc national of the ÖBB. Since all cars are known by number, it is puzzling how these three cars must have been initially numbered in accordance with UIC. <sup>5</sup>

From the list of cars brought into the TEN pool of 13 December 1993:

**III**

**REPARTITION DES PARCS D'APPORT DU POOL TEN  
VERZEICHNIS DER EINGEBRACHTEN WAGENPARKS DES TEN-POOLS  
REPERTORIO DEI PARCHI D'APPORTO DEL POOL-TEN**

1	2	3	4	5	6	7	8	9
Réseaux Bahnen	Situation 13.XII.93 Situation 13.XII.93 Situazione 13.XII.93							
Reti	Parc effectif tatsächl.Park Parco effettivo	R <sup>1)</sup>	Cie <sup>2)</sup>	T2	T2 S	MU	AB 33	AB 30
DB - 80	71	71			6		65	
ÖBB - 81	23	7	16		3	10	3	7
FS - 83	40	21	19		10	30		
NS - 84	8	3	5		2	1		5
CFF - 85	22	22			3	9	10	
DSB - 86	6	6			1		5	
SNCF - 87	50	30	20	23		27		
SNCB - 88	16	6	10	6		5		5
TOTAL	236	166	70	29	25	82	83	17

1) Propriété des réseaux / Bahneigene VL / Proprieta delle reti  
2) Ex. CIWLT

XII. 1993

Broken down in more detail four months later in the issue of 11 April 1994:

III.6															NB	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
NUMERO UIC UIC NUMBER NUMERO UIC	N° Cie Nr Gesell. N° Cia	R	C	Type Bauart Tipo	Construct. Hersteller Costruttore	Année Baujahr Anno	Modern. Modern. Ammod.	Bogies Drehgestell Carrelli	Freins Bremsen Freni	V max. RIC	Prise Auschluss Presa 380 V	Ligne train Ladegerät ZS Linea connes. (a-d)	Chauff./Clima. Heiz./Klima. Riscald./Condz.	Restit./Radiat. Rückg./Ausmust. Restit./Cancel.	Date Datum Date	Parc Park Parco
71 84 75-70 458-8 459-6	6458	/	/	T2 S	Sch	1975		M6.1C	OPR D	160	x		f,c,e			
71 84 72-70 622-2	4832	/	/	MU	Fiat	1973		M6.1A	OPR	160			f,c			
71 84 70-70 016-9	4558	/	/	AB 30	Ansaldo	1956	1992	SCHL.T27	OPR D	160	x	a,b,c,d	c,e			
017-7	4552	/	/	-	-	1955	-	-	-	-	x	a,b,c,d	c,e			
018-5	4536	/	/	-	Car	1956	-	-	-	-	x	a,b,c,d	c,e			
019-3	4529	/	/	-	-	-	1993	-	-	-	x	a,b,c,d	c,e			
020-1	4535	/	/	-	-	-	-	-	-	-	x	a,b,c,d	c,e			

III.11															BNCB	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
NUMERO UIC UIC NUMBER NUMERO UIC	N° Cie Nr Gesell. N° Cia	R	C	Type Bauart Tipo	Construct. Hersteller Costruttore	Année Baujahr Anno	Modern. Modern. Ammod.	Bogies Drehgestell Carrelli	Freins Bremsen Freni	V max. RIC	Prise Auschluss Presa 380 V	Ligne train Ladegerät ZS Linea connes. (a-d)	Chauff./Clima. Heiz./Klima. Riscald./Condz.	Restit./Radiat. Rückg./Ausmust. Restit./Cancel.	Date Datum Date	Parc Park Parco
71 88 75-70 156-4	5108	/	/	T2	Car	1974		M6-2B	OPR	160			f,c			
157-2	5109	/	/	-	-	-	-	-	-	-			f,c			
158-0	5110	/	/	-	-	-	-	-	-	-			f,c			
159-8	5151	/	/	-	-	1975	-	-	-	-			f,c			
160-6	5152	/	/	-	-	-	-	-	-	-			f,c			
161-4	5153	/	/	-	-	-	-	-	-	-			f,c			
71 88 72-70 615-2	4792	/	/	MU	WMD	1967		M4	OPR	160			f			
616-0	4793	/	/	-	-	-	-	-	-	-			f			
617-8	4794	/	/	-	-	-	-	-	-	-			f			
618-6	4795	/	/	-	-	-	-	-	-	-			f			
619-4	4796	/	/	-	-	-	-	-	-	-			f			
71 88 70-70 011-6	4554	/	/	AB 30	Ansaldo	1956	1992	SCHL.T27	OPR D	160	x	a,b,c,d	c,e			
012-4	4532	/	/	-	Car	-	-	-	-	-	x	a,b,c,d	c,e			
013-2	4543	/	/	-	-	-	1993	-	-	-	x	a,b,c,d	c,e			
014-0	4531	/	/	-	-	-	-	-	-	-	x	a,b,c,d	c,e			
015-7	4530	/	/	-	-	-	-	-	-	-	x	a,b,c,d	c,e			



III 3															OBB	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
NUMERO UIC UIC NUMBER NUMERO UIC	N° Cie Nr Gesell. N° Cia	R	C	Type Bauart Tipo	Construct. Hersteller Costruttore	Année Baujahr Anno	Modern. Modern. Ammod.	Bogies Drehgestell Carrelli	Freins Bremsen Freni	V max. RIC	Prise Auschluss Presa 380 V	Ligne train Ladegerät ZS Linee connes (a-d)	Chauff./Clima. Heiz./Klima Riscald./Condiz.	Restit./Radiat. Rückg./Ausmust. Restit./Cancel.	Transfert Abgabe Passaggio	
															Date Datum Date	Parc Park Parco
71 81 75-70 455-7	6455	/		T2 S	Sch	1975		M6.1C	OPR D	160	x	a	f,c,e			
456-5	6456	/		-	-	-		-	-	-	x	a	f,c,e			
457-3	6457	/		-	-	-		-	-	-	x	a	f,c,e			
71 81 71-30 000-4		/		AB 33	Han	1959	1987	MK.68	KE-GPR	140	x	a	f,c,e			
001-2		/		-	-	-	-	-	-	-	x	a	f,c,e			
002-0		/		-	-	-	-	-	-	-	x	a	f,c,e			
71 81 72-70 600-1	4800	/		MU	WMD	1967		M 4	OPR	160			f			
601-9	4787	/		-	-	1964	1979	-	-	-			f			
602-7	4788	/		-	-	-	1977	-	-	-			f			
606-2	4801	/		-	-	1967	-	-	-	-			f			
610-0	4802	/		-	-	-	-	-	-	-			f			
611-8	4803	/		-	-	-	-	-	-	-			f			
612-6	4804	/		-	-	-	-	-	-	-			f			
613-4	4805	/		-	-	-	-	-	-	-			f			
620-9	4797	/		-	-	-	-	-	-	-		a	f			
627-4	4834	/		-	Fiat	1973	-	M6.1A	-	-		a	f,c			
71 81 70-70 001-4	4555	/		AB 30	Ansaldo	1956	1992	SCHL.T27	OPR D	160	x	a,b,c,d	c,e			
002-2	4559	/		-	-	-	-	-	-	-	x	a,b,c,d	c,e			
003-0	4557	/		-	-	-	-	-	-	-	x	a,b,c,d	c,e			
004-8	4553	/		-	-	-	1993	-	-	-	x	a,b,c,d	c,e			
005-5	4539	/		-	Car	-	-	-	-	-	x	a,b,c,d	c,e			
006-3	4528	/		-	-	1955	-	-	-	-	x	a,b,c,d	c,e			
007-1	4527	/		-	-	-	-	-	-	-	x	a,b,c,d	c,e			

XII.1993

### BESOIN EN PARC D'APPORT

#### 1) POST HIVER 1993/94 (11.IV OU 28.V)

	T2	T2S	MU	AB33	AB30	TOTAL
Parc d'apport nécessaire	29	22	76	81	17	225
Parc antérieur	29	25	82	83	17	236
Différence	-	-3	-6	-2	-	-11

#### RESTITUTION

3 T2S FS :	424-1	425-8	426-6	
2 MU CFF :	590-0	594-2		
4 MU SNCF :	503-1	504-9	511-4	513-0
2 AB33 DB :	037-7	038-5		

#### 2) ETE 1994 (29 V AU 24 IX)

	T2	T2S	MU	AB33	AB30	TOTAL
Parc d'apport nécessaire	30	21	76	81	17	225
Parc antérieur	29	22	76	81	17	225
Différence	+1	-1	-	-	-	-

Apport : 1 T2 SNCF 186.2  
Restitution : 1 T2S FS 420.9

In the table above the cars 4555 (70 001-4), 4559 (70 002-2), 4557 (70 003-0), 4553 (70 004-8), 4539 (70 005-5), 4528 (70 006-3) and 4527 (70 007-1) are mentioned. The three missing cars with Belgian private UIC numbers must therefore have been cars 4541, 4544 and 4538. Can any of our readers provide the exact UIC numbers of these three cars from sightings or photos taken in 1993/94? <sup>6</sup>

The special feature with the three WL AB30s possibly remained until the end of the pool at the end of 1994, even for the summer of 1994 only 17 cars are mentioned as required <sup>7</sup> (see table bottom left).

## Sources:

- 1 - UIC Protocol "Anforderung Umbau Nachtfahrzeuge", Vienna, September 1991, coll. Hark Neumann
  - 2 - Renewed pool contracts as of 01.01.1980, coll. Hark Neumann
  - 3 - TEN project study "Herrichtung zum Weiterbetrieb und Modernisierung vorhandener TEN-Pool-Fahrzeuge" of November 1990, coll. Hark Neumann
  - 4 - Voiture-Lits Type "P" - Projets de Transformations DT N°394 - Juin 1990, Sep. 1990, Groupe Wagons-Lits, coll. Hark Neumann
  - 5 - Schienenverkehr aktuell 12/95, plan supplement "Inox sleeping car WLABm 70-70 of the ÖBB", coll. Author
  - 6 - Parcs d'apport du Pool (brought in car fleet), various issues, coll. Hark Neumann
  - 7 - Letter from the ORC (Organisme Repartiteur Central) of the Pool in Paris to the affiliated railways dated 2 March 1994, coll. Hark Neumann
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## The Royal Car and the French Presidential Train of 1896

by Jim Greaves

In 'Sleeping Story' Jean des Cars tells us that when Felix Faure became President in 1895 he was very keen to ensure Presidential journeys and those of visiting heads of state would be impressive. Motor cars, which he hated, were in their infancy and so, particularly as he was former administrator of CIWL, he was insistent that a Presidential train was created. Tsar Nicholas II was due to visit France in the autumn of



1896 and as the arrangements were being made Faure insisted M Saint-James, the director of the CIWL works at St Denis, produce such a train in time for the visit. M Saint-James had another good reason to comply as his uncle was the French Ambassador in Saint Petersburg.

In a record time of 35 days three cars were converted to very luxurious saloons with sleeping and restaurant facilities. Together with six other cars they formed the first Presidential train on 6<sup>th</sup> October 1896 used to transport Tsar Nicolas II from Cherbourg to Paris. Whether the luxury of the train influenced Tsar Nicolas II or not, the new Franco-Russian alliance was announced a year later.

**Picture 1: Félix François Faure (30 January 1841 – 16 February 1899) was the sixth President of the French Third Republic from January 15, 1895, to February 16, 1899.**



With this first presidential train the company of Wagon Lits inaugurated a prestigious career of 'supplier of the Elysée' for official trips. Felix Faure, who was said to enjoy the panache, was nicknamed 'president soleil'. The name, Sun King, had previously been used by Louis XIV but obviously Felix Faure was comfortable with it. The Head of State marked his reign of great official quasi-monarchical comfort on a green morocco trimmed desk in the living room of PR1. The initials were FF, Felix Faure or, as suggested by Jean des Cars, possibly, 'France fastueuse' (sumptuous France). Felix Faure used the train nineteen times before his untimely death in 1899 but he died like a true Frenchman, engaged in sexual activity with his mistress in his office in the Elysée Palace.

### **The Presidential Cars**

The cars PR1, PR2 and PR3 became national property on 9<sup>th</sup> December 1896 when they were sold by wagon-Lits for 325k ff to a syndicate of six railway companies who very generously donated them to the French state. The Paris à Lyon et à la Méditerranée (PLM) took charge of the train which was kept at Villeneuve-Saint-Georges. The PLM maintained the three cars and charged the other five networks that used them at 1/6<sup>th</sup> of the expenses less any income received from use outside the owner group. The train remained in use until the early 1920s.

Some details are known of the three permanent cars in the Presidential train which could be made up to as many as 9 cars depending on need. A video by the Lumiere Brothers is shown in the WikiPLM pages: [http://wikiplm.railsdautrefois.fr/wikiPLM/index.php?title=Train\\_Pr%C3%A9sidentiel](http://wikiplm.railsdautrefois.fr/wikiPLM/index.php?title=Train_Pr%C3%A9sidentiel) (scroll to video) showing the train in 1897 being drawn by two locomotives from the 2701-06 series with two Fourgons followed by three First Class cars for journalists, police and security and then the three Presidential cars, probably in number order. The rear of the train is unseen. The whole train is immaculately presented and the Presidential cars are distinguished by two golden bands along the sides framing a coat of arms of France.

PR1 originally 269 (second of 3 to carry number) built CGC St Denis 1894 (26 pax 18.340m)

PR2 originally 249 built Lyons 1889 (30 pax 18.740m)

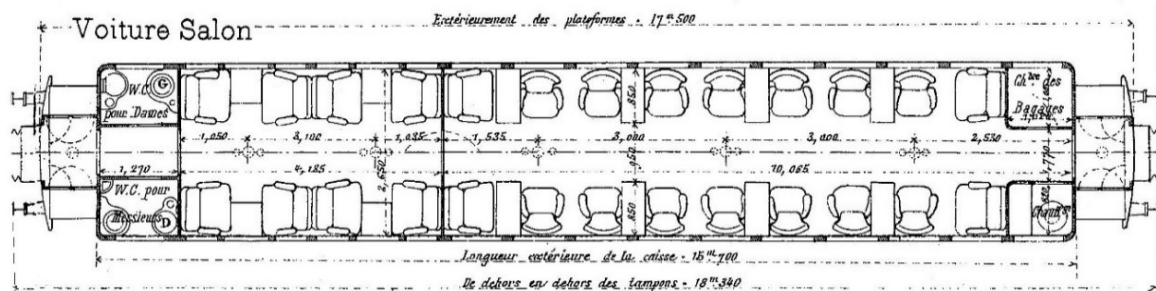
PR3 originally 501 (341) built Midland Carriage/Brown Marshall (Metro Cammell) in late 1892 and delivered to CIWL early in 1893 (8 or 9 pax 18.620m)



Picture 2: The Presidential train stabled overnight at Plancoet on 30<sup>th</sup> May 1914. WikiPLM site

There is more information available on some cars than others and there are several photographs on the WikiPLM site as noted above however, apart from the diagrams below, it is difficult to be certain which photograph represents each car. None of the cars have a visible number by which to identify them but I'll list them in number order.

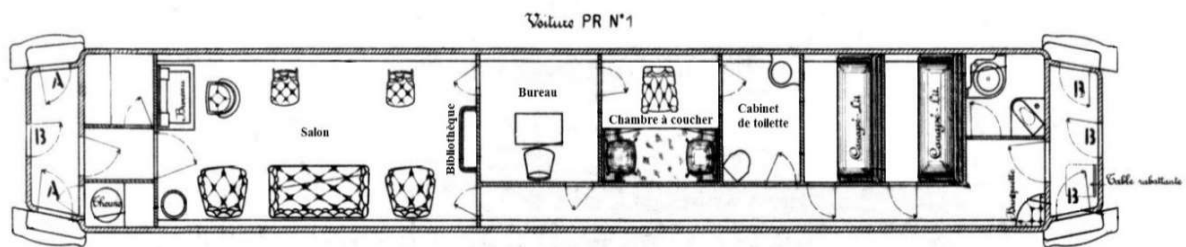
### Wagon-Salon 269 (1894) PR1



Picture 3: N° 269 as originally built

The original design of 269 as above was heavily revised before being added to the Presidential Train. Although built later by CGC at St Denis in 1894 it was originally identical to cars in the English and French Club trains which were shown at the Exposition Universelle of 1889. The overall dimensions remained the same and the heating and lighting is thought to be the same as the other cars although the purpose of the large tanks under the body (see video) remain a mystery unless they contained water. We know from Jean des Cars' account that President Faure had an office in this car. It is possible this car was chosen because it was in the process of being built to replace an earlier 269 built at Nivelles in 1889 which was burnt in the fire at St Denis on October 16<sup>th</sup> 1893 but this is just speculation.





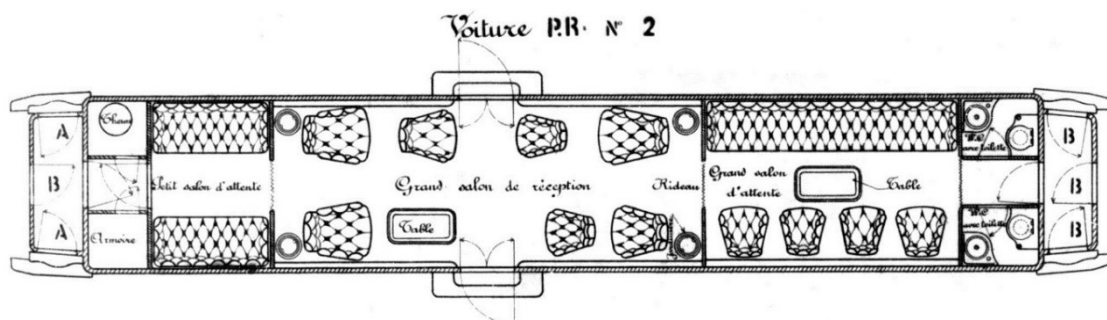
Picture 4: N° 269 refitted as PR1 for the Presidential Train



Picture 5: PR1 in 1920 showing the windows from which, late at night on 24 May 1920, President Deschanel fell from while the train was stationary near Montargis. He had taken some sleeping pills and was found wandering in his nightshirt by a platelayer who took him to the nearest level-crossing keeper's cottage. PR1 is beginning to look the worse for wear following WW1 but it was due for replacement at the time. PR1 was replaced in 1923. [WikiPLM site](#)

### Wagon Restaurant 249 became PR2

The salon car N° 249 was built by Horne and Buire in 1889 as a 30 seat wagon-restaurant. Original configuration unknown.



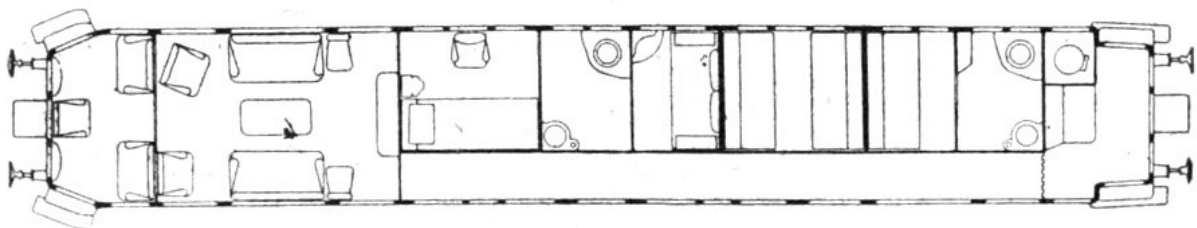
Picture 6: PR2 as refitted for the Presidential Train. This was the only car to have side doors with folding steps making it easy to identify.



Picture 7: The President (Poincaré?) is assisted down the steps of PR2 WikiPLM site

### Royal Car N° 501 later PR3

In 1892 Compagnie des Wagons-Lits did not own a special luxury car that could be made available to sovereigns or officials. The Company filled this shortcoming by having a saloon car built by Brown Marshall and finished in Wagon-Lits workshops in Paris to a very luxurious specification in 1893. This order followed the construction of new vehicles for the P&O Express by Brown Marshall.



Picture 8: N° 501 The Royal Car as built in 1892

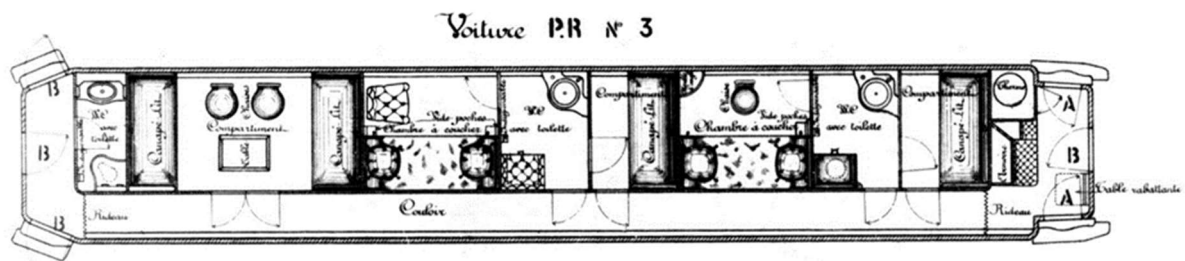
501 was lit by electricity and heated by the thermo-siphon. This car should have been numbered 341 following the series of wagon-restaurants 336 to 340, but to differentiate it from the rest, Wagon-Lits gave it the number 501, and no car ever had the number 341. It appeared on their list of equipment under the denomination of "Royal car". Very luxurious, its interior included a large saloon seating 9 people including a smoking terrace, two single bedrooms communicating with a bathroom and then two



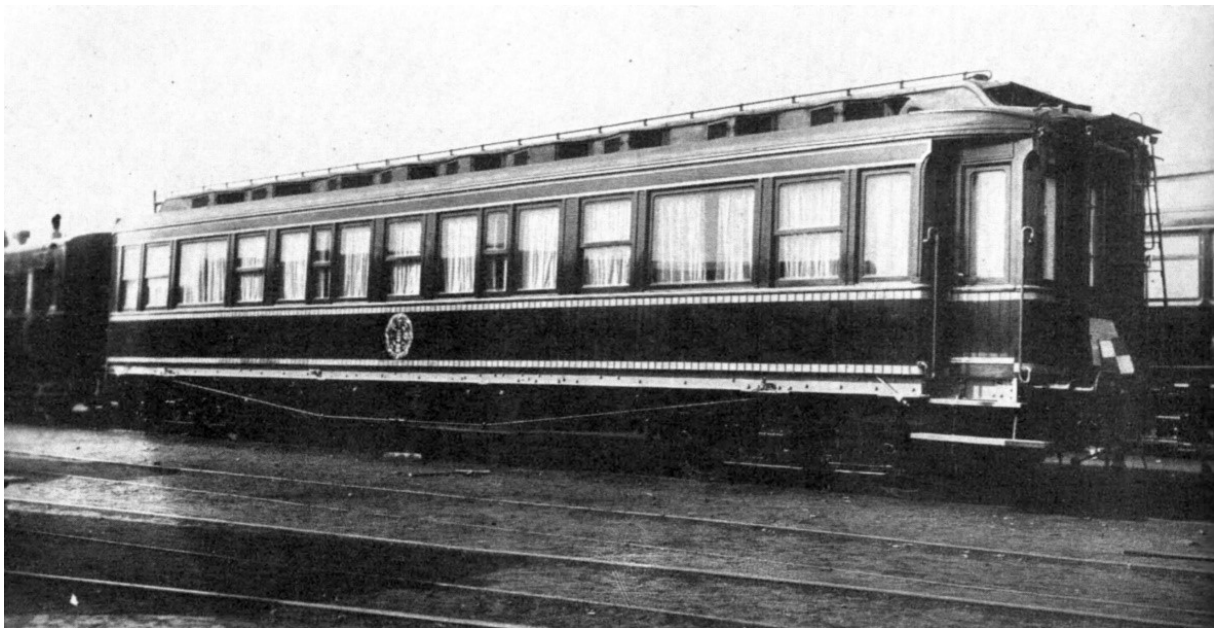
compartments for two and four people that could be transformed into beds for the night, as well as a compartment for servants.

The problem was everyone was happy with Wagon-Lits luxury as provided as standard and did not want the additional expense of hiring this car. It was very little used. It should have been used for the Prince of Battenberg, who accompanied Queen Victoria from England on her journey from Cherbourg to Florence at the beginning of 1893. However officials of the Compagnie de l'Ouest did not want the embarrassment of using this car in a special train for Queen Victoria as it was more comfortable than her own carriage. She was travelling in Continental 1R built in 1883 and kept at Calais for her exclusive use.

Among the few wealthy travelers who did rent this car were Mr. Vanderbilt, the American billionaire and Mr. Gordon-Bennett, founder of the New York Herald Tribune. When 501 was acquired by the French Government to be inserted in the special train of President Felix Faure, Wagon-Lits was very happy to be able to remove it from its fleet. 501 had in fact cost it dearly and its inclusion in the new Presidential train was a great relief.



Picture 9: N° 501 after conversion to PR3



Picture 10: N° 501 as in the Presidential train numbered PR3. The long golden bands and a badge with the arms of France can be seen on the side of the teak body. *Sleeping Story Jean Des Cars*

I wish to thank Roland Arzul, Christopher Elliot and Dirk Frielingsdorf for help and information leading to the production of this article.

Arte TV in their 'Mystères D'Archives' series have brief films of both the Presidential Train and the Armistice train amongst many other items of interest from history:

[https://boutique.arte.tv/detail/mysteres\\_archives\\_volume\\_3](https://boutique.arte.tv/detail/mysteres_archives_volume_3)

## La voiture royale et le train présidentiel français de 1896

De Jim Greaves (traduction française)

Dans «Sleeping Story», Jean des Cars nous dit que lorsque Félix Faure est devenu président en 1895, il était très désireux d'assurer les voyages présidentiels et ceux des chefs d'État en visite seraient impressionnants. Les voitures à moteur, qu'il détestait, en étaient à leurs balbutiements et ainsi, d'autant plus qu'il était ancien administrateur du CIWL, il insistait pour qu'un train présidentiel soit créé. Le tsar Nicolas II devait se rendre en France à l'automne 1896 et pendant que les arrangements étaient faits, Faure insista pour que M Saint-James, le directeur des travaux du CIWL à St Denis, produise un tel train à temps pour la visite. M Saint-James avait une autre bonne raison de se plier car son oncle était l'ambassadeur de France à Saint-Pétersbourg.

En un temps record de 35 jours, trois voitures ont été converties en berlines très luxueuses avec des installations de couchage et de restauration. Avec six autres voitures, ils formèrent le 6 octobre 1896 le premier train présidentiel utilisé pour transporter le tsar Nicolas II de Cherbourg à Paris. Que le luxe du train ait influencé ou non le tsar Nicolas II, la nouvelle alliance franco-russe est annoncée un an plus tard.

Image 1 : Félix François Faure (30 janvier 1841 - 16 février 1899) fut le sixième président de la Troisième République française du 15 janvier 1895 au 16 février 1899.

Avec ce premier train présidentiel la compagnie de Wagon Lits a inauguré une prestigieuse carrière de «fournisseur de l'Elysée» pour les voyages officiels. Felix Faure, qui appréciait le panache, a été surnommé «président soleil». Le nom, Roi Soleil, avait déjà été utilisé par Louis XIV, mais évidemment Felix Faure était à l'aise avec lui. Le chef de l'Etat a marqué son règne de grand confort quasi-monarchique officiel sur un bureau garni de maroquin vert dans le salon du PR1. Les initiales étaient FF, Felix Faure ou, comme le suggère Jean des Cars, peut-être «France fastueuse» (sommptueuse France). Félix Faure a utilisé le train dix-neuf fois avant sa mort prématurée en 1899 mais il est mort comme un vrai Français, engagé dans une activité sexuelle avec sa maîtresse dans son bureau de l'Elysée.

### Les voitures présidentielles

Les voitures PR1, PR2 et PR3 devinrent propriété nationale le 9 décembre 1896 lorsqu'elles furent vendues par Wagon-Lits – CIWL pour 325k ff à un syndicat de six compagnies de chemin de fer qui en fit très généreusement don à l'Etat français. Le Paris à Lyon et à la Méditerranée (PLM) a pris en charge le train qui était conservé à Villeneuve-Saint-Georges. Le PLM entretenait les trois voitures et facturait les cinq autres réseaux qui les utilisaient à 1 / 6e des dépenses moins les revenus provenant de l'utilisation en dehors du groupe propriétaire. Le train est resté en service jusqu'au début des années 1920.

Certains détails sont connus des trois voitures permanentes dans le train présidentiel qui pourraient être composées jusqu'à 9 voitures selon les besoins. Une vidéo des frères Lumières est présentée dans les pages WikiPLM: [http://wikiplm.railsdautrefois.fr/wikiPLM/index.php?title=Train\\_Pr%C3%A9sidentiel](http://wikiplm.railsdautrefois.fr/wikiPLM/index.php?title=Train_Pr%C3%A9sidentiel) (défiler vers la vidéo) montrant le train en 1897 tiré par deux locomotives de la série 2701-06 avec deux Fourgons suivies de trois voitures de Première Classe pour les journalistes, la police et la sécurité et ensuite les trois voitures présidentielles, probablement par ordre de numéro. L'arrière du train est invisible. L'ensemble du train est impeccablement présenté et les voitures présidentielles se distinguent par deux bandes dorées sur les côtés encadrant un blason de France.

PR1 à l'origine 269 (deuxième de 3 à porter le numéro) construit CGC St Denis 1894 (26 pax 18,340m)

PR2 à l'origine 249 construit Lyon 1889 (30 pax 18.740m)



PR3 à l'origine 501 (341) construit Midland Carriage / Brown Marshall (Metro Cammell) à la fin de 1892 et livré au CIWL au début de 1893 (8 ou 9 personnes 18,620 m)

Image 2 : Le train présidentiel a passé la nuit à Plancoët le 30 mai 1914. *Site WikiPLM*

Il y a plus d'informations disponibles sur certaines voitures que sur d'autres et il y a plusieurs photographies sur le site WikiPLM comme indiqué ci-dessus cependant, mis à part les schémas ci-dessous, il est difficile de savoir quelle photographie représente chaque voiture. Aucune des voitures n'a de numéro visible permettant de les identifier, mais je vais les énumérer par ordre de numéro.

### **Wagon-Salon 269 (1894) PR1**

Image 3 : N° 269 tel que construit à l'origine

La conception originale du 269 comme ci-dessus a été fortement révisée avant d'être ajoutée au train présidentiel. Bien que construit plus tard par CGC à St Denis en 1894, il était à l'origine identique aux voitures des 'Club Trains' anglais et français qui ont été présentées à l'Exposition Universelle de 1889. Les dimensions hors tout sont restées les mêmes et le chauffage et l'éclairage seraient les mêmes comme les autres voitures bien que la fonction des grands réservoirs sous la carrosserie (voir vidéo) reste un mystère à moins qu'ils ne contiennent de l'eau. Nous savons par le récit de Jean des Cars que le président Faure avait un bureau dans cette voiture. Il est possible que cette voiture ait été choisie car elle était en cours de construction pour remplacer une 269 antérieure construite à Nivelles en 1889 qui a été brûlée dans l'incendie de St Denis le 16 octobre 1893, mais ce n'est que spéculation.

Image 4 : N° 269 réaménagé en PR1 pour le train présidentiel

Image 5 : PR1 en 1920 montrant les fenêtres d'où, tard dans la nuit le 24 mai 1920, le président Deschanel est tombé du train présidentiel près de Montargis. Il avait pris des somnifères et a été retrouvé errant dans sa chemise de nuit par un *Platelay* ferroviaire, qui l'a emmené au chalet du gardien du passage à niveau le plus proche. Le PR1 commence à se détériorer après la Première Guerre mondiale, mais il devait être remplacé à l'époque. PR1 a été remplacé en 1923. *Site WikiPLM*

### **Wagon Restaurant 249 devient PR2**

Le wagon-restaurant n° 249 a été construit par Horne et Buire en 1889 en tant que wagon-restaurant de 30 places. Configuration d'origine inconnue.

Image 6: PR2 comme réaménagé pour le train présidentiel. C'était la seule voiture à avoir des portes latérales avec des marches pliantes facilitant son identification.

Image 7 : Le président (Poincaré?) Est assisté dans les étapes du site PR2, *Site WikiPLM*

### **Royal Car No 501 plus tard PR3**

En 1892, la Compagnie des Wagons-Lits ne possédait pas de voiture de luxe spéciale pouvant être mise à la disposition des souverains ou des fonctionnaires. La société a comblé cette lacune en faisant construire une berline par Brown Marshall et achevée dans ses ateliers de Paris à un cahier des charges très luxueuse en 1893. Cette commande faisait suite à la construction de nouveaux véhicules pour le P&O Express par Brown Marshall.

Image 8: N° 501 La voiture royale construite en 1892

501 était éclairé à l'électricité et chauffé par le thermosiphon. Cette voiture aurait dû être numérotée 341 à la suite de la série de Wagon-Restaurants 336 à 340, mais pour la différencier du reste, Wagon-Lits lui a

donné le numéro 501, et aucune voiture n'a jamais eu le numéro 341. Il figurait sur leur liste d'équipement sous la dénomination de "voiture royale". Très luxueux, son intérieur comprenait un grand salon pouvant accueillir 9 personnes dont une terrasse fumeur, deux chambres simples communiquant avec une salle de bain puis deux compartiments pour deux et quatre personnes pouvant être transformés en lits pour la nuit, ainsi qu'un compartiment pour les domestiques.

Le problème était que tout le monde était satisfait du luxe Wagon-Lits tel que fourni en standard et ne voulait pas des frais supplémentaires liés à la location de cette voiture. C'était très peu utilisé. Il aurait dû être utilisé pour le prince de Battenberg, qui accompagna la reine Victoria d'Angleterre lors de son voyage de Cherbourg à Florence au début de 1893. Cependant, les responsables de la Compagnie de l'Ouest ne voulaient pas l'embaras d'utiliser cette voiture dans un train spécial pour la reine Victoria car il était plus confortable que son propre voiture. Elle voyageait dans le Continental 1R construit en 1883 et conservé à Calais pour son usage exclusif.

Parmi les rares voyageurs fortunés qui ont loué cette voiture figuraient M. Vanderbilt, le milliardaire américain et M. Gordon-Bennett, fondateur du New York Herald Tribune. Lorsque le 501 fut acquis par le gouvernement français pour être réinséré dans le train spécial du président Félix Faure, CIWL Wagon-Lits était très heureux de pouvoir le retirer de sa flotte. 501 lui avait en effet coûté cher et son inclusion dans le nouveau train présidentiel était un grand soulagement. Ce train, dans lequel les rois et chefs d'État ont voyagé en France, a scellé la collaboration Ellysée-Wagon-Lits.

Image 9 : N° 501 après conversion en PR3

Image 10 : N° 501 comme dans le train présidentiel numéroté PR3. Les longues bandes dorées et un insigne aux armes de la France sont visibles sur le côté du corps en teck. *Sleeping Story, Jean Des Cars*

Je tiens à remercier Roland Arzul, Chris Elliott et Dirk Frielingsdorf pour l'aide et les informations qui ont conduit à la production de cet article.

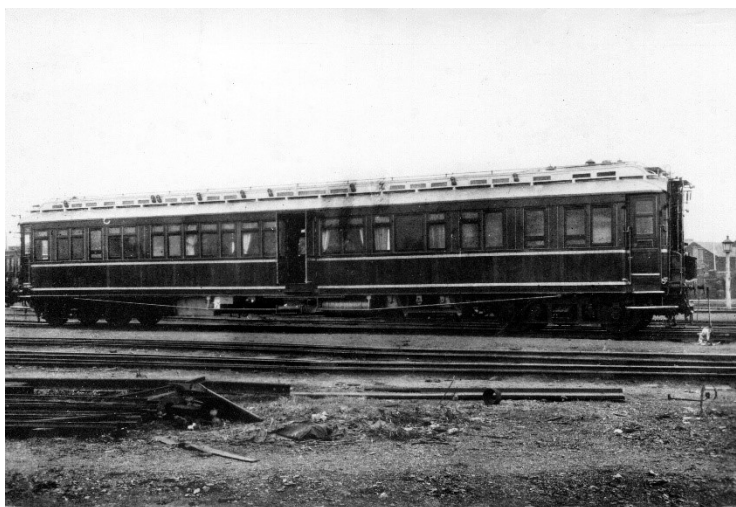
Arte TV, dans sa série «Mystères d'Archives», présente de brefs films à la fois sur le train présidentiel et le train de l'armistice parmi de nombreux autres éléments d'intérêt de l'histoire.

[https://boutique.arte.tv/detail/mysteres\\_archives\\_volume\\_3](https://boutique.arte.tv/detail/mysteres_archives_volume_3)

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## Wagon Salon A2 Berline Royal of the Belgian King Leopold II:

Under the impression of the presidential carriages PR1 to PR3, which the CIWL had refurbished in its St. Denis workshop in 1896 from the salon carriages 249, 269 and 501, as well as the lavish luxury that the CIWL displayed with Transsibérien carriages on the World Exhibition of 1900, the Belgian royal family had this carriage built by CGC in 1901: Length 19.76 m, pivot spacing 15 m, weight 42 t. The vehicle was equipped with a kitchen, bathroom, bedroom and salon for King Leopold, bathroom and bedroom for Princess Clémentine, two compartments and a toilet for escort personnel. (DF)





# Memorabilia and the evolution of CIWL shareholding

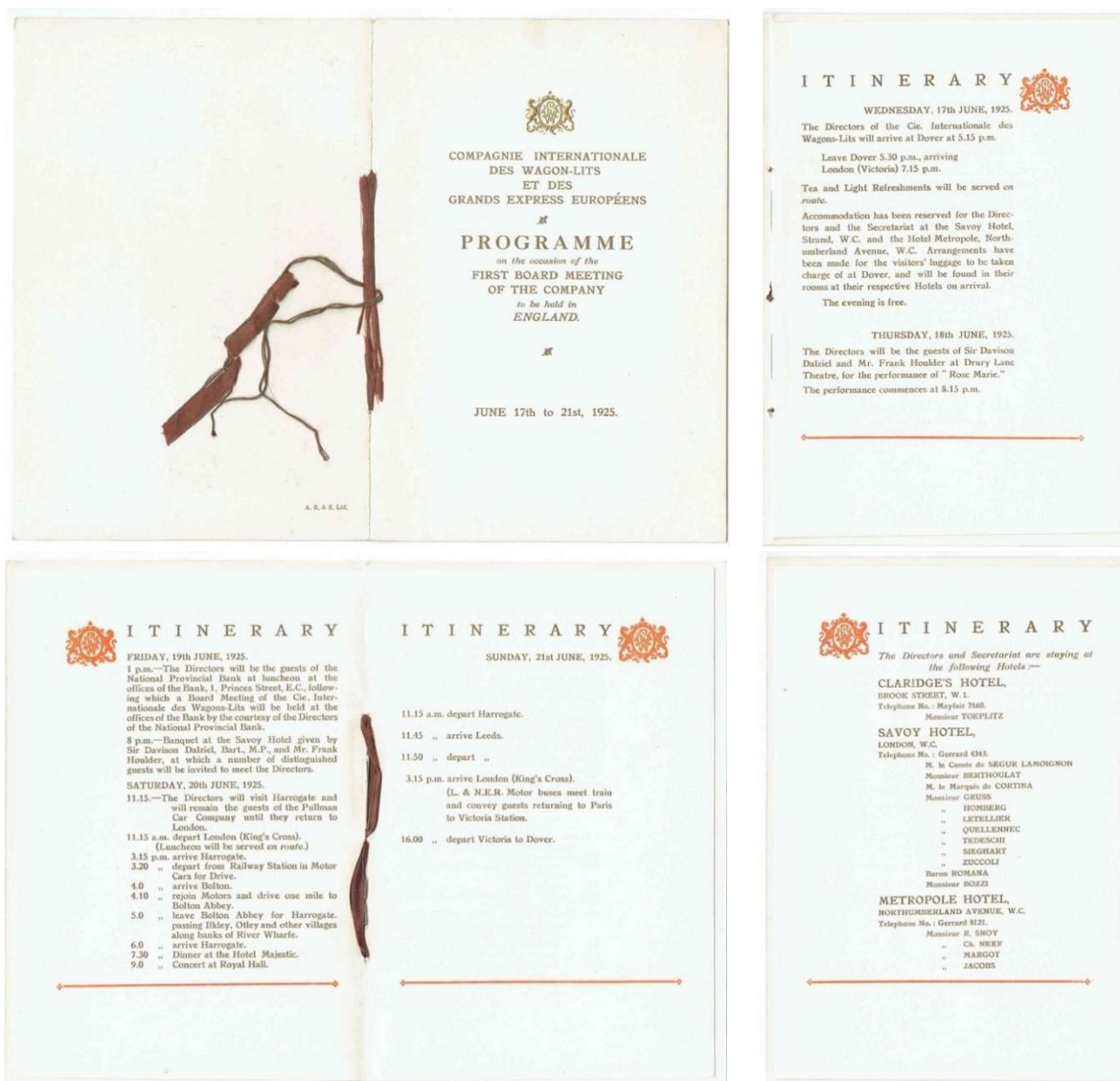
by Jos Geilen

Recently I did acquire a set of five memorabilia related to the first Board Meeting of the Compagnie Internationale des Wagons-Lits in England which took place on June 19<sup>th</sup>, 1925.

