

## CONTENTS

Editorial – Chris Elliott	Page 1
The 6-axle restaurant cars of Wagons-Lits Nos. 1860 – 1865, Jos Geilen	Page 3
From the Pool Files: The “GEVL”, Dirk Frielingsdorf	Page 15
A short story on CIWL sleeping car type YC 4621-4640, Adriaan Intveld	Page 18
Book review 2021, Chris Elliott, Marc Stegeman	Page 20
Treni di Lusso CIWL in Europa, Bellew Epoque, Francesco Bochicchio	Page 24
Les mystères des trains bleus, Pierre Birgé	Page 37
The first railway-owned sleeping cars for the sleeping car pool, the new build sleeping cars MU, T2 and T2S in the early 1970s, Dirk Frielingsdorf	Page 42
Coche de Información Turística de Miranda de Ebro RENFE AA-378, Juan Delgado Luna	Page 56
Restaurant Car 2975 Update, Adam Paice	Page 64
Lost Pullman marquetry panels reproduced, Lee Wareham	Page 68
French translation	Page 71
Night Trains are back in France, Chris Elliott	Page 72
N-gauge models for sale	Page 73
Mails from our correspondents, Sven De Boeck, Stoomtrein Maldegem	Page 74
Lord Dalziel, the UK CIWL car builders and their move to Europe	Page 76

Please note our annex on the subject of Club Train!

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## Editorial – Chris Elliott

Bonjour

We would like to start this editorial with a simple administrative message or two

We have spotted that a few of our good friends are still contacting us via Chris Elliotts' former e-mail address. This is no longer in use so can you please note that the current email address is [elliott.chris@gmx.com](mailto:elliott.chris@gmx.com).

Second we also had a reply or two from others telling us that the newsletter ended up in their spam-junk mails–indésirable box. Because the newsletter is now quite large and well over 15Mb, that has resulted in almost 20 contacts have not been able to receive it so we can now offer a dropbox facility for download. If you would like to receive this dropbox link with each issue can you please let us know?

The contents page sets out what is on offer in this edition.

The book review column reviews three new books and not surprisingly the book 'Les Trains de Nuit – Night Trains' needed a careful study so that you can decide as to whether to buy a copy. Also we have

reviewed two books about Posters- Affiches one with pictures of Normandy covering the great trains of earlier years, then details sent to us by Marc Stegeman about another book about Railway Posters in The Netherlands – Pays Bas.

Some weeks ago we were contacted by Lee Wareham via the UK Pullman Society who was looking for photos of the marquetry panels in the Spanish CIWL cars. We were helped by our colleague Juan Delgado Luna, Angel Gonzalez and others. Although we published an article about René Prou who designed these panels we have not been able to find a comprehensive list of the designs. They have appeared in many books about the CIWL but never as a special topic. So we would welcome any photos of any of these panels plus of course of the decorative glass panels by René Lalique and the Chinese Lacquer panels. If you can help please contact us at [elliott.chris@gmx.com](mailto:elliott.chris@gmx.com).

We have also included about the transfer of CIWL cars from their UK manufacturers to the continent. What still leaves questions unanswered is which port they were moved to before loading on to ferries. Our research has lead us to several books, amongst which is Kevin Hoggett's book 'Rails Across The Sea' and found photos of carriages at both Immingham and Harwich, we also found out that the few cars destined for Egypt were shipped from Southampton. So we would welcome any help in finding the ports used by many of the others. Which cars that remain without a destination are to be found in our chart in the article. Any help will be welcome by Chris at [elliott.chris@gmx.com](mailto:elliott.chris@gmx.com).

Two further partial aspects of the Sleeping Car Pool history are being continued. As you may know from the German Wagons-Lits homepage forum, some thick files with original pool documents have ended up at Dirk's - so in loose succession, certain things from these almost 25 years of sleeping car transport history will be dealt with here again and again. This newsletter is about the "Groupement international d'etude pour l'exploitation de voiture-lits en europe (GEVL)", a second text is about the emergence of the Pool's first railway-owned sleeping cars built in the first half of the 1970s, the types MU (Fiat 3c series), T2 and T2S.

And then there is the detailed history of the Club Train given to us by Jim Greaves with numerous illustrations - a gem of this newsletter, send to you as an annex due to our files' size!

We hope you like this issue,

Chris & Dirk



# The 6-axle restaurant cars of Wagons-Lits

## Nos. 1860 - 1865

by Jos Geilen

The Compagnie Internationale des Wagons-Lits knew 42 restaurant cars and one sleeping car mounted on WL bogies type T with three axles. These cars were built according to different plans or 'planches' and had different total length outside the buffers:

Nos.	Planche	Total length	Builder	Year
WR 998, 999	166	21 m. 150	Compagnie Générale de Construction (CGC), St. Denis	1904
WL 1000	?	21 m. 150	Compagnie Générale de Construction (CGC), St. Denis	1904
WR 1679-1682	173	20 m. 400	Van der Zypen & Charlier, Cologne-Deutz	1906
WR 1686-1691	173	20 m. 400	Maschinenfabrik Augsburg-Nürnberg (MAN), Augsburg	1906
WR 1698-1705	173	20 m. 400	Van der Zypen & Charlier, Cologne-Deutz	1906
WR 1725-1734	175	21 m. 150	Compagnie Générale de Construction (CGC), St. Denis	1905
WR 1823-1828	173 <sup>bis</sup>	20 m. 400	Van der Zypen & Charlier, Cologne-Deutz	1908
WR 1860-1865	173 <sup>bis</sup>	20 m. 400	Van der Zypen & Charlier, Cologne-Deutz	1908

Source: *Speisewagen in Deutschland* by Albert Mühl, EK-Verlag Freiburg,

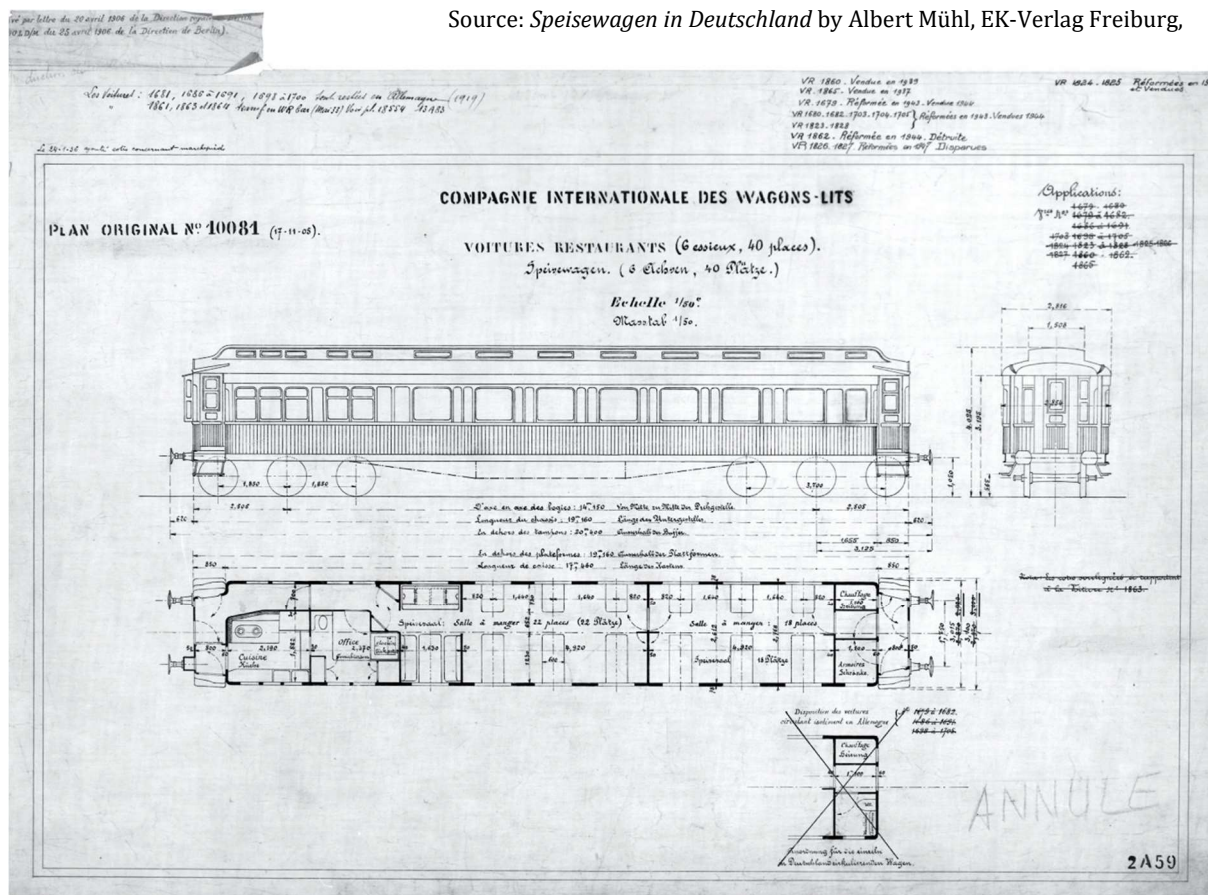


Planche 173 or original plan 10081 (of 17.11.1905) – Museum Strasshof, Coll. Dirk Frielingsdorf

Planche 173 got this 5-digit number when Wagons-Lits introduced 5-digit numbers for all plans in 1914. This plan contains handwritten notes and the arrangement for a lavatory for individual restaurant cars circulating in Germany. Unfortunately, it is not known why this arrangement has been cancelled later.

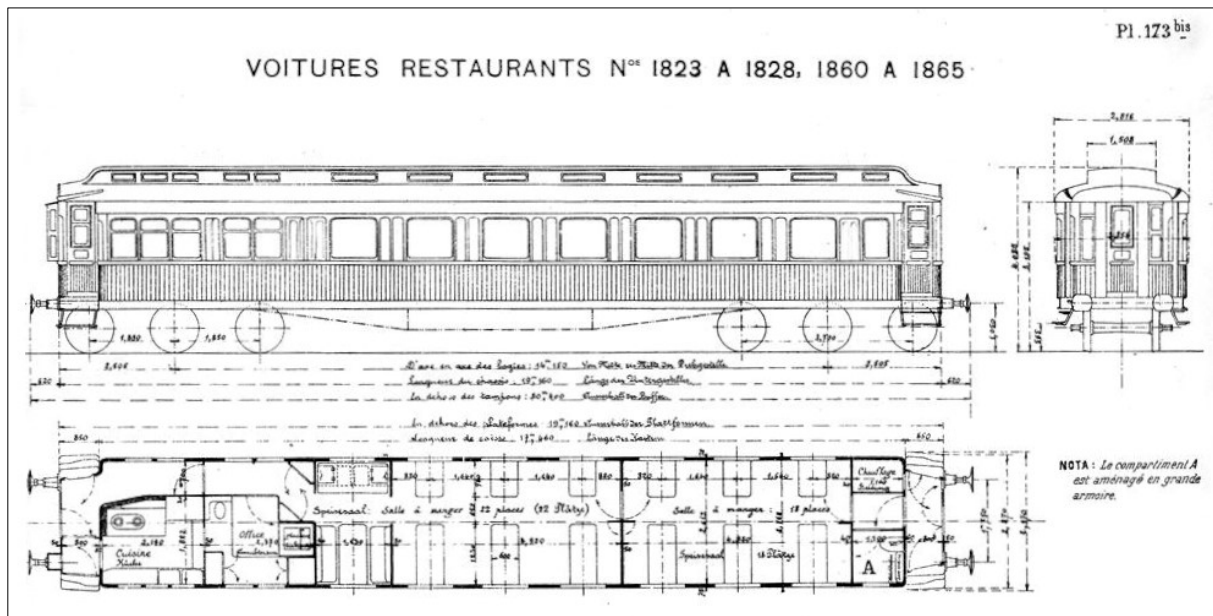


Planche 173<sup>bis</sup> of restaurant cars Nos. 1823-1828 and 1860-1865 - Collection: Otto Dijkstra

Planche 173<sup>bis</sup> shows that compartment A is converted now into a lavatory with a large cupboard and water-closet.

- Dimensions:**
- Total length outside the buffers 20 m. 400
  - Total length of the frame (including platforms) 19 m. 160
  - Total length of the body 17 m. 460
  - External width of the body 2 m. 816
  - Total height above the rail 4 m. 025
  - Distance from axis to axis of the bogies 14 m. 150
  - Wheelbase of each bogie 3 m. 700
  - Weight 49 tonnes

The following adjusted description of the restaurant cars Nos. 1823-1828 and 1860-1865 is based on the description of restaurant car No. 999 in the *Note sur le Matériel de la Compagnie des Wagons-Lits à l'Exposition Internationale de Liège, en 1905* by Mr. M. Gain, chief engineer of WL, published in the 'Revue Générale des Chemins de Fer' No. 3 of March 1906.

### Interior layout

- A dining room (non-smoking) containing 4 tables with 4 places and 3 tables with 2 places (22 places);
- A dining room (smokers) containing 3 tables with 4 places and 3 tables with 2 places; (18 places);
- (There are therefore a total of 36 chairs and 2 trunk seats with 2 places for 40 travellers);
- A closed pantry containing cupboards for silverware, bottles and provisions, a glass washer, two ice boxes, shelves, glass racks, etc.
- A kitchen containing: a stove with bain-marie and water tank located in the upper part under the roof; a tin crate for the charcoal, a set of kitchen utensils, pots and pans, a 'timbre' or bell for the provisions, two sinks, a cutting board, racks for the plates, a tin cupboard placed above the stove and used to keep hot food.

The interior decoration of this car is Louis XV style. The dining room panels are in mahogany wood, enhanced by marquetry. The base panels have the marquetry, very simple, of a single essence and a very sharp tone on mahogany. For the panels above the waistband, the composition of the drawing differs according to the dimensions and the location of these panels.

Opposite each table, large windows have been created of which eight windows have a ventilation unit with movable glass blades.

On each side of the bays, pilasters, forming a frame, terminate in consoles supporting above each window, a lambrequin in light-tone fabric enhanced with embroidery; the lambrequins mask the blinds and their movement.

The blinds are made of fabric, the design and tone of which are appropriate for the decoration; this fabric is sufficiently tightly meshed to prevent the passage of solar rays.

Above the windows, the body wall connects with an arch formed by the roof of the vehicle; this arch returns to the transverse partitions of the rooms to form a ceiling decorated with a painted canvas,

each motif of which is framed by bands of lincrusta in the tone and size chosen to form an extension of the pilasters of each bay; a very decorative overall effect has thus been obtained which tends to give more height to the room; the clerestory (the raised section of the roof of the car) receives the light through decorated stained-glass windows and the painted canvas of the ceiling is thus illuminated. The composition of this canvas is framed by lincrusta bands in a tone that contrasts with the tone of the canvas and which, protruding, very well detaches each subject from the ceiling.



In each dining room, the spacer consolidating the clerestory frame is in varnished bronze and matches the bronzes of the lighting fixed on the angle of the lower sash of the clerestory; these bronzes in the same tone, give a brilliant note enhancing the varnish of the mahogany.

The cars were originally delivered with gas fired lighting with upside-down incandescent burners. But soon after the First World War this gas fired lighting disappeared completely from all the cars of Wagons-Lits, not in the least because of the regulations of the various railway companies which required electric lighting for all cars in the trains running on their railway networks. After that the lighting was done by means of the Stone system devices (dynamo giving 400 candles, and accumulators); the dynamo was suspended under the body frame.

**The adjoining photograph shows the interior of a restaurant cars with electric lighting.**

Each lamp holder has a cut chrysal shade. In addition to the clerestory lights, the lighting is completed by electric table lamps with varnished bronze base of a very decorative design on each table; each lamp is topped with a small shade in golden yellow silk. These lamps have been designed in such a way that in the event that electric pendant is lacking, it suffices to remove the electric candle and to replace it by a 'bobèche' or candle wax collector, a special part with in which an ordinary candle is inserted.

Between the windows, at the height of the lambrequins and above the inlaid panels, luggage racks with hat racks under them and a double coat-hook are arranged, the design of these parts combines with that of the marquetry of the panels.

The chairs and tables are in varnished mahogany, in the same tone as the walls and relating to the style of the entirety. The chairs have embossed and decorated leather backs and the seats are in plain leather; the leathers fixed by golden studs touching each other form a beautiful decorative effect.

The room adjoining the pantry is separated into two parts by a low partition leaving a table isolated from the rest of the room, for the service staff. This partition is in varnished mahogany, its height is limited to the beginning of the ceiling arches, it is furnished with mirrors and inlaid panels; it is braced and attached to the skylight by a bronze gallery with a very beautiful design in the style of the car; this gallery supports a curtain of light fabric with embroidery, in a shade matching that of the lambrequin of the windows.

As for the walls of the corridors and vestibules for the passage of travellers, they have panels in varnished mahogany, embellished with a very simple marquetry and a tone peremptory with the tone of mahogany.

Finally, all the panels of the car have been veneered in a way to obtain, by assembling the woods and their choice, a background in marquetry, with a very pleasing effect on the eye.

The rugs in the rooms, brown in colour, recall the design of the fabric of the blinds.

Ventilation in the rooms is carried out by means of "Torpedo" aspirators installed on the faces of the clerestory, and by means of electric fans, arranged on the upper part of the separation partition between the two rooms.

Heating is done with hot water, by means of a thermosiphon device, the boiler of which is located in a cabin. The copper piping forming two circuits runs along the lower part of the two body walls.

A Koerting injector mounted on the one hand on the piping in the cabin between the boiler and the hot water tank (expansion vessel) and on the other hand, placed in communication with the general steam pipe placed under the frame, allows to heat water by means of steam when the car is in a train heated by steam from the locomotive.



WR 1826 D in The Hague, April 1934 - Photo: NS  
Collection: W. Wendelaar / Otto Dijkstra

## DETAILED DESCRIPTION OF THE CONSTRUCTION

The construction system employed by the Wagons-Lits Company is the same for all bogie cars. The frame is made of wood and steel; the body depends on the chassis and the bogies are entirely metallic.

### Bogies

The frame of the bogies is entirely metallic; it is made up of:

- two side members, in pressed sheet-steel, 12 m/m thick with reinforcements at the location of the guard plates.
- two head cross-members in pressed sheet-steel 12 m/m thick.
- four intermediate cross-members (including two in steel I and two in sheet-steel U) assembled by means of brackets and gussets with the side members and supporting the suspension of the mobile cross-members. The head cross members and the extreme intermediate cross members are connected by diagonals and angle beams which support the brake linkage.

The inner head cross-member is specially designed to allow passage of the upper run of the Stone dynamo drive belt.

Two safety chains fixed to the internal head cross-member and hooked to the side-members of the body frame, serve to limit the rotation of the bogie in the event of derailment.

The eight intermediate suspension brackets are extended and fixed to the lower part of the side-members; in the transverse direction, they are connected and braced two by two by tie rods.

The suspension comprises a system of two upper mobile cross-members on which are placed and fixed the two pressed sheet-steel cross members bearing the pivot in their middle.

The mobile oak cross-members are armed on their lateral face with pressed steel sheets to which the lateral guides are fixed: they carry at their upper ends the rubbers serving as supports for the body.

Each mobile cross-member rests at its ends on two double springs with tweezers, with leaves, placed in the transverse direction of the bogie and holds on a lower cross member in oak and steel serving as a spacer; the assembly is supported by two knife cross members and four articulated connecting rods, connected by pins to the supports fixed to the intermediate cross members of the bogie frame.

The bogie frame is mounted on six leaf springs 1 m. 250 in length in grooved steel, with fork suspension rods fitted with Timmis springs and articulated by means of bronze ball joints (WL system). The extreme springs have 9 leaves, the middle ones 8 leaves. The bogies are mounted on three pairs of ribbed full centre wheels with 110 x 230 stub axles; the distance between the extreme axles is 3 m. 500.

The oil boxes, in cast steel, are of the Compagnie des Wagons-Lits type, with an oil reservoir in the lower part, and a bronze pad lined with white metal.

### Brakes

The car is fitted with the Westinghouse automatic brake with triple quick-acting valve of the latest type, combined with the direct non-automatic P.-L.-M.; the piston of the brake cylinder is 14 inches in diameter, the triple valve is fitted with a valve which allows the brake to operate in ordinary action or in rapid action, or to isolate it completely.

All the wheels of the bogies are braked at the front and at the rear.

The brake devices are mounted under the chassis of the car; the stroke of the brake shoes and of the piston of the brake cylinder is adjusted by means of the adjustment device with stroke indicator of the Chaumont system.

Finally, the car is equipped with a hand brake (screw brake), whose handwheel is placed inside one of the platforms, and the pneumatic intercommunication allowing passengers to operate the brakes by means of alarm call handles arranged in the corridors.

## Frame

The frame is made of wood and steel; the side members are made up of pitch-pine pieces assembled with a steel U profile measuring 235 x 87 x 12 m/m; the wood is placed on the inside of the frame. These side-members are reinforced below by a round iron tie rod 52 m/m in diameter, fitted with two screw sleeves for adjustment.

They are stiffened by:

- four strong oak cross-members reinforced with U steel of 200 x 75 x 13 m/m which carry two by two the pivots and the rubbers of the bogie.
- two strong oak cross-members reinforced by tie rods, at the location of the struts of the reinforced beam.
- two intermediate oak cross-members carrying the buffing and drawgear devices.
- one middle beam in pitch-pine.

All these cross-members are assembled with the side members and held in place by bolts, rivets and transverse tie rods; the side-members are, moreover, connected by a system of St-André crosses in flat iron.

In the longitudinal direction, there are also two pitch-pine beams between the cross-members carrying the shock and traction (buffing and drawgear), assembled with the other cross-members and held by two long longitudinal tie rods; these stringers support the floor of the body.

Finally, the side-members extend to the underside of the platforms by steel extensions which carry the U steel head cross-members; the head crossbars are reinforced by oak struts firmly assembled with the pivot crossbars and by two round steel tie rods. The shock and traction devices are leaf springs with a compensating balance of the Compagnie des Wagons-Lits system.

The couplings (traction hooks and turnbuckles) are of a reinforced type.

## Body work

The longitudinal walls are vertical from the side member to the belt; a clerestory roof exists along the entire length of the body.

The frame is entirely in teak wood with the exception of the upper clerestory parts. It is made up of uprights, belts, and sub-belts; clerestory flaps and panels, straps or compression pieces; all these parts are assembled, bolted and screwed; the part between the side-member and the belt of the body work forms a reinforced beam as a result of the arrangement given to the straps or compression pieces, to the bolts and to the round iron tie rods which connect the belt and the roof panel to the side-member. Finally, a flat iron tie rod runs along the belt, passes over supports in line with the bogie pivots and ends at both ends with round threaded parts which will support the cantilevered ends of the side-members.

The clerestory roof is formed of curved wood curves assembled with the roof and clerestory flaps; teak friezes and fir friezes assembled with tongues and screwed on the curves; these friezes are coated with two layers of white lead and covered with:

- a rubberized asbestos cloth coated with white lead.
- a sailcloth hemmed on the edges fixed with brass points and coated with three layers of white lead. The friezes of the cornices are also lined with copper 0,7 m/m thick.

Above the platforms, the roof continues with a surface that bends towards the ends.



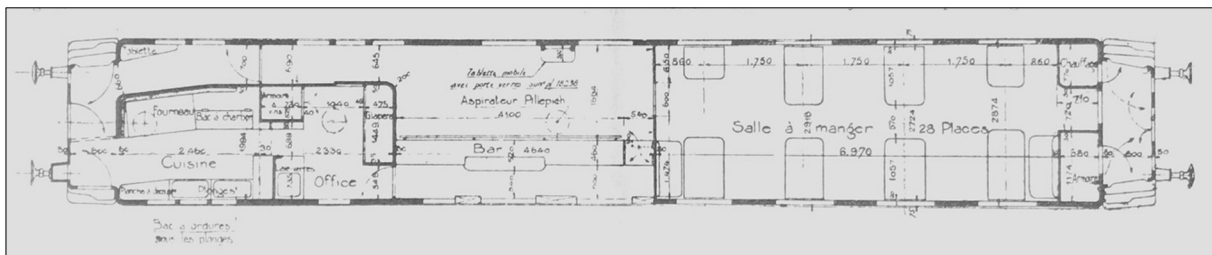
The exterior of the body work is covered with friezes below the waistband, and with panels above the waistband, between the windows; at the top of the windows, below the cornice of the roof, there is, along the entire length of the body work, a band on which are painted in gold the inscriptions indicating the name of the Company; the other inscriptions designating the car are in polished bronze and are fixed on the panelling below the belt, above the bogies. The entire exterior of the body work, below the waistband, is brushed in a teak colour; above the waistband, the body work is painted creamy white. After 1918 the entire exterior of the body work was brushed in teak colour.

The floor of the body work is made of fir friezes assembled with tabs and screwed to the side members and the longitudinal beams of the chassis. The platforms are, inside, completely in brush varnished teak; they are fitted with international type bellows with gangways allowing passage from one car to another.

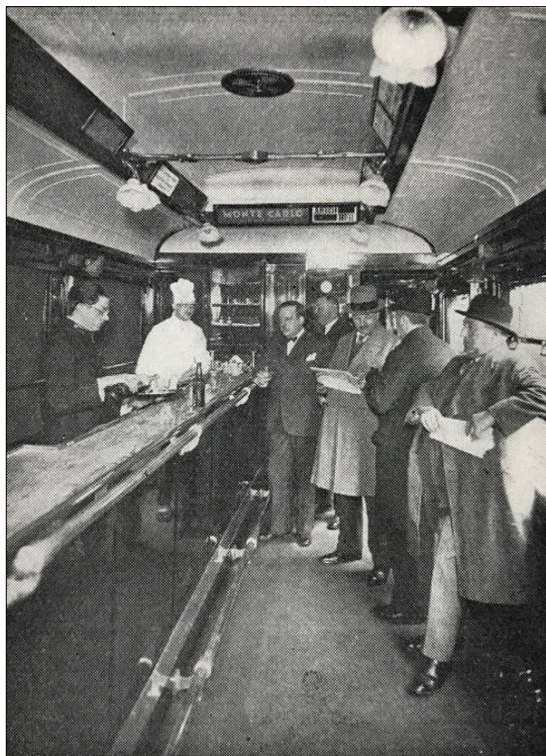
### The transformation to restaurant/bar cars

Before restaurants cars Nos. 1861, 1863 and 1864 were sent from Paris to Amsterdam for the summer services of 1933 they were modified to 'wagons-restaurants-bars' or restaurant/bar cars in May.

No documents or descriptions of this project are known but probably it is executed in the St. Denis workshops because Amsterdam never had Wagons-Lits workshops and according to the *Répartitions* the cars were sent directly to Amsterdam.



The above plan, part of plan No. 18554, found in the periodical 'Spoor- en Tramwegen' of 11 April 1933, shows some of the modifications:



- The separation partition between the two rooms is displaced to create a dining room with 28 places.
- In the remaining room, all the interior was removed, a large bar is built, and the number of windows and their position changed.
- The kitchen is modified, and a passage is made between the kitchen and the pantry.
- The pantry is also modified, and a door is placed between the pantry and the space behind the bar.

The interior of a 'wagon-restaurant-bar' as represented in the periodical 'Spoor- en Tramwegen' of 6 June 1933.



WR 1862 D in Amsterdam, 1930's, Photo NS, Collection: Jos Geilen

**The services of cars Nos. 1860 - 1865 according to the *Répartitions du Matériel* of Wagons-Lits**

	Car number	Direction	Division or Section	Train number	Service
Summer 1909	1860	Berlin	Munich	D 80/79, D 87/88	Munich - Lindau, Munich - Wurzburg
	1861	Berlin	Munich	D 80/79, D 87/88	Munich - Lindau, Munich - Wurzburg
	1862	Berlin	Cologne	D 108/107	Dortmund - Basel
	1863	Berlin	Munich	D 18, D 19	Munich - Avricourt, Stuttgart - Munich
	1864	Berlin	Cologne	D 108/107	Dortmund - Basel
	1865	Berlin	Cologne	D 108/107	Dortmund - Basel
Summer 1910	1860	Berlin	Munich	D 87/88	Munich - Wurzburg I
	1861	Berlin	Munich	D 87/88	Munich - Wurzburg II
	1862	Berlin	Cologne	D 98/97	Hamburg - Brussels
	1863	Berlin	Cologne	D 98/97	Hamburg - Brussels
	1864	Berlin	Cologne	D 98/97	Hamburg - Brussels
	1865	Berlin	Cologne	D 98/97	Hamburg - Brussels
Summer 1913	1860	Berlin	Munich	D 60-57/19	Munich - Karlsruhe
	1861	Berlin	Munich	D 60-57/19	Munich - Karlsruhe
	1862	Berlin	Cologne	D 42-65/164-D 41	Frankfurt - Nuremberg
	1863	Berlin	Cologne	D 160-147/148-D 161	Frankfurt - Eger
	1864	Berlin	Cologne	D 160-147/148-D 161	Frankfurt - Eger
	1865	Berlin	Cologne	D 160-147/148-D 161	Frankfurt - Eger
Winter 1913/14	1860	Berlin	Munich	D 60-57/19	Munich - Karlsruhe
	1861	Berlin	Munich	D 60-57/19	Munich - Karlsruhe
	1862	Berlin	Cologne	D 24/25	Frankfurt - Amsterdam
	1863	Berlin	Cologne	D 24/25	Frankfurt - Amsterdam
	1864	Berlin	Cologne	D 24/25	Frankfurt - Amsterdam
	1865	Berlin	Cologne	D 303/118	Frankfurt - Cologne

Summer 1914	1860	Berlin	Munich	D 60-57/19	Munich - Karlsruhe
	1861	Berlin	Munich	D 60-57/19	Munich - Karlsruhe
	1862	Berlin	Cologne	D 146/145, D 24/25	Frankfurt - Saarbruck, Frankfurt - Amsterdam
	1863	Berlin	Cologne	D 146/145, D 24/25	Frankfurt - Saarbruck, Frankfurt - Amsterdam
	1864	Berlin	Cologne	D 42-65/164-D 41	Frankfurt - Nuremberg
	1865	Berlin	Cologne	D 146/145, D 24/25	Frankfurt - Saarbruck, Frankfurt - Amsterdam
till May 1915	1860	Berlin	Munich		
	1861	Berlin	Munich		
	1862	Berlin	Cologne	D 180/179	Frankfurt - Mulhouse
	1863	Berlin	Cologne		Frankfurt - Leipzig
	1864	Berlin	Cologne	D 146/145	Frankfurt - Metz
	1865	Berlin	Cologne	D 97/98	Cologne - Hamburg
On May, 1st, all contracts with the CIWL were cancelled!					
Winter 1919/20	1860	Paris			
	1861	Paris			
	1862	Paris			
	1863	Paris			
	1864	Paris			
	1865	Paris			
Summer 1920	1860	Bruxelles	Ostend		Brussels - Herbesthal
	1861	Paris			
	1862	Paris			
	1863	Paris			
	1864	Bruxelles	Division Bruxelles		Brussels - Liège - Cologne
	1865	Bruxelles	Ostend		
Winter 1920/21	1860	Bruxelles	Ostend		
	1861	Paris			Parked in Mauvage ( Mayenne 55)
	1862	Paris			Parked in Mauvage ( Mayenne 55)
	1863	Paris			Parked in Mauvage ( Mayenne 55)
	1864	Bruxelles	Division Bruxelles		Liège - Cologne
	1865	Bruxelles	Ostend		
Summer 1921	1860				
	1861	Bruxelles	Section Liège		Liège - Cologne
	1862	Bruxelles	Section Liège		Aulnoye - Cologne
	1863	Bruxelles	Section Liège		Aulnoye - Cologne
	1864	Bruxelles	Section Liège		Liège - Cologne
	1865				
Winter 1921/22	1860				
	1861	Bruxelles	Division Bruxelles		Liège - Cologne
	1862	Paris			Available to General Degoutte
	1863	Paris		165-138/192	Paris - Cologne
	1864	Bruxelles	Division Bruxelles		Brussels - Herbesthal
	1865				
Summer 1922	1860	Bruxelles	Section Ostende		Ostend - Strasbourg
	1861	Bruxelles	Division Bruxelles-Nord		Brussels - Amsterdam
	1862	Paris	Inspection Nord	179/180	Paris - Liège
	1863	Paris	Inspection Nord	315/320	Paris - Tourcoing
	1864	Bruxelles	Division Bruxelles-Nord		Brussels - Herbesthal
	1865	Bruxelles	Section Ostende		Ostend - Strasbourg
Winter 1922/23	1860	Bruxelles	Section Ostende		Ostend - Strasbourg
	1861	Bruxelles	Division Bruxelles-Nord		Brussels - Basel
	1862	Bruxelles	Division Bruxelles-Nord		Brussels - Cologne
	1863	Bruxelles	Division Bruxelles-Nord		Brussels - Cologne
	1864	Bruxelles	Division Bruxelles-Nord		Brussels - Herbesthal
	1865	Bruxelles	Section Ostende		Ostend - Strasbourg
Summer 1923	1860	Bruxelles	Section Ostende		Ostend - Strasbourg
	1861	Bruxelles	Division Bruxelles-Nord		Brussels - Basel
	1862	Bruxelles	Section Liège		Liège - Aulnoye
	1863	Bruxelles	Section Liège		Liège - Aulnoye
	1864	Bruxelles	Section Liège		Liège - Cologne II
	1865	Bruxelles	Section Ostende		Ostend - Strasbourg

Winter 1923/24	1860	Paris	Inspection PLM	L33/L34	Simplon-Orientr-Express
	1861	Paris	Inspection PLM	L33/L34	Simplon-Orientr-Express
	1862	Paris	Inspection PLM	L33/L34	Simplon-Orientr-Express
	1863	Paris	Inspection PLM	L33/L34	Simplon-Orientr-Express
	1864	Paris	Inspection PLM	L33/L34	Simplon-Orientr-Express
	1865	Paris	Inspection PLM	505/506	Paris - Vallorbe
Summer 1924	1860	Bruxelles	Section Ostende-Quai		Ostend - Arlon
	1861	Paris	Inspection Nord	307/316	Paris - Tourcoing
	1862	Bruxelles	Section Liège		Liège - Cologne I
	1863	Paris	Inspection Nord	315/320	Paris - Tourcoing
	1864	Bruxelles	Section Liège		Liège - Cologne I
	1865	Paris	Division Amsterdam		Rotterdam - Maastricht
Winter 1924/25	1860	Bruxelles	Section Bruxelles-Nord		Brussels - Arlon
	1861	Paris	Inspection Nord	71/20	Paris - Boulogne
	1862	Bruxelles	Section Liège		Aulnoye - Liège - Cologne
	1863	Paris	Inspection Nord	71/20	Paris - Boulogne
	1864	Bruxelles	Section Liège		Aulnoye - Liège - Cologne
	1865	Paris	Division Amsterdam		Amsterdam - Maastricht
Summer 1925	1860	Bruxelles	Section Liège		Liège - Cologne
	1861	Paris	Inspection Nord	5-2250/2280-318	Paris - Calais - Brussels
	1862	Bruxelles	Section Liège		Aulnoye - Liège
	1863	Paris	Inspection Nord	5-2250/2280-318	Paris - Calais - Brussels
	1864	Bruxelles	Section Liège		Aulnoye - Liège
	1865	Paris	Division Amsterdam		Amsterdam - Maastricht
Winter 1925/26	1860	Bruxelles	Section Ostende-Quai		Ostend - Strasbourg
	1861	Paris			
	1862	Bruxelles	Section Liège		Aulnoye - Liège
	1863	Paris			
	1864	Bruxelles	Section Bruxelles-Nord		Brussels - Cologne
	1865	Paris	Division Amsterdam		Amsterdam - Eindhoven
Summer 1926	1860	Bruxelles	Section Ostende-Quai		Ostend - Arlon
	1861	Paris	Inspection Nord	5-2250/2280-316	Paris - Calais - Brussels
	1862	Paris	Division Amsterdam	237-355/354-236	Amsterdam - Flushing
	1863	Paris	Inspection Nord	5-2250/2280-316	Paris - Calais - Brussels
	1864	Paris	Division Amsterdam	160/161	Amsterdam - Hook of Holland
	1865	Paris	Division Amsterdam	185/190	Rotterdam - Heerlen
Winter 1926/27	1860	Bruxelles	Section Bruxelles-Nord	14/3	Brussels - Basel
	1861	Paris	Inspection Nord	167-2281/2280/6	Erquelines - Calais
	1862	Paris	Division Amsterdam	105/114	Amsterdam - Groningen
	1863	Paris	Inspection Nord	167-2281/2280/6	Erquelines - Calais
	1864	Bruxelles	Section Bruxelles-Nord	125/126	Brussels - Herbesthal
	1865	Paris	Division Amsterdam	25-355/37-232	Amsterdam - Flushing
Summer 1927	1860	Bruxelles	Section Ostende-Quai	2/1	Ostend - Jemelle
	1861	Paris	Inspection Nord	115/128	Paris - Amsterdam
	1862	Paris	Division Amsterdam	105/114	Amsterdam - Groningen
	1863	Paris	Inspection Nord	115/128	Paris - Amsterdam
	1864	Bruxelles	Section Ostende-Quai	2/1	Ostend - Jemelle
	1865	Paris	Division Amsterdam	160/161	Amsterdam - Hook of Holland
Winter 1927/28	1860	Bruxelles	Section Ostende-Quai	8/17	Ostend - Luxembourg
	1861	Paris	Inspection Nord	167	Paris - Erquelines
	1862	Paris	Division Amsterdam	23-D23-138/108-236	Amsterdam - Flushing
	1863	Paris	Inspection Nord	167	Paris - Erquelines
	1864	Bruxelles	Section Ostende-Quai	8/17	Ostend - Luxembourg
	1865	Paris	Division Amsterdam	23-D23-138/108-236	Amsterdam - Flushing
Summer 1928	1860	Bruxelles	Section Ostende-Quai		Ostend - Cologne
	1861	Paris	Inspection Nord	2023-1569/1570-2022	Paris - Dunkirk - Thionville - Basel
	1862	Paris	Division Amsterdam	160/161	Amsterdam - Hook of Holland
	1863	Paris	Inspection Nord	2023-1569/1570-2022	Paris - Dunkirk - Thionville - Basel
	1864	Paris	Inspection Nord	2023-1569/1570-2022	Paris - Dunkirk - Thionville - Basel
	1865	Paris	Division Amsterdam	237-107/108-236	Amsterdam - Flushing

Winter 1928/29	1860	Bruxelles	Section Ostende-Quai	54/55	Ostend - Herbesthal	
	1861	Paris	Inspection Nord	2023-1569/1570-2002	Paris - Dunkirk - Thionville - Basel	
	1862	Paris	Division Amsterdam	185/190	The Hague - Heerlen	
	1863	Paris	Inspection Nord	2023-1569/1570-2002	Paris - Dunkirk - Thionville - Basel	
	1864	Paris	Inspection Nord	2023-1569/1570-2002	Paris - Dunkirk - Thionville - Basel	
	1865	Paris	Division Amsterdam	185/190	The Hague - Heerlen	
Summer 1929	1860	Bruxelles	Section Ostende-Quai	117/116	Brussels - Herbesthal	
	1861	Paris	Inspection Nord	2023/2022	Paris - Dunkirk - Strasbourg	
	1862	Paris	Division Amsterdam		Amsterdam - Maastricht I	
	1863	Paris	Inspection Nord	2023/2022	Paris - Dunkirk - Strasbourg	
	1864	Paris	Inspection Nord	2023/2022	Paris - Dunkirk - Strasbourg	
	1865	Paris	Division Amsterdam		The Hague - Heerlen - Leiden	
Winter 1929/30	1860	Bruxelles	Section Ostende-Quai	54/55, 16/15	Ostend - Herbesthal, Ostend - Brussels	
	1861	Paris	Inspection Nord	2023-1569/1570-2002	Paris - Dunkirk - Basel	
	1862	Paris	Division Amsterdam	14/17	Amsterdam - Basel	
	1863	Paris	Inspection Nord	2023-1569/1570-2002	Paris - Dunkirk - Basel	
	1864	Paris	Inspection Nord	2023-1569/1570-2002	Paris - Dunkirk - Basel	
	1865	Paris	Division Amsterdam		Amsterdam - Groningen	
Summer 1930	1860	Bruxelles	Section Ostende-Quai	54/55, 16/15	Ostend - Herbesthal, Ostend - Brussels	
	1861	Paris	Inspection Nord	2023-1569/1570-2022	Paris - Dunkirk - Basel	
	1862	Paris	Division Amsterdam	14/17	Amsterdam - Basel	
	1863	Paris	Inspection Nord	2023-1569/1570-2022	Paris - Dunkirk - Basel	
	1864	Paris	Inspection Nord	2023-1569/1570-2022	Paris - Dunkirk - Basel	
	1865	Paris	Division Amsterdam	14/17	Amsterdam - Basel	
Winter 1930/31	1860	Bruxelles	Section bruxelles-Nord	145/146	Brussels-Cologne	
	1861	Paris	Inspection Nord	2023-1569/1570-2002	Paris - Dunkirk - Basel	
	1862	Paris	Division Amsterdam	14/17	Amsterdam - Basel	
	1863	Paris	Inspection Nord	2023-1569/1570-2002	Paris - Dunkirk - Basel	
	1864	Paris	Inspection Nord	2023-1569/1570-2002	Paris - Dunkirk - Basel	
	1865	Paris	Division Amsterdam	113/120	The Hague - Groningen	
Summer 1931	1860	Bruxelles	Section Bruxelles-Nord	145/146	Brussels-Cologne	
	1861	Paris	Inspection Nord	2023/2022	Paris - Dunkirk	
	1862	Paris	Division Amsterdam	400/401	Amsterdam - Hook of Holland	
	1863	Paris	Inspection Nord	2023/2022	Paris - Dunkirk	
	1864	Paris	Inspection Nord	167	Paris - Erquelines	
	1865	Paris	Division Amsterdam	D 26/D 17	The Hague - Basel	
Winter 1931/32	1860	Bruxelles	Section Ostende-Quai	117-116	Brussels-Herbesthal	
	1861	Paris	Inspection Nord	167	Paris - Erquelines	
	1862	Paris	Division Amsterdam	125/165	The Hague - Groningen	
	1863	Paris	Inspection Nord	167	Paris - Erquelines	
	1864	Paris	Inspection Nord	167	Paris - Erquelines	
	1865	Paris	Division Amsterdam	D 26/D 17	Amsterdam - Basel	
Summer 1932	1860	Bruxelles	Ostende		Available in Ostend yard	
	1861	Paris	Inspection Nord	167	Paris - Erquelines	
	1862	Paris	Division Amsterdam	D 196/D 197, 7/16	Amsterdam - Luxembourg - Strasbourg	
	1863	Paris	Inspection Nord	167	Paris - Erquelines	
	1864	Paris	Inspection Nord	167	Paris - Erquelines	
	1865	Paris	Division Amsterdam	113/120	The Hague - Groningen I	
Winter 1932/33	1860	Bruxelles	Ostende		Parked at Slykens	
	1861	Paris	Inspection Nord	167	Paris - Erquelines	
	1862	Paris	Division Amsterdam	125/106	The Hague - Groningen II	
	1863	Paris	Inspection Nord	167	Paris - Erquelines	
	1864	Paris	Inspection Nord	167	Paris - Erquelines	
	1865	Paris	Division Amsterdam	185/190	The Hague - Heerlen	
Summer 1933	1860	Bruxelles	Ostende		Parked at Slykens	
	WRB	1861	Paris	Division Amsterdam	343/348	Amsterdam - Maastricht I
		1862	Paris	Division Amsterdam	125/106	The Hague - Groningen II
	WRB	1863	Paris	Division Amsterdam	93/344	Amsterdam - Maastricht II
	WRB	1864	Paris	Division Amsterdam	343/348	Amsterdam - Maastricht I
		1865	Paris	Division Amsterdam	185/190	Rotterdam - Heerlen

Winter 1933/34	1860	Bruxelles	Section Ostende-Quai	117-116	Brussels-Herbethal
WRB	1861	Paris	Division Amsterdam	343/348	Amsterdam - Maastricht I
	1862	Paris	Division Amsterdam	125/106	The Hague - Groningen II
WRB	1863	Paris	Division Amsterdam	343/348	Amsterdam - Maastricht I
WRB	1864	Paris	Division Amsterdam	93/344	Amsterdam - Maastricht II
	1865	Paris	Division Amsterdam	185/190	Rotterdam - Heerlen
Summer 1934	1860	Bruxelles	Section Ostende-Quai	145/149, special trains	Brussels-Cologne
WRB	1861	Paris	Division Amsterdam	91/384	Amsterdam - Maastricht II
	1862	Paris	Division Amsterdam	D 26/D 17	The Hague - Basel
WRB	1863	Paris	Division Amsterdam	387/392	Amsterdam - Maastricht I
WRB	1864	Paris	Division Amsterdam	91/384	Amsterdam - Maastricht II
	1865	Paris	Division Amsterdam	D 26/D 17	The Hague - Basel
Winter 1934/35	1860	Bruxelles	Ostende		Parked at Slykens
WRB	1861	Paris	Division Amsterdam	91/384	Amsterdam - Maastricht II
	1862	Paris	Division Amsterdam	D 26/D 17	The Hague - Basel
WRB	1863	Paris	Division Amsterdam	387/392	Amsterdam - Maastricht I
WRB	1864	Paris	Division Amsterdam	387/392	Amsterdam - Maastricht I
	1865	Paris	Division Amsterdam	125/110	Amsterdam - Groningen
Summer 1935	1860	Bruxelles	Ostende		Parked at Slykens
WRB	1861	Paris	Division Amsterdam	385/392	Amsterdam - Maastricht I
	1862	Paris	Division Amsterdam	D 26/D 17	The Hague - Basel
WRB	1863	Paris	Division Amsterdam	91/384	Amsterdam - Maastricht II
WRB	1864	Paris	Division Amsterdam	91/384	Amsterdam - Maastricht II
	1865	Paris	Division Amsterdam	125/110	Amsterdam - Groningen
Winter 1935/36	1860	Bruxelles	Ostende		Parked at Slykens
WRB	1861	Paris	Division Amsterdam	91/384	Amsterdam - Maastricht II
	1862	Paris	Division Amsterdam	185/687, 92/192	Rotterdam - Heerlen
WRB	1863	Paris	Division Amsterdam	387/392	Amsterdam - Maastricht I
WRB	1864	Paris	Division Amsterdam	91/384	Amsterdam - Maastricht II
	1865	Paris	Division Amsterdam	109/120	The Hague - Groningen II
Summer 1936	1860	Bruxelles	Section Bruxelles-Nord	special trains	
WRB	1861	Paris	Division Amsterdam	91/384	Amsterdam - Maastricht II
	1862	Paris	Division Amsterdam	109/120	The Hague - Groningen
WRB	1863	Paris	Division Amsterdam	91/384	Amsterdam - Maastricht II
WRB	1864	Paris	Division Amsterdam	387/392	Amsterdam - Maastricht I
	1865	Paris	Division Amsterdam	109/120	The Hague - Groningen
Winter 1936/37	1860	Bruxelles	Ostende		Parked at Slykens
WRB	1861	Paris	Division Amsterdam	available	
	1862	Paris	Division Amsterdam	D 26/D 17	The Hague - Basel
WRB	1863	Paris	Division Amsterdam	available	
WRB	1864	Paris	Division Amsterdam	available	
	1865	Paris	Division Amsterdam	185/687, 92/192	Rotterdam - Heerlen
Summer 1937	1860	Bruxelles	Section Ostende-Quai	special trains	
WRB	1861	Paris	Division Amsterdam	out of service	Demolished at Villeneuve-Prairie
	1862	Paris	Division Amsterdam	D 196/D 197	Amsterdam - Luxembourg - Strasbourg
WRB	1863	Paris	Division Amsterdam	out of service	Demolished at Villeneuve-Prairie
WRB	1864	Paris	Division Amsterdam	out of service	Demolished at Villeneuve-Prairie
	1865	Paris	Division Amsterdam	out of service	Parked at Slykens and sold in 1937
Winter 1937/38	1860	Bruxelles	Bruxelles-Nord	74/75	Brussels - Luxembourg
	1862	Paris	Division Amsterdam	185/687, 92/192	Rotterdam - Heerlen
Zomer 1938	1860	Bruxelles	Bruxelles-Nord	74/75	Brussels - Luxembourg
	1862	Paris	Division Amsterdam	D 196/D 197	Amsterdam - Luxembourg - Strasbourg
Winter 1938/39	1860	Bruxelles	Bruxelles-Nord		Parked at Slykens
	1862	Paris	Division Amsterdam	D 196/D 197	Amsterdam - Liège
Zomer 1939	1860	Bruxelles	Bruxelles-Nord	out of service	Sold in 1939
	1862	Paris	Division Amsterdam	D 196/D 197	Amsterdam - Luxembourg - Strasbourg
Winter 1941/42	1862	Paris	Division Amsterdam	parked	
Winter 1942/43	1862	Paris	Villeneuve-Prairie	parked	
Winter 1943/44	1862	Paris	Villeneuve-Prairie	out of service	Destroyed in 1944

With thanks to Otto Dijkstra, Dirk Frielingsdorf and Pierre-Yves Toussiot for providing plans and documents.

## Development of the Sleeping-car Pool - the GEVL (Groupement international d'etude pour l'exploitation de voiture-lits en europe)

by Dirk Frielingsdorf

As early as autumn 1971, some of the affiliated railways (with the exception of DB and NS) formed a study group to transfer the sleeping-car pool to a railway-owned subsidiary for the operation of all couchettes and sleeping-cars. The background to this was partly SNCF's wish, which had existed since 1964, to transfer the sleeping-car operation to its own subsidiary and no longer be dependent on CIWL, which also operated monopolistically in French domestic transport with its exclusive contracts.

Due to changes in the customer profile, CIWL's revenues fell dramatically in the years after the Second World War compared to the pre-war period; with the exception of the Train Bleu in France and the Tuttoletti in Italy, there were no longer any closed sleeping-car trains in service. At the same time, in addition to its advanced age, most of the sleeping car fleet was still geared to single and double occupancy, and the possibility of t3 occupancy, which was in great demand, first had to be created by converting and building new vehicles - and this required capital that could no longer be earned to the necessary extent with the outdated car fleet and the increasing individualisation of passenger traffic. As is well known, the SBB-CFF financed ten MU for the CIWL and five WLABm33 for the DSG in order to alleviate this problem, also in the interest of the railways.

DB (and also NS) had a fundamentally different attitude to these proposals for a GEVL. On the one hand, DB already had its own subsidiary for sleeper operations (DSG) and exercised influence on it; on the other hand, it was DB that pushed the pool idea in the years before its foundation in 1971 and was not willing to relinquish the influence it had just gained on the organisation of night services to a subsidiary of all European railways.

In a note to the Federal Ministry of Transport dated 6 March 1974, DB wrote: "Since the ISTG [CIWLT] is a joint-stock company independent of SNCF and other railways that make use of it, one can understand SNCF's wish to gain more influence on sleeper traffic via a railway-owned company. On the other hand, DB has its own sleeping-car company, DSG, the inclusion of which in a company founded jointly with other railways would mean a reduction in DB's influence on domestic traffic as well."

DB gave the following reasons for not participating in GEVL:

Die Gründe, die die DB bewegen haben, dem Pool den Vorzug zu geben und sich an der GEVL nicht zu beteiligen, waren im wesentlichen:

- Der Übergang der Preis-, Angebots-, Material- und Investitionspolitik unmittelbar auf die Bahnen,
- die Verminderung des Einflusses von Gesellschaften, die verständlicherweise eigene Interessen verfolgen,
- die volle Integration des Schlafwagenverkehrs in den Schienenfernverkehr,
- die Beseitigung bestehender und die Ausschaltung künftiger Ausschließlichkeitsrechte einzelner Gesellschaften,
- die Möglichkeit der Einbeziehung der DSG in die Neuordnung ohne Minderung des Einflusses der DB auf ihren Binnenverkehr,
- die Sicherung des Wettbewerbs der Dienstleistungsgesellschaften untereinander,
- die für die DB wegen ihrer geografischen Mittellage wichtige Erleichterung des Einsatzes der Schlafwagen der westeuropäischen Bahnen im Verkehr mit den ost- und südosteuropäischen Ländern,
- die Übereinstimmung des Poolkonzepts mit den Vorstellungen der Regierungen der EWG-Staaten von einer engen Kooperation der Eisenbahnen.

Im Pool ist jeder Wagenlauf einer geschäftsführenden Bahn zugewiesen, die die Schlafwagen stellt (eigene oder von ISTG und DSG angemietete) und eine der beiden Gesellschaften mit der Betreuung beauftragt.

Translation:

*The reasons that led DB to give preference to the pool and not to participate in GEVL were essentially as follows:*

- the transfer of pricing, supply, material and investment policy directly to the railways,*
- the reduction of the influence of companies which understandably understandably pursue their own interests,*
- the full integration of sleeper traffic into long-distance rail transport,*
- the elimination of existing and future exclusive rights of individual companies,*
- the possibility of including DSG in the reorganisation without reducing DB's influence on its domestic traffic,*
- the securing of competition between the service companies, the facilitation of the use of the sleeping cars of the Western European railways in traffic with the Eastern and South-Eastern European countries, which is important for DB because of its central geographical location,*
- the conformity of the pool concept with the ideas of the governments of the EEC states of a close cooperation of the railways.*

*In the pool, each run of coaches is assigned to a managing railway, which provides the sleeping cars (either its own or rented from ISTG and DSG) and commissions one of the two companies to look after them.*



### Retrospect:

Before the formation of the international sleeping-car pool, problems of sleeper traffic were dealt with by the current pool railways in the "Joint Committee Railways/CIWL/DSG/SSG (CPC)" founded in 1961. This committee dealt several times from 1964 onwards with the wish put forward by SNCF that the European railways should set up their own subsidiary for sleeping car operations. The reason for this was the unsatisfactory management of sleeper traffic by the CIWL for the reasons already described above. However, despite repeated attempts by SNCF to establish its own subsidiary, it was the proposals made by the railways represented in the CPC that led to the establishment of the international sleeping car pool. In this context, DB and NS saw the sleeping-car pool as the final solution and not as an intermediate step towards a new sleeper company. <sup>[1]</sup>

On 11 March 1974, the GEVL Board of Directors was due to meet in Paris. Prior to this, on 21.11.73, GEVL had sent its report on the management of the sleeping-car and couchette service by a subsidiary of the railways. GEVL asked DB to inform it by this date whether it wanted to participate in the company if the pool agreement was terminated at the end of October 1974 with effect from May 1976.

In a letter dated 6 March, DB thanked GEVL for this report, but declined to participate in a company to be founded. As reasons DB listed:

"We have come to the conclusion that with the transfer of the sleeping-car and couchette service to a subsidiary of the railways, the direct influence of the railways on the price, offer, material and investment policy achieved with the pool will be relinquished again. [...] Since we are convinced that the pool has fulfilled the expectations placed in it, it will be possible to continue to develop sleeping-car services favourably in the future. Even if its economic efficiency is not yet fully satisfactory today, the activities in the pool are nevertheless already showing good results. [...]"

DB did not want to participate in this, even if other railways were to set up such a company, and finally asked that it be left with the existing arrangements. <sup>[2]</sup> As is known, this remained the case.

As is well known, the pool contracts were not terminated but tacitly extended for another four years.

### Sources:

1 - Letter from the Executive Board of Deutsche Bundesbahn to the Minister of Transport dated 6 March 1974, Sleeping-car/TEN pool documents, coll. Hark Neumann

2 - Letter from the Executive Board of Deutsche Bundesbahn to the Director General of SNCB-NMBS as representative of the GEVL study group, for information to the Executive Boards of all other pool railways, Sleeping-car/TEN pool documents, coll. Hark Neumann

## A short story on CIWL sleeping car type YC (1958-1988)

by Adriaan Intveld

One of the less known post-war CIWL sleeping cars is without doubt the type YC. In the CIWL cars 'bible' *La Compagnie des wagons-lits - Histoire des véhicules ferroviaires de luxe*, written by Gérard Coudert, Maurice Knepper and Pierre-Yves Toussiro, not a single picture of this type is included, just a few sentences. Also, in the legendary book *Etat numérique du matériel métallique de la C.I.W.L.*, written by J.P. Lepage, a picture of a type YC car is missing. The only book in German that I'm aware of which does contain a picture of these cars is Dr Fritz Stöckl's classic *Wagons-Lits, das exquisite Reisen* (page 39).

Likewise, the information on the internet is scarce: the Wagonlits-Homepage has posted just three photos of these cars, all in TEN-livery:

- [Car 4624 in Bolzano/Bozen, 1987](#)
- [Car 4629, out of service, in Oostende, 1992](#)
- [Car 4633 in Genova Piazza Principe, 1981](#)

So, the only more detailed information I was able to find is published in Italian, a language which don't speak... But, thanks to the help of modern technology (Google translate) I was able to create this summary. Of course, I do hope that (Italian) readers of this newsletter can give me additional information!

Back in 1958 twenty of these sleeping cars were built by FIAT in Torino. They were numbered 4621-4640 and were almost exclusively used for CIWL's night train services in Italy, such as Torino – Roma, Milano – Bari or Roma – Catania. They largely correspond to the UH design and are based on its basic construction. Like the type UH type YC had eleven compartments, but the main difference is that type YC was air-conditioned and had only two beds per compartment. Consequently, they were only to be booked with a first-class ticket. With the accident and subsequent withdrawal from service of UH 4602 in the 1960s UH 4620 became 4602<sup>II</sup>. So YC 4626 became 4620<sup>II</sup>, but the number 4626 was not assigned a second time.

Originally, the YC received the dark blue CIWL livery with above the windows in yellow the text in Italian COMPAGNIA INTERNAZIONALE DELLE CARROZZE CON LETTI E DEI GRANDI ESPRESSI EUROPEI on one side and the text in French COMPAGNIE INTERNATIONALE DES WAGON-LITS ET DES GRANDS EXPRESS EUROPÉENS on the other side. Both variants are known, corridor and compartment side for each language. In the sixties they were modified a bit: the harmonica transitions were replaced by rubber bulge transitions and the sideskirts were removed. On July 1<sup>st</sup>, 1971, the cars were rented to FS and registered in the "parc national" of FS. With repainting due after the deadlines, the lighter TEN blue with white lines was painted on at the end of the 1970s to the beginning of the 1980s. The cars belonged all the time to the "parc national" of the FS and never changed the parc as a lot of other CIWL cars did during the sleeping car pool.

This information I acquired from the following Italian sources:

- On Youtube an interesting video can be found called [I prototipi delle vetture letto costruite da Fiat](#) It shows pictures of the construction, putting into service and the interior. Halfway this movie there is a nice picture of a brand-new car hauled by an old FS steam locomotive, see the frame below.

Most unfortunately this video constantly shows a 'Fondazione FS' watermark which is pretty annoying...



- A posting on an [Italian railway models site on the type YC models of ACME](#). It contains great pictures of a H0 scale model of car 4621 in its original CIWL livery (ACME model 50970) and of car 4640 in its FS TEN-livery (ACME model 50974).
- Last but not least, the immaculate book *Carrozze Ex CIWL delle FS*, written by Fabio Cherubini and Luigi Voltan. No less than four pages (pages 56-59) are devoted to type YC! It contains three large pictures, a scale drawing and list of all cars and their UIC-numbering over the years.

#### Notes from the editor:

Several series of this type were built under licence in Spain as YF with modified windows:

4641-4668, MMCZ 1963-65, for the CIWL,  
4669-4690, MMCZ/MACOSA 1969-70, for the CIWL,  
6001-6012, CAF/MACOSA 1971-1972, for the CIWL and  
6101-6110, CAF/MACOSA 1971-72, for the RENFE.

Many of the coaches were converted to YFt with two three-bed compartments at each end of the coach, one car is shown at Wagons-Lits-Forum Album:

[https://www.wagonslits.de/phpbb2/album\\_showpage.php?pic\\_id=2028](https://www.wagonslits.de/phpbb2/album_showpage.php?pic_id=2028)

The Yugoslavian JZ ordered 20 coaches of this type from CAF in Spain, but only with entrances at one end of the coach. These cars are also documented in pictures in the Wagons-Lits-Forum Album:

[https://www.wagonslits.de/phpbb2/album\\_showpage.php?pic\\_id=35](https://www.wagonslits.de/phpbb2/album_showpage.php?pic_id=35)

[https://www.wagonslits.de/phpbb2/album\\_showpage.php?pic\\_id=664](https://www.wagonslits.de/phpbb2/album_showpage.php?pic_id=664)

## Book review June 2021

by Chris Elliott and Marc Stegeman

This newsletter's book review features a new book about Night Trains, this time night trains in France; a book about the collection of Posters in the Manche region of France; and in our article about the Movement of CIWL Cars from their UK builders to The Continent we include a little handout concerning a book about the Birmingham Builders of cars destined for CIWL published back in 1995 and originating from the Wagons-Lits Society's magazine 'Repas Bleu'. Plus a new book from Holland.

### Bienvenue dans la Manche!



C'est l'histoire du tourisme dans la Manche, du milieu du XIX<sup>e</sup> siècle à aujourd'hui, que ce catalogue vous propose de découvrir à travers une collection exceptionnelle d'affiches anciennes : l'avènement des voies de chemins de fer et l'épanouissement des stations balnéaires sur les côtes manchoises de la Belle Époque à nos jours ; la mise en valeur de sites remarquables, du Mont-Saint-Michel aux cités médiévales d'Avranches, de Coutances, de Granville ou encore de Villedieu-les-Poêles ; des festivités ou événements culturels reconnus, comme le carnaval de Granville ou le festival international Jazz sous les pommiers ; les sites emblématiques du Débarquement et de la bataille de Normandie.

**Auteurs Jean-Baptiste Auzel, Alexia Chenel, Antoine Reffuveille, Jérémie Halais (dir.)**

**2020, 144 p., ISBN 978-2-8151-0559-0 Price 30.00 euros**

### Les Trains de Nuit

#### Two centuries of journeys from the wooden bench to the sleeping car

This new book arrived a short time ago and when I first read the announcement about this new book 'Les Trains de Nuit – The Night Trains' My first reaction was 'What is there left to say or discover' now having read it I can safely say that it is a very useful addition to our library.

If you take the title literally and do not fall in to the trap of assuming that it is another book about the past of CIWL, then you are wrong. There is a lot of new material and it adds a great deal as to how a journey spent in a train evolved through almost 100 years; it is fair to say in France. The text is in French and it really is an interesting account as to how night trains became affordable and were not all just luxury trains for those with deep pockets.

But it is just what the title says and as it is in French; it sets out the history of the night trains in France. The title then says it all as it not only talks about all types of Night Trains such as rough bench seats in third class, but couchettes and our CIWL with all of its options.

The word *courette* is often confused and used even to describe a sleeping berth, well to *aller coucher* does mean to go and lie down.

A few of the illustrations have appeared elsewhere. The back cover and Introduction read:

### **Les Trains de Nuit**

Deux Siècles de Voyages, de la banquette de bois au Wagon-Lits par Georges Ribeill avec la collaboration de Michel Cozic et la participation de Michel Chlastacz, Bernard Collardey, Luc Levert et Bernard Vieu.

Le 14 juillet 2020, transition écologique oblige..., on va redévelopper les trains de nuit.... » annonçait le présidente de la République ! Ces trains de nuit vont-ils donc sortir enfin de leur long sommeil ?

Ce livre reconstitue deux siècles d'une longue épopée. Après l'âge héroïque ou le voyageur dispose de simples banquettes héritées des diligences, viendront lits et couchettes, mais seulement en 1<sup>er</sup> classe... Durant la Belle Epoque, le voyageur fortuné apprécia les trains de luxe de la Compagnie Internationale des Wagons-Lits, dont l'Orient –Express sera l'expression sublimée, devenue mythique jusqu'à l'excès, Evoquée ici avec le concours d'un collectionneur, Michel Cozic.

Dans les années 30, les milieux populaires accèdent timidement enfin a des voitures-couchettes, mais chaque été, des trains bondés de 3 classe continuent à déverser Auvergnats et autres provinciaux dans leurs petites gares...

Durant les Trentes Glorieuses, avec ses voitures-couchettes et ses trains autos-couchettes déversant Anglais et Belges sur la Côte d'Azur. La SNCF connaît un âge d'or certain, érodé ensuite en particulier par la promotion d'un TGV diurne. La modernisation de l'offre, des TEN internationaux aux Lunéa domestiques, ne suffira pas à enrayer ce déclin. Enfin ? l'atmosphère spéciale propre aux trains de nuit est traitée. Le huis clos à demi obscur des compartiments peut susciter l'idée du crime presque parfait, inspirant au moins moult polars, comme le rappelle Michel Chlastacz ; comme ce huis clos, avec ses fameuses « trépidations » jadis, a toujours excité Cupidon, voire Eros !

En couverture « Une nuit en voiture-nuit » Illustration d'une affiche de 1973 pour la SNCF, Signée Bernard Villemot (Droits réservés)

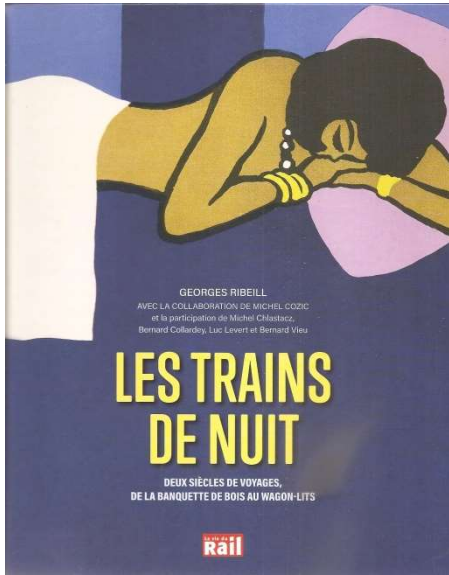
### **Two Centuries of Travel, from the wooden bench to the Wagon-Lits**

This book reconstructs two centuries of a long epic. After the heroic age when the traveller had simple benches inherited from the stagecoaches, will come with beds and berths, but only in 1st class... During the 'Belle Epoque', the well-heeled traveller appreciated the luxury trains of the Compagnie Internationale des Wagons-Lits, of which the Orient- Express was the sublimated expression, which has become legendary to the point of excess, Mentioned here with the assistance of a collector, Michel Cozic.

In the 1930s, working-class circles timidly reached sleeping cars, but every summer crowded 3rd class trains Continue to drop off Auvergnats and other provincials at their small stations ...

During the Gloriousness thirties, with its sleeper cars and its sleeper trains pouring English and Belgian people on to the French Riviera. SNCF is experiencing a certain golden age, then eroded in particular by the promotion of the daytime TGV. Modernization of the offer, from international TENs to domestic Luneas night trains, will not be enough to halt this decline. Finally? the special atmosphere specific to night trains is treated. The semi-obscure closed doors of compartments can spark the idea of crime. Almost perfect, inspiring at least many thrillers, as Michel Chlastacz reminds us like this closed door, with

its famous "shudders - trepidations" in the past, has always excited Cupid, even Eros! On the cover "A night in a sleeping car" Illustration of a 1973 poster for the SNCF



Signed Bernard Villemot (Rights reserved)

We think it worthwhile to include the 'Table of Contents':

1 Voyager de nuit en chemin de fer. Une histoire peut-être inachevée Travel by night by train. A story maybe unfinished. 2 Voyager de nuit, assis .... Les temps héroïque. Travelling at night, sitting down.... Heroic times. 3 Des voyageurs pas comme les autres. Embarquer avec les wagons postaux Travellers like no other. Embark with postal wagons. 4 Coupés-lits, couchettes, wagons-lits. Voyager couché, c'est enfin possible.... Mais surtout en 1ere classe Sleepers, couchettes, sleeping cars. Traveling lying down is finally possible.... But especially in 1st class. 5 Des trains saisonniers. Pour le retour des Auvergnats et autres provinciaux au pays natal. Des trains saisonniers. Pour le retour des Auvergnats et autres provinciaux au pays natal. 6 Entre-deux guerres, « la démocratisation » voyager couché enfin dans les trois classes. Between the wars, "democratization" finally travel lying in the three classes. 7 CIWL la passion d'un collectionneur.. L'invitation au voyage CIWL the passion of a collector .. The invitation to travel. 8 Quand l'ombre des trains de nuit plane sur le roman policier, par Michel Chlastacz Quand l'ombre des trains de nuit plane sur le roman policier, par Michel Chlastacz. 9 De l'après-guerre aux années 80. L'âge d'or des voitures-couchettes. From the post-war period to the 1980s. The golden age of sleeper cars 10 Dans le huis clos des compartiments des trains de nuit. De Cupidon à Eros ... In the closed rooms of the night trains. From Cupid to Eros. 11 Intermittents, saisonniers.... Des trains de nuit à régime particulier Temporary, seasonal.... Night trains with a special regime. 12 Voitures-Lits. Le passage du relais de la ciwl aux réseaux Sleeping cars. Handing over from ciwl to networks. 13 Les souvenirs d'un contrôleur dans les trains de nuit (1975-2012) Témoignage de Bernard Vieu Memories of a night train controller (1975-2012) Testimony of Bernard Vieu. 14 Voitures-Lits et voitures-couchettes.... une offre déclinante à l'ère du TGV et des avions low cost. Sleeping cars and sleeping cars ... .. a declining offer in the era of the TGV and low cost planes.

#### Annexes :

Trains de nuit : une longue épopée, d'un continent à l'autre, par Luc Levert / Night trains: a long epic, from one continent to another, by Luc Levert.

Compléments sur les parcs et voitures CIWL et SNCF / Additional information on CIWL and SNCF fleets and coaches.

Au service des voyageurs. Le personnel de la CIWL : gestion et condition sociale. / At the service of travellers. CIWL staff: management and social condition.

Trains de nuit. Une approche bibliographique. / Night trains. A bibliographical approach.

Chapter 5 Introduces us to Les trains Bonnet vers le Midi et Centre de la France, guides et prix abordables, and Les trains Cocula Saisonniers 'Pour le Retour' des Auvergnats et autres provinciaux au pays natal.

By Georges Ribell with collaboration of Michel Cozic, Michel Chlastancz, Bernard Collardey, Luc Levert et Bernard Vieu. Published by 'La Vie du Rail' ISBN 9 782370 620774 price 44.00 euros plus postage

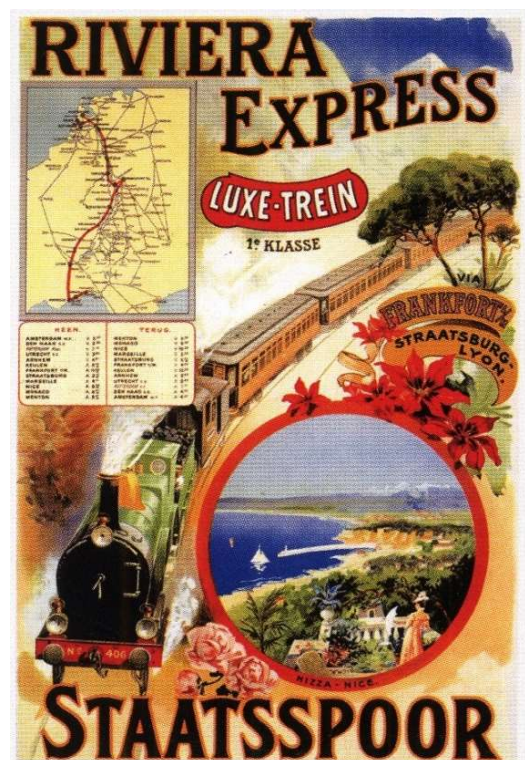
## "150 jaar Nederlandse Spoorwegaffiches".

### This is about 150 years of Dutch station-railway advertisements

With NVBS Op de Rails magazine 2021-4 came a brochure advertising for a new book "150 jaar Nederlandse Spoorwegaffiches". This is about 150 years of Dutch station / railway advertisements, of which there exists a fair historic collection in the Netherlands. Most can of course be found in the archives of the Netherlands Railway Museum in Utrecht. However, as archiving this kind of printed matter is specialistic, it may well be that this part of the NRM archives was carried over to the Reclame Arsenal which is housed in the IISG in Amsterdam.

Now this book is in general on railway advertisement campaigns and Pullman or CIWL posters assumedly are just a fraction of the total number. But an important fraction, so the authors decided to dedicate Chapter 5 to night trains / sleeping carriages, and of course CIWL was involved. The book brochure shows this on a sample of pages 102-103 for Chapter 5, on p.102 is some text which isn't particularly interesting as these facts are well known to us.

On p.103 is reproduced a poster of the Riviera Expresse, 1901, Amsterdam-Nice. This makes the impression this train was run by the (Dutch) State Railways, before the NS came into existence. Attached (also from the brochure) is a poster from 1945 which announces that the Pullman rides again on the Amsterdam-Brussels service. This was within months of the liberation in May, and the railway network was still very much disturbed.



It is written in Dutch. Anyone interested may have a look at the publisher's website [www.toth.nl](http://www.toth.nl) for ordering information. Introduction price is € 59.60, regular price as of June 11 2021 € 79.50.

Marc Stegeman

# TRENI DI LUSSO CIWL IN EUROPA

## BELLE EPOQUE

by Francesco Bochicchio

In articoli precedenti, ci siamo occupati principalmente delle relazioni gestite dalla *Compagnie Internationale des Wagons-Lits* in Italia, facendo pochi accenni alla storia delle sue carrozze. In questo lavoro, ci dedicheremo allo sviluppo delle sue carrozze-letti, ristorante, salone e Pullman, seguendo di pari passo le informazioni fornite dagli autori francesi Gérard Coudert, Maurice Knepper e Pierre-Yves Toussirot nell'opera intitolata *La Compagnie Internationale des Wagons-Lits, Histoire des véhicules ferroviaires de luxe*, e dal tedesco Albert Mühl con il suo lavoro *Internationale Luxuszüge: die grossen europäischen Expresszüge durch Deutschland, Österreich und die Schweiz*, pubblicato nel 1991.

Questi autori hanno realizzato un'accurata opera di catalogazione, esaustiva e completa di tutti i grandi treni e le carrozze di lusso della *CIWL*, e ciò risulta molto importante per conoscerne i dettagli dell'allestimento interno e della tecnica costruttiva. Accanto a quest'importante opera di catalogazione, affiancheremo l'analisi di alcuni passaggi fondamentali degli studi di Renzo Perret – con le opere già esaminate – e vedremo le trattazioni del francese Jean-Paul Lepage, con la sua collana pubblicata in quattro lingue con la *La Vie du Rail* dedicata alla storia dei singoli gruppi di carrozze della *Compagnie Internationale des Wagons-Lits*. Alcuni autori contemporanei, tuttavia, non condividono alcune posizioni espresse in queste due opere, segno che il dibattito sui veicoli ferroviari della *CIWL* è vivo ancora oggi tra gli studiosi.

Dal principio ci occuperemo delle carrozze-letti, una delle colonne portate della Compagnia, riprendendo dal viaggio che compì George Nagelmackers negli Stati Uniti utilizzando le carrozze-letti di Pullman, descritto in una serie di appunti pubblicati il 20 aprile 1870 in Belgio con il titolo *Projet d'installation de wagons-lits sur les chemin de fer du continent*<sup>1</sup>. Nello scritto, colui che verrà ricordato come il fondatore della *CIWL* riportò il fatto che gli interni delle carrozze-letti della *Pullman Company* erano stati concepiti come un unico spazio in comune i cui sedili potevano essere ribaltati per ottenere così delle cuccette.

Agli occhi degli europei dell'Ottocento quest'unico spazio aperto poteva apparire sgradevole<sup>2</sup>, poco propenso al rispetto della privacy, soprattutto durante la notte. Per gli americani quest'unico spazio aperto non rappresentava un problema ma anzi, simboleggiava la realizzazione piena della democrazia e uguaglianza degli uomini in contrasto con il simbolo di divisione sociale, condizione che veniva associata all'osteggiata Europa – dove gli americani la identificavano con gli scompartimenti<sup>3</sup>.

In Europa, la tradizione consolidata dello scompartimento non poteva più essere scardinata, erede dei vecchi salotti illuministi, i *café*, e della ritrovata intimità, come sottolineato da Wolfgang Schivelbusch. In parallelo alla pubblicazione del *Projet*<sup>4</sup>, George Nagelmackers fece realizzare un prima carrozza prototipo alla *Evrard*<sup>5</sup> di Bruxelles, per iniziare a consolidare le idee elaborate nello suo scritto: si trattava di una piccola carrozza-passeggeri<sup>6</sup> a due assi, suddivisa in tre ambienti, separati gli uni dagli altri,

<sup>1</sup> Renzo Perret, *Grandi Espressi Europei – I. L'Epoca del Teck*, Gulliver Edizioni, Torino 1991, p. 12.

<sup>2</sup> Jean Des Cars, Roger Commault, *Sleeping Story*, Julliard Éditeur, Paris 1976, p. 23.

<sup>3</sup> Jim Harter, *World Railways of the Nineteen Century: A Pictorial History in Victorian Engravings*, cit., p. 248.

<sup>4</sup> Renzo Perret, *Grandi Espressi Europei – I. L'Epoca del Teck*, Gulliver Edizioni, Torino 1991, p. 12.

<sup>5</sup> Gérard Coudert, Maurice Knepper, Pierre-Yves Toussirot, *La Compagnie Des Wagons-Lits: Histoire des véhicules ferroviaires de luxe*, La Vie du Rail Edizioni, Paris 2010, p. 138.

<sup>6</sup> *Ib.d.*, p. 138.



trasformabili ciascuno in una cabina notte a due letti, e dotata di una piccola toilette in comune. La carrozza non entrò mai in servizio<sup>7</sup>, e Gérard Coudert riferisce che, probabilmente, rimase di proprietà della *Evrard*<sup>8</sup> fino al suo smantellamento.

Una caratteristica che accompagnerà lo sviluppo delle carrozze-letti di Nagelmackers, e poi della *Compagnie Internationale des Wagons-Lits*, sarà il fatto che non verranno mai prodotte in serie, almeno fino al 1905, e con delle tecniche costruttive semiartigianali, costituendo nei fatti un parco molto eterogeneo e difficile da mantenere, ma adatto ad ogni tipo di ambiente.

Le prime due carrozze-letti – numeri 1 e 2<sup>9</sup> - appositamente commissionate da Nagelmackers e la sua prima compagnia, furono costruite dalla *Simmering*<sup>10</sup> in Austria nel 1872 per entrare in servizio tra Parigi e Vienna: suddivise in quattro compartimenti<sup>11</sup>, due erano dotate di quattro posti letto, i rimanenti con due posti letto, con due vani toilette. Queste carrozze furono le uniche in dotazione alla prima compagnia dell'ingegnere belga, la *Compagnie Internationale de Wagons-Lits*, e trasformate in carrozze di servizio/*Fourgon*<sup>12</sup> da parte delle *MAN*<sup>13</sup> (Klett Maschinnen Fabrik di Amburgo e Norimberga<sup>14</sup>) e dalle Officine *Wagons-Lits* di Saint-Denis<sup>15</sup> (Parigi) nel 1888, e nell'occasione assunsero la nuova classificazione F 1023 e F 1018.

Al partire dal 1872, con l'avvento del sodalizio Mann – Nagelmackers, fino al 1876 vennero costruite quarantasette carrozze-letti ordinate a diversi costruttori. Dodici di queste quarantasette erano ancora state commissionate da Nagelmackers per la *Compagnie Internationale de Wagons-Lits* e poi affidate alla nuova *Mann's Company*<sup>16</sup>. Erano concepite esattamente come le prime due carrozze del 1872.

La prima vettura del sodalizio fu la storica carrozza-letti N°15 a tre assi, costruita dalla *Simmering* nel 1873. Si tratta di una carrozza storica, non solo perché nella fotografia pubblicitaria di presentazione vennero ritratti per la prima e unica volta Mann e Nagelmackers insieme, ma anche perché rappresentò il conseguimento dei concetti espressi nel *Projet d'installation de wagons-lits sur les chemin de fer du continent*<sup>17</sup> dell'ingegnere belga, uniti ai consigli del colonnello americano.

La carrozza-letti doveva riproporre, nei limiti del possibile, un ambiente molto simile a quello domestico<sup>18</sup> - in auge nelle case della medio-alta società europea del XIX secolo - con un letto e una piccola toilette, e il personale per ogni carrozza atto all'assistenza dei viaggiatori, alla pulizia delle *chambrette* e degli abiti. Lo scompartimento in Europa – come dichiarato da Schivelbusch - era consolidato già dagli anni '60 dell'Ottocento, e rispondeva a delle precise esigenze di mantenimento della privacy, per salvaguardare la pace e l'isolamento<sup>19</sup>.

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<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. 138.

<sup>8</sup> Ib.d., p. 138.

<sup>9</sup> Ib.d., p. 138.

<sup>10</sup> Ib.d., p. 138.

<sup>11</sup> Ib.d., p. 138.

<sup>12</sup> Ib.d., p. 138.

<sup>13</sup> Ib.d., p. 311.

<sup>14</sup> Ib.d., p. 385.

<sup>15</sup> Ib.d., p. 311.

<sup>16</sup> Renzo Perret, *Grandi Espresso Europei – 1. L'Epoca del Teck*, Gulliver Edizioni, Torino 1991, p. 20.

<sup>17</sup> Ib.d., p. 12.

<sup>18</sup> Jean Des Cars, Roger Commault, *Sleeping Story*, Julliard Éditeur, Paris 1976, p. 30.

<sup>19</sup> Wolfgang Schivelbusch, *Storia dei viaggi in Ferrovia*, Einaudi Editore, Torino 1988, p. 92.

Nella prima metà degli anni '80 del XIX secolo, in occasione dell'attivazione del *Train Eclair*<sup>20</sup> e del *Train Express d'Orient*<sup>21</sup> furono impiegate delle vetture molto particolari: le carrozze-letti 74 e 75, costruite rispettivamente dalla *Rathgeber* di Monaco di Baviera<sup>22</sup> e dalla *Dyle & Bacalan*<sup>23</sup>, e la carrozza-ristorante 107.

Le particolarità di questi due esemplari di carrozze-letti, che li distingueva dalle carrozze costruite durante il periodo del sodalizio, erano le seguenti: la carrozza-letti 74 – esemplare unico, che secondo Werner Sölch fu messa a disposizione del re Leopoldo II nel 1881<sup>24</sup> in occasione di un viaggio da Bruxelles a Vienna - fu la prima vettura mista con scompartimenti diurni e notturni<sup>25</sup>, anch'essa a tre assi, e possedeva i caratteristici terrazzini alle due estremità per consentire l'accesso ai viaggiatori (scelta mantenuta, secondo la trattazione di Gérard Coudert, Maurice Knepper e Pierre-Yves Toussiro, fino alla fine degli anni '80 del XIX secolo per la costruzione di circa dieci nuovi gruppi di carrozze-letti); la carrozza-letti 75 fu la prima vettura a carrelli della storia della *CIWL*<sup>26</sup>, con quattro porte d'accesso poste alle due estremità, racchiuse in un vestibolo.

Dal 1886, la carrozza-letti 74 fu trasformata per ospitare quattordici posti letto al posto degli iniziali 12 posti ordinari e sei posti letto<sup>27</sup>. Sul modello della carrozza-letti 74, tra il 1881 e il 1883, furono costruiti cinque gruppi di carrozze-letti a tre assi con terrazzini dalla *Rathgeber* di Monaco di Baviera<sup>28</sup>. Molte di queste vetture vennero impiegate prima sul *Train Eclair*<sup>29</sup> e poi sul *Train Express d'Orient*<sup>30</sup>. Di queste vanno ricordate le carrozze 82-83-84-85<sup>31</sup> destinate a ricoprire nel 1902 il *Train-Blanc*<sup>32</sup>, *Trains-Hotel* tra Tunisi e Orano, e le carrozze 108-109-110<sup>33</sup> destinate al ramo spagnolo del *Sud Express*<sup>34</sup> Parigi - Madrid/Lisbona.

Nel 1882 va menzionata l'entrata in servizio della carrozza-ristorante 107, la prima costruita per conto della *Compagnie Internationale des Wagons-Lits*, consegnata dalla *Rathgeber* e dagli ateliers *CIWL* di Marly-lez-Valenciennes<sup>35</sup>. È interessante notare come questa carrozza – a tre assi - possedesse la cucina

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<sup>20</sup> Renzo Perret, *Grandi Espressi Europei – 1. L'Epoca del Teck*, cit., p. 36.

<sup>21</sup> *Ib.d.*, p. 37.

<sup>22</sup> Werner Sölch, *Orient-Express. Glanzzeit, Niedergang und Wiedergeburt eines Luxuszuges*, Alba Publikation, Düsseldorf 1983, p. 31.

<sup>23</sup> *Ib.d.*, p. 31.

<sup>24</sup> Werner Sölch, *Orient-Express. Glanzzeit, Niedergang und Wiedergeburt eines Luxuszuges*, Alba Publikation, Düsseldorf 1983, p. 31.

<sup>25</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. 146.

<sup>26</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. 146.

<sup>27</sup> *Ib.d.*, p. 146.

<sup>28</sup> *Ib.d.*, pp. 147-148.

<sup>29</sup> Renzo Perret, *Grandi Espressi Europei – 1. L'Epoca del Teck*, Gulliver Edizioni, Torino 1991, p. 36.

<sup>30</sup> *Ib.d.*, p. 37.

<sup>31</sup> Gérard Coudert, Maurice Knepper, Pierre-Yves Toussiro, *La Compagnie Des Wagons-Lits: Histoire des véhicules ferroviaires de luxe*, cit., p. 147.

<sup>32</sup> Jean Des Cars, Roger Commault, *Sleeping Story*, Julliard Éditeur, Paris 1976, p. 116.

<sup>33</sup> Gérard Coudert, Maurice Knepper, Pierre-Yves Toussiro, *La Compagnie Des Wagons-Lits: Histoire des véhicules ferroviaires de luxe*, cit., p. 148.

<sup>34</sup> *Ib.d.*, p. 376.

<sup>35</sup> *Ib.d.*, p. 220.

in posizione centrale<sup>36</sup>, attrezzata per servire ventiquattro posti suddivisi in due sale. La carrozza-ristorante 107 fu impiegata dapprima sul percorso Nizza – Mentone, poi sul *Train Eclair*<sup>37</sup>.

A seguito della WR107, i primi due gruppi di carrozze-ristorante (WR 114÷116 e 138÷141<sup>38</sup>), costruiti sempre dalla *Rathgeber*, furono impiegati su tutti i principali *Trains-Hotel* della Compagnia a partire dagli anni '80 del XIX secolo. Due esemplari<sup>39</sup> (WR 115÷116) furono spedite in Algeria, ed è interessante riportare che la carrozza 115 fu distrutta da un incendio mentre la carrozza-ristorante 139 fu impiegata sul *Sud Express*<sup>40</sup>.