Since there is no mention of this meeting in the literature and documents known to me, I wanted to know more about the grounds for this meeting in England and have researched it.

In the first part of my article, all five memorabilia are shown, their details described and illustrated with images. Furthermore, found data of most of the persons mentioned on these memorabilia are stated. In the second part, the evolution of the shareholding at the CIWL is discussed on the basis of quotes from relevant studies concerning this integral part of the history of the CIWL. Studying the evolution of Wagons-Lits shares after the Paris Exposition in 1900 (Exposition Universelle), I discovered the likely link between this Board Meeting and the evolution of the shareholding.

## 1. Programme and itinerary of the Board Meeting



**Wednesday June 17<sup>th</sup>, 1925**

At 5.15 p.m., the Directors arrived by ferry “TS Engadine” at Dover and left there by Southern’s “Continental Pullman Express” at 5.30 p.m. This first-class train arrived at London (Victoria) at 7.15 p.m. Tea and light refreshments were served “en route”.

The Directors and secretariat of CIWL stayed at these hotels in London:



**Claridge's Hotel, Brooke Street, Mayfair, W.1**



**Art Deco lobby in 1925**



**Savoy Hotel, Strand, W.C.**



**Restaurant**



**Metropole Hotel, Northumberland Avenue, W.C.**

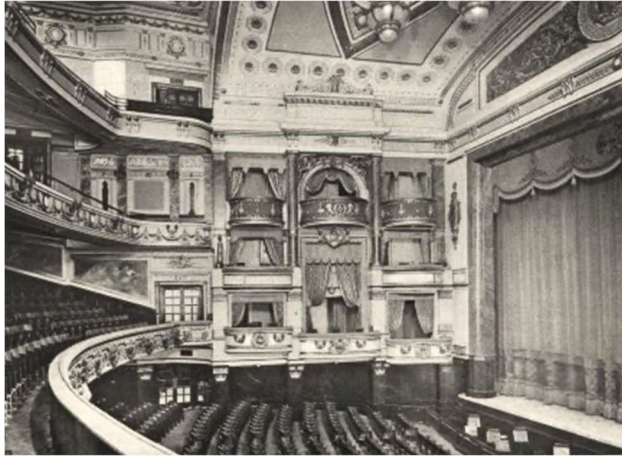


**The Café Anglais ca. 1928**



### Thursday June 18<sup>th</sup>, 1925

At 8.15 p.m., the Directors were the guests of Sir Davison Dalziel and Mr. Frank Houlder at Drury Lane Theatre, for the performance of "Rose Marie", an operetta-style musical with music by Rudolf Friml and Herbert Stothart.



Drury Lane Theatre, Catherine Street, London, W.C.



### Friday June 19<sup>th</sup>, 1925

At 1 p.m., the Directors were the guests of the National Provincial Bank at luncheon at the offices of the Bank, followed by a Board Meeting of the Compagnie Internationale des Wagons-Lits held at the offices of the Bank by the courtesy of the Directors of the National Provincial Bank.

No details are known about this luncheon and Board Meeting but of interest is the fact that the National Provincial Bank in London had a 50 per cent share of Lloyds and National Provincial Bank in Paris since 1917.



Corner of Threadneedle Street and Bishopsgate



Princes Street 1, E.C.

The bank's headquarters was in Bishopsgate, but on the corner of Poultry and Princes Street, a building was built providing increased office space in close proximity to the Bank of England.

The meeting was held at the offices at Princes Street 1.

## **Who were the participants of this Board Meeting?**

### **Monsieur Giuseppe Toeplitz**

Vice-Chairman of the Board of Directors of CIWL (*Vice-président au Conseil d'Administration*)  
General manager of the Banca Commerciale Italiana, the biggest Italian bank, in Milan

### **Monsieur le Comte de Ségur-Lamoignon**

Vice-Chairman of the Board of Directors of CIWL  
Member of the Board of Pullman Co.

### **Monsieur Berthoulat**

Director on the Board of Directors of CIWL (*Administrateur au Conseil d'Administration*), senator

### **Monsieur le Marquis de Cortina**

Director on the Board of Directors of CIWL  
Director (president) of the Banco Español De Credito and a former Cabinet Minister, in Madrid

### **Monsieur Joseph Gruss**

Director on the Board of Directors of CIWL, industrialist, in Cannes

### **Monsieur André Homberg**

Vice-Chairman of the Board of Directors and member of the Financial Management of CIWL  
President of the Société Générale, director of the Credit Nationale and Chemins de fer de l'Est

### **Monsieur Henry Letellier**

Director on the Board of Directors of CIWL

### **Monsieur Edouard Quellenec**

Secretary on the Board of Directors of CIWL  
Director of the Suez Canal Compagnie and the Société Française et Italienne des Houillères de Dombrowa

### **Monsieur Giacomo Tedeschi**

Director on the Board of Directors of CIWL  
Director of the Banca Commerciale Italiana, in Milan

### **Monsieur Rudolf Sieghart**

Director on the Board of Directors of CIWL  
President of the Boden-Credit-Anstalt, in Vienna

### **Monsieur Giuseppe Zuccoli**

Director on the Board of Directors of CIWL  
Director of the Banque Française et Italienne pour l'Amérique du Sud, in Paris

### **Baron Francisco de Paula Romañá y Sauri**

Director on the Board of Directors of CIWL  
Director of the Chemins de Fer de Madrid à Saragosse et à Alicante, in Barcelona

### **Monsieur Simon Bozzi**

Director on the Board of Directors of CIWL, industrialist, in Paris

### **Monsieur Baron Robert Snoy**

Executive vice-president of CIWL (General director in 1926, as successor of André Noblemaire)  
Member of the Board of Pullman Car Co. Ltd.



**Monsieur Charles Neef**

Director of Administrative Services, attached to the Board of Directors of CIWL

**Monsieur André Noblemaire**

Chief Executive Officer of the Board of Directors of CIWL (*Directeur-général du Conseil d'Administration*)

**Monsieur Jacobs**

Secretary on the Board of Directors of CIWL

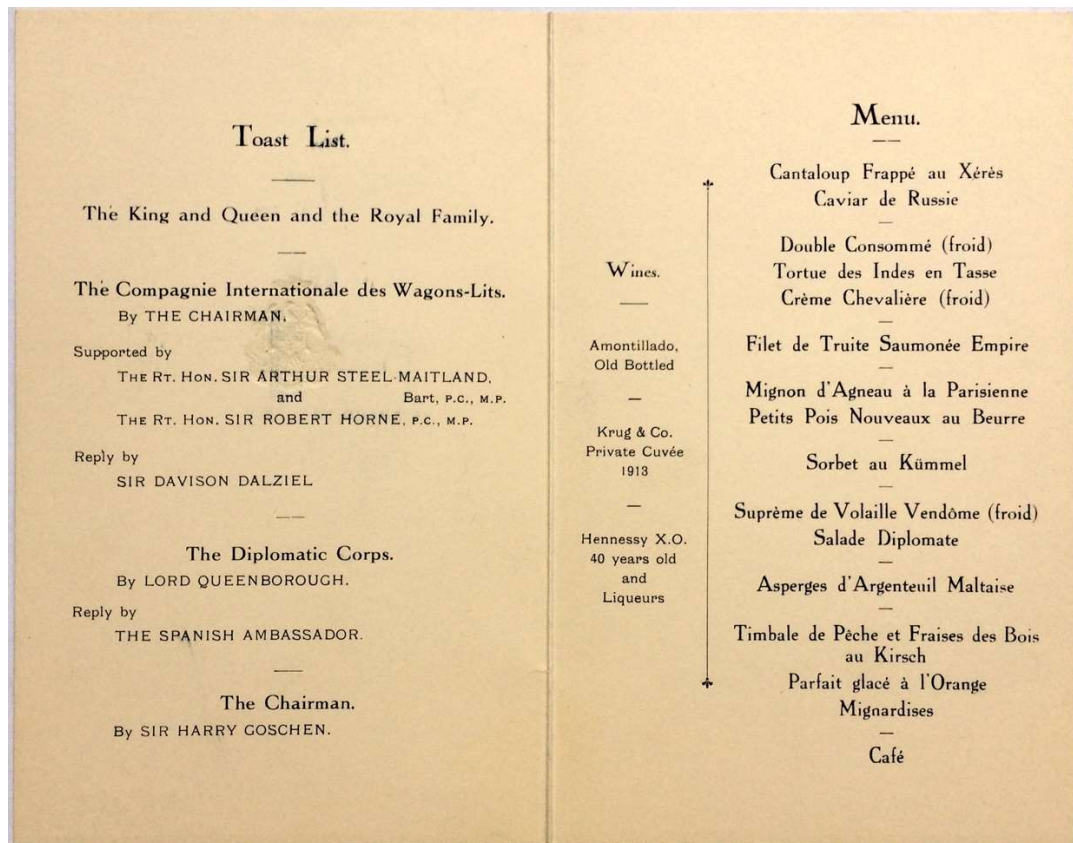
**Sir Davison Alexander Dalziel**

Chairman of the Financial Management Committee (*Président du comité de direction financière*) and Chairman of the Board of Directors and of the General Administration Committee of CIWL (*président du Conseil d'administration et du comité d'administration générale*)  
Chairman of the Pullman Car Co. Ltd.

**2. Menu of banquet at the Savoy Hotel on June 19th, 1925**

At 8 p.m., a banquet at the Savoy Hotel was given by Sir Davison Dalziel, Baronet, M.P. (Member of Parliament), and Mr. Frank Houlder, at which a number of distinguished guests (unknown) were invited to meet the Directors.





### Who were the other gentlemen mentioned on the Itinerary and Toast List?

#### Mr. Frank Houlder II

Director on the Board of Directors of CIWL  
 President of the Houlder Line / Houlder Brothers & Co.

#### Sir Arthur Herbert Drummond Ramsay Steel-Maitland

Minister of Labour (1924 to 1929)

#### Sir Robert Stevenson Horne, 1<sup>st</sup> Viscount Horne of Slamannan

A Scottish businessman, Minister of Labour 1919-1920, Chairman of the Great Western Railway Co. and director of several other companies and banks

#### Lord Almeric Hugh Paget, 1<sup>st</sup> Baron of Queenborough

Director on the board of a number of companies, Chairman of Siemens Bros. & Co. Ltd. and President of the Chihuahua and Pacific Railroad

#### Excellency Don Alfonso Merry del Val

The Spanish ambassador in London (he was participant of the International Railway Congress in June 1925)

#### Sir Harry Goschen

A British businessman and banker (Frühling & Goschen of Leipzig and London), Chairman of the London Clearing banks and the National Provincial Bank.



**Saturday June 20<sup>th</sup> and Sunday 21<sup>st</sup>, 1925**

At 11.15 a.m., the Directors did depart from London King's Cross to Harrogate with the "Harrogate Pullman". This Pullman train was scheduled to arrive in Harrogate at 3.15 p.m.

On Sunday, June 21<sup>st</sup>, the Directors did depart from Harrogate at 11.15 a.m. and after arriving at London King's Cross, they went by London & North Eastern Railway Motor buses to Victoria Station. At 16.00 p.m., their Southern Railway train, consisting of 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> class cars, departed to Dover.

LONDON & NORTH EASTERN RAILWAY

# HARROGATE

BY

# THE PULLMAN

FROM KING'S CROSS  
IN 4 HOURS

LEEDS IN 3½ HOURS — RIPON IN 4½ HOURS

ALSO  
DARLINGTON AND NEWCASTLE

COMMENCING 9th JULY, 1923

WEEK-DAYS

LONDON (KING'S CROSS) dep.	a.m.	NEWCASTLE (CENTRAL) dep.	a.m.
11.15		9.20	
	p.m.	DARLINGTON .. .. .	10.14
LEEDS (CENTRAL) .. .. .	2.40	RIPON .. .. .	10.49
HARROGATE .. .. .	3.15	HARROGATE .. .. .	11.15
RIPON .. .. .	3.35	LEEDS (CENTRAL) .. .. .	11.50
DARLINGTON .. .. .	4.10		p.m.
NEWCASTLE (CENTRAL) .. .	5. 0	LONDON (KING'S CROSS) arr.	3.15

**COMPOSED ENTIRELY OF NEW PULLMAN CARS**

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Ingenuity and skill are constantly being applied to the improvement of details with a view to adding to the comfort of travel. Every Car is in charge of an experienced well-trained Conductor, whose services are always at hand from start to finish of a journey, and invalids and ladies with children can always rely upon ready attention to their comfort and convenience.

Cleanliness is also a special feature, coupled with perfect ventilation and good lighting, thus making travelling a real luxury.

**Pullman Drawing Room, Buffet, Dining, and Observation Cars are in operation on the following important lines:—**

**Southern Railway:**  
L. B. & S. C. Section: Victoria and Liverpool Road to Brighton, Hove, Brighton, Eastbourne, Portsmouth, &c.

S. E. & C. Section: Victoria and Charing Cross to Dover and Folkestone on all the Continental Services. Also Oak, Ramsgate, Margate, and Kent Coast Lines.

**London and North Eastern Railway:**  
Gr. Eastern Section: Buffet Cars from Liverpool Street. First Class on Continental Trains.

**Gr. Northward and Eastern Section:**  
King's Cross to Leeds, Harrogate, Ripon, Bradford, Darlington, Newcastle, Nottingham and Sheffield.

**London Midland and Scottish Railway:**  
Glasgow & Edinburgh to Aberdeen, Dundee, Perth, Stirling, Greenock, Dunblane, Forth, Callender, Largs, Leith, Ayr, Coatbridge, Beattock, Carlisle, Ayr, Tumbler and Stranraer, Blair Athol, Nairn, Kinross, Arbroath, &c.

**Metropolitan Railway:**  
Buffet Cars are run between Aldgate, Liverpool Street, Baker Street, Aylesbury, Chesham, and Verney Junction.



Interior of Car "Rosemary"  
London (King's Cross), Harrogate and Newcastle Trains.

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SHEFFIELD BY THE PULLMAN IN 3½ HOURS.**

**"The Southern Belle."** Daily (including Sundays).  
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**"The Clacton Pullman."** LONDON (Liverpool Street) and CLACTON-ON-SEA.  
Every Sunday during Summer Months.

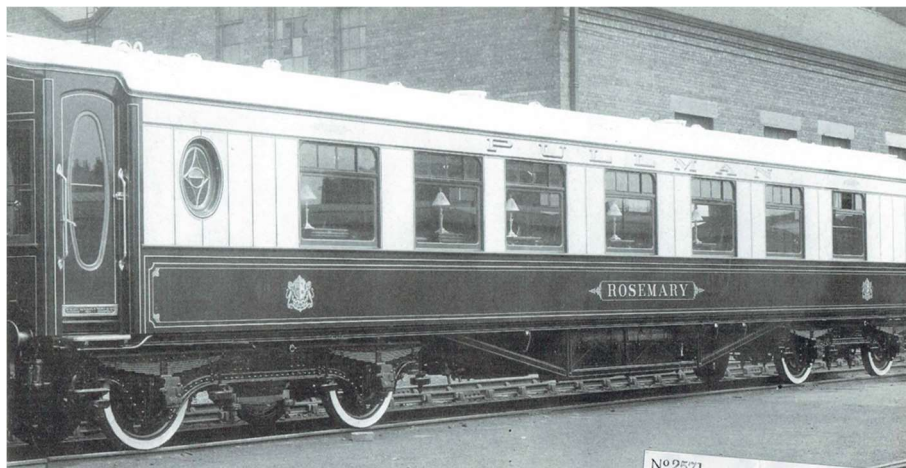
**Refreshments.** Breakfast, Luncheons, Teas, Suppers, and other refreshments can be obtained on the Cars.

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Gr. London Office—  
VICTORIA STATION (S. E. & C. Section), PIMLICO, S.W. 1.  
Telephone Address—"Pullman, Flones, London." Telephone No.—Victoria 9778 (2 lines).

Branch Office—CENTRAL STATION (Caledonian Section, L.M.S. Railway), GLASGOW.  
Telephone No.—Central 2043.



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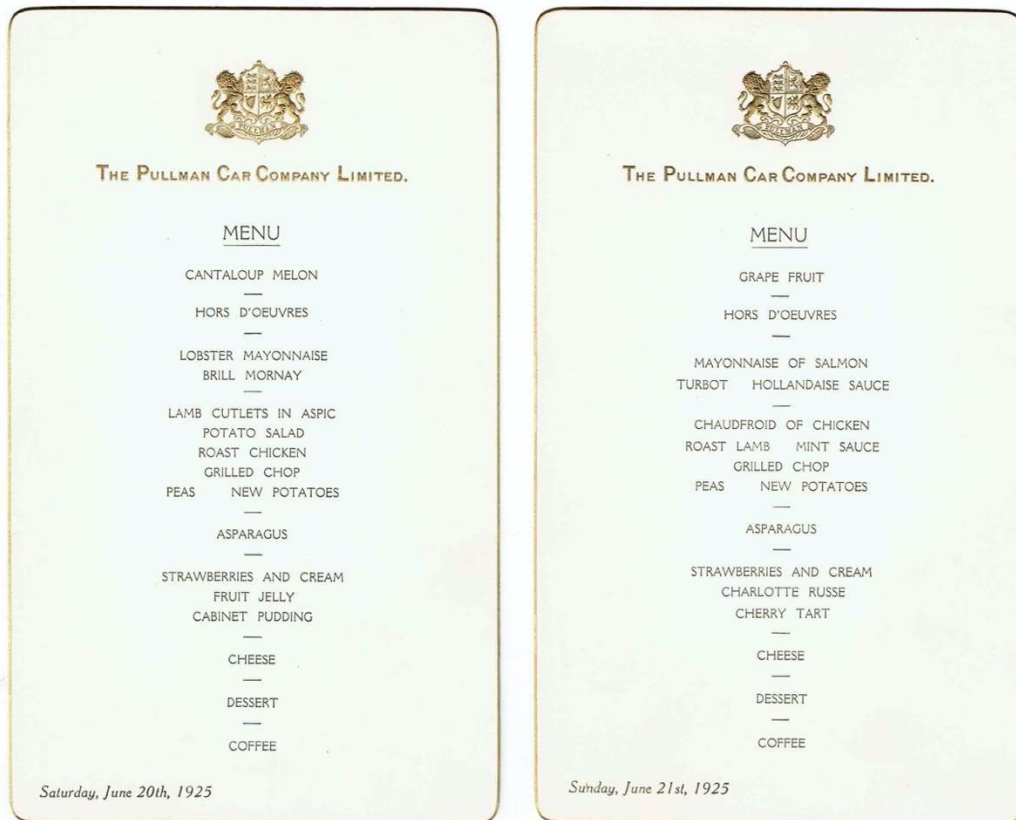
© Antony Ford

Pullman parlour car "Rosemary", as new, at the Midland Railway Carriage & Wagon Co. works at Washwood Heath, Birmingham in 1923. One of the four magnificent first-class cars built for the "Harrogate Pullman".



Interior of buffet car "Fortuna" in 1925

### 3. Menus of the "Harrogate Pullman" on Saturday, June 20<sup>th</sup> and Sunday, June 21<sup>st</sup>



The above luncheon menus were served "en route" and of a special character, and not the usual bill of fare. These menus were only for this special party and had nine courses whereas common Pullman Car Co. lunch or dinner menus had only five or six courses. Sometimes course listings can be misleading. Some menus state a choice of xx or xx, while others do not.

At 3.20 p.m., the Directors departed from the Harrogate Railway Station in Motor Cars for a drive to Bolton and a short visit to Bolton Abbey.

At 5.00 p.m., they left Bolton Abbey for Harrogate, passing Ilkley, Otley and other villages along the banks of River Warfe, to arrive by 6.0 p.m. in Harrogate.

#### **Saturday June 20<sup>th</sup>, 1925**

At 7.30 p.m., a banquet or dinner at the Hotel Majestic was given by the Pullman Car Company Limited to meet the Directors of the Compagnie Internationale des Wagons-Lits and other guests.

#### **Who were the gentlemen mentioned on the Toast List of the banquet at the Hotel Majestic?**

**Sir Thomas Fleming**

**Mr. Thomas Powell**

Secretary and manager of the Pullman Car Co. Ltd.

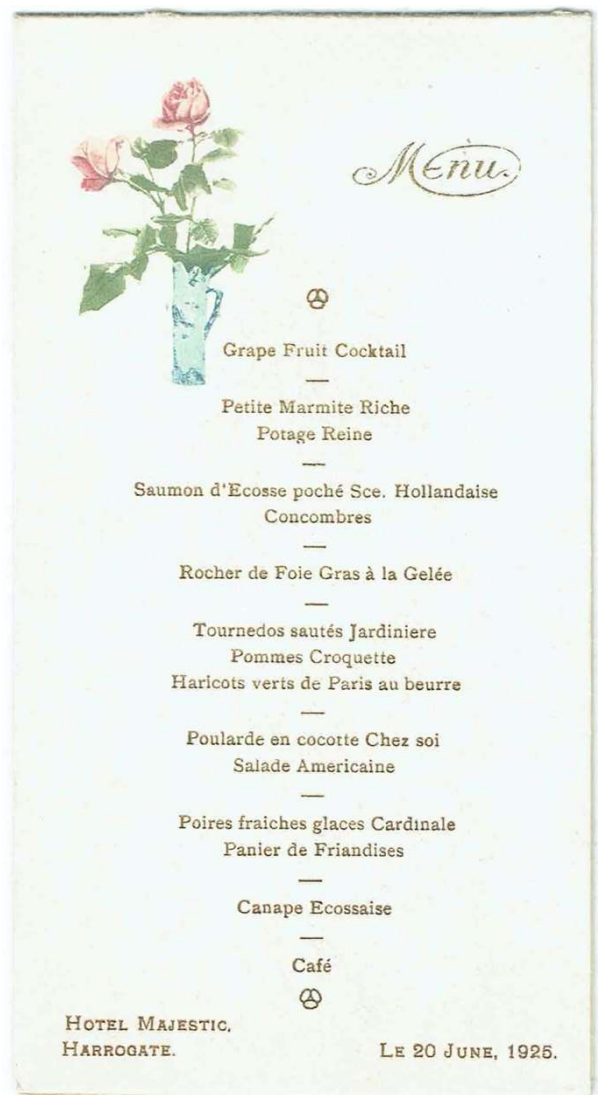
**Mr. C.J. Selway**

Superintendent of the London and North Eastern Railway

**Dr. Bertram Watson**

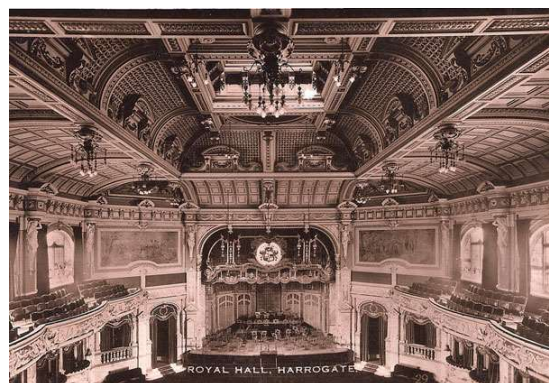


4.-5. Toast List and Menus of the 7.30 p.m. Dinner at Hotel Majestic in Harrogate



Hotel Majestic, Harrogate, Yorkshire

At 7.30 p.m., the Directors were invited to a concert at the Royal Hall in Harrogate.



Royal Hall, Harrogate, Yorkshire

## The evolution of CIWL shareholding

The Compagnie Internationale des Wagons-Lits, was a perfect example of the cosmopolitan capitalism that characterized the late nineteenth century and the first fourteen years of the twentieth century. In 1876, among the subscribers of CIWL's capital there were Belgian, French, and British bankers and rentiers. In 1891, at the extraordinary shareholders meeting called to vote an increase of capital, more than 50% of the admitted shares were held by British citizens and bankers represented by Nagelmackers, but there were also French citizens and German bankers (Edouard and Alfred von Oppenheim, of the Köln bank Sal. Oppenheim Jr. & Co.). But the cosmopolitanism of the company had a paradoxical factor: if Brussels was a perfect location for the legal headquarters, because of the neutrality of the country and the fiscal advantages, its capital market was not one of the most dynamic in Europe. For this reason, CIWL asked from 1882 to list the shares and the bonds on the Paris stock exchange. However, the rules of the French stock exchange implied that for every new series of shares or bonds it was necessary to obtain the approval of the administration of the Bourse de Paris, but also of the French Ministry of Finance. This situation represented a complex moment for the company, because a refusal would have compromised its effective financial solidity. It could also be used as blackmail to force the company to do something.<sup>1</sup>

This situation became clear for the first time in 1892, a few months after the shareholders' meeting and when the procedures for the listing of the new shares were not yet completed. The general French political situation of the Third Republic was very tense. The revanchists and the right-wing parties in general were extremely active. The political defeat of the general Boulanger (nicknamed the Revanchist) in the national elections of 1889 did not stabilize the country. In the public opinion there was still a sensitiveness over any question that could imply a sort of capitulation of the French national interest.<sup>1</sup>

CIWL was taken as an example of this political atmosphere. The campaign started in February 1892, when a specialist journal – *Le Journal des Transports* – suggested that the French presence on the board of directors was too small, only one French member out of nine, and this situation could not be compensated by the relative majority among the “commissaires” (the auditors), three out of seven. The journal compared the small number of French members with the much larger presence of Belgian and German members on the board. The question concerning the nationality of the shareholders was not mentioned, because no information was available apart from the synthetic ones issued at the annual shareholders' meeting. Therefore, it was not possible to know the proportion of shares owned by German, British, Belgian, and French investors. In any case, as we have seen, at the shareholders meeting of 1891 many shareholders gave through proxy the voting powers to Nagelmackers, who was a sort of guarantee for their use, in the general interest of the company. The pressures increased when the minister of Public Works, Jules Viette, also took a position very similar to that of the journal. Both the minister and the journal underlined that France was the country where most of the activities of CIWL were taking place. Its “interests” were not sufficiently considered. The business culture of that time excluded any form of direct or indirect intervention of the State in a company to modify its strategy, but with one exception: increasing the number of seats on the board to permit national interest to be better represented. The company and particularly its founder, Georges Nagelmackers, could not refuse the request coming from a member of the French government, the minister that had the power to confirm the contracts between CIWL and the French railway companies. During the shareholders' meeting, held in June 1892, among the elected new members of the board was Felix Faure (1841-1899), a former tanner and merchant in the leather industry at Le Havre, and from the early 1880s deputy at the National Parliament, and in the 1880s undersecretary for the Colonies in a couple of governments. Later the Board elected him vice-president of the company, introducing with him a balanced situation in the CIWL's governance: the president was a Belgian and the

vice-president a French. Faure's election was warmly welcomed by the journal that started the campaign in favour of the French national interests in the firm. Faure – wrote *Le Journal des Transports* – 'would defend, on the board of directors, the French interests that were sacrificed'. In a final, almost ecumenical comment – very well symbolizing the Zeitgeist of a cosmopolitan capitalism respectful of the national interests – the journal wrote that with a board of directors where now – together with the chairman, a Belgian – were sitting three French, two German, one Austro-Hungarian and one Italian, 'all nationalities are represented, and no one has a predominant position.' Georges Nagelmackers kept for himself the position of general manager. However, his role was never questioned. More than the chairman or the vice-chairman, he was the real man representing the company. The further and more important consequence for CIWL was the rapid completion of the procedure for the listing of the new shares, a topic that officially remained out of the campaign but that for the company was crucial.<sup>2</sup>

The decision taken in 1892 had long-term consequences. Until the First World War, the French (national) interests were never put in questions. From the financial point of view, the French investors became even more important after the difficult crisis of 1900, due to some too optimistic evaluations of the potential clients that could have been interested in going to Paris for the universal exhibition. This was the fifth one organised in the French capital since the mid-nineteenth century. It gave to the town some of the most beautiful architectural gifts, the Petit Palais and the Grand Palais, and represented the symbolic peak of the art nouveau. With respect to the universal exhibition, the company made two big mistakes. On the one hand, it bought entrance tickets for 1.95 million BF that were supposed to be sold together with the Wagons-Lits tickets. On the other hand, CIWL made a huge investment in the Société Immobilière de Trocadéro et de Passy, a real estate firm that built many luxury buildings in the area close to the exhibition pavilions, provoking big losses for the company. The value of the shares controlled by CIWL in the Compagnie Internationale des Grands Hôtels\* and the Société Immobilière de Trocadéro was reduced to one franc. CIWL did not distribute dividends in 1900 and 1901.

A consolidation of the company was necessary, and this deeply modified the shareholders' structure, but did not trigger a revival of the nationality issue.<sup>3</sup>

\* Around 1927, the Compagnie Internationale des Grands Hôtels was dissolved after the sale of its own real estate in order to finance the renewal of the CIWL's fleet of vehicles with the funds released.

#### **The renovation of 1901 introduced French capital to the CIWL.<sup>4</sup>**

The financial reorganisation entailed the reduction of the capital from 50 to 35 million BF, the transformation of the old share from 500 BF to new shares of 250 BF, and the issuance of 60,000 new shares, defined preferential shares, 250 BF of nominal value, which allowed the company to again have a capital of 50 million BF. The preferential shares had the right to a 5% preferential dividend, while the old shares were supposed to receive only later a 5% dividend. No ministry and no newspaper or journal campaigned to protect a hypothetical national interest at risk. A special banking syndicate was set up to place the new 60,000 shares. Together with the Société Générale, one of the most important banks in Paris – the Banque de l'Union Parisienne – played a decisive role in the financial reorganisation. Its president, the Count Lucien de Villars, not only entered the new board of directors, but he also became the chairman of the new financial committee (comité de direction financière) in 1901, a special body that started its activities as a consequence of the general reorganisation of CIWL. This was a signal that Nagelmackers was not any more the all-powerful manager, nor the balance point among the most important groups of shareholders in the previous 25 years. The influence of that body and of his chairman became so strong, especially after Nagelmackers' death in 1905, that, among insiders, instead of speaking of "sleeping cars", the common expression was "Villars' wagons".<sup>5</sup>



In 1903, a new investor appeared among the shareholders. He asked to be elected to the board of directors, and he actually was elected. The investor and member of the board was Davison Dalziel (1852-1928). He probably started to buy the shares during the difficult period of the company in 1900-01. The large dispersion of the shares permitted him to accumulate a relatively large number of shares, enough to propose himself for a seat on the board. Born in Camden Town (London), after working as a journalist in Sidney in his youth, Dalziel became a very dynamic entrepreneur with a highly diverse set of economic interests. He was the founder of Dalziel News Agency (which based its success on sensationalism), and the director of some industrial firms and some companies, such as Aux Classes Laborieuses and Bloch & Behr, drapers and general furnishers in Paris. His first contacts with CIWL dated back to the 1890s, when he became the contact person between the company and the British market. However, his influence in CIWL increased considerably thanks to the marriage that took place in November 1903 between his only child Helene (Nellie) and René Nagelmackers, the son of the company's founder.

(Note: The influence thus acquired is questioned by others<sup>6</sup>)

The death of Georges Nagelmackers in 1905 created a completely new situation. His brother Jules\* became the chairman of the company for a couple of years, while his son René had already entered the board of directors in 1904, taking over the functions of his father. However, despite the growing involvement of his family after the initial indifference, the absence of a charismatic person among the managers and the members of the board of directors paved the way for the increasing role of Villars and Dalziel.<sup>5</sup>

\* Jules Nagelmackers was director (1905-1912) and chairman of the CIWL (1913-1914).

Following the 1900 Paris World's Fair, the ailing and financially ruined Georges Nagelmackers decided to seek a buyer for his majority shareholding in the Wagons-Lits Company, enlisting his son René in the search. Numerous members of the Company's board would have jumped at the chance – they were eager to seize control of the Company the moment its founder succumbed to his illness. However, with the help of Johan Pierpont Morgan of the Morgan Bank in New York René sold his father's shares to Charles Schwab. Charles insisted that the Company's founder was to remain on the executive board. Other bankers who had underwritten the Company had urged George to sell his shares, pointing out that the state of his health no longer permitted him to direct the enterprise as he once had. Unfortunately, this adroit maneuver proved costly to René Nagelmackers. The bankers nursed a grudge against him and eventually took their revenge, leading him to ruin and dishonor.<sup>6</sup>

Charles Schwab's assumption of control over the Wagons-Lits Company saved Georges Nagelmackers from imminent disaster. Sir Davison Dalziel, member of the British Parliament, president of the Pullman Co. Ltd., powerful Company shareholder, and future chairman of the board, was asked to restore order to the Company's finances. Thus, when René Nagelmackers married the British tycoon's daughter Helen on October 23<sup>rd</sup>, 1903 society gossips conjectured that the union must be one of convenience and expediency. Nothing could have been farther from the truth. Dalziel was not the man to involve his family in his business affairs. The story is simpler – and more heart-warming. René and Helen met at the home of mutual friends, fell wildly in love, and determined to marry. Their love story began like a fairy tale, but it did not have a happy ending.

On July 10<sup>th</sup>, 1905 Georges Nagelmackers died, leaving a number of unpaid debts behind. His son René volunteered to serve as guarantor of the unpaid sums, promising creditors that he would repay the amounts outstanding down to the last centime. He then assumed his father's post at the head of the Company.

Unfortunately, his salary as managing director was not large enough to retire his father's debts, support the extravagances of his wife, and provide a decent life for his mother. He therefore accepted another post, outside the Company, the income from which would have rapidly freed him from the burden of debt. However, this plan was thwarted by his bankers-creditors, who refused him permission to accept the additional post. They issued an ultimatum: René must either forego all activities outside the Company or resign his position as Company managing director. René protested, but in vain. With a heavy heart, he resigned his leadership of the Company, retaining only a modest managerial post. In 1908, thanks to his outside business activities, he was able to liquidate all of his father's debts. His youthful wife Helen, delighted at her husband's deliverance from financial cares, resumed her spendthrift ways and her rounds of the great couture salons. In 1908 Helen and René traveled to London to consult with medical specialists. Helen's health was failing. The British physician diagnosed a heart ailment, consigning Helen to bed and wheelchair. Terrified at this prospect, she begged the doctor to tell her the whole truth, learning to her despair that she was suffering from a fatal illness. Tearfully revealing the specialist's verdict to her husband, she also confessed that she owed her couturier 75,000 francs. Fearing her father's anger, she had not confided her extravagance to him and was sure that, in any case, he would never agree to pay. René reassured her, vowed he would not let her die, and promised to deal with her father. However, he, too was fearful of approaching his father-in-law. He kept his wife's secret to himself, telling her everything had been taken care of. Helen died a few days later, at the age of thirty-eight.

Davison Dalziel's harsh temper was not softened by his mourning for Helen. When René finally confessed his late wife's debt, Dalziel refused to help and had a lien put on his son-in-law's salary until the couturier was paid in full.

René Nagelmackers faced a dire financial situation. At the end of the First World War, friends helped him find a post with a struggling freight company. To redress the fortunes of the freight company, he appealed for credit to the underwriters of Wagons-Lits. They agreed to advance the money but made René Nagelmackers wholly and personally responsible for its repayment. They had an ulterior motive, of course, but René was naively unaware of it. These were the same men that he had prevented from gaining control of the Company by bringing in Schwab. Now their time had come, and they were determined to make René pay for the backdoor sale of his father's shares to Charles Schwab at the very moment they were planning to take over the ailing Company themselves. The freight company financed by René went bankrupt in 1920, and he was sued by his vindictive bankers for criminal mismanagement. The miserable René was arrested and sent to jail. His innocence of criminal wrongdoing was not established until 1924. He remarried and had a daughter, Monique. He died on February 8<sup>th</sup>, 1929, the victim of a misdiagnosed appendicitis attack.<sup>7</sup>

In the following years, the British entrepreneur enlarged his activities: in 1906 he created and was elected as the vice-chairman of General Motor Cab Co., the firm that introduced the first motor taxicabs in London. In 1907, he became the chairman of the second company offering the same service in London, the United Motor Cab. That same year Dalziel bought the British branch of Pullman Company, the British Pullman Palace Car, set up in 1882. His involvement in the sleeping car business was now much stronger. Probably nobody else on the board shared his knowledge of the sector.<sup>8</sup>

Nevertheless, his initiatives and success did not pave the way for a stronger role in the company. On the contrary, the majority of the board rejected his candidature for the financial committee. In a letter addressed in 1909 to Julien Nagelmackers, Napoléon Schroeder (Chief Executive Officer from July 1905 and General Director from November 1910 till 1914) wrote: 'I do not know the goal Mr. Dalziel pursues by suddenly posing his candidacy, but I know one thing, that this act brings trouble among us. (...) I cannot conceal from myself that the situation thus created by causes and for a purpose that is indeterminate for me, is liable to cause complications in the future.'<sup>9</sup> Most likely Dalziel was the largest individual

shareholder (he presented 7,000 shares at the shareholders' meeting in 1908) but preferred to avoid any tension. One should also consider that in those years the board of directors was now under a strong French influence: the French had five seats, one more than the Belgians, the Germans had two, and the Austrians, Hungarian, Italians and Spaniards had one each. However, Dalziel preferred underground labour, and the First World War indirectly helped him.<sup>10</sup>

The war caused not only huge political and economic transformations at a global level, but also a permanent rupture of the CIWL's monopolistic position. This issue would deserve special attention, but the topic strays from the main purposes of this paper. In November 1916 a new firm, the *Mitteleuropäische Schlaf- und Speisewagen-Gesellschaft* (better known as *Mitropa*), was established in Berlin. There were tough discussions among all the entities interested in the project, the private enterprises, the Reich's railways, and the Austrian and Hungarian railways. *Mitropa* started operations only in January 1917, after *Deutsche Bank* and *Dresdner Bank* completed the financial organization of the new company. The capital was 5 million Marks (increased to 20 million in 1917), subscribed by 66.66% by the German banks and the remaining part by the Austrian and Austrian-Hungarian railways.