La *Rathgeber* consegnò nel 1883, inoltre, sei carrozze-letti a carrelli con terrazzini (121÷126)<sup>41</sup> da dieci posti letto e dodici ordinari, destinate ai *Trains-Hotel* che si andavano costituendo in quel periodo. Le vetture 123÷126 furono, successivamente, dotate di due vestiboli<sup>42</sup> al posto dei terrazzini. Altre carrozze-letti a carrelli con terrazzini giunsero tra il 1883 e il 1887 da altri costruttori, nello specifico dalle *MAN*<sup>43</sup> (WL 127÷130, da dieci posti letto e diciotto ordinari), ateliers *CIWL* di Marly-lez-Valenciennes<sup>44</sup> (WL 131÷137, WL 142÷144, WL 161÷163), officine di Savigliano<sup>45</sup> in Italia (WL 145÷147 e WL 154), *Rathgeber* (WL 158÷160<sup>46</sup>, WL 169÷172<sup>47</sup>, WL 187÷188<sup>48</sup>), e le officine di Nivelles<sup>49</sup> (WL 189÷190).

Gli ateliers Marly<sup>50</sup> consegnarono, sempre tra il 1883 e il 1885, le prime carrozze-ristorante a carrelli - WR 151÷153 (la WR 151 fece parte del primo *Orient-Express*<sup>51</sup>) e WR 167<sup>52</sup> - con trentasei posti (di cui dodici nel *fumoir*, la zona riservata esclusivamente ai fumatori)<sup>53</sup>. La cucina<sup>54</sup> era posizionata su una delle due estremità.

Ricordiamo che i *Trains-Hotel*<sup>55</sup> erano treni unicamente composti di carrozze-letti in unione con una carrozza-ristorante e organizzati esattamente come un albergo, ma sulle ruote. Le carrozze-ristorante erano posizionate in modo tale che la cucina si affacciasse sulla carrozza *Fourgon*, la vettura di servizio del treno, permettendo ai membri della *brigade* (i camerieri e i cuochi) della *CIWL* di poter raggiungere più facilmente il magazzino senza attraversare le sale da pranzo, evitando così di infastidire i viaggiatori.

Dopo aver esaminato le prime vetture entrate in servizio, concentriamoci sui grandi treni espressi istituiti tra il XIX e il XX secolo, ponendo l'accento su come siano cambiate negli anni le composizioni. Tra

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<sup>36</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. 220..

<sup>37</sup> *Ib.d.*, p. 220.

<sup>38</sup> *Ib.d.*, p. 220.

<sup>39</sup> *Ib.d.*, p. 220.

<sup>40</sup> *Ib.d.*, p. 376.

<sup>41</sup> *Ib.d.*, p. 149.

<sup>42</sup> *Ib.d.*, p. 149.

<sup>43</sup> *Ib.d.*, p. 150.

<sup>44</sup> *Ib.d.*, p. 220.

<sup>45</sup> *Ib.d.*, p. 150.

<sup>46</sup> *Ib.d.*, p. 150.

<sup>47</sup> *Ib.d.*, p. 151.

<sup>48</sup> *Ib.d.*, p. 151.

<sup>49</sup> *Ib.d.*, p. 151.

<sup>50</sup> *Ib.d.*, p. 220.

<sup>51</sup> *Ib.d.*, p. 221.

<sup>52</sup> *Ib.d.*, p. 221.

<sup>53</sup> *Ib.d.*, p. 221.

<sup>54</sup> *Ib.d.*, p. 221.

<sup>55</sup> Renzo Perret, *Grandi Espressi Europei – 1. L'Epoca del Teck*, Gulliver Edizioni, Torino 1991, p. 32.

il 1890 e il 1896 furono sciolti molti nodi che impedivano l'attuazione di questi importanti servizi internazionali, e il consenso della clientela nei confronti dei *Trains-Hotel* era nettamente aumentato.

Partiamo dall'*Orient-Express*, che dal 1889 raggiunge direttamente la Turchia. Secondo Albert Mühl, nel suo libro *Internationale Luxuszüge, l'Orient-Express* – nome assunto ufficialmente dal 1891<sup>56</sup> in luogo del precedente e poetico epiteto *Train Express d'Orient* – a partire dal 1888<sup>57</sup>, aveva in composizione tutti i giorni della settimana una carrozza-letti Parigi-Vienna, la domenica e il giovedì una carrozza-letti Parigi-Bucarest, e solo il mercoledì una carrozza-letti Parigi-Costantinopoli (dal 1889).

A partire dal 1900<sup>58</sup>, l'*Orient-Express*, settimanalmente, presentava tre composizioni diverse come presentate da Albert Mühl (rispettando sempre il regolamento del *Trains-Hotel*, il convoglio si presentava con *Fourgon* in testa, carrozza-ristorante immediatamente accanto, le carrozze-letti al centro, e un *Fourgon* in coda):

- una carrozza-letti Parigi-Vienna (tutti i giorni, dal 1906 diventa Calais-Vienna);
- una carrozza-letti Parigi-Budapest (circolava di domenica e giovedì);
- una carrozza-letti Parigi-Costanza<sup>59</sup> (circolava di martedì e venerdì);
- una carrozza-letti Parigi-Costantinopoli (circolava di lunedì, mercoledì e sabato);
- una carrozza-ristorante Parigi-Budapest (circolava di domenica e giovedì);
- una carrozza-ristorante Parigi-Costanza (circolava di martedì e venerdì);
- una carrozza-ristorante Parigi-Costantinopoli (circolava di lunedì, mercoledì e sabato);
- due *Fourgon* Parigi-Budapest (circolavano di domenica e giovedì);
- due *Fourgon* Parigi-Costanza (circolavano di martedì e venerdì);
- due *Fourgon* Parigi-Costantinopoli (circolavano di lunedì, mercoledì e sabato);

Dal 1910, l'*Orient-Express*<sup>60</sup> mantenne, settimanalmente, le tre composizioni diverse, rispettando sempre il regolamento del *Trains-Hotel*, apportando alcuni cambiamenti fondamentali che dureranno fino allo scoppio del primo conflitto mondiale:

- un *Fourgon* in testa (tre, nei fatti, perché rispettivamente impiegati per le relazioni settimanali Parigi-Budapest, Parigi-Costanza, Parigi-Costantinopoli), identificati da Albert Mühl come appartenenti o alla classe F1173÷75 e 1199 (carrozze di servizio a carrelli con due porte, costruite dalla *Ringhoffer*<sup>61</sup> nel 1907), o alla classe F1223÷1234 (carrozze di servizio a carrelli con due porte, dotate di un compartimento a quattro posti per il personale, costruite dalla *Gebrüder Credé Niederrwehren*<sup>62</sup> di Kassel nel 1912-1913);
- Albert Mühl sottolinea che era possibile che, in alternanza a quelli a carrelli elencati prima, vi fossero dei *Fourgon CIWL* a tre assi<sup>63</sup> appartenenti o alla classe F1005÷1012 (costruiti dalle *Rathgeber* e dagli ateliers

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<sup>56</sup> Albert Mühl, *Internationale Luxuszüge: die grossen europäischen Expresszüge durch Deutschland, Österreich und die Schweiz.*, EK-Verlag, Freiburg 1991, p. 64.

<sup>57</sup> *Ib.d.*, p. 65.

<sup>58</sup> Albert Mühl, *Internationale Luxuszüge: die grossen europäischen Expresszüge durch Deutschland, Österreich und die Schweiz.*, EK-Verlag, Freiburg 1991, p. 65.

<sup>59</sup> Romania.

<sup>60</sup> Albert Mühl, *Internationale Luxuszüge: die grossen europäischen Expresszüge durch Deutschland, Österreich und die Schweiz.*, cit., p. 66.

<sup>61</sup> Gérard Coudert, Maurice Knepper, Pierre-Yves Toussirot, *La Compagnie Des Wagons-Lits: Histoire des véhicules ferroviaires de luxe*, La Vie du Rail Edizioni, Paris 2010, p. 321.

<sup>62</sup> *Ib.d.*, p. 321.

<sup>63</sup> Albert Mühl, *Internationale Luxuszüge: die grossen europäischen Expresszüge durch Deutschland, Österreich und die Schweiz.*, cit., p. 70.

CIWL di Marly-lez-Valenciennes<sup>64</sup> tra il 1884 e il 1885) o alla classe F1013÷1015 (costruiti dagli ateliers CIWL di Marly-lez-Valenciennes<sup>65</sup> nel 1885);

- una carrozza-ristorante (tre, nei fatti, perché rispettivamente impiegate per le relazioni settimanali Parigi-Budapest, Parigi-Costanza, Parigi-Costantinopoli), identificate da Albert Mühl come appartenenti o alla classe WR601÷606 (da ventiquattro e dodici posti a salone, costruite appositamente per l'*Orient-Express* da parte delle *Compagnie Générale de Construction* di Saint-Denis<sup>66</sup> nel 1898), o alla classe WR1735÷1742 (da ventiquattro e dodici posti a salone da parte delle *Compagnie Générale de Construction* di Saint-Denis<sup>67</sup> nel 1898);
- è interessante la presenza di una carrozza-ristorante con piccolo salottino<sup>68</sup> (usate in alternanza con le precedenti carrozze-ristorante) identificate da Albert Mühl come o la carrozza WRS1650 (da trentaquattro posti a sedere, costruita appositamente per l'*Orient-Express* da parte di *Nesselsdorf*<sup>69</sup> nel 1907), oppure appartenenti alla classe WRS1936÷1943 (da ventidue e dodici posti a salone, costruite appositamente per l'*Orient-Express* da parte di *Ringhoffer*<sup>70</sup> e *Nesselsdorf*<sup>71</sup> tra il 1908 e il 1909);
- due, o tre carrozze-letti (sette, nei fatti, perché rispettivamente impiegate per le relazioni o giornaliere Parigi-Vienna o settimanali Parigi-Budapest, Parigi-Costanza, Parigi-Costantinopoli, Ostenda-Budapest, Ostenda-Costanza, e Ostenda-Costantinopoli) identificati da Albert Mühl<sup>72</sup> come appartenenti o alla classe WL1709÷1711 (da diciotto posti letto, costruite appositamente per l'*Orient-Express* da parte di *Ringhoffer*<sup>73</sup>), o alla classe WL1951÷1965 (da diciotto posti letto, costruite dalle *Van der Zypen & Charlier* a Colonia, e dalle *MAN*<sup>74</sup>);
- un *Fourgon* con comparto postale<sup>75</sup>, individuato da Albert Mühl come appartenente 1178÷1200 (costruiti dalla *Karl Weyer Waggonfabrik* di Düsseldorf<sup>76</sup>).

Parallelamente all'*Orient-Express*, tra il 1900 e il 1902 fu istituita una relazione chiamata *Berlin-Budapest-Orient-Express*<sup>77</sup> formata da carrozze-letti e ristorante, che metteva in comunicazione la capitale dell'Impero Tedesco e del Regno d'Ungheria con Costantinopoli. Nel sistema *Orient-Express* tra fine

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<sup>64</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. 310.

<sup>65</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. 310.

<sup>66</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. 236.

<sup>67</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. 236.

<sup>68</sup> Albert Mühl, *Internationale Luxuszüge: die grossen europäischen Expresszüge durch Deutschland, Österreich und die Schweiz.*, EK-Verlag, Freiburg 1991, p. 70.

<sup>69</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. 246.

<sup>70</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. 249.

<sup>71</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. 249.

<sup>72</sup> Albert Mühl, *Internationale Luxuszüge: die grossen europäischen Expresszüge durch Deutschland, Österreich und die Schweiz.*, EK-Verlag, Freiburg 1991, p. 70.

<sup>73</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. 177.

<sup>74</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. 177.

<sup>75</sup> Albert Mühl, *Internationale Luxuszüge: die grossen europäischen Expresszüge durch Deutschland, Österreich und die Schweiz.*, EK-Verlag, Freiburg 1991, p. 70.

<sup>76</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. 322.

<sup>77</sup> Robert Nobécourt, *Le voitures et le trains de la CIWL*, Éditions LR Presse, Auray Cedex 2020, p. 71.

Ottocento e inizio Novecento, va citato anche l'*Ostende-Vienne-Orient-Express*<sup>78</sup> Ostenda-Monaco-Vienna-Costantinopoli, nato dalle ceneri dell'*Ostende-Express*<sup>79</sup> Ostenda-Vienna.

Lasciamo momentaneamente l'*Orient-Express* con le sue lussuose carrozze ed esaminiamo i treni che avevano come terminale o origine la Costa Azzurra e la Riviera ligure italiana. Iniziamo dal *Nord-Sud-Brenner-Express*<sup>80</sup>, *Trains-Hotel* istituito nel 1897 tra Berlino e Cannes (all'effettivo a partire dal 1900<sup>81</sup>).

Il convoglio era composto da una carrozza *Fourgon* a carrelli con comparto postale (Berlino-Milano), una carrozza-ristorante, due carrozze-letti Berlino-Milano (circolavano tutti i giorni, all'effettivo dal 1906), una carrozza-letti Berlino-Merano<sup>82</sup> (dal 1901, tutti i giorni), una carrozza-letti Berlino-Napoli (solo tra il 1898 e il 1899), una carrozza-letti Berlino-Verona, un *Fourgon* a carrelli (Berlino-Milano).

Alcune delle vetture che vi vennero impiegate sono state individuate da Albert Mühl<sup>83</sup>: le carrozze-letti del convoglio erano appartenenti al lotto WL553÷562<sup>84</sup> dalle *MAN (Klett Maschinen Fabrik, Germania)* nel 1898; le carrozze-ristorante appartenenti ai gruppi WR491÷494 (più precisamente, la WR493), WR568÷573 (costruite 1896 il 1897 dalle *Compagnie Générale de Construction* di Saint-Denis<sup>85</sup>, ricostruite tra il 1926 e il 1928 con nuova numerazione WR3175÷3180<sup>86</sup>); i *Fourgon* erano a tre assi appartenenti o alle classi F1059÷1065<sup>87</sup>, F1116 e F1066÷1068<sup>88</sup> (costruiti dalle *MAN* tra il 1896 e il 1900), o alla classe F1112÷1118 costruiti tra il 1896 e il 1902 rispettivamente dalla *Ringhoffer* (F1112<sup>89</sup>), *Compagnie Générale de Construction* di Saint-Denis (F1113÷1115<sup>90</sup>) e *Waggonfabrik* di Weimar (F1117÷1118<sup>91</sup>); talvolta, venivano impiegati i *Fourgon* a carrelli o appartenenti alla classe F1164÷1165<sup>92</sup>

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<sup>78</sup> Robert Nobécourt, *Le voitures et le trains de la CIWL*, Éditions LR Presse, Auray Cedex 2020, p. 70.

<sup>79</sup> Robert Nobécourt, *Le voitures et le trains de la CIWL*, Éditions LR Presse, Auray Cedex 2020, p. 70.

<sup>80</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>81</sup> Albert Mühl, *Internationale Luxuszüge: die grossen europäischen Expresszüge durch Deutschland, Österreich und die Schweiz.*, EK-Verlag, Freiburg 1991, p. 8.

<sup>82</sup> Albert Mühl, *Internationale Luxuszüge: die grossen europäischen Expresszüge durch Deutschland, Österreich und die Schweiz.*, EK-Verlag, Freiburg 1991, p. 8.

<sup>83</sup> Albert Mühl, *Internationale Luxuszüge: die grossen europäischen Expresszüge durch Deutschland, Österreich und die Schweiz.*, EK-Verlag, Freiburg 1991, p. 12.

<sup>84</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. 164.

<sup>85</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. 234.

<sup>86</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. 266.

<sup>87</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. 314.

<sup>88</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. 315.

<sup>89</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. 318.

<sup>90</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. 318.

<sup>91</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. 315.

<sup>92</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. 315.

(costruiti dalla *Ringhoffer* tra il 1906 e il 1907), o alla classe F1089÷1094<sup>93</sup> (*Ringhoffer* 1898, con compartimento postale), o il F1119<sup>94</sup> (*Waggonfabrik* di Weimar, 1900, con compartimento postale).

Dopo il 1906/1907, le carrozze-letti Berlino-Milano, i due *Fourgon* a carrelli e la carrozza-ristorante vengono prolungate su Cannes nel periodo invernale (dal 1912<sup>95</sup> nel periodo dicembre – aprile), mentre a partire dal 1907 si aggancerà fino a Verona la sezione tedesca del *Trains-Hotel* denominato *Égypte-Express*<sup>96</sup> Berlino-Napoli (da Verona a Napoli venivano aggiunti un *Fourgon* e una carrozza-ristorante, due carrozze-letti e un *Fourgon* con comparto postale Berlino-Napoli).

Come non citare il famoso *Calais-Méditerranée-Express*, istituito nel 1889. L'autore Robert Nobécourt ci riporta che il convoglio<sup>97</sup>, intorno al 1900, prevedeva una sobria composizione formata da tre carrozze-letti Parigi-Ventimiglia, una carrozza-letti Calais-Ventimiglia, una carrozza-ristorante Parigi-Ventimiglia inquadrate tra due bagagliai a due assi della compagnia *Paris-Lyon-Méditerranée (P.L.M.)*. A partire dal 1913, la sezione Calais-Ventimiglia conta ben due carrozze-letti<sup>98</sup>, portando così il *Calais-Méditerranée-Express* a otto carrozze totali. Riprenderemo a discutere di questo convoglio in seguito.

Passiamo ora a esaminare il famoso *Riviera-Express*, attraverso gli studi di Albert Mühl, istituito a partire dal 1900. Esso era composto da tre relazioni servite dalle seguenti carrozze-letti: Berlino-Ventimiglia<sup>99</sup> (due carrozze-letti, dapprima trisettimanale fino al 1902, poi bisettimanale, nuovamente trisettimanale dal 1903, quadrisettimanale fino al 26 aprile 1905, infine espletata tutti i giorni dal 27 aprile dello stesso anno); Francoforte-Ventimiglia (due carrozze-letti, una trisettimanale, l'altra tutti i giorni solo tra il 1901 e 1902<sup>100</sup>, quando diverrà un'unica carrozza in servizio trisettimanale); Amsterdam-Ventimiglia<sup>101</sup> (una carrozza-letti, servizio bisettimanale). La relazione Francoforte-Ventimiglia verrà ridotta dal 1907<sup>102</sup> ad una sola carrozza-letti.

Le vetture impiegate per questa relazione ci vengono riportate dagli studi di Mühl<sup>103</sup>. Si tratta di tre gruppi abbastanza omogenei di carrozze-letti, già impiegate per altri convogli di prestigio: il primo gruppo<sup>104</sup> era composto di vetture da diciotto posti letto (WL 647÷666 fornite dalla *Compagnie Générale de Construction* di Saint-Denis nel 1899; WL 747÷752 fornite dalla tedesca *Breslauer* nel 1900; WL 779÷788

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<sup>93</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. 317.

<sup>94</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. 319.

<sup>95</sup> Albert Mühl, *Internationale Luxuszüge: die grossen europäischen Expresszüge durch Deutschland, Österreich und die Schweiz.*, EK-Verlag, Freiburg 1991, p. 9.

<sup>96</sup> Albert Mühl, *Internationale Luxuszüge: die grossen europäischen Expresszüge durch Deutschland, Österreich und die Schweiz.*, EK-Verlag, Freiburg 1991, p. 9.

<sup>97</sup> Robert Nobécourt, *Le voitures et le trains de la CIWL*, Éditions LR Presse, Auray Cedex 2020, p. 83.

<sup>98</sup> Robert Nobécourt, *Le voitures et le trains de la CIWL*, Éditions LR Presse, Auray Cedex 2020, p. 83.

<sup>99</sup> Albert Mühl, *Internationale Luxuszüge: die grossen europäischen Expresszüge durch Deutschland, Österreich und die Schweiz.*, EK-Verlag, Freiburg 1991, p. 21.

<sup>100</sup> Va comunque ricordato che Albert Mühl specifica che, tra il 1904 e il 1905 ritornarono a circolare ben due carrozze-letti tra Francoforte e Ventimiglia, la prima trisettimanale, la seconda solo presente il giovedì.

<sup>101</sup> Albert Mühl, *Internationale Luxuszüge: die grossen europäischen Expresszüge durch Deutschland, Österreich und die Schweiz.*, EK-Verlag, Freiburg 1991, p. 21.

<sup>102</sup> Albert Mühl, *Internationale Luxuszüge: die grossen europäischen Expresszüge durch Deutschland, Österreich und die Schweiz.*, EK-Verlag, Freiburg 1991, p. 26.

<sup>103</sup> Albert Mühl, *Internationale Luxuszüge: die grossen europäischen Expresszüge durch Deutschland, Österreich und die Schweiz.*, EK-Verlag, Freiburg 1991, p. 21.

<sup>104</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. 164.

dalle Ganz nel 1901); un secondo gruppo<sup>105</sup> di carrozze-letti sempre da diciotto posti letto consegnate nel 1902, ma di diverso disegno (WL 821÷825 fornite dalla *Breslauer*; WL 826÷830 fornite dalle *Klett Maschinen Fabrik*); l'ultimo gruppo di carrozze-letti apparteneva alla classe WL 1755÷1761<sup>106</sup> da diciotto posti letto, consegnate dalle Saint-Denis tra il 1907 e il 1908.

Era previsto il servizio di ristorazione con due carrozze-ristorante<sup>107</sup> in servizio, rispettivamente, tra Berlino e Ludwigshafen, e Besançon e Ventimiglia. Albert Mühl<sup>108</sup> ci riporta che le carrozze-ristorante in questione appartenevano ai seguenti gruppi, almeno quelle identificate con certezza: WR 1638÷1642<sup>109</sup> (Berlino- Ludwigshafen) consegnate nel 1906 da parte della tedesca *Van der Zypen & Charlier* da quaranta posti; Gérard Coudert, Maurice Knepper, Pierre-Yves Toussiroit riferiscono che per il *Riviera-Express* erano previste, dal 1909, anche le WR 1608÷1610<sup>110</sup> consegnate dalle *Ringhoffer*; il gruppo WR 1735÷1742<sup>111</sup> (Besançon-Ventimiglia) consegnate dalle *Compagnie Générale de Construction* di Saint-Denis nel 1907; ricordiamo anche le carrozze-ristorante a sei assi WR 1703÷1705<sup>112</sup> (Berlino- Ludwigshafen) consegnate da *Van der Zypen* nel 1906.

Erano previsti dei servizi diurni sul convoglio svolti da carrozze-salone, identificate da Albert Mühl<sup>113</sup> come appartenenti alle classi WS 1531÷1545<sup>114</sup> (Saint Denis 1899, trentaquattro posti, utilizzate secondo Mühl nel tratto tedesco) e WS 1546÷1553<sup>115</sup> (Miani 1899, trentacinque posti, utilizzate secondo Mühl nel tratto francese): dal 1907 era prevista una carrozza-salone Bourg-Ventimiglia, mentre dal 1908 era prevista una carrozza-salone Den Haag-Francoforte.

Dall'altra parte, sul versante italiano, vi erano i treni *Lloyd-Express* e *Lloyd-Riviera-Express*. Secondo Mühl, il *Lloyd-Express*<sup>116</sup> era semplicemente composto da un paio di carrozze-letti (identificate con le classi WL 1791÷1798<sup>117</sup> costruite dalle *Van der Zypen* nel 1908, da diciotto posti letto), e una carrozza-ristorante (identificate con le WRS 1799÷1802<sup>118</sup> costruite dalle *Ringhoffer* tra il 1908 e il 1909,

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<sup>105</sup> Gérard Coudert, Maurice Knepper, Pierre-Yves Toussiroit, *La Compagnie Des Wagons-Lits: Histoire des véhicules ferroviaires de luxe*, La Vie du Rail Edizioni, Paris 2010, p. 170.

<sup>106</sup> Gérard Coudert, Maurice Knepper, Pierre-Yves Toussiroit, *La Compagnie Des Wagons-Lits: Histoire des véhicules ferroviaires de luxe*, La Vie du Rail Edizioni, Paris 2010, p. 178.

<sup>107</sup> Albert Mühl, *Internationale Luxuszüge: die grossen europäischen Expresszüge durch Deutschland, Österreich und die Schweiz.*, EK-Verlag, Freiburg 1991, p. 26.

<sup>108</sup> Albert Mühl, *Internationale Luxuszüge: die grossen europäischen Expresszüge durch Deutschland, Österreich und die Schweiz.*, EK-Verlag, Freiburg 1991, p. 21.

<sup>109</sup> Gérard Coudert, Maurice Knepper, Pierre-Yves Toussiroit, *La Compagnie Des Wagons-Lits: Histoire des véhicules ferroviaires de luxe*, La Vie du Rail Edizioni, Paris 2010, p. 246.

<sup>110</sup> Gérard Coudert, Maurice Knepper, Pierre-Yves Toussiroit, *La Compagnie Des Wagons-Lits: Histoire des véhicules ferroviaires de luxe*, La Vie du Rail Edizioni, Paris 2010, p. 246.

<sup>111</sup> Gérard Coudert, Maurice Knepper, Pierre-Yves Toussiroit, *La Compagnie Des Wagons-Lits: Histoire des véhicules ferroviaires de luxe*, La Vie du Rail Edizioni, Paris 2010, p. 246.

<sup>112</sup> Gérard Coudert, Maurice Knepper, Pierre-Yves Toussiroit, *La Compagnie Des Wagons-Lits: Histoire des véhicules ferroviaires de luxe*, La Vie du Rail Edizioni, Paris 2010, p. 247.

<sup>113</sup> Albert Mühl, *Internationale Luxuszüge: die grossen europäischen Expresszüge durch Deutschland, Österreich und die Schweiz.*, EK-Verlag, Freiburg 1991, p. 21.

<sup>114</sup> Gérard Coudert, Maurice Knepper, Pierre-Yves Toussiroit, *La Compagnie Des Wagons-Lits: Histoire des véhicules ferroviaires de luxe*, La Vie du Rail Edizioni, Paris 2010, p. 286.

<sup>115</sup> Gérard Coudert, Maurice Knepper, Pierre-Yves Toussiroit, *La Compagnie Des Wagons-Lits: Histoire des véhicules ferroviaires de luxe*, La Vie du Rail Edizioni, Paris 2010, p. 286.

<sup>116</sup> Albert Mühl, *Internationale Luxuszüge: die grossen europäischen Expresszüge durch Deutschland, Österreich und die Schweiz.*, EK-Verlag, Freiburg 1991, p. 28.

<sup>117</sup> Gérard Coudert, Maurice Knepper, Pierre-Yves Toussiroit, *La Compagnie Des Wagons-Lits: Histoire des véhicules ferroviaires de luxe*, La Vie du Rail Edizioni, Paris 2010, p. 178.

<sup>118</sup> Gérard Coudert, Maurice Knepper, Pierre-Yves Toussiroit, *La Compagnie Des Wagons-Lits: Histoire des véhicules ferroviaires de luxe*, La Vie du Rail Edizioni, Paris 2010, p. 248.



con ventidue posti normali abbinati a dodici posti a salone) abbinata a due *Fourgon* usate sulla relazione Amburgo-Genova.

Il *Lloyd-Riviera-Express*<sup>119</sup> univa, invece, carrozze-letti che a Mulhouse, vicino Strasburgo, si dividevano in due sezioni: una diretta verso Genova e Coira, con quattro carrozze-letti (Den Haag – Genova, Amburgo – Genova, Berlino – Genova e Berlino – Coira); l'altra verso Ventimiglia via Lione con cinque carrozze-letti (Amburgo – Ventimiglia, Amsterdam – Ventimiglia, Francoforte – Ventimiglia, due Berlino – Ventimiglia).

In affiancamento ai grandi treni dai nomi prestigiosi come il *Calais-Méditerranée-Express*, *St.Petersburg-Cannes-Express*, *Nord-Süd-Brenner-Express*, *Riviera-Express* e *Roma-Firenze-Cannes-Express*, vanno ricordate le due carrozze-letti della relazione *Tyrol-Riviera-Express*<sup>120</sup> (anche chiamato *Wien-Tirol-Riviera-Express*) in servizio tra Vienna e Cannes, Budapest e Cannes.

Il *St.Petersburg-Cannes-Express* era composto, secondo l'orario del 1908/1909:

- da due carrozze *Fourgon* (identificati come i F 1060÷1061, costruiti dalle *MAN*, F 1066÷1068, costruiti dalle *MAN*, F 1069÷1072, costruite dalle *Ringhoffer* nel 1896<sup>121</sup>, F 1113÷1115, costruiti dalle *Compagnie Générale de Construction de Paris St.Denis*<sup>122</sup>, F 1203÷1207 *Ringhoffer* nel 1904<sup>123</sup>) rispettivamente a giorni alterni in servizio tra Vienna e Cannes o tra Varsavia e Cannes;

- due carrozze ristorante, rispettivamente in servizio tra Varsavia e Granica, nella Slesia tedesca, l'altra tra Vienna e Cannes (identificate come WR 1829÷1834, da quaranta posti a sedere costruite dalle *Ringhoffer* nel 1908<sup>124</sup>, e WR 1867 da ventidue posti e dodici posti salone<sup>125</sup>, costruita dalle *Ringhoffer* nel 1908);

- due o più carrozze-letti (identificate come le WL 698÷712 da diciotto posti letto costruite dalle *Ringhoffer* nel 1900<sup>126</sup>, WL 1612÷1618 con diciotto posti letto costruite dalle *Ringhoffer* nel 1905<sup>127</sup>, WL 1835÷1837 e WL 1868÷1870 da diciotto posti letto costruite dalle *Breslauer* nel 1908<sup>128</sup>, WL 1929÷1935 dalla *Ringhoffer* nel 1908<sup>129</sup>), impiegate a giorni alterni tra Varsavia e Cannes o tra Vienna e Cannes, e una

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<sup>119</sup> Albert Mühl, *Internationale Luxuszüge: die grossen europäischen Expresszüge durch Deutschland, Österreich und die Schweiz.*, EK-Verlag, Freiburg 1991, p. 34.

<sup>120</sup> Albert Mühl, *Internationale Luxuszüge: die grossen europäischen Expresszüge durch Deutschland, Österreich und die Schweiz.*, EK-Verlag, Freiburg 1991, p. 44.

<sup>121</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. 249.

<sup>122</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. 318.

<sup>123</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. 323.

<sup>124</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. 249.

<sup>125</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. 251.

<sup>126</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. 164.

<sup>127</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. 174.

<sup>128</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. 178.

<sup>129</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. 178.

carrozza-letti impiegata due volte a settimana dalla località ucraina di Pidvolochysk (allora parte dell'Impero Austro-Ungarico) per Cannes;

- una carrozza-salone, a periodi alterni tra il 15 novembre 1903 e il 27 aprile 1904 in servizio tra Milano e Cannes, e tra il 13 novembre 1913 e il 12 maggio 1914 in servizio tra Genova e Cannes;

Tra gli altri convogli diretti dalla capitale tedesca all'Italia, vi era anche la relazione *Berlin-Tirol-Rome-Express*<sup>130</sup> (via Lipsia-Monaco di Baviera-Brennero) istituita a partire dal 1912, comprendente ben quattro carrozze-letti: la carrozza Berlino-Verona<sup>131</sup> (circolante solo la domenica, martedì, mercoledì, venerdì); la carrozza Berlino-Merano<sup>132</sup> (solo tra il 1912 e il 1913, circolante solo la domenica, martedì, mercoledì, venerdì); la carrozza Berlino-Roma<sup>133</sup> (circolante solo il martedì, giovedì e sabato); la carrozza Berlino-Venezia<sup>134</sup> (solo nel 1913, circolante tutti i giorni).

Già citati nel terzo capitolo, il *Berlin-Naples-Palermo-Express*<sup>135</sup> e il *Wien-Rome-Napoli-Palermo-Taormina-Express*<sup>136</sup> furono istituiti rispettivamente nel 1902<sup>137</sup> e nel 1910 per collegare le capitali degli imperi centrali<sup>138</sup> con la Sicilia, in parallelo all' *Égypte-Express*. Sul *Berlin-Naples-Palermo-Express* vi erano quattro carrozze-letti<sup>139</sup>, in servizio tra Berlino e Napoli (due carrozze), Berlino e Palermo (un'unica carrozza, insieme a una carrozza-letti Parigi-Palermo), Berlino e Taormina<sup>140</sup> (un'unica carrozza, a partire dal 1907). A partire dal 1910, come accennato poco fa, furono agganciate al *Trains-Hotel* dalla Germania alla Sicilia, anche le carrozze-letti del *Wien-Rome-Napoli-Palermo-Taormina-Express*<sup>141</sup> (carrozze-letti Vienna-Roma, Vienna-Palermo, Vienna-Taormina).

Albert Mühl riferisce che le carrozze letti impiegate<sup>142</sup> su tale *Trains-Hotel* erano appartenenti alle seguenti classi: WL631÷644<sup>143</sup> (diciotto posti letto, costruite dalle *Compagnie Générale de Construction* di Saint-Denis nel 1899, usate anche sull'*Orient-Express* e alcune di esse trasferite in Algeria<sup>144</sup>), più

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<sup>130</sup> Albert Mühl, *Internationale Luxuszüge: die grossen europäischen Expresszüge durch Deutschland, Österreich und die Schweiz.*, EK-Verlag, Freiburg 1991, p. 14.

<sup>131</sup> Albert Mühl, *Internationale Luxuszüge: die grossen europäischen Expresszüge durch Deutschland, Österreich und die Schweiz.*, EK-Verlag, Freiburg 1991, p. 14.

<sup>132</sup> Albert Mühl, *Internationale Luxuszüge: die grossen europäischen Expresszüge durch Deutschland, Österreich und die Schweiz.*, EK-Verlag, Freiburg 1991, p. 14.

<sup>133</sup> Albert Mühl, *Internationale Luxuszüge: die grossen europäischen Expresszüge durch Deutschland, Österreich und die Schweiz.*, EK-Verlag, Freiburg 1991, p. 14.

<sup>134</sup> Albert Mühl, *Internationale Luxuszüge: die grossen europäischen Expresszüge durch Deutschland, Österreich und die Schweiz.*, EK-Verlag, Freiburg 1991, p. 14.

<sup>135</sup> con una sezione per Taormina.

<sup>136</sup> Albert Mühl, *Internationale Luxuszüge: die grossen europäischen Expresszüge durch Deutschland, Österreich und die Schweiz.*, EK-Verlag, Freiburg 1991, p. 42.

<sup>137</sup> Albert Mühl, *Internationale Luxuszüge: die grossen europäischen Expresszüge durch Deutschland, Österreich und die Schweiz.*, EK-Verlag, Freiburg 1991, p. 17.

<sup>138</sup> Epiteto per indicare l'Impero Tedesco e l'Impero Austro-Ungarico.

<sup>139</sup> Albert Mühl, *Internationale Luxuszüge: die grossen europäischen Expresszüge durch Deutschland, Österreich und die Schweiz.*, EK-Verlag, Freiburg 1991, p. 17.

<sup>140</sup> Albert Mühl, *Internationale Luxuszüge: die grossen europäischen Expresszüge durch Deutschland, Österreich und die Schweiz.*, EK-Verlag, Freiburg 1991, p. 17.

<sup>141</sup> Albert Mühl, *Internationale Luxuszüge: die grossen europäischen Expresszüge durch Deutschland, Österreich und die Schweiz.*, EK-Verlag, Freiburg 1991, p. 42.

<sup>142</sup> Albert Mühl, *Internationale Luxuszüge: die grossen europäischen Expresszüge durch Deutschland, Österreich und die Schweiz.*, EK-Verlag, Freiburg 1991, p. 17.

<sup>143</sup> Gérard Coudert, Maurice Knepper, Pierre-Yves Toussirot, *La Compagnie Des Wagons-Lits: Histoire des véhicules ferroviaires de luxe*, La Vie du Rail Edizioni, Paris 2010, p. 164.

<sup>144</sup> Gérard Coudert, Maurice Knepper, Pierre-Yves Toussirot, *La Compagnie Des Wagons-Lits: Histoire des véhicules ferroviaires de luxe*, La Vie du Rail Edizioni, Paris 2010, p. 164.

precisamente identificata da Mühl con la WL 642; WL 747÷752<sup>145</sup> (diciotto posti letto, costruite dalle *Breslauer Aktiengesellschaft für Eisenbahnwagen* in Germania nel 1900); WL779÷788<sup>146</sup> (diciotto posti letto, costruite dalle *Ganz&Co* di Budapest nel 1901).

Venivano impiegate, secondo Mühl, le seguenti carrozze-ristorante<sup>147</sup>: WR 729÷740<sup>148</sup> (da quarantadue posti, costruite dalle *Ringhoffer* nel 1900); WRS 789÷793<sup>149</sup> (da ventiquattro e dodici posti, costruite dalle *Ganz&Co* di Budapest nel 1900). Il convoglio accolse, tra il 1906 e il 1907, una carrozza-salone<sup>150</sup> in servizio tra Firenze e Roma.

Albert Mühl ci riferisce che su tale relazione erano presenti dei *Fourgon* a tre assi costruiti dalla *Compagnie Générale de Construction* di Saint-Denis (F 1113÷1115<sup>151</sup>) e dalla *Klett Maschinen Fabrik* (F1136÷1145<sup>152</sup>). Alcuni di questi *Fourgon* (F 1138÷1139 e F 1142÷1145) finirono in Turchia a partire dal 1930, con l'adozione di un piccolo reparto cucina<sup>153</sup>.

La particolarità che emerge dalla documentazione fotografica pubblicata da Albert Mühl e Gérard Coudert è che molte delle carrozze impiegate sui vari *Trains-Hotel* citati fino a ora, riportavano sulle fiancate il nome della relazione riportato con lettere ed impressioni in oro, usanza che è venuta meno proprio con la fine della *Belle Époque*.

Parlando dei pochi treni salone istituiti in Europa in quel periodo, ricordiamo i treni istituiti nel 1889 e soppressi nel 1890: il *Paris-Bordeaux-Express* e il *Marseille-Nice-Express*, composti in entrambi i casi di sole carrozze-salone della *Compagnie Internationale des Wagons-Lits*; i due *Club-Train* Parigi-Calais e Dover-Londra, in entrambi i casi composti da carrozze-salone e carrozze-ristorante, sempre della *CIWL*.

In modo particolare, per il *Club-Train* francese venivano impiegate le carrozze-salone WS 245÷249<sup>154</sup> – successivamente trasformate in carrozze-ristorante e carrozze-letti – insieme alle carrozze-ristorante WR 242÷244<sup>155</sup>, le quali secondo Nobécourt avevano necessità di essere accoppiate a *Fourgon avec cuisine* in quanto sprovviste di cucina<sup>156</sup>; mentre per il *Club-Train* inglese venivano impiegate le carrozze-salone WS 255÷261<sup>157</sup>. Quest'ultime, secondo Nobécourt, verranno reimpiegate tra il 1899 e il

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<sup>145</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. 164.

<sup>146</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. 164.

<sup>147</sup> Albert Mühl, *Internationale Luxuszüge: die grossen europäischen Expresszüge durch Deutschland, Österreich und die Schweiz.*, EK-Verlag, Freiburg 1991, p. 17.

<sup>148</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. 236.

<sup>149</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. 240.

<sup>150</sup> Albert Mühl, *Internationale Luxuszüge: die grossen europäischen Expresszüge durch Deutschland, Österreich und die Schweiz.*, EK-Verlag, Freiburg 1991, p. 17.

<sup>151</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. 318.

<sup>152</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. 318.

<sup>153</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. 318.

<sup>154</sup> Robert Nobécourt, *Le voitures et le trains de la CIWL*, Éditions LR Presse, Auray Cedex 2020, p. 43.

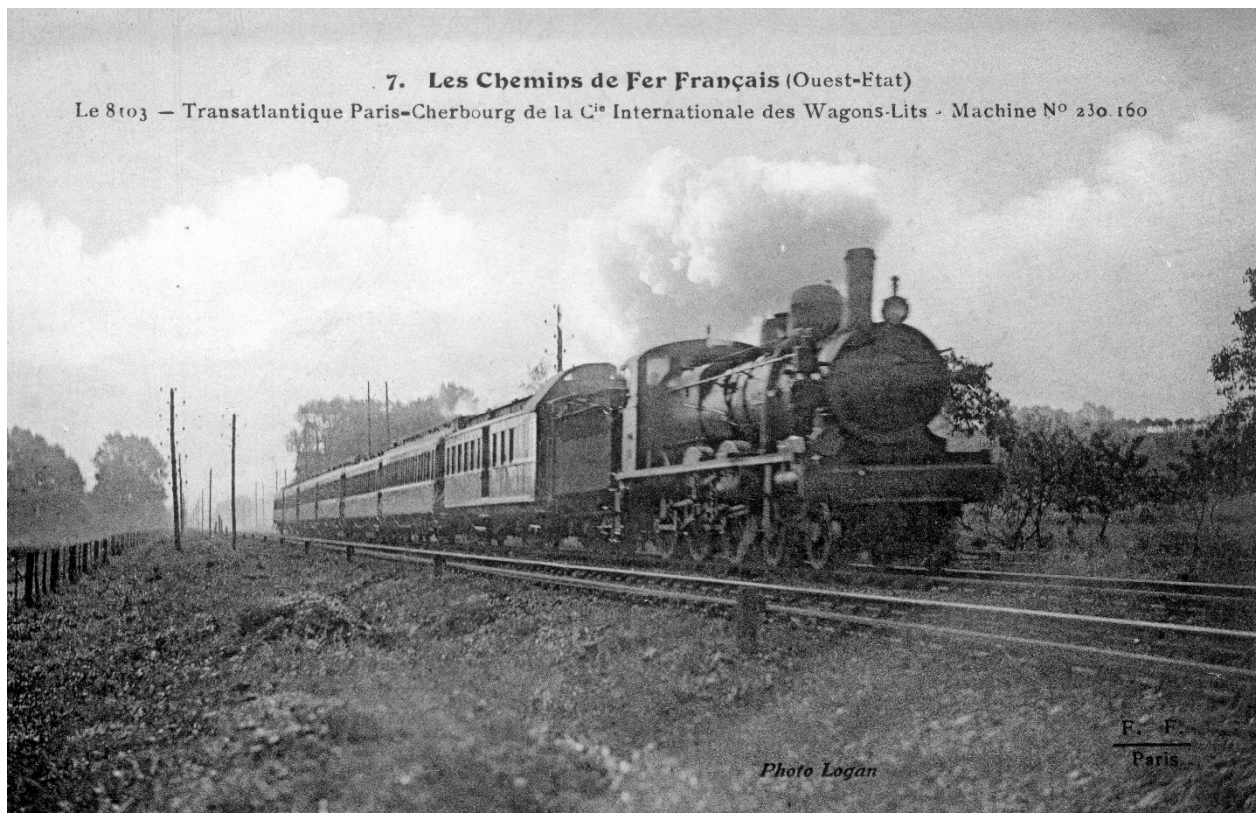
<sup>155</sup> Robert Nobécourt, *Le voitures et le trains de la CIWL*, Éditions LR Presse, Auray Cedex 2020, p. 36.

<sup>156</sup> Robert Nobécourt, *Le voitures et le trains de la CIWL*, Éditions LR Presse, Auray Cedex 2020, p. 36.

<sup>157</sup> Robert Nobécourt, *Le voitures et le trains de la CIWL*, Éditions LR Presse, Auray Cedex 2020, p. 43.

1912 sul *New York-Express*<sup>158</sup>, uno dei due *Boat-Trains*<sup>159</sup> istituiti nel 1900 – tra cui il *Transatlantique-Express*<sup>160</sup> - per collegare Parigi con i porti di Le Havre e Cherbourg, in coincidenza con le partenze dei piroscafi per gli Stati Uniti (vedi cartolina qui sotto).

Tra il 1896 e il 1898, circolò tra Vienna e Merano un treno salone della *Compagnie Internationale des Wagons-Lits* – detto *Vienne-Meran-Express*<sup>161</sup> – composto da carrozze-salone e carrozze-ristorante. Nel 1899, circolò solo per un mese un treno salone<sup>162</sup> tra Amsterdam e Mons, capoluogo della provincia vallona dell'Hainaut. Nel 1901, va ricordata l'istituzione del *Savoie-Express*<sup>163</sup>, treno salone tra la capitale francese e città di Chambéry, Evian, Ginevra, che verrà soppresso all'inizio della guerra. Nel 1904, tra Berlino e Vienna verrà istituita una carrozza-salone, via Karlsbad, nota località termale, detto *Karlsbad-Express*<sup>164</sup>.



Treno Transatlantique con i vecchi vagoni del Club Train. Questa foto fa anche una meravigliosa connessione con l'articolo "Club Train" di Jim Greaves in questo numero. (coll. Dirk Frielingsdorf)

<sup>158</sup> Robert Nobécourt, *Le voitures et le trains de la CIWL*, Éditions LR Presse, Auray Cedex 2020, p. 43.

<sup>159</sup> Treni salone della *Compagnie Internationale des Wagons-Lits*.

<sup>160</sup> Robert Nobécourt, *Le voitures et le trains de la CIWL*, Éditions LR Presse, Auray Cedex 2020, p. 71.

<sup>161</sup> Robert Nobécourt, *Le voitures et le trains de la CIWL*, Éditions LR Presse, Auray Cedex 2020, p. 70.

<sup>162</sup> Robert Nobécourt, *Le voitures et le trains de la CIWL*, Éditions LR Presse, Auray Cedex 2020, p. 70.

<sup>163</sup> Robert Nobécourt, *Le voitures et le trains de la CIWL*, Éditions LR Presse, Auray Cedex 2020, p. 71.

<sup>164</sup> Robert Nobécourt, *Le voitures et le trains de la CIWL*, Éditions LR Presse, Auray Cedex 2020, p. 71.

# Les mystères des trains bleus

# The mysteries of the blue trains

by Pierre Birgé

La composition du train 1019 au service d'été 1973 indique une voiture restaurant bleue, gérance Metz, entre Paris et Metz. Trajet Metz - Paris par le train 259.

Quelle serait l'identité de cette voiture restaurant sur ce roulement, basé à Metz ?

The train composition for train 1019 during the 1973 summer service shows a blue dining car, based in Metz, from Paris to Metz. Return to Paris by train 259.

Which dining car would have been used on this service?

— 42 —  
CATEGORIE \*\*\*

**TRAINS RAPIDES N° 1019 et 204**

150 > Paris-Forbach  
 140 > Metz-Luxembourg

P A R I S — B A R - L E - D U C — M E T Z — F O R B A C H (22 h 29/38) — S A A R B R Ü C K E N (22 h 46)  
 (18 h 49) (20 h 43/44) (21 h 38) (21 h 42) T H I O N V I L L E (22 h 01/04) — L U X E M B O U R G (22 h 27)

Composition et ordre de formation	N° d'ordre	Parcours des véhicules	Longueur du train à Paris	Tonnage du train sur les parcours ci-après				A différer ou à ajouter en cours de route	Trains de retour	N° des roulements et Centres de gérance	Nombre de jeux	Course EWP	OBSERVATIONS Compartiments réservés
				Paris-Metz	Metz-Forbach-Saarbrücken	Forbach-Saarbrücken	Metz-Luxembourg						
<b>TETE AU DEPART DE PARIS (Rebroussement à METZ pour le 1019)</b>													
1 B10 (USI) □ **	92	PARIS-LUXEMBOURG	25,1	39	—	—	39		705 1014	P 034	2	187 (c)	
1 B10 (USI) □ **	93	"	25,1	39	—	—	39		"	"	"	"	
1 A4 <sup>4</sup> (USI) **	94	"	25,1	40	—	—	40		"	"	"	"	
1 A7D (UIC) 28	95	"	24,5	44	—	—	44		"	"	"	Ⓢ	
1 B10 (UIC) (a)	96	PARIS METZ	24,5	46	—	—	—	259	MZ 001	1	—	—	
1 WR □	R 96	"	20,5	52	—	—	—		MZ 002	"	—	—	
1 A5B6 □ DB	100	PARIS-SAARBRÜCKEN	26,4	40	40	40	—	1014	80001	2	243	—	
1 A10 □ DB	101	PARIS-SAARBRÜCKEN	26,4	42	42	42	—	"	80002	"	241	—	
1 B12 □ DB	102	"	26,4	39	39	39	—	"	"	"	"	12 12	
1 B12 □ DB	103	"	26,4	39	39	39	—	"	"	"	"	"	
1 B6D □ DB	104	"	26,4	40	40	40	—	"	"	"	"	"	
1 B12 □ DB (b)	105	"	26,4	39	39	39	—	"	80003	1	"	"	
Longueur et tonnage du train		Les V. . . . .	279,8	460	200	200	162						
		Le 13 Juillet . . . . .	306,2	499	239	239	162						
		Autres jours . . . . .	255,3	414	200	200	162						
Charges admises par la Traction			—	700*	400*	X	400*						
Type des machines			—	BB 16000	BB 16500	X	BB 16000						
Longueur maximale autorisée			375 mètres										

a) Les vendredis.  
b) Le 13 Juillet seulement.  
Fac. autres jours.  
c) EWP 187 à 1 jeu.

\* Surcharge interdite.  
X Remorqué par machine DB.

NOTA - Les voitures DB comportent dix compartiments de 2ème classe à 6 places.

Voici quelques photos conservées par le Museo di Fotografia Contemporanea, Cinisello Balsamo (MI)

*Here is a series of pictures from the collection of the Museo di Fotografia Contemporanea, Cinisello Balsamo (MI), Italy*

**Campagna di Russia. Budapest - stazione ferroviaria - vagone con la scritta "ristorante per ufficiali"**  
Patellani, Federico; Budapest, Ungheria, 06/1941 - 10/03/1942



PR. 519/FT. 6



PR. 519/FT. 11



PR. 519/FT. 13



PR. 519/FT. 14



PR. 519/FT. 16

Le premier mystère est bien sûr l'endroit. La Hongrie semble sûre, en raison de la locomotive hongroise sur la photo FT. 11

*The first mystery is of course the location. The Hungarian locomotive on picture FT. 11 confirms Hungary. This is probably the station, ceci est probablement la gare:*



Campagna di Russia. Budapest - stazione ferroviaria – facciata, PR. 519/FT. 17



*It does not look like any of the main line stations in Budapest, unless it is a side building not usually seen or photographed.*

Cette gare ne ressemble pas à une des gares principales de Budapest, à moins qu'il ne s'agisse d'un bâtiment annexe peu connu et peu photographié.

La deuxième question est bien sûr quelle voiture ?

*The second question is of course which dining car?*

#### **Editors Notes:**

*The dining car "ristorante per ufficiali" in war times belongs to the newer series 36xx, 37xx and 42xx without poutre central because of its visible details in picture FT6. Unfortunately, the series cannot be narrowed down further on the basis of externally visible details. The pictures of the interior FT13, 14 and 16 show a small detail in the form of the small lights mounted above the windows, here only with one bulb each. The cars of the late 42xx series no longer had this detail. But e.g. the coaches 3693-3705 from Ganz (sic!) 1932, but there still with two light bulbs above each window, as a contemporary factory photograph reveals (left):*

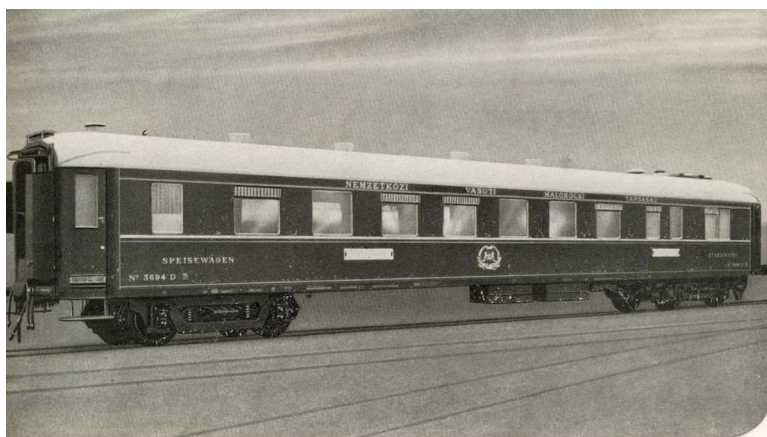


*The leather-covered 2+2 seats embossed with "WL" also fit, as does the relatively light wood that was obviously used in the interior. I would also like to show the exterior of the car from the contemporary brochure (below):*

Le wagon-restaurant appartient aux séries plus récentes 36xx, 37xx et 42xx sans poutre centrale en raison de ses détails visibles sur la photo FT6. Malheureusement, la série ne peut pas être réduite davantage sur la base de détails visibles de l'extérieur. Les photos de l'intérieur FT13, 14 et 16 montrent un petit détail sous la forme des petites lumières montées au-dessus des fenêtres, ici seulement avec une ampoule chacune. Les voitures de la dernière série 42xx n'avaient pas ce détail. Mais par exemple, les voitures 3693-3705 de Ganz (sic !) 1932, mais là encore avec deux ampoules au-dessus de chaque fenêtre, comme le révèle une photo d'usine contemporaine (à gauche) :

Les sièges 2+2 recouverts de cuir gaufré "WL" conviennent également, tout comme le bois relativement léger qui a manifestement été utilisé à l'intérieur. De l'extérieur aussi, je voudrais montrer la voiture à partir de la brochure contemporaine (à droite) :

(DF)



## The first railway-owned sleeping cars for the sleeping car pool The new build sleeping cars MU, T2 and T2S in the early 1970s

by Dirk Frielingsdorf

As early as 1961, the Western and Central European railways maintained a "Joint Committee Railways/CIWL/DSG/SSG" (CPC) to discuss the requirements of sleeping car operation with the sleeping car companies CIWL and DSG and to steer them in the desired direction, namely a demand-oriented orientation of the offer. This included above all the universal usability of the sleeping cars, i.e. allowing the use of the compartments both as "single", "double" (both with first class tickets) and "t3" for use with second class tickets.

As is known, in the case of the CIWL this led to the new procurement of the type MU sleeping cars from 1963-1967 as well as the conversion of sleeping cars of the types Y and YT, which were available in large numbers, into YU and U. As Y, these cars originally had 11 compartments with two beds each, as YT they had 3 beds in each of the 2 outer compartments, the middle bed in a fixed position lower than the upper one in the Y compartments. The conversion to YU provided the two outer compartments with three beds each, with the middle bed now variable in height, so that these compartments could also be used as "double" in first class as well as "t3" in second class. With the conversion to "U", this variable conversion took place with beds, e.g. of the "Klein" system, in all 11 compartments.

The Y coaches, which were originally delivered as "Y/mét" with painted metal (!) interior walls, were for the most part fitted with "Formica" plastic interior fittings in a wooden look at the same time - only a few "U/mét" remained with their original metal grey painted interior walls. This affected the first series of this type from de Dietrich (Lorraine) 3588-3607, EIC 3608-3627 and 3683-3692, from Crède the partial series 3703-3722 (the partial series 3723-3742 was delivered as Y/bois with wooden interior walls) and from Smethwick the coaches 3743-3767, all years of construction 1930-1932. All later Y- and YT-series of the years of construction 1939-1950 were delivered only with "bois"-interiors and therefore do not really need any distinction in the designation.

It was precisely this conversion programme of the early Y-series that led to their special longevity: due to their universal compartments, which were mainly installed in the 1960s, many of them survived in service until the second half of the 1980s, even if in the end only as reserve and temporary service vehicles. YU were not rebuilt at first because of their at least partly universally usable four outer compartments and later for a similar reason, namely "only" four instead of all 11 universally usable compartments, they were parked earlier and often sold, e.g. for use as railway service vehicles.

In 1968, the CIWL had 20 type T2 coaches built by WMD, still without air conditioning. This new type now had nested 2-berth compartments, which could be booked as "single" or "special" in first class and as "t2" in second class - once again, customer interest had changed. But in order to accommodate as many passengers as possible in such a carriage, the compartments were made smaller and nested inside each other. Thus, up to 36 passengers could be accommodated in two-bed compartments in second class, just as many as in the largest universal carriages (MU) in three-bed compartments.

### 1st meeting:

The European railways, which later came together in the European Sleeping Car Pool, formulated their requirements at the first meeting of the "Rolling Stock" committee on 22.07.1970 in Paris, almost a year

before the contracts of the Sleeping Car Pool were signed and came into force. The invitation to order was to be issued by the CIWLT with its bid documents. The 45 MU cars initially advised were to be procured by Fiat, although the latter had not submitted the cheapest bid. But due to the company's "greater experience, it could justify the small additional price and be expected to guarantee good handling", according to the records of the meeting. Car bodies and bogies were to be ordered separately, since on the one hand price advantages were expected and on the other hand the brake design had not yet been determined, but CIWLT could place the order for the 48 pairs of bogies (three as a reserve) at short notice.

A working group was initially formed for the T2 cars in order to make a final decision. The background to this was, on the one hand, the technical equipment of the car (e.g. air conditioning) and, on the other hand, that in addition to CIWLT's own design, the Waggonfabrik Schlieren proposed a variant of the T2 to CIWLT in 1970 within the framework of an offer, which provided for a total of 17 compartments with two beds each on one level (for a total of 34 passengers) and was equipped with air conditioning. This was subsequently designated T2s (from Schlieren itself) or T2S (from the pool), in each case the 'S' stood for Schlieren.

### 2nd meeting:

At the second meeting of the Rolling Stock Committee in Frankfurt on 19/20 November 1970, SNCF, FS and CIWLT considered the Schlieren design to be a "good design open to discussion", but advocated the T2 against the background of ordering it as soon as possible, since the T2S was as yet only available as a study. The new T2 would have been fully developed and considerable success had been achieved with the 20 wagons in service since 1968/69. On the other hand, SBB-CFF and DB did not want to order until both designs had been compared with each other. The first batch of 40 cars was to be ordered from the Carel-Fouché company, the subject of the air conditioning system was to be clarified between the working group and the manufacturer at short notice. DB waived its share of T2 cars because it was "striving for the most modern and cheapest solution", but could only decide this after a comparison.

So the first planned distribution of T2 cars was as follows:

SNCF 33 coaches, FS 3 coaches, SBB-CFF 2 coaches and SNCB 2 coaches. The SNCF promised to take over the two SBB-CFF cars in case the SBB decided to withdraw because the comparison with the Schlieren design had not yet been made. An inspection of a model of the Schlieren construction was planned for 4.12.1970 in Schlieren. For the second T2 tranche, it was then to be weighed up in peace and quiet which construction, T2 or T2S, was "the more favourable solution".

Of the MU, CIWLT was to order 45 cars from Fiat, although here too FS (for 8 cars) and ÖBB (3 cars) had still expressed reservations. However, if these were not declared in time, the CIWLT wanted to place the order on 15.12.1970.

### 3rd meeting:

The bogies of this MU were then the subject of the 3rd meeting of the Rolling Stock Committee in Paris on 28/29 January 1971. The individual railways wanted different versions of the bogies to be ordered separately: Disc braked (FS and ÖBB), block braked (CIWLT [!] and SBB-CFF) and a combination of both. However, as the order was not to be fragmented too much in order to risk price advantages, all bogies were to be ordered as combined braked bogies, whereby one part of the bogies could, if necessary, be

purely disc braked and another part purely block braked. The company KHD should be commissioned to check whether this mixed solution of the Minden-Deutz bogie could be developed in the short term.

On the other hand, there was clarity on the subject of air-conditioning for the T2: the working group had defined a system that complied with the UIC specifications and could be used without major modifications to the car. For the second series of T2 cars, it was then to be checked whether this solution had proven itself or whether a modification had to be arranged. A different air-conditioning system could be installed in the "Schlieren sleeping car" (T2S), as this car offered more space and made installation much easier.

At this meeting, the participating (later pool) railways were advised that if they wanted to finance their vehicles through EUROFIMA, they had to have submitted their financing applications there by certain dates.

#### **Insert EUROFIMA:**

**This was founded in 1955 as the financing company of the European railways as a joint-stock company and primarily serves to bundle vehicle procurement orders in order to be able to achieve more favourable prices vis-à-vis the manufacturers through larger purchase numbers. At the same time, it serves a certain standardisation of European railway material. The largest shareholders in EUROFIMA are Deutsche Bahn and SNCF, each currently holding 22.6% of the shares.**

At the same time, the CIWLT was asked to make its technical delivery and acceptance conditions available to the railways themselves and to EUROFIMA for future orders. At the next meeting it should have been decided whether these had to be adapted in the future or whether they were sufficient for future orders.

#### **4th meeting:**

The inspection of the Schlieren sleeping car (T2S) was then reported at the 4th meeting of the Vehicles Committee on 7.4.1971 in Frankfurt am Main. This was no more expensive than the previous T2, but it was not possible to comply with the wish of some general directors (of the participating railways) to put this order out to international tender. After all, the Schlieren company had made advance payments for the development and might not have benefited from the construction of the vehicles. The German Federal Railways argued that such a thing would be regulated nationally by a development contract, and that such a thing might also be possible internationally. However, as there was no development contract with one or more railways, Schlieren could only recover the development costs through a contract. Schlieren agreed to release the development if it received an initial order for 40-50 vehicles.

The administrations of DSB, NS, ÖBB, SBB and DB wanted the Schlieren design (T2S) for the second lot of T2 cars, while the decision of SNCF and SNCB was still pending. As a result, representatives of SNCF, SBB, CIWLT, DSG and DB, under the chairmanship of SBB, formed a working group for a specification of the T2S. Their first meeting was to take place in Paris on 13.5.1971. As soon as the specifications were available and the CPC had agreed, EUROFIMA wanted to ask Schlieren for prices for 40 or 65 vehicles.

The order to Fiat for the 45 MU cars might have been extended by the order from the Yugoslavian railways for 20 more cars if this had reduced the price per unit. However, Fiat explained that in this order it was more or less already to be feared that no profit would have remained for it anyway due to increased subcontractor costs. In addition, the CIWLT's fees for the drawings were still in question, which also played a role for the Yugoslavian railways.

In the meantime, KHD had developed a bogie with mixed brakes, which was approved by the UIC sub-committee "Braking". Subsequently, at this meeting, CIWLT was asked to order 90 pairs of bogies (45 for MU, 40 for T2 and 5 reserve) from ANF, of which 46 bogies were to have no anti-skid device for SNCF. EUROFIMA financed the bogies for 22 MU cars of SNCF, ÖBB and NS as well as all bogies for the T2.

There was still no agreement on the subject of air conditioning for the T2 cars to be ordered. As is well known, the first 20 T2 cars were delivered by WMD in 1968 without air conditioning. An air-conditioning system was to be installed in the following series, whereby the solution of the company Air-Industrie required the least changes to the coach body. However, the uniform solution desired by some railways for the second T2 series as well as for the T2S required two months of additional design time, so that an order for the T2 cars was not placed at this meeting.

#### 5th meeting:

The following 5th meeting of the Vehicles Committee on 25 May 1971 in Frankfurt am Main brought clarity to the issue of air-conditioning: For a uniform solution also for the carriage series to be rebuilt later, the boiler of the air-conditioning system was to be equipped with both an electric and an oil heating system. This was to be taken into account first in the procurement of the T2 and also in the planning of the T2S. The question of painting and lettering of the new cars was to be dealt with at a later date in consultation with the "Operations" and "Commercial Issues" Committees.

There were some minor shifts in the number of cars to be ordered. In addition to the 45 MU cars already ordered, only 38 T2 cars were now to be ordered. The FS wanted to postpone their 3 T2 coaches to the second series (which they then never ordered, the FS only procured T2S), while the SNCB-NMBS wanted to bring forward one coach of the second series: Thus it came to the procurement of the 35 coaches for the SNCF (5101-5107, 5110-5138) and three coaches for the SNCB-NMBS (5108-5110). The CIWLT refrained from placing an order and stated that it would negotiate its expenses with the two railways.

#### Insert "45 MU coaches":

**It is known that the series consisted of actually 48 coaches, namely coaches 4821-4868. I found and also quoted a small reference to the "missing three" in the pool documents above in the selection of brakes. There it is mentioned that the "CIWLT wants block-braked bogies for their cars". From photos I know of at least two MU of this series that were initially delivered with CIWL monogram and CIWL inscriptions above the window band (4828, 4858, both set with FS registration in their Parc national), so possibly there was a third. These certainly became FS property at some point in the following years, but the pool documents do not provide any more details. Perhaps a reader from Italy can bring more clarity to this matter, in particular, which was the third car and when did the three also become the property of FS?**

Then the pool railways checked the technical acceptance conditions of the CIWL. DB thought they should be revised so that the construction and procurement service should also be represented. In the following discussion, on the one hand, the previously good experience was made with the regulations of the railway administration of the supplier country, UIC leaflets were already available on this, a UIC sub-committee was dealing with the drafting of further regulations, but these could only be obtained after a long period of work. (As is well known, the CIWL cars received the approval of the country of delivery or workshop

after construction or conversion/general overhaul, which led to the railway abbreviations before the CIWLT number on the frame, but did not allow any conclusions to be drawn about the area of use of the car).

On the other hand, uniform and comprehensive regulations were desired, as EUROFIMA in particular needed Community regulations for Community procurements, but this took too long at UIC level, only a specific area of UIC work was affected here and the regulations of interest to the sleeping car pool could have been agreed in a few meetings.

It was agreed that for orders already placed, the previous CIWLT regulations should apply and for subsequent orders, members were asked to give a written opinion on the future application of the CIWLT regulations, whether these were considered sufficient or whether changes or additions were desired.

*Off topic: Also at this meeting both DSG and CIWLT stated that they would complete the renumbering of sleeping cars by 15.06.1971. The list revised by Lothar Behlau and made available online provides information on this for the CIWLT cars; it does not include cars that the CIWLT kept for its own services and did not rent out to the pool railways as well as the new vehicles discussed here:*

[https://www.wagonslits.de/wagenlisten/ciwt\\_umzeichnungen.html](https://www.wagonslits.de/wagenlisten/ciwt_umzeichnungen.html)

#### **6th meeting:**

The point of negotiation at the 6th meeting on 8.7.71 in Paris was the anti-skid control systems for the bogies, a decision was finally to drag on until the 7th meeting on 28.10.71 in Olten. The choice was between three electronic systems from Parizzi, Knorr and Westinghouse and a mechanical system from Oerlikon. Finally, after the 7th meeting, it was agreed on a Parizzi electronic system for those railways that wanted it (in this case FS) and the Oerlikon mechanical system for the remaining railways for all MU and T2 of the first delivery series already ordered.

The topic of "paint colour, emblem and lettering" was also raised again at the 6th meeting. This was something Mr. Stelter (DB) wanted to propose to the CPC after consultation with the Presidents of the "Operations" and "Commercial Issues" Committees (of the Pool) to carry out market research. A search was also made for a "typical designation" for the "TS 2 car" (meaning the T2S) that would also say something to passengers. It was also again urged to initiate the follow-up order for additional cars (T2 and/or T2S) as soon as possible in order to continue the urgently needed renewal of the vehicle fleet.

#### **7th meeting:**

At the 7th meeting on 28.10.1971 in Olten, it was then finally decided to ask the manufacturing companies that had submitted an offer for the T2 to submit renewed offers for orders for 40, 80 and 100 coaches of the T2 type, likewise for the T2S, here with the special feature that the Schlieren company was to be considered in any case with 40-50 coaches in order to recoup its development costs. As no one objected, it was decided to have this follow-up tender carried out by EUROFIMA and no longer by CIWLT. In return, the CIWLT will ask the affiliated railways to set binding order figures for the T2 and T2S types once the tender prices are available. EUROFIMA wanted to request offer prices for both types for quantities of 20, 40, 60, 80 and 100 cars. These were to have the same bogies as the cars of the series already ordered (MU and T2). The specifications for the T2 and T2S cars to be reordered were to be available by the end of 1971.

It was also stipulated that the 45 MU and 38 T2 cars under construction should be given the CIWLT dark blue colour.

### 8th meeting:

At the 8th meeting on 10.2.1972 in Frankfurt, an order for 85 to 100 new sleeping cars was considered likely, as the need for renewal had increased in the meantime. Initially, the cars were only to be approved for speeds of up to 160 km/h, but technical preparation for 200 km/h, including braking, was already planned. From a running point of view, the already ordered T2 and MU were already suitable for 200km/h.

The announcement was to be scheduled as follows: The total number of cars to be ordered was to be determined by the end of January 1972, the invitation to submit bids was to be issued in March, the deadline for submitting bids was to be June, and the evaluation of the bids was to be done by September, so that the order could then be placed after the evaluation had been presented to the committee.

The evaluation of the offers was to take place with two working groups "sleeping car TS 2" (with the participation of SBB-CFF, SNCF, DB, CIWLT, FS, SNCB) and "electrotechnical equipment" (SNCF, FS, SNCB, DB, CIWLT, DSB) from June 1972.

The bogies were only to be put out to bid if the French company ANF, which had initially been approached, had submitted a price above the then current order for the MU and the first T2. Then a bidding process was to take place via the companies ANF, KHD and Fiat.

The CIWLT wanted to provide their documents on the orders for the MU and T2 for the bidding. The Sleeping Car Pool wanted to bear the costs for the short descriptions of the T2 and T2S sleeping cars and their translation into German and Italian. For older carriages, which should still be in service for at least five to ten years, the associated railways were asked to communicate their need for these to the CIWLT and the DSG now for the last time, so that these could be made available and translated if necessary. This would not have been possible later.

At this meeting it was also decided that the CIWLT's remuneration of 2% for carrying out the procurement and construction supervision of the MU cars should be collected from the associated railways, divided into thirds for each of the years 1972, 1973 and 1974.

### 9th meeting:

On 3 and 4 October 1972, the "Vehicles Committee" met in Turin. Here it was stated once again that the **48(!) MU** cars ordered from Fiat received the blue CIWLT colour.

Here we are now talking about 48 cars. According to the previous protocols, the pool railways ordered 45 cars. After I had already referred above to the indication of the block-braked bogies ordered by the CIWLT for their cars, the indications are becoming stronger that the CIWLT actually had three of the new-build MU (4828, 4858 and 48??) initially in their own ownership.

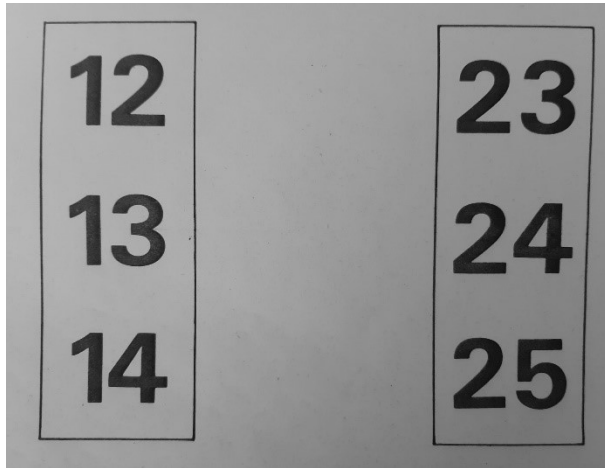
These MUs were distributed and registered as follows:

No.	Year of construction	N° Parc du Pool	N° Parc national	Company
4821	1972		61 83 72-81 745-1	FS
4822	1973		61 83 72-81 746-9	FS
4823	1973	71 83 72-80 629-6		FS

4824	1973	71 83 72-80 630-4		FS
4825	1973	71 83 72-80 631-2		FS
4826	1973		61 83 72-81 747-7	FS
4827	1973		61 83 72-81 748-5	FS
4828	1973		61 83 72-81 749-3	CIWLT -> FS
4829	1973	71 85 72-80 623-7		SBB-CFF
4830	1973	71 85 72-80 624-5		SBB-CFF
4831	1973	71 85 72-80 625-2		SBB-CFF
4832	1973	71 84 72-80 622-0		NS
4833	1973	71 81 72-80 626-4		ÖBB
4834	1973	71 81 72-80 627-2		ÖBB
4835	1973	71 81 72-80 628-0		ÖBB
4836	1973	71 87 72-70 632-8		SNCF
4837	1973	71 87 72-70 633-6		SNCF
4838	1973		61 87 72-71 739-2	SNCF
4839	1973		61 87 72-71 740-0	SNCF
4840	1973		61 87 72-71 741-8	SNCF
4841	1973		61 87 72-71 742-6	SNCF
4842	1973		61 87 72-71 743-4	SNCF
4843	1973		61 87 72-71 744-2	SNCF
4844	1973		61 87 72-71 757-4	SNCF
4845	1973	71 87 72-70 634-4		SNCF
4846	1973	71 87 72-70 635-1		SNCF
4847	1973	71 87 72-70 636-9		SNCF
4848	1973		61 87 72-71 758-2	SNCF
4849	1973		61 87 72-71 759-0	SNCF
4850	1973		61 87 72-71 760-8	SNCF
4851	1973	71 87 72-70 637-7		SNCF
4852	1973		61 87 72-71 761-6	SNCF
4853	1973		61 87 72-71 762-4	SNCF
4854	1974	71 83 72-80 638-7		FS
4855	1974	71 83 72-80 639-5		FS
4856	1974		61 83 72-81 750-1	FS
4857	1974		61 83 72-81 751-9	FS
4858	1974		61 83 72-81 752-7	CIWLT -> FS
4859	1974	71 83 72-80 640-3		FS
4860	1974	71 83 72-80 641-1		FS
4861	1974	71 83 72-80 642-9		FS
4862	1974		61 83 72-81 753-5	FS
4863	1974		61 83 72-81 754-3	FS
4864	1974		61 83 72-81 755-0	FS
4865	1974		61 83 72-81 756-8	FS
4866	1974	71 83 72-80 643-7		FS
4867	1974	71 83 72-80 644-5		FS
4868	1974	71 83 72-80 645-2		FS



Off topic: But there are also interesting things to report apart from the new-build cars and their announcements. The CIWLT reported on 8 YU and 14 Y, which were comparatively new and came from the former Turkish rolling stock. The CIWLT was responsible for bringing the cars into line with UIC and RIC regulations, particularly with regard to their continuous electrical heating lines. SNCF expressed interest in 4 of the YU cars.



Also interesting is the renumbering of the beds in sleeping cars. This was to be applied on 3 June 1973, and a comparison table was to be made available to the conductors in order to avoid difficulties during the changeover period. With the previous bed numbers, the "upgrading" of the sleeping cars to universal compartments caused a lot of "confusion" depending on the type, this was now to be harmonised. For this purpose, a draft of the new signs in the form of metal plates was shown and the costs for renumbering the carriages were presented by both DSG and CIWLT:

Types de VL	Coût par VL en FF.			Coût par réseau locataire en FF.										
	No	Mat	Total	Pares "Pool"							Pares "nationaux"			
				SNCF	DB	FS	SNCF	ÖBB	DSB	NS	SNCF	DB	FS	
Lx 16 (6 opts 2pl. 4 opts 1 pl.)	90	80	170	6 VL								10 VL		13 VL
Lx 20 (10 opts à 2 pl.)	100	90	190	7 VL	4 VL	2 VL						7 VL		
Z Y bois (11 opts à 2 pl.) YC	110	110	220	12 VL		10 VL	4 VL	11 VL	2 VL	2 VL		19 VL		55 VL
Uf Um U bois (11 opts à 3 pl.) UH	170	120	290	35 VL	39 VL	9 VL	2 VL	6 VL	5 VL	3 VL	3 VL	36 VL		5 VL
YU bois (7 opts 2 pl.) YU ordé (4 opts 3 pl.)	130	90	220	7 VL	17 VL	11 VL			8 VL			12 VL	3 VL	4 VL
P (20 opts 1 pl.)	160	40	200	6 VL								39 VL		15 VL
M (12 opts 2 pl.)	135	105	240			2 VL								18 VL
MU (12 opts 3 pl.)	190	140	330	13 VL	8 VL	15 VL	5 VL	12 VL	5 VL		3 VL	38 VL		
T2 (18 opts 2 pl.)	210	150	360			2 VL						18 VL		
Ym (11 opts 2 pl.)	120	110	230	3 VL										
F (9 opts 2 pl.)	100	90	190									20 VL		
				22.860	18.450	13.760	3.110	8.120	5.300	1.310	1.860	50.910	660	23.960
Coûts en monnaies locales ...				-	DM 11.600	Lire 1.568.000	FF 27.200	FF 6.000	Sh. 24.100	JD 1.780	Fl. 1.170	-	DM 420	Lire 2.730.000

CIWLT - D.M.F./CG.B. - le 29 septembre 1972.  
JS/AE.

Kosten für die Umstellung der Schlafwagen der USG von der bisherigen auf die neue Platznummerierung.

Wagenbauart Type (Vergleichbarer IST-Wagen typ)	Vorschlag der USG Wendeschilde, keine Bettplatznummerierung	Leichtmetallschild 132 x 49 x 3 mm in Farbton Silber oder Bronze nach Schoch 6		Selbstklebende, dünne Leichtmetallfolie 132 x 49 x 0,2 mm in Farbton Silber oder Bronze nach Schoch 6	
		mit Bettplatznummerierung	ohne Bettplatznummerierung	mit Bettplatznummerierung	ohne Bettplatznummerierung
ML mit 10 Abteilen und 30 Betten (MU: 1,2)	einschl. Mehrwertsteuer 104,62 DM	~ 183 DM	~ 180 DM		
ML mit 11 Abteilen und 33 Betten (U)	einschl. Mehrwertsteuer 113,22 DM	~ 194 DM	~ 186 DM		
ML mit 12 Abteilen und 36 Betten (MU)	einschließlich Mehrwertst. 121,82 DM	~ 220 DM	~ 212 DM		

The new order of further T2 and T2S was now called the "3rd and 4th sleeping car tranche", whereby EUROFIMA did not yet get around to issuing the invitation to tender due to a lack of staff, and there were also numerous queries from the requested manufacturers. Thus the whole schedule was delayed. However, it was already clear that a total of 96 cars were to be ordered, 61 of them for the sleeping car pool, ten for the SNCF Parc national and 25 for the FS Parc national. It was mentioned that an internal survey had even shown the need for 102 cars and whether it had already been determined how further orders would have to be made from 1976. Reference was made to the "Operations Committee" for this.

ANF made an interesting offer for the bogies of these sleeping car series, but with clear conditions regarding production and acceptance of the bogies: ANF wanted to deliver from March 1974 with a minimum of ten and a maximum of 18 bogies per month. Therefore, it was agreed that a simultaneous award of car bodies and bogies would not be possible if one wanted to take advantage of ANF's favourable price. After the delays, it was expected that the orders for the car bodies would be placed in March 1973 at the earliest. EUROFIMA was to negotiate with ANF whether it was possible to postpone the order date somewhat if the offer remained the same.

### 10th meeting:

The 10th meeting on 21 and 22 February 1973 brought clarity about the individual coaches to be ordered: SNCF wanted to order 31, SNCB another 3 T2 coaches. Furthermore, 58 T2S cars were to be ordered, distributed as follows: DB 16, DSB 2, FS 33, NS 2 and SBB-CFF 5. ÖBB were not yet sure, but probably wanted to order three more T2S. Francorail had submitted the most favourable offer for both the T2 cars and the T2S cars, but Schlieren had an option promise for 40-50 T2S cars, so the purchasing committee suggested ordering the T2 cars from Francorail in any case. Further negotiations were to be held with Schlieren and Francorail to see who, if any, could produce the T2S as a subcontractor to the other at the most favourable price. As a result, Schlieren agreed to supply the 58 car bodies of the T2S at the price of 60 car bodies from Francorail, to involve Francorail as a subcontractor and to take over Francorail's wage

share of 47% instead of 50%. Another issue was the weight reduction of the T2, as it is 5-6 t heavier than the T2S.

In terms of brakes, the Oerlikon brake was installed with electronic anti-skid controllers from Parizzi (FS and NS, if this was also approved for the disc brake), Westinghouse (SNCF), Oerlikon (SBB-CFF, SNCB and ÖBB) and Knorr (DB, DSB, if the cars were maintained by DB). Furthermore, it was decided to install an electro-pneumatic UIC door closing device with 12-core cable and a second air supply line, which was obligatory for new vehicles since 01.01.1972, as well as further technical details of the windows (double glazing in rubber mountings). The compartment windows could be opened in both car types, corridor windows were partly fixed, whereby the number of fixed corridor windows was to be the same in both cars. The power supply came from EVR on the T2, on the T2S partly from EVR (FS, NS, ÖBB) and from Krupp (DB, DSB, SBB-CFF). Air conditioning systems came from Air-Industrie (T2) and Luwa (T2S). The "commercial questions" committee of the sleeping car pool could not yet agree on the colour scheme of these 3rd and 4th tranche. Reference was made to the new European standard passenger coach (Type Z), for which this question was to be decided in the near future (as is known, it became the "C1" livery in orange with light grey trim lines).

### 11th meeting

At the 11th meeting on 27 March 1973 in Frankfurt am Main, SNCF increased its requirement for T2 cars by 17 cars, so that a total of 50 cars now had to be ordered from Francorail. For the T2S, Schlieren, Francorail and EUROFIMA agreed that Francorail would be assigned about 18% of the order value at prices in line with the contract.

Schlieren stated that they should receive a decision on the colour scheme by November 1973 at the latest. For the T2S, the railways now wanted openable compartment partitions between every two compartments and at what price this was possible. Schlieren quoted 11,500 FF per carriage, Francorail 9,000 FF per carriage. The leading committee had not dealt with this question, although one argument of the railways in the direct comparison between T2 and T2S was the possibility of these openable walls on the T2S, which was not possible on the T2 because of its nested compartment construction. Especially with the very narrow compartment width of the T2S in day travel sections compared to the MU, the necessity of opening compartment partitions was seen in addition to the greater flexibility for night travel (e.g. families). This question should have been decided within two weeks, the Rolling Stock Committee was unanimously in favour of this solution. The first cars should now have been delivered in February 1975 (two cars for DB), DSB would need their cars in May 1975. There was still no agreement on the colour scheme, but as already indicated at the previous meeting, it should be based on the new standard passenger coach (Eurofima type Z), which should initially be procured in 500 units. The DB pushed for a uniform European solution, including the TEE coaches. (It was the DB, of all companies, which later did not procure its "EUROFIMA" coaches in C1-orange, but tried out various designs, including the EUROFIMA scheme with sky-blue coach colour or the classic TEE colour...).

For a uniform drawing system, CIWLT (for the MU type), SNCF (T2), SBB-CFF (T2S) and DB (MD bogies) were asked to provide technical drawings according to a uniform system to all railways in order to avoid delays in the workshop due to subsequent procurement of drawings. EUROFIMA was also asked to include in the order contracts the multilingual (French, Italian, German) construction descriptions and maintenance instructions of the sub-suppliers, if necessary against payment.

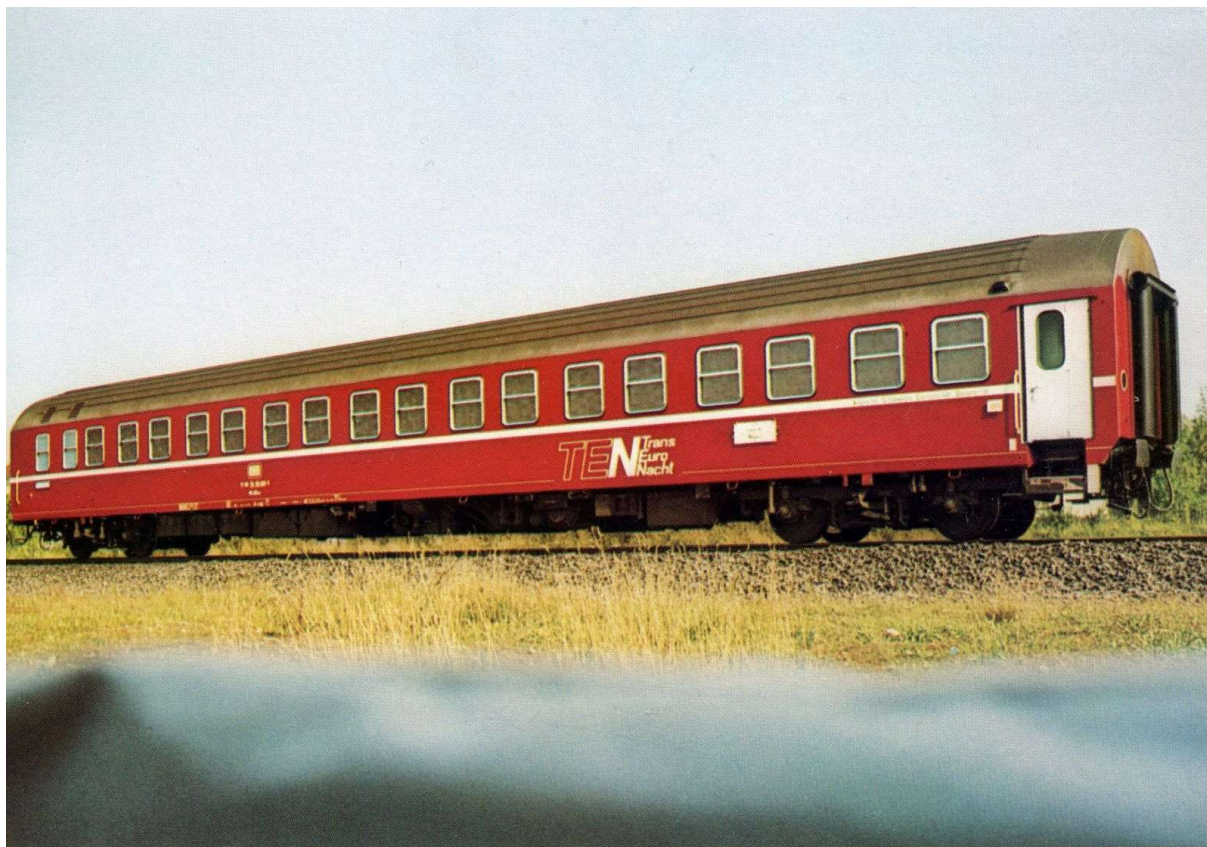
*Off Topic: The new bed numbering system mentioned above should now be introduced on 01.12.1973.*

### 12th and 13th meetings:

The 12th and 13th meetings were summarised in a protocol and took place on 10 April 1974 in Schlieren at the manufacturer's plant of the T2S and on 30 April 1974 in Frankfurt am Main.

The subsequent series of the T2 was to have folding steps as the lowest step. This feature made it externally distinguishable from the predecessor series. The revolving folding doors were also fitted with sensors to detect a passenger who was surprised by the central door closure (SNCF-style anti-trap protection). Further, the positioning of the new electric boiler instead of the old oil boiler under the roof was reported, as well as that all materials and carpets should be made of flame-retardant material. All these changes had an impact on the delivery of the T2 by three to four months.

At the time of the meeting, the first T2S was under construction at Schlieren, despite a strike at a rolling mill producing side plates for the coach body. The T2S will also get folding steps, but the anti-pinch protection will be dispensed with on it, as the majority of the committee is of the opinion that the density of passenger flow in the sleeping car is not comparable with local transport, where such a device made perfect sense. Flame-retardant textiles were also installed in the T2S. As far as the colour scheme was concerned, it was initially stated that the DB coaches were to be painted DSG red and the other coaches CIWLT blue (!). It is known today that this was not the case in the latter case, but it was initially planned.