The official reason for the establishment of the company was a sort of German version of the theory of national interest. The Prussian government, which had been frequently very critical of the Belgian based company, was the most active in establishing a strategy against CIWL. The 'national reasons' – wrote the Prussian Minister of Public Works – pushed to eliminate the French influence through CIWL over the areas, like the Balkans, where there existed many opportunities to develop German economic interests.<sup>11</sup>

The years between 1919 and 1923 were a period of considerable uncertainty and confusion for the sector. The end of the German empire weakened only partially the *Mitropa* project, because the company became a serious competitor for CIWL in many Central-European countries after the complex reorganisation of the European railway system following the Treaty of Versailles. In the meantime, the post-war period offered new opportunities for many other subjects. The big manoeuvres started already in 1919. In fact, CIWL was immediately concentrated in trying to re-establish its rights both in Austria and in Germany. The attempt was unsuccessful with Berlin. *Mitropa* obtained that some of the CIWL requests were to be included in the reparations package. In the case of Austria CIWL succeeded only because the French and the Belgium governments put important pressure on Vienna. From the point of view proposed in this paper, the parallel diplomatic action of Brussels and Paris was a sort of pre-emptive strategy of defence of national interests. This meant that interconnections, links, and constant contacts were established during the war between different levels and branches of the public administration, in Belgium as well as in France. These stricter and quasi-permanent relations would play a crucial role in the new phase of the battle for the national interest in the mid-1920s.<sup>11</sup>

However, the greatest protagonist of this very complex phase was neither the French nor the Germans, but the English. In fact, since 1919 *Mitropa* was no longer a completely German company. British interests were now in a predominant position since Henry Thornton, general manager of the Great Eastern Railway, entered into *Mitropa* together with Canadian Pacific Railway and Barclay's Bank. The project, supported by the British government, was to consolidate the whole sector in Europe, through the establishment of a holding company to control both CIWL and *Mitropa*.<sup>12</sup>

The project changed many times between 1919 and 1921. The final agreement included the setting up in Geneva of a company called *Transcontinent* formally controlled by Canadian – and no longer English – interests, the holding *Canada Trust* and Canadian Pacific Railway. However, the first board of directors had three English members (one of them was Thornton), one German, and five Swiss. The general manager was the former German director of CIWL, Alfred Clausius. *Transcontinent* was entitled with 40% of the shares of *Mitropa* and with all the contracts this firm had with the German *Reichsbahn*, and many other Central European national railway companies. The project of the consolidation of the sector did not



work. However, the paradox of the new situation was a good example of how national interests could evolve. Now a British government was supporting or accompanying the initiatives of a German company controlled by British citizens.<sup>13</sup>

The “British moment” in the sector was even more evident in the CIWL. From 1919, a new governance characterized the company. Besides the chairman of the company, there was also the chairman of the board of directors: the latter remained Belgian\*, while the former was a British, Davison Dalziel. Moreover, Dalziel also became the chairman of a new body of the company, the Committee of general administration. This new powerful position permitted him to propose – and to obtain – the approval of integrating the offer of the company he controlled in the United Kingdom, British Pullman Palace Cars, with that of the CIWL.<sup>13</sup>

\* Mr. Camille Chouffart, later in 1919 succeeded by Mr. André Noblemaire.

Moreover, from 1919 among the members of board of directors of CIWL there were also two representatives of the Banca Commerciale Italiana, the biggest Italian bank, the Polish born, but Italian from 1910, general manager Joseph Toeplitz and Luigi Tedeschi. However, the first shares acquired by the Italian bank were sold by the Banque de l’Union Parisienne, clear evidence that the most important French shareholder approved their entrance among the firm’s shareholders. The purpose of the Italian bank was to attract the rich cash flow of the company, connected with the foreigners, but there was also the possibility to gain control of the company together with Dalziel. Actually, the Anglo-Italian “group” guaranteed two increases of capital in 1920 and in 1921 from 53.8 million to 68.4 million and then to 85,937,500 BF. The importance of the British capital market was confirmed in 1922, when CIWL issued a new series of bonds, nominal value £ 500,000. They were totally subscribed in London with the intermediation of Barclay’s Bank and the merchant bank Erlangers.<sup>13</sup>

The showdown took place in September 1923 at the shareholders’ meeting. The most important point to approve was an increase of capital from 85.9 million BF to 105 million BF by the issue of 65,800 new shares. The financial operation was linked to the new balance of power among shareholders allowed CIWL to be used as a decisive factor to satisfy many national economic, social, political, and even cultural interests involved in the organization of business and tourist travels, a sector that was starting to become a mass phenomenon in many European countries. CIWL had signed a very onerous contract with the Metropolitan Carriage Wagon and Finance Co. (MCWF). This company was founded by Dalziel’s friend and partner Dudley Docker, one of the most powerful and influential British industrialists of the first half of XX century. At the end of the war Docker convinced Vickers too. Since 1919 it was controlled by one of the most important industrial groups in the UK, but thanks to this operation Docker increased his personal influence on Vickers\*. CIWL placed an order with MCWF (and other suppliers) for 500 new cars, later reduced to 305\*\*. The price per wagon was between £8,000 and £8,500, much more expensive than the continental prices. But with the possibility of a 15-year payment to diminish the financial impact of this operation, whose amount was around 2.5 million pounds, about 60 million BF.

The president of CIWL, backed by the majority of the board of directors, proposed to distribute 34,375 of the new shares to old shareholders and to transfer the remaining 31,425 to MCWF, the equivalent of more than 7.5 million BF.<sup>14</sup>

\* By March 1919 Docker had persuaded Vickers Ltd. to buy Metropolitan, at the very high price of £12m, the amalgamation produced the second largest industrial group in Britain.

\*\* Finally, 384 cars were ordered, being MCWF 149, Leeds Forge 70 and BRCW 165 cars.

It was immediately clear that this solution would change the balance among the shareholders, giving a clear superiority to the Anglo-Italian group. The dispute took very intricate juridical forms. The majority of the French and the Belgians did not accept the solution because it was taken by a shareholders' meeting that they considered illegal. In fact, the minority shareholders, both French and Belgian, created a syndicate, but most of their shares were not accepted because many French banks did not receive the approval for the proxy power by CIWL. The Anglo-Italian group, supported by some important French shareholders, proposed to elect a completely new board to avoid a vote about the proposal of paying part of the wagons with shares.<sup>14</sup>

The Banque de l'Union Parisienne finds itself deploying moreover in a stock market battle which reached some celebrity in the business world of the interwar period because it provoked at the time the mobilization of French interests in the name of the defence of the tricolour positions.

A group of investors in fact took control of the Compagnie Internationale des Wagons-Lits at the general (ordinary) meeting of September 6, 1923: it succeeded - by a simple, sufficient majority - to make it vote to set the minority of the Board in position - including the president himself, yet a figure of the Société Générale de Belgique, Mr. Jadot - and to reject the proposed capital increase. 'This vote was acquired thanks to the absence of the vast majority of holders of shares distributed among the French and Belgian public.' 98,955 votes were cast on the dissidents' proposal, compared to 53,277 hostile votes, because only 156,234 shares were deposited in the register of banks and the firm out of a total of 343,750 shares making up the capital: with 29% of it, the opponents take power!<sup>15</sup>

But the French government was moved by this situation and on September 12 in particular let the Société Générale de Belgique know that it attached the greatest importance to the French element being represented as widely as possible at the assembly on September 29, which must elect a new board of directors. The stake seems ridiculous because, after all, the control of a railway catering and hotel firm does not seem to constitute a matter of national defence, even if the reputation of French cuisine and hospitality must be preserved. However, on the one hand, the Franco-Belgian railway manufacturers are thinking of preserving an interesting outlet; and, above all, it seems that it is, even at this apparently playful level, the eternal economic and financial war between the French clan - extended to Belgium, since the international sleeping car company, headed by Paris, has its head office in Belgium - and the British clan, which would be indirectly linked to German-Italian interests and which, in any event, passes in the eyes of the Belgo-French, for objective allies of the German competitor of the Compagnie Internationale des Wagons-Lits, the Mitropa.

Indeed, the divergence of interests arose around the project of 'a fraction of the directors belonging mainly to an Anglo-Italian group (which) claimed to carry out the operation (of capital increase) as follows: only 34,375 shares would be offered to former shareholders at the rate of one new share for ten old ones, and 31,425 shares would be handed over to Birmingham Railway Carriage & Wagons Co. - half of the shares created on this occasion - for the supply of 50 new cars of the type currently in circulation on the English network.'

(Note: Others mentioned MCW&F instead of BRC&W.<sup>14</sup>)

The other fraction of the board of directors considered the operation designed on these bases as being clearly disadvantageous for the former shareholders\*: they would have lost the right to subscribe to the new shares and thus any possibility of accessing the dividends that the profit prospects had hoped for in the years to come. Moreover, these administrators refuse to give a supplier a power that he could abuse to impose his conditions on the company.<sup>16</sup>

\* Circulaire du Syndicat de défense des actionnaires de la Compagnie Internationale des Wagons-Lits, Mid-September 1923.

A hushed battle then begins. On the one hand, the Banque de l'Union Parisienne and the Société Générale de Belgique are launching a legal battle to obtain the cancellation of the general meeting of September 6, arguing that the dismissal of the board of directors was not on its agenda. On the other hand, the two adversaries engage in a fight placed at the heart of the talent of the financial bank. The "putschists" are trying to undermine banking power by depriving French establishments traditionally linked to the Compagnie Internationale des Wagons-Lits of the right to collect blank powers from its shareholders and hamper this collection by shortening the time between the two general meetings, the ordinary, held on September 6, and the extraordinary - at the end of which a three-quarters majority vote is required -, held on September 29, which requires a deposit of securities from September 22 by shareholders wishing to vote there.<sup>17</sup>

The French and the Belgian newspapers (the former more aggressively) immediately started a campaign against the project. However, since it was difficult to influence the public opinion affirming that the new "enemies" were the British and the Italians, the allies during the recent war, the narrative presented a sort of international plot that was supposed to bring CIWL under the German influence, thanks to the Banca Commerciale, in strict relations with Berlin. These were the same ingredients used in Italy in 1914-15 to attack the same bank because of the large presence on the board, in those years, of German bankers. Of course, in this narrative nobody mentioned that British investors controlled Mitropa.<sup>18</sup>

The very confused situation was confirmed and reinforced by the divisions existing among the Anglo-Italian group. Both were acting in their own interest in approaching the French government. Backed by Belgian socialist newspapers, Dalziel cajoled the French and Belgian governments, suggesting that he was the real protector of their national interests in the company, because in his opinion the Banca Commerciale and Toeplitz wanted to transform CIWL into an entity under the influence of the Fascist government. On the other hand, the Polish-Italian banker was developing a strategy based on *captatio benevolentiae*, by offering to the French a large part of the shares his bank controlled. More than a year later, when tensions calmed down, Toeplitz made a new proposal to the French government. He proposed an agreement with Transcontinent, the holding of Mitropa, to create a new balance of power among CIWL shareholders thanks to a Transcontinent-Banca Commerciale pact, the first step for a CIWL-Mitropa agreement that could counterbalance the excessive power now concentrated in Dalziel's hands. However, the unsuccessful conclusion of all his proposals showed that among the French financial community there was no interest in investing in the company, considering the ownership structure. This greatly weakened any attempt the French government might make to develop a strategy based on the narrative of the national interest. However, the general situation got better. In the following years, the French government continued to back CIWL in many international issues concerning old and new contracts (in Austria, in Poland, and in the Soviet Union) just because it did not want to facilitate Mitropa's ambitions in the same countries.<sup>19</sup>

Moreover, the Banque de l'Union Parisienne notes 'that the Belgian press followed the affair with much more vigour and independence than the French press whose silence was obtained very quickly, with the sole exception of the journal *La Journée industrielle*.' 'The Havas Agency, whose very close links with the Banque de Paris are known, has taken a very serious interest in the new combination, which explains the silence of the mainstream press.' The banking "machine" is mobilized in return; a defence union chaired by L. Geoffroy, Ambassador of France, has been set up, which brings together deposed administrators and bankers; circulars are distributed by them to their clients to encourage them to deposit their securities and exercise their voting rights. During the decisive general meeting, the Dalziel\* group - named after the



leader of the "putschists" - brought together 117,000 securities, while the French establishments - including the Société Générale, which alone deposited 18,650 credentials - and Belgians opposed to his group have federated only 96,000 titles - but 10,000 others were collected too late.<sup>20</sup>

\* Sir Davison Dalziel is already chairman of the General Administration Committee and of the Board of Directors. It seems that Dalziel was supported in his coup by Count Louis de Ségur-Lamoignon, vice-president and managing director of the Compagnie Internationale des Wagons-Lits.

It would be a defeat if, at the same time, the Defence Union (Syndicat de défense) did not finally choose not to present its powers to a general assembly that it considers illegal. Only 120,910 shares out of the 343,750 of which the capital is made up were present; out of these 120,910 titles present, 116,800 belonged to the Anglo-Italian group and its friends (...). Four holders of this group alone represent some 100,000 shares; they are: Mr. Toeplitz, more than 30,000 shares; Mr. Tedeschi, more than 31,000 shares; M. Marquet, approximately 16,000 shares, and Sir Davidson Dalziel, approximately 21,000 shares<sup>\*\*</sup>.<sup>21</sup>

\*\* Circulaire du Syndicat de défense des actionnaires de la Compagnie Internationale des Wagons-Lits, 2.10. 1923

On September 29, the Board is renewed with the entry of nine new directors alongside the eight already in place. As the "putschists" were worried about the nullity proceedings launched before the Brussels Commercial Court, they called a new general assembly for November 13, which was officially charged this time with examining the fate of the board of directors. But they use the same methods of excluding banks since none of them can collect voting rights, the securities must be deposited at the Paris and Brussels offices of the firm. As such, only 135,000 titles can be produced at the general meeting, which can easily confirm the takeover of the Dalziel group, especially since the opponents (with 75,000 votes) refuse to participate... The battle ended with the collapse of the bankers, who were prevented from exercising their talents as a financial bank.<sup>21</sup>

But are all bankers crestfallen? Doubt arises when we detect in the archives of the Banque de l'Union Parisienne allusions to the role that Paribas would have played in the supported camp of the "putschists": Paribas would have notably allied with the Italian Commercial Bank to undermine the strength of the board of directors in place. A long plea by Mr. Finaly\* who affirmed that the Banque de Paris had only entered into this affair at the express request of the Chairman of the Board (Poincaré), to safeguard the French interests compromised by the group of previous directors and by the Banque de l'Union Parisienne. Mr. Finaly launched into violent diatribes against Mr. de Lasteyrie (Minister of Finance) and the body of the Inspectorate of Finances, against credit institutions and the High Bank, against the entourage of the President of the Council and against Mr. Herbette, French Ambassador in Brussels. Mr. Finaly tried to sketch a defense for Mr. Toeplitz. Mr. Bernard Précý told him clearly that he considered Mr. Toeplitz to be a German agent. Mr. Finaly was content to say that the previous Council had been very clumsy with the Italians and had thus led them to seek revenge. He insisted on the power of the Banca Commerciale Italiana. It was very clear from this passage of the conversation that the interests of Banca Commerciale Italiana (Toeplitz-Tedeschi) and those of Banque de Paris are linked in this matter.<sup>22</sup>

\* Horace Finaly was the Managing Director of the Banque de Paris et Pays-Bas (Paribas)

At the political level, the most important actor became the French government. Many branches of the administration were involved: the prime minister, the Ministry of Foreign Affairs, the Ministry of Public Works and even the French intelligence, because the amount and the quality of information was a decisive

factor to establish a strategy. Several memos were prepared, many of them based on informal contacts with members of the two camps, but sometimes just on rumours. The question of national interest became the contradictory pivot around which several non-linear interests were moving. The French government had a powerful weapon: the renewal of the concessions for the CIWL. In the meantime, this instrument was not very effective, because the French front was not homogeneous (the so-called Anglo-Italian group also had important French allies) and it was more difficult to proclaim that a certain decision was in favour of – or against – the national interest, as the newspapers were suggesting in a very simplified way. For instance, evoking the national interest to protect the French mechanical industry involved in the construction of wagons for CIWL was partially misleading. The French company supposed to participate in the big delivery of the new wagons (Dalziel made this move as a concrete mediation that reinforced him in the eyes of the French government), called La Charentaise, was actually controlled by American investors. However, in this case the risk for the French government was to be accused by the left-wing newspaper ‘to serve the private interests under the guise of national interest’.<sup>23</sup>

The winter of 1923-1924 and the beginning of spring 1924 saw the opening behind the scenes of negotiations between the various clans: the French government wanted a Franco-Belgian-Italian agreement which put an end to the state of war between the protagonists and above all hinders the management of the firm. The Banque de l’Union Parisienne was fortunate to be able to rely at the beginning of 1924 on the Minister of Finance François-Marsal, who intervened between Mr. Finally, the Banque de l’Union Parisienne and the Société Générale de Belgique, in an attempt to bring the adversaries together. But these attempts failed: this defeat was lasting since, again in 1927, the Dalziel group, through the intermediary of a recently created holding company, the International Sleeping Cars Share Trust, holds a quarter of the capital of the Compagnie Internationale des Wagons-Lits, its coalition retaining 51%.<sup>24</sup>

**“Wer den Papst zum Vetter hat!”** (“Who has the Pope as a cousin!”)

#### **The International Sleeping-Car Company orders cars in England.**

The first group of this year's orders from the International Sleeping-Car Company for 25\* sleeping cars has been awarded to the UK industry. When applying, there were cheaper German and Belgian offers, but the award of the order shows the English capital influence that has become dominant, as the two Birmingham companies to which the order fell are headed\*\* by Davison Dalziel, Chairman of the Board of Directors of the International Sleeping-Car Company.

**Source: Industrie- und Handelszeitung (Berlin), 11. October 1925**

\* WL 2918-2932 S1 Birmingham Railway Carriage & Wagon Co., Smethwick-Birmingham

WL 2933-2942 S1 Metropolitan Carriage Wagon & Finance Co., Saltley-Birmingham

\*\* The two Birmingham companies were not headed by Davison Dalziel. MCWF was headed by Frank Dudley Docker from 1902 till 1920 and in 1925 Alfred Windle was chairman of BRCW. Bernard Dudley Frank Docker (Frank Dudley's son) succeeded in 1928 and he was also in the board of MCWF since 1918 (!). Frank Dudley Docker retired from chairmanship in 1921, his successor Sir Ernest Hiley, resigned from the position later in 1921 after quarrelling with Docker and Sir Douglas Vickers was thereafter appointed the new chairman. But he too had to resign after Docker's warning of the decline of Vickers Ltd. in June 1925 and this marked the public re-emergence of Docker in running this company.<sup>25</sup>

The 1929 international economic crisis reduced all the economic activities, including those of CIWL. However, these problems were just a supplementary aspect of a deeper financial crisis in which the company was involved. In 1927, CIWL acquired the most famous tourist agency in the world, Thomas Cook

& Sons Ltd. The idea came from Dalziel, and it could have made sense in a long-term strategy for CIWL. However, the terms of the agreement with the British company created the basis for serious financial problems for many years. CIWL paid £ 1.9 million to acquire the travel agency (still controlled by the heirs of the founder and incorporated in 1924 with a capital of £1,125,000). This price was probably excessive compared to its real economic value. CIWL did not have the financial resources to pay in cash the owners of Thomas Cook. Thus, the travel agency lent 1.86 million pounds to CIWL to pay off the Cook brothers, while in the meantime CIWL issued a 10-year 6% corporate bond for 2 million and put them at the disposal of Thomas Cook & Son Ltd. to return the 1.86 million.

In the meantime, Dalziel reinforced the control over CIWL. In that same year, he set up a holding company called International Sleeping Cars Trust, capitalised at 5,25 million, to which he passed 30,000 out of 150,000 preferential shares and 495,000 out of 4,450,000 shares in CIWL, which represented about 23% of the capital, more than enough to control the shareholders' meetings. The Italian partners of Banca Commerciale, which had partially reduced their shareholding in CIWL in the previous years, decided to follow Dalziel by subscribing about 10% of the capital of the Trust, otherwise they feared the British financier could kick them out of the business.<sup>26</sup>

### **The likely link between this Board Meeting and the evolution of shareholding**

Unfortunately, I did not had access to minutes or other documents of this meeting in London and therefore I am missing information about what was discussed and/or decided there. But I think, given the outlined development of the shareholding, I can safely say that by the summer of 1925 Davison Dalziel was clearly realizing his plans to strengthen his control of the CIWL using Anglo-Italian shareholding. Dalziel had to convince his co-directors that he wanted the best for the CIWL and that it was his plan to realize this with English partners. And where better to convince co-directors than in a pleasant environment? The Directors' rides in the "Continental Pullman" on July 17<sup>th</sup> and the "Harrogate Pullman" on July 20<sup>th</sup> and 21<sup>st</sup> can clearly be seen as a promotion for Dalziel's plans to commission Pullman cars at the CIWL. The cars used in these Pullman trains, and known as the 'standard K-type'<sup>27</sup>, were the most recent cars of the Pullman Car Co., and a good example for the cars to be ordered. It was also a good opportunity for the non-English Directors to see first-hand the working arrangements of operating Pullmans and get acquainted with the comfort and catering options of this type of cars.

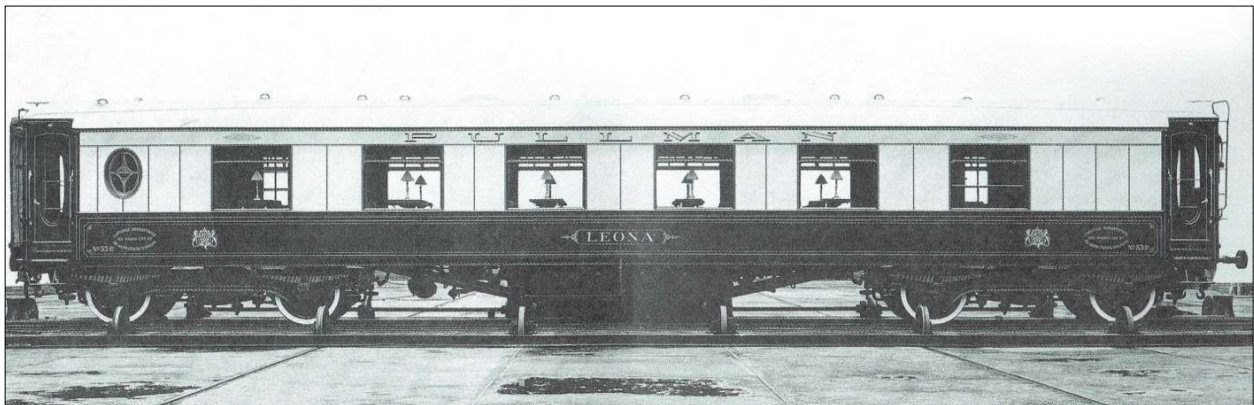
Giuseppe Toeplitz and Giacomo Tedeschi were, without any doubt, the main key players in the development of the shareholding of the CIWL. Their ideas about Transcontinent contradicted Dalziel's plans. Dalziel had to keep both gentlemen on board, given their share package, and therefore it is not surprising that later that year CIWL's first Pullman train started operating in Italy. The "Milan – San Remo – Nice – Cannes Pullman" ran from December 15, 1925. Perhaps this was a move by Dalziel to get both gentlemen back on his side. Or did Toeplitz and Tedeschi play a decisive role in the decision to create CIWL's first Pullman train in Italy...?

Sir Arthur Steel-Maitland's role must also be emphasized. He can be seen as an intermediary between Davison Dalziel and Frank Dudley Docker in the 'desired' production of Pullman cars at English companies, namely BRCW and MCWF. Steel-Maitland, Dalziel and Docker had known each other well since 1911 when Steel-Maitland, supported by Dalziel and Docker, was appointed chairman of the first Conservative Party.<sup>28</sup> Steel-Maitland had had historical connections with Docker in substantial business/connections in and around the Argentine orders to MCWF in 1910<sup>29</sup> and he turned to Docker for guidance on several occasions.<sup>30</sup> The ten wooden-bodied cars for the CIWL's first Pullman train were built by the Midland Railway Carriage & Wagon Co. Ltd. (6) and the Birmingham Railway Carriage & Wagon Co. Ltd. (4).<sup>31</sup> In



1927 the Midland company was amalgamated with MCWF and this merger was brought about by Dudley Docker!

Bankers like Sir Robert Stevenson Horne, Sir Harry Goschen (Chairman of the London Clearing banks and the National Provincial Bank) and Mr. Frank Houlder (director of Midland Bank) also fit into this context. The capital for the Pullman cars to be built had to come from somewhere and getting to know these bank directors could never hurt. The role of Docker should not be underestimated as he was a very important person with a lot of influence in the banking, politics, railways and steel processing industries. He preferred to stay in the background, but his ideas were often realized by third parties. Docker was a man of great force of character ... with cosmopolitan interests and with a position as director of the Midland Bank which enabled him to raise millions of moneys at very short notice.<sup>32</sup>



© Antony Ford. The 24-seat parlour car "Leona", showing CIWL running No. 53 and elliptical inscriptions, Pullman logo and, at this stage at least, its name. "Leona" was one of the six cars constructed by the Midland Railway Carriage & Wagon Co.

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**Traduction française voir page suivante :**

# Souvenirs et évolution de l'actionnariat CIWL

par Jos Geilen

Récemment, j'ai acquis un ensemble de cinq souvenirs liés à la première réunion du conseil d'administration de la Compagnie internationale des Wagons-Lits en Angleterre qui a eu lieu le 19 juin 1925.

Puisqu'il n'y a aucune mention de cette réunion dans la littérature et les documents que je connais, j'ai voulu en savoir plus sur les motifs de cette réunion en Angleterre et j'ai fait des recherches.

Dans la première partie de mon article, les cinq souvenirs sont présentés, leurs détails décrits et illustrés par des images. En outre, les données trouvées de la plupart des personnes mentionnées sur ces souvenirs sont indiquées. Dans la deuxième partie, l'évolution de l'actionnariat de la CIWL est discutée sur la base de citations d'études pertinentes concernant cette partie intégrante de l'histoire de la CIWL. En étudiant l'évolution de l'action Wagons-Lits après l'Exposition de Paris en 1900 (Exposition Universelle), j'ai découvert le lien probable entre ce Conseil d'Administration et l'évolution de l'actionnariat.

## 1. Programme et itinéraire de la réunion du Conseil

### Mercredi le 17 Juin, 1925

À 17 h 15, les directeurs sont arrivés en ferry «TS Engadine» à Douvres et y sont repartis par le «Continental Pullman Express» de Southern à 17 h 30. Ce train de première classe est arrivé à Londres (Victoria) à 19h15. Du thé et des rafraîchissements légers ont été servis «en route».

### Jeudi le 18 Juin, 1925

À 20 h 15, les directeurs étaient les invités de Sir Davison Dalziel et de M. Frank Houlder au Drury Lane Theatre, pour la représentation de «Rose Marie», une comédie musicale de style opérette avec la musique de Rudolf Friml et Herbert Stothart.

### Vendredi le 19 Juin, 1925

À 13 heures, les administrateurs étaient les invités de la Banque nationale provinciale à un déjeuner dans les bureaux de la Banque, suivi d'une réunion du conseil d'administration de la Compagnie internationale des Wagons-Lits tenue dans les locaux de la Banque par les la Banque Nationale Provinciale.

Aucun détail n'est connu sur ce déjeuner et cette réunion du conseil d'administration, mais il est intéressant de noter que la National Provincial Bank à Londres détenait une part de 50% de la Lloyds et de la National Provincial Bank à Paris depuis 1917.

Le siège de la banque se trouvait à Bishopsgate, mais au coin de la Poultry et de Princes Street, un bâtiment a été construit offrant un espace de bureau accru à proximité de la Banque d'Angleterre.

La réunion a eu lieu dans les bureaux du 1 Princes Street.

## Qui étaient les participants à cette réunion du conseil?

### Monsieur Giuseppe Toeplitz

Vice-Chairman of the Board of Directors of CIWL (*Vice-président au Conseil d'Administration*), General manager of the Banca Commerciale Italiana, the biggest Italian bank, in Milan



**Monsieur le Comte de Ségur-Lamoignon**

Vice-président du conseil d'administration de CIWL, Membre du conseil d'administration de Pullman Co.

**Monsieur Berthoulat**

Administrateur au Conseil d'Administration), sénateur

**Monsieur le Marquis de Cortina**

Administrateur au Conseil d'Administration de CIWL, Directeur (président) de la Banco Español De Credito et ancien ministre du Cabinet, à Madrid

**Monsieur Joseph Gruss**

Administrateur au Conseil d'Administration du CIWL, industriel, à Cannes

**Monsieur André Homberg**

Vice-Chairman of the Board of Directors and member of the Financial Management of CIWL, President of the Société Générale, director of the Credit Nationale and Chemins de fer de l'Est

**Monsieur Henry Letellier**

Director on the Board of Directors of CIWL

**Monsieur Edouard Quellenec**

Secrétaire au conseil d'administration de CIWL, Directeur de la Compagnie du canal de Suez et de la Société Française et Italienne des Houillères de Dombrowa

**Monsieur Giacomo Tedeschi**

Administrateur au Conseil d'Administration de CIWL, Directeur de la Banca Commerciale Italiana, à Milan

**Monsieur Rudolf Sieghart**

Administrateur au Conseil d'Administration de CIWL, Président du Boden-Credit-Anstalt, à Vienne

**Monsieur Giuseppe Zuccoli**

Administrateur au Conseil d'Administration de CIWL, Directeur de la Banque Française et Italienne pour l'Amérique du Sud, à Paris

**Baron Francisco de Paula Romañá y Sauri**

Administrateur au Conseil d'Administration de CIWL, Directeur des Chemins de Fer de Madrid à Saragosse et à Alicante, à Barcelone

**Monsieur Simon Bozzi**

Administrateur au Conseil d'Administration du CIWL, industriel, à Paris

**Monsieur Baron Robert Snoy**

Vice-président exécutif du CIWL (directeur général en 1926, successeur d'André Noblemaire), Membre du conseil d'administration de Pullman Car Co. Ltd.

**Monsieur Charles Neef**

Director of Administrative Services, attached to the Board of Directors of CIWL

**Monsieur André Noblemaire**

Chief Executive Officer of the Board of Directors of CIWL (*Directeur-général du Conseil, d'Administration*)

**Monsieur Jacobs**

Secretary on the Board of Directors of CIWL

### **Sir Davison Alexander Dalziel**

Chairman of the Financial Management Committee (*Président du comité de direction financière*) and Chairman of the Board of Directors and of the General Administration Committee of CIWL (*président du Conseil d'administration et du comité d'administration générale*), Chairman of the Pullman Car Co. Ltd.

## **2. Menu of banquet at the Savoy Hotel on June 19th, 1925**

À 20 heures, un banquet à l'hôtel Savoy a été donné par Sir Davison Dalziel, Baronet, M.P. (Membre du Parlement) et M. Frank Houlder, à laquelle plusieurs invités de marque (inconnus) ont été invités à rencontrer les directeurs.

### **Qui étaient les autres messieurs mentionnés sur l'itinéraire et la liste des toasts?**

#### **Mr. Frank Houlder II**

Administrateur au Conseil d'Administration de CIWL, Président de Houlder Line / Houlder Brothers & Co.

#### **Sir Arthur Herbert Drummond Ramsay Steel-Maitland**

Ministre du Travail (1924 à 1929)

#### **Sir Robert Stevenson Horne, 1<sup>st</sup> Viscount Horne of Slamannan**

Un homme d'affaires écossais, ministre du Travail 1919-1920, président de la Great Western Railway Co. et directeur de plusieurs autres sociétés et banques

#### **Lord Almeric Hugh Paget, 1<sup>st</sup> Baron of Queenborough**

Administrateur au conseil d'administration de plusieurs sociétés, Président de Siemens Bros. & Co. Ltd. et Président du Chihuahua and Pacific Railroad

#### **Excellency Don Alfonso Merry del Val**

L'ambassadeur d'Espagne à Londres (il a participé au Congrès international des chemins de fer en juin 1925)

#### **Sir Harry Goschen**

Homme d'affaires et banquier britannique (Frühling & Goschen de Leipzig et Londres), président des London Clearing banks et de la National Provincial Bank.

## **Saturday June 20<sup>th</sup> and Sunday 21<sup>st</sup>, 1925**

À 11 h 15, les administrateurs ont quitté Londres King's Cross pour Harrogate avec le «Harrogate Pullman». Ce train Pullman devait arriver à Harrogate à 15 h 15.

Le dimanche 21 juin, les directeurs ont quitté Harrogate à 11 h 15 et, après leur arrivée à London King's Cross, ils sont allés en bus London & North Eastern Railway à la gare de Victoria. À 16h00, leur train Southern Railway, composé de voitures de 1<sup>ère</sup>, 2<sup>ème</sup> et 3<sup>ème</sup> classe, est parti pour Douvres.

Voiture de salon Pullman «Rosemary», comme neuve, au Midland Railway Carriage & Wagon Co. travaille à Washwood Heath, Birmingham en 1923. Une des quatre magnifiques voitures de première classe construites pour le «Harrogate Pullman». Interior of buffet car "Fortuna" in 1925.

### **3. Menus of the “Harrogate Pullman” on Saturday, June 20<sup>th</sup> and Sunday, June 21<sup>st</sup>**

Les menus du déjeuner ci-dessus étaient servis «en route» et d'un caractère spécial, et non selon la facture habituelle. Ces menus étaient uniquement pour cette fête spéciale et comportaient neuf plats, tandis que les menus ordinaires pour le déjeuner ou le dîner de Pullman Car Co. ne comportaient que cinq ou six plats. Parfois, les listes de cours peuvent être trompeuses. Certains menus indiquent un choix de xx ou xx, tandis que d'autres ne le font pas.

À 15 h 20, les directeurs ont quitté la gare de Harrogate en voiture pour se rendre à Bolton et une courte visite à l'abbaye de Bolton.

À 17 h 00, ils quittent Bolton Abbey pour Harrogate, passant Ilkley, Otley et d'autres villages le long des rives de la rivière Warfe, pour arriver à 18 h 00 à Harrogate.

#### **Saturday June 20<sup>th</sup>, 1925**

À 19h30, un banquet ou un dîner à l'hôtel Majestic a été donné par la Pullman Car Company Limited pour rencontrer les directeurs de la Compagnie Internationale des Wagons-Lits et d'autres invités.

#### **Qui étaient les messieurs mentionnés sur la liste des toasts du banquet de l'hôtel Majestic?**

**Sir Thomas Fleming**

**Mr. Thomas Powell**

Secretary and manager of the Pullman Car Co. Ltd.

**Mr. C.J. Selway**

Superintendent of the London and North Eastern Railway

**Dr. Bertram Watson**

#### **4-5 Toast List and Menus of the 7.30 p.m. Dinner at Hotel Majestic in Harrogate**

À 19 h 30, les réalisateurs ont été invités à un concert au Royal Hall d'Harrogate.

### **L'évolution de l'actionnariat CIWL**

La Compagnie Internationale des Wagons-Lits, était un parfait exemple du capitalisme cosmopolite qui a caractérisé la fin du XIXe siècle et les quatorze premières années du XXe siècle. En 1876, parmi les souscripteurs du capital de CIWL, il y avait des banquiers et des rentiers belges, français et britanniques. En 1891, à l'assemblée générale extraordinaire des actionnaires appelée à voter une augmentation de capital, plus de 50% des actions admises étaient détenues par des citoyens britanniques et des banquiers représentés par Nagelmackers, mais il y avait aussi des citoyens français et des banquiers allemands (Edouard et Alfred von Oppenheim, de la banque Köln Sal. Oppenheim Jr. & Co.). Mais le cosmopolitisme de l'entreprise avait un facteur paradoxal: si Bruxelles était un lieu idéal pour le siège social, en raison de la neutralité du pays et des avantages fiscaux, son marché des capitaux n'était pas l'un des plus dynamiques d'Europe. Pour cette raison, le CIWL a demandé à partir de 1882 de coter les actions et les



obligations à la bourse de Paris. Cependant, les règles de la bourse française impliquaient que pour chaque nouvelle série d'actions ou d'obligations, il fallait obtenir l'approbation de l'administration de la Bourse de Paris, mais aussi du ministère français des Finances. Cette situation a représenté un moment complexe pour l'entreprise, car un refus aurait compromis sa solidité financière effective. Cela pourrait également être utilisé comme chantage pour forcer l'entreprise à faire quelque chose.

Cette situation s'est manifestée pour la première fois en 1892, quelques mois après l'assemblée générale et alors que les procédures de cotation des nouvelles actions n'étaient pas encore achevées. La situation politique générale française de la Troisième République était très tendue. Les revanchistes et les partis de droite en général étaient extrêmement actifs. La défaite politique du général Boulanger (surnommé le Revanchiste) aux élections nationales de 1889 ne stabilise pas le pays. Dans l'opinion publique, il y avait encore une sensibilité sur toute question pouvant impliquer une sorte de capitulation de l'intérêt national français<sup>1</sup>.

Le CIWL a été pris comme exemple de cette atmosphère politique. La campagne a commencé en février 1892, lorsqu'une revue spécialisée - Le Journal des Transports - suggère que la présence française au conseil d'administration est trop faible, un seul Français sur neuf, et cette situation ne peut être compensée par la majorité relative des «commissaires» (les auditeurs), trois sur sept. La revue a comparé le petit nombre de membres français à la présence beaucoup plus importante de membres belges et allemands au conseil. La question concernant la nationalité des actionnaires n'a pas été mentionnée, car aucune information n'était disponible en dehors des informations synthétiques émises lors de l'assemblée générale annuelle des actionnaires. Par conséquent, il n'a pas été possible de connaître la proportion d'actions détenues par des investisseurs allemands, britanniques, belges et français. En tout cas, comme on l'a vu, lors de l'assemblée générale de 1891, de nombreux actionnaires ont donné par procuration les droits de vote à Nagelmackers, qui était une sorte de garantie de leur usage, dans l'intérêt général de l'entreprise. Les pressions se sont accrues lorsque le ministre des Travaux publics, Jules Viette, a également pris une position très similaire à celle de la revue. Le ministre et le journal ont souligné que la France était le pays où se déroulaient la plupart des activités du CIWL. Ses «intérêts» n'ont pas été suffisamment pris en compte. La culture d'entreprise de l'époque excluait toute forme d'intervention directe ou indirecte de l'État dans une entreprise pour modifier sa stratégie, mais à une exception près: augmenter le nombre de sièges au conseil pour permettre à l'intérêt national de mieux représenter. L'entreprise et en particulier son fondateur, Georges Nagelmackers, ne pouvaient refuser la demande émanant d'un membre du gouvernement français, le ministre qui avait le pouvoir de confirmer les contrats entre la CIWL et les compagnies ferroviaires françaises. Lors de l'assemblée générale, tenue en juin 1892, parmi les nouveaux membres élus du conseil figurait Félix Faure (1841-1899), ancien tanneur et négociant dans l'industrie du cuir au Havre, et dès le début des années 1880 député au National Parlement, et dans les années 1880, sous-secrétaire aux colonies dans quelques gouvernements. Plus tard, le Conseil l'élit vice-président de la société, introduisant avec lui une situation équilibrée dans la gouvernance de la CIWL: le président était un Belge et le vice-président un Français. L'élection de Faure a été chaleureusement accueillie par la revue qui a lancé la campagne en faveur des intérêts nationaux français dans l'entreprise. Faure - écrivait Le Journal des Transports - «défendrait, au conseil d'administration, les intérêts français sacrifiés». Dans un dernier commentaire presque œcuménique - symbolisant très bien le Zeitgeist d'un capitalisme cosmopolite respectueux des intérêts nationaux - le journal écrit cela avec un conseil d'administration où maintenant - avec le président, un Belge - siégeaient trois Français, deux Allemands, un austro-hongrois et un italien, `` toutes les nationalités sont représentées, et personne n'a position dominante.'`

Georges Nagelmackers a gardé pour lui le poste de directeur général. Cependant, son rôle n'a jamais été remis en question. Plus que le président ou le vice-président, il était le véritable homme qui représentait

l'entreprise. La conséquence supplémentaire et plus importante pour la CIWL a été l'achèvement rapide de la procédure de cotation des nouvelles actions, un sujet qui restait officiellement en dehors de la campagne mais qui était crucial pour l'entreprise.<sup>2</sup>

La décision prise en 1892 a eu des conséquences à long terme. Jusqu'à la Première Guerre mondiale, les intérêts (nationaux) français n'étaient jamais remis en cause. Du point de vue financier, les investisseurs français sont devenus encore plus importants après la difficile crise de 1900, en raison d'évaluations trop optimistes des clients potentiels qui auraient pu être intéressés à se rendre à Paris pour l'exposition universelle. Ce fut le cinquième organisé dans la capitale française depuis le milieu du XIXe siècle. Il a offert à la ville certains des plus beaux cadeaux architecturaux, le Petit Palais et le Grand Palais, et a représenté l'apogée symbolique de l'Art nouveau. En ce qui concerne l'exposition universelle, l'entreprise a commis deux grosses erreurs. D'une part, il a acheté des billets d'entrée pour 1,95 million de BF qui devaient être vendus avec les billets Wagons-Lits. En revanche, la CIWL a investi massivement dans la Société Immobilière de Trocadéro et de Passy, une société immobilière qui a construit de nombreux immeubles de luxe dans le quartier proche des pavillons d'exposition, provoquant de grosses pertes pour l'entreprise. La valeur des actions contrôlées par CIWL dans la Compagnie Internationale des Grands Hôtels \* et la Société Immobilière de Trocadéro a été réduite à un franc. CIWL n'a pas distribué de dividendes en 1900 et 1901.