T2S in DSG red no. 71 80 75-70 409-5 of the DB (unofficial CIWL no. 6409), DB advertising postcard, Redactor-Verlag, coll. Dirk Frielingsdorf

At the 13th meeting in Frankfurt am Main, the subject of painting was taken up again, but without any change:

On 24 January, the Presidents (of the four Pool Committees) had discussed this. The decision for the other pool railways except DB was postponed, as this would have to be coordinated with the colour scheme of

the future European standard passenger coaches (EUROFIMA type Z). DB therefore wanted the DSG red in any case, the other pool railways remained with the CIWLT blue for the time being.

The proposals of the commercial committee for the application of the TEN sign were approved (unfortunately I do not have the documents of this committee, but it would be interesting to read how the well-known TEN signet came into being):



Therefore, it was initially determined that the T2 and T2S coaches under construction should only receive the TEN signet. The MU and T2 cars ordered by CIWLT were to receive the TEN signet and the other inscriptions (quadrilingual sleeping cars on the corners of the coach bodies) were to remain. The remaining cars of the companies (CIWLT and DSG) were to receive the TEN sign as a replacement for the companies' signs as soon as possible, but only insofar as the cars were still rented from the pool on a longer-term basis. Cars that were to be returned at short notice to the companies were not to be re-signed.

Furthermore, different variants of the inscriptions and paint schemes were reported. For example, the SNCF suggested that the four-language words for "sleeping car" be affixed to a white strip above the windows near the doors. The SNCF had already prepared a corresponding painter's test carrier, the T2 coach 5123 carried this colour scheme on the corridor side. White could be combined with both blue and red, according to the French representative's presentation.

However, concerns were expressed that this light stripe above the windows could be confused with the first class stripe of other vehicles.

The proposals of SNCB-NMBS, which had tried out T2 cars with combinations of yellow and white (respectively decorative lines to inscriptions and vice versa, coaches 5109 and 5110), also met with little approval, particularly from the SNCF representative. The SNCF representative therefore suggested that only the TEN signet should be applied initially and that further changes should only be made when the new livery was due anyway. Therefore, the vehicles that still bore yellow inscriptions (all CIWLT rental cars as well as the newly built MU and T2 cars) were to receive the TEN signet in yellow.

I presented these livery designs, which were actually tried out on some vehicles and discussed at this meeting, both on the Wagons-Lits forum here (<https://www.wagonslits.de/phpbb2/viewtopic.php?p=12783#12783>) and in the Amis-des-Wagons-Lits newsletter N° 6, Annex "The international Sleeping car Pool", page 18/19.

It was therefore decided that in addition to affixing the new TEN signet in yellow to existing cars and cream to DB/DSG cars, this signet was to be affixed to new cars near the door and to existing cars "in a suitable place" and that in the case of repainting, for maintenance reasons, the same procedure was to be followed as for new vehicles (only TEN signet without inscriptions).

In retrospect, however, it is also a fact that only SNCF (and SNCB-NMBS) made consistent use of this: The new-build MU of the other pool railways (NS, SBB, ÖBB, FS) did not receive the TEN signet in yellow until the repainting of the cars after 8-10 years, nor was it applied to any of the CIWLT-owned cars until the repainting. But there was still no agreement on the colour of this repaint, especially as the colour of the future European standard passenger coaches had not yet been decided.

The topic of "repainting" without inscriptions but with the TEN signet was also not pursued in this way. There are CIWLT coaches that were repainted in CIWLT colours, as the new sleeper colour had not yet

been decided and the inscriptions, here the CIWL company inscription above the window, were omitted as desired - but a TEN signet still did not adorn these coaches:

[https://www.wagonslits.de/phpbb2/album\\_showpage.php?pic\\_id=811](https://www.wagonslits.de/phpbb2/album_showpage.php?pic_id=811)

The orders were extended to the effect that ÖBB ordered two more T2S cars (now 63 coaches in total) and two more bogies were ordered from ANF, now 118 in total. In total, the cars of the third and fourth tranche were divided and matriculated as follows:

**50 T2 cars:**

37 cars for the Parc du pool:

3 cars for SNCB-NMBS nos. 71 88 75-70 159 to 161

34 cars for the SNCF no. 71 87 75-70 162 to 195

13 cars for the Parc national:

13 cars for SNCF No. 61 87 75-71 196 to 208

**61 T2S cars:**

28 cars for the Parc du pool:

8 cars for DB no. 71 80 75-70 409 to 416

8 cars for FS no. 71 83 75-70 417 to 424

5 cars for SBB-CFF no. 71 85 75-70 450 to 454

3 cars for ÖBB no. 71 81 75-70 455 to 457

2 cars for NS no. 71 84 75-70 458 and 459

2 cars for DSB no. 71 86 75-70 460 and 461

33 cars for the Parc national:

8 cars for DB no. 61 80 75-71 401 to 408

25 cars for FS no. 61 83 75-71 425 to 449.

The re-ordered 2 T2S cars for the ÖBB are not yet included in this listing.

Here the protocols of these regular meetings end and make a temporal leap to the year 1976, with quite different topics than the new-build sleeping cars of the Sleeping Car Pool or their livery. How did it go on to the "TEN-blue" with white lines similar to the C1-orange with light grey lines of the new European passenger coaches type Z? The protocols available to me do not reveal this, but some things are known:

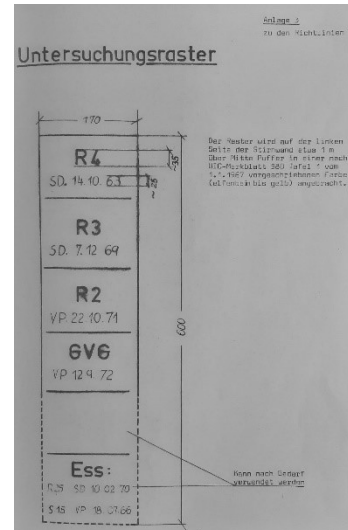
SNCF still had WL T2 5131 from the first tranche of new-build T2 cars painted in the new colours and inscriptions, while the other coaches of this first new-build T2 of 1973 were all put into service in CIWL-blue with yellow lines, except for the above-mentioned trial coats, also the coaches 5132-5138 of the first new-build T2 series delivered after this coach. Here we can already see in essence what was to become standard on the second series T2 and on the T2S and the model for the repaints after revisions of CIWL's own cars:



**Photo: SNCF; T2 5138 as 61 87 75-71 148-3 not dated (probably 1974)**

Off topic: SNCF wanted to return six type Lx20 sleeping cars to CIWLT in the first half of 1975, equipped with modern MD bogies built in 1956/57. These bogies would henceforth be used under "U cars" (ex Y, converted to U in 1965/66).

The new revision grid was also presented and adopted, which now had to be done according to the following pattern and had to be attached to both end walls of the car:



On 3 February 1975, two freshly delivered T2S of the SBB-CFF were on their premiere journey in the "Wiener Walzer" Vienna-Basel, the event was recorded by Christoph Sonderegger:



Picture archive of ETH Zürich, <https://www.e-pics.ethz.ch/de/home/>

#### Sources:

- Protocols of the 1st to 13th meetings of the Sleeping Car Pool's "Vehicles Committee" from 1970 to 1974, Sleeping Car Pool documents, Hark Neumann Collection.
- <https://wagimuseum.ch/schlafwagen-t2s.html>
- [https://youtu.be/aLFhG17\\_NJ0](https://youtu.be/aLFhG17_NJ0)
- Letter from the Executive Board of the German Federal Railways to the Minister of Transport, 6 March 1974, Collection Hark Neumann
- Protocols of the meeting of the President of the Management Committee with the committee chairmen of the International Sleeping Car Pool in Paris on 24 January 1974, documents of the Sleeping Car Pool, coll. Hark Neumann
- Picture archive of the ETH Zurich <https://www.e-pics.ethz.ch/de/home/>

## Coche de Información Turística de Miranda de Ebro. RENFE AA-378

Juan Delgado Luna



Destino final para el coche AA-378 junto a la explanada del Hotel Don César frente a la carretera Nacional I Madrid-Irún.  
Foto Julio Armando García Mendoza. Miranda de Ebro. Años 70.

La ciudad de Miranda de Ebro, situada en la Comunidad de Castilla y León (España) solicitó en el año 1972 al Departamento de Material y Tracción de la RENFE, un vehículo para instalar en él la Oficina de Información y Turismo.

Se cubría la necesidad de disponer de un espacio en el que dar a conocer Miranda y su zona de influencia a sus ciudadanos y forasteros, mediante una atención personalizada, junto con la entrega de folletos e información en varios idiomas. Además se fomentaba la cultura local desde el punto de vista artístico, en facetas como la artesanía o la pintura.

En 1975, tras ser aceptada la solicitud por parte de la RENFE y el Ministerio de Información y Turismo, se procede a instalar en una explanada de la Residencia Hotel D. Cesar (actual Hotel Tudanca) junto a la carretera Nacional I, un viejo coche metálico de bogies. Este coche, en esos momentos era excedente del parque de RENFE. Procedía de la extinguida Compañía M.Z.A en la que estuvo numerado como AW3-94. Al pasar a RENFE se matriculó como AA 303-394. Sus constructores fueron Carde y Escoriaza, La Brugeoise y CAF de Beasain entre los años 1914/25 y 1928. Sus dimensiones principales eran las siguientes: Longitud de la caja 19,610m, siendo entre topes 20,88m, con una anchura de 3,07m, disponiendo de 42 asientos distribuidos en 8 departamentos, (ver ficha de don Eugenio Cardona- ficha de la revista institucional Vía Libre). A partir de 1949 sesenta de estas unidades se metalizaron formando la serie CC 3301/60, luego BB4 3301/60, de donde procede esta unidad. (Antes de esta intervención, el exterior del vehículo era de madera de roble barnizada). El freno era de vacío con dos cilindros de 19", su alumbrado original de gas del 303 al 336, siendo los restantes eléctrico, con calefacción a vapor de la casa Westinghouse.



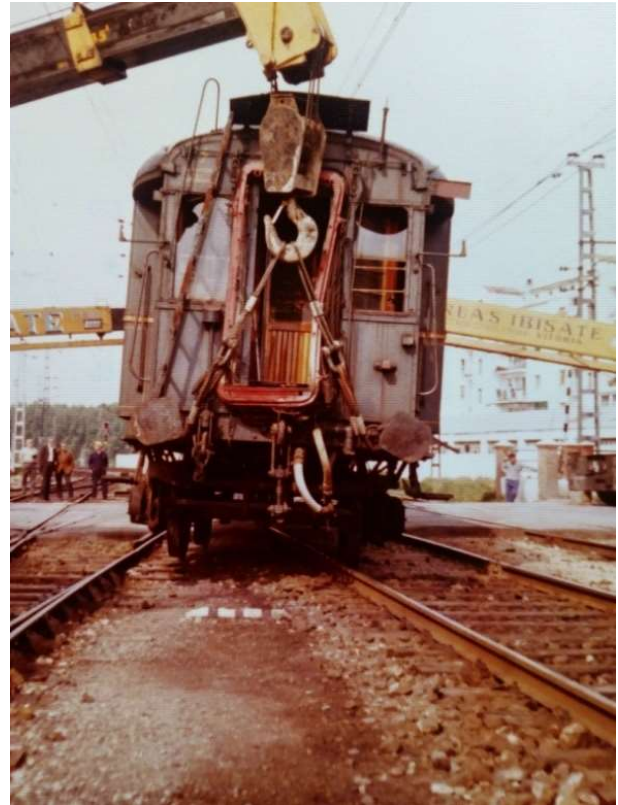
A lo largo de su vida activa, esta serie de vehículos sufrieron varias modificaciones, entre ellas la anulación del linternón superior, reformas interiores y el cambio de bogies. En su última época en servicio le fueron sustituidos los del tipo Prusiano, por unos de concepción más moderna del modelo Pennsylvania. Su interior era bastante lujoso para la época, sus cómodos asientos estaban tapizados de paño grisáceo, con interiores en material de caoba. Al final de su vida útil, muchos vehículos se utilizaron para servicios auxiliares internos de la propia RENFE y de la D.G.D.C (siglas correspondientes a Correos).

La llegada a Miranda de nuestro coche, no pasó desapercibida para los amigos del ferrocarril y transeúntes que por sorpresa veían dos potentes grúas realizando el izado y colocación en plena carretera Nacional I de este interesante coche ferroviario. Su estado era lamentable, cristales rotos, interior vandalizado e incluso en unos de sus laterales, faltaba un módulo de chapa, tras la cual se podía ver los nervios de madera interiores.



**Locomotora –motor de maniobras serie 10300, empuja al coche para situarlo en el paso a nivel de la Calle Vitoria. Foto realizada por Alfonso López Zaragoza.**

El coche llegó por ferrocarril a la playa de vías de La Trocha/Calderas de Miranda, posiblemente de un centro de achatarramiento o almacenaje de material excedente de la RENFE como el de Aranda de Duero. Desde la playa de vías se remolcó por un tractor serie 10300 (UIC-303) hasta el paso a nivel de la Calle Vitoria, quedando “atravesado” en plena travesía. Allí esperaban tres potentes grúas, de la empresa Ibisate que lo izaron y giraron 90º, disponiéndolo para su traslado, a través de la Calle Duque de Ahumada, hacia el cercano hotel D. Cesar. Como curiosidad y dada la aparatosisidad de las maniobras, se tuvo que bajar la catenaria, además de cortar la corriente y la circulación de trenes en los dos sentidos durante el tiempo que duraron las tareas que se comentan en estas líneas.



**Operaciones de traslado desde las vías por las calles de Miranda de Ebro hasta su pedestal. Obsérvese que hubo que cortar las dos vías generales durante el tiempo en el que estuvieron trabajando varias grúas. Fotos Alfonso López Zaragoza.**

Durante el traslado, “con desperfectos en la calzada incluidos”, se empezó a arquear el chasis “del vagón” (expresión coloquial de las personas ajenas al ferrocarril) que gracias a su robustez y su antiguo pero eficiente atirantado, aguantó el traslado. El amarre no fue el más apropiado, puesto que este se produjo sobre los topes y no sobre el propio chasis (hoy en día no estaría permitida esta maniobra por seguridad). Una vez que la composición de carretera, formada por una grúa en cabeza y otra en cola llegó a las proximidades del hotel, “se presentó el coche” para iniciar las labores de descenso y colocación final



**Traslado desde las vías hasta el pedestal del Hotel Don Cesar. Fotos Archivo Alfonso López Zaragoza. Año 1975.**

sobre dos tramos de vía de 5 traviesas bloque sobre base de hormigón. Durante un tiempo prudencial se invadió parte de la calzada principal, finalizándose las tareas poniendo unos calces ferroviarios para inmovilizar el vehículo en el corto tramo de vía. Tras una ardua restauración, recuperó una imagen que se asemejaba a un vehículo recién salido de fábrica. La distribución interior de vehículo fue diseñada por el artista local mirandés y componente del C.I.T don Alejandro Almarcha. La reforma consistió en el desguace de la distribución interior, eliminando los tabiques y mobiliario primitivo. La decoración interior, laterales y techo con iluminación de globos y bombillas de vela, recordaban a esas antiguas fotos setenteras que todos tenemos en nuestros álbumes familiares, con dibujos geométricos y psicodélicos, típicos de la época. Adentrándonos en su interior podíamos

ver una gran sala de reuniones, la recepción, los servicios, una zona destinada a exposición permanente, pudiendo observar en sus laterales artesanía típica de la zona.



Interior del coche con exposición de productos locales, e históricos, con la típica decoración de los años 70.  
Foto archivo José Luís Montes. Año 1975.

También se podía ver en un primer momento maquetas de un galeón, distintos cofres de madera, jarrones e incluso una locomotora a escala de la Montaña NORTE/RENFE 241-4600/241-4000 junto con expositores de productos locales. Además se disponía de cuarto almacén, para guardar propaganda y folletos informativos. En su interior había dos pequeñas placas en las que se podía leer: **El Excelentísimo Ayuntamiento y el Centro de Iniciativas Turísticas agradecen a la Excelentísima Diputación de Burgos, la aportación prestada para la instalación de esta oficina.** A esta acompañaba otra en la que quedaron reflejadas las siguientes líneas: **La Excelentísima Diputación Provincial de Burgos, el Excelentísimo Ayuntamiento de Miranda de Ebro y el Centro de Iniciativas Turísticas agradecen a la RENFE, la donación de este vagón que fue elegido como sede en homenaje al ferroviario español.** Para su imagen exterior se utilizó el color anaranjado y blanco para los marcos de las ventanas, (semejante a los coches de gran intervención de RENFE). Se rotuló con caracteres especialmente creados para la ocasión. Para salvar la distancia de la puerta de entrada con el suelo se montó una escalera metálica con barandillas de impoluto color blanco y un bonito diseño ornamental, de estilo Victoriano. Las señales portátiles exteriores o vulgarmente conocidas como farolillos daban un toque ferroviario y romántico que recordaba a una época de esplendor pasada. Los mástiles del hotel con la bandera Nacional, complementaban y daban realce clasista al coche, que ya de por sí no pasaba desapercibido por su anaranjado y llamativo color a los miles de vehículos que atravesaban Miranda camino de sus destinos. Resulta curioso para los más puristas del ferrocarril, ver como dio una pincelada personalizada y nada realista a los bogies al más estilo “Wagón Lits-Orient Expres” con el fileteado blanco, con una librea amarillenta para su suspensión secundaria, nunca vista hasta entonces ¿inspiración artística mirandesa?

La inauguración oficial tuvo lugar en las fiestas patronales locales, de Ntra. Sra. de Altamira, el 12 de septiembre de 1975, al que asistió el Excmo. Sr. Gobernador Civil de la provincia de Burgos. D. Jesús Gay, acompañado de D. Pedro Carazo, presidente de la Diputación Provincial, el Excmo. Alcalde de Miranda de Ebro D. Isaac Rubio, los componentes de la directiva del C.I.T mirandés, el Delegado Provincial de

Información y Turismo Sr. Rojo, la dirección del hotel, las bellas Damas de Honor de las fiestas de la patrona de la ciudad de ese año, arropados todos ellos muchos mirandeses y forasteros que se quisieron sumar a este interesante acto.

Una vez realizada la presentación del acto, el Gobernador Civil de la provincia de Burgos. D. Jesús Gay, realizó el corte protocolario de la cinta oficial, con el que se daba por inaugurado el coche y el nuevo servicio de información turística de la ciudad.

El señor párroco de la iglesia El buen Pastor, don Miguel Peña López, se encargó de su bendición.



Autoridades junto con las Damas de Honor en la inauguración del coche, que empezaba a dar servicio de información turística. Foto José Luis Montes. Año 1975. Explanada próxima al Hotel Don Cesar. Miranda de Ebro.

El grado de aceptación de este servicio de información fue bastante interesante, prueba de ello fue que el anaranjado coche, estuvo en servicio hasta finales de los años 80. Algunas chicas mirandesas realizaron prácticas como informadoras con el antiguo "Servicio Social" (Sección Femenina)<sup>1</sup>. Un lamentable incendio provocado por acto vandálico una noche antes de la festividad de las hogueras de San Juan (de varios que tuvo que sufrir el coche en este emplazamiento) acabó con la oficina de turismo dejándolo inservible. Su estado era recuperable, pero lamentablemente se decidió retirarlo y fue desguazado posteriormente.

En su lugar se construyó un pequeño edificio de ladrillo que sustituyó al AA-378, que en muy poco tiempo por problemas de seguridad y estética se cerró definitivamente.

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(1) El **Servicio Social femenino**, que organizaba la prestigiosa Sección **Femenina** de la Falange Española, fue obligatorio para las **mujeres que estuviesen** solteras de entre 17 y 35 años y quisieran acceder a un trabajo remunerado o a un título académico u oficial, unirse a una asociación u obtener el pasaporte o el carné de conducir. La Sección Femenina fue constituida en Madrid en 1934, y llegó a funcionar durante cuarenta años, siendo disuelta tras la muerte del Jefe de Estado Francisco Franco. Estuvo en vigor hasta el 1 de septiembre de 1978.



En estas dos interesantes imágenes de José Luis Montes podemos ver el vehículo recién restaurado y dispuesto para prestar servicio como oficina de información turística. Año 1975.



Con su desguace de este coche, finaliza aquellos pasados y nostálgicos años 70/80, que tantos recuerdos nos trae a la memoria de muchos mirandeses en los que esta pequeña ciudad daba sus primeros pasos para darse a conocer dentro y fuera de sus límites geográficos.

Sirva como anécdota que un coche de parecidas características y habilitado para la misma función, tuvo un parecido final. Estuvo situado en las cercanías de una gasolinera a pocos kilómetros de la población de Aranda de Duero, en plena carretera Nacional I.

En la actualidad, no queda ni rastro de los citados coches.

Agradecimientos: José Luis Montes (+), Adolfo López Zaragoza, Julio Armando García Mendoza.

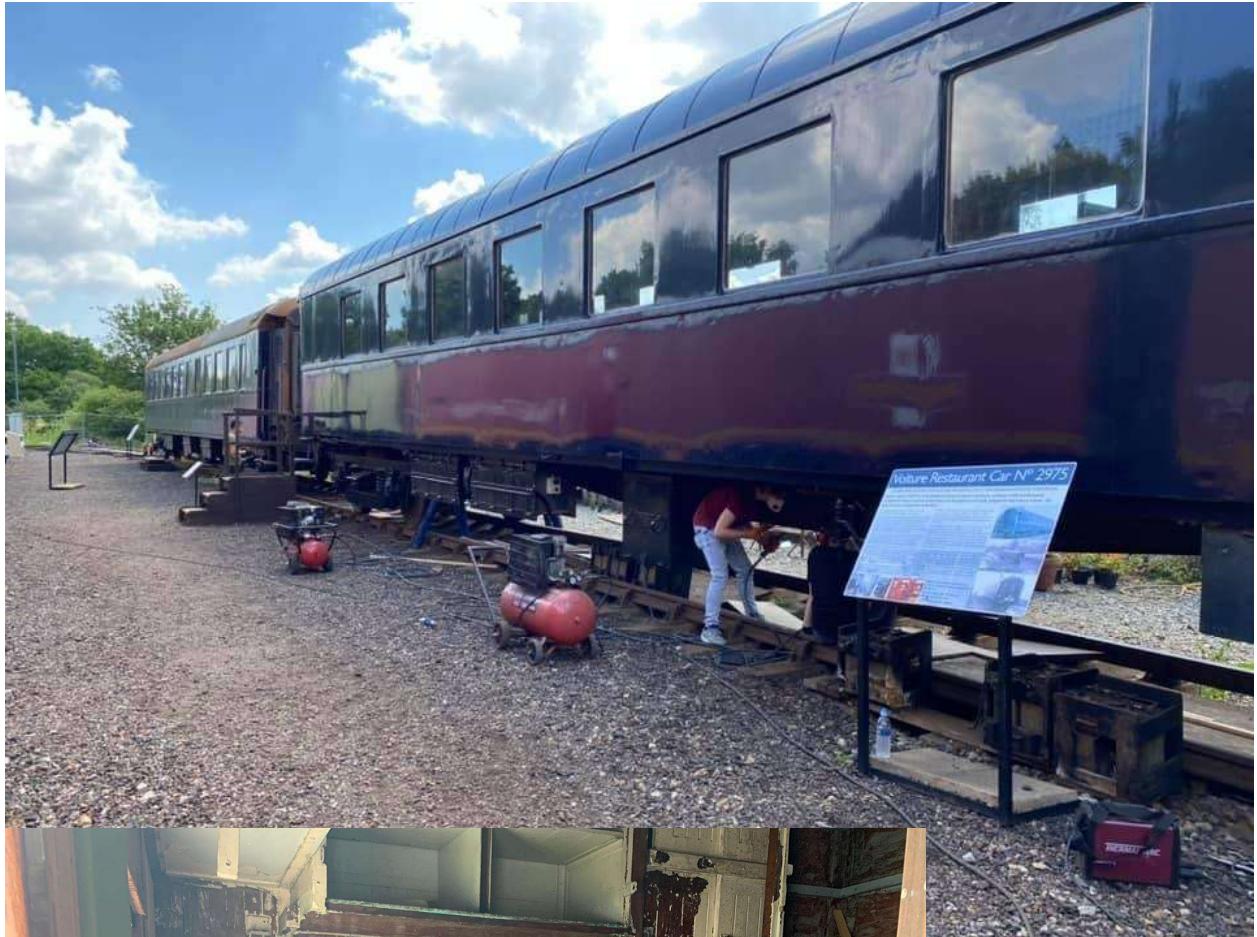


Interesante instantánea en la cual se puede ver al anaranjado coche AA-378 con el imponente Hotel Don Cesar de fondo.  
Foto realizada por José Luis Montes en septiembre de 1975.

## Restaurant Car 2975 Update

By Adam Paice

Summer has well and truly arrived in England and we are currently enjoying some of the hottest temperatures of the year. Despite the uncomfortable heat, we are still persevering with the restoration of our Restaurant Car at Overton on the Nene Valley Railway.



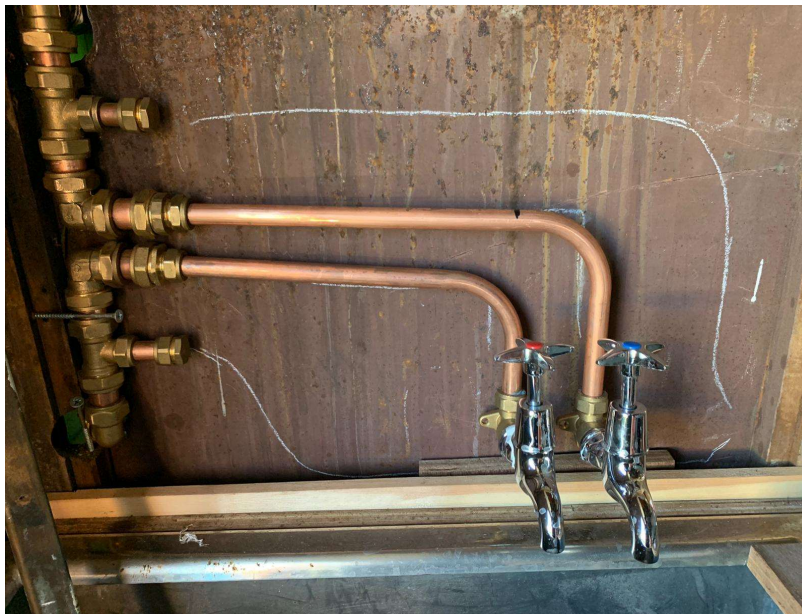
The main saloon is almost completed and the majority of attention is now being focused on the kitchen/pantry area at the end of the coach. The original sink from the kitchen has been moved into the pantry area. This is the original double sink and we've fitted taps appropriately.





The pantry in which the sink sits is the only area of the coach which hasn't been completely stripped out and refitted thus the restoration of this area continues in situ. This involves using heat guns to melt the thick layers of paint and using metal scrapers to remove it, exposing the fine wood underneath.

One cupboard has had to be removed to fit the sink and this has been placed in storage.



The sink will be supplied by our newly installed hot water system. Originally the water was heated by the range. Alas the quantities of hot water required in a modern kitchen are far more than in the 1930's so this would no longer be sufficient.

The Orbison water storage tank in the kitchen was one of two approximately 200 litre tanks which were placed over the corridor and kitchen. The one in the roofspace above the corridor remains and will continue to be used. This is a brass tank and accessed via the hatch in the roof.

In the kitchen we've replaced the kitchen tank with a 500 litre baffled stainless steel tank and in addition fitted a 200 litre hot water system. Our new hot water system can be heated via the steam from the locomotive or alternatively via the immersion heater. This in total gives us a capacity closer to around 1000 litres of water.

Providing the power for all this will be the coach's electrical systems. The coach will have two electrical systems in total: a 240 volt system and a 24 volt system.

The 240 volts will be provided by generator power or alternatively the coach can be plugged into a 64 amp shore power supply when stationary at a station. This will operate the cookers and refrigerators as well as the aforementioned water system. Obviously the coach never had a 240 volt system previously so

this has been discreetly hidden within the corridor cupboard. Additionally sockets have been discreetly placed into some seat bases in the main saloons of the coach for various purposes including cleaning- very important to everyone in the current climate.

The 24 volt system has been completely rewired and operates from batteries in the original battery compartments under the carriage.

This will be charged from either permanent battery chargers run from the 240 volt system or from the underfloor Dynamo when the coach is moving.

All the wiring follows the route of the original cable runs and we have been able to restore and utilise the original 24 volt switch board which is located in the corridor.

Light systems are fitted with 24 volt LED light bulbs that replicate the original tungsten bulbs that were fitted to the coach.

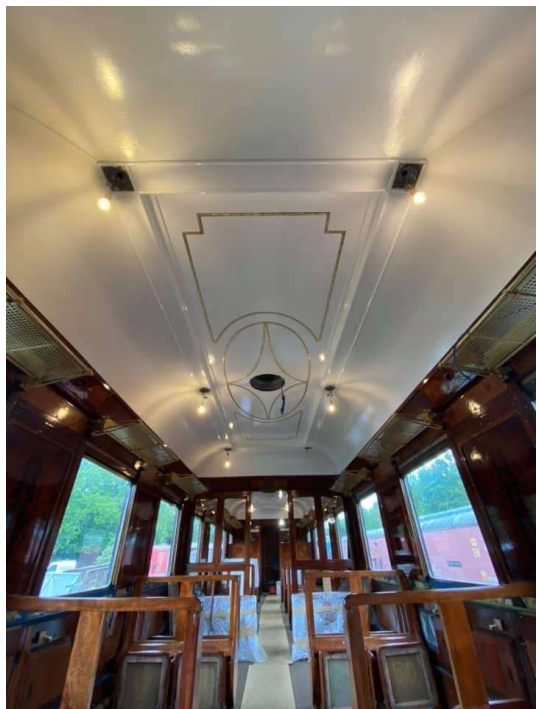


Original bulkhead glass light fittings continue to be used in the corridors, pantry and kitchen area having been fully refurbished.

Although almost all the large projects within the coach have been finished, there is still a lot of detail to be completed. There are brass fittings to lacquer, panels that need a final coat of varnish and the brass letters need to be applied to the outside of the coach. The largest task still to complete is the rebuilding of the vestibule gangway bellows and the fitting of the coal scuttle and storage boxes onto the ends of the coach.

The Youth Group is back up to its full strength of 25 young people and they continue to do a lot of the finishing work. We've taken the opportunity to completely paint the bogies, brake rigging and the underside of the entire coach rescaling any build-up of rust, priming and then coating with a thick under frame black paint.

It should give the underside of the coach many years of protection.





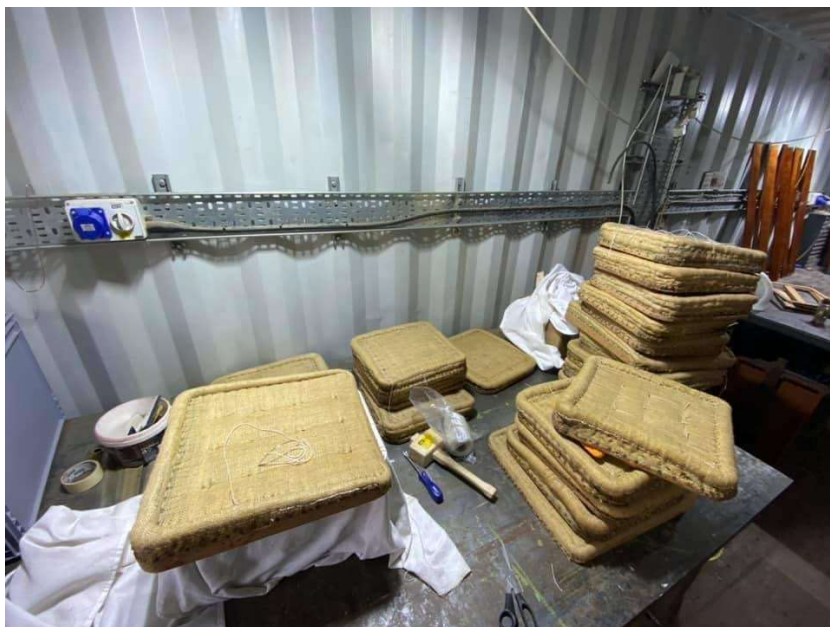
Upholstery works continue and we are currently at the half way stage. The work is slow, repetitive and hard on the hands.

Attention now turns to bringing our coach into operational condition. The brake rigging has been entirely dismantled, cleaned, painted, reassembled and we are just at the stage of fitting new brake blocks. Then we will set about adjusting the linkage to ensure that the brakes apply evenly on all wheels.

All the underside Air tanks have been ultrasonically tested to check that whilst they have been sitting idle, water hasn't corroded the inside of the vessels.

Although at the present we have retained the coaches original brake cylinders, we do have additional ones as spare if they are required.

We shall initially bring the coach in to use in a static capacity. This will allow us to test the systems, finalise the layout within the kitchen and fit out with kitchen



equipment and the wide assortment of crockery and cutlery necessary to operate a dining car. Initially we will use the carriage for afternoon teas, slowly building up to hot food such as curries before finally embarking on a full dining service.

This brings the coach up to standard as well as allowing the volunteer staff to acclimatise to the coach. These volunteers will include a number of our Youth Group.

The coach will be included in our Christmas 'Santa Steam' rake in December this year and will be in full service as a dining car throughout 2022.

Anyone wishing to visit will be most welcome. Just contact Phil Marshall at: [phil14420@aol.com](mailto:phil14420@aol.com) , to arrange a suitable date.

If you are around the Nene Valley Railway at a weekend then the Overton Yard is always open to look around.

## Lost Pullman marquetry panels reproduced

by Lee Wareham

I have been researching the British Pullman construction and design for over 25 years and have always been struck by the design ethos and spirit of the art deco age. My particular area of interest is the Metropolitan Cammell Pullman cars produced in 1932 for the 1933 electrification of the London to Brighton and south coast of England, new electric train service. 38 new Pullman cars were produced in total. 15 were for the three Southern Belle trains, (renamed Brighton Belle in 1934) and 23 for the Southern Railway express services, with each of the 23 six coach trains containing one Pullman car. The overall design was produced to create an atmosphere conducive to restful relaxation, whilst travelling in luxury through the English countryside. The new Pullman cars were very art deco in influence with a mixture of geometric and stylised pictorial images. For example, some of these Pullman cars feature highly stylised waterfalls, skyscrapers, geometric flowers, stylised birds and very unusual cubist art deco designs. These can be seen in many areas of the internal design, which is particularly prevalent in the detail of the moquette and marquetry used throughout.



Photos: English country scene 1 and English country scene 2

This picture shows two marquetry panels I have accurately reproduced from 1932 composite Pullman car ROSE as can be seen, the designs are of an English Sussex country scenes, featuring a church in the woods and a country cottage. It is interesting to note that the curved pathway and the use of the positioning of the elements are repeated in other panels within this Pullman car. I have also included a poor quality image of ROSE when new, (this may be the only one known to exist). The overall decoration was by Waring and Gillow and included walnut, rosewood, dyed sycamore, purple heart and rippled weathered sycamore woods.



Photos: 'Rose when new' and 'Rose original'

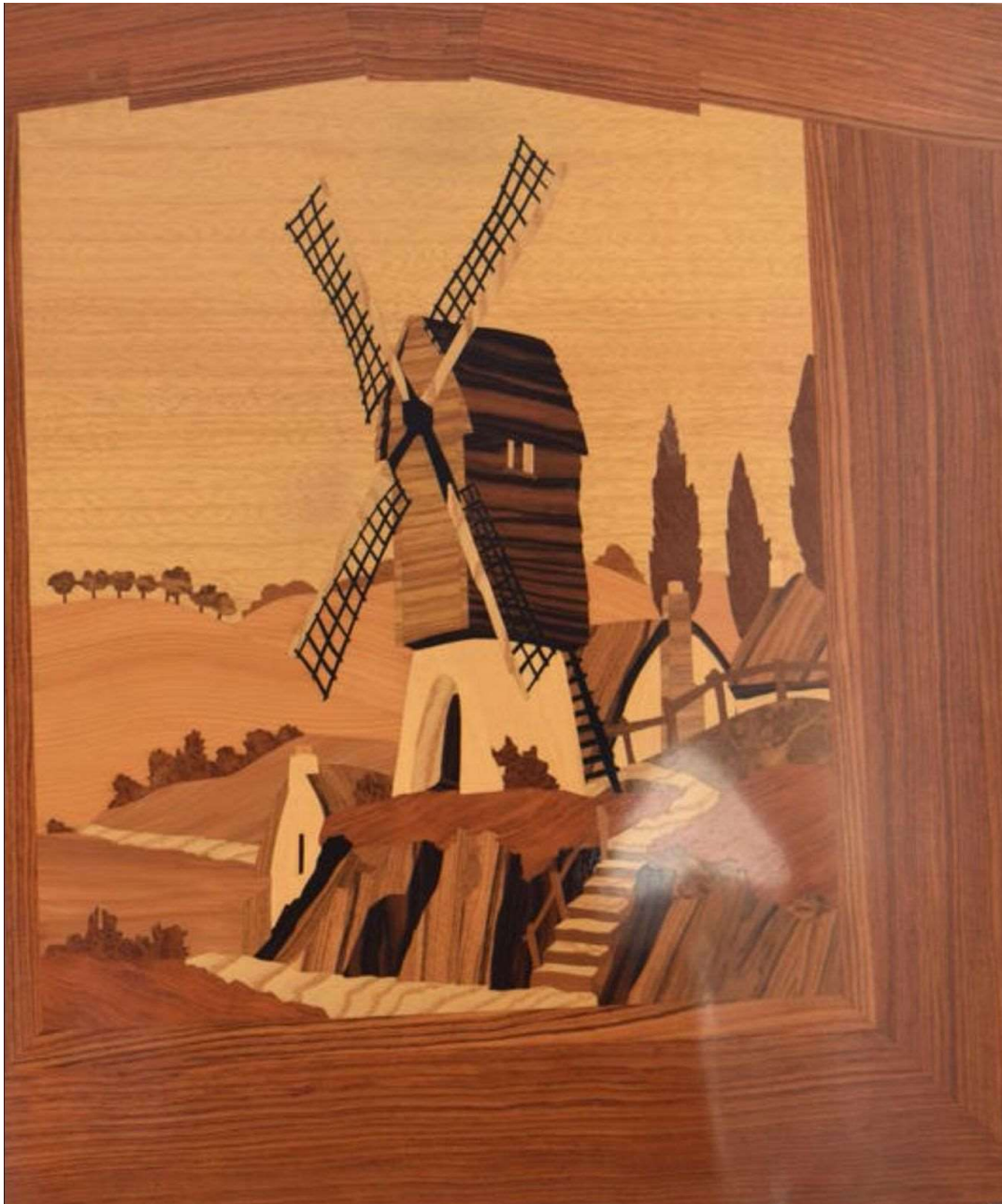
In addition, when I carried out further research on 1932 first class Pullman car DORIS, I was able to put the two panels in position and was able to gain an impression of what travelling in Rose would have been like.



Photo: 'Doris as Rose'

The other marquetry panel that I have reproduced is from 1932 Pullman car PEGGY, with overall design by Morrison & Co. The panel would have originally been situated on the side of the car as one of six panels depicting British landscapes. Interestingly this windmill panel also once existed in Pullman car AUDREY as a mirror image this was lost during world war two at London Victoria station on the night of 10th October

1940. The woods used are here included bubinga, mahogany, cherry and figured makore, no dyed woods being used. When AUDREY was repaired to rejoin the Brighton belle service, the missing panel was replaced with a castle panel from a coupe, altered to look like a landscape panel. So if you travel on the British Pullman you can see two panels that are the same, but not quite!



In summary the marquetry artwork provides a real focal point to both characterise and differentiate each individual Pullman car. When added together, with other design elements, form an integrated design used throughout the whole train which helped to create an overall relaxing ambiance, which this service became known for, providing nearly 40 years of service, from 1933 until 1972.

Lee Wareham is also searching for any interior photographs from the UK Southern Railway Metropolitan Cammell 1932 Pullman cars, especially Pullman car IDA, which features a bird and floral design. The photographs are by Lee, who can be contacted on [leewareham@hotmail.co.uk](mailto:leewareham@hotmail.co.uk)

(French translation see following side)

## **Panneaux de marqueterie Pullman perdus reproduits par Lee Wareham**

Je fais des recherches sur la construction et le design British Pullman depuis plus de 25 ans et j'ai toujours été frappé par l'éthique du design et l'esprit de l'ère art déco. Mon domaine d'intérêt particulier est les voitures Metropolitan Cammell Pullman produites en 1932 pour l'électrification de 1933 de Londres à Brighton et la côte sud de l'Angleterre, un nouveau service de train électrique. 38 nouvelles voitures Pullman ont été produites au total. 15 étaient pour les trois trains Southern Belle (rebaptisés Brighton Belle en 1934) et 23 pour les services express du Southern Railway, chacun des 23 trains de six autocars contenant une voiture Pullman. La conception globale a été conçue pour créer une atmosphère propice à une détente reposante, tout en voyageant dans le luxe à travers la campagne anglaise. Les nouvelles voitures Pullman étaient très influencées par l'art déco avec un mélange d'images picturales géométriques et stylisées. Par exemple, certaines de ces voitures Pullman présentent des cascades très stylisées, des gratte-ciel, des fleurs géométriques, des oiseaux stylisés et des motifs art déco cubistes très inhabituels. Ceux-ci peuvent être vus dans de nombreux domaines de la conception interne, qui est particulièrement répandue dans le détail de la moquette et de la marqueterie utilisées partout.

### ***Photos; Scène de campagne anglaise 1 et scène de campagne anglaise 2***

Cette photo montre deux panneaux de marqueterie que j'ai reproduits avec précision à partir de la voiture Pullman composite de 1932 ROSE comme on peut le voir, les dessins sont des scènes de campagne du Sussex anglais, avec une église dans les bois et une maison de campagne. Il est intéressant de noter que le parcours incurvé et l'utilisation du positionnement des éléments sont repris dans d'autres panneaux de cette voiture Pullman. J'ai également inclus une image de mauvaise qualité de ROSE lorsqu'elle est neuve (c'est peut-être la seule connue à exister). La décoration globale était de Waring et Gillow et comprenait du noyer, du bois de rose, teint.

### ***Photo 'Rose quand neuf' et 'Rose originale'***

De plus, lorsque j'ai effectué des recherches supplémentaires sur la voiture Pullman première classe DORIS de 1932, j'ai pu mettre les deux panneaux en place et avoir une idée de ce qu'aurait été un voyage à Rose.

### ***Photo 'Doris en Rose'***

L'autre panneau de marqueterie que j'ai reproduit est celui de la voiture Pullman PEGGY de 1932, avec une conception globale de Morrison & Co. Le panneau aurait été à l'origine situé sur le côté de la voiture comme l'un des six panneaux représentant des paysages britanniques. Il est intéressant de noter que ce panneau de moulin à vent existait également dans la voiture Pullman AUDREY comme image miroir, cela a été perdu pendant la seconde guerre mondiale à la gare de Londres Victoria dans la nuit du 10 octobre 1940. Les bois utilisés sont ici le bubinga, l'acajou, le cerisier et le makore figuré, non bois teints utilisés. Lorsque AUDREY a été réparée pour rejoindre le service Brighton belle, le panneau manquant a été remplacé par un panneau de château d'un coupé, modifié pour ressembler à un panneau de paysage. Donc, si vous voyagez sur le British Pullman, vous pouvez voir deux panneaux identiques, mais pas tout à fait !

### ***Photo: moulin à vent reproduit***

En résumé, l'œuvre d'art en marqueterie fournit un véritable point focal pour à la fois caractériser et différencier chaque voiture Pullman. Lorsqu'ils sont ajoutés ensemble, avec d'autres éléments de conception, ils forment un design intégré utilisé dans tout le train qui a contribué à créer une ambiance relaxante globale, pour laquelle ce service est devenu connu, fournissant près de 40 ans de service, de 1933 à 1972.