Une consolidation de la société était nécessaire, ce qui a profondément modifié la structure de l'actionariat, mais n'a pas déclenché une reprise de la question de la nationalité<sup>3</sup>

\* Vers 1927, la Compagnie Internationale des Grands Hôtels est dissoute après la vente de ses propres biens immobiliers afin de financer le renouvellement de la flotte de véhicules de la CIWL avec les fonds débloqués.

#### **La rénovation de 1901 a introduit la capitale française dans la CIWL.<sup>4</sup>**

La réorganisation financière a entraîné la réduction du capital de 50 à 35 millions de BF, la transformation de l'ancienne action de 500 BF en actions nouvelles de 250 BF, et l'émission de 60,000 actions nouvelles, actions préférentielles définies, 250 BF de valeur nominale, ce qui a permis à l'entreprise de disposer à nouveau d'un capital de 50 millions de FB. Les actions préférentielles avaient droit à un dividende préférentiel de 5%, tandis que les anciennes actions n'étaient censées recevoir que plus tard un dividende de 5%. Aucun ministère et aucun journal ou revue n'ont fait campagne pour protéger un intérêt national hypothétique en danger. Un syndicat bancaire spécial a été mis en place pour placer les 60,000 nouvelles actions. Avec la Société Générale, l'une des banques les plus importantes de Paris - la Banque de l'Union Parisienne - a joué un rôle déterminant dans la réorganisation financière. Son président, le comte Lucien de Villars, est non seulement entré dans le nouveau conseil d'administration, mais il est également devenu président du nouveau comité de direction financière en 1901, un organe spécial qui a commencé ses activités à la suite de la réorganisation générale du CIWL. C'était le signe que Nagelmackers n'était plus le gestionnaire tout-puissant, ni le point d'équilibre parmi les groupes d'actionnaires les plus importants des 25 dernières années. L'influence de cet organe et de son président est devenue si forte, surtout après la mort de Nagelmackers en 1905, qu'au lieu de parler de «voitures-lits», au lieu de parler de «voitures-lits», l'expression courante était «les wagons de Villars»<sup>5</sup>.

En 1903, un nouvel investisseur fait son apparition parmi les actionnaires. Il a demandé à être élu au conseil d'administration, et il a en fait été élu. L'investisseur et membre du conseil était Davison Dalziel (1852-1928). Il a probablement commencé à acheter les actions pendant la période difficile de l'entreprise en 1900-01. La grande dispersion des actions lui a permis d'accumuler un nombre d'actions relativement important, suffisant pour se proposer pour un siège au conseil. Né à Camden Town (Londres), après avoir

travaillé comme journaliste à Sidney dans sa jeunesse, Dalziel est devenu un entrepreneur très dynamique avec un ensemble d'intérêts économiques très divers. Il a été le fondateur de Dalziel News Agency (qui a fondé son succès sur le sensationnalisme), et le directeur de certaines entreprises industrielles et de certaines entreprises, comme Aux Classes Laborieuses et Bloch & Behr, drapiers et décorateurs à Paris. Ses premiers contacts avec CIWL remontent aux années 1890, lorsqu'il devient la personne de contact entre l'entreprise et le marché britannique. Cependant, son influence au CIWL s'est considérablement accrue grâce au mariage qui a eu lieu en novembre 1903 entre sa fille unique Hélène (Nellie) et René Nagelmackers, le fils du fondateur de l'entreprise.

(Remarque: l'influence ainsi acquise est remise en question par d'autres<sup>6</sup>)

La mort de Georges Nagelmackers en 1905 a créé une situation complètement nouvelle. Son frère Jules \* devint président de l'entreprise pendant quelques années, tandis que son fils René était déjà entré au conseil d'administration en 1904, reprenant les fonctions de son père. Cependant, malgré l'implication croissante de sa famille après l'indifférence initiale, l'absence d'une personne charismatique parmi les dirigeants et les membres du conseil d'administration a ouvert la voie au rôle croissant de Villars et Dalziel<sup>5</sup>.

\* Jules Nagelmackers a été directeur (1905-1912) et président du CIWL (1913-1914).

À la suite de l'exposition universelle de Paris en 1900, Georges Nagelmackers, en difficulté et financièrement ruiné, décida de chercher un repreneur pour sa participation majoritaire dans la société Wagons-Lits, engageant son fils René dans la recherche. De nombreux membres du conseil d'administration de la société auraient sauté sur l'occasion - ils étaient impatients de prendre le contrôle de la société au moment où son fondateur succombait à sa maladie. Cependant, avec l'aide de Johan Pierpont Morgan de la Morgan Bank à New York, René a vendu les actions de son père à Charles Schwab. Charles a insisté sur le fait que le fondateur de la société devait rester au conseil d'administration. D'autres banquiers qui avaient souscrit la société avaient exhorté Georges à vendre ses actions, soulignant que l'état de sa santé ne lui permettait plus de diriger l'entreprise comme il l'avait fait autrefois. Malheureusement, cette manœuvre adroite s'est avérée coûteuse pour René Nagelmackers. Les banquiers ont entretenu une rancune contre lui et ont finalement pris leur revanche, le menant à la ruine et au déshonneur.

La prise de contrôle de la société Wagons-Lits par Charles Schwab a sauvé Georges Nagelmackers d'une catastrophe imminente. Sir Davison Dalziel, membre du Parlement britannique, président de Pullman Co. Ltd., puissant actionnaire de la société et futur président du conseil d'administration, a été invité à remettre de l'ordre dans les finances de la société. Ainsi, lorsque René Nagelmackers a épousé la fille du magnat britannique Helen, le 23 octobre 1903, les potins de la société ont supposé que l'union devait être une union de commodité et d'opportunisme. Rien n'aurait pu être plus éloigné de la vérité. Dalziel n'était pas l'homme qui impliquait sa famille dans ses affaires. L'histoire est plus simple - et plus réconfortante. René et Helen se sont rencontrés chez des amis communs, sont tombés follement amoureux et ont décidé de se marier. Leur histoire d'amour a commencé comme un conte de fées, mais elle n'a pas eu une fin heureuse.

Le 10 juillet 1905, Georges Nagelmackers mourut, laissant derrière lui un certain nombre de dettes impayées. Son fils René s'est porté volontaire pour se porter garant des sommes impayées, promettant aux créanciers qu'il rembourserait les sommes impayées jusqu'au dernier centime. Il a ensuite assumé le poste de son père à la tête de la société.

Malheureusement, son salaire de directeur général n'était pas assez élevé pour rembourser les dettes de son père, soutenir les extravagances de sa femme et assurer une vie décente à sa mère. Il a donc accepté un autre poste, en dehors de la Société, dont les revenus l'auraient rapidement libéré du fardeau de la dette. Cependant, ce plan a été contrecarré par ses banquiers-crédanciers, qui lui ont refusé la permission d'accepter le poste supplémentaire. Ils ont lancé un ultimatum: René doit soit renoncer à toute activité extérieure à la société, soit démissionner de ses



fonctions de directeur général de la société. René protesta, mais en vain. Le cœur lourd, il a démissionné de sa direction de la société, ne conservant qu'un modeste poste de direction. En 1908, grâce à ses activités commerciales extérieures, il a pu liquider toutes les dettes de son père. Sa jeune épouse Helen, ravie de la délivrance de son mari des soucis financiers, a repris ses manières dépensières et ses tournées dans les grands salons de couture.

En 1908, Helen et René se rendent à Londres pour consulter des médecins spécialistes. La santé d'Helen était défaillante. Le médecin britannique a diagnostiqué une maladie cardiaque, envoyant Helen au lit et en fauteuil roulant. Terrifiée par cette perspective, elle pria le médecin de lui dire toute la vérité, apprenant à son désespoir qu'elle souffrait d'une maladie mortelle. Révélant en larmes le verdict du spécialiste à son mari, elle a également avoué qu'elle devait 75 000 francs à son couturier. Craignant la colère de son père, elle ne lui avait pas confié son extravagance et était sûre que, de toute façon, il n'accepterait jamais de payer. René la rassura, jura qu'il ne la laisserait pas mourir et lui promit de s'occuper de son père. Cependant, lui aussi avait peur d'approcher son beau-père. Il a gardé le secret de sa femme pour lui, lui disant que tout avait été réglé. Helen est décédée quelques jours plus tard, à l'âge de trente-huit ans.

Le caractère dur de Davison Dalziel n'a pas été adouci par son deuil pour Helen. Lorsque René a finalement avoué la dette de sa défunte épouse, Dalziel a refusé d'aider et a fait appliquer un privilège sur le salaire de son gendre jusqu'à ce que le couturier soit payé intégralement.

René Nagelmackers faisait face à une situation financière désastreuse. À la fin de la Première Guerre mondiale, des amis l'ont aidé à trouver un poste dans une entreprise de fret en difficulté. Pour redresser la fortune de la compagnie de fret, il fait appel au crédit des assureurs de Wagons-Lits. Ils ont accepté d'avancer l'argent mais ont rendu René Nagelmackers entièrement et personnellement responsable de son remboursement. Ils avaient une arrière-pensée, bien sûr, mais René l'ignorait naïvement. C'étaient les mêmes hommes qu'il avait empêchés de prendre le contrôle de la Compagnie en faisant venir Schwab. Le moment était venu et ils étaient déterminés à faire payer à René la vente détournée des actions de son père à Charles Schwab au moment même où ils envisageaient de reprendre eux-mêmes la société en difficulté. La compagnie de fret financée par René a fait faillite en 1920 et il a été poursuivi par ses banquiers vindicatifs pour mauvaise gestion criminelle. Le misérable René a été arrêté et envoyé en prison. Son innocence de faute criminelle n'a été établie qu'en 1924. Il s'est remarié et a eu une fille, Monique. Il mourut le 8 février 1929, victime d'une crise d'appendicite mal diagnostiquée.<sup>7</sup>

Dans les années suivantes, l'entrepreneur britannique élargit ses activités: en 1906, il crée et est élu vice-président de General Motor Cab Co., la société qui a introduit les premiers taxis à moteur à Londres. En 1907, il devient président de la deuxième société proposant le même service à Londres, l'United Motor Cab. La même année, Dalziel rachète la filiale britannique de Pullman Company, la British Pullman Palace Car, créée en 1882. Son implication dans le commerce des voitures-lits est désormais beaucoup plus forte. Personne d'autre au conseil n'a probablement partagé sa connaissance du secteur.<sup>8</sup>

Néanmoins, ses initiatives et son succès n'ont pas ouvert la voie à un rôle plus fort dans l'entreprise. Au contraire, la majorité du conseil d'administration à publier sa candidature au comité financier. Dans une lettre adressée en 1909 à Julien Nagelmackers, Napoléon Schroeder (directeur général de juillet 1905 et directeur général de novembre 1910 à 1914) écrivait: `` Je ne connais pas le mais que continue M. Dalziel en soudain sa candidature, mais je sais une chose choisie, que cet acte apporte des problèmes parmi nous. (...) Je ne peux pas me cacher que la situation ainsi créée par des causes et dans un mais qui m'est indéterminé est susceptible d'engendrer des complications à l'avenir<sup>9</sup> «Très probablement, Dalziel était le principal actionnaire individuel ( il a présenté 7000 actions à l'assemblée générale de 1908) mais a préféré éviter toute tension. Il faut aussi considérer qu'à l'époque, le conseil d'administration était désormais sous une forte influence française: les Français avaient cinq sièges, un de plus que les Belges, les Allemands en avaient deux, et les Autrichiens, Hongrois, Italiens et Espagnols en avaient un chacun. Cependant, Dalziel préférait le travail clandestin et la Première Guerre mondiale l'aida indirectement<sup>10</sup>.

La guerre a provoqué non seulement d'énormes transformations politiques et économiques au niveau mondial, mais aussi une rupture permanente de la position monopolistique du CIWL. Cette question mériterait une attention particulière, mais le sujet s'écarte des objectifs principaux de cet article. En

novembre 1916, une nouvelle entreprise, la Mitteleuropäische Schlaf- und Speisewagen-Gesellschaft (mieux connue sous le nom de Mitropa), fut créée à Berlin. Des discussions difficiles ont eu lieu entre toutes les entités intéressées par le projet, les entreprises privées, les chemins de fer du Reich et les chemins de fer autrichiens et hongrois. Mitropa n'a commencé ses opérations qu'en janvier 1917, après que la Deutsche Bank et la Dresdner Bank aient achevé l'organisation financière de la nouvelle société. Le capital était de 5 millions de marks (porté à 20 millions en 1917), souscrit à 66,66% par les banques allemandes et le reste par les chemins de fer autrichiens et austro-hongrois.

La raison officielle de la création de l'entreprise était une sorte de version allemande de la théorie de l'intérêt national. Le gouvernement prussien, qui avait souvent été très critique à l'égard de la société basée en Belgique, était le plus actif dans l'établissement d'une stratégie contre la CIWL. Les «raisons nationales» - écrivait le ministre prussien des Travaux publics - ont poussé à éliminer l'influence française à travers le CIWL dans les régions, comme les Balkans, où il existait de nombreuses opportunités pour développer les intérêts économiques allemands.<sup>11</sup>

Les années 1919 à 1923 ont été une période d'incertitude et de confusion considérables pour le secteur. La fin de l'empire allemand n'a affaibli que partiellement le projet Mitropa, car l'entreprise est devenue un concurrent sérieux du CIWL dans de nombreux pays d'Europe centrale après la réorganisation complexe du système ferroviaire européen suite au traité de Versailles. Dans l'intervalle, la période d'après-guerre a offert de nouvelles opportunités pour de nombreux autres sujets. Les grandes manœuvres ont commencé déjà en 1919. En fait, la CIWL s'est immédiatement concentrée sur la tentative de rétablir ses droits en Autriche et en Allemagne. La tentative a échoué avec Berlin. Mitropa a obtenu que certaines des demandes du CIWL doivent être incluses dans le paquet de réparations. Dans le cas de l'Autriche, le CIWL n'a réussi que parce que les gouvernements français et belge ont exercé une pression importante sur Vienne. Du point de vue proposé dans cet article, l'action diplomatique parallèle de Bruxelles et de Paris était une sorte de stratégie préventive de défense des intérêts nationaux. Cela signifie que des interconnexions, des liens et des contacts constants ont été établis pendant la guerre entre les différents niveaux et branches de l'administration publique, en Belgique comme en France. Ces relations plus strictes et quasi permanentes joueront un rôle crucial dans la nouvelle phase de la bataille pour l'intérêt national au milieu des années 1920<sup>11</sup>.

Cependant, le plus grand protagoniste de cette phase très complexe n'était ni les Français ni les Allemands, mais les Anglais. En fait, depuis 1919, Mitropa n'était plus une entreprise entièrement allemande. Les intérêts britanniques occupent désormais une place prépondérante depuis que Henry Thornton, directeur général du Great Eastern Railway, a conclu Mitropa avec le Canadien Pacifique et la Barclay's Bank. Le projet, soutenu par le gouvernement britannique, consistait à consolider l'ensemble du secteur en Europe, par la création d'une société holding pour contrôler à la fois CIWL et Mitropa.<sup>12</sup>

Le projet a changé à plusieurs reprises entre 1919 et 1921. L'accord final comprenait la création à Genève d'une société appelée Transcontinent officiellement contrôlée par des intérêts canadiens - et non plus anglais -, la holding Canada Trust et le chemin de fer Canadien Pacifique. Cependant, le premier conseil d'administration comptait trois membres anglais (l'un d'eux était Thornton), un allemand et cinq suisses. Le directeur général était l'ancien directeur allemand de CIWL, Alfred Clausius. Transcontinent avait droit à 40% des actions de Mitropa et à tous les contrats que cette société avait avec la Reichsbahn allemande et de nombreuses autres compagnies ferroviaires nationales d'Europe centrale. Le projet de consolidation du secteur n'a pas fonctionné. Cependant, le paradoxe de la nouvelle situation est un bon exemple de la manière dont les intérêts nationaux peuvent évoluer. Désormais, un gouvernement britannique soutenait ou accompagnait les initiatives d'une société allemande contrôlée par des citoyens britanniques<sup>13</sup>.

Le « moment britannique » dans le secteur était encore plus évident dans le CIWL. A partir de 1919, une nouvelle gouvernance caractérise l'entreprise. Outre le président de la société, il y avait aussi le président du conseil d'administration : ce dernier restait belge \*, tandis que le premier était britannique, Davison Dalziel. De plus, Dalziel est également devenu président d'un nouvel organe de l'entreprise, le Comité d'administration générale. Cette nouvelle position de force lui a permis de proposer - et d'obtenir - l'approbation d'intégrer l'offre de la société qu'il contrôlait au Royaume-Uni, British Pullman Palace Cars, à celle de la CIWL<sup>13</sup>.

\* M. Camille Chouffart, plus tard en 1919 succédé par M. André Noblemaire.

En outre, à partir de 1919, parmi les membres du conseil d'administration de CIWL, il y avait aussi deux représentants de la Banca Commerciale Italiana, la plus grande banque italienne, d'origine polonaise, mais italienne de 1910, directeur général Joseph Toeplitz et Luigi Tedeschi. Cependant, les premières actions acquises par la banque italienne ont été vendues par la Banque de l'Union Parisienne, preuve évidente que l'actionnaire français le plus important a approuvé leur entrée parmi les actionnaires de la société. Le but de la banque italienne était d'attirer les riches flux de trésorerie de l'entreprise, liés aux étrangers, mais il y avait aussi la possibilité de prendre le contrôle de l'entreprise avec Dalziel. En effet, le « groupe » anglo-italien a garanti deux augmentations de capital en 1920 et en 1921 de 53,8 millions à 68,4 millions puis à 85 937 500 FB. L'importance du marché britannique des capitaux a été confirmée en 1922, lorsque la CIWL a émis une nouvelle série d'obligations d'une valeur nominale de 500 000 £. Ils ont été totalement souscrits à Londres avec l'intermédiation de la Barclays Bank et de la banque d'affaires Erlangers<sup>13</sup>.

L'épreuve de force a eu lieu en septembre 1923 lors de l'assemblée générale des actionnaires. Le point le plus important à approuver était une augmentation de capital de 85,9 millions de FB à 105 millions de FB par émission de 65 800 actions nouvelles. L'opération financière, liée au nouvel équilibre des pouvoirs entre actionnaires, a permis à la CIWL d'être utilisée comme un facteur décisif pour satisfaire de nombreux intérêts nationaux économiques, sociaux, politiques et même culturels impliqués dans l'organisation des voyages d'affaires et touristiques, un secteur qui était commencé à devenir un phénomène de masse dans de nombreux pays européens. CIWL avait signé un contrat très onéreux avec la Metropolitan Carriage Wagon and Finance Co. (MCWF). Cette société a été fondée par l'ami et partenaire de Dalziel, Dudley Docker, l'un des industriels britanniques les plus puissants et les plus influents de la première moitié du XXe siècle. À la fin de la guerre, Docker a également convaincu Vickers. Depuis 1919, il était contrôlé par l'un des groupes industriels les plus importants du Royaume-Uni, mais grâce à cette opération, Docker augmenta son influence personnelle sur Vickers \*. CIWL a passé une commande auprès de MCWF (et d'autres fournisseurs) pour 500 voitures neuves, ensuite réduites à 305 \*\*. Le prix par wagon se situait entre 8 000 £ et 8 500 £, bien plus cher que les prix continentaux. Mais avec la possibilité d'un versement sur 15 ans pour diminuer l'impact financier de cette opération, dont le montant était d'environ 2,5 millions de livres, soit environ 60 millions de FB.

Le président du CIWL, soutenu par la majorité du conseil d'administration, a proposé de distribuer 34 375 des nouvelles actions aux anciens actionnaires et de transférer les 31425 actions restantes à MCWF, soit l'équivalent de plus de 7,5 millions de FB<sup>14</sup>.

\* En mars 1919, Docker avait persuadé Vickers Ltd. d'acheter Metropolitan, au prix très élevé de 12 millions de livres sterling, La fusion a produit le deuxième plus grand groupe industriel de Grande-Bretagne.

\*\* Enfin, 384 voitures ont été commandées, soit les voitures MCWF 149, Leeds Forge 70 et BRCW 165.



Il était immédiatement clair que cette solution modifierait l'équilibre entre les actionnaires, donnant une nette supériorité au groupe anglo-italien. Le différend a pris des formes juridiques très complexes. La majorité des Français et des Belges n'ont pas accepté la solution car elle avait été prise par une assemblée d'actionnaires qu'ils jugeaient illégale. En fait, les actionnaires minoritaires, français et belges, ont créé un syndicat, mais la plupart de leurs actions n'ont pas été acceptées car de nombreuses banques françaises n'ont pas reçu l'approbation du pouvoir de procuration par la CIWL. Le groupe anglo-italien, soutenu par certains actionnaires français importants, a proposé d'élire un tout nouveau conseil d'administration pour éviter un vote sur la proposition de payer une partie des wagons en actions.<sup>14</sup>

La Banque de l'Union Parisienne se retrouve par ailleurs à se déployer dans une bataille boursière qui a atteint une certaine célébrité dans le monde des affaires de l'entre-deux-guerres car elle a provoqué à l'époque la mobilisation des intérêts français au nom de la défense des positions tricolores.

Un groupe d'investisseurs a en effet pris le contrôle de la Compagnie Internationale des Wagons-Lits lors de l'assemblée générale (ordinaire) du 6 septembre 1923 : il a réussi - à une majorité simple et suffisante - à lui faire voter pour fixer la minorité du Conseil. En position - dont le président lui-même, pourtant figure de la Société Générale de Belgique, M. Jadot - et de rejeter le projet d'augmentation de capital. `` Ce vote a été acquis grâce à l'absence de la grande majorité des actionnaires répartis parmi le public français et belge. " 98.955 voix ont été exprimées sur la proposition des dissidents, contre 53.277 voix hostiles, car seules 156.234 actions ont été déposées dans le registre des banques et de la firme sur un total de 343.750 actions composant le capital : avec 29%, les opposants prennent le pouvoir !<sup>15</sup>

Mais le gouvernement français a été ému par cette situation et a notamment fait savoir le 12 septembre à la Société Générale de Belgique qu'il attachait la plus grande importance à ce que l'élément français soit représenté le plus largement possible à l'assemblée du 29 septembre, qui doit élire un nouveau Conseil d'administration. L'enjeu paraît ridicule car, après tout, le contrôle d'une entreprise de restauration ferroviaire et hôtelière ne semble pas constituer une question de défense nationale, même si la réputation de la cuisine et de l'hospitalité françaises doit être préservée. Cependant, d'une part, les constructeurs ferroviaires franco-belges envisagent de conserver un débouché intéressant; et surtout, il semble que ce soit, même à ce niveau apparemment ludique, l'éternelle guerre économique et financière entre le clan français - étendue à la Belgique, puisque l'entreprise internationale de voitures-lits, dirigée par Paris, a son siège social en Belgique - et le clan britannique, qui serait indirectement lié aux intérêts germano-italiens et qui, en tout état de cause, passe aux yeux des belgo-français, pour objet

En effet, la divergence d'intérêts est née autour du projet d'une `` fraction des dirigeants appartenant majoritairement à un groupe anglo-italien (qui) prétendait réaliser l'opération (d'augmentation de capital) de la manière suivante: seules 34.375 actions seraient offertes aux anciens actionnaires à raison d'une action nouvelle pour dix anciennes, et 31.425 actions seraient remises à Birmingham Railway Carriage & Wagons Co. - la moitié des actions créées à cette occasion - pour la fourniture de 50 voitures neuves du type actuellement en diffusion sur le réseau anglais. »

(Remarque : d'autres ont mentionné MCW & F au lieu de BRC & W.<sup>14</sup>)

« L'autre fraction du conseil d'administration a considéré l'opération conçue sur ces bases comme manifestement désavantageuse pour les anciens actionnaires \* » : ils auraient perdu le droit de souscrire aux actions nouvelles et donc toute possibilité d'accéder aux dividendes qui les perspectives de profit espérées dans les années à venir. De plus, ces administrateurs refusent de donner à un fournisseur un pouvoir dont il pourrait abuser pour imposer ses conditions à l'entreprise<sup>16</sup>.

\* Circulaire du Syndicat de défense des actionnaires de la Compagnie Internationale des Wagons-Lits, Mid-September 1923.

Une bataille silencieuse commence alors. D'une part, la Banque de l'Union Parisienne et la Société Générale de Belgique lancent une bataille juridique pour obtenir l'annulation de l'assemblée générale du 6 septembre, arguant que la révocation du conseil d'administration n'était pas à son ordre du jour. En revanche, les deux adversaires s'engagent dans un combat placé au cœur du talent de la banque financière. Les «putschistes» tentent de saper le pouvoir bancaire en privant les établissements français traditionnellement liés à la Compagnie Internationale des Wagons-Lits du droit de percevoir des pouvoirs en blanc auprès de ses actionnaires et entraver ce recouvrement en raccourcissant le délai entre les deux assemblées générales, l'ordinaire, tenue le 6 septembre, et l'extraordinaire - à l'issue duquel un vote à la majorité des trois quarts est requis -, tenu le 29 septembre, qui nécessite un dépôt de titres à partir du 22 septembre par les actionnaires souhaitant y voter<sup>17</sup>.

Les journaux français et belges (les premiers plus agressifs) ont immédiatement lancé une campagne contre le projet. Cependant, comme il était difficile d'influencer l'opinion publique en affirmant que les nouveaux «ennemis» étaient les Britanniques et les Italiens, les alliés de la guerre récente, le récit présentait une sorte de complot international censé amener le CIWL sous l'influence allemande. , grâce à la Banca Commerciale, dans des relations strictes avec Berlin. Ce sont les mêmes ingrédients utilisés en Italie en 1914-15 pour attaquer la même banque en raison de la forte présence au conseil d'administration, à l'époque, de banquiers allemands. Bien sûr, dans ce récit, personne n'a mentionné que les investisseurs britanniques contrôlaient Mitropa.<sup>18</sup>

La situation très confuse a été confirmée et renforcée par les divisions existant au sein du groupe anglo-italien. Tous deux agissaient dans leur propre intérêt en s'adressant au gouvernement français. Soutenu par les journaux socialistes belges, Dalziel a cajolé les gouvernements français et belge, suggérant qu'il était le véritable protecteur de leurs intérêts nationaux dans l'entreprise, car à son avis la Banca Commerciale et Toeplitz voulaient transformer le CIWL en une entité sous l'influence du Gouvernement fasciste. En revanche, le banquier polono-italien développait une stratégie basée sur la captatio benevolentiae, en offrant aux Français une grande partie des actions contrôlées par sa banque. Plus d'un an plus tard, lorsque les tensions se sont calmées, Toeplitz a fait une nouvelle proposition au gouvernement français. Il a proposé un accord avec Transcontinent, la holding de Mitropa, pour créer un nouvel équilibre des pouvoirs entre les actionnaires de CIWL grâce à un pacte Transcontinent-Banca Commerciale, première étape d'un accord CIWL-Mitropa qui pourrait contrebalancer le pouvoir excessif désormais concentré dans Dalziel. Mains. Cependant, l'échec de toutes ses propositions a montré que la communauté financière française n'avait aucun intérêt à investir dans l'entreprise, compte tenu de la structure de propriété. Cela a considérablement affaibli toute tentative que le gouvernement français pourrait faire pour développer une stratégie basée sur le discours de l'intérêt national. Cependant, la situation générale s'est améliorée. Au cours des années suivantes, le gouvernement français a continué à soutenir la CIWL dans de nombreuses questions internationales concernant les contrats anciens et nouveaux (en Autriche, en Pologne et en Union soviétique) simplement parce qu'il ne voulait pas faciliter les ambitions de Mitropa dans les mêmes pays<sup>19</sup>.

Par ailleurs, la Banque de l'Union Parisienne note `` que la presse belge a suivi l'affaire avec beaucoup plus de vigueur et d'indépendance que la presse française dont le silence a été obtenu très rapidement, à la seule exception de la revue La Journée industrielle. " La Havas Agency, dont les liens très étroits avec la Banque de Paris sont connus, s'est intéressée très sérieusement au nouveau rapprochement, ce qui explique le silence de la presse grand public: «La» machine »bancaire se mobilise en retour; un syndicat de la défense présidé par L. Geoffroy, ambassadeur de France, a été mis en place, qui rassemble administrateurs déçus et banquiers; des circulaires sont diffusées par eux à leurs clients pour les inciter à déposer leurs titres et à exercer leurs droits de vote. Lors de l'assemblée générale décisive, le groupe

Dalziel \* - du nom du chef des «putschistes» - a réuni 117 000 titres, tandis que les établissements français - dont la Société Générale, qui à elle seule a déposé 18.650 titres - et les Belges opposés à son groupe n'ont fédéré que 96.000 titres - mais 10.000 autres ont été collectés trop tard<sup>20</sup>.

\* Sir Davison Dalziel est déjà président du comité d'administration générale et du conseil d'administration.

Il semble que Dalziel ait été soutenu dans son coup d'État par le comte Louis de Ségur-Lamoignon, vice-président et directeur général de la Compagnie internationale des Wagons-Lits.

Ce serait une défaite si, dans le même temps, le Syndicat de défense ne choisissait finalement pas de ne pas présenter ses pouvoirs à une assemblée générale qu'il juge illégale. Seules 120.910 actions sur les 343.750 dont le capital est constitué étaient présentes; sur ces 120.910 titres présents, 116.800 appartenaient au groupe anglo-italien et à ses amis (...). Quatre titulaires de ce groupe représentent à eux seuls quelque 100.000 actions; ce sont: M. Toeplitz, plus de 30.000 actions; M. Tedeschi, plus de 31.000 actions; M. Marquet, environ 16.000 actions, et Sir Davidson Dalziel, environ 21.000 actions \*\*.<sup>21</sup>

\*\* Circulaire du Syndicat de défense des actionnaires de la Compagnie internationale des Wagons-Lits, 2.10. 1923.

Le 29 septembre, le Conseil est renouvelé avec l'arrivée de neuf nouveaux administrateurs aux côtés des huit déjà en place. Les "putschistes" s'inquiétant de la procédure de nullité lancée devant le tribunal de commerce de Bruxelles, ils convoquèrent une nouvelle assemblée générale pour le 13 novembre, qui fut officiellement chargée cette fois d'examiner le sort du conseil d'administration. Mais ils utilisent les mêmes méthodes d'exclusion des banques puisqu'aucune d'entre elles ne peut percevoir de droits de vote, les titres doivent être déposés aux bureaux de Paris et de Bruxelles de l'entreprise. A ce titre, seuls 135.000 titres peuvent être produits en assemblée générale, ce qui peut aisément confirmer la prise de contrôle du groupe Dalziel, d'autant plus que les opposants (avec 75 000 voix) refusent de participer. . . La bataille s'est terminée par l'effondrement des banquiers, qui n'ont pas pu exercer leurs talents de banque financière<sup>21</sup>.

Mais tous les banquiers sont-ils découragés? Le doute surgit quand on décèle dans les archives de la Banque de l'Union Parisienne des allusions au rôle qu'aurait joué Paribas dans le camp soutenu des «putschistes»: Paribas se serait notamment allié à la Banque commerciale italienne pour saper la force du conseil d'administration en place. Un long plaidoyer de M. Finaly \* qui affirmait que la Banque de Paris n'avait conclu cette affaire qu'à la demande expresse du Président du Directoire (Poincaré), pour sauvegarder les intérêts français compromis par le groupe des anciens administrateurs et par le Banque de l'Union Parisienne. M. Finaly s'est lancé dans de violentes diatribes contre M. de Lasteyrie (Ministre des Finances) et l'organe de l'Inspection des Finances, contre les établissements de crédit et la Haute Banque, contre l'entourage du Président du Conseil et contre M. Herbette, Français Ambassadeur à Bruxelles. M. Finaly a tenté d'esquisser une défense pour M. Toeplitz. M. Bernard Précy lui a dit clairement qu'il considérait M. Toeplitz comme un agent allemand. M. Finaly se contente de dire que le précédent Conseil a été très maladroit avec les Italiens et les a donc conduits à se venger. Il a insisté sur le pouvoir de la Banca Commerciale Italiana. Il ressort clairement de ce passage de la conversation que les intérêts de la Banca Commerciale Italiana (Toeplitz-Tedeschi) et ceux de la Banque de Paris sont liés à cet égard<sup>22</sup>.

\* Horace Finaly a été directeur général de la Banque de Paris et Pays-Bas (Paribas)



Au niveau politique, l'acteur le plus important est devenu le gouvernement français. De nombreuses branches de l'administration étaient impliquées: le Premier ministre, le ministère des Affaires étrangères, le ministère des Travaux publics et même le renseignement français, car la quantité et la qualité des informations ont été un facteur décisif pour établir une stratégie. Plusieurs mémos ont été rédigés, pour la plupart basés sur des contacts informels avec des membres des deux camps, mais parfois uniquement sur des rumeurs. La question de l'intérêt national est devenue le pivot contradictoire autour duquel évoluaient plusieurs intérêts non linéaires. Le gouvernement français avait une arme puissante: le renouvellement des concessions pour le CIWL. En attendant, cet instrument n'était pas très efficace, car le front français n'était pas homogène (le groupe dit anglo-italien avait aussi d'importants alliés français) et il était plus difficile de proclamer qu'une certaine décision était en faveur de - ou contre - l'intérêt national, comme le suggéraient les journaux de manière très simplifiée. Par exemple, évoquer l'intérêt national pour protéger l'industrie mécanique française impliquée dans la construction de wagons pour CIWL était en partie trompeur. La société française censée participer à la grande livraison des nouveaux wagons (Dalziel a fait ce geste comme une médiation concrète qui l'a renforcé aux yeux du gouvernement français), baptisée La Charentaise, était en fait contrôlée par des investisseurs américains. Cependant, dans ce cas, le risque pour le gouvernement français était d'être accusé par le journal de gauche de «servir les intérêts privés sous le couvert de l'intérêt national»<sup>23</sup>.

L'hiver 1923-1924 et le début du printemps 1924 ont vu l'ouverture dans les coulisses de Négociations entre les différents clans: le gouvernement français voulait un accord franco-belgo-italien qui mettrait fin à l'état de guerre entre les protagonistes et entrave surtout la gestion de l'entreprise. La Banque de l'Union Parisienne a eu la chance de pouvoir s'appuyer au début de 1924 sur le ministre des Finances François-Marsal, intervenu entre M. Finaly, la Banque de l'Union Parisienne et la Société Générale de Belgique, en une tentative de rassembler les adversaires. Mais ces tentatives échouèrent: cette défaite dura puisque, toujours en 1927, le groupe Dalziel, par l'intermédiaire d'un holding récemment créé, l'International Sleeping Cars Share Trust, détient un quart du capital de la Compagnie Internationale des Wagons-Lits, sa coalition retient 51% .<sup>24</sup>

**«Wer den Papst zum Vetter hat!» (« Qui a le Pape pour cousin! »)**

**L'Compagnie International des Wagons-Lits commande des voitures en Angleterre.**

Le premier groupe de commandes de cette année de l'International Sleeping-Car Company pour 25 \* voitures-lits a été attribué à l'industrie britannique. Lors de la candidature, il y avait des offres allemandes et belges moins chères, mais l'attribution de la commande montre l'influence du capital anglais qui est devenue dominante, les deux sociétés de Birmingham auxquelles la commande est tombée sont dirigées \*\* par Davison Dalziel, président du conseil d'administration de Administrateurs de l'Compagnie International des Wagons-Lits.

**Source: Industrie- und Handelszeitung (Berlin), 11. October 1925**

\* WL 2918-2932 S1 Birmingham Railway Carriage & Wagon Co., Smethwick-Birmingham  
WL 2933-2942 S1 Metropolitan Carriage Wagon & Finance Co., Saltley-Birmingham

\*\* Les deux sociétés de Birmingham n'étaient pas dirigées par Davison Dalziel. MCWF était dirigé par Frank Dudley Docker de 1902 à 1920 et en 1925 Alfred Windle était président de BRCW. Bernard Dudley Frank Docker (le fils de Frank Dudley) a succédé en 1928 et il était également membre du conseil d'administration du MCWF depuis 1918 (!). Frank Dudley Docker a pris sa retraite de la présidence en 1921, son successeur Sir Ernest Hiley, a démissionné de son poste plus tard en 1921 après s'être disputé avec Docker et Sir Douglas Vickers a ensuite été nommé nouveau président. Mais lui aussi dut démissionner après l'avertissement de Docker concernant le déclin de Vickers Ltd. en juin 1925, ce qui marqua la réémergence publique de Docker dans la direction de cette société.<sup>25</sup>

La crise économique internationale de 1929 a réduit toutes les activités économiques, y compris celles du CIWL. Cependant, ces problèmes n'étaient qu'un aspect supplémentaire d'une crise financière plus profonde dans laquelle l'entreprise était impliquée. En 1927, CIWL acquiert l'agence de tourisme la plus célèbre au monde, Thomas Cook & Sons Ltd. L'idée est venue de Dalziel, et elle aurait pu avoir un sens dans une stratégie à long terme pour CIWL. Cependant, les termes de l'accord avec la société britannique ont jeté les bases de graves problèmes financiers pendant de nombreuses années. CIWL a payé 1,9 million de livres sterling pour acquérir l'agence de voyages (toujours contrôlée par les héritiers du fondateur et constituée en 1924 avec un capital de 1 125 000 £). Ce prix était probablement excessif par rapport à sa valeur économique réelle. CIWL n'avait pas les ressources financières pour payer en espèces les propriétaires de Thomas Cook. Ainsi, l'agence de voyages a prêté 1,86 million de livres à CIWL pour rembourser les frères Cook, tandis que la CIWL a émis une obligation d'entreprise à 10 ans à 6% pour 2 millions et les a mises à la disposition de Thomas Cook & Son Ltd. le 1,86 million.

Dans l'intervalle, Dalziel a renforcé le contrôle sur CIWL. La même année, il crée une société holding appelée International Sleeping Cars Trust, capitalisée à 5,25 millions, à laquelle il cède 30.000 sur 150.000 actions préférentielles et 495,00 sur 4450000 actions CIWL, ce qui représente environ 23% du capital, largement suffisant pour contrôler les assemblées d'actionnaires. Les partenaires italiens de la Banca Commerciale, qui avaient partiellement réduit leur participation dans CIWL les années précédentes, ont décidé de suivre Dalziel en souscrivant environ 10% du capital du Trust, faute de quoi ils craignaient que le financier britannique ne les expulse de l'entreprise.<sup>26</sup>

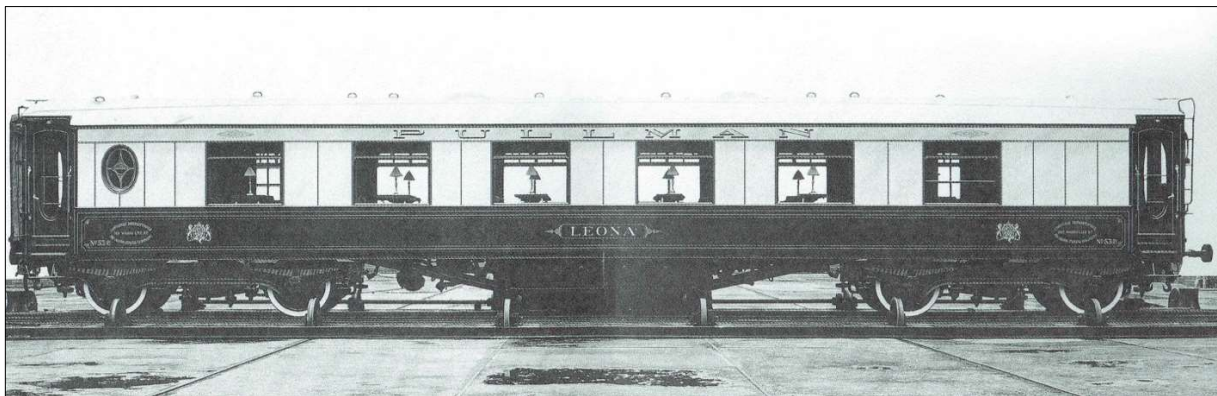
### **Le lien probable entre ce Conseil et l'évolution de l'actionnariat**

Malheureusement, je n'ai pas eu accès aux procès-verbaux ou à d'autres documents de cette réunion à Londres et il me manque donc des informations sur ce qui y a été discuté et / ou décidé. Mais je pense que, compte tenu de l'évolution esquissée de l'actionnariat, je peux affirmer avec certitude qu'à l'été 1925, Davison Dalziel réalisait clairement son intention de renforcer son contrôle de la CIWL en utilisant l'actionnariat anglo-italien. Dalziel a dû convaincre ses co-directeurs qu'il voulait le meilleur pour le CIWL et qu'il avait l'intention de le réaliser avec des partenaires anglais. Et quoi de mieux pour convaincre les co-réalisateurs que dans un environnement agréable ? Les promenades des directeurs dans le « Continental Pullman » le 17 juillet et le « Harrogate Pullman » les 20 et 21 juillet peuvent clairement être considérées comme une promotion pour les projets de Dalziel de commander des voitures Pullman à la CIWL. Les voitures utilisées dans ces trains Pullman, connues sous le nom de « type K standard »<sup>27</sup>, étaient les voitures les plus récentes de Pullman Car Co. et un bon exemple pour les voitures à commander. Ce fut également une bonne occasion pour les réalisateurs non anglais de voir de première main les modalités de travail des Pullmans et de se familiariser avec les options de confort et de restauration de ce type de voitures.

Giuseppe Toeplitz et Giacomo Tedeschi ont été, sans aucun doute, les principaux acteurs clés dans le développement de l'actionnariat de la CIWL. Leurs idées sur Transcontinent contredisaient les plans de Dalziel. Dalziel a dû garder les deux messieurs à bord, compte tenu de leur lot d'actions, et il n'est donc pas surprenant que plus tard dans l'année, le premier train Pullman de CIWL ait commencé à fonctionner en Italie. Le « Pullman Milan - San Remo - Nice – Cannes » a eu lieu le 15 décembre 1925. C'était peut-être un geste de Dalziel pour ramener les deux messieurs de son côté. Ou Toeplitz et Tedeschi ont-ils joué un rôle décisif dans la décision de créer le premier train Pullman du CIWL en Italie... ?

Le rôle de Sir Arthur Steel-Maitland doit également être souligné. Il peut être considéré comme un intermédiaire entre Davison Dalziel et Frank Dudley Docker dans la production « souhaitée » de voitures Pullman dans des entreprises anglaises, à savoir BRCW et MCWF. Steel-Maitland, Dalziel et Docker se connaissaient bien depuis 1911 lorsque Steel-Maitland, soutenu par Dalziel et Docker, fut nommé président du premier parti conservateur.<sup>28</sup> Steel-Maitland avait eu des liens historiques avec Docker dans des affaires / relations importantes en et autour des commandes argentines à MCWF en 1910<sup>29</sup> et il s'est tourné vers Docker pour obtenir des conseils à plusieurs reprises.<sup>30</sup> Les dix wagons à carrosserie en bois du premier train Pullman de la CIWL ont été construits par Midland Railway Carriage & Wagon Co.Ltd. (6) et Birmingham Railway Carriage & Wagon Co. Ltd. (4) .<sup>31</sup> En 1927, la société Midland a fusionné avec MCWF et cette fusion a été provoquée par Dudley Docker !

Des banquiers comme Sir Robert Stevenson Horne, Sir Harry Goschen (président de la London Clearing Banks et de la National Provincial Bank) et M. Frank Houlder (directeur de la Midland Bank) s'inscrivent également dans ce contexte. Le capital pour les voitures Pullman à construire devait venir de quelque part et faire connaissance avec ces directeurs de banque ne pouvait jamais faire de mal. Le rôle de Docker ne doit pas être sous-estimé car il était une personne très importante avec beaucoup d'influence dans les secteurs bancaire, politique, ferroviaire et de transformation de l'acier. Il préfère rester en retrait, mais ses idées sont souvent réalisées par des tiers. Docker était un homme d'une grande force de caractère ... avec des intérêts cosmopolites et avec un poste de directeur de la Midland Bank qui lui a permis de lever des millions de fonds à très court préavis.<sup>32</sup>



© Antony Ford. La voiture de salon de 24 places « Leona », arborant le numéro 53 du CIWL et des inscriptions elliptiques, le logo Pullman et, à ce stade du moins, son nom. « Leona » était l'une des six voitures construites par la Midland Railway Carriage & Wagon Co.

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- <sup>2</sup> ditto, pp. 9-10
- <sup>3</sup> ditto, p. 10
- <sup>4</sup> Guizol, Alban, *La Compagnie Internationale des Wagons-Lits – Développement spatial et construction d'un réseau multinational*, p. 173
- <sup>5</sup> Segreto, Luciano, *The Nationality of an International Company vs. the National Interest. Shareholders, Managers, Government, and the Compagnie Internationale des Wagons-Lits (1876-1939)*, p. 11
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- <sup>7</sup> ditto, pp. 62-63
- <sup>8</sup> Segreto, Luciano, *The Nationality of an International Company vs. the National Interest. Shareholders, Managers, Government, and the Compagnie Internationale des Wagons-Lits (1876-1939)*, p. 11
- <sup>9</sup> Guizol, Alban, *La Compagnie Internationale des Wagons-Lits – Développement spatial et construction d'un réseau multinational*, p. 207



- <sup>10</sup> Segreto, Luciano, *The Nationality of an International Company vs. the National Interest. Shareholders, Managers, Government, and the Compagnie Internationale des Wagons-Lits (1876-1939)*, pp. 11-12
- <sup>11</sup> ditto, p. 12
- <sup>12</sup> ditto, pp. 12-13
- <sup>13</sup> ditto, p. 13
- <sup>14</sup> ditto, pp. 13-14
- <sup>15</sup> Bonin, Hubert, *La Banque de l'Union Parisienne (1874/1904-1974)*, p. 225
- <sup>16</sup> ditto, pp. 225-226
- <sup>17</sup> ditto, pp. 226-227
- <sup>18</sup> Segreto, Luciano, *The Nationality of an International Company vs. the National Interest. Shareholders, Managers, Government, and the Compagnie Internationale des Wagons-Lits (1876-1939)*, p. 14
- <sup>19</sup> ditto, p. 15
- <sup>20</sup> Bonin, Hubert, *La Banque de l'Union Parisienne (1874/1904-1974)*, pp. 226-227
- <sup>21</sup> ditto, p. 227
- <sup>22</sup> ditto, p. 227-228
- <sup>23</sup> Segreto, Luciano, *The Nationality of an International Company vs. the National Interest. Shareholders, Managers, Government, and the Compagnie Internationale des Wagons-Lits (1876-1939)*, p. 14
- <sup>24</sup> Bonin, Hubert, *La Banque de l'Union Parisienne (1874/1904-1974)*, p. 228
- <sup>25</sup> Davenport-Hines, R.P.T., *Dudley Docker - The Life and Times of a Trade Warrior*, p. 174
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- <sup>27</sup> Ford, Antony, *Pullman Profile No. 2 The standard 'K-Type' cars*, p. 13
- <sup>28</sup> Davenport-Hines, R.P.T., *Dudley Docker - The Life and Times of a Trade Warrior*, p. 79
- <sup>29</sup> ditto, p. 43
- <sup>30</sup> ditto, p. 192
- <sup>31</sup> Ford, Antony, *Pullman Profile No. 2 The standard 'K-Type' cars*, p. 149
- <sup>32</sup> Davenport-Hines, R.P.T., *Dudley Docker - The Life and Times of a Trade Warrior*, p. 165

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## CIWL ENCOUNTERS OVER THE YEARS

by Peter Dawes

[Important! • occupied a Sleeping car unless indicated otherwise; • recorded car types and/or numbers only sporadically, as shown; • a small number of trains with no CIWL involvement are included; • any and all corrections welcomed!]

### 1976

**3-4 NOV:** BR-SNCF *Night Ferry*, London Victoria to Paris Nord, featuring three F-type Sleeping cars to Paris (**66 87 79-42 228-0 [3987]**, **215-7 [3794]**, **223-4 [3805]**) and one to Bruxelles/Brussel (**217-0 [3798]**). Also two Fourgons to Paris. The F Sleeping cars still being used were either owned by SNCF or leased from CIWL (all in my train were marked for CIWL). (**Notes:** • *The traditional London “Bobby” [policeman] watched over the boarding process at Victoria;* • *My 2-berth compartment was comfortable but cramped, given the British loading gauge;* • *At Dunkerque, I recall the pungent smell of French cigarettes as workers freed the cars from their tethers aboard the train ferry, which possibly was BR’s VORTIGERN.*)



Night Ferry Sleeping cars in Wagons-Lits colours resting at Paris Nord, after their overnight journey from London (1976/11/04) [PETER DAWES].

**1978**

**28-29 AUG:** BR-SNCF **Night Ferry**, London Victoria to Paris Nord, as in 1976 featuring three F-type Sleeping cars to Paris and one to Bruxelles/Brussel; also two Fourgons to Paris. These Sleeping cars were owned by SNCF and now marked accordingly, but were manned by bilingual BR employees, no longer CIWL. (**Notes:** • No longer a meal car in either England or France; • My folder containing around C\$50 in various currencies went missing during the night (not sure how); • Ferry probably was Angleterre-Lorraine-Alsace's ST. ELOI, this company having long been associated with SNCF.)



ALA's SAINT ELOI in Dover train-ferry dock, one of several vessels used on the Night Ferry service (1978/09/13) [PETER DAWES].

**3 SEP:** DB D263, **Orient Express**, München Hbf to Salzburg Hbf, SNCF Sleeping car, Paris Est-Budapest (Pool TEN; manned by CIWL; probably MU type) (occupied a CFR Coach on this day segment). (*Train originating Paris; ultimate destination Budapest.*)

**6-7 SEP:** ÖBB-SBB 466, **Wiener-Walzer**, Wien West to Sargans, featuring two SBB MU Sleeping cars (Pool TEN; manned by CIWL). (*Train's ultimate destination Basel.*)

**13-14 SEP:** SNCF-CFL-SNCB 298, Basel SNCF to Oostende, featuring two Sleeping cars: • SBB AB33 (originating Brig); and • SNCB T2 (Milano) (Pool TEN; manned by CIWL). (*Train originating Milano.*) (**Note:** Parked on the next track at Basel SNCF was the Calais overnight service: no Sleeping cars but two Couchette cars, one occupied by an English family returning home from Interlaken.)





SBB 12-compartment, MU-type Sleeping car in Wagons-Lits markings, on Wiener-Walzer, Sargans, Switzerland (1978/09/07) [PETER DAWES].

**16-17 SEP:** BR-SNCF *Night Ferry*, London Victoria to Paris Nord, again, three F-type Sleeping cars to Paris and one to Bruxelles/Brussel, plus two Fourgons to Paris. These Sleeping cars were owned by SNCF and marked accordingly, but were manned by bilingual BR employees. (**Notes:** *Ferry unrecorded, but probably SNCF's SAINT GERMAIN.*)



SNCF Fourgons bringing up the rear of *Night Ferry* at Paris Nord, just arrived from London Victoria (1978/08/29 or 09/17) [PETER DAWES].

## 1980

**28-29 SEP:** BR-SNCF **Night Ferry**, London Victoria to Paris Nord, again, three F-type Sleeping cars to Paris and one to Bruxelles/Brussel, plus two Fourgons to Paris. These Sleeping cars were owned by SNCF and marked accordingly, but were manned by bilingual BR employees. **Night Ferry** would make its last runs a month or so later, on 31 OCT. (**Notes:** • Ferry probably was Angleterre-Lorraine-Alsace's ST. ELOI; • BR employees at Victoria were just going through the motions, sporting their tattered, hopelessly out-of-style uniforms – one nonchalantly ramming a parcels trolley into the side of the SNCF Fourgon and breaking a window; another standing around scratching his “privates”!)

Part Partie	<b>SLEEPING CAR TICKET</b>		Issuing Office Bureau d'émission	
<b>C</b>	Bulletin de supplément voitures-lits		A 212005	
Notes		RECEIPT ⇌ Quittance		70
Operator/ Exploitant		from/de		to/à
SNCF				
Berth catég./catég. de Pl.		Berth position/Position lit		30
<input type="checkbox"/> Comp. with contact door Comp. avec porte communs		<input type="checkbox"/> Gentlemen/Monsieur <input type="checkbox"/> Lady/Dame <input type="checkbox"/> Family/Famille <input type="checkbox"/> Group/Groupie		Alternative Si non possible
Reduction %		Name Nom		MR. J AWES
Reason/Motif		Address Adresse		
Charge/Prix		Please keep this receipt carefully. If a berth cannot be allocated, a refund will be made on presentation of this receipt together with the sleeping car supplementary ticket (part 'A'). Veuillez conserver soigneusement cette quittance. Si une place ne peut être attribuée vous serez remboursé contre remise de cette quittance et du bulletin de supplément.		
18-41 28092225 82		BERTHA		
MANUAL		L90 - LON - (VICTORIA)		
Ref. No./No de référence		Train no.		from - to, de - à
14		L90		PARIS Nord

BR Sleeping car receipt issued for Night Ferry, London to Paris, 1980.

**7-8 OCT:** SNCF 1596/7, Mulhouse to Nice, one SNCF Sleeping car (Pool TEN, manned by CIWL). (Occupied a Couchette car instead). (Train originating Strasbourg; ultimate destination Ventimiglia.)

**8-9 OCT:** SNCF 182 **Train Bleu**, Nice to Paris Lyon, four SNCF Sleeping cars (Pool TEN; manned by CIWL) (possibly 2 MU, 2 T2). (Train originating Ventimiglia.) (**Note:** It was impossible not to notice a stunningly beautiful woman just down the corridor of my Sleeping car, something right off the cover of Vogue and apparently choosing to take the train over flying.)

## 1981

**21 SEP:** SNCF 400, Calais Maritime to Paris Nord, two SNCF Sleeping cars (Pool TEN; manned by CIWL), one to Venezia, the other to Nice. (Travelled in SNCF Calais Maritime-Brig Coach over this day segment.)

**21 SEP:** SNCF 2524, Paris Nord to Paris Lyon, moving the two Sleeping cars off No. 400 between stations).

**21-22 SEP:** SNCF 5613, Paris Lyon to St-Gervais, including one SNCF Sleeping car (Pool TEN, manned by CIWL).



**2 OCT:** DB D216 *Österreich Express*, München Hb to Augsburg Hbf, including one ÖBB Sleeping car, Klagenfurt-Amsterdam (Pool TEN, manned by CIWL). (*Train originating Klagenfurt; terminating Amsterdam.*) (Travelled in DB München-Hoek van Holland Coach over this day segment.)

**3-4 OCT:** DB 824, München Hbf to Bonn Hbf, including two DB Sleeping cars, AB33 and T2 (Pool TEN; manned by DSG). (*Train terminating Dortmund.*) (**Note:** Noticed “*Betten Frei*” sign in window; secured compartment from DSG attendant.)

**5-6 OCT:** DB/SNCB D224 *Wien-Oostende Express*, Koblenz Hbf to Oostende, including one SNCF Sleeping car over entire route, despite not touching France (Pool TEN; manned by CIWL, and one DB Sleeping car Wien-Köln (Pool TEN; manned by DSG). (*Originating Wien.*) (Travelled in ÖBB Wien-Oostende Coach over this day segment.)

## 1984

**19 MAY:** FS-ÖBB *Remus*, Venezia Mestre to Wien Süd, including three Sleeping cars (possibly 2 MU; one T2), Roma-Wien, and one Torino-Wien (possibly MU), all assumed owned by FS (Pool TEN; manned by CIWL). (*Train originating Roma.*) (**Note:** *Our FS Sleeping car was presided over by the only hostile CIWL attendant I ever encountered – no language problem; just surly from the get-go.*)

**23 MAY:** ÖBB-SBB *Wiener-Walzer*, Linz Hbf to Basel SBB, including two SBB MU Sleeping cars, manned by CIWL. (*Train originating Wien.*)

**28 MAY:** DB/SNCB D224 *Wien-Oostende Express*, Koblenz Hbf to Oostende, including one SNCF Sleeping car over entire route (Pool TEN; manned by CIWL), plus one ÖBB Sleeping car, Wien-Köln (Pool TEN; manned by ÖBB). (*Train originating Wien.*) (Occupied SNCF Coach over this day segment.)

## 1985

**20-21 AUG:** DSB-NSB 468, København Hbg to Oslo Sentral, including two NSB AB33 Sleeping cars (NSB not a member of Pool TEN). (**Note:** *The NSB female attendant arrived at our compartment door with coffee perhaps an hour out of Oslo, knocking only once before bursting in to find me shaving almost in the buff!*)

**31 AUG-1 SEP:** NSB-DSB 469, Oslo Sentral to København Hbg, again including two NSB AB33 Sleeping cars.

**1 SEP:** DSB-DB D397, København Hbg to Hamburg Hbf, including two DB Sleeping cars, one to Paris, the other to München (Pool TEN; manned by DSG). (Travelled in DB Coach over this day segment.)

**1-2 SEP:** DB D471 *Komet*, Hamburg Hbf to Basel SBB, including five DB Sleeping cars to Basel (one from Bremen, joining at Hannover), and one SBB Sleeping car beyond to Chur (Pool TEN; manned by DSG, except by SSB for Chur car). (*Train originating Hamburg Altona.*)

**5-6 SEP:** SBB 224-SNCF 224-5250-401, Brig to Boulogne Maritime, including one SNCF MU Sleeping car (Pool TEN; manned by CIWL). (*Train originating Venezia.*) (**Note:** *No. 224 into Paris Lyon, 5250 to Amiens, and 401, originating Paris Nord, to Boulogne.*)

## 1988

**11-12 OCT:** SNCB-CFL-SNCF 299, Oostende to Basel SNCF, including two MU Sleeping cars, one owned by



SNCF for Basel, the other by SBB beyond to Brig (Pool TEN; both manned by CIWL). (**Note:** Following recent terrorist acts in Paris, the French government had begun requiring non-EU visitors to purchase a visa in their home country, including those like ourselves who were only transiting the country in the middle of the night.)

**12 OCT:** SBB 499, Basel SBB to Brig, including the Oostende-Brig Sleeping car.

**BULLETIN DE SUPPLEMENT VOITURES-LITS**  
**BETTKARTE** N° 02540791

Observations/Bemerkungen: CA 11022

Exploitant/Betriebsführung: POOL 04

de/von: OOSTENDE à/nach: BRIG

Position lit / Battlage: 2

Nom/Name: DAWES/McWILLIE-DAWES

Prix/Preis: 128.00

11 OCT 2053 139 DBLE 31-35  
 8833622 86 299

OOSTENDE/BRIG

SNCF Sleeping car supplement issued for Oostende to Brig, 1988.

**1992**

**10-11 SEP:** SNCF-DB-ÖBB 263 **Orient Express**, Paris Est to Wien West, including two Sleeping cars, one ÖBB MU to Wien (Pool TEN; staffed by CIWL) and one MÁV, probably AB30 (manned by MÁV) beyond to Budapest. (**Notes:** A wild ride in the swinging-and-swaying ÖBB Sleeping car attached to the rear out of Paris. The MÁV Restaurant car was an inviting place for dessert and coffee, despite being blue with the smoke of exotic cigarettes and, for some reason, accepting only Deutschemarks – this, on a train leaving Paris!)



My wife Sandra at the entrance to Track 5 in Gare de l'Est, where SNCF's No. 263 Orient Express loads passengers for Wien and Budapest (1992/09/10) [PETER DAWES].



**17-18 SEP:** ČSD-DB 356, Praha Hlavní nádraží to Stuttgart Hbf, including one ČSD AB30 Sleeping car. (**Note:** The Sleeping car was manned by a surly attendant who, unlike his Wagons-Lits counterparts in western Europe, failed to take passports and visas for inspection by customs and immigration officers, resulting in passengers being wakened in the middle of the night.)

Sleeping car supplement issued for Praha-Stuttgart Train No. 356, 17 SEP 1992.

## 2003

**12-13 OCT:** SNCF 3731 *Le Côte Vermeille*, Paris Austerlitz to Perpignan, including one SNCF T2 Sleeping car (61 87 75-71 142-6) (Pool TEN; staffed by CIWL). (Train terminating Portbou.)

**15-16 OCT:** RENFE 875 *Antoni Gaudí*, Barcelona Sants to Madrid Charmartín, including four Talgo TWL4d/g/u Sleeping cars, owned and staffed by RENFE. (**Note:** Our attendant correctly realized we couldn't speak Spanish, took our Eurailpasses and reservation slips, and disappeared without explaining where the towels and other amenities were hidden, or how the various gadgets worked in this unfamiliar car.)

**20-21 OCT:** RENFE-CP 332 *Lusitânia*, Madrid Charmartín to Lisboa Santa Apolónia, including two Talgo TWL4d/g/u Sleeping cars, owned and staffed by RENFE. (**Note:** We received an unexpected complimentary breakfast in the Restaurant car.)

**25-26 OCT:** CP-RENFE 310 *Sud-Expresso/Surex*, Coimbra-B to Irún, including one U Sleeping car (owned and staffed by CP). (**Note:** Once one of Europe's famed Trains de luxe, No. 311 might have been a mere shadow of its former Wagons-Lits self, but was celebrating its centenary this year – a nice touch being two, small, complimentary bottles of Port in our compartment.)

**27-28 OCT:** SNCF 4052 *La Palombe Bleu*, Hendaye to Paris Austerlitz, including one T2 Sleeping car (61 87 75-71 130-1) (Pool TEN; staffed by CIWL). (**Note:** Partial translation of a leaflet found in our compartment: "The SNCF has decided to discontinue the Wagon-Lits, a unique mode of transport which provides security and tranquility, as well as accompanying personnel. From 15 December, the Tarbes, Irún [Hendaye], and one of three Wagon-Lits in the Train Bleu will disappear (in a year or two, the others could disappear as well). If you like the Wagon-Lits mode of transport, make your concern known to the SNCF. With our thanks, and bon voyage – The Employees of Wagon-Lits".)

## 2007






**23-24 SEP:** DB NZ1449/D60370/D379-ČD 379 *Kopernikus*, Köln Hbf to Praha Hlavní nádraží, including three Sleeping cars: • MUn (**61 54 72-91 001-2**) to Praha (owned by ČD; manned by subsidiary JLV, Jídelní a Lůžkové Vozy); • also AB33?'s to København (off at Hannover) and Ostseebad/Binz (off at Berlin) (now manned by DB subsidiary RTAG, Reise und Touristik AG). (Train originating Hagen.) (**Note:** Our ČD car featured shower-equipped compartments.)



Köln Hbf train display for DB NachtZug No. 1449 *Kopernikus*, featuring portions for København, Ostseebad/Binz, and Praha (2007/09/23) [SANDRA DAWES].

**30 SEP-1 OCT:** ČD-ŽSSK 421 *Excelsior*, Praha Hlavní nádraží to Košice, including four Sleeping cars: • two ŽSSK AB33's, Cheb-Košice (manned by ŽSSK subsidiary, Wagon Slovakia); • one ČD AB33, Praha-Košice (**51 54 70 80 217-1**) (our car occupied as far as Poprad Tatry); • and one RŽD, Cheb-Moskva. (Train originating Cheb.) (**Notes:** Due to an electrical or mechanical problem, our Košice-bound ŽSSK Sleeping car arrived at Karlovy Vary with the lights out and no attendant in sight, meaning that we had to settle for Coach seats, albeit first class, as far as Praha, where a replacement ČD Sleeping car was attached – but not until midnight, an hour and a half after we'd arrived.)



		REZERVACE RESERVIERUNG gewöhnlicher Zug		02 MÍSTA/PLÄTZE		
CIV 54						
		Z/DE/VON	→ DO/A/NACH			TR/ CL/KL
30.09	19:12	KARLOVY VARY	→ POPRAD-TATRY	01.10	08:32	*
*	*	*	*	*	*	*
VLAK 421		VŮZ 877		LŮŽKO/BETTPLATZ 31 35		
ZUG		WAGEN				
02 DOUBLE						
				CZK *****855,00 EUR *****30,00		
541692584731		České dráhy, a.s.		HOTOVĚ/BARZAHLUNG		
00005309401 WASTEELS PRAHA		Osvob. od DPH 870				
*0033-794 2690		59526 24.09.07 10:21				

Sleeping car ticket in Czech and German, from Karlovy Vary (Czech Republic) to Poprad Tatry (Slovakia), issued by Voyages Wasteels at Praha's Hlavní nádraží.

**8-9 OCT:** ÖBB IC 748/EN 237-TI 237-8 *Allegro Don Giovanni*, Wien West to Venezia Santa Lucia, including two Sleeping cars: • one ÖBB Mun (**A-CWL 61-87 70-90 204-2**), Wien-Venezia; and • one DB, München-Zagreb (manned by RTAG; on at Salzburg; off at Villach). (**Notes:** *Featuring 10 compartments and a food/refreshment preparation cubbyhole, our Allegro Don Giovanni Sleeping car was one of four apparently built and leased by the Wagons-Lits Co., first to NS for Amsterdam-Milano service, then ÖBB – in fact, it still bore a Slaaprijtuig (Dutch for “Sleeping car”) logo. Annoyingly, the car was staffed by a CIWL employee who didn’t seem very interested in serving her customers. The company now operated in Austria, France, Italy, Portugal and the United Kingdom (e.g., providing catering on Eurostar Chunnel trains), and soon was to enter Spain on AVE high-speed trains.*)



**Allegro Don Giovanni** Sleeping car in Wien West Bahnhof, owned by Wagons-Lits but leased to ÖBB, sporting Dutch, German and French lettering (2007/10/08) [SANDRA DAWES].

**12-13 OCT:** TI-SNCF EN226 **Palatino**, Firenze Campo di Marte to Paris Bercy, including four Sleeping cars, ours being an SNCF MU (**61 83 72-90 010-9**) (operated by SNCF; manned by Voyages Wasteels), others of unknown type. (Train originating Roma.) (Note: Voyages Wasteels staffed and provisioned the train, indicating that contracts for these overnight services were now up for bid, and CIWL did not always win.)

## 2013

**8-9 APR:** THO EN221 **Thello**, Paris Lyon to Padova, including two Sleeping cars which were sold out, forcing us to use one of five Couchette cars. **Thello** was a joint venture of Trenitalia and French-based private public transportation company, Veolia TransDev, and at one time also operated a similar train over the old Paris-Roma **Palatino** route. (This train terminating Venezia.) (Notes: We slept in upper and lower berths in a 4-berth Couchette compartment, located in a car filled with excited high-school kids heading back to Italy. We had company in the form of two young Africans from Mali, one right out of Paris, the other joining his friend at Dijon. Italian immigration officials turned up at the border and took a keen interest in these young men, checking their papers, going through their minimal baggage, and swabbing them under the chin and around the ears – presumably looking for drugs. All was in order, and they disembarked in Milano at 0530.)

**21-22 APR:** MÁV-CFR EN/IC 473 **Ister**, Budapest Keleti to Sighișoara, including two CFR Sleeping cars (ours being WLABmee **61 53 70-91 002-3**, originally DB but rebuilt by CFR). (Train terminating Buchurești.) (Note: Some compartments, including ours, were equipped with a washroom and shower, water leaking onto the floor of ours but contained within the bathroom/shower.)

**22-23 APR:** CFR-MÁV-ÖBB IC/EN/EN 346 **Dacia**, Sighișoara to Wien West, including two CFR Sleeping cars (ours WLABmee **61 53 71-70 008-4**, originally DB but rebuilt by CFR). (Train originating Buchurești.) (Notes: Using good English, our attendant warned us to lock our compartment because of “many thieves in Hungary.” We passed through, but did not stop at, Wien Hauptbahnhof, a major redevelopment of the old Südbahnhof but at the time open only to regional and suburban services.)

**24-25 APR:** ČD 443/403-PKP 403 **Silesia**, Praha Hlavní nádraží to Kraków Główny, including five Sleeping cars: • one ČD AB30, Praha-Kraków (ours **51 54 70-80 212-2**); • two ČD AB30, Praha-Humenné (off at Hranice na Moravě); • one PKP, probably AB30, Wien-Kraków (on at Ostrava); and • one PKP, probably AB30, Praha-Warszawa (off at Bohumin). (Note: Our JLV Sleeping car, manned by JLV, was unbearably hot while in Praha Hlavní nádraží, but soon cooled down and was comfortable the rest of the way to Kraków.)

**30 APR-1 MAY:** CNL 450 **Perseus**, Berlin Hbf to Paris Est, including two Sleeping cars, Berlin-Paris (ours **61 80 72-90 004-5**), and two Hamburg-Paris (on at Hannover). Operated by DB subsidiary City Night Line, this train included some double deck Sleeping cars. (Train originating Berlin Kreuz.) (Notes: We came across a DB first-class lounge in the Hauptbahnhof featuring comfortable seats and complimentary snacks, drinks and reading material. We got the once over from the two ladies at the front desk, who seemed fixated on our 30-year-old back packs; indeed, we must have stood out among the power-dressed business types (men and women) waiting for their trains home to München, Hamburg and so on. After checking our tickets, one DB lady said to the other, “auch mit Douche!” – meaning, they’re not only going 1<sup>st</sup> class Sleeping car, they have a shower, too!)

**Peter Dawes**

Edmonton AB Canada

[www.my-train-travels.org](http://www.my-train-travels.org)



# OS SERVIÇOS DA COMPANHIA INTERNACIONAL DOS WAGONS-LITS EM PORTUGAL • 1887-1956

On the occasion of the 60th anniversary of the CIWL services in Portugal, a bound commemorative booklet is published, which we can show here with timetable excerpts in English and French translation. We have added a few supplementary photos, as these could not be reproduced well from the original brochure.

Many thanks to **Bram van der Velden** for this book from his collection, **Manuel Luna** for the English translation, and **Chris Elliott** for the French translation.

## The services of the International Sleeping Car Company in portugal 1887-1956

### Page 03

The Compagnie Internationale des Wagons-Lits has a dual activity: It not only supplies its cooperation with the Railway Administrations in order to provide passengers with such a comfort enabling them to make long journeys in restful and pleasant conditions, but facilitates for the organization and execution of all trips through its vast network of Travel Agencies.

In Portugal, where the Railway offers magnificent economic and tourist possibilities and where it is the main link between the different countries of Europe and the important maritime routes that open to the Atlantic, from its coast, the Compagnie Internationale des Wagons-Lits could not fail to play an important role, very opportune to focus when the Portuguese Railways celebrate its centenary.

Twenty years separate the date 28 October 1856 -- inauguration of the first railway section Lisbon-Carregado, 43 kilometers long -- of the creation of the Compagnie Internationale des Wagons-Lits. In effect it was on December 4th, 1876, that the Belgian engineer George Nagelmackers founded this company in Brussels. Seduced by the results he found during a trip to America where sleeping cars had already been known for several years, shortly after 1870, he decided to extend this achievement to the European Continent. And after some years of experiences, in 1876 he decided to go ahead with an operation across borders, giving it an international character.

Nagelmackers created an organization mixing all the necessary elements to ensure, always in close liaison with the Railway Administrations, a regular operation of Wagons-Lits services.

Later, restaurant cars joined sleeping ones and from 1883 onwards, these two essential elements for travelling in comfort - beds and restaurants - gave rise to the first great expresses. Composed of standardized materials, able to cross borders and endowed with surprising technical improvements for the time, the great expresses didn't take long to cross Europe, fulfilling a fruitful work of approximation with the political, economic, tourist and cultural. points of view.



**Page 04**

This organization still exists in full. The agreement with the Railway Administrations is ensured by means of long-term contracts, in which the modalities related to the operation are determined, in view of the regular functioning of the services.

Despite the vastness of its field of activity, which covers almost all Europe and also extends to other continents, the Company whose Headquarters are based in Brussels, is constituted by a centralised office in which political and doctrinal unity is ensured by the General Board, operating in Paris and on from whom are dependent the Directorates or Representations, responsible for managing operations and services in each country

The services of sleeping coaches and restaurant coaches operating in Portugal, as well as all agencies, accountings, etc., are under the authority of the Company Representative for Portugal, Mainland and Overseas, and whose offices are installed at Avenida da Liberdade, 85, in Lisbon.

**Page 08**

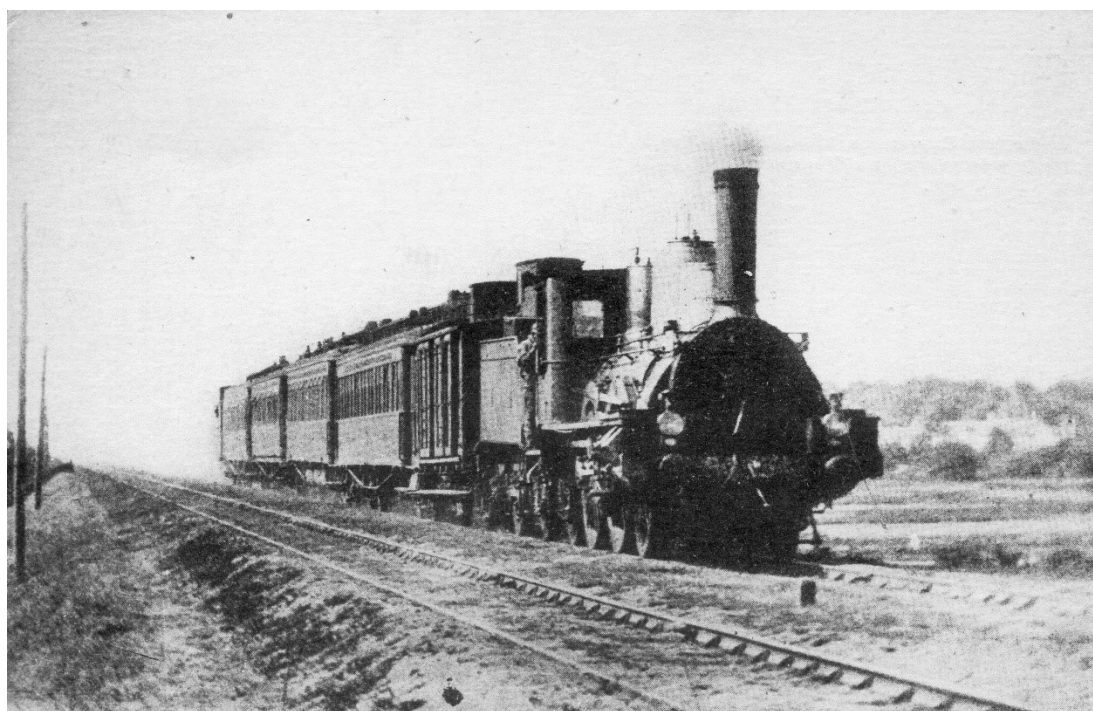
**THE TASKS**

THE LISBON - PORTO EXPRESS

The first train of the Compagnie Internationale des Wagons-Lits to run in Portugal connected the two main cities of the country, using the main artery of the Portuguese Railways network, and was named "Expresso Lisboa - Porto". Composed of various sleeping cars and one restaurant car, it was inaugurated in the summer of 1886. At first it worked on a provisional basis twice a week but became daily from January 1887:

Timetable as follows

Departure	Lisbon	10. AM
Arrival	Porto	6. PM
Departure	Porto	10. AM
Arrival	Lisbon	6. PM



**Sud Express around 1896 on the French section near Orleans. Postcard, Coll. DF**

It is interesting to note that the "Lisbon-Porto Express" was the fourth major express to be created by the Compagnie International des Wagons-Lits, the first three being the "Orient Express" which started service on June 5, 1883 (Paris - Bucharest - Istanbul), the "Calais - Nice - Roma - Express" which started service on December 8, 1883 and the "Trouville-Express" that started service on July 1, 1884.

THE "NORD - SUD" EXPRESS

It was evident that the opening of the international railway towards Madrid, would soon provide Compagnie International des Wagons-Lits with an opportunity to create comfortable and fast connections from Madrid to the Portuguese capital.

Since 1884, Nagelmackers was developing a large-scale project in this sense, which led to the idea of creating the "Nord - Sud - Express" which, completed by a branch towards England, would link 7 capitals (Lisbon - Madrid - Paris - London - Brussels - Berlin - St. Petersburg). To overcome the difficulty caused by three track gauges (1.52 m in Russia, 1.44 m in Central Europe and 1.67 m in Spain and Portugal) it was proposed to study a special type of bogies capable of receiving 3 sets of differently of axes, which, thanks to a special device, which could be changed in a few minutes, at the borders.

Various contingencies, including a cholera epidemic that spread in southern Europe, greatly prevented the realization of this project, which had to be considerably reduced. The service could start only on the southern routes and on 4th of November 1887, the "Sud-Express" started connecting Lisbon to Madrid, Paris and Calais.