Lee Wareham recherche également des photographies d'intérieur des voitures Pullman Metropolitan Cammell 1932 du Southern Railway UK Southern Railway, en particulier la voiture Pullman IDA, qui présente un oiseau et un motif floral. Les photographies sont de Lee, qui peut être contacté sur [leewareham@hotmail.co.uk](mailto:leewareham@hotmail.co.uk)

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## Night Trains are back in France

by Chris Elliott

Many of our friends have read the news that France has followed the directive of President Macron and re-introduced night trains in France. The details of just what is being planned are to be found in the La Vie du Rail's magazine 'Rail Passion'.

Having abandoned all night trains back in 2017 due to lack of passengers and the dismal state of the rolling stock, the Covid Pandemic has caused the government and railways to re-think their philosophy as to the future of night trains. What is of special interest is that France has decided to renovate large numbers of their Intercité Corail carriages and convert them into sleeping cars, couchettes and 'sit up seat cars'.

This is in contrast to OBB's plans to order totally new designed sleeping and couchette cars from Siemens.

Yes, France is creating jobs for Alstom and their workshops, but one question as to whether these cars will be as well-equipped as OBB's new fleets. So far SNCF's plans only reflect on internal services and not the international routes as planned by OBB and Switzerland's CFF-SBB.

What for the writer is of interest is that Béziers is listed as a key destination, so it might just be that this destination will be served again via the Aubrac-Cevennes route south from Clermont Ferrand. This vital route offers an alternative to the Rhone Valley has been under threat for as many years as the writer can remember.

The new night train destinations on SNCF's list are. Paris to Nice/Briançon, Metz – Geneva to Nice and Bordeaux and Barcelona, Paris to Toulouse, Bordeaux – Quimper to Nice and Geneva, Paris to Toulouse and The Massif Central, Paris to Saint Gervais, Bourg-Saint Maurice, Paris to Tarbes and Saint Sebastian, Paris to Madrid, Paris to Rome, Paris and Brussels to Berlin and Vienna, Paris to Hamburg and Copenhagen.

The first of these new night trains was sent on its way by the new French Prime Minister Jean Castex who is a dedicated supporter of the railways; he has written a book on the line from Perpignan to Villefranche Conflent the departure station for 'The Little Yellow Train up to La Tour en Carol' and the Spanish border town of Bourg Madame. He was also Maire of the Town of Prades to the west of Perpignan.

What has also come as no surprise is that staff not only who will work on these trains but destination handling staff are all going back to school to re-learn how these trains should be handled and cleaned and restocked at their destinations.





What has also kept us guessing is the sudden arrival of six of SNCF's Pullman Orient-Express cars in Nice prior to their onward departure to Italy for the grand tour. Like SNCF our Italian friends are planning to launch a programme of luxury trains inside Italy and like SNCF they will refurbish some 62 of their intercity cars, but to the standard of the CIWL's Pullman cars. This is a very ambitious operation.

The planned route of Italy's new luxury trains

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## Mails from our correspondents

Two Mails from Sven de Boeck received us to details of the Stoomtrein Maldegem rolling stock ex CIWL:

*Hello Chris,*

*Thank you for adding me, everyone who has questions about the Maldegem resident WR2982 and WR4250, but also other Belgian issues, can always contact me.*

*Next to the 2 WR, we also have a kitchen-coach, which has a special history (see attachment '151 adj (1)'). Built in 1939, as luggage van n° 9 for the Royal train of our King Albert I, the brand new coach already had to be evacuated for World War II, and stood for 5 years in the French railway station of Aix-les-Thermes in the Pyrenees mountains. In 1944, the coach was integrated in the 'Mobile Headquarter N° A2' of General Eisenhower. Eisenhower would later become President of the USA from 1953 till 1961.*

*This train contained our Royal Van n° 9 and WL-LX n° 3539 / WL-LX n° 3547 / WR n° 4050 (ex-Pullman) / WP n° 4159 (conference). Luggage Van n° 9 hence feels comfy amongst our WR2982 and WR4250 😊*

*Van n° 9 returned to Belgium on 9th October 1945, when train N° A2 visited Brussels with General Charles de Gaulle, another future president.*

*Greetings from Belgium*

*Sven*

[www.stoomtreinmaldegem.be](http://www.stoomtreinmaldegem.be)

*Dear Christopher,*

*I hope you all are doing fine in this Covid-times.*

*This Saturday is the Funeral of Britain's Prince Phillip, Duke of Edinburgh and consort to his wife, Queen Elizabeth II.*

*In 1969 they visited Austria together and travelled by train from Vienna to Innsbruck. In the photo, taken in Innsbruck, May 69, they are seen looking at the Wagons-Lits crest on a coach with UIC number 51 66 08-50 028-1.*

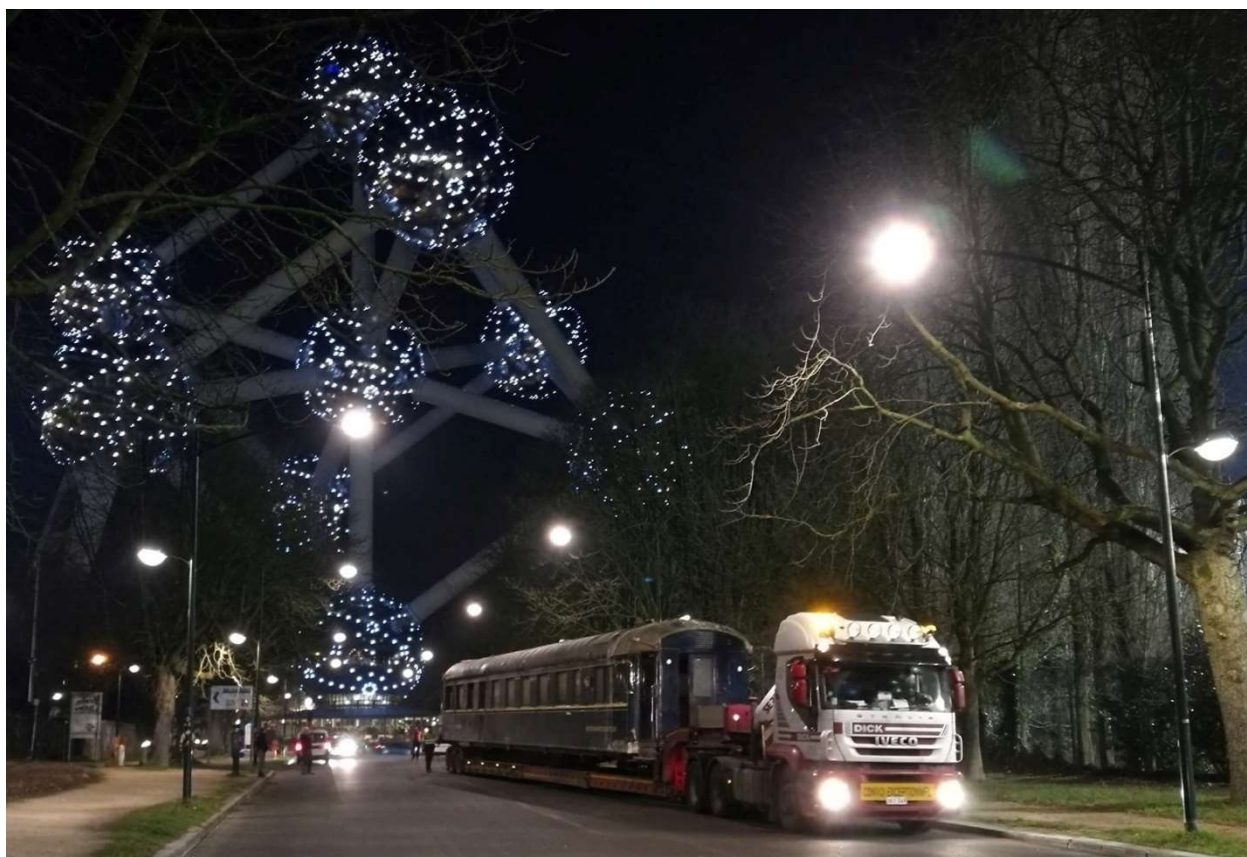
*So what is special one may ask? Well... this coach is also known as WR 2982 and this is the very coach which is now undergoing a full restoration in the workshop of the Maldegem – Eeklo Steam Railway!*

*The series of coaches WR2968 to 2982 were built in the Italian Reggio Emilia by 'Officine Meccaniche Italiane'. In 1965 WR2982 was modernized in Milan by 'Officine Meccaniche Ferroviarie Pistoiesi' And therefore sometimes nicknamed 'Pistoiesi's.*

*WR2982 came to Belgium in 1986 and was put as a static cocktailbar near the Atomium, landmark of the World Exhibition 1958. Luckily enough, the Steam railway near the beautiful medieval city of Bruges is now giving the coach a new life as a 'real' CIWL Coach. 9n February 2018 the coach went by lorry to Maldegem.*

*Greetings from Belgium, Sven De Boeck, Board Member*

*(Pictures see on following page)*



**WR 2982 being transported from the "Brupark" near the Atomium in Brussels to Maldegem, Feb. 8, 2018.**



**The WR 4250, formerly at home in Austria, is restored in an exemplary manner in Maldegem, May 6, 2017.**

## Lord Dalziel, the UK CIWL car builders and their move to Europe

by Chris Elliott

In our last newsletter we included an interesting article by Jos Geilen '**Memorabilia and the evolution of CIWL shareholding**'; that article made us aware that there were a large number of Wagons-Lits, Wagons-Restaurants and Pullman Cars built in the UK for CIWL by the Birmingham and Leeds companies. It was clear that Lord Dalziel used his considerable influence as president of the board of CIWL to place these orders with the UK companies.

It does not go unnoticed that these cars were built to the CIWL European loading gauge but had to be moved to the North Sea and Channel Ports along what is the narrower UK loading gauge.

The records of these carriage builders reveal that they were the 'Leeds Forge Company' founded in 1873 by [Samson Fox](#), who was born in 1838 in [Bradford](#), Yorkshire. Fox had been apprenticed to [Smith, Beacock and Tannett](#) of Victoria Foundry, Leeds, successors to [Fenton, Murray and Jackson](#), who were early railway locomotive builders. While at Smith, Beacock and Tannett, Fox became their travelling representative, and became acquainted with [Scotts Shipbuilding and Engineering Company](#) of [Greenock](#), who were major shipbuilders on the [Firth of Clyde](#). Scotts provided a substantial proportion of the capital to establish the Leeds Forge Company at Castleton Field, [Armley](#), Leeds in 1874, initially producing straight and cranked locomotive axles.

### **Insertion:**

#### **THE LEEDS FORGE COMPANY – by Ray Addy.**

*The Leeds Forge Company was founded in 1873 by Samson Fox to manufacture heavy wagons for the numerous projects abounding in the locality at that time. The premises were situated between the Leeds and Liverpool Canal and River Aire at Lower Wortley where the Harrogate BR line diverges from that to Shipley. Very little, apart from earthworks, now exist of the original buildings.*

*Samson Fox was born into abject poverty, but by his own initiative became a self-made millionaire and served three years as Lord Mayor of Harrogate. He invented a process of corrugating iron sheet, as well as the bogie wheel.*

*A small subsidiary firm was set up further along the river to produce these. It was titled the Newlay Wheel Co. A family crest was adopted, depicting a fox atop a piece of corrugated iron. One of Samson's sons, Arthur William, is Grandfather of Edward and James, the well-known actors of stage and screen.*

*During the First World War production was geared to munitions with the Newlay works producing all-steel bogie ammunition wagons.*

*In 1921 the Newlay Wheel Co. was in an advantageous position for the production of all types of steel rolling stock. The Director, M J Dewar who was a great friend of Sir Davidson Dalziel, later to become Chairman of the Pullman Car Company, mentioned that his firm was seeking orders to start the manufacture of a new line of all-steel vehicles. It also transpired that Dalziel was Chairman of the Management Committee of the Compagnie Internationale des Wagons-Lits who were seeking replacements for their teak sleeping cars on the '**Calais-Mediterraneé Express**', and so a contract was signed on 20 October 1921 between the two interests for the supply of forty steel sleeping cars at a total cost of £500,000. The bill for tooling-up alone came to £50,000.*

*In July 1922, the first completed car was run off the assembly line and given a very detailed review in the August edition of 'Modern Transport' due to its progressive significance. By the time the last of the batch*

*had been completed early in 1923 the cost of production was just on par with quoted price. Result, no profit!*

*An unplanned difficulty now arose on how to deliver the cars to the customer as they were out of gauge for British loading gauge. Obviously the shorter the rail journey to the port of shipment the better. A search for a suitable transshipment point ended at Immingham, where some redundant train ferries from World War I were found laid-up, ideal vessels for the task.*

*Their wartime duties had seen them operating between Richborough and Calais, ferrying armaments to the troops in France. Unfortunately, the Richborough terminal had to be dismantled after hostilities ended, due to the difficult nature of the dock where continuous dredging was necessary. However, it proved a different story at Immingham where the dock basin was non-tidal, so only a simple link-span was necessary.*

Car N°	Type	Manufacturer	When and where built	Port of embarkation
<b>Sleepers &amp; Diners</b>				
2641- 2674 (34) x	WL S2	Leeds	1922	Immingham
2675-2680 (6) x	WL S2	Leeds	1923	Immingham
2700 (1) x	WR 42 Places (Prototype)	Birmingham	1926	?
2852-2866 (15) x	WR 56 Places	Birmingham	1925-1926	?
2867-2881 (15) x	WR 42 Places	Birmingham	1925-1926	?
2914-2917 (4)	Pullman 21 places Wooden Egyptian	B.R.C.	1926	Probably Southampton ?
2918- 2932 (15) x	WL S1	Birmingham	1927	?
2933-2942 (10) x	WL S1	Metropolitan	1927	?
3361-3380 (20) x	WL S4	Metropolitan	1928-1929	?
3391-3405 (15) x	WR 42 Places	Metropolitan	1929	?
3416-3455 (40) x	WL S1	Birmingham	1929	?
3466-3495 (30) x	WL Lx	Metropolitan	1929-1930	?
3570-3577 (8) x	WL S1	Birmingham	1928	3571 Immingham but the others ?
3743-3767 (25) x	WL Y/mét	Birmingham	1932	?
<b>Pullman Cars</b>				
51-60 (10)	Pullman Salon 20-26 places	Midland Railway Carriage and Wagon Company MRCWC		?
4001-4015 (15) x "Flèche d'Or"	Pullman with kitchen WSPc 24 places	B.R.C.	1926	?
4016-4030 (15) x "Flèche d'Or"	Pullman without kitchen WSP 32 places	Metropolitan	1926	?

4051-4065 (15) x FdO complémentaire	WSPc 24 places	Metropolitan	1926	Harwich
4066-4080 (15)x FdO complémentaire	WSP 32 places	Metropolitan	1926	?
4081-4085 (5) x FdO complémentaire	WSPc 24 places	B.R.C.	1927	?
4086-4090 (5) x FdO complémentaire	WSP 32 places	Metropolitan	1927	?
4091-4110 (10) x "Étoile du Nord"	2 <sup>nd</sup> class Pullman with kitchen WPcII 38 places	B.R.C.	1927	?
4111-4130 (20) x "Étoile du Nord"	2 <sup>nd</sup> class Pullman without kitchen WPcII 51 places	Metropolitan	1927	?
4171-4173 (3) x FdO complémentaire	WSPc 24 places Egyptian	B.R.C.	1929	Probably Southampton
4174-4176 (3) x FdO complémentaire	WSP with office 24 places Egyptian	Metropolitan	1929	Probably Southampton

**Editors Note: Table data revised**

*Agreement was reached with the Great Central Railway that delivery to the port would only take place on Sundays when there was little traffic on the adjacent tracks. Even so it still proved necessary to slew the track in places where clearances were insufficient. An added precaution was taken in the removal of step plates and other protruding items. A shed was built at Immingham where the cars were completed and painted in their new CIWL livery to await shipment to the Continent.*

*Thus, the French were appeased in their demand for all-steel coaches, the first on any railway, and the 'Calais-Méditerranée' became known, unofficially, as the 'Blue Train'.*

*As the last car was dispatched it was announced that the costs had escalated to such an extent that the loss on each car amounted to £2,000. This was not the end of the Leeds Company's troubles for reports were being received from CIWL of bad workmanship, especially with regards to the axles which had been found to be cracking in service. Finally, a settlement of £2,500 was agreed as compensation for the faults. This proved to be the last straw in the Company's fortunes and resulted in takeover by the Metropolitan Carriage & Wagon Company of Birmingham.*

*The Leeds Forge cars became CIWL Nos. 2641 - 2680 and classified as S2, later some of them modified to S3K in Spain with a small cafeteria. A further batch of CIWL cars built at Leeds under the new owners were the 'complémentaire' Pullman cars 4051 - 4080 which were to the same design as the 'Fleche d'Or' cars.*

**Source:** *The UK Pullman Society and the Wagon-Lits Society 'REPAS BLEU' Magazine - Issue 6 - March 1995 with permission. (Editors Note: Some small inaccuracies in the original text or table added or changed.)*

The total number of CIWL cars built and moved from their UK manufacturers to the Continent were: Wagons-Lits 191, Wagons-Restaurants 46, Pullman 116

## The Birmingham Companies

Albeit the above list of cars names four Birmingham based companies, it was in effect the same company and best referred to the home city of Birmingham. There was a Birmingham, England, based manufacturer of railway carriages and wagons. It was not part of the Midland Railway. Its products also included trams and even military tanks. It has made trains for railways in the UK and overseas, including the London Underground.

After a series of takeovers, its works at Washwood Heath in Birmingham became part of Metro Cammell and are now part of the Alstom group.

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**THE BIRMINGHAM RAILWAY CARRIAGE & WAGON  
COMPANY - 1855 - 1963,  
A CENTURY OF ACHIEVEMENT**  
by JOHN HYPIER, COLIN WHEELER, STEPHEN WHEELER  
*112 pages hardback 273x215mm 150 b/w photos, plus line drawings*  
*ISBN 1 870754 34 4*

The Birmingham Railway Carriage and Wagon Company was a significant provider of rolling stock not just for the home market but also exported to an impressive list of world-wide customers.

The company's history is told here for the first time by John Hypher who has written the informative text, while Birmingham born and bred Colin Wheeler, who worked for BRCW, together with his son Stephen, has provided much information and most of the superb quality official works photographs and drawings, showing much detail of interest to modellers of both British and foreign railways.

In 1902/3 it first built all-steel coaches and in 1910 started construction of Pullman cars, for which the company was rightly famous. 1913 marked the company's first labour dispute which lasted eleven weeks. BRCW played a prominent part in the 1914-18 war effort, manufacturing, among many items, armoured trucks and munitions as well as De Havilland and Handley Page aircraft. Railway work was still carried on, including an eight coach hospital train and 1350 ammunition wagons. After the war, business was brisk both at home and overseas for new carriages and wagons, including orders for the famous Compagnie Internationale des Wagons Lits. However competition from continental manufacturers was increasing and making orders harder to get by 1926.

The company had diversified into the manufacture of bus and trolleybus bodies and large orders came from London Transport and Birmingham Corporation in the inter-war years, as well as orders for London Underground stock. The 1930s also saw construction of steam and diesel railcars for overseas. Despite this activity, the depression hit the company's output and profitability until 1935 when business began to increase. During the Second World War production of armaments almost completely filled the order books, with BRCW being one of the foremost manufacturers of tanks, also producing prototypes of several other fighting vehicles. It manufactured the giant all wood Hamilcar heavy transport glider, producing over 400 examples.

After the war, BRCW established itself in the diesel and electric traction market, making locos and railcars for, among others, Australia, New Zealand, Sierra Leone, Eire and Ghana as well as the home railways. It also still had a healthy business in carriages, including Pullmans, and wagons, until lack of orders brought about closure in 1963.

Price £14.95 plus: £1 postage in U.K and Europe; £3 elsewhere.  
Reviewed in *Repas Eleu* issue 9 December 1995  
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## History

In 1845, Joseph Wright, a London coach builder, leased land in Saltley, Birmingham with the intention of building a factory for the production of railway rolling stock. Wright, realising that the future lay in the development of the railways devoted his energies, together with those of his sons to building rolling stock

and by the 1850s his Saltley site had massively expanded and he was employing a work force of about 800 people. In addition to building stock for practically all the British railways, the firm completed contracts for many countries world-wide. They also had premises in Shrewsbury.

In 1902 rationalisation of the rolling stock industry began when the **Metropolitan Amalgamated Railway Carriage and Wagon Co. Ltd.** was formed, incorporating Joseph Wright's old firm with other well-known companies such as Ashbury, Brown and Marshalls, Oldbury and Lancaster railway carriage companies. In 1929 Vickers, after acquiring the shares of the Metropolitan Company, came together with Cammell Laird and each merged their rolling stock interests to form the great undertaking of **Metropolitan-Cammell Ltd.** Source archives.heritage@birmingham.gov.uk

Name of company	Manufacturing base	Date when formed	Date when merged etc
<b>Metropolitan Amalgamated Railway Carriage and Wagon Co. Ltd.</b> was formed, incorporating Joseph Wright's old firm with other well-known companies such as Ashbury, Brown and Marshalls, Oldbury and Lancaster railway carriage companies.	Saltley, Washwood Heath & Shrewsbury	1845	1902
Metropolitan-Cammell Ltd Now Alstom		1929	

### THE BLUE TRAIN

Turning his energies to the City at the conclusion of his earlier travels, Lord Dalziel organised, and eventually acquired, the control of several industrial enterprises of importance, both in London and Paris. was associated with the promotion of various motor and oil concerns, and it was in connection with the General Motor Cab Company that he was instrumental in introducing the taxi to Londoners. It has been affirmed that the step was not taken without difficulty, and that Mr Dalziel guaranteed personally the initial £250,000 required to finance the scheme. In 1919 he was created baronet, and became President of the International Sleeping Car Company, on the board of which had been for a quarter of a century. He was the first Briton to assume control of this vast organisation, which has a capital of more than £5,000.000, and which supplied the “wagon-lits” that were a familiar feature of Continental and Egyptian travel. In addition to his presidency and chairmanship the managing committee of this company, he was chairman and managing director of the Pullman Car Company, which provided Pullmans on many British lines, and chairman of the International Sleeping Car Trust. The famous “Blue Train to the Riviera” was one of Lord Dalziel’s enterprises, and his association with the International Sleeping Car Company undoubtedly contributed largely to its present position of prosperity. Throughout his life Lord Dalziel worked hard for happier international relations. He was an Officer of the French Legion of Honour, and a Commander of the Crown of Italy, and he had houses both in Grosvenor Place, London, and in Paris. He appeared in French honours list before the British Government gave him his first reward for public services, and he was equally home in English and French “Society,” and among all classes of the two communities, from the highest to the lowest. He was a keen yachtsman, and found this pursuit his principal means of recreation. He married in 1876, but leaves no family, and the title, which he had held only a few months, dies with him.

Obituary Dalziel 19/4/28 Yorks Post (Note the beginning of the obituary was somehow missed).

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*Please note our annex on the subject of Club Train!*



## The Club Train

by Jim Greaves

**CHEMINS DE FER DU NORD FRANÇAIS  
DU LONDON CHATHAM & DOVER ET DU SOUTH EASTERN  
CIE INTLE DES WAGONS-LITS  
ET DES  
GRANDS EXPRESS  
EUROPÉENS**

**CLUB TRAIN PARIS-LONDRES  
ET VICE-VERSA**

TRAIN DE LUXE LIMITE. SALONS ET RESTAURANT  
BATEAU SPECIAL

Départ de Paris (Gare du Nord) tous les jours, sauf le samedi, à . . . 3 30<sup>00</sup>HR  
Arrivée à Londres (Victoria, Charing \* ou Holborn Viaduct) à . . . 11 45<sup>00</sup>HR  
Départ de Londres, tous les jours, sauf le dimanche, à . . . . . 3 15<sup>00</sup>HR  
Arrivée à Paris (Gare du Nord) à . . . . . 11 40<sup>00</sup>HR

Traversée moyenne en 70 minutes  
SUPPLÉMENT : 20 FRANCS

SE RENSEIGNER ET RETENIR SES PLACES :  
à PARIS, 3, Place de l'Opéra ;  
à LONDRES, 122, Pall Mall et 3, 4 et 5, Grosvenor Street ;  
Ainsi que dans toutes les Agences, en France et à l'Étranger, de la Compagnie Internationale  
des Wagons-lits et des Grands Express Européens.

CHAMPENOIS & C<sup>E</sup> 66, BOULV. ST-MICHEL - PARIS.

A French Poster advertising the Club Train. This poster is pre March 1891 as the Club Train ran on Sundays from this time. The actual times shown are an overprint to allow the original poster, designed by Gustave Fraipont and printed by Champenois & Cie, to be changed as required. Although the uniforms of the French porter in blue and the Club Train attendant in brown are reasonably accurate the train in the background bears no resemblance to the real thing. *Courtesy George Behrend*

## Part One.

### The main players and early design of CIWL cars.

#### Introduction

The Club Train was the first luxury service from England to Europe. Used by the rich and famous as well as businessmen, it eventually failed because of lack of support from the travelling public who did not perceive it to be value for money. For four years it had an adventurous existence and led the way to luxury trains of the future.

Indirectly the Club Train came about as a result of General George Armstrong Custer's ability as a soldier and the benevolence of King Leopold II of Belgium. One of the great things about historical research is that you never know where it will lead and the strange facts that will be unearthed along the journey. I hope the reader will forgive me for stopping off at several wayside stations on this journey of discovery but the men who had the ideas are often as interesting as the products they produced and the staff and passengers were essential to the railway's existence.

The design of the carriages that ran in the Club Train was a direct result of two men needing each other's business acumen. Colonel William d'Alton Mann, the designer of 'Mann's Boudoir Car' and Georges Nagelmackers, heir to the fortune of a Dutch banking family and founder of the Wagon-Lits company.



**1** Colonel Mann was born in Ohio in 1839. He fought in the American Civil War rising to Colonel of the 1<sup>st</sup> Battalion of the 7<sup>th</sup> Cavalry under General Custer. Mann was at Gettysburg and fought throughout the war but during this time he made a fortune by designing improved military equipment and selling the patents to the Government. Apart from improvements to weaponry he was responsible for designing a 'back and front' pack to spread the load of equipment carried by Infantrymen. He left the army in 1866. After swindling a number of his ex officer colleagues out of \$57,000 with a bogus oil exploration company, and getting away with it, he entered the world of journalism controlling a newspaper in Mobile, Alabama. He failed in his political ambitions but became a leading producer of cottonseed oil before turning to railroad promotion, eventually patenting the Mann Boudoir Car in 1872. He saw an opportunity in Europe, where the 'sleeping car' had not been developed, and spent 10 years travelling and promoting his railway interests.

**2** Georges Nagelmackers was born in 1845 and was heir to his family's banking fortune in Belgium. On a visit to the United States in 1868 he was very impressed with the comfort of Pullman's cars both for sleeping and eating. He returned to Europe determined to achieve equal success with similar cars on European Railways. Initially, using his family's money, he designed and built his sleeping cars but, unlike America, he had the additional obstacle of National frontiers to overcome with frequent customs checks. His cars had to be capable of running on all lines in all countries and if he hadn't gained the backing of King Leopold II and the Belgian Government, after his family withdrew their support, his scheme would never have got off the drawing board.



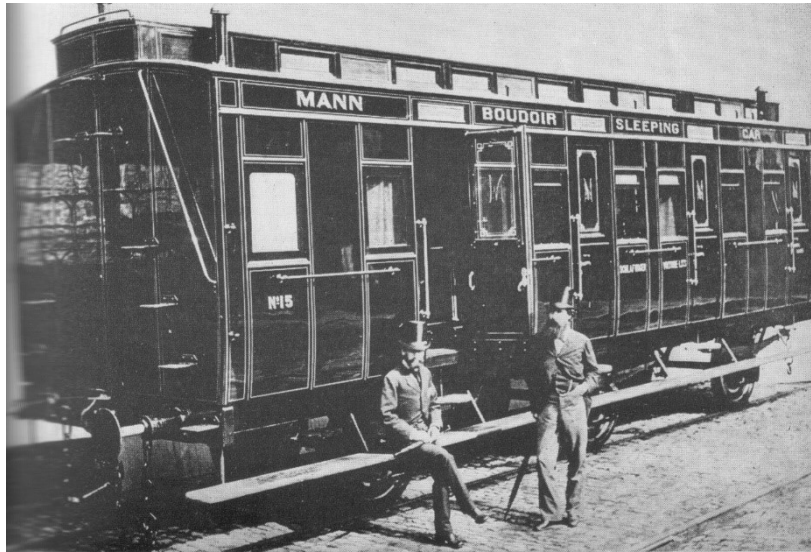
### Early Vehicles, the Mann Cars

Nagelmackers was the first to get sleeping cars running in Europe. His initial agreement to run cars from Ostend to Brindisi, via the Brenner Pass, failed because the shorter route over the Mont Cenis pass reopened. He eventually gained approval, in 1872, to run his 4 wheel, 12 ton cars between Ostend and Berlin and a couple of other routes. 'Compagnie Internationale de Wagons-Lits' was registered in February 1873 and the introduction of Wagon-Lits cars on the Paris – Vienna service, in time for the Austrian Exhibition of that year, was the turning point.

Colonel Mann was also struggling to get his Boudoir Cars accepted in Europe but he had secured some English backing and was more financially sound than Nagelmackers. His cars were also superior in design but Nagelmackers had the ability to obtain the contracts in Europe and actually had some of his own cars running. In July 1873 when Mann launched his 'Mann's Railway Sleeping Carriage Company' (Capital £200,000), Nagelmackers joined him as a director pooling the assets of his Wagons-Lits company. The Company owned the patents for both Mann's and Nagelmackers' cars along with some provisional contracts to run them in Europe

Quoting from the Company's prospectus:

*This Company will own and manage the Sleeping Carriages, placing a conductor in charge of each, and keep the inside in order. The Railway Company keeping the outside of the carriage and the wheels and axles in repair, furnishing oil, fuel and lights. The Railway Companies haul the carriages, receiving ordinary fares for each passenger; while the Sleeping Carriage Company receives a supplement or additional price from each passenger for use of the beds, linen, lavatories etc.*



**3** Colonel Mann and Georges Nagelmackers (seated) in front of the first car built to Mann's design for Mann's Railway Sleeping Carriage Company, the name of the Company they registered in 1873. Car 15 ran on the Paris-Cologne route. This was the only time they were photographed together but as there are at least two different versions of this view it was clearly taken for publicity purposes.

*Grand European Expresses courtesy George Behrend*

Robert Fairlie, famous for his double-ended locomotives on the Festiniog, was a traveller in one of the early 6 wheel cars between Brussels and Berlin. He reported, in a letter to the Times, that the cars were clean and comfortable but that he thought only 14 berths to be too few and if unfortunate to be in an upper berth then the oscillation and jolting caused by the body being laid straight on the iron underframe was not pleasant. He was immediately taken to task by a director of 'Mann's Sleeping Carriage Company' saying they now had new cars and inviting him to a forthcoming trial on a British railway.

'Engineering', a leading journal of its day, was extremely supportive of Mann's efforts and published a glowing account of his carriages in its edition of 18<sup>th</sup> April 1873. In the Victorian era it was not considered in good taste that people of both sexes should share the same saloon, as in a Pullman sleeping car, and Mann's car, with its compartments, was considered more fitting to English sensibilities. In addition Mann's cars had more WCs and washbasins that did not need to be shared and was better ventilated and lit.

It is notable that JS Forbes, Chairman of the LCDR and still Vice President of the Dutch Rhenish Railway was a co-director. This connection no doubt led to at least two of Mann's carriages being built at Longhedge. Both cars were built in 1874. No 42, a 30ft, 6 wheel sleeping car with 12 berths, was first trialled by the LNWR on the London Edinburgh route. It was described by The Times as 'Not of the latest design..... but in beauty and finish of its appointments is quite equal to those of the Pullman Company'. The LNWR decided they would prefer to build their own sleeping cars at Wolverton for use on the Scottish route. Mann then approached the GNR and on June 7<sup>th</sup> 1875 a much publicised run was made between London and Cambridge when car 42 was attached to the back of an express from Kings Cross and travelled at speeds of up to 60mph. Having been rejected once again Car 42 was transferred to the LCDR where it was used as a spare to Car 43.

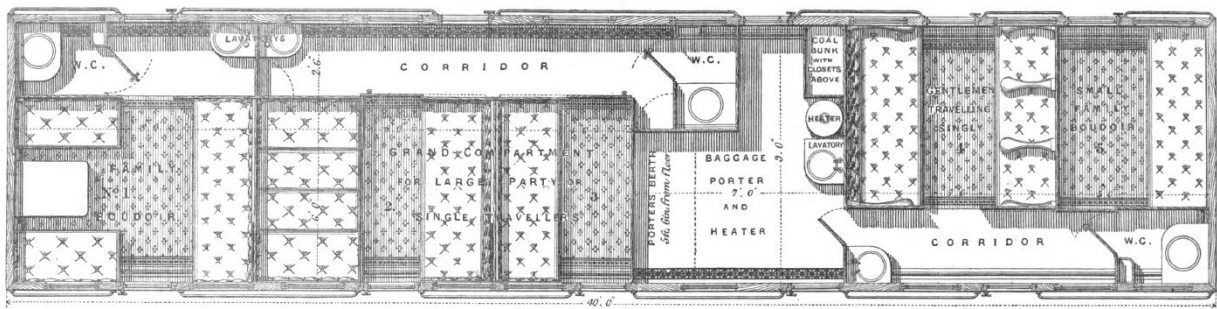
The journey to Dover certainly did not require a sleeping car so the experimental use of Car 43 was simply to provide luxury travel. No 43 was the other 6 wheel saloon built at Longhedge in 1874 but this seated 20 in 4 compartments. The vehicle was put on display at Victoria station for a few days at the end of June 1875 and the Times correspondent who inspected it, commented as follows:

*'The Boudoir Car is divided into four compartments for passengers. The first of these is a smoking room, with seats for 6 persons, of which only 4 will be let for each journey, leaving 2 at the disposal of gentlemen from other parts of the car who may wish to smoke for a time and then return to their original places. The next compartment is a small saloon with seats for 10 persons; the third offers accommodation for only 2 and the fourth for 4, so there is provision for a bride and bridegroom, or for a family party, as well as for*

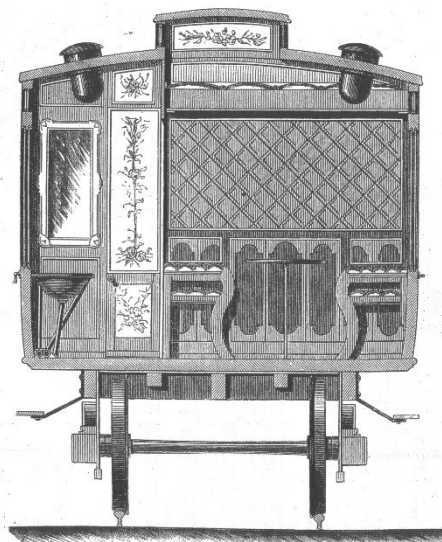
those who may prefer to mix with their fellow travellers. Each compartment is luxuriously furnished with thick soft carpets, comfortable chairs, tables which can be fixed or removed in a moment and electric bells for summoning the travelling attendant. The compartments are lined with panels of polished walnut and the decorations are of great beauty and finish. Each car has a lavatory or retiring room for ladies, and one for gentlemen, each fitted with all possible requirements; and in the smoking room there is a refreshment cupboard, which enables the attendant to supply all the ordinary wants of travellers in this respect.'

Despite being tried on the Dover service the LCDR ran an advert stating that from Monday July 19<sup>th</sup> 1875 Mann's Boudoir Car would be attached to the 10.30am Victoria – Ramsgate and the 6.30pm up train. Extra charge 2/6d per passenger. At the time a First class return was 15/-. Both cars were shown by Wagon-Lits in 1876 as allocated to the Dover route and an accident that occurred in Selling tunnel on 29<sup>th</sup> December 1875 in which Car 43 was derailed would seem to support this.

Roger Commault stated in his article on 'Teak Cars' that cars 42 and 43 remained in England until the 4th December 1876 when they were transferred to France following the purchase of the Mann company by CIWL. Car 42, was converted into a sleeping car to reinforce the French border, and Car 43 was preserved in its original form until 1886 when it was also converted to a sleeping car for lack of regular employment.



**4** The example above is a 6 wheel design of 1873 measuring 40ft x 9ft and weighing 13 tons. It was considered, by Engineering, to be ideal for an English Sleeping Car but is not the design of Car 42 .



**5** A cross section of a first class saloon in one of Mann's cars. The large clerestory roof had opening windows to provide 'draught free' ventilation. Lighting was provided by the Silber lamps seen either side of the roof. These were oil lamps but with a patented ventilation system from outside which maintained a steady, smell free light. The painted decorative panels were continued over the ceiling of the car.

During 1874 the Pullman Palace Car Company had announced they had made arrangements to extend to Europe and sent the original car in Britain 'Midland' to the Continent for trials. The excessive weight and communal saloon style, judged morally unsuitable, counted heavily against it. Mann's Boudoir cars fared a little better in acceptability and they achieved contracts to run on at least 8 routes in Europe. Mann, who was not one to allow work to get in the way of pleasure, found the whole thing too much and retired from active participation in the Company, handing full powers to Nagelmackers, in August 1875. The Company then went from strength to strength and by the end of 1876 Nagelmackers had resisted Pullman's attempted merger and renamed the company Wagons-Lits. He raised more capital

and bought out Colonel Mann for a little over two million Belgian francs. At the time Wagons-Lits had 53 cars (2 in England), 18 contracts and 3 trial contracts.

Colonel Mann tried his hand in other directions after retiring from the promotion of sleeping cars. In 1879 he took part in a competition, run by the Royal Horticultural Show, for the best refrigerated wagon. The prize was £50 and a gold medal. There were only two entries and the method of refrigeration of both vans was basically the same. The circulating air was chilled by passing through tubes surrounded by ice and was then dried by condensation and passing through charcoal and calcium chloride. The Swansea Wagon Co had managed to maintain an average temperature of 39 degrees (Fahrenheit) over the 9 days but Mann's van had only managed 49 degrees. As the meat in Mann's van smelt tainted, with the pork and beef showing signs of mould, the prize was given to the Swansea Wagon Company, as their meat was perfect and untainted. Colonel Mann immediately sued the RHS saying his van was designed for 6 days transport time not 9 and the RHS had changed the conditions at the last minute. Mann lost and had to pay the costs of the case. Amazingly, even after this setback, Mann formed the Mann's Refrigerator Company in 1881 and raised £25,000 in share subscriptions. The company failed and by 1883 Mann had returned to America. His company was not dissolved until 1888 following the Companies Registrar writing to the business registered office in Chelsea and receiving a 'not known at this address' reply.

On his return to America in 1883 Colonel Mann designed and provided cars for Her Majesty's Opera Company. The cars were built at Troy, possibly by the Gilbert Car Company or Jackson Sharp. A special car, 55ft long, was built for the grand diva, Madame Adelina Patti. She enjoyed a drawing room with bedrooms adjoining complete with en-suite bathrooms. All were decorated to the highest standard using satin, leather, silk and velvet. A servants' quarters, with its own lavatories and a small kitchen was also included.

The Mann Boudoir Company of New York, incorporated 1883, ran at a loss for 5 years before being eventually purchased by the Pullman Palace Car Company. Colonel Mann went on to more lucrative employment as the owner and editor of Town Topics, a gossip sheet that allegedly made most of its money from extortionate 'subscriptions' paid by those in society who wished their sordid secrets to be kept that way. An example that was apparently followed by the 'Tatler' until the New York County Supreme Court raised objections to their selling of 'stock'. The Colonel died in 1920 at the age of 80.

This extract from Time magazine in 1932, when Town Topics finally ceased publication, admirably sums up the Colonels way of life:

*Few socialites of the gaslit era were unaware of Colonel Mann, who regularly gorged himself on gargantuan meals at the Lotus Club or at Delmonico's, kept an expensive house on Riverside Drive and a summer home at Lake George, strutted about at opera or horse show, a conspicuous figure with his whiskers, flaming red tie, frock coat, plug hat, and heavy walking stick which could make a highly effective bludgeon.*

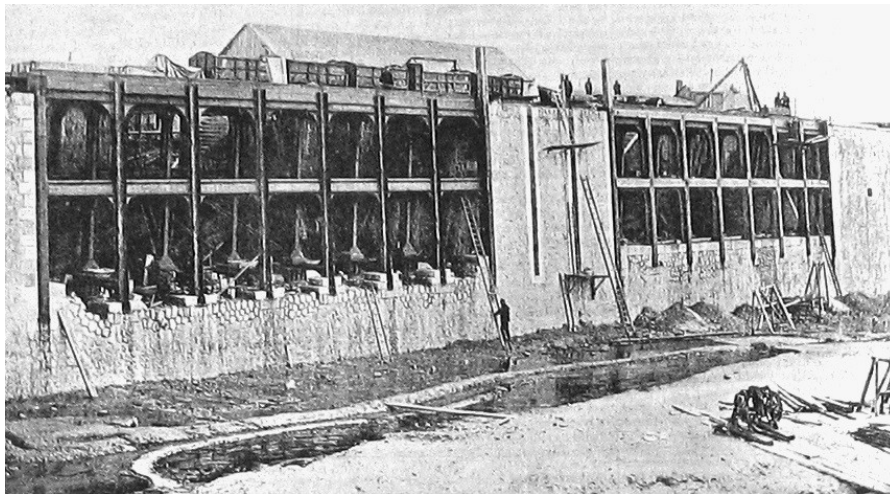
### **Improvements that led to the 'Club Train'**

During the 1880's the 'Compagnie Internationale de Wagons-Lits' increased its presence in Europe. The first train composed only of Wagon-Lits cars, ran from Paris to Vienna in October 1882. The famous Orient Express, using the first bogie carriages built by Wagons-Lits, commenced in June 1883. Wagon-Lits trains traversed the Continent far quicker than the trains of each country they passed through. They were self-contained and passengers did not need to stop for refreshments or to change vehicles which in turn led

to lengthy customs examinations. This enabled them to successfully tender for the mail contracts and strengthened their profitability.

Discussions between The LCDR and CIWL regarding running a luxury service between London and Paris started in 1886 and led to a provisional agreement between the two being made by October of that year. A full file of correspondence concerning the growth and decline of the Club Train was offered for sale in France for a substantial sum back in 2008 via Galaxidion but I have failed to track it down. Correspondence I have found regarding the inauguration of the Club train, consisting of parts of letters, confirms that the CIWL, represented by M Morisot, proposed to guarantee the LCDR at least £75 per train from their receipts in exchange for certain rights over which ships were used, the right to sell cabins on those ships and to decide the timing of the train. The involvement of Thomas Cook was also discussed. I would be grateful to hear from anyone that has more information on this file of letters.

The start of the service was delayed for a couple of years as the poor access to Calais Harbour precluded the use of the ships that the CIWL wanted on the service.