The "SUD - EXPRESS"

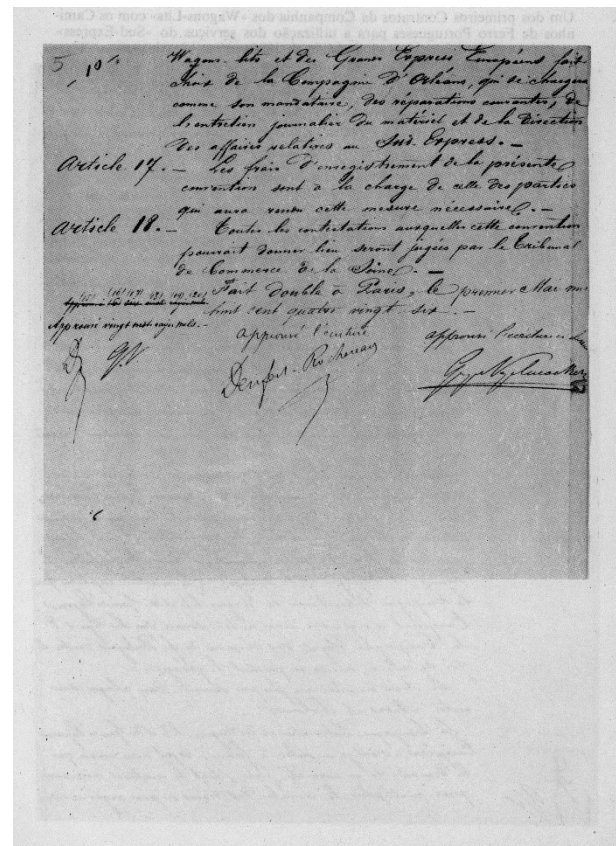
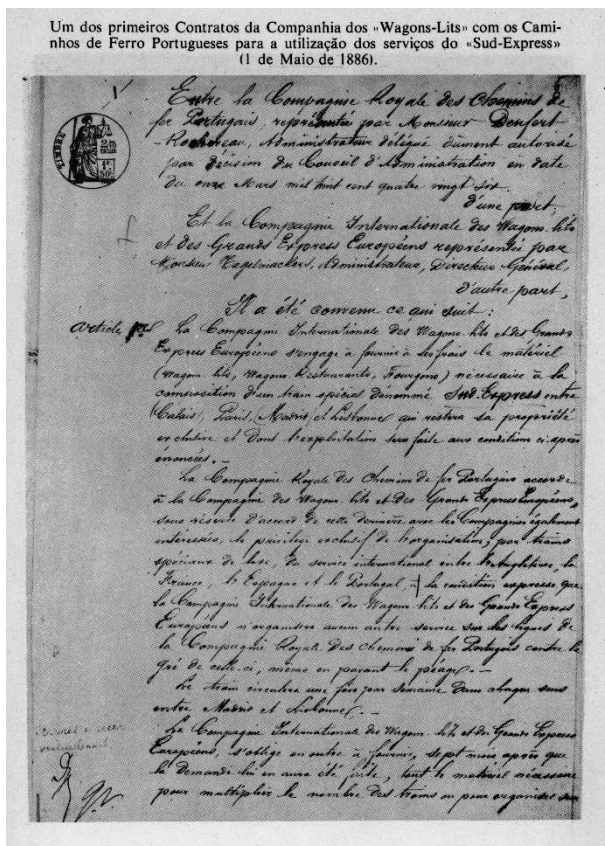
It is one of the most renowned international railways express and since Lisbon is its pole of attraction with a long and interesting route through Portugal, it deserves a special mention in these pages.. The 1887 Sud-Express, composed either in Portugal, Spain or France, exclusively with sleeping cars and a Wagon-restaurant, started circulating once a week in both directions with the following schedule:

SUD - 1887 - Train Schedule 01 - Pag 10					
HP	P	8h30 PM	Lisboa	C	3h30 PM
	C	2h55 AM	Val. de Alcântara	P	9h20 AM
HE	P	3h40 AM		C	9h15 PM
	C	11h55 AM	Madrid	P	11h30 AM
	P	2h10 PM		C	10h52 AM
			Irun	P	7h35 AM
	P	5h16 PM			
	C	5h20 AM	Hendaye	C	7h34 AM
HF	P	6h05 AM		P	7h26 AM
	C	10h10 PM	Bordeaux	P	3h25 AM
	P	10h14 PM		C	3h21 AM
	C	6h50 AM	Paris P.O. Nord	P	6h40 PM
	P	7h45 AM		C	
	C	1h22 AM	Calais	P	12h55 PM
	P	1h40 AM		C	12h40 PM
	C	6h13 AM	Londres	P	9h40 AM



The official inauguration of Sud-Express took place at the end of October 1887, a few days before it was made available to the public. It was a great solemnity and, on that occasion, the inaugural train transported the invited personalities to Cordoba, Seville and Granada.

Since its inauguration, Sud-Express has been much appreciated by passengers. The comfort and speed of the train, unusual at that time, together with the facilities obtained from the Customs Administrations, regarding the checking of luggage on the way, were immediately very successful. It is convenient, however, to emphasize that the idea taken by G. Nagelmackers, the change of carriages due to the difference of track, could not be avoided at the Franco-Spanish border and this situation has continued until today. This change takes place in Hendaye, in the Spain-France direction and in Irun in the opposite direction.



Handwritten contract between the CIWL and the Portuguese railways for the introduction of the Sud Express, signed by Georges Nagelmackers.

Taking in view the interest motivated by this new international train, the main shipping companies (The Pacific Steam Navigation, Royal Mail, Union Steamship Co, etc.) modified their stopovers, making sure that their ships were in Lisbon in immediate correspondence with Sud-Express.

Passengers coming from London, Paris or Madrid, and heading to the great ports of the Atlantic (Rio de Janeiro, Buenos Aires, Montevideo, etc.) or simply to Madeira or Canaries thus they were able to gain considerable time and avoid two or three days of a busy and painful crossing, as happens in the Gulf of Gascony.

This possibility was highly appreciated by passengers from beyond the Atlantic towards Europe. Seduced by its vast possibilities, Postal Administrations didn't take long to use it for the transport of their mail and this luxury train was completed with this important service.



It resulted that in less than six months from its inauguration, Sud-Express needed to circulate twice a week, instead of once. From the 1st of July 1890 it became tri-weekly (departure from Lisbon, 2 PM; departure from Madrid 8 AM; arrival at Paris 1 AM).

After a schedule change in 1891, another important change took place in 1895. Instead of taking the Lisbon-Paris route via Madrid, the Sud-Express departing from the Portuguese capital joined the Spanish express Madrid - Hendaye, in Medina-del-Campo, an intermediate station, using the magnificent Beira Alta railway via Coimbra, Pampilhosa, Guarda, Vilar Formoso and Salamanca. This resulted in a decrease of 196 Km (121 miles) in the route and, consequently, a time reduction in the route Lisbon - Hendaye.

The departure from Lisbon took place on Wednesdays and Saturdays, according to the following schedule:

<b>SUD - 1895 - Train Schedule 02 - Pag 12</b>					
	P	11h45 PM	Lisboa	C	12h25 AM
	P	4h19 AM	Salamanca	P	10h12 PM
	C	6h20 AM	Medina del Campo	P	8h10 PM
	P	8h04 PM		C	6h33 PM
	C	6h01 AM	Irun	C	8h25 AM
	P	10h58 AM	Bordeaux	P	4h29 AM
	C	8h10 PM	Paris (Norte)	P	7h27 PM

In 1900 the Sud-Express schedule was profoundly changed.

The French route, by night outward and by day on return. It began to run from 1900, and in both directions, with exceptional conditions of speed for those times, as per the following timetable:

<b>SUD - 1900 - Train Schedule 03 - Pag 12</b>					
HP	P	8h00 AM	Lisboa	C	11h35 PM
	C	6h02 PM	Vilar Formoso	P	1h25 AM
HE	P	6h06 PM		C	1h05 AM
	C	11h25 PM	Medina del Campo	P	8h53 AM
	P	11h44 PM		C	8h47 AM
	C	09h29 AM	Irun	P	10h30 PM
				C	10h23 PM
	C	9h43 AM	Hendaye		
	P	10h03 AM		C	10h17 PM
	P	1h41 AM	Bordeaux	C	7h12 PM
	C	8h55 PM	Paris - Orsay	P	12h18m PM

This change enabled the International Wagons-Lits Company to replace, in France, sleeping coaches by lounge coaches and, later from 1926 onwards, by Pullman coaches. This schedule is, generally, already maintained.

However, due to successive modifications and the extension of electrification on the French route, the departure from Paris has been successively delayed and the arrival time in the Portuguese capital has been modified several times. In 1936 the train schedules were as follows:

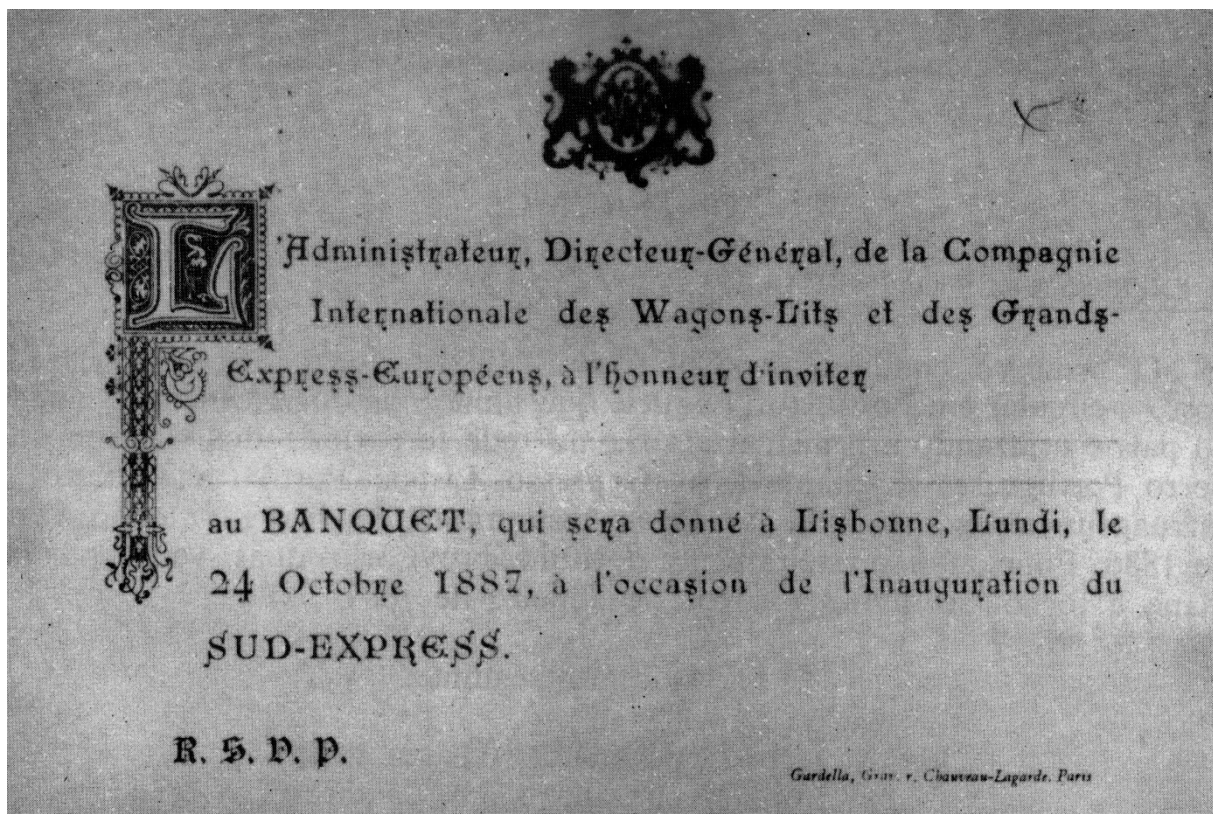
SUD - 1936 - Train Schedule 04 - Pag 13					
	P	14h10	Lisboa	C	17h48
	P	21h26	Vilar Formoso	P	11h00
	C	2h20	Medina del Campo	P	5h25
	P	2h45		C	5h00
	P	10h35	Irun	P	21h35
	C	20h48	Paris	P	11h30

At the present time the Sud-Express has also improved its extreme speed on the French route (average of 108 km / h, from Hendaye to Paris) where it has only two stops: Bayonne and Bordeaux. Other notable improvements on the Portuguese and Spanish routes allow it to cover the 1,896 km that separate Lisbon from Paris in approximately 28 hours, with the following schedule:

SUD - 1956 - Train Schedule 05 - Pag 13					
	P	12h45	Lisboa	C	17h55
	C	8h45	Hendaye	P	21h05
	P	9h30			
	C	17h00	Paris	P	13h35

which gives Paris a thousand possibilities from the point of view of correspondence.

This brilliant journey, combined with the comfort given to passengers, with the pleasure that is given to them by crossing one of the most picturesque parts of Portugal during the day, make Sud-Express one of the most attractive international expresses that exist today.







Invitation card for the inauguration of the Sud-Express from Calais to Lisbon for Napoleon Schröder (1850-1922), Nagelmacker's close confidant from Cologne, who negotiated many international contracts for luxury trains with the national railway companies.

**Page 15**

THE "LUSITÂNIA EXPRESS"

From the time (1895) when the Sud-Express, leaving Lisbon, using the Beira Alta Line, joined, in Medina-del-Campo, the train Madrid - Hendaye, stopped the connection between Lisbon and Madrid by this express.

Sleeping coach services were immediately organized to ensure, on this line, the connection between the two capitals. And from 1943, a new important international train came into circulation: the "Lusitânia Express". This great express, with sleeping-coaches and a restaurant-coach, runs three times a week, with the following schedule:

LUSITÂNIA - 1956 - Train Schedule 06 - Pag 15					
P	20h33	Lisboa	C	10h50	
P	00h50	Val. de Alcântara	P	6h40	
C	9h30	Madrid	P	22h00	

With an extremely useful timetable, this very comfortable train is a precious link between Portugal and Spain.



### OTHER SERVICES

The configuration of the Portuguese Railways network lead very naturally the Compagnie International des Wagons-Lits, to introduce its services, starting on the lines:

- Lisbon - Porto, served in 1887 by the Lisbon - Porto Express.
- Lisbon - Marvão-Beirã - Valencia de Alcântara - Madrid, carried out first by Sud-Express and now by Lusitânia Express.
- Lisbon - Guarda - Vilar Formoso -Medina del Campo - Paris, carried out by Sud-Express, from 1895

Currently, on the Lisbon - Porto Line there are services as follows:

- Restaurant car, on trains numbers 1 and 4;
- Restaurant service on trains numbers 5 and 2;
- Three meal-services at seats;

The two other services already mentioned are, as it is well known, currently carried out with sleeping cars and restaurant cars from Lusitânia-Express and Sud-Express. On certain special days, there was direct trains with sleeping coaches, which connected Lisbon to Seville and (using the Elvas line) Lisbon to Badajoz.

There is also a railway artery on which the Wagons-Lits International Company should develop its activities. This is the line at South of the Tagus, which departs from Barreiro towards Faro and Vila Real de Santo António, going through Beja and, when at night, with a detour to Alcácer do Sal.

On this railway, whose route, varying with the itinerary, is 398 or 395 km, circulates:

- At daytime, via Beja, a restaurant car and a meal-service at seats, three times a week;
- At night, via Alcácer do Sal, a sleeping car (daily)

### THE ROLLING STOCK

Passengers using the Sud-Express or the Lusitânia-Express at the present time can hardly imagine how were the sleeping-cars and the restaurant-cars used in the first services on Portugal's railways.

The image on the next pages gives us an idea of what the first sleeping cars were, with three axles, 11 m long and with two compartments of four seats and three of two seats, in which were added "armchairs" along the saloon that could be turned into beds at night.

Concerning the restaurant cars, they were of a model that surprises us if we think that they comprised two rooms, each one with 12 seats, separated by a central kitchen.

We also have an idea, in the image that follows, how was the Sud-Express, Spanish-Portuguese version, when it was when it was created in 1888. At that time the train's tonnage was limited to 80 metric tons, due to rugged character of the lines and their infrastructures (bridges, viaducts, etc.).

Progressively, the trains were upgraded and from 1900 the Sud-Express cars, running in Portugal and Spain, were equipped with bogies, and due to them and to the interior layouts and their external aspect,

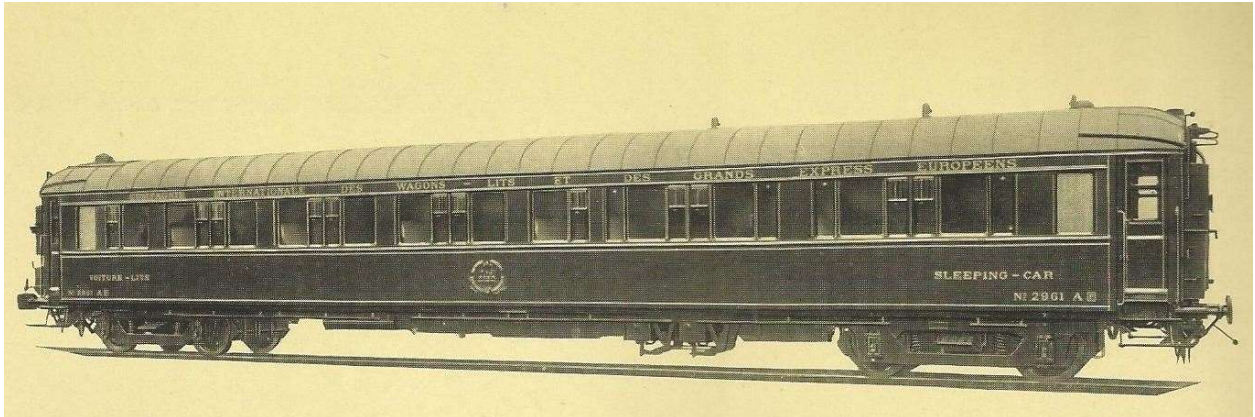
approached the current trains. These cars, made of teak wood, were later replaced by metallic ones, that are currently in service.

The main characteristics of the cars in circulation, at the present season are as follows:

## 1 - SLEEPING CARS

### a) "S" type coaches

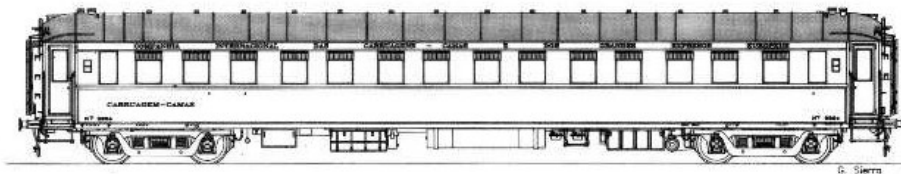
These 24.235 m coaches have roof, frame and sides, made entirely of steel. They may accommodate 16 passengers in 3 compartments with 1 seat, 6 with 2 seats, and an intermediate "toilet" compartment.



WL S1 2961, Series 2943-2967, Credé 1926/27, among others from this series 20 coaches were in service on the Iberian Peninsula, there called S3 because their bed numbers changed. Factory photograph of Credé, Collection DF

### b) "L.J." type coaches

Recently built, these coaches, fully metallic, can carry 20 passengers distributed in 8 compartments of 1 seat and 6 of 2 seats. They are provided with a particularly studied comfort (pantry equipped with a small electric stove, beds fitted in advance and arranged and installed in a few moments, power sockets for shavers, etc ... etc ...



Drawing of a WL LJ, years of construction 1952/53, named after Luis López Jamar, CIWL director in Spain. © Sierra/Aranguren

## Page 18

## 2 - RESTAURANT CARS

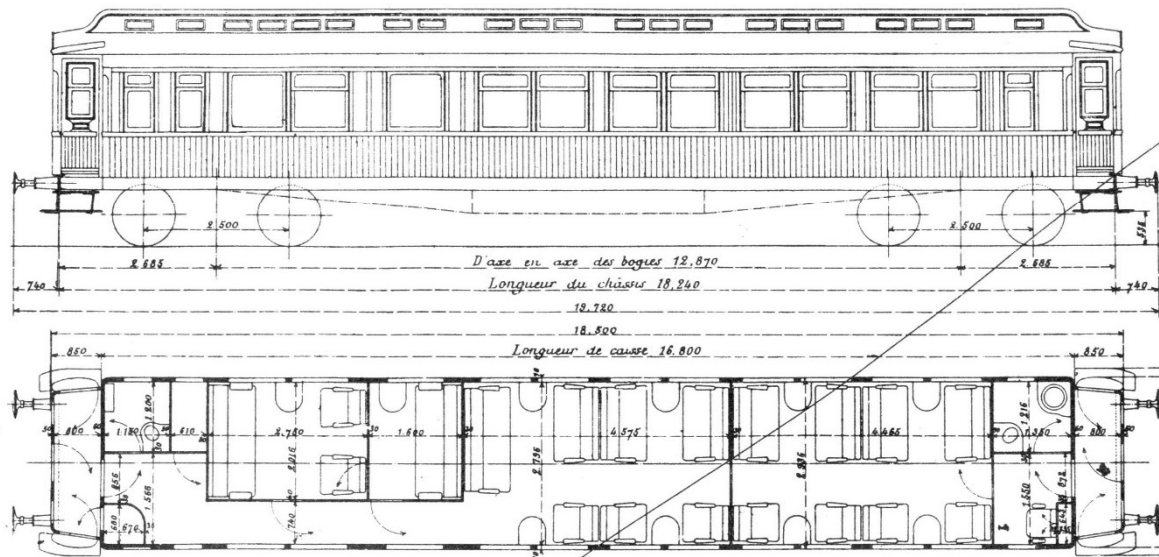
Being of the same classic model as the restaurant cars which currently circulate in Europe, the ones put into circulation on the Portuguese lines are of metallic type and can receive around 40 passengers.

WR 3565, series 3562-3569, Naval Bilbao 1928-30, coaches 3562 and 3563 of this series were later stationed in Portugal.  
Factory photograph



On the following picture there is a diagram (No. 677) of a saloon car that was incorporated at the beginning of the century, at the daytime route of the Sud-Express, from Pampilhosa to Lisbon.

### VOITURE SALON N° 677 (PORTUGAL)



The Compagnie Internationale des Wagons-Lits is currently engaged in the total upgrade of its cars for the Portuguese circulation of Sud-Express, in order to offer passengers better comfort and safety.

#### Page 23

#### PORTUGUESE SERVICES IN THE VAST MECHANISM THAT REPRESENTS THE COMPANY INTERNATIONAL DES WAGONS-LITS AGENCIES

Based on more than 80 years of experience and tradition, the Compagnie Internationale des Wagons-Lits does not limit its activities to railway projects.

Trying without ceasing new possibilities, it tries to realize by all means of transport, tourist circuits of great variety.

The constant concern to remove obstacles created by borders is being extended to a thousand other sectors concerning travel.

In this vast field, Portugal occupies a privileged place due not only to the great tourist attraction it offers by itself, but also for its exceptional position along the Atlantic. In these conditions, the Sud-Express, which was one of the first major international trains, could not fail to have, due to its maritime connections, an importance that surpasses the European aspect, to achieve an intercontinental one. And if we think about the current possibilities that the capital of Portugal has in the field of air, it will be easy to foresee its importance as an essential centre in the hub of major communication routes.

That's the reason why we are not surprised when we appreciate the busy activity of the Representation of the International Wagons-Lits Company in Portugal.



During 1955, a total of 6,381 passengers used the sleeping coaches and, in the restaurant coaches, a total of 75.806 meals were served.

Its commercial activity is mainly reflected in its vast network of agencies that deal with all matters related to travels, as rail tickets and wagons-lits supplements, aviation and navigation, cars, individual or group trips, booking in hotels, etc., etc.

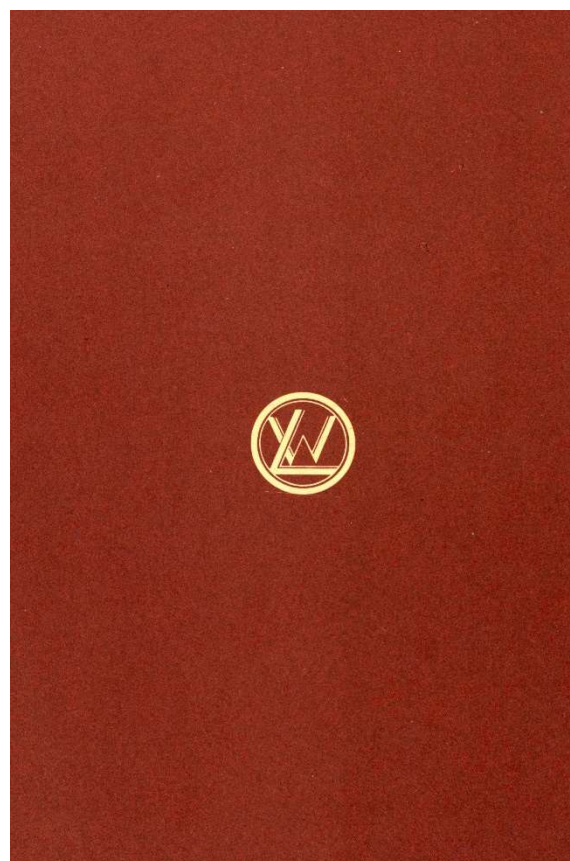
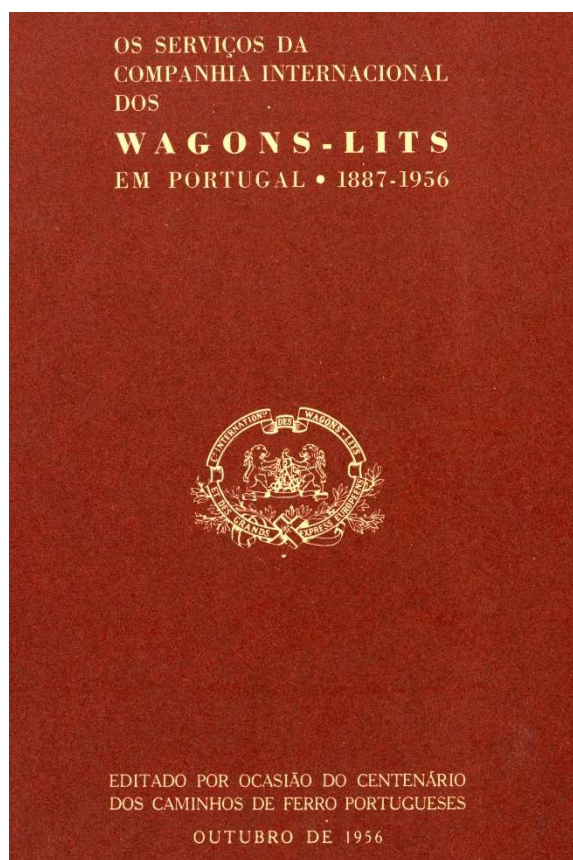
Thanks to the close ties that link it to Thomas Cook & Son, the International Wagons-Lits Company has, in fact, an extensive influence in this area. More than 380 “Wagons-Lits Cook” agencies operate throughout all the world.

In Portugal there are 6 of these agencies, being two in the Overseas Provinces; the oldest and most important being the one of Lisbon, whose installation dates from 1888.

The other 5 are in:

- Porto, National Palace - Trav da Praça da Liberdade (May 1929);
- Coimbra, Tourism Building, Largo da Portagem (March 1956)
- Estoril, Galerias do Parque (1932)
- Lourenço Marques, Av da República 49 (March 1953)
- Luanda, Av. Marginal Paulo Dias de Morais (March 1956)

The current Representative of the Company, for all the Portuguese territory, is Mr. José Valdez Penalva, who has held this position since 1950.



## Les services de la Compagnie Internationale des Wagons-Lits au Portugal 1887-1956

### Page 03

La Compagnie Internationale des Wagons-Lits a une double activité: elle fournit non seulement sa coopération avec les Administrations Ferroviaires afin d'offrir aux voyageurs un tel confort leur permettant d'effectuer de longs trajets dans des conditions reposantes et agréables, mais facilite l'organisation et l'exécution de tous les voyages grâce à son vaste réseau d'agences de voyages.

Au Portugal, où le chemin de fer offre de magnifiques possibilités économiques et touristiques et où il est le lien principal entre les différents pays d'Europe et les grandes routes maritimes qui s'ouvrent sur l'Atlantique, depuis ses côtes, la Compagnie Internationale des Wagons-Lits ne pouvait pas faillir jouer un rôle important, très opportun de se concentrer lorsque les chemins de fer portugais célèbrent leur centenaire.

Vingt ans séparent la date du 28 octobre 1856 - inauguration du premier tronçon ferroviaire Lisbonne-Carregado, long de 43 kilomètres - de la création de la Compagnie Internationale des Wagons-Lits. En effet, c'est le 4 décembre 1876 que l'ingénieur belge George Nagelmackers fonda cette société à Bruxelles. Séduit par les résultats qu'il a trouvés lors d'un voyage en Amérique où les voitures-lits étaient déjà connues depuis plusieurs années, peu après 1870, il décida d'étendre cette réalisation au continent européen. Et après quelques années d'expériences, il décide en 1876 de lancer une opération transfrontalière, lui donnant un caractère international.

Nagelmackers a créé une organisation réunissant tous les éléments nécessaires pour assurer, toujours en liaison étroite avec les administrations ferroviaires, un fonctionnement régulier des services Wagons-Lits.

Plus tard, les voitures-restaurants rejoignent les voitures-lits et à partir de 1883, ces deux éléments essentiels pour voyager confortablement - lits et restaurants - donnent naissance aux premiers grands express. Composés de matériaux standardisés, capables de traverser les frontières et dotés d'améliorations techniques surprenantes pour l'époque, les grands express n'ont pas tardé à traverser l'Europe, accomplissant un fructueux travail de rapprochement avec le politique, économique, touristique et culturel. points de vue.

### Page 04

Cette organisation existe toujours en entier. L'accord avec les administrations ferroviaires est assuré au moyen de contrats à long terme, dans lesquels les modalités liées à l'exploitation sont déterminées, en vue du fonctionnement régulier des services.

Malgré l'immensité de son champ d'activité, qui couvre la quasi-totalité de l'Europe et s'étend également à d'autres continents, la Société dont le siège est basé à Bruxelles, est constituée d'un bureau centralisé dans lequel l'unité politique et doctrinale est assurée par le Conseil général, opérant à Paris et dont dépendent les Directions ou représentations, responsables de la gestion des opérations et des services dans chaque pays

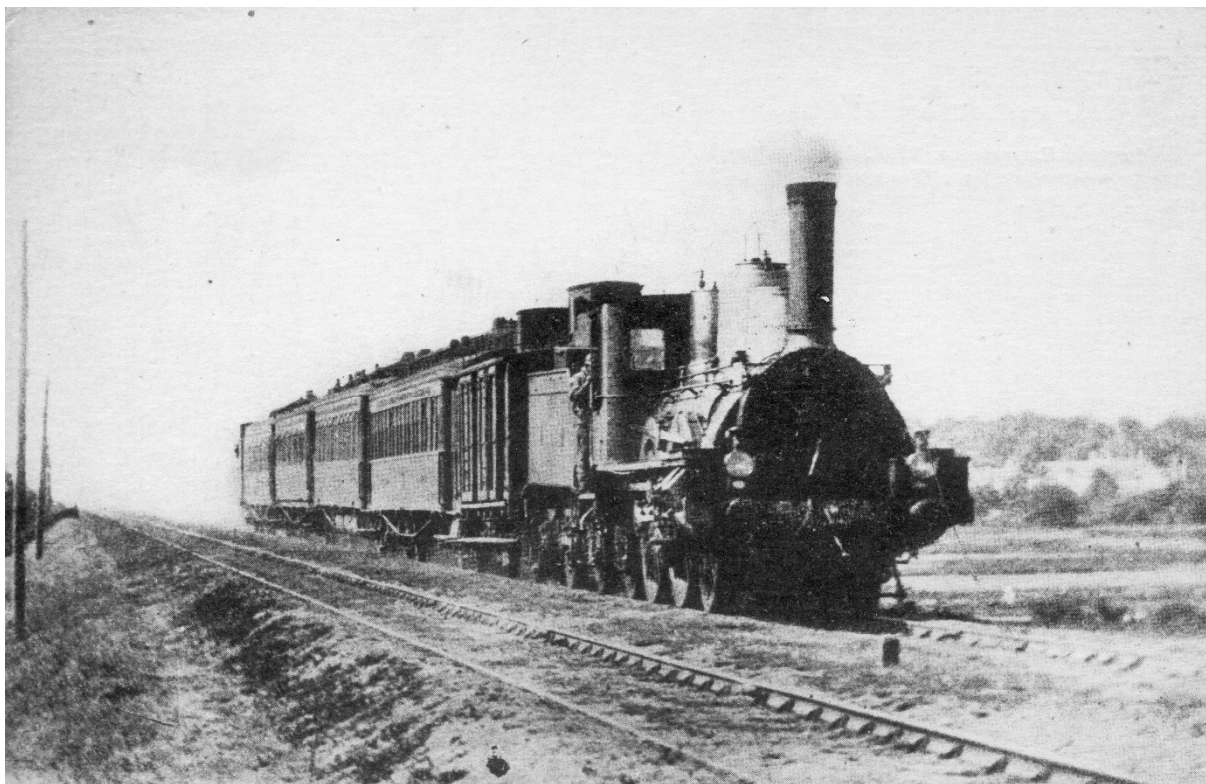
Les services des voitures-lits et des voitures-restaurants opérant au Portugal, ainsi que toutes les agences, comptables, etc., sont sous l'autorité du représentant de la société pour le Portugal, le continent et l'étranger, et dont les bureaux sont installés à Avenida da Liberdade, 85, à Lisbonne.

## LES TÂCHES

### LA LISBONNE - PORTO EXPRESS

Le premier train de la Compagnie International des Wagons-Lits à circuler au Portugal reliait les deux principales villes du pays, en utilisant l'artère principale du réseau des chemins de fer portugais, et a été nommé «Expresso Lisboa - Porto». Composé de plusieurs voitures-lits et d'un wagon-restaurant, il fut inauguré à l'été 1886. Au début, il fonctionnait à titre provisoire deux fois par semaine mais devint quotidien à partir de janvier 1887

Horaires comme suit	Departure Lisbon	10. AM
	Arrival Porto	6. PM
	Departure Porto	10. AM
	Arrival Lisbon	6. PM



Sud Express vers 1896 sur le tronçon français près d'Orléans. Carte postale, Coll. DF

Il est intéressant de noter que le «Lisbonne-Porto Express» était le quatrième grand express créé par la Compagnie International des Wagons-Lits, les trois premiers étant «l'Orient Express» qui a commencé son service le 5 juin 1883 (Paris - Bucarest - Istanbul), le «Calais - Nice - Roma - Express» qui a mis en service le 8 décembre 1883 et le «Trouville-Express» qui a commencé le service le 1er juillet 1884.



### Le "NORD - SUD" EXPRESS

Il était évident que l'ouverture du chemin de fer international vers Madrid offrirait bientôt à la Compagnie International es Wagons-Lits l'occasion de créer des liaisons confortables et rapides entre Madrid et la capitale portugaise.

Depuis 1884, Nagelmackers développe un projet d'envergure dans ce sens, qui conduit à l'idée de créer le «Nord - Sud - Express» qui, complété par une branche vers l'Angleterre, relierait 7 capitales (Lisbonne - Madrid - Paris - Londres - Bruxelles - Berlin - Saint-Pétersbourg). Pour surmonter la difficulté causée par trois écartement des voies (1,52 m en Russie, 1,44 m en Europe centrale et 1,67 m en Espagne et au Portugal), il a été proposé d'étudier un type particulier de bogies capables de recevoir 3 ensembles d'axes différents, qui, grâce à un dispositif spécial, qui peut être changé en quelques minutes, aux frontières.

Diverses éventualités, dont une épidémie de choléra qui s'est propagée dans le sud de l'Europe, ont grandement empêché la réalisation de ce projet, qui a dû être considérablement réduit. Le service ne pouvait démarrer que sur les routes du sud et le 4 novembre 1887, le «Sud-Express» commença à relier Lisbonne à Madrid, Paris et Calais.

### Le "SUD - EXPRESS"

C'est l'un des trains express internationaux les plus renommés et puisque Lisbonne est son pôle d'attraction avec un long et intéressant parcours à travers le Portugal, il mérite, dans ces pages, une mention spéciale. Le Sud-Express 1887, composé soit au Portugal, en Espagne ou en France, exclusivement avec des voitures-lits et un wagon-restaurant, a commencé à circuler une fois par semaine dans les deux sens avec le calendrier suivant:

<b>SUD - 1887 - Train Schedule 01 - Pag 10</b>					
HP	P	8h30 PM	Lisboa	C	3h30 PM
	C	2h55 AM	Val. de Alcântara	P	9h20 AM
HE	P	3h40 AM		C	9h15 PM
	C	11h55 AM	Madrid	P	11h30 AM
	P	2h10 PM		C	10h52 AM
			Irun	P	7h35 AM
	P	5h16 PM			
	C	5h20 AM	Hendaye	C	7h34 AM
HF	P	6h05 AM		P	7h26 AM
	C	10h10 PM	Bordeaux	P	3h25 AM
	P	10h14 PM		C	3h21 AM
	C	6h50 AM	Paris P.O. Nord	P	6h40 PM
	P	7h45 AM		C	
	C	1h22 AM	Calais	P	12h55 PM
	P	1h40 AM		C	12h40 PM
	C	6h13 AM	Londres	P	9h40 AM

L'inauguration officielle du Sud-Express a eu lieu à la fin du mois d'octobre 1887, quelques jours avant sa mise à disposition du public. Ce fut une grande solennité et, à cette occasion, le train inaugural transporta les personnalités invitées à Cordoue, Séville et Grenade.

Depuis son inauguration, Sud-Express est très apprécié des passagers. Le confort et la vitesse du train, inhabituels à cette époque, ainsi que les facilités obtenues des administrations des douanes pour le contrôle des bagages en cours de route, ont tout de suite eu beaucoup de succès. Il convient cependant de souligner que l'idée prise par G.Nagelmackers, le changement de wagons en raison de la différence de voie, ne pouvait être évité à la frontière franco-espagnole et cette situation perdure jusqu'à aujourd'hui. Ce changement a lieu à Hendaye, dans le sens Espagne-France et à Irun dans le sens inverse.

Compte tenu de l'intérêt suscité par ce nouveau train international, les principales compagnies maritimes (The Pacific Steam Navigation, Royal Mail, Union Steamship Co, etc.) ont modifié leurs escales, s'assurant que leurs navires étaient à Lisbonne en correspondance immédiate avec Sud- Express.

Les passagers venant de Londres, Paris ou Madrid, et se dirigeant vers les grands ports de l'Atlantique (Rio de Janeiro, Buenos Aires, Montevideo, etc.) ou simplement vers Madère ou les Canaries ainsi ils ont pu gagner un temps considérable et en éviter deux ou trois jours d'une traversée chargée et pénible, comme cela se passe dans le golfe de Gascogne.

Cette possibilité a été très appréciée des passagers d'outre-Atlantique vers l'Europe. Séduites par ses vastes possibilités, les administrations postales n'ont pas mis longtemps à l'utiliser pour le transport de leur courrier et ce train de luxe a été complété par ce service important.

Il en a résulté qu'en moins de six mois après son inauguration, Sud-Express devait circuler deux fois par semaine, au lieu d'une fois. A partir du 1er juillet 1890, il devient tri-hebdomadaire (départ de Lisbonne, 14 heures; départ de Madrid 8 heures; arrivée à Paris .1300 heure).

Après un changement d'horaire en 1891, un autre changement important intervient en 1895. Au lieu de prendre la liaison Lisbonne-Paris via Madrid, le Sud-Express au départ de la capitale portugaise rejoint l'express espagnol Madrid - Hendaye, à Medina-del-Campo, une gare intermédiaire, utilisant le magnifique chemin de fer Beira Alta via Coimbra, Pampilhosa, Guarda, Vilar Formoso et Salamanca. Cela a entraîné une diminution de 196 km (121 miles) de l'itinéraire et, par conséquent, une réduction du temps sur l'itinéraire Lisbonne - Hendaye.

Le départ de Lisbonne a eu lieu les mercredis et samedis, selon l'horaire suivant:

<b>SUD - 1895 - Train Schedule 02 - Pag 12</b>					
	P	11h45 PM	Lisboa	C	12h25 AM
	P	4h19 AM	Salamanca	P	10h12 PM
	C	6h20 AM	Medina del Campo	P	8h10 PM
	P	8h04 PM		C	6h33 PM
	C	6h01 AM	Irun	C	8h25 AM
	P	10h58 AM	Bordeaux	P	4h29 AM
	C	8h10 PM	Paris (Norte)	P	7h27 PM

En 1900, l'horaire Sud-Express est profondément modifié.