**6** The new LCDR landing stage at Calais still under construction in early 1889. The steps to access the yet to be built hotel can just be seen through the open sections that were used by passengers to disembark at low tide. The centre section protected the paddle boxes from damage as the tide rose or fell.  
*Engineering May 1889*

Work to improve the harbour at Calais started in 1888. The old harbour was very shallow and even small channel steamers had difficulty in entering a largely unprotected landing place, even at high tide. Once the ship had tied up, passengers had to fight the elements to gain access to the Paris train which started from a sand heap adjacent to the Gare Maritime described as a 'shanty' by passengers. The improvements brought a wider entrance protected by breakwaters and a landing stage at differing levels to suit the tide. A covered way then led to the new station built of red brick with double glazed windows, waiting rooms, a buffet and offices. Having boarded the train there were no longer delays while the train reversed at the



town station as a new line had been built to continue direct through the new Calais Ville station and on to Paris. Trains arriving from Paris drew up on the seaward side of the station and passengers transferred directly to the waiting ship.

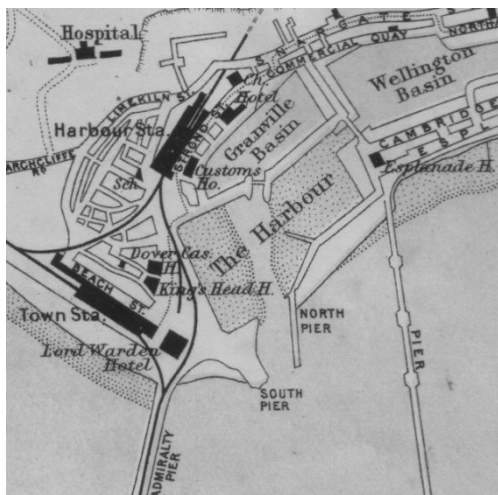
**7** The new Gare Maritime at Calais completed 1890. This view post-dates the Club Train, probably having been taken in 1896, but it illustrates the landing stage as described for use by Club Train passengers. The high tide mark is

clearly above the lower landing stage area making that a damp and slimy exit from the boat. The LCDR boat in the background is the 'Dover' of 1002 tons built by Denny of Dumbarton and delivered in February 1896. As this is a busy early afternoon departure the boat from which the photo was taken, is possibly the 'Empress' of 1219 tons built by Fairfield's of Glasgow for the LCDR in 1887. It had been previously advertised as a Club Train boat although it saw little service on that duty. *Roberts Collection*

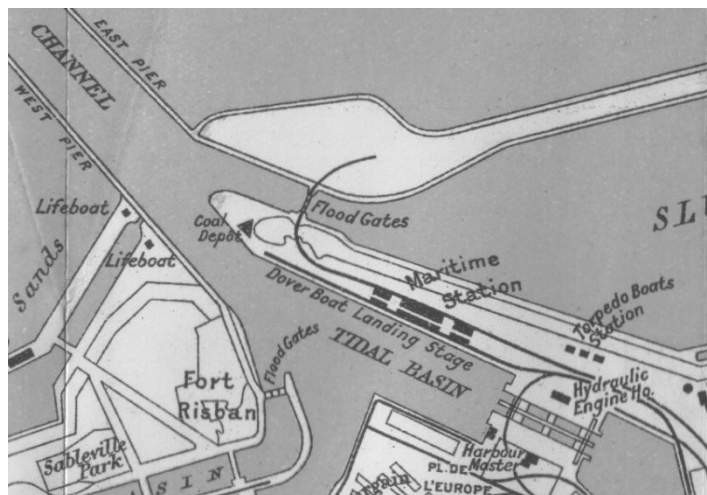
### The Influence of the Paris Exhibition 1889

The deepening of the harbour at Calais and the Paris Exhibition of 1889 provided the impetus to dramatically improve Continental services. The bulk of the traffic to the Exhibition was carried on either the Night Mail or excursion trains where for less than at ½ d per mile a passenger could travel third class and complete the journey in 12 hours. The Club Train was first class only, timed at 7 ½ hours but at over 4 pence per mile it was at least 8 times more expensive! For the first time ever a businessman from the big manufacturing towns of the North could have a leisurely breakfast, catch a train at 10.30am and, with only a change at Herne Hill, he could reach Paris before midnight and get a full night's rest. However the Club Train needed to be really special to attract passengers.

It was not an auspicious start. British companies were reluctant to exhibit in Paris, compared with 10 years earlier, and there remained a great deal of mistrust in the stability of the Republic despite it celebrating its centenary. The new harbour at Calais was due to open to coincide with the Exhibition opening on May 1<sup>st</sup> 1889, but it wasn't finished. The LCDR and SER planned to start their new 7 ½ hour Victoria – Paris service with the 'Club Train' on the same day but the stock was not completed and the new boat 'Calais Douvres' was not ready either.



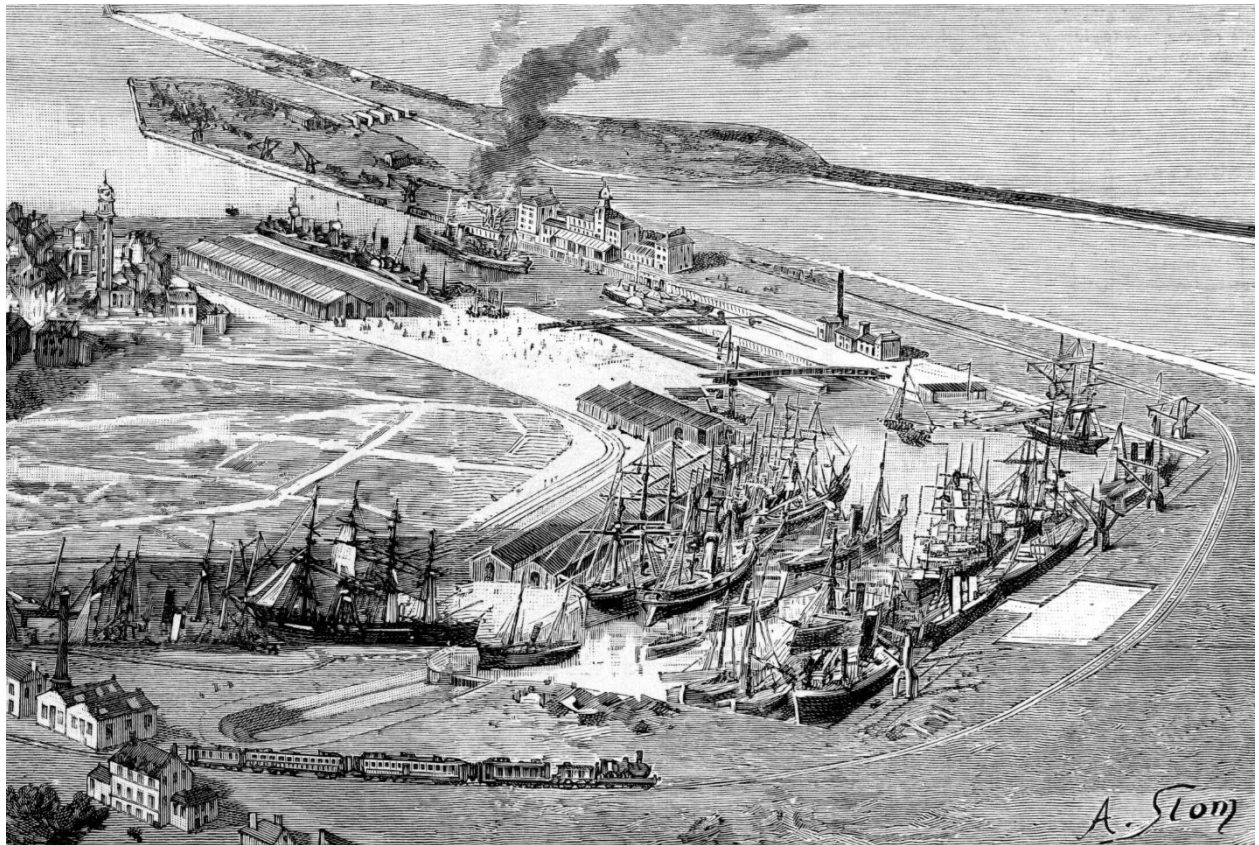
Dover 8



Calais 9

Plans of the harbours at Dover and Calais showing the arrangements at the time of the Club Train. On the Dover plan the SER line comes in from the left via the Town Station and the LCDR line comes in from the top via the Harbour Station. Both lines then ran onto the Admiralty Pier. On the Calais plan the new Gare Maritime adjacent to the Dover Boat Landing Stage can be clearly seen in the Tidal Basin.





Calais **10**

A birds eye view of Calais in 1889 with an approximation of the Club Train in the foreground on its way to the new Gare Maritime shown on the map above. *ILN 1889*



**11** F Class 240 as prepared for the Paris Exhibition of 1899 where it won a gold medal.

Courtesy of the SECR Society from an original print in the *Bradley collection.4133*

However all was not lost. The SER were an exception in that they exhibited one of their new F Class locomotives and won a gold medal. No.240 was named ONWARD for the exhibition and ran trials on some French lines before returning to Dover on 30<sup>th</sup> January 1890

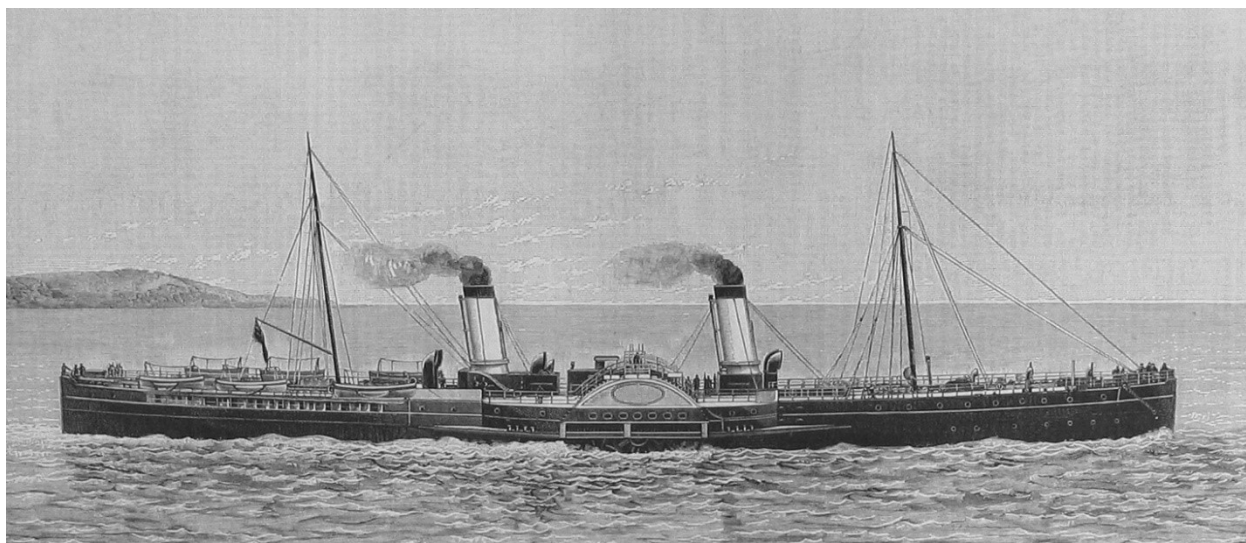
The exhibition opened on May 6<sup>th</sup> and over one million visitors passed through the gates in the first two weeks with the new Eiffel tower being another great attraction. The LCDR, SER, LBSCR, LSWR and even the GER agreed common cheap fares of 23/3d return Third class so the only difference was the journey time. Excursion companies offered 4 days accommodation, meals included and return fare from 2 guineas.

## The First Club Trains and the LCDR Ships

The much advertised Club Train eventually started running on June 5<sup>th</sup> 1899 and even then the SER train left Charing Cross with only 4 passengers. At least the Duke of Hamilton was one of them. The LCDR section did somewhat better with 23 passengers including one minor Royal, Prince de Leon, William Forbes of the LCDR and a representative of the press. Both trains used ordinary first class stock. The LCDR train arrived on time at Dover at 6pm but found the SER train already there. Passengers were transferred to the 'Victoria' in 3 minutes, the 'Calais Douvres' not being ready, and the Channel crossing was achieved in 71 minutes. Unfortunately the new Gare Maritime was still not quite complete but after a short wait the Paris train departed at 7.40pm. Not surprisingly the new Wagons-Lits stock was not ready for the French train, which consisted of a dining car, two drawing room cars, a car divided into compartments and the baggage car. An excellent dinner was served but with the somewhat lively ride, as a result of the lightweight French track, some breakage of crockery was noted. Arrival at the Gare du Nord was on time. The following day 48 passengers travelled to London, with over 30 travelling the other way. An advert from the SER advised passengers to book early as the accommodation was limited.

As a further convenience to Club Train passengers it was planned to 'crane off' the baggage at Calais but, as at Boulogne, I think the porters won the day. Strangely the Dover authorities would not allow cranes on the quayside at that time and so porters continued to be used there as well.

The following month the first of the Wagon-Lits cars became available for use and it appears the SER were the first to use one on the 9<sup>th</sup> July. Two cars were advertised for use the following day.



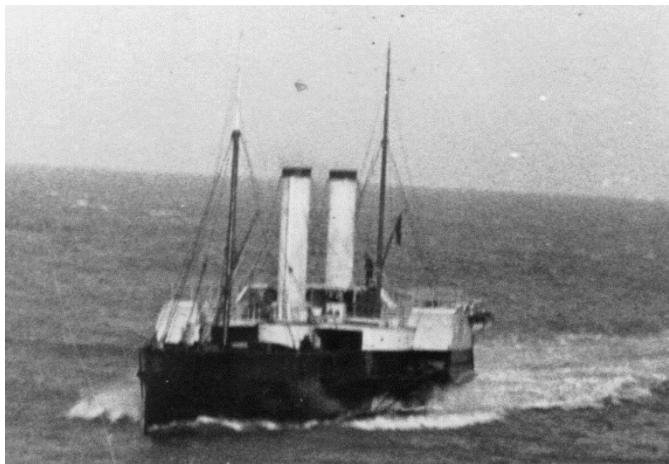
**12** The Calais Douvres. Built 1889, Length 324ft 6in, Beam 68ft 6in, Draught 8ft 6in, 1212 tons, 20 knots. Steam supplied by 4 boilers at 110psi to a high pressure and low pressure cylinder, providing 6000hp at 43rpm. The ship had four saloons, main, refreshments, ladies and smoking. Luxuriously fitted private cabins and staterooms were lit by electric light as was the entire ship. All these facilities were provided for a journey planned to take little more than an hour. *Engineering June 1889*

The 'Calais Douvres' was advertised as being used daily for passengers on this train but in fact the Calais Douvres was only used 9 times in 1889, all on consecutive days in December. Before long the complaints began. The Pall Mall Gazette thought the fare of £6.14s return excessive. 4d a mile to travel on a French train was 'absurd' but the LCDR were congratulated on their 'splendid new boats'. Congratulations were also in order for making it possible to leave Manchester or Liverpool after 11am and still arrive in Paris before midnight. LNWR passengers had the added advantage of travelling via Willesden and Herne Hill so avoiding a cab fare across London. The Gazette went on to say that to date, the Club Train had been a

'desert on wheels' with fares eight times as much as the 3<sup>rd</sup> class trains and provided the Nord did not 'relapse into their old pig headed treatment of 3<sup>rd</sup> class passengers by using dog kennels' the 'rush' at ½ d per mile would continue.

'An Angry Passenger' summed up his thoughts about the Club Train in The Pall Mall Gazette of 30<sup>th</sup> September 1889 :

*The journey from Paris to Calais was well done. As soon as we fell into English management the whole programme broke up. There was no 'splendid boat' but only a steamer called the 'Petrel' and we were 2 hours and 10 minutes on the sea, for which we were charged extra fares! The carriage to Charing Cross was overcrowded, the attendant did not help the passengers to be comfortable, and in place of electric light we went back to the candle period. Lastly, baggage was not examined en-route, and we reached London one hour and a half late.*



**13** The diminutive Petrel approaches Dover Harbour. Built in 1862 by Wigram and Sons, at only 496 tons she was less than half the size of the larger ships and lit by oil lamps, or candles according to 'Angry Passenger' above. Petrel and her sister ship Foam were the stalwarts of the Club Train service from 1892.

*Roberts Collection*

'Angry Passenger' was unlucky to have to endure a ship as old as the 'Petrel' in 1889 as it

NEW SERVICE

THE LONDON LIMITED MAIL  
"CLUB TRAIN"  
SALOON DINING CAR EXPRESS

IN CONNECTION WITH THE  
L. C. & D. Co's splendid ships  
EMPRESS, VICTORIA and  
The NEW "CALAIS-DOUVRES"

**PARIS TO LONDON**  
in  $7\frac{3}{4}$  hours

NOT ON SATURDAYS			p. m.
PARIS (NORD)	.....	dép.	3.30
AMIENS	.....	—	5.25
CALAIS	.....	—	7.45
DOVER	.....	—	9.30
LONDON	{ HERNE HILL	.....	arr. 11. 5
	{ ST-PAUL'S	.....	11.15
	{ HOLBORN VIADUCT	.....	11.18
	{ VICTORIA	.....	11.15

The large boats may not run in this Service in the following dates. July 31<sup>st</sup> to August 4<sup>th</sup>, August 14<sup>th</sup> to 21<sup>st</sup> and 29<sup>th</sup> to 31<sup>st</sup>, September 1<sup>st</sup> to 3<sup>rd</sup>, 12<sup>th</sup> to 19<sup>th</sup>, and 29<sup>th</sup> to 30<sup>th</sup>

Table d'hôte (7 frs) on board the cars.  
The customs examination takes place in the train by this service.  
A supplemental charge of 23 francs, in addition to 1st class fare by this service for seats booked in advance and of 20 fcs at departure Station. Tickets in advance can be obtained at 30, boulevard des Italiens or at 3, place de l'Opéra.

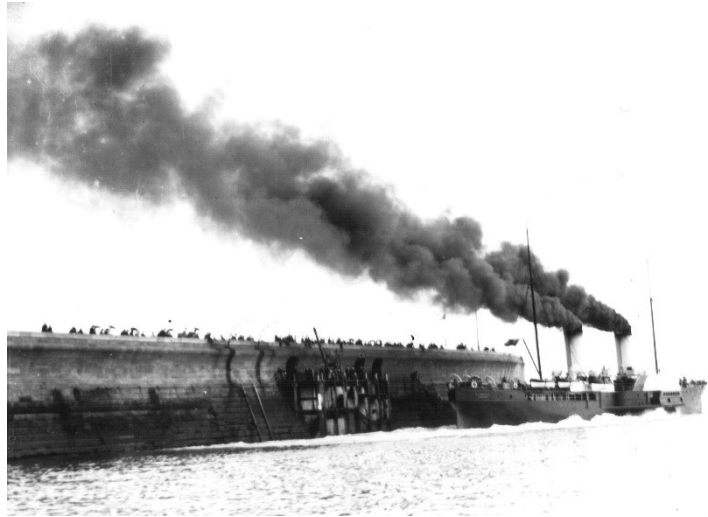
PARIS. — IMP. CHAIX. — 18458-8-90.

was only used for 11 out of 335 sailings that year. The 'large boats' of the LCDR (Calais Douvres, Empress and Victoria all at 1000 to 1200 tons) were promised to run in connection with the Club Train and in fact the bulk of the traffic was carried on Empress or Victoria with these ships completing two thirds of the total sailings in 1889. Other ships used were Maid of Kent, Samphire, Breeze, Foam, Prince, Invicta and Calais Douvres as mentioned earlier. Invicta, although older, could also be classed as a large boat as it was some 1200 tons. Passengers travelling in Maid of Kent, Breeze and Samphire would consider they had drawn the short straw as these boats dated from the early 1860's and were only around 350 tons. Petrel and Foam were also early 1860's but displaced around 500 tons. The large boats could cruise at around 20 knots but the smaller ones, including Petrel and Foam, could only manage around 14 knots.

**14** LCDR advert from August 1890 promising their latest 'splendid' ships, with exceptions. Although in English, this booklet was produced for distribution in Paris with fares given in Francs.  
*From the collection of Richard Barton*

**15** The paddle wheels of Empress, 1219 tons, churn up the sea and the furnaces belch black smoke as she accelerates away from the outer face of Admiralty Pier in the mid 1890's.

**Roberts Collection**



The Times had received several letters of complaint, particularly about the ships before November 1889, when the deeper harbour at Calais eventually became fully operational and the Club Train times were altered to a fixed 3.15

pm departure. Complete cancellation, or departures at 2pm, on several days each month because of the tide was no longer necessary. It was also noted that the remaining Wagon-Lits saloons that had been at the exhibition in Paris would be put on the service. From this date two sleeping cars were attached to the Club Train at Calais for the use of passengers to Marseilles (arr. 3.15pm) and Cannes (arr. 7pm) the following day. Passengers were able to use the dining and smoking cars as corridors allowed access to the entire train.

The struggle for customers continued despite one or two members of the press, no doubt travelling ex gratia, reporting favourably on their journeys. The Chairman of the LCDR reported to the shareholders at the half-yearly meeting in February 1890 that the Club Train 'involved no loss and was doing good for the company both directly and indirectly'. In fact it was becoming an institution, a place to be seen, and the papers reported celebrity travel much as they do today. Royalty, aristocracy, businessmen, diplomats and sportsmen were all noted as travelling on the train. Criminals and fraudsters used the train to evade justice or simply to spend their ill gotten gains. The Club train was frequently mentioned in the cases of G.W. Hastings MP (resigned and convicted of misappropriating funds of which he was a trustee) and the wife of Captain Osbourne, whose actions after stealing some pearls plunged society into turmoil in 1891. It was not unusual to find Oscar Wilde travelling with a friend for a weekend in Paris. Even dying on the train made the news. In December 1889 the Hon. Mrs Robert Bruce (Lady of the Queens Bedchamber) made the society pages as she collapsed and died on boarding the Club Train at Victoria on her way to Monte Carlo.

Operationally the return of HM Stanley on 26<sup>th</sup> April 1890 is probably the most interesting use of the Club Train stock. The LCDR provided a special train composed of Wagon Lits stock. It is variously reported as five or six saloon cars and if so it must have used the combined stock of both the SER and LCDR. Newspaper reports confirm the train enabled HM Stanley to 'promenade' through its entire length and refer to the 'Club Train carriages'. The special left Victoria at 1.15pm carrying a number of special guests and the press. All the railway representatives were from the LCDR, headed by JS Forbes. Presumably the SER had exclusive rights to the Club Train passengers that day using the remaining two cars.

The correspondent from the Daily News described his surroundings on the downward journey, no doubt coloured by the largesse of the LCDR, but a useful account nonetheless :

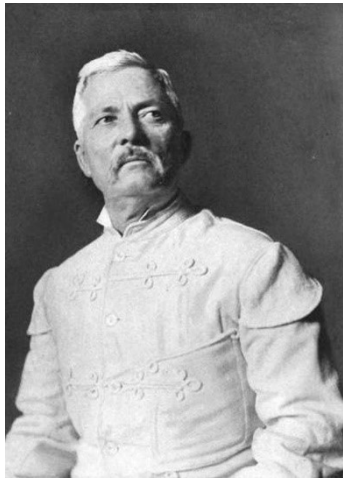
*The rapid run to Dover, occupying a little more than an hour and a half, was a pleasant 'at home'— good champagne, prime cigars, and the carriages a prophecy of what railway travelling will be, or ought to be, in the ideal republic. The only satisfactory railway train is one in which, as in Saturday's, you may saunter*

*from end to end, from tender to guard's brake, stopping here to smoke with a friend, there to watch or play a game of whist, or to recline in an easy armchair with your legs stretched out. It is only when you travel on the Continent, say from Calais to Brindisi by mail express, that you feel the full force of this reflection. Daylight though it was, there were frequent opportunities of testing the efficiency, convenience and beauty of the electric light, as when the fog came or the train dashed into a tunnel.*

HM Stanley arrived at Dover on the 'Prince Albert' about 3.30. The train waited on Admiralty Pier until he had disembarked and fought his way through the crowds with the assistance of the local police. Loaded with further guests it left about 4pm and arrived at Victoria at 5.55, complete with a broken window sustained at Dover. Members of the press noted one of the locomotives (the train was double headed) was appropriately named Africa (Europa Class). This is the only known instance of the stock running in an up direction in daylight. There were plenty of photographers and sketch artists accompanying Stanley but there is no record of the train with the exception of an interior sketch that is reproduced below.



**16** A sketch made by the artist from the Penny Illustrated Paper showing HM Stanley seated in the Club Train. His dark appearance, perhaps too dark, is deliberate as he is described as having a brown complexion with silvery white hair and a grey moustache. The artist has noted those around him as left to right: Colonel Gouraud (standing behind) Unidentified (foreground) Capt Nelson (leaning on seat back) HM Stanley (seated) Mr Burdett-Coutts MP (leaning forward) Sir W Mackinnon (seated behind) Sir Francis De Winton (standing behind) Capt Morgan of the LCDR (foreground).



**16A** HM Stanley from a photograph.

The story, and that is probably all it is, of the Snow brothers is well known but worth repeating for completeness. The two brothers were both Club Train Conductors (Guards). One worked for the SER, the other for the LCDR. There is a story that they came to blows one night when trying to secure the patronage of the solitary passenger at Dover. This passenger happened to be Davidson Dalzeil, later Lord Dalzeil, President of Wagons-Lits and Chairman of the Pullman Car Co. I think it more likely that Lord Dalzeil embellished his recollections of the time that he was the only passenger for the benefit of after dinner entertainment. However it is correct that Mr H Snow (the former LCDR employee) became General Manager of Wagons-Lits (London) and edited the Wagons-Lits timetable for some 20 years up to WW1. He was of the opinion that the lack of a Wagons-Lits timetable was one of the reasons the Club Train failed, as people didn't realise the extent of Wagons-Lits services. He lost no time in early editions in trying to raise the profile of Wagons-Lits and reassuring the British public, who he considered insular and timid, that they would not be abandoned in foreign countries and left to starve whilst their luggage was stolen. He also assured travellers that 'each Wagons-Lits car carries Buchanan's whisky and Schweppes soda as served in the House of Commons'.

### Timing and Complaints

As we have seen the commencement of the Club Train service was problematic. No rolling stock, no ships and Calais Harbour improvements incomplete. Perhaps it is not surprising that the name of the service and its departure times were a little haphazard as well! Initial LCDR departures of the Club Train were 4.15pm from Victoria and Holborn, joining at Herne Hill, and arriving Dover 6pm. The SER train left Charing Cross at 4.15pm, called at Cannon Street 5 minutes later and arrived Dover at 5.55pm. The ship departed at 6.05pm and Paris was reached at 11.55pm. The train did not run from Paris on Saturday or London on Sunday and was retimed to a 2pm departure or cancelled completely on several days owing to adverse tidal conditions. At this time 'French' time in Calais was 9 minutes in front of GMT, which gave the false impression of a faster journey from Paris to London.

The first edition of the Official Guide to the South Eastern Railway was published in mid 1889 but surprisingly it makes little reference to the Club Train. There is a brief reference to 'a magnificently appointed first class express composed of luxuriously furnished saloon carriages' departing Charing Cross at 4.15pm and that a fee of 18/6 would be charged to travel. This was reduced to 16/- if booked on departure, rather than in advance, so the concept of 'late booking' discounts is not new. (Some contemporary adverts show 17/6).

Bradshaw, July 1889, refers to the LCDR train as the Paris Limited Mail and the SER train as the Club Train. Both Companies advertised in the same edition and whilst the SER refer only to the Club Train, the LCDR used both titles.

ADVERTISEMENTS.

LONDON, CHATHAM, AND DOVER RAILWAY.

# PARIS EXHIBITION NOW OPEN.

## Reduction of Fares & Acceleration of all Services

From VICTORIA, HOLBORN, ST. PAUL'S, HERNE HILL, by EXPRESS L.C.D. TRAINS in direct connection with the splendid New L.C.D. Steamers, performing the sea crossing to France at least 30 minutes quicker than by any other route.

**STEAMERS.**—The L. C. D. Co.'s Steamer "Invicta" will run every Week-day (except Mondays), in connection with Trains 8-10 a.m., from Victoria, and 8-22 a.m. from Paris. The new "Calais Douvres" or "Victoria" will run Daily (including Sundays) in connection with 11 a.m. and 4-15 p.m. from Victoria, 11-15 a.m. and 4 p.m. from Paris. The **PARIS LIMITED MAIL** (the "Club Train") will leave Victoria and Holborn at 4-15 p.m. every Week-day, except July 1st, 2nd, 3rd, 15th, 16th, 29th, 30th, and 31st.

This Service will consist of entirely new bogie carriages, on the most modern American principles. Dinner will be served en route, and luggage examined by Customs on the Train, and a splendid new Steamer will run between Dover and Calais. The schedule time between the English and French Capitals is thus reduced to 7½ hours.

### EXCURSION FARES,

## PARIS AND BACK, Third Class, 23s. 3d.; Second Class, 30s. 3d.

From Victoria (L. C. D.), Holborn Viaduct, St. Paul's, Herne Hill, via Chatham and Dover, at 9-30 p.m. every Monday in July and August, (except August 5th); also on Saturday, August 3rd; due Paris 7-45 a.m. Returning at 9-40 p.m. on Sundays, or 4-10 p.m. any day within 14 days.

From July 1st, the Daily Cheap Third Class Service from London at 7-15 p.m. will also reach Paris 3¼ hours earlier.

Information and Handbills gratis on application to CONTINENTAL MANAGER, London, Chatham, and Dover Railway, Victoria Station, S.W., or Messrs. COOK & SON, Ludgate Circus, E.C.

Trains had priority for 'Calais Douvres' 'Empress' or 'Victoria' from 1890, as can be seen from the advert below, and even in 1889 the small boats were often being used for the Club Train. However the LCDR did not publicly state the large boats would be withdrawn from the Club Train service until late 1891.

### 17 Advertisement from July 1889 Edition of Bradshaw on the opening of the Paris Exhibition

With Calais harbour finally completed and the Paris Exhibition closed, the departure time was advanced to 3.15pm for both SER and LCDR services as from November 18th. The LCDR connecting City portion was shown as running from Holborn and St Pauls with further connections from Kentish Town and Kings Cross. The SER train ceased calling at Cannon Street and ran non stop to Dover. The return journey left Paris Nord at 3.30pm. and arrived back at Victoria, Holborn or Charing Cross at 11.30pm. This tidal free timing was maintained until 1<sup>st</sup> June 1891 when it was further advanced to 3pm with arrival in Paris timed for 10.57pm. The return journey was retimed to leave Paris at 3.15pm and scheduled to arrive in London at 11pm. It is clear that the more popular Boat

An advert from the 1890 Guide Book. The attitude of the LCDR to using their best boats with the Club Train had changed rapidly and the 11am service now took precedence as show at the bottom of advert. Other adverts specified days the smaller boats would definitely run but did not promise a large boat for the Club Train on any specific day.

In fairness, during 1890 both the LCDR and SER made great efforts to promote the train. The 'Club' service was extensively advertised as extending all over Europe with through carriages (from Calais) to destinations in the South of France, Germany, Italy, Spain, Portugal and of course the Indian Mail train to Brindisi (Southern Italy). P&O introduced a train known as the Peninsular Express. This commenced at 3.15pm Fridays as the Club Train and arrived at Brindisi at 4pm on Sunday where passengers, who had enjoyed a through sleeping car for both nights, boarded a P&O mail steamer bound for India or China. Journey times for Monte Carlo and Rome were 28 and 39 hours respectively.

Following a meeting in Paris in March 1891 between the LCDR, Nord de France, Belgian Railways and Wagons-Lits it

18

**LONDON, CHATHAM, & DOVER RAILWAY.**

The following is the outline of the Special Arrangements  
MADE BETWEEN THE  
**LONDON, CHATHAM, & DOVER RAILWAY**  
AND  
**NORTHERN OF FRANCE RAILWAY**  
FOR THE SERVICES BY THE  
**SHORTEST SEA ROUTE,**  
Via DOVER & CALAIS,  
The MAIL "EXPRESS" ROUTE to PARIS.  
Train Services (FROM JUNE 1<sup>st</sup>) London to Paris

FROM LONDON.	1 A.M.	2 A.M.	1 A.M.	2 A.M.	PARIS LIMITED Not on Sundays from London. 1st Class P.M.	1 P.M.	2 P.M.	SPECIAL GULF + 2 3 P.M.
VICTORIA ...								
HERNE HILL ...	dep. 8 40		11 0		3 15		8 15	7 0
+HOLBORN ..								
+ST. PAUL'S								
PARIS (Nord) ...	arr. 5 40	7 15	11 12		5 50	5 50	5 50	5 50

\* Third Class Passengers arrive in Paris 7-45 a.m. † FROM THESE STATIONS FIVE MINUTES EARLIER.  
‡ On Sundays this Train leaves Victoria at 6-20 p.m., and Holborn Viaduct and St. Paul's at 6-30 p.m.

TO LONDON.	1 A.M.	2 A.M.	1 A.M.	2 A.M.	PARIS LIMITED Not on Sundays from Paris CLUB TRAIN P.M.	1 P.M.	2 P.M.	3 P.M.
PARIS (Nord) ...	dep. 8 22	11 30	3 30	8 30	8 25	6 10		
HERNE HILL ...								
ST. PAUL'S ...								
HOLBORN ..	arr. 5 15	7 25	11 15		5 55	5 55	5 55	5 55
VICTORIA ...								

**BOAT WORKING.**  
THE LARGE AND FAST NEW BOATS  
"CALAIS-DOUVRES," "EMPRESS" AND "VICTORIA"  
Run Daily in connection with the 11.0 a.m. from Victoria, 11.30 a.m. from Paris,  
and also as a rule with the Club Train.  
**THE "INVICTA"**  
Is appointed to run in the 5.40 a.m. Service from Victoria, and 5.55 a.m. from Paris.  
Special Excursions to Paris and Back at frequent intervals. See advertisements in  
London Daily Papers.

was decided that the Club Train would run daily from Sunday March 15<sup>th</sup>. Although not at the meeting the SER agreed immediately to the changes.

**Every day until further notice, Sundays included.**

**THE LONDON AND PARIS "CLUB TRAIN."**

2. This Train now runs DAILY, and leaves Dover at 9.30 p.m. for Charing Cross on Saturdays. It also starts from Charing Cross at 3.15 p.m. to Dover on Sundays, same as on other days.

**19** Extract from SER Special Traffic Notice March 1891. By July the timings had been advanced to 9.15pm from Dover and 3pm from Charing Cross

The SER were very much the junior partners in Club Train arrangements. The LCDR negotiated the original contract with CIWL, the LCDR decided which of their boats they used and the LCDR controlled departure times. Furthermore the SER were not happy that tickets purchased in Europe were printed 'available to Victoria, St Pauls and Holborn Viaduct Stations'. They found it necessary to state in their international timetables, in three languages, that these tickets were equally valid on SER trains to Charing Cross and Cannon Street.

Certain special events were catered for to encourage traffic. For example for 5 days in October 1891 and 1892 the Club Train called additionally at Chantilly to pick up passengers attending the Autumn Race Meeting. These efforts helped to create the 'institution' of the Club Train but sadly passenger numbers remained insufficient to make it pay, at least on this side of the Channel.

The original journey time was maintained until the winter of 1892 when a further 10 minutes was gained between Amiens and Paris Nord giving an arrival time of 10.47pm. About 100 minutes were always allowed to cross the Channel despite much being made of 'Calais Douvres' ability to make the crossing in 70 or 80 minutes. The timing shown on the advertising poster, which was regularly overprinted, remained at 70 minutes but as it was known that 'Petrel' and 'Foam' would operate the winter Club Train services in 1892 the crossing schedule remained at 1hr 40 minutes in timetable advertisements.



**20** An extract from the winter 1892 poster showing the revised timing. Compare with the earlier poster on the cover.

By 1892 late running of the train was bringing its fair share of complaints. If the SER train was late the LCDR passengers had to wait and vice versa. Small boats, rough seas, Customs examinations and heavy loads (they did happen occasionally) all contributed

to delays which meant arrivals at either end in the small hours of the morning. There were reports of scrambles for seats on the French 'Train de Luxe' when crowded and passengers having to travel by ordinary train instead. In practice the LCDR's small boats had often been substituted for the larger ones

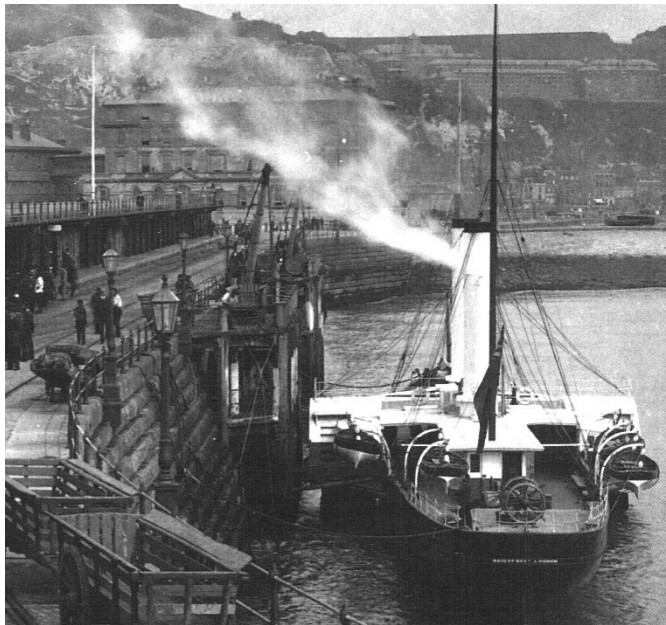


advertised but by 1892, following heated discussions at the half yearly meetings, the LCDR was open in its refusal to use large boats for the lightly loaded services and was threatening to withdraw the Club Train entirely. The longer journey times of the smaller boats led to unpunctuality, even more complaints and fewer passengers. Those who continued to patronise the train had nothing but praise for the Wagons-Lits cars and the level of service but the poor boat service and high cost saw passenger numbers remain low. The SER fought back against the LCDR domination of the Club Train by introducing its new Drawing Room Cars to the 11am departure from Charing Cross and the corresponding return. This service already had the large boats running in conjunction with it and there was no supplementary fare to use the SER cars.

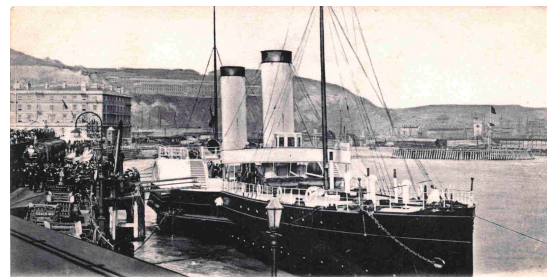
In 1893 the service was retimed again with 15 minutes being added to the Channel crossing time and a subsequently later arrival in Paris. Further complaints followed but it was always the boats that were at the centre of them. Mr Arnold White wrote to the Daily Post in May complaining that the LCDR and their tiny, 30 year old steamers were the one conspicuous exception to the advancement of travel occurring everywhere in the world.

*Club Train passengers are invariably packed into wretched cockboats like the Foam or Petrel. If one of these undersized sea-growlers is taken off then the old Maid of Kent or La France replaces her in the 'service of luxury'. Both these steam hoys, for they are no more, have been crawling across the Channel for a generation and the memory of suffering, exposure and disgust deters many a delicate passenger from embarkation.*

Mr White reasoned that the continued use of 'this vile fleet of obsolete launches taking 95 minutes for the crossing' was the reason behind the declining figures and couldn't understand why the Directors of the LCDR could not see that the position might be reversed if 'vessels more worthy of the age we live in' were used.



**21** The Maid of Kent as described above. Built in 1861, weighing only 360 tons, the smallest of the Channel Steamers to carry Club Train passengers. *SECR Society Collection*



**22** The Empress built 1887 weighing 1219 tons typified the more modern steamer expected by Club Train passengers. *Postcard from the SECR Society Collection*

The late Derek Winkworth found passenger figures in the PRO which showed that in August 1889 an average of 40 passengers used the service daily whereas in the same month in 1892 the average was 29. What made it worse for the LCDR was that, despite all its advantages, 62% of Club Train passengers were travelling on the SER. JS Forbes announcement to the shareholders at the August 1892 half yearly meeting of the LCDR that the Club Train would have to be discontinued was met with loud applause. However

there was a political twist. When suggestions of its cancellation reached the ears of the French Minister of Public Works he summoned the Nord GM, M Sartiaux, to a private meeting. The Minister expressed his concern that 'an English railway company could, by a simple act of denunciation, suppress an International service in direct correspondence with the through train services from a French port to Belgium and Germany, thereby causing serious prejudice to French interests'. I suspect the French interests were that politicians liked to use the train but French passengers were outnumbered by the English by 20 to 1. He then went on to threaten to break the railway companies' monopoly and create a French Government service between Calais and Dover. Faced with this possible interference with trade Sartiaux persuaded Forbes, at a meeting held on November 5<sup>th</sup> 1892, to continue the service throughout the winter of 1892/3 whilst the Nord tried to develop the traffic further. The LCDR then proposed that Wagons-Lits should charter the train and ship. Wagons-Lits and Nord offered to pay any additional costs if the LCDR guaranteed the large boats would be used. The LCDR's refusal to guarantee the use of the large boats and objections from the SER at being cut out of the service ensured the proposal failed. The service continued for a further year, by which time the French Government had lost interest, and the Continental Committee decided it would be discontinued at the end of the summer 1893.

The Club Train ran for the last time on 30<sup>th</sup> September 1893 with Petrel arriving at Dover at 9.06pm with 34 passengers. A notice in the October LCDR working timetable noted 'Club Express discontinued'.

Although never reinstated the Club Train continued to be discussed in 1895 when the French attempted to take over a portion of the Dover mail service. They considered the Channel service had to be controlled by Frenchmen, because it was grossly mismanaged by Englishmen, under a monopoly that had become unsupportable and the Club-train service had been abandoned. They admitted it did not pay but said that was because the boats were so small. The South Eastern took control of the problem in 1896. Having learned from the failure of the Club train service, they decided to carry not only first and second class but even third class passengers, and also express parcels. The Nord of France Railway Company had the good sense to co-operate in providing the train facilities for the new service.

Although complaints about the Club Train abound perhaps we should consider the lot of those who chose to use the cheaper Continental services. A correspondent for the Western Mail, 4<sup>th</sup> November 1889, was particularly scathing with his regard for arrangements in England. Having complimented the French for a fast, smooth ride, large, well lit, warm waiting rooms, the magnificent new Gare Maritime at Calais and courteous, efficient Customs officials he then goes on to describe his arrival at Dover :

*I reached Dover one evening after a very stormy passage across the Channel. The boat was crowded and nearly everybody on board had been wretchedly ill. Hundreds of miserable shivering creatures stood huddled together on deck as the steamer moored alongside the pier, and waited anxiously for the moment of deliverance. It was blowing a gale and rain fell in torrents, but not a soul was allowed to land till the Custom House Officers had ruthlessly examined all the dressing and handbags with which the passengers were encumbered. This inquisition over, we were allowed to land on the sloppy, badly lit pier and make our way to the train. Despite there being more than half an hour to wait before the baggage could be unloaded and placed in the train nothing could be got to eat or drink except 'hot tea' being hawked about the platform by a small boy. Now, is there anything more revolting to a stomach nauseated with seasickness than the black, filthy poison which is sold as tea at most of our railway stations? No refreshments all the way to London and then a delay of an hour at Victoria whilst all registered luggage was subjected to rigorous examination. No large, heated waiting rooms as on the Continent and I and my fellow sufferers had to stand about on the platform awaiting the pleasure of the Custom House.*

## Fares

There is no doubt that excessive fares were the initial reason for the Club Train being under used. The Wagons-Lits supplement was advertised by the SER as between 16/- (2hrs before departure) and 18/6d (in advance) single and 24/- return on top of the first class fare making a total of £6.4.9d return London-Paris. There are numerous discrepancies regarding the fares from various publications with £6.14s being quoted as the highest. As can be seen from the LCDR advert (illustration 11) an excursion fare lasting 14 days was available for visitors to the Exhibition at a cost of £1.3.3d third class and £1.10.3d second class. The journey took about 2 hours longer.