La route française, de nuit à l'aller et de jour au retour. Il a commencé à courir à partir de 1900, et dans les deux sens, avec des conditions de vitesse exceptionnelles pour ces temps, comme au mois de mars suivant:

<b>SUD - 1900 - Train Schedule 03 - Pag 12</b>					
HP	P	8h00 AM	Lisboa	C	11h35 PM
	C	6h02 PM	Vilar Formoso	P	1h25 AM
HE	P	6h06 PM		C	1h05 AM
	C	11h25 PM	Medina del Campo	P	8h53 AM
	P	11h44 PM		C	8h47 AM
	C	09h29 AM	Irun	P	10h30 PM
				C	10h23 PM
	C	9h43 AM	Hendaye		
	P	10h03 AM		C	10h17 PM
	P	1h41 AM	Bordeaux	C	7h12 PM
	C	8h55 PM	Paris - Orsay	P	12h18m PM

Ce changement permet à la Société International des Wagons-Lits de remplacer, en France, les voitures-lits par des voitures-salons et, plus tard à partir de 1926, par des voitures Pullman. Ce calendrier est généralement déjà maintenu.

Cependant, en raison des modifications successives et de l'extension de l'électrification sur le tracé français, le départ de Paris a été successivement retardé et l'heure d'arrivée dans la capitale portugaise a été modifiée à plusieurs reprises. En 1936, les horaires des trains étaient les suivants:

<b>SUD - 1936 - Train Schedule 04 - Pag 13</b>					
	P	14h10	Lisboa	C	17h48
	P	21h26	Vilar Formoso	P	11h00
	C	2h20	Medina del Campo	P	5h25
	P	2h45		C	5h00
	P	10h35	Irun	P	21h35
	C	20h48	Paris	P	11h30

A l'heure actuelle, le Sud-Express a également amélioré sa vitesse extrême sur la ligne française (108 km / h en moyenne, d'Hendaye à Paris) où il ne compte que deux arrêts: Bayonne et Bordeaux. D'autres améliorations notables des routes portugaises et espagnoles lui permettent de parcourir les 1896 km qui séparent Lisbonne de Paris en 28 heures environ, avec le calendrier suivant:

<b>SUD - 1956 - Train Schedule 05 - Pag 13</b>					
	P	12h45	Lisboa	C	17h55
	C	8h45	Hendaye	P	21h05
	P	9h30			
	C	17h00	Paris	P	13h35

ce qui donne à Paris mille possibilités du point de vue de la correspondance.



Ce brillant voyage, combiné au confort des passagers, au plaisir qui leur est donné en traversant l'une des régions les plus pittoresques du Portugal pendant la journée, font de Sud-Express l'un des express internationaux les plus attractifs qui existent aujourd'hui.

### Page 15

#### Le "LUSITÂNIA EXPRESS"

A partir du moment (1895) où le Sud-Express, quittant Lisbonne, empruntant la ligne Beira Alta, rejoignit, à Médina-del-Campo, le train Madrid - Hendaye, arrêta la liaison entre Lisbonne et Madrid par cet express.

Des services de voitures-lits ont été immédiatement organisés pour assurer, sur cette ligne, la liaison entre les deux capitales. Et à partir de 1943, un nouveau train international important entre en circulation: le «Lusitânia Express».

Ce grand express, avec des wagons-lits et une voiture-restaurant, circule trois fois par semaine, avec l'horaire suivant:

LUSITÂNIA - 1956 - Train Schedule 06 - Pag 15					
	P	20h33	Lisboa	C	10h50
	P	00h50	Val. de Alcântara	P	6h40
	C	9h30	Madrid	P	22h00

Avec un horaire extrêmement utile, ce train très confortable est un lien précieux entre le Portugal et l'Espagne.

### Page 16

#### AUTRES SERVICES

La configuration du réseau ferroviaire portugais a conduit très naturellement la Compagnie International des Wagons-Lits, à introduire ses services, à partir des lignes:

- Lisbonne - Porto, desservie en 1887 par le Lisbonne - Porto Express.
- Lisbonne - Marvão-Beirã - Valence de Alcântara - Madrid, réalisée d'abord par Sud-Express et maintenant par Lusitânia Express.
- Lisbonne - Guarda - Vilar Formoso -Medina del Campo - Paris, réalisée par Sud-Express, à partir de 1895

Actuellement, sur la ligne Lisbonne - Porto, il existe des services comme suit:

- Voiture-restaurant, dans les trains numéros 1 et 4;
- Service de restauration sur les trains numéros 5 et 2;
- Trois services de repas aux sièges;

Les deux autres services déjà mentionnés sont, comme on le sait, actuellement réalisés avec des voitures-lits et des wagons-restaurants de Lusitânia-Express et Sud-Express. Certains jours spéciaux, il y avait des trains directs avec des voitures-lits, qui reliaient Lisbonne à Séville et (en utilisant la ligne Elvas) Lisbonne à Badajoz.

Il existe également une artère ferroviaire sur laquelle la Société Internationale Wagons-Lits devrait développer ses activités. C'est la ligne au sud du Tage, qui part de Barreiro vers Faro et Vila Real de Santo António, en passant par Beja et, la nuit, avec un détour par Alcácer do Sal.

Sur cette voie ferrée, dont le tracé, variant avec l'itinéraire, fait 398 ou 395 km, circule:

- Le jour, via Beja, un wagon-restaurant et un service de repas aux places assises, trois fois par semaine;
- La nuit, via Alcácer do Sal, une voiture-lits (tous les jours)

## Page 17

### LE MATÉRIEL ROULANT

Les passagers utilisant à l'heure actuelle le Sud-Express ou le Lusitânia-Express peuvent difficilement imaginer comment les voitures-lits et les voitures-restaurants ont été utilisées dans les premiers services des chemins de fer portugais.

L'image des pages suivantes nous donne une idée de ce qu'étaient les premières voitures-lits, à trois essieux, de 11 m de long et à deux compartiments de quatre sièges et trois de deux sièges, dans lesquels ont été ajoutés des «fauteuils» le long du carré, qui pourrait être transformé en lits la nuit.

Concernant les wagons-restaurants, ils étaient d'un modèle qui nous surprend si l'on pense qu'ils comprenaient deux salles, chacune de 12 places, séparées par une cuisine centrale.

Nous avons aussi une idée, dans l'image qui suit, comment était le Sud-Express, version hispano-portugaise, quand il a été créé en 1888. A cette époque, le tonnage du train était limité à 80 tonnes, en raison de la robustesse caractère des lignes et de leurs infrastructures (ponts, viaducs, etc.).

Progressivement, les trains sont modernisés et à partir de 1900, les voitures Sud-Express, circulant au Portugal et en Espagne, sont équipées de bogies, et grâce à eux et aux aménagements intérieurs et à leur aspect extérieur, se rapprochent des trains actuels. Ces voitures, en bois de teck, ont ensuite été remplacées par des voitures métalliques, actuellement en service.

Les principales caractéristiques des voitures en circulation, à la saison actuelle, sont les suivantes:

#### 1 – VOITURES-LITS

##### a) Entraîneurs de type «S»

Ces voitures de 24,35 m ont un toit, une charpente et des côtés entièrement en acier. Ils peuvent accueillir 16 passagers dans 3 compartiments avec 1 siège, 6 avec 2 sièges et un compartiment «toilette» intermédiaire.

##### b) «L.J.» entraîneurs de type

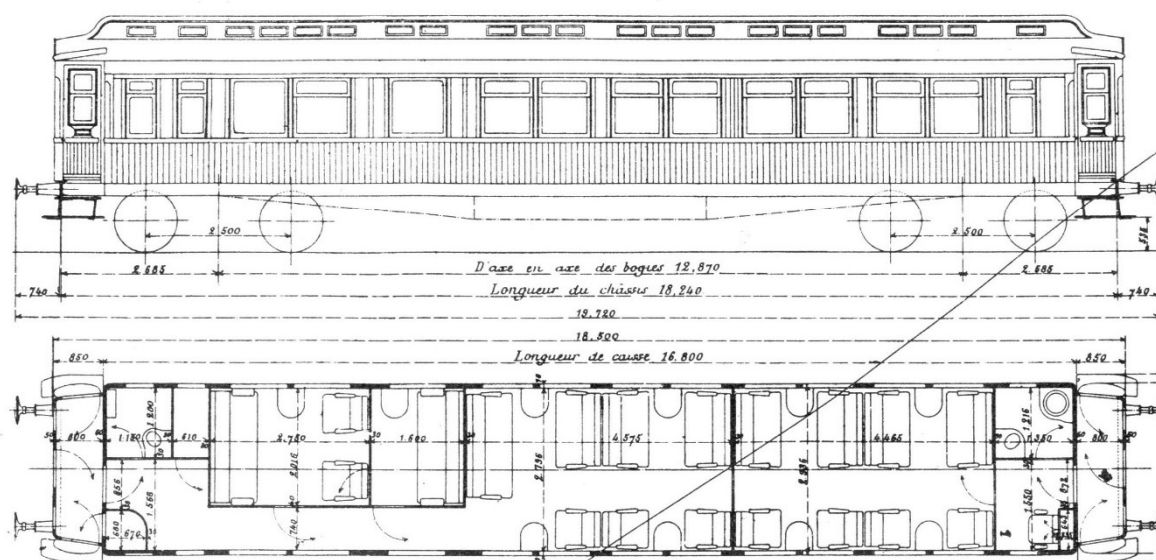
De construction récente, ces voitures, entièrement métalliques, peuvent transporter 20 passagers répartis dans 8 compartiments de 1 siège et 6 de 2 sièges. Ils sont pourvus d'un confort particulièrement étudié (cellier équipé d'un petit réchaud électrique, lits aménagés à l'avance et disposés et installés en quelques instants, prises de courant pour rasoirs, etc ... etc.

## 2 – VOITURES-RESTAURANT

Etant du même modèle classique que les voitures-restaurants qui circulent actuellement sur Europa, celles mises en circulation sur les lignes portugaises sont de type métallique et peuvent recevoir une quarantaine de passagers.

Les pages suivantes présentent un schéma (n ° 677) d'une berline incorporée au début du siècle, sur la route diurne du Sud-Express, de Pampilhosa à Lisbonne.

### VOITURE SALON N° 677 (PORTUGAL)



La Compagnie International des Wagons-Lits est actuellement engagée dans la modernisation totale de ses voitures pour la circulation portugaise de Sud-Express, afin d'offrir aux passagers un meilleur confort et sécurité.

## Page 23

### SERVICES PORTUGAIS DANS LE VASTE MÉCANISME QUI REPRÉSENTE LA SOCIÉTÉ INTERNATIONAL DES WAGONS-LITS AGENCES

Forte de plus de 80 ans d'expérience et de tradition, la Compagnie International des Wagons-Lits ne limite pas ses activités aux projets ferroviaires.

Essayant sans cesse de nouvelles possibilités, il essaie de réaliser par tous les moyens de transport, des circuits touristiques d'une grande variété.

Le souci constant de lever les obstacles créés par les frontières s'étend à mille autres secteurs concernant les voyages.



Dans ce vaste domaine, le Portugal occupe une place privilégiée en raison non seulement de la grande attraction touristique qu'il offre à lui seul, mais aussi pour sa position exceptionnelle le long de l'Atlantique. Dans ces conditions, le Sud-Express, qui fut l'un des premiers grands trains internationaux, ne pouvait manquer d'avoir, de par ses liaisons maritimes, une importance qui dépasse l'aspect européen, pour aboutir à une intercontinentale. Et si l'on pense aux possibilités actuelles de la capitale portugaise dans le domaine aérien, il sera facile de prévoir son importance en tant que centre essentiel dans le carrefour des grands axes de communication.

C'est la raison pour laquelle nous ne sommes pas surpris lorsque nous apprécions l'activité très active de la Représentation de la Société Internationale Wagons-Lits au Portugal.

En 1955, un total de 6 381 passagers ont utilisé les voitures-lits et dans les voitures-restaurants, un total de 75 806 repas ont été servis.

.Son activité commerciale se reflète principalement dans son vaste réseau d'agences qui traitent toutes les questions liées aux voyages, comme les billets de train et les suppléments wagons-lits, l'aviation et la navigation, les voitures, les voyages individuels ou en groupe, la réservation dans les hôtels, etc., etc...

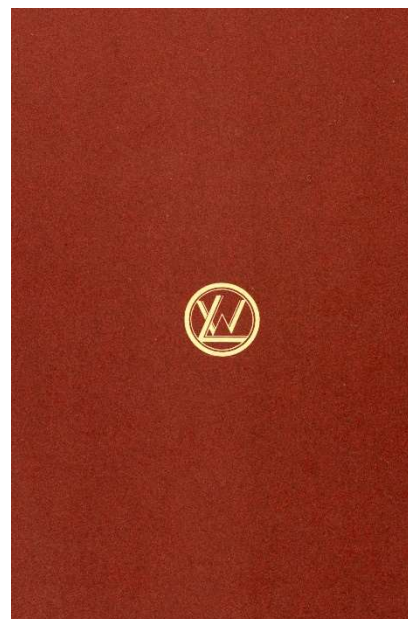
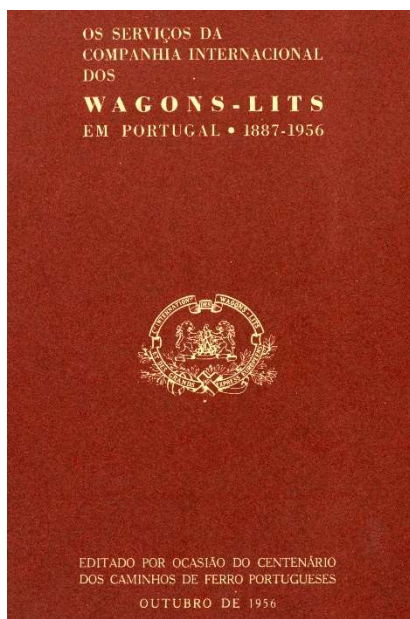
Grâce aux liens étroits qui le lient à Thomas.Cook & Son, la société internationale Wagons-Lits a, en effet, une influence considérable dans ce domaine. Plus de 380 agences «Wagons-Lits Cook» opèrent dans le monde entier.

Au Portugal, il existe 6 de ces agences, dont deux dans les provinces d'outre-mer; le plus ancien et le plus important étant celui de Lisbonne, dont l'installation date de 1888.

Les 5 autres sont à

- Porto, National Palace - Trav da Praça da Liberdade (May 1929);
- Coimbra, Tourism Building, Largo da Portagem (March 1956)
- Estoril, Galerias do Parque (1932)
- Lourenço Marques, Av da República 49 (March 1953)
- Luanda, Av. Marginal Paulo Dias de Morais (March 1956)

.L'actuel représentant de la Société, pour tout le territoire portugais, est M. José Valdez Penalva, qui occupe ce poste depuis 1950.



## CIWL Teak 0 gauge models

By David Cuthbert



### Voiture Salon N° 1677

Exterior & interior of model made from a scale drawing held in the French Railways Society archive. Details shown on the drawing state:

CIWL Voiture Salon, Type SUD-EXPRESS, Nos 1677 and 1678, Year 1906.

Details shown in the book 'La Compagnie des Wagon-Lits' Page 287, No. 1677 and 1678 built by Compagnie Generale de Construction, at St Denis in 1906.

Length over buffers: 19,740m. Bogies: Type Y, Heating: thermosiphon, steam line. Lighting: electric type Stone.

For the Paris/Biarritz section of the Sud-Express, as well as the Paris/Trouville Express; then, in 1921, transferred to the Milan/Trieste section of the SOE, before transferring in 1928 to Portugal on the Lisbon/Porto route.



### Fourgon N° 1055 (6-wheel)

Exterior of model made from a drawing shown in 'Museon di Rodo Scrapbook' No 42 page 670. Details shown says CIWL (Etat 1901) Fourgon a Bagages Nos 1054/1058, Dyle and Bacalan, Bordeaux (?) 1894.

Details shown in Book 'La Compagnie Des Wagon-Lits' Page 314, No 1054 to 1058 built by Dyle and Bacalan in Louvain (Belgium)

Comprising: Teak case, 1 sliding door per side, 2 closed platforms with doors, 1 lookout.

Length over buffers: 12.520m, 3 axles. Heating: steam pipe. Lighting: gas.

No 1054 destroyed in 1905, No 1057 in 1920.

Originally for the P&O Express but transferred in 1898 to the Orient Express.





Fourgon N° 1051 (4-wheel)

No suitable drawing could be found, model is loosely based on a picture of 1053 in the book 'La Compagnie des Wagon-Lits' Pages 312/313.

Details shown in Book 'La Compagnie des Wagon-Lits' Page 312/313. No 1050 to 1053 by Dyle and Bacalan in Louvain in 1894.

Comprising: Teak box, 1 sliding door per side, 2 closed platforms with doors, 1 lookout.

Lengths over buffers: 8.520m, 2 axles. Heating: steam pipe for nos 1050 to 1053. Lighting: gas.

For the P&O Express.

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## VOITURE-LITS LX

### Le più lussuose carrozze-letti d'Europa – Francesco Bochicchio

Nell'immaginario collettivo, il blu notte con gli intarsi in oro è simbolo di un'epoca lontana, quasi esageratamente sfarzosa, o sinonimo di antiquata superbia aristocratica. Atteggiamento, a onor del vero, tipicamente italiano, reso bene da Stefano Maggi nella sua opera intitolata *Le ferrovie*: il professore racconta che i treni di lusso in blu erano percepiti, dagli italiani dell'*Interbellum*, come una *Versailles* su ruote immersa in un panorama desolatamente distrutto dalla guerra.

In questo articolo, cercheremo di superare tali stereotipi, evidenziando come le carrozze di lusso in blu della *Compagnie Internationale des Wagons-Lits* fossero molto più indovinate per il loro contesto di quanto si possa credere. Tali carrozze, infatti, rispondevano a delle precise esigenze di comfort e di circolabilità, maturate nei primi cinquant'anni di attività della Compagnia. Tali caratteristiche condizionarono lo sviluppo delle carrozze-letti costruite dal secondo dopoguerra, non solo della *CIWL*.

Parleremo quindi oggi delle carrozze-letti classe *Luxor* (Lx) della *CIWL*, note alla maggior parte dei più per l'iconico modello della *Rivarossi*, prodotto dalla seconda metà del Novecento fino al primo decennio degli anni duemila. Su di esse, infatti, i direttori della Compagnia avevano predisposto uno straordinario progetto di rinnovamento di tutti i più grandi treni espressi europei, per affrontare con maggiore tranquillità la nascente concorrenza dei trasporti automobilistici e aerei. Inoltriamoci dunque nella loro storia, basandoci su un libretto scritto dall'autore francese Jean-Paule Lepage dedicato a tali carrozze.

All'inizio degli anni '20, su buona parte delle amministrazioni ferroviarie europee era in atto la progressiva sostituzione delle vecchie carrozze a cassa in legno a favore delle nuove a cassa metallica. Tali vetture potevano raggiungere velocità più elevate, garantendo una maggiore stabilità. Nelle Ferrovie dello Stato Italiane, infatti, ciò venne rappresentato con la consegna delle nuove carrozze classe 10.000, 20.000 e 30.000, note ai più come Tipo 1921.

Furono soprattutto i francesi a sollecitare, nella maggior parte dei casi, le compagnie ferroviarie estere o internazionali ad abbandonare le carrozze in cassa in legno, paventando la minaccia di proibire il transito di tali vetture all'interno delle loro zone di competenza.

Teniamo presente che, dal 1914, la sede della *Compagnie Internationale des Wagons-Lits* fu trasferita a Parigi per via dell'invasione del Belgio, e a causa di ciò i francesi ebbero un grande ascendente su di essa<sup>1</sup>.

Non dobbiamo pensare, però, che la *CIWL* fu messa con le spalle al muro e costretta di controvoglia. Era già intenzione della dirigenza della Compagnia di rinnovare progressivamente tutto il parco delle sue carrozze, con il proposito di aumentare l'indice d'attrattività dei suoi convogli. Se non vi fosse stato tale rinnovamento, a lungo andare, si sarebbe aperta la strada ad altre compagnie ferroviarie per sviluppare prodotti superiori a quelli della *CIWL*.

Il progetto delle nuove carrozze era già stato delineato, infatti, dalla Compagnia poco prima della Guerra, con l'intenzione di affidarne la costruzione alla fabbrica *Pullman* di Chicago<sup>2</sup>. Le vicende belliche avevano interrotto questo progetto.

A partire dal 1922, iniziarono ad apparire in Europa le nuove carrozze di lusso in cassa metallica<sup>3</sup> della *Compagnie Internationale des Wagons-Lits*, più sicure e adatte a velocità superiori ai 130 km/h (un vero record per l'epoca), segnando una svolta storica rispetto alle precedenti carrozze realizzate in cassa di legno di teck. Il progetto delineato da parte della *Compagnie Internationale des Wagons-Lits* prevedeva

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<sup>1</sup> Christopher Elliot, *Mitropa-Its History and its Struggle with CIWL*, «Les Grands Express Européens», XIII, 2014, p. 7.

<sup>2</sup> Jean des Cars, Jean-Paul Caracalla, *Le Train Bleu et les Grands Express de la Riviera*, Denoël Edizioni, Paris 1988, p. 54.

<sup>3</sup> Renzo Perret, *Grandi Espressi Europei – 2. Treni in Blu*, Gulliver Edizioni, Torino 1992, p. 31.

di costruire delle nuove carrozze che prevedevano la cassa metallica, tetto a botte, lunghezza della cassa metallica di circa 20,5 metri (lunghezza totale 23,452 metri<sup>4</sup>), e carrelli ferroviari atti ai 140 km/h<sup>5</sup>.

Nel 1922 furono consegnate le prime trentatré carrozze-letti classe S<sup>6</sup>, da Steel (acciaio), da parte delle *The Leeds Forge Co.*<sup>7</sup> Tali carrozze entrarono a far parte, in seguito, del gruppo di carrozze-letti classe S2, con dodici cabine - di cui quattro con due letti – per un totale di sedici posti<sup>8</sup>. Nel corso degli anni '20, le carrozze-letti della famiglia S raggiunsero il considerevole numero di 239 esemplari<sup>9</sup>, la cui diffusione in Europa fu straordinariamente immensa. L'unica nota di demerito fu rappresentata dalla massa: 56 t.

Il cambiamento attuato dalla CIWL fu testimoniato dall'adozione della splendida livrea blu notte, o *bleu nuit*, come chiamato in lingua francese, con gli intarsi in oro, abbandonando il classico marroncino di teck che tanto ricordava l'Ottocento.

Tra le grandi innovazioni che le nuove *voiture-métalliques*<sup>10</sup>, come riportato dal *The Railway Gazette et Railway Engineer*<sup>11</sup>, oltre che alle splendide decorazioni interne, vi fu l'introduzione della cabina singola. Nello specifico, al viaggiatore era data la possibilità di viaggiare in uno scompartimento dotato di un solo letto e piccola toilette privata, unicamente per sé stesso, e di non dover condividere la cabina con nessun altro.

*The Railway Gazette*<sup>12</sup> riferì inoltre che sulle nuove *voiture-métalliques* fu ripreso un concetto già sviluppato da George Pullman nel XIX Secolo con le sue carrozze-letti, in altre parole che il letto di giorno potesse essere ribaltato per trasformarsi in un comodo divanetto dove poter tranquillamente viaggiare.

La presentazione delle nuove carrozze avvenne tra il 9 e il 12 dicembre 1922, con due treni organizzati sulla relazione del *Calais-Méditerranée Express*<sup>13</sup>: il primo da Calais per Nizza, allestito per una delegazione formata da nomi importanti della stampa, finanza e del gotha britannico; l'altro tra Parigi e Nizza, per i corrispettivi francesi. L'evento, per l'importanza<sup>14</sup> che ebbe sui contemporanei, fu paragonato alla presentazione del mitico *Train Express d'Orient*<sup>15</sup> nel 1883.

Dobbiamo rilevare che le nuove carrozze metalliche in blu, con le loro soluzioni innovative per il confort e per l'organizzazione degli interni, attirarono sin da subito l'attenzione della stampa di tutto l'Occidente, essendo molto efficaci dal punto di vista mediatico. Il quotidiano francese *Le Petit Parisien*<sup>16</sup>

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<sup>4</sup> Fabio Cherubini, Luigi Voltan, *FS Carrozze Ex CIWL delle FS*, Duegi Editrice, Ponte San Nicolò 2012, p. 33.

<sup>5</sup> <https://www.ilportaledetreni.it/2019/03/28/244625/>.

<sup>6</sup> Gérard Coudert, Maurice Knepper, Pierre-Yves Toussiro, *La Compagnie Des Wagons-Lits: Histoire des véhicules ferroviaires de luxe*, La Vie du Rail Edizioni, Paris 2010, p. 190.

<sup>7</sup> Gérard Coudert, Maurice Knepper, Pierre-Yves Toussiro, *La Compagnie Des Wagons-Lits: Histoire des véhicules ferroviaires de luxe*, La Vie du Rail Edizioni, Paris 2010, p. 385.

<sup>8</sup> Gérard Coudert, Maurice Knepper, Pierre-Yves Toussiro, *La Compagnie Des Wagons-Lits: Histoire des véhicules ferroviaires de luxe*, La Vie du Rail Edizioni, Paris 2010, p. 191.

<sup>9</sup> Renzo Perret, *Grandi Espressi Europei – 2. Treni in Blu*, Gulliver Edizioni, Torino 1992, p. 39.

<sup>10</sup> Le nuove carrozze della CIWL in cassa metallica dei primi anni '20.

<sup>11</sup> Jean des Cars, Jean-Paul Caracalla, *Le Train Bleu et les Grands Express de la Riviera*, Denoël Edizioni, Paris 1988, p. 57.

<sup>12</sup> Jean des Cars, Jean-Paul Caracalla, *Le Train Bleu et les Grands Express de la Riviera*, Denoël Edizioni, Paris 1988, p. 60.

<sup>13</sup> Gérard Coudert, Maurice Knepper, Pierre-Yves Toussiro, *La Compagnie Des Wagons-Lits: Histoire des véhicules ferroviaires de luxe*, La Vie du Rail Edizioni, Paris 2010, p. 376.

<sup>14</sup> Renzo Perret, *Grandi Espressi Europei – 2. Treni in Blu*, Gulliver Edizioni, Torino 1992, p. 38.

<sup>15</sup> Renzo Perret, *Grandi Espressi Europei – 1. L'Epoca del Teck*, Gulliver Edizioni, Torino 1991, p. 37.

<sup>16</sup> Jean des Cars, Jean-Paul Caracalla, *Le Train Bleu et les Grands Express de la Riviera*, Denoël Edizioni, Paris 1988, p. 67.



- come riportato da Jean-Paul Caracalla – scriveva, traendo spunto dalla presentazione del *Calais-Méditerranée Express*<sup>17</sup> e delle sue nuove carrozze, che l'operazione di rinnovamento messa in atto dalla Compagnia poteva garantire grandi guadagni all'economia francese, e che il lusso degli interni poteva portare una grande ondata di prestigio alla *C/IWL* e alla Costa Azzurra.

Non solo, il *New York Times*<sup>18</sup> si spinse ben oltre, dichiarando che nessun treno in tutti gli Stati Uniti d'America poteva rivaleggiare con il lusso, il confort e le soluzioni tecniche adottate dalla *C/IWL* sulle nuove carrozze metalliche blu. È evidente quindi che la bellezza degli interni, con legni intarsiati e rivestimenti di velluto e cuoio<sup>19</sup>, e le innovazioni tecnologiche adottate per adattarsi alle nuove locomotive, che erano in grado di raggiungere la velocità di 140 km/h, fecero presa sul pubblico degli anni '20.

Confortati da questi successi, tra il 1926 e il 1931<sup>20</sup> furono consegnate altre 145 nuove carrozze-letti<sup>21</sup> che, a detta di Renzo Perret, avrebbero dovuto entrare in composizione ai treni più importanti della Compagnia: le *voitures-lits* classe Z, chiamate così per la disposizione degli scompartimenti, furono dotate di dodici scompartimenti con ventiquattro posti letto (quindi due letti per cabina). In tali carrozze, successivamente, fu allestito un *office*<sup>22</sup> per il conduttore, a testimonianza che le carrozze-letti Z erano destinate, per la maggior parte, a essere agganciate a convogli sprovvisti di carrozza-ristorante<sup>23</sup>.

Queste due prime classi di carrozze-letti in *bleu nuit* non erano ancora abbastanza per la *Compagnie Internationale des Wagons-Lits*. Secondo lo scrittore francese Jean-Paul Lepage, intorno alla metà degli anni '20, si rese necessaria la progettazione di un nuovo gruppo di carrozze da impiegare per i *Trains-Hotel*<sup>24</sup>, treni unicamente composti di carrozze-letti in unione con una carrozza-ristorante e organizzati esattamente come un albergo, ma sulle ruote.

Queste nuove carrozze avrebbero dovuto possedere due caratteristiche innovative: tonnellaggio inferiore alle precedenti due classi di carrozze-letti; compartimenti più grandi e dotati di un unico posto letto. Fu stabilito che i materiali da impiegarsi nella costruzione dovessero essere, esclusivamente, l'alluminio e derivati, così da ottenere un peso di 50t, anziché i 56t delle precedenti. Si optò per allestire unicamente dieci scompartimenti<sup>25</sup> con un unico posto letto di prima classe - disposti a *zeta* come le carrozze-letti Z - con una toilette incastonata in un armadietto e i servizi igienici in comune posti da un lato della carrozza Lx.

Non venne collocato l'*office*<sup>26</sup>, a testimonianza della volontà della *Compagnie Internationale des Wagons-Lits* di collocarle con altre carrozze Lx all'interno dei *Trains-Hotel* con nuovi *Fourgon* – dotati di vano docce per permettere ai viaggiatori di affrontare i lunghi viaggi - e carrozze-ristorante. Gérard

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<sup>17</sup> Gérard Coudert, Maurice Knepper, Pierre-Yves Toussiro, *La Compagnie Des Wagons-Lits: Histoire des véhicules ferroviaires de luxe*, La Vie du Rail Edizioni, Paris 2010, p. 376.

<sup>18</sup> Jean des Cars, Jean-Paul Caracalla, *Le Train Bleu et les Grands Express de la Riviera*, cit., p. 54.

<sup>19</sup> Renzo Perret, *Grandi Espressi Europei – 2. Treni in Blu*, Gulliver Edizioni, Torino 1992, p. 36.

<sup>20</sup> Gérard Coudert, Maurice Knepper, Pierre-Yves Toussiro, *La Compagnie Des Wagons-Lits: Histoire des véhicules ferroviaires de luxe*, La Vie du Rail Edizioni, Paris 2010, p. 194.

<sup>21</sup> Renzo Perret, *Grandi Espressi Europei – 2. Treni in Blu*, Gulliver Edizioni, Torino 1992, p. 44.

<sup>22</sup> Gérard Coudert, Maurice Knepper, Pierre-Yves Toussiro, *La Compagnie Des Wagons-Lits: Histoire des véhicules ferroviaires de luxe*, La Vie du Rail Edizioni, Paris 2010, p. 194.

<sup>23</sup> Renzo Perret, *Grandi Espressi Europei – 2. Treni in Blu*, Gulliver Edizioni, Torino 1992, p. 44.

<sup>24</sup> Renzo Perret, *Grandi Espressi Europei – 1. L'Epoca del Teck*, Gulliver Edizioni, Torino 1991, p. 32.

<sup>25</sup> Jean-Paul Lepage, *Le temps des voitures: Les voitures lits type "LX" de la C.I.W.L.*, Presses Centrales, Lausanne 1987, p. 21.

<sup>26</sup> Jean-Paul Lepage, *Le temps des voitures: Les voitures lits type "LX" de la C.I.W.L.*, Presses Centrales, Lausanne 1987, p. 8.

Coudert ci riferisce di un dato interessante nell'organizzazione dello spazio per cabina, paragonandole<sup>27</sup> alle altre carrozze-letti costruite precedentemente: le carrozze-letti R (1905), dalla capacità di diciotto posti letto, dalla larghezza per cabina doppia da 1,556 metri; le carrozze-letti S1, da sedici posti letto, dalla larghezza per cabina doppia da 1,742 metri, per singola da 1,330 metri; le carrozze-letti Z, da ventiquattro posti letto, dalla larghezza per cabina doppia da 1,450 metri (quindi una riduzione rispetto alle carrozze S); infine, per le carrozze-letti Y – che vedremo successivamente – dalla capacità di 22 posti letto, dalla larghezza per cabina doppia e singola da 1,551 metri. Le carrozze-letti Lx dovevano avere uno spazio in larghezza per cabina singola di 1,780 m, uno spazio considerevolmente accattivante per la clientela dell'epoca.

Obiettivo della Compagnia era, secondo quanto riportato da Jean-Paule Lepage, impiegare sui *Trains-Hotel* più importanti: *Calais-Méditerranée-Express*<sup>28</sup>, a cui saranno legate per sempre; *Rome-Express*<sup>29</sup>; *Orient-Express*, Calais – Bucarest via Strasburgo - Monaco; *Arlberg-Orient-Express*<sup>30</sup>, Calais – Bucarest via Zurigo - Vienna; *Simplon-Orient-Express*<sup>31</sup>, Calais – Istanbul/Athènes.

Il 26 ottobre 1928<sup>32</sup> fu consegnata la vettura 3496, la prima carrozza-letti della classe Luxor, costruita dalla *Entreprises Industrielles Charentaises*<sup>33</sup> di Aytré, vicino a La Rochelle, curata dal designer d'interni francese René Prou<sup>34</sup>. Tale vettura fu suddivisa nei dieci compartimenti standard – per questo furono classificate come Lx10 – decorati con lacche grigie e motivi bianchi<sup>35</sup>, esattamente come il secondo esemplare consegnato il successivo 11 novembre<sup>36</sup> (Lx3497).

Le quindici carrozze *Luxor*<sup>37</sup> consegnate tra l'ottobre e il dicembre dalla *E.I.C.* furono decorate con lacche e motivi colorati<sup>38</sup>, a cura sempre di René Prou<sup>39</sup>, sempre predisposte con dieci scompartimenti di prima classe. Novità, che distingue ulteriormente queste carrozze dalle precedenti, è l'adozione sulle porte esterne dei finestrini a forma di *calisson*<sup>40</sup>, un dolce provenzale, già adottato sulle lussuose carrozze-Pullman della *C.I.W.L.*

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<sup>27</sup> Gérard Coudert, *Le Voitures-Lits Grand Luxe*, «L'Indépendant du Rail», CCLXVII, gennaio 1987, p. 21.

<sup>28</sup> Gérard Coudert, Maurice Knepper, Pierre-Yves Toussirot, *La Compagnie Des Wagons-Lits: Histoire des véhicules ferroviaires de luxe*, cit., p. 376.

<sup>29</sup> Gérard Coudert, Maurice Knepper, Pierre-Yves Toussirot, *La Compagnie Des Wagons-Lits: Histoire des véhicules ferroviaires de luxe*, cit., p. 376.

<sup>30</sup> Renzo Perret, *Grandi Espressi Europei – 2. Treni in Blu*, Gulliver Edizioni, Torino 1992, p. 41.

<sup>31</sup> Gérard Coudert, Maurice Knepper, Pierre-Yves Toussirot, *La Compagnie Des Wagons-Lits: Histoire des véhicules ferroviaires de luxe*, cit., p. 376.

<sup>32</sup> Jean-Paule Lepage, *Le temps des voitures: Les voitures lits type "LX" de la C.I.W.L.*, Presses Centrales, Lausanne 1987, p. 78.

<sup>33</sup> Gérard Coudert, Maurice Knepper, Pierre-Yves Toussirot, *La Compagnie Des Wagons-Lits: Histoire des véhicules ferroviaires de luxe*, cit., p. 201.

<sup>34</sup> Jean-Paule Lepage, *Le temps des voitures: Les voitures lits type "LX" de la C.I.W.L.*, Presses Centrales, Lausanne 1987, p. 78.

<sup>35</sup> Jean-Paule Lepage, *Le temps des voitures: Les voitures lits type "LX" de la C.I.W.L.*, Presses Centrales, Lausanne 1987, p. 34.

<sup>36</sup> Jean-Paule Lepage, *Le temps des voitures: Les voitures lits type "LX" de la C.I.W.L.*, Presses Centrales, Lausanne 1987, p. 78.

<sup>37</sup> Jean-Paule Lepage, *Le temps des voitures: Les voitures lits type "LX" de la C.I.W.L.*, Presses Centrales, Lausanne 1987, p. 78.

<sup>38</sup> Jean-Paule Lepage, *Le temps des voitures: Les voitures lits type "LX" de la C.I.W.L.*, Presses Centrales, Lausanne 1987, p. 34.

<sup>39</sup> Jean-Paule Lepage, *Le temps des voitures: Les voitures lits type "LX" de la C.I.W.L.*, Presses Centrales, Lausanne 1987, p. 78.

<sup>40</sup> Renzo Perret, *Grandi Espressi Europei – 2. Treni in Blu*, Gulliver Edizioni, Torino 1992, p. 50.

Il 18 gennaio 1929<sup>41</sup>, i primi esemplari delle *Voiture-Lits* Lx10 furono impiegate per la prima volta sul *Calais-Méditerranée-Express*, con una cerimonia ancora più fastosa rispetto che a quella del 1922. Dal febbraio 1929<sup>42</sup>, iniziò il servizio regolare per le carrozze-letti Lx, le quali incontrarono una grande accoglienza.

Tra il gennaio e il marzo 1929, le *Entreprises Industrielles Charentaises* consegnarono altre venticinque carrozze Lx10<sup>43</sup>, di cui va ricordata l'uscita della prima vettura<sup>44</sup> della *Metropolitan Cammel Carriage and Wagon Company Ltd.* di Saltley, Birmingham- Lx3466 - il 22 marzo, curata dall'arredatore Morison con intarsi di ghirlande. Alla fine del mese di aprile del 1929, il parco delle *Luxor* contava ben cinquanta esemplari in esercizio regolare. Tra il maggio e l'ottobre 1929 fu completata la commessa con i restanti quaranta esemplari.

L'impiego delle carrozze Lx10 fu, da subito, riservato a treni di prestigio come il *Calais-Méditerranée-Express* - dove ne venivano impiegate sei<sup>45</sup>, a detta di Lepage - e il *Rome-Express*<sup>46</sup>, sostituendo le precedenti carrozze S e Z, con la previsione di estenderne l'impiego anche agli *Orient-Express*. Un altro treno, sul quale furono impiegate le carrozze Lx, fu il *Pyrénées-Côte d'Argent Express*<sup>47</sup> tra Parigi - Bordeaux - Biarritz e Luchon<sup>48</sup>. Relazione che segnò l'ingresso delle *Luxor* nella penisola iberica.

Al momento è ancora ignota l'eventualità che tra il marzo e l'ottobre 1929<sup>49</sup> possano essere state impiegate per un qualche *Train-Express d'Orient*, per cui non possiamo spingerci oltre il possibile. Un evento di una simile portata avrebbe senza dubbio destato un'accesa attenzione da parte della stampa, per cui non sarebbe passato in sordina, pur essendo le carrozze già presentate nel gennaio 1929.

L'unica informazione che abbiamo in tal senso è quanto emerso dalle ricerche di Lepage, ovvero che l'intenzione dei vertici della *Compagnie Internationale des Wagons-Lits* era di impiegare le *Luxor* sugli *Orient-Express*. Su tale eventualità, l'appassionato può soltanto abbandonarsi alla forza dell'immaginazione.

Ritorniamo ora alla storia delle nostre carrozze. La crisi economica scatenatasi nell'ottobre 1929<sup>50</sup>, obbligò la *Compagnie Internationale des Wagons-Lits* a ripensare completamente l'utilizzo delle carrozze Lx10 sui *Trains-Hotel*: tali vetture non potevano più tranquillamente impiegate nella configurazione da dieci posti letto, in quanto le contingenze non avrebbero garantito che rimanessero piene.

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<sup>41</sup> Renzo Perret, *Grandi Espressi Europei – 2. Treni in Blu*, Gulliver Edizioni, Torino 1992, p. 51.

<sup>42</sup> Jean-Paule Lepage, *Le temps des voitures: Les voitures lits type "LX" de la C.I.W.L.*, Presses Centrales, Lausanne 1987, pp. 78-79.

<sup>43</sup> Jean-Paule Lepage, *Le temps des voitures: Les voitures lits type "LX" de la C.I.W.L.*, Presses Centrales, Lausanne 1987, pp. 78-79.

<sup>44</sup> Jean-Paule Lepage, *Le temps des voitures: Les voitures lits type "LX" de la C.I.W.L.*, Presses Centrales, Lausanne 1987, p. 78.

<sup>45</sup> Jean-Paule Lepage, *Le temps des voitures: Les voitures lits type "LX" de la C.I.W.L.*, Presses Centrales, Lausanne 1987, p. 12.

<sup>46</sup> Jean-Paule Lepage, *Le temps des voitures: Les voitures lits type "LX" de la C.I.W.L.*, Presses Centrales, Lausanne 1987, p. 8.

<sup>47</sup> Jean-Paule Lepage, *Le temps des voitures: Les voitures lits type "LX" de la C.I.W.L.*, Presses Centrales, Lausanne 1987, p. 8.

<sup>48</sup> Gérard Coudert, Maurice Knepper, Pierre-Yves Toussirot, *La Compagnie Des Wagons-Lits: Histoire des véhicules ferroviaires de luxe*, cit., p. 376.

<sup>49</sup> Jean-Paule Lepage, *Le temps des voitures: Les voitures lits type "LX" de la C.I.W.L.*, Presses Centrales, Lausanne 1987, p. 79.

<sup>50</sup> Jean-Paule Lepage, *Le temps des voitures: Les voitures lits type "LX" de la C.I.W.L.*, Presses Centrales, Lausanne 1987, p. 8.



Fu gioco forza che la *CIWL* optasse per trasformare gli interni delle *Luxor* - che rendevano tali vetture ancora accattivanti - allestendo dei compartimenti di seconda classe con l'aggiunta di un secondo posto letto. Le carrozze Lx, inoltre, possedevano ancora il vantaggio di essere più leggere delle due precedenti classi di carrozze-letti, per cui potevano ancora rivestire un ruolo di primo piano nei collegamenti internazionali.

Dapprima nel 1930, le carrozze Lx10 della serie 3466÷3495 - costruite dalla *Metropolitan*<sup>51</sup> - abbandonarono la configurazione originale per essere riconfigurate con due scompartimenti di seconda classe. Fu così che tali vetture furono riclassificate Lx14, in base al numero dei posti letto presenti a bordo. Recentemente, queste considerazioni di Jean Paul Lepage sono state messe fortemente in discussione da Dirk Frielingsdorf, il quale sottolinea l'assoluta insensatezza della trasformazione delle *Voitures-Lits Grand Luxe* da Lx10 in Lx14, e ritiene che questa trasformazione sia stata decisa sulla carta ma mai avvenuta.

Seguirono altre trasformazioni. Tra il 1931 e il 1936 iniziò la trasformazione delle Lx10 ancora in circolazione con l'adozione di sei scompartimenti di seconda classe (a due letti), operazioni che riguardarono le seguenti vetture: 3516÷3520, 3532÷3533 e 3548÷3555 nel 1931; 3466÷3495 nel 1932 (queste ultime già trasformate in Lx14); 3496÷3509 e 3521÷3527 nel 1933; 3510÷3514, 3528÷3531 e 3534÷3537 nel 1934; 3539÷3547 nel 1936. Tali vetture assunsero la classificazione Lx16.

Eccezione fatta per la carrozza Lx3538, ceduta alla Presidenza della Repubblica francese per i viaggi di stato, e trasformata in Lx7 con l'eliminazione di tre compartimenti.

Le soluzioni innovative proposte sulle *Luxor*, furono riprese per la costruzione dell'ultima classe di carrozze tradizionali della *Compagnie Internationale des Wagons-Lits*: le carrozze-letti della famiglia Y, consegnate dapprima in centoquinci esemplari tra il 1930 e il 1932, integrate tra il 1939 e il 1950 con altre centocinquantesette unità. Le carrozze Y potevano sostituire completamente le precedenti S e Z, in quanto erano state concepite per adattarsi a tutte le esigenze di cui la Compagnia aveva bisogno per soddisfare il pubblico degli anni '30. Non erano carrozze lussuose, ma funzionali per affrontare lo scenario disastroso creatosi con il Crollo di Wall Street.

Se per gli anni '30 la *CIWL* poté così tirare un sospiro di sollievo, lo scoppio della seconda guerra mondiale tornò a mettere in seria difficoltà la Compagnia, in special modo dopo la caduta della Francia nel giugno 1940.

## The most luxurious sleeping carriages in Europe

### English translation

In the collective imagination, midnight blue with gold inlays is a symbol of a distant, almost exaggeratedly opulent era, or synonymous with antiquated aristocratic pride. Attitude, to be honest, typically Italian, rendered well by Stefano Maggi in his work entitled *The railways: the professor says that the luxury trains in blue were perceived, by the Italians of the Interbellum, as a Versailles on wheels immersed in a panorama desolately destroyed by war.*

In this article, we will try to overcome such stereotypes by highlighting how the blue luxury carriages of the *Compagnie Internationale des Wagons-Lits* were much more thought of for their context than one might think. These carriages, in fact, responded to specific needs for comfort and traffic, matured in the

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<sup>51</sup> Gérard Coudert, Maurice Knepper, Pierre-Yves Toussiot, *La Compagnie Des Wagons-Lits: Histoire des véhicules ferroviaires de luxe*, cit., p. 201

first fifty years of the Company's activity. These characteristics influenced the development of the sleeping carriages built after World War II, not only for the CIWL.

We will therefore speak today of the CIWL Luxe (Lx) class sleeping carriages, known to most of the most for the iconic Rivarossi model, produced from the second half of the twentieth century to the first decade of the 2000s. On them, in fact, the directors of the Company had prepared an extraordinary project for the renewal of all the largest European express trains, to face the emerging competition of car and air transport with greater confidence. So let's go into their history, based on a booklet written by the French author Jean-Paule Lepage dedicated to these carriages.

At the beginning of the 1920s, most of the European railway administrations were gradually replacing the old wooden body carriages in favour of the new metal ones. Such cars could reach higher speeds, ensuring greater stability. In fact, in the Italian State Railways, this was represented with the delivery of the new carriages class 10,000, 20,000 and 30,000, known to most as Type 1921.

It was above all the French who urged, in most cases, the foreign or international railway companies to abandon the carriages with wooden bodies, fearing the threat of prohibiting the transit of such cars within their areas of competence.

We keep in mind that, from 1914, the headquarters of the Compagnie Internationale des Wagons-Lits was moved to Paris due to the invasion of Belgium, and because of this the French had a great influence over it<sup>1</sup>.

We should not think, however, that the CIWL was cornered and reluctantly forced. It was already the intention of the Company's management to progressively renew the entire fleet of its carriages, with the aim of increasing the attractiveness of its trains. If there had not been such a renewal, in the long run, the way would have opened for other railway companies to develop products superior to those of the CIWL.

The project for the new carriages had already been outlined, in fact, by the Company shortly before the war, with the intention of entrusting the construction to the Pullman factory in Chicago<sup>2</sup>. The war events had interrupted this project.

Starting in 1922, the new luxury carriages in metal body<sup>3</sup> of the Compagnie Internationale des Wagons-Lits began to appear in Europe, safer and suitable for speeds above 130 km / h (a true record for the time), marking a historical turning point compared to the previous carriages made with teak wood bodies. The project outlined by the Compagnie Internationale des Wagons-Lits provided for the construction of new carriages that included the metal body, barrel roof, length of the metal case of about 20.5 meters (total length 23.452 meters<sup>4</sup>), and railway carriages suitable for 140 km / h<sup>5</sup>.

In 1922, the first thirty-three S-class<sup>6</sup> sleeping cars were delivered, in steel, by The Leeds Forge Co.<sup>7</sup> These cars later became part of the S2 class sleeping car group, with twelve cabins - of which four with two beds - for a total of sixteen places<sup>8</sup>. During the 1920s, the sleeping carriages of the S family reached the considerable number of 239 specimens<sup>9</sup>, whose diffusion in Europe was extraordinarily immense. The only problem was represented by the mass: 56 tons.

The change implemented by the CIWL was witnessed by the adoption of the splendid midnight blue livery, or bleu nuit, as it is called in French, with gold inlays, abandoning the classic brown teak that was so reminiscent of the nineteenth century.

Among the great innovations that the new voiture-métalliques<sup>10</sup>, as reported by The Railway Gazette and Railway Engineer<sup>11</sup>, as well as the splendid interior decorations, was the introduction of the single cabin.

Specifically, the traveller was given the option of travelling in a compartment with only one bed and a small private toilet, solely for himself, and not having to share the cabin with anyone else.

The Railway Gazette<sup>12</sup> also reported that on the new voiture-métalliques a concept already developed by George Pullman in the nineteenth century with his sleeping carriages was taken up, in other words that the day bed could be turned over to become a comfortable sofa where you can safely travel.

The presentation of the new carriages took place between 9 and 12 December 1922, with two trains organized on the Calais-Méditerranée Express connection<sup>13</sup>: the first from Calais to Nice, set up for a delegation made up of important names in the press, finance and the British elite ; the other between Paris and Nice, for the French counterparts. The event, due to the importance<sup>14</sup> it had on its contemporaries, was compared to the presentation of the legendary Train Express d'Orient<sup>15</sup> in 1883.

We must point out that the new metallic carriages in blue, with their innovative solutions for comfort and interior organization, immediately attracted the attention of the press from all over the West, being very effective from a memo, drawing inspiration from the presentation of the Calais-Méditerranée Express and its new carriages, that the renovation operation carried out by the Company could guarantee great profits to the French economy, and that the luxury of the interiors could bring a great wave of prestige to the CIWL and the French Riviera point of view. The French newspaper Le Petit Parisien<sup>16</sup> - as reported by Jean-Paul Caracalla - wrote, drawing inspiration from the presentation of the Calais-Méditerranée Express<sup>17</sup> and its new carriages, that the renovation operation carried out by the Company could guarantee great profits to the French economy, and that the luxury of the interiors could bring a great wave of prestige to the CIWL and the French Riviera.

Not only that, the New York Times<sup>18</sup> went even further, declaring that no train in all of the United States of America could rival the luxury, comfort and technical solutions adopted by CIWL with the new blue metallic carriages. It is therefore evident that the beauty of the interiors, with inlaid woods and velvet and leather upholstery<sup>19</sup>, and the technological innovations adopted to adapt to the new locomotives, which were capable of reaching speeds of 140 km / h, caught the imagination of the public of the 1920s.

Comforted by these successes, between 1926 and 1931<sup>20</sup>, another 145 new sleeping carriages<sup>21</sup> were delivered which, according to Renzo Perret, should have entered the composition of the most important trains of the Company: the voitures-lits class Z, so called for the arrangement of the compartments, were equipped with twelve compartments with twenty-four beds (therefore two beds per cabin). In these carriages, an office<sup>22</sup> was subsequently set up for the conductor, testifying that the sleeping carriages Z were, for the most part, intended to be coupled to convoys without a dining car<sup>23</sup>.

These first two classes of blue-nuit sleeping cars were still not enough for the Compagnie Internationale des Wagons-Lits. According to the French writer Jean-Paul Lepage, around the mid-1920s, it became necessary to design a new group of carriages to be used for the Trains-Hotels<sup>24</sup>, trains composed solely of sleeping carriages in conjunction with a dining carriage, and organized exactly like a hotel, but on wheels.

These new carriages should have had two innovative features: lower tonnage than the previous two classes of sleeping carriages; larger compartments equipped with a single bed. It was established that the materials to be used in construction should be, exclusively, aluminium and derivatives, so as to obtain a weight of 50t, instead of the 56t of the previous ones. It was decided to set up only ten compartments<sup>25</sup> with a single first-class sleeping place - arranged zeta like the Z sleeping carriages - with a toilet set in a locker and the shared toilets placed on one side of the Lx carriage.

The office<sup>26</sup> was not placed, reflecting the Compagnie Internationale des Wagons-Lits's desire to place them with other Lx carriages inside the Trains-Hotels with new Fourgon - equipped with shower



compartments to enable travellers to cope with long journeys - and restaurant carriages. Gérard Coudert reports an interesting fact about the organisation of the space per cabin, comparing them to other bed-coaches built previously<sup>27</sup>: the R carriages (1905), with a capacity of eighteen beds, double cabin width of 1.556 metres; the S1 carriages, with sixteen beds, double cabin width of 1.742 metres, single cabin width of 1.330 metres; the Z carriages, with twenty-four beds, a double-cab width of 1.450 metres (i.e. a reduction compared to the S carriages); finally, the Y carriages - which we will see later - with a capacity of 22 beds, a double-cab width and a single cab width of 1.551 metres. The Lx carriages had to have a single-cabin width of 1.780 metres, which was considerably more attractive to customers of the time.

According to what Jean-Paul Lepage reported, the Company's objective was to employ on the most important Trains-Hotels: Calais-Méditerranée-Express<sup>28</sup>, to which they will be linked forever; Rome-Express<sup>29</sup>; Orient-Express, Calais - Bucharest via Strasbourg - Munich; Arlberg-Orient-Express<sup>30</sup>, Calais - Bucharest via Zurich - Vienna; Simplon-Orient-Express<sup>31</sup>, Calais - Istanbul / Athens.

On October 26, 1928<sup>32</sup>, car 3496 was delivered, the first sleeping car of the Luxe class, built by the Entreprises Industrielles Charentaises<sup>33</sup> of Aytré, near La Rochelle, with interiors by the French interior designer René Prou<sup>34</sup>. This car was divided into ten standard compartments - for this reason they were classified as Lx10 - decorated with grey lacquers and white motifs<sup>35</sup>, exactly like the second example delivered on 11 November<sup>36</sup> (Lx3497).

The fifteen Luxe carriages<sup>37</sup> delivered between October and December by E.I.C. were decorated with lacquers and coloured motifs<sup>38</sup>, again by René Prou<sup>39</sup>, always arranged with ten first-class compartments. The novelty, which further distinguishes these carriages from the previous ones, is the adoption on the external doors of the windows in the shape of a calisson<sup>40</sup>, a Provençal sweet, already adopted on the luxurious CIWL coaches-Coaches.

On 18 January 1929<sup>41</sup>, the first Lx10 Voiture-Lits were used for the first time on the Calais-Méditerranée-Express, with an even more lavish ceremony than in 1922. From February 1929<sup>42</sup>, regular service began for the Lx carriages-lessons, which met with a great reception.

Between January and March 1929, the Entreprises Industrielles Charentaises delivered another twenty-five Lx10 carriages<sup>43</sup>, of which the first car<sup>44</sup> of the Metropolitan Cammel Carriage and Wagon Company Ltd. of Saltley, Birmingham - Lx3466 - was released on 22 March, interior designed by Morison the decorator with garland inlays. At the end of April 1929, the Luxe park counted fifty cars in regular operation. Between May and October 1929 the order was completed with the remaining forty cars.

The use of the Lx10 carriages was immediately reserved for prestige trains such as the Calais-Méditerranée-Express - where six<sup>45</sup> were used, according to Lepage - and the Rome-Express<sup>46</sup>, replacing the previous S and Z carriages, with the plan to extend its use also to Orient-Express. Another train, on which the Lx carriages were used, was the Pyrénées-Côte d'Argent Express<sup>47</sup> between Paris - Bordeaux - Biarritz and Luchon<sup>48</sup>. Relationship that marked the entry of the Luxe in the Iberian Peninsula.

At the moment it is still unknown the possibility that between March and October 1929<sup>49</sup> they could have been used for some Train-Express d'Orient, so we cannot go further than possible. An event of this magnitude would undoubtedly have aroused heated attention from the press, so it would not have passed by on the sly, even though the carriages were already presented in January 1929.

The only information we have in this sense is what emerged from Lepage's research, namely that the intention of the top management of the Compagnie Internationale des Wagons-Lits was to use the Luxe on the Orient-Express. In this case, the enthusiast can only indulge in the power of imagination.

Let us now return to the history of our carriages. The economic crisis unleashed in October 1929<sup>50</sup> forced the Compagnie Internationale des Wagons-Lits to completely rethink the use of Lx10 carriages on the Trains-Hotels: these cars could no longer safely be used in the ten-bed configuration, as contingencies could they would ensure they stayed full.

It was no wonder that CIWL opted to transform the interiors of the Luxes - which made these cars still attractive - by setting up second-class compartments with the addition of a second bed. Furthermore, the Lx carriages still had the advantage of being lighter than the two previous classes of sleeping carriages, so they could still play a leading role in international connections.

First at the end of 1930 and the beginning 1931, the Lx10 coaches of the 3466÷3495 series - built by Metropolitan<sup>51</sup> - abandoned their original configuration and were reconfigured with two second-class compartments. These cars were then reclassified as Lx14, based on the number of beds on board. Recently, these considerations of Jean Paul Lepage have been strongly questioned by Dirk Frielingsdorf, who underlines the absolute nonsense of the transformation of the Voitures-Lits Grand Luxe from Lx10 to Lx14, and believes that this transformation was decided on paper but never happened because of the incompatibility in the booking systems of such a variant to the sleeping cars of the types R16, S2 and S1, each also with 16 beds.

Other transformations followed. Between 1931 and 1936 the transformation of the Lx10 still in circulation began with the adoption of six second class compartments (with two beds), operations that involved the following cars: 3516 ÷ 3520, 3532 ÷ 3533 and 3548 ÷ 3555 in 1931 ; 3466 ÷ 3495 in 1932 (the latter already transformed into Lx14); 3496 ÷ 3509 and 3521 ÷ 3527 in 1933; 3510 ÷ 3514, 3528 ÷ 3531 and 3534 ÷ 3537 in 1934; 3539 ÷ 3547 in 1936. These cars assumed the Lx16 classification.

Exception made for the Lx3538 carriage, which was sold to the Presidency of the French Republic for state travel, and transformed into Lx7 with the elimination of three compartments.

The innovative solutions proposed on the Luxe were used for the construction of the last class of traditional carriages of the Compagnie Internationale des Wagons-Lits: the sleeping carriages of the Y family, first delivered in one hundred and fifty specimens between 1930 and 1932, integrated between 1939 and 1950 with another one hundred and fifty-seven units. The Y carriages could completely replace the previous S and Z cars, as they were designed to adapt to all the needs the Company needed to satisfy the public of the 1930s. They were not luxurious carriages, but functional to face the disastrous scenario created with the Wall Street Crash.

While the CIWL was able to breathe a sigh of relief for the 1930s, the outbreak of the Second World War once again put the Company in serious trouble, especially after the fall of France in June 1940.

(For footnotes/sources, see the original Italian text.)

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## Night Trains are back or more likely are planned to return

**ÖBB Austrian railways are planning to extend their Nightjet services starting in December this year 2021. This time it is with an active participation of SNCF, DB, CFF-SBB, SNCB, NS.**

The background to this is worth considering. Back in 2016 DB German Railways abandoned all of their night trains stating that they were unprofitable. ÖBB took over several of them. SNCF had allowed their Night Trains that needed urgent carriage replacement to fade away, everything was TGV High Speed and even the cross country services were left to deteriorate.

What was needed was a change of policy and investment in sleeping cars, couchettes and standard sitting cars all fitted with the latest facilities. None of the main European railway operators were prepared to invest. Then ÖBB proved that they could be operated profitably and slowly extended their network beyond the borders of Austria.

Then as we all know in March 2020, Covid arrived and almost all of the European short haul cheap flights disappeared, resulting in very few travellers. Whereas many thought that after let's say three to four months all would be back to normal.

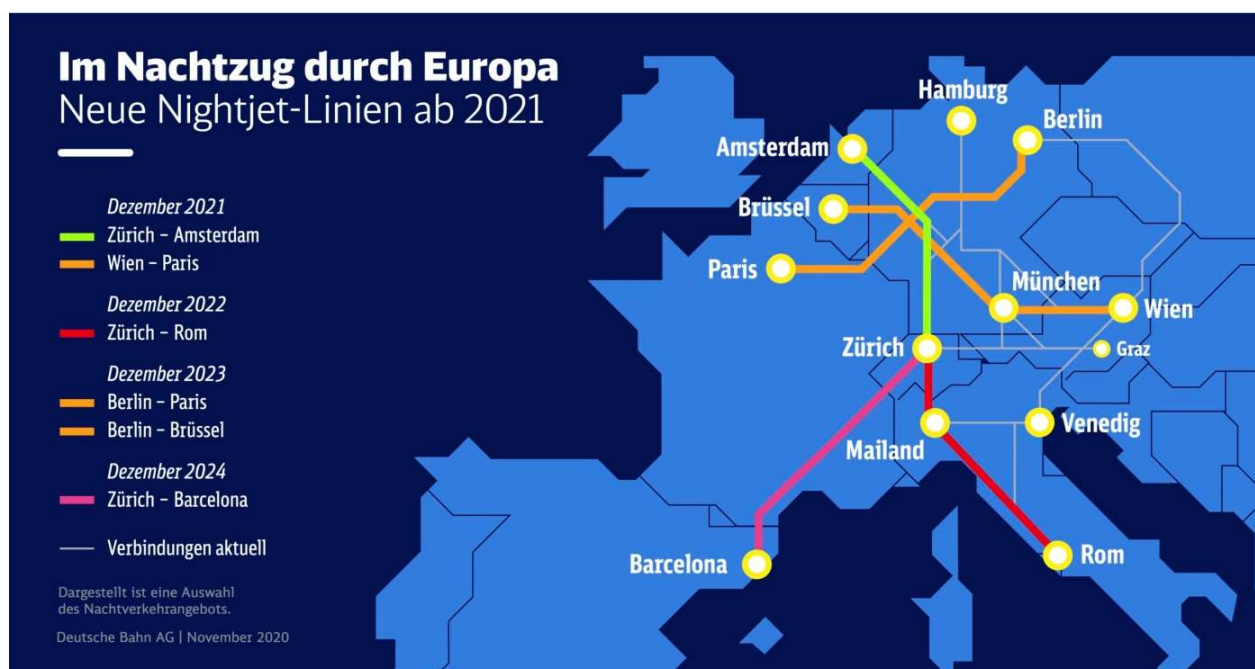
Now in early 2021 many travellers are re-thinking their travel plans and even if offered are not moving around by air. President Macron of France instructed SNCF to operate at least two Night Trains. Night Trains are made up of sleeping cars, couchette carriages and second class sitting carriages. To run even those announced so far ÖBB has ordered some 13 x 7 carriage sets from Siemens for delivery in 2022. Although routes have been announced, there are as one would expect some trains that will merge with others at strategic junctions. Remember the likes of Basle back in the 1950s and 1960s?

But these night trains will form a part of the overall re-think about train services throughout Europe; re-opening of closed lines in German, Austria and now a start in France.

To use a British Advertising Slogan of way back 'Let the train take the strain' is the more likely to be the way forward.

DB German Railway is now pushing ahead to implement its 'Takt Fahrplan' by following the Swiss Railways achievement with its 'Takt-Interval' train services.

The new Night Trains are planned from Zurich-Amsterdam and Vienna-Paris from December 2021, Zurich-Rome from December 2022, Berlin-Paris and Berlin-Brussels from December 2023, Zurich- Barcelona from December 2024. Full details of routes – map below:





Impressions of how the carriages will look:



*The new sleeper cabin design*



Rolling stock requirements are to be found in the Today's Railways EU February Magazine.

## Mails from our correspondents

**Fred van der Lubbe, Olivier Gorce, Marc Stegeman, Bryan Stone, Volker Schuster, Jos Geilen and Juan Delgado Luna**

**Fred Van der Lubbe** writes,

Maybe this is of interest for the Wagon Lits Newsletter: I have made an e-book on the history of the Italian 0-gauge modeltrain-maker Elettren. They are known for their CIWL models and have made a most complete range of models of the steel era cars. The book can be read or downloaded from my website: <http://snf231e.nl/elettren/>

**Olivier Gorce** wrote on the 7th December : Bonjour Christopher, déjà un grand merci pour ce nouveau numéro riche en informations. Pour la présentation des modèles en tôle, je joins une photo d'un modèle qui , sauf erreur de ma part, n'est pas dans la liste des véhicules illustrés. Sinon, concernant les voitures teck, on peut toujours aller voir la voiture 2439 déguisée en 2419.

J'ai écrit une petite histoire sur le lieu, le musée et la voiture.

<https://www.rmfmagazine.com/phpBB/viewtopic.php?f=22&t=202332>

Aussi une photo de la voiture aménagée en HO. Un artisan, Modélisme Collections, a réalisé les 2 versions de l'aménagement intérieur, celle pour le modèle POCHER et celle pour le modèle LILIPUT.

Le musée ne se limite pas à la présentation de la voiture mais a ajouté des maquettes et beaucoup d'infographie. Je l'ai trouvé très intéressant. Il est situé dans la forêt de Compiègne.

Encore un grand merci pour le reportage sur l'exposition d'Utrecht. Les conditions sanitaires m'ont empêché de m'y rendre et ont généré une grande frustration. En attente du prochain numéro (!), mes meilleures salutations. Olivier

**Volker Schuster** tells us "And here comes a "small dessert" ;-). An old photo, which I made on my journey from Subotica to Bar :-). The picture shows "my" car [MU type Sleeper] at the border station Bijelo Polje in Montenegro. Sorry for the poor quality of the photo, but it dates back to August 2017 and I used an old smart-phone from the year 2010. The "Panoniya"-Express ("Panonija") runs from Subotica to Bar, but the sleeping-, buffet- and motorrail-cars are attached in Novi Sad. Again all the best and good luck."



And **Marc Stegeman** suggests, do you happen to know the [www.borht.org.uk](http://www.borht.org.uk) pages ? In particular [www.borht.org.uk/projects.htm](http://www.borht.org.uk/projects.htm) > [www.borht.org.uk/projects.htm#B](http://www.borht.org.uk/projects.htm#B) This information seems rather outdated to me. Wishing you all the best,

Marc Stegeman

**Juan Delgado Luna** our colleague in Miranda de Ebro also sent us these links.

[http://www.beitraege.lokomotive.de/dokumente/grieves/d\\_gb03.html](http://www.beitraege.lokomotive.de/dokumente/grieves/d_gb03.html)

[http://www.beitraege.lokomotive.de/dokumente/grievesfilm/d\\_frankreich1.html](http://www.beitraege.lokomotive.de/dokumente/grievesfilm/d_frankreich1.html)

[http://www.beitraege.lokomotive.de/dokumente/grievesfilm/d\\_spanien1.html](http://www.beitraege.lokomotive.de/dokumente/grievesfilm/d_spanien1.html)

[http://www.beitraege.lokomotive.de/dokumente/grievesfilm/d\\_spanien2.html](http://www.beitraege.lokomotive.de/dokumente/grievesfilm/d_spanien2.html)

They are very interesting and show steam in Spain in the mid-1960s and in particular the Beyer Garratt Locomotives

**Marc Stegeman** has sent us a photo of an Iris Postcard produced for the Car sleeper Trains that operated in the 1960s and after, the 'autoslaaptrein' – 'TAC'.

He found it on [www.prentbriefkaarten.info](http://www.prentbriefkaarten.info) :





In the collection of Dirk there was a second one from Hélio-Cachan, which shows nearly the same scene from another point of view:



Marc tells us "now it's easy to compare the IRIS ppc with the Hélio-Cachan / Marchand ppc from 1969. What I already supposed is that the TAC set-up was by SNCF (and or CIWL) for making representative photos. These two pictures are photoed from the same TAC at the same platform with the same people. The people depicted were too fashionable for "ordinary" holiday guests, so they apparently were hired models / manequins.

The above picture of a train with a WL and contemporary cars on a car transporter is a scan from a 1960's picture postcard by IRIS. I suppose the IRIS company had sold these to the holiday train operators to use as promotional item for their guests.

The car transporter has S.T.V.A. on it as owner: [www.allacronyms.com/STVA](http://www.allacronyms.com/STVA) --> Société de Transports de Véhicules Automobiles."

Another IRIS ppc of Dirks collection shows a Lx-Type Sleeper in front of the S.T.V.A. car transporter:



**Bryan Stone** our colleague in Switzerland writes:

Dear Chris, I am scanning in some old dias. I have found these: I knew I once went from Paris to Madrid on the Puerta del Sol, WL car throughout. I have now found an entry to confirm this.



**WR 2745 (ex WSPc type „Sud-Express“) on the Puerta del Sol. In front of it, two of the ten UH type sleeping cars converted for Paris-Madrid lane-changing operation can be seen.**

This was Jan 9, 1973 at 18.03 from Paris Austerlitz, arrival Madrid Chamartin Jan 10 behind RENFE 4026.

There is a note that I visited Madrid Norte and Atocha on Jan 10 and on Jan 11 took the 16.00 Talgo, Chamartin to Hendaye, followed by 22.34 Hendaye – Paris Austerlitz (WL car).

Then came the Barcelona/Valencia trip.

15. April 1973 Talgo 10.40 Genève – Port Bou – Barcelona

16. April 1973 23.35 Barcelona – Valencia (in WL Car 2931)

17.04.73 Photos Valencia Termino and FEVE local trains

18 April 1973 11.25 Valencia – Barcelona

18.00 Barcelona – Cerbère

22.40 Cerbère – Genève (WL car)

This suggests possibilities. I was there for work (in Valencia and Barcelona meeting port authorities, in Madrid with RENFE). But I always stole an hour or two.





**WL 3378, Sleeper of the steel-bodied type S4 (series 3361-3380, Metropolitan 1928)**

The Valencia – Madrid WL 3378 seems a picture from 17.04.73, when I looked in at Valencia for pictures. My work location was Basel, so I had for these journeys to use Basel – Paris and Basel – Geneva trains. But we did it, and invested the time.

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## Wagon-Lits Restaurant Car 2975 Update

by Adam Paice

We are pleased to report that despite the current pandemic and its supplementary issues, we have continued to make good progress on our Wagon-Lits Restaurant Car 2975 at Overton on the Nene Valley Railway.

As I mentioned in the last update, although the whole of the UK is still in lockdown, the British Government recognises the importance of volunteering and continues to state that people can continue volunteering through the lockdown as long as social distancing and extra cleaning procedures are in place.



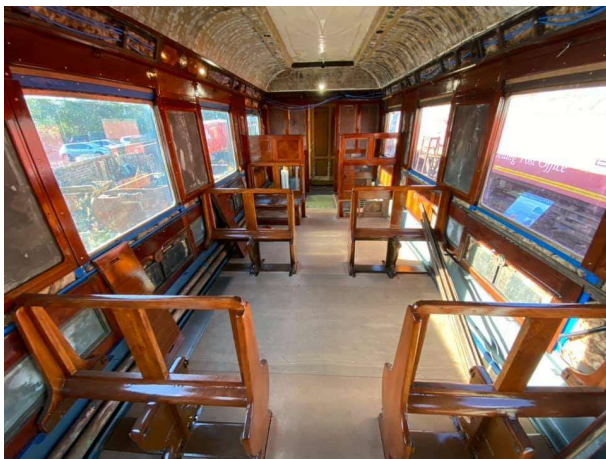


This means work can legitimately continue with the few volunteers who can still attend and mitigates the impact of the pandemic on heritage railways and museums all over Britain.

Work on the coach was quiescent through December whilst the Nene Valley Railway focused mostly on its 'Santa Steam' Christmas trains which account for a high proportion of the railway's revenue. At this point, all our volunteers put down their tools and put on their smartest clothes to welcome the public to the railway and serve them on the trains as best as the Covid restrictions would allow. To adhere to Covid regulations, the trains had to be half-booked to ensure distance between families. This obviously reduced the potential income, but all passengers left very happy, satisfied that we had done all we could to ensure a good experience despite the new rules. The youth group deserves particular commendation as due to some older volunteers having to isolate or shield, they had to do almost all of the work themselves.

Before 2020 was finished work quickly recommenced on the coach and has primarily focused on the interior during these colder months.

Firstly, since the last update we have completely rebuilt the ceilings inside the main saloon. We stripped the old ceiling, salvaging all the original trim and fittings that we could, before fitting new ceiling panels along with the trim. The large central panels have been decorated with brass strips and we hope you will agree that it looks quite spectacular.



**These two pictures show a marked improvement from the coach in November 2020 (Above) and the Coach in February 2021 (Right).**



All the work on the interior panelling and luggage racks has been taking place in our workshop. We have managed to salvage approximately 98% of all the interior panels with only a few smaller, insignificant panels having to be re-made. The surviving panels have all been sanded down and have had three coats of yacht varnish applied which gives an acceptable finish.

In the fullness of time, we do want to apply additional coats and even resort to French Polishing the marquetry. The big advantage of a coach such as this, where every panel is individually screwed to the wall is that it is easy to remove a few specific panels at a time for extra attention.

Keeping as much originality as possible, we saved all of the original screws and have been using them to re-attach their respective panels after polishing the heads of each screw individually. Additionally, all of the brass we are using has been lacquered. Big pieces before installation and small pieces after.

Furthermore, the saloon and the rest of the coach has been completely rewired and some of the internal lights have been fitted. We are using the same 24 volt system as originally with additional balance chargers on the batteries.

Much to the relief of the volunteers working inside the coach, all the windows have now been fitted into place. Unlike originally where almost all the windows would have opened, we've been able to salvage enough window hoppers and mechanisms to only be able to make half of the saloon windows open, with the other half being fixed and bonded into their frames with mastic.

At the appropriate juncture we want to clean and replace all of the louvres on the outside of the vehicle, however our immediate aim is to get the train into traffic and revenue earning service.



Regarding the seats the passengers will be sitting on, we are pleased to be able to re-use the original seat and cushion pads. Originally when the coach was built in 1927, the seats were embossed leather. Since then this has been replaced with a leatherette style material. We had resigned ourselves to replace all of the upholstered parts entirely with modern materials.

Fortunately, the original hessian-covered coconut fibre pads are in extremely good condition. After over 93 years, the stitching has failed in some places but after taking advice from a professional heritage upholsterer we are going to reuse the original 1927 seat pads. To add additional comfort to what is not a particularly comfortable seat, we will insert wool to supplement the original horsehair and cover it in fabric.

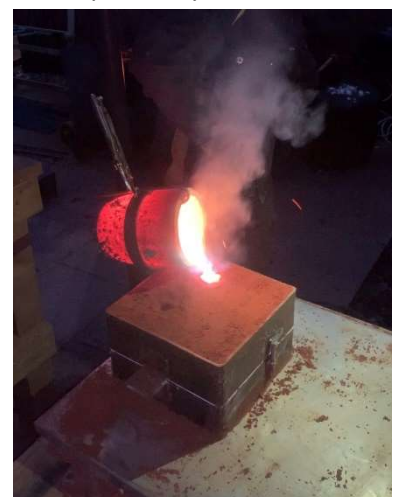
Each pad is being painstakingly restored, replacing the stitching in a traditional fashion. This is a prodigious amount of work but fortunately we have volunteers who are willing to be trained in upholstery whilst our

advisor has been able to engage with some professional upholsterers who are prepared to support us and our historic coach.

If this wasn't enough work, now we have to turn to the brass castings on the inside of the coach, many of which were missing from the coach. Consequently, we have taken the decision to attempt to cast these ourselves. To this end we have constructed a furnace and have started practising with green sand moulds to cast facsimiles of the various brass items required, including the wall mounted lights.

How successful this will be remains to be seen but early experiments show promise.

**One of our experimental molten brass pours into a green sand mould. (Right).**





In the last update, I wrote about our plan to install a diesel-powered heater to supply hot water to the heating system. We also originally anticipated refitting a steam heating system into the coach.

However, with the existing pipework being designed for a hot water system instead of a steam system, this would of involved taking out the original pipework in order to fit pipes suitable for steam.

The coach lost its original coke boiler long ago and this had been replaced by a gas boiler which is not compliant with current modern standards. Thus, we decided to attempt to recover the coke boiler from our sleeping car (3916) and rebuild this, including a new interior firebox, into the restaurant car. As a result, we can utilise the existing copper pipework and run it as a hot water system.

These original boilers are fitted with heat exchangers. We removed these and after pressure testing them, found they were suitable for continued use. We have not forgotten the steam system as it is still necessary. We removed the original steam pipes, which were all clad in asbestos, and decided to replace them with new pipes as they were in a rather questionable condition for high pressure steam. We will therefore be able to heat the restaurant car from either the coke boiler or the steam system.

There will be a steam takeoff for the heat exchangers and the kitchen hot water system which no longer exists will be replaced with a modern heat exchange so the steam can heat that water also. An electrical immersion



**The coke fired boiler from the sleeping car with the crane lifting attachment still attached (Above).**

**The heat exchanges after testing (Below).**





heater will be fitted so water can be heated from a generator or a fixed shore supply when the coach is stabled.

On the subject of generators, we mentioned last time of a foregone plan to convert our Belgian M1B coach into a 'fourgon'. It is ideal as it is no longer suitable for passengers and already has very similar dimensions and profile to a Wagon-Lits 'fourgon'.

Such a vehicle will be fitted with a 180kva generator as well as an air compressor to enable the rolling stock to generate its own air to supply the brake reservoir. This will be extremely advantageous as many UK steam engines are only fitted with a vacuum brake system. Such locomotives only need to be fitted with a single brake control to be able to pull the rake meaning our dining trains could be operated by any locomotive.

By mid-March it will have been exactly 2 years since we started the restoration of the coach. Regrettably it will not be completely finished by then as we had planned and it is no aggrandizement to say that the Covid Pandemic is solely responsible for the delay. Our volunteer workforce had to shrink to a fraction of its size due to the exigency to allow for social distancing and the more vulnerable to isolate.

There has however been much support, especially from our youth group. With our Prime Minister's announcement that lockdown will be eased in early spring, the youth group members are starting to trickle back to accelerate the restoration, bringing with them their own unique personalities, an admirable work ethic and mild tinnitus for the youth group leaders who must listen to their incessant chatting!

With their help we should be able to have the coach in service in the midsummer.

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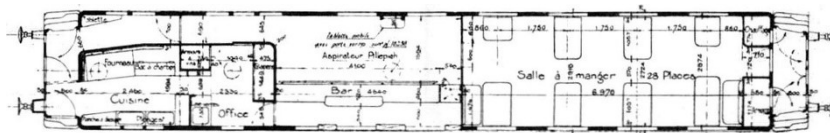
## Mails from our correspondents pt. II and preview on the next newsletters:

**Marc Stegeman** writes:

"Good morning Chris and Dirk, our Royal Library has set to digitise its collection of historic Dutch newspapers and magazines and make most as pdf's available through the internet (<https://www.delpher.nl/>).

This pays off in lock down period we all have to struggle through nowadays when most of us have time enough to delve into these archives! From this Sp. & Tr.w. magazine: bar coaches (mixed, so with restaurant) would be assigned to several trains (not specified which). [...]

Attached bar wagon interior picture I got by a screen dump from the magazine Spoor- en Tramwegen issued June 6, 1933. [...] According to the March 28 magazine, the NS hired this bar car from CIWL. The next magazine, issued April 11, 1939 details the origins in a drawing with text in French, so apparently it was to a CIWL design. Was it a rebuilt restaurant car?"



**Teak bodied former WR now as WRBar, Plan and Interior:**

We asked Jos Geilen about that topic and his reply sounds good:

"Over de restaurant-bar-rijtuigen van Wagons-Lits zal in een volgende uitgave van de Newsletter een artikel van mijn hand verschijnen."  
Dank je wel!