Complaints over cost were rife and even higher costs were incurred if paying in Francs. Dinner cost 7f (about 6/-) against 3/6d with most English companies and passengers from Paris were charged an additional supplement of 3f 20c (a total of 23f 20c) for reservation costs. E.A.S. wrote to the Morning Post on August 1<sup>st</sup> 1891 pointing out the perils of not paying this reservation cost. Having been 'routed out' of the seat he had occupied by the holder of the reservation, the Guard found him a place 'on a sort of sofa between a sea sick maid and her mistress's dog'. The French had a statutory limit for supplementary fares in 'voitures deluxe' of 15f and the question of the legality of the fares was raised both in France and England. A correspondent noted that the day before the Club Train first ran that 280 passengers took advantage of the excursion fares mentioned above. Which was better he asked, 280 times say an average of 26/- or 30 times nearly £7?

French Government tax was reduced from April 1892 and the fare was reduced to £5.13s shortly afterwards (the English supplements being reduced to between 15/- and 17/6) but the standard 3<sup>rd</sup> class was only £2.2s and I have no doubt excursion fares at a lower rate remained available.

Mr WB Thompson, then in his late 80's, wrote to the Locomotive Magazine in 1949, saying he travelled on the Club Train in 1889 and was convinced the high fares had led to its demise. Once the large boats had been withdrawn 'all pretence of a service de luxe disappeared and it was worth remembering that a first class return (Dover-Calais) on any boat including Calais Douvres was only 7/6d'. WB Thompson, and I presume it was the same man, was one of the complainants to The Times in 1892. As well as expressing the same sentiments nearly 60 years previously he had added that the withdrawal of the large boats on safety grounds, as claimed by the LCDR, was nonsense. They just cost too much to run for 15 or 20 passengers.

## Accidents

Two serious accidents involving the Club Train are recorded, both in France. The first, reported only briefly in the Pall Mall Gazette for 1<sup>st</sup> November 1889, occurred as the train approached Calais. The driver apparently slipped off the locomotive and was cut to pieces. A collection was made amongst the passengers raising £14 and the train was delayed for an hour.

An even more serious accident occurred only 800 yards from the Gare du Nord on 12<sup>th</sup> July 1891 at about 11pm. An express from Lille, which was preceding the Club Train by 5 minutes, was brought to a stand at a signal on the footbridge immediately beyond La Chapelle. The Guard disembarked to see what had caused the blockage and while pacing the permanent way, occasionally glancing at the signals, he saw the Club Train approaching at speed. The locomotive of the Club Train hit the Guard's van with such force as to hurl it up and onto the roof of the two rearmost second class carriages, which were crushed. Wild panic ensued and uninjured passengers from both trains (the Club Train was undamaged) rushed, terror stricken, in all directions shouting and gesticulating for help, totally oblivious to the danger from other

passing trains. The passengers were unable to scale the high walls of the deep cutting in which the accident occurred but a rescue party was quickly despatched from the station and the situation was brought under control. Work began immediately to extricate passengers from beneath the carriages and the more seriously injured were taken to the nearby Lariboisiere Hospital. A Ticket Collector, Vernier, was thrown some 30ft from the Guards van in which he had been travelling and had to have both legs amputated. Another employee, Monsieur Regnier and his wife were extricated from beneath one of the carriages but both died the following day.

Some trains had continued to run past the spot during the night but all trace of the accident had been removed by daybreak and normal traffic was resumed. At a subsequent enquiry the driver of the Club Train said he saw no signal at danger and could have stopped easily if he had. The signalman admitted liability saying he 'lost his head' because of the number of extra trains that night.

Although accident free the Club Train was not without incident in England. Two occurred in May 1892. On the 11<sup>th</sup> one of the Wagons-Lits cars was derailed as it was shunted into Victoria about 3pm and had to be withdrawn from the train. On the 22<sup>nd</sup> one passenger was found to be missing when the train arrived at Charing Cross. The attendants (boys) said he had last been seen at Chelsfield. Mr Julio Zapata was found the next morning on the track at the exit to Sevenoaks tunnel. He was cut about the head and hands, his face covered in soot, and removed to Tonbridge Wells hospital for treatment. He said he thought the train had stopped and he had fallen out about 10.30 the previous night. Mr Zapata was lucky, others were not. Three people are recorded as being killed by the Club Train, 2 suicides and the accidental death of an employee. The employee, Alexander Mackay, had only been employed as a messenger at Shortlands for a fortnight. He was cut to pieces on the afternoon of the 9<sup>th</sup> January 1893 by the club train. The South Eastern Gazette reported as follows; 'To evade a down train while on his way to light the signal lamps he stepped on the up line, when the express dashed up unobserved, and the buffers of the engine caught him in the back. When the body was picked up it was found that the spine was broken, a leg and arm smashed, and half the head carried away. The remains were removed to Beckenham mortuary'.

The ships often had to battle against bad weather and fog in the Channel but only a few minor accidents of ships hitting piers or running aground were recorded. Although not an accident the events of the night of 10<sup>th</sup> March 1891 are worth including in this narrative. The south of England and the coast of France and Belgium were hit by a massive snowstorm. Winds had been building during the day and by 6 or 7pm had reached hurricane force in the Channel. The Club Train had arrived at Dover at 5pm carrying about 60 passengers including HRH the Duchess of Edinburgh, her entourage and Mrs Rothschild. The allocated steamer was the 'Petrel' and the passengers boarded as usual but HRH objected to such a small boat. As a consequence the boat was changed to the 'Victoria' but this took 2 hours and by this time the storm had reached its peak. HRH then decided not to travel at all and repaired to the Lord Warden hotel with some 30 or 40 of the passengers. Ultimately the 'Victoria' set sail into a violent gale at 7.35pm with 21 passengers including 8 ladies. It was not long before visibility was reduced to zero by a blizzard and the ship had to feel its way across using a lead. Despite these precautions the ship briefly grounded between Calais and Cap Gris Nez and the Captain, Benjamin Shirley, decided that to try and enter the harbour would be impossible. They dropped anchor and rode out the gale by keeping the paddles turning slowly ahead. It was a terrible night but despite water continually sweeping over them from stem to stern the crew remained at their stations and the passengers kept to their cabins as they had been asked. Most were probably too ill to care! Between 1 and 2am the ship was struck on the port side by a tremendous wave that bent the guard rails and ripped the spray canvas in all directions but fortunately the storm began to abate around 4.30am. However it was 9am before they entered harbour because of the tide. The ship had suffered no major damage and the Club Train, which had been waiting on the quay all night, proceeded to Paris.

The folly of trying to enter Calais Harbour during a storm was brought home later in 1891 when, on 7<sup>th</sup> December with 22 passengers from the Club Train, the 'Victoria' was thrown against the east pier smashing her port paddle sponson and damaging the wheel. The Captain made two more attempts to enter the harbour before returning to Dover with the damaged ship having been at sea for over 12 hours. Despite this the passengers apparently gave unstinting praise for his seamanship. The same night the 'Prince', built in 1862, had been used for the inbound service departing Calais at 10.30pm. However she made it to Dover in two and a half hours after a very rough passage with 14 Club Train passengers.

### Club Train Stock

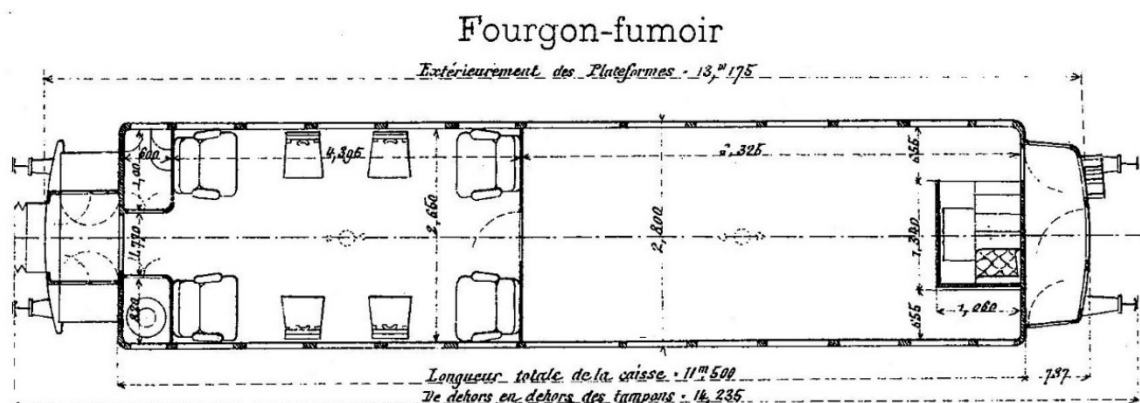
For a train that was never a success and reputedly lost 10k per year for the LCDR alone it is surprising how much is recorded with regard to timings, motive power and even the loco crews. Descriptions of the cars however vary and are not well recorded. Most information is found from French sources and Wagons-Lits literature. The dimensions of the vehicles vary considerably between sources and are discussed in the appendix listing the stock. Historical detail of the Club Train was first recorded in Britain in the SR Magazine and Locomotive Magazine of the 1940's. Several errors were apparently perpetuated regarding the Wagons-Lits stock probably because its detail may have been of little interest to those writing 70 years ago. Of course after nearly 130 years it becomes even more difficult to separate proposals from actuals but I have used original records where I can and I hope provided accurate descriptions. As far as I am aware no photograph of either train (SER or LCDR), when running, shows more than 3 voiture-salons and a fourgon with either an LCDR or SER brake van. The photos of the stock in storage at Mottingham again only show 4 voiture-salons and two fourgons. The numbers visible indicate they are a mixture of stock from both LCDR and SER. However Wagons-Lits records show that four fourgons and seven voiture-salons, of two different capacities, were built in 1889 and 1890 and sent to England. This number of cars gave each company one spare fourgon and one spare voiture-salon (the LCDR would have had two spare after their train was cut to 2 cars). It is assumed the spare cars were kept at Ashford (SER) and Longhedge (LCDR) but there is no evidence or record of this.

The plans illustrated were drawn to illustrate vehicles shown at L'Exposition Universelle 1889 showing the planned make up of the French train which included both restaurant and sleeping cars. Exhibiting the cars caused a delay to them being available to run in the train. It appears the 26 seat Voiture-Salon and Fourgon-Fumoir were identical to the vehicles that ran in England. It also appears the 32 seat saloon was used only in England but a sketch was produced for L'Independent du Rail in 1977. The general design has a strong American influence with exterior tulip wood panelling and a central clerestory. The use of tulip wood is interesting in that it was an expensive hardwood more often found in fine furniture. However Wagons-Lits description of the cars for the 1889 Paris Exposition makes it clear that this wood was used for the exterior panels and for some of the interior design. The use of teak is not mentioned at all. The bogies along with the buffers and couplings were compensated for a smoother ride and each car was lit by electric light with the power coming from accumulators stored in boxes slung under the carriage. Each car had at least one WC and its own independent heating system. All cars were dual braked using the Westinghouse compressed air system and the Smith-Hardy vacuum brake. All vehicles, including the Fourgons, were painted olive green and heavily varnished with the lining and lettering in gold. The interior woodwork was mainly mahogany but the seat trimming varied. Where opening windows were provided the lower part was raised, consequently bars were fitted to the outside. The upper part was fixed.

Restaurant and sleeping cars were only used on the French train.

## Fourgon-Fumoir

The fourgons, as far as I can tell, were all identical to the sketch below.



**23** Called a Fourgon Fumoir because half was reserved for baggage and half for a smoking saloon



**24** A view of one of the Fourgons from the SER allocation stored at Mottingham after the service had ceased, the paintwork having become dirty and worn. The Fourgons were only numbered at the end furthest from the camera. Seen on the original glass plate the number is probably 1030 followed by the wording Smoking Room. At the right hand end the wording Baggage can be seen. *Roberts Collection*

The Guard had his own small compartment under the square shaped 'birdcage' and the smoking section of the car was comfortably appointed for up to eight smokers with its own attendant. Fourgons were equipped with a handbrake as well as the standard dual braking system. The smoking saloon armchairs were trimmed in a hazelnut cloth. It has been stated in the past that the English Fourgons had small kitchens in place of the smoking saloon but I have found no evidence for this and as the wording 'Smoking Room' can be read on the side of No 1030 I think the kitchens can be ruled out. What would be the point of a kitchen car in England? There was no dining car, only a 100 minute journey and no staff apart from the attendants. The only reference to refreshments I have found in contemporary accounts of travel is that tea and soda water was available from each car attendant. Kitchens, as fitted in the cars running in Europe, were in the 4 wheel Fourgons of which there were three.

The end of the car connected to the remainder of the train had an open entrance to the vestibule which merely covered the corridor section. The side doors giving access to the baggage compartment were sliding. The enclosed guards end to the fourgon with its 3 large windows and hinged side doors was a feature peculiar to this type of vehicle as was the permanently mounted stepladder giving access to the roof.

## Voiture-Salons

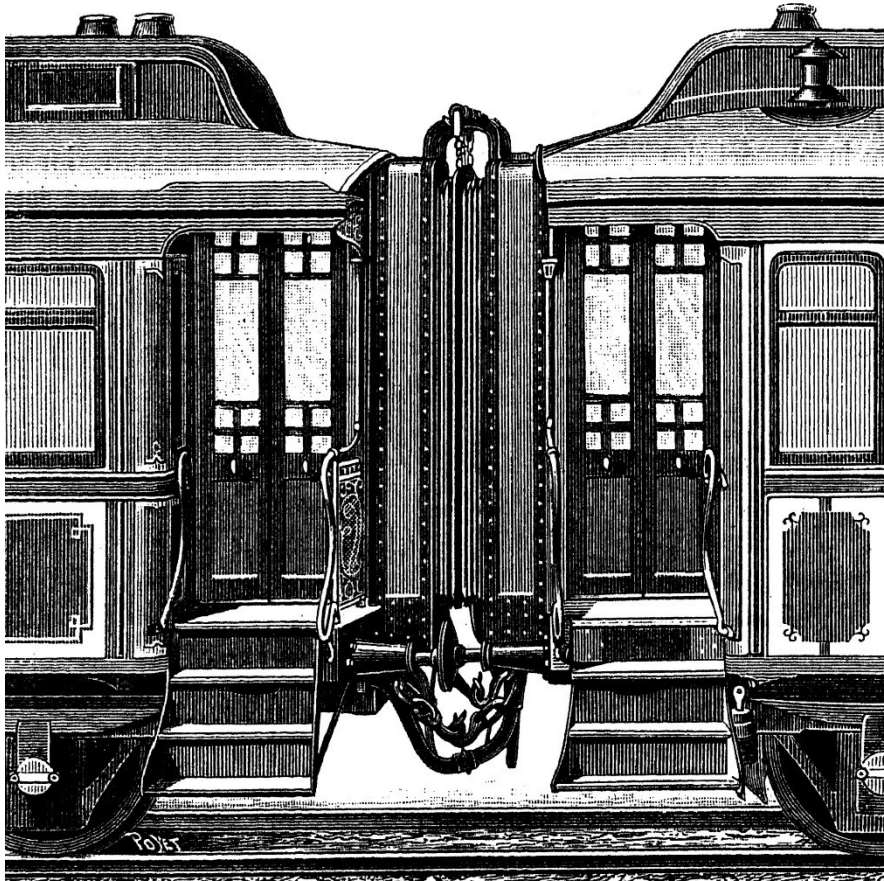
### 26 Seats

There were two types of Voiture-Salon, one seating 26 and the other 32. The easiest way to identify the different cars is by counting the windows. 17 on the 26 seat car and 21 on the 32 seat car. Two of each type can be seen in the photo below and two can be identified.

**25** The car to the extreme left is 261 with 256 to its right. The first and third cars have 26 seats and the second and fourth have 32 seats. *Roberts Collection*

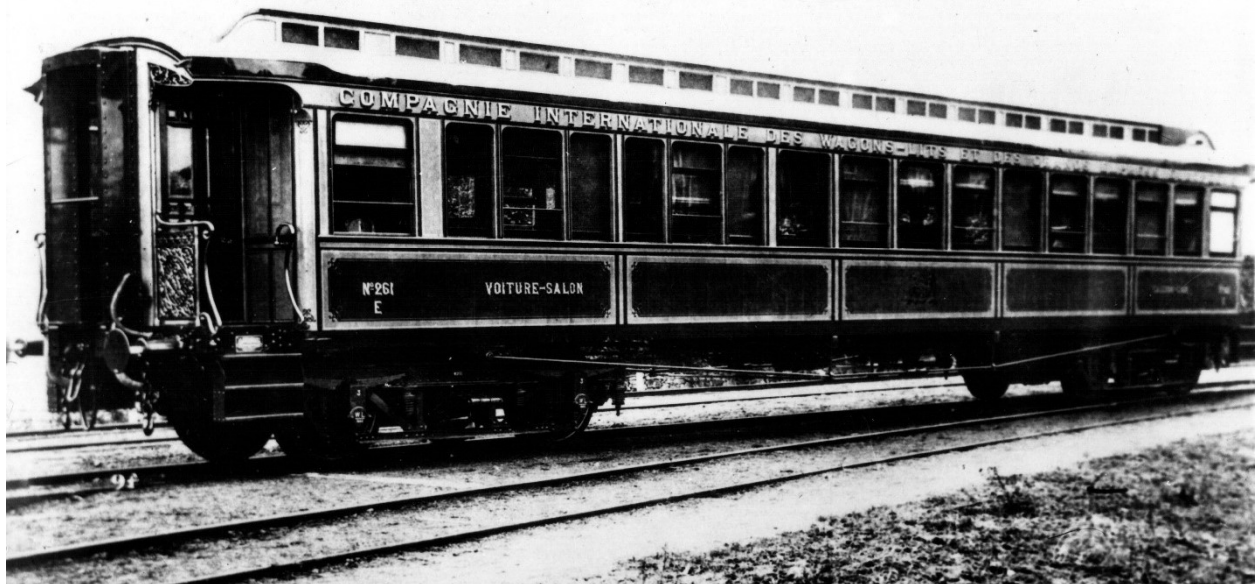


**26** Another view of the Club Train Stock at Mottingham taken at the same time as the previous view. Unfortunately the vehicle numbers are unclear. *Roberts Collection*



**27** All the Voiture-Salons had open entrances to the vestibules, which were enclosed around the corridor section only, and allowed access to the entire train whilst on the move. On the English Cars the steps were vertical in order to clear platforms.

*La Nature*

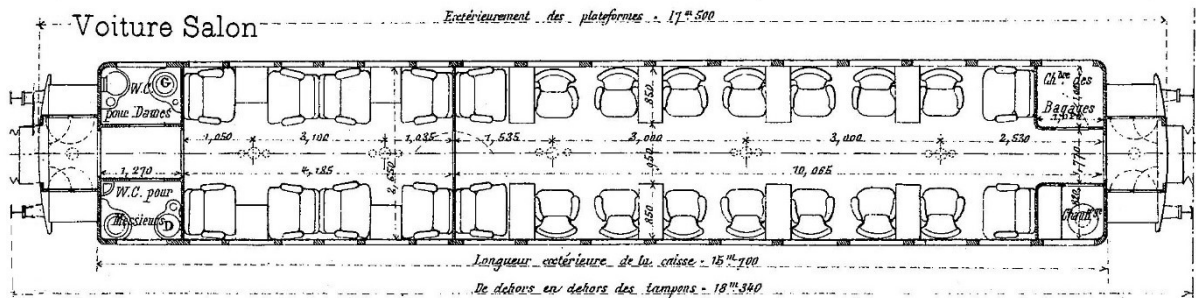


**28** This photograph of Voiture-Salon 261, a 26 seat car built for use in England, was taken shortly after construction at Les Ateliers de Construction, Nivelles, Belgium. It is carrying the English livery and has British pattern round buffers. The vertical steps, to clear the British loading gauge, would have been impractical for continental passenger use.

*Courtesy Charles Long*

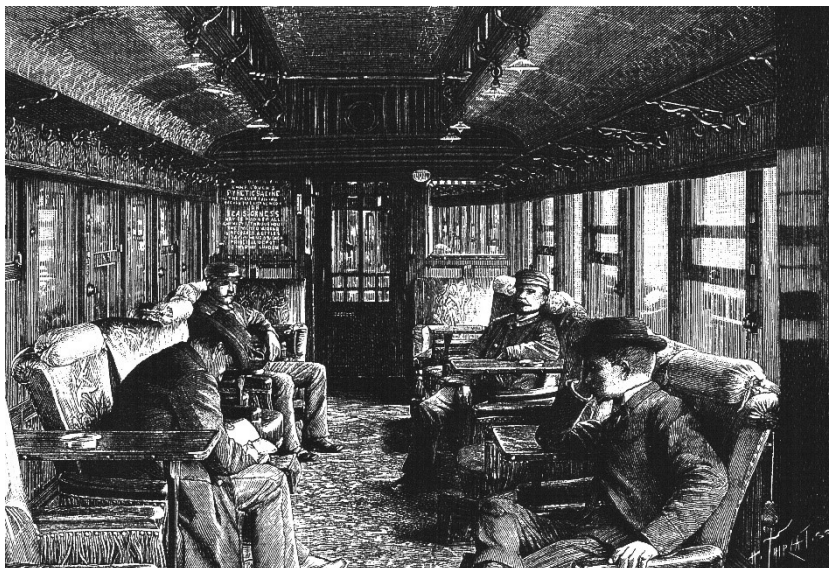


The 7 Voiture-Salons sent to England were built by Nivelles in early 1889. Which cars were allocated to each Company will be discussed in the appendix as there are many discrepancies in the records but it is known the LCDR had an extra car. From photographs car 261 has been identified as having 26 seats with cars 255, 256 and 258 being of the 32 seat type. The other 3 cars remain to be identified as to their seating capacity. L'indépendent du Rail states the English train consisted of two 26 seat cars and one of 32 seats but no photographs exist showing three voiture saloons in one train.



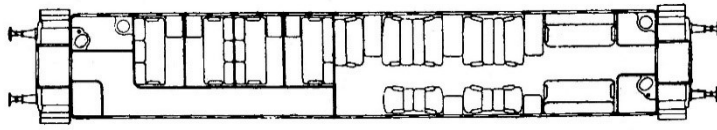
**29** 26 seat Voiture-Salon from a plan shown at L'Exposition Universelle de 1889

The 26 seat car was arranged in two saloons. As well as fixed seats, the large saloon had 14 rotating armchairs along each side. Tables could be fitted between any seats and were portable. The seating in these cars was trimmed with blue velvet and old gold edging. The upper part of the partition separating the saloons and the communicating door were fitted with two way mirrors. There were separate toilets for ladies and gentlemen with a small section for luggage and another for the heating equipment which was individual to each car.



**30** This view is one end of the 18 seat saloon, probably looking towards the vestibule connection. It is a French engraving from a French magazine but the advert on the left hand side of the partition is in English. This type of car ran on both sides of the Channel and although the gentlemen look extremely bored they travelled in some comfort. Perhaps the LCDR's ships did not boast the same comfort as the advert is selling a health potion called 'Lamplough's Pyretic Saline' which, amongst other things, was 'the never failing remedy' for sea sickness. *La Nature*

## 32 Seats

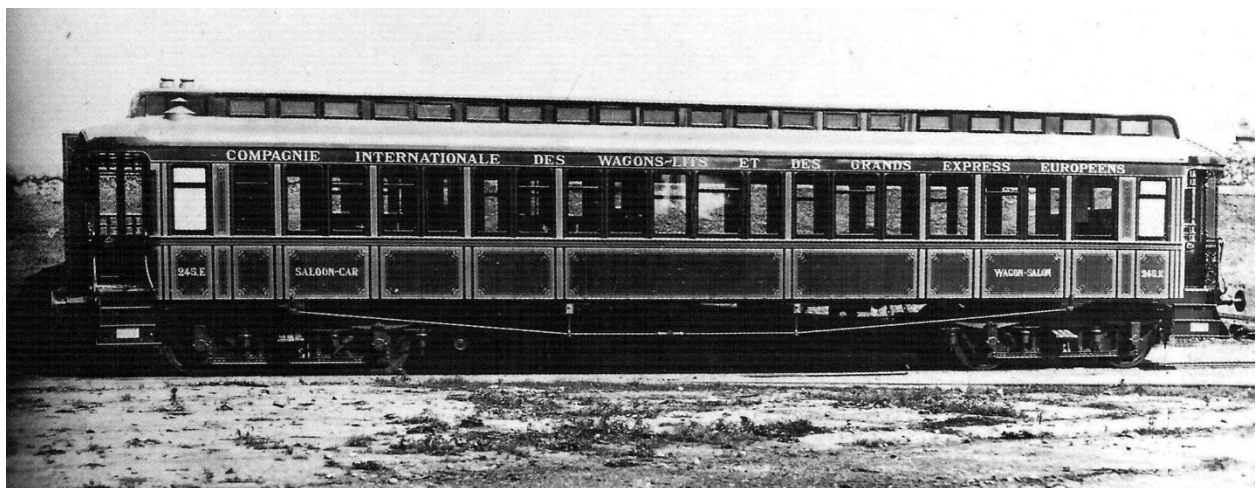


**31** 32 seat Voiture-Salon  
*Sketch from Independent du Rail*

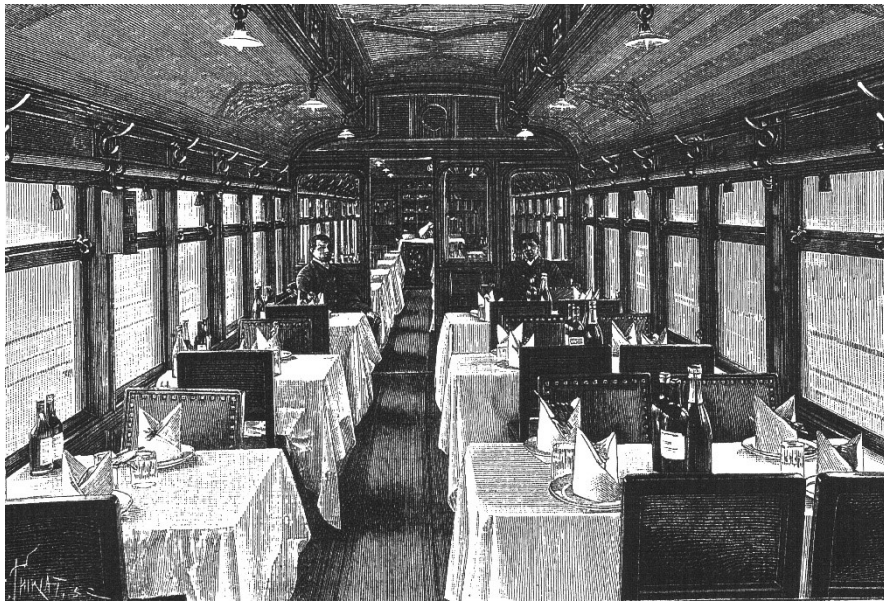
I have been unable to find a full diagram of the 32 seat saloon but this sketch was provided in Independent du Rail to fill in the gap. I have no other means of verifying its accuracy but the internal layout is interesting. Two toilets are shown, one at each end, with that on the right having a washbasin in a separate area. I can only assume the unmarked section at the left hand end housed the water heating apparatus. The compartments seat only 3 people in each with a side corridor but the open saloon is of a more conventional arrangement with tables and two longitudinal bench seats again for 3 people. I have no details of the trim in these cars but I assume them to be similar to the 26 seat version.

## French Stock

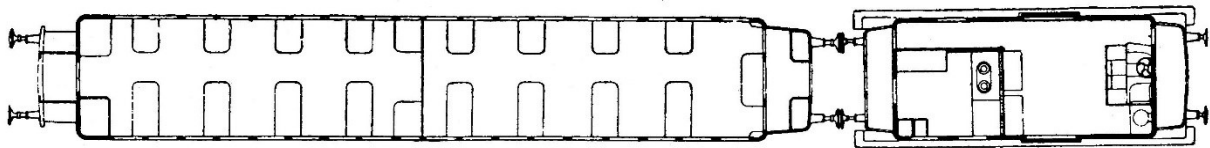
In the French train a Wagon-Restaurant connected to a 4 wheel Fourgon Cuisine was added to up to three Voiture-Salons, which were of the same type as those used in the English train, and a Fourgon Fumoir. The restaurant cars had a greater capacity than usual and seated 48. The purpose of this was to be able to provide dinner for all passengers in two sittings. Whether the staff in the tiny kitchen in the Fourgon were ever tested to cope with 96 covers is not recorded. The Wagon-Restaurants were built by Desouches and numbered 242 to 244. The Fourgon Cuisines were built by WL-Marly and numbered 1024 to 1026. The Voiture-Salons were built by Lyons and numbered 245 to 248. The numbering of the Fourgon Fumoirs is discussed in the appendix. All the vehicles were built in 1889 but some were not available until after October as they were on display at the Paris Exposition that did not close until that date.



**32** Wagon Salon No 245 of the French Club Train. Dr. Mühl identifies this shown as running in the Nord Express in 1896 but I think it could be an earlier view as it carries the elaborate livery of the Club Train with the wide matchboarding identical to the 32 seat English cars.  
*Authors collection Mühl*

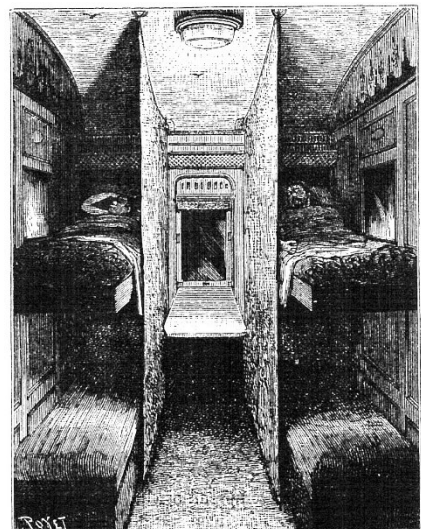
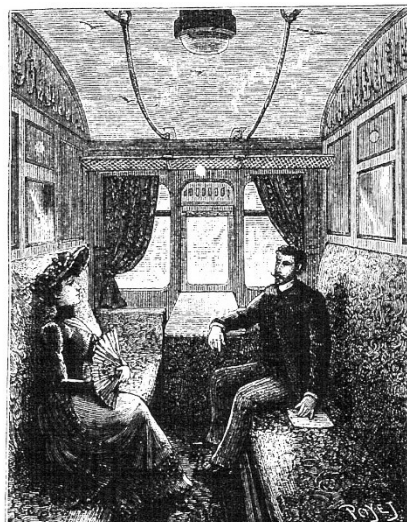


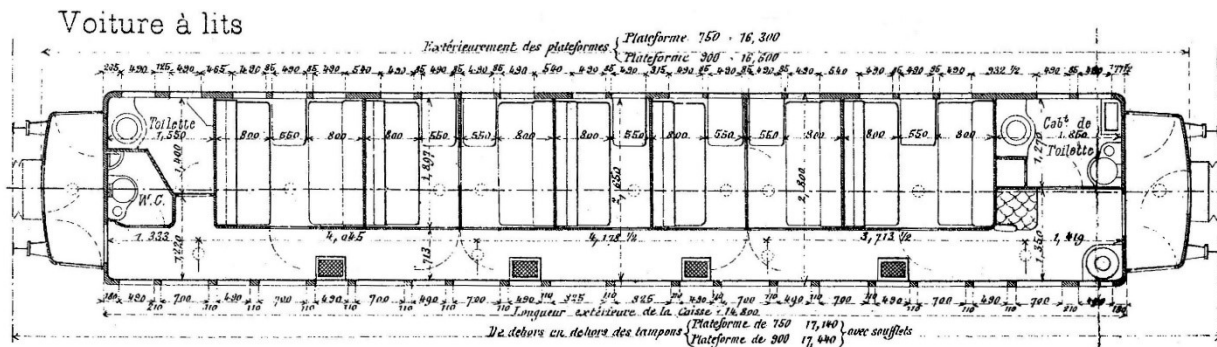
**33** A Wagon-Restaurant from the French Club Train. Two members of Wagons-Lits staff wait to serve dinner to the passengers. Anyone not being able to face the table d'hote dinner owing to 'mal de mer' had to wait until this had been concluded before being served a simple snack. The two saloons seated 24 each with one reserved for non smokers. A plan of the Car is shown below. *La Nature*



**34** This sketch from L'indépendant du Rail shows the 48 seat Wagon Restaurant as depicted in the lithograph as viewed from the left hand end and connected to the 4 wheel Fourgon Cuisine at the far end. This was not the usual arrangement for Wagons-Lits restaurant cars which were self contained with their own kitchen and seated 36.

**35** The interior of a Voiture a Lits as exhibited at the Paris Exposition Universelle 1889 and added to the Club Train in November 1889 for through passengers from Calais to the South of France. The compartments were electrically lit and trimmed in soft blue silk with old gold trim. Curtains were provided in the same material, both for the windows and bunks, as illustrated in the right hand view. *La Nature*





**36** A plan of the Voiture à Lits showing the 7 compartments. The compartments at each end slept 4 and the 5 in the centre slept 2. Some compartments had connecting doors. All had fold down upper bunks which formed the back of the day seating. The two toilets were shared by up to 18 passengers.



**37** A colour view taken from the 25<sup>th</sup> Anniversary Brochure of 1898 showing the interior of Wagons-Lits stock for the French train. This illustration had been used previously on advertising posters and, apart from the external view at the top, is a fair representation of the interior of the French Club Train stock. 125 years of CIWL

More details on the specifications of stock will be found in the Appendix.

## Motive Power



**38** Dr TF Budden's photograph of the Club Train passing Tonbridge. This is the standard formation of a Fourgon with a Voiture-Saloon of each type and a six wheel brake van at the rear which was reportedly painted green to match the Wagons-Lits cars.

*The Locomotive July 1949 Dr TF Budden*

A great deal of correspondence was generated in the SR Magazine following the publication, in the July-August 1941 edition, of Dr TF Budden's photograph of the Club Train passing Tonbridge Junction in 1893. Unfortunately, but not surprisingly, after an interval of more than 50 years the correspondents contradicted each other regarding their memories. I have reproduced what I consider is most probably correct, normally because it is corroborated either by photographic evidence or a second person. Over a period of 4 years of operation there were bound to be some variations and this probably led to some of the contradictions. Some alternatives are noted as I have no wish to create or perpetuate inaccuracies that have been repeated over the last 60 years or so as a result of what I believe to be misinterpretation by others. Readers may also wish to refer to the four editions of the SR Magazine from which the information is drawn and I would be interested in any evidence that either supports or contradicts my conclusions.

**39** The SER Club Train passing Dunton Green in 1893.

*Photograph by Dr TF Budden LGRP 21980*

## LCDR

It seems fairly certain the early Club Trains were pulled by members of the 'Europa' class. The named members of this class were built by Sharp Stewart to the design of William Martley in 1873. Two further examples were built at Longhedge in 1876. These 2-4-0s were stationed at Battersea for the Boat Expresses and became known as the 'Mail' engines. According to the Southern Railway Magazine correspondents, the four named members of the class used on the Club Train, along with their drivers, were :

No 53 'Europa' driven by Charlie Steele (also noted as Hill), later Running Forman at Battersea.

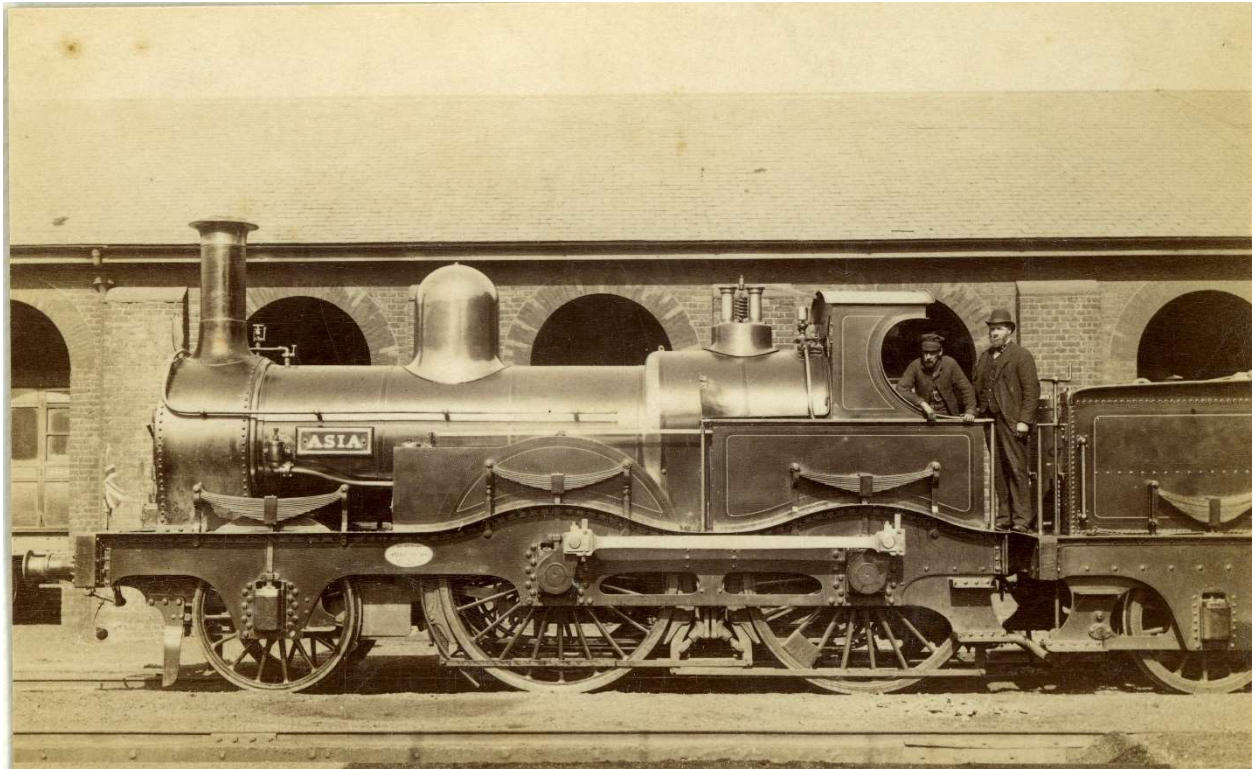
No 54 'Asia' driven by Joe Henderson (later by Walter Stark)



No 55 'Africa' driven by Bill Smith

No 56 'America' driven by Tom Bloomfield (later by George Gallon)

Nos. 46 to 48 of the 'Reindeer' class were also regularly rostered as substitutes to the Europas until the end of 1891 and may have pulled the Club Train on occasions. We know the driver of 46 was named Anderson from a report of an accident on 8<sup>th</sup> January 1891. This report, involving No. 46, stated that it was pulling the Club Train but as the departure time from Dover was 5.57pm this must be incorrect.



**40** Asia at Dover Priory c1891. The smartly dressed driver is almost certainly Walter Stark and the fireman R Keeble.  
*Courtesy SECR Society from an original print in the D Bradley Collection 4438*



**41** Asia at Dover Priory in 1891 with the same crew as the previous view.

*Courtesy SECR Society from an original print in the D Bradley Collection 4436*

These locomotives were replaced in September 1891 by the first batch of Kirtley's M3 class built by the Vulcan Foundry. The M3s were unnamed but far more powerful and modern 4-4-0s, as illustrated in the photographs below. No 188 was involved in an accident at Dover shed on 13<sup>th</sup> September 1891 when less than a month old so it was definitely employed on boat train duties immediately after construction. For the record Martley 2-4-0 No. 58 ran into 188, which shunted a rake of loaded ash wagons into the breakdown train which in turn demolished the foreman's office. Must have been a lot of paperwork!

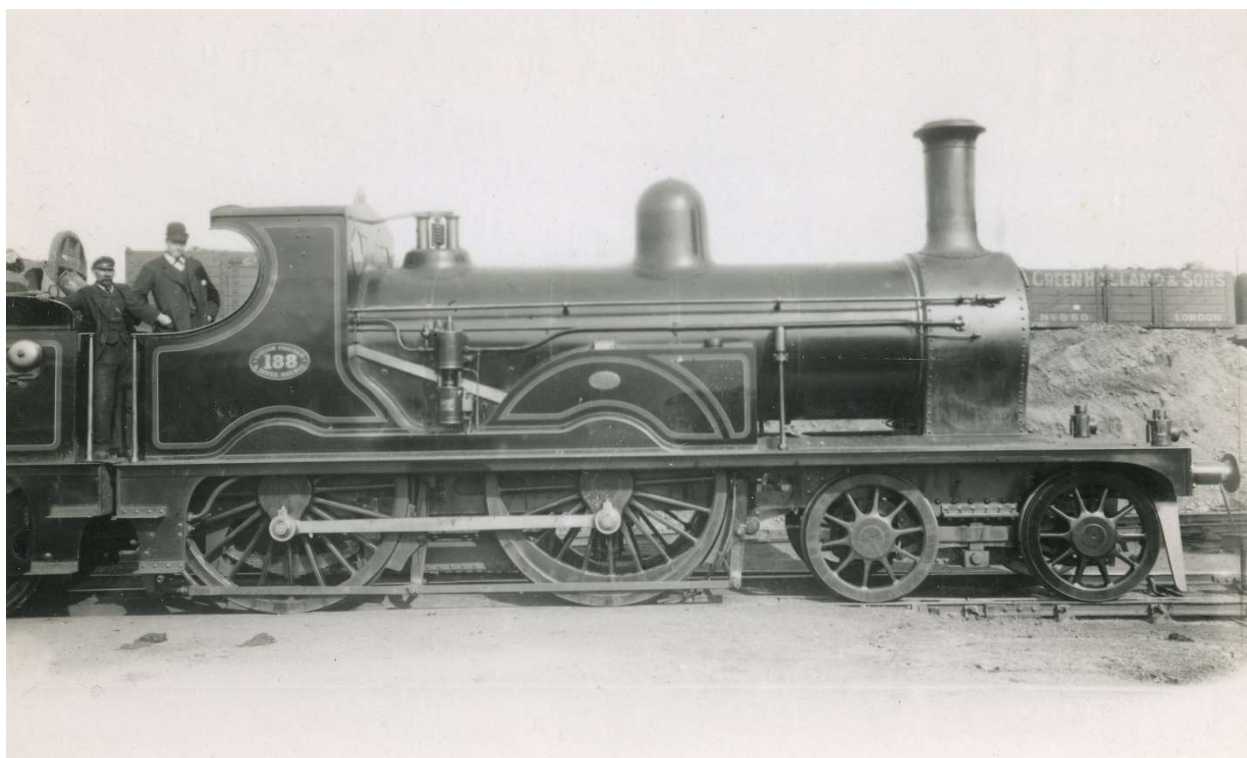


**42** This view from early 1893 shows the usual make up of the LCDR train after it had been reduced to two cars. Left to right, Fourgon, 32 seat car, 26 seat car, LCDR 6 wheel brake, Kirtley M3.

*Courtesy SECR Society from an original print in the AM Riley Collection*

Again, courtesy of correspondents to the SR Magazine in 1942, the drivers of the six M3 locomotives concerned can be named but as we are relying on memories of some 50 years earlier there could be inaccuracies!

187 Bob Friar (also route trainer), 188 Walter Stark, 189 Bill Foster, 190 George Gallon (not Tom, that was his brother), 191 Jack Read, 192 Billy West.



**43** Kirtley M3 Class 188 at Battersea in the 1890's. Is this the same crew? The photo could have been taken several years after that of Asia at Dover and the fireman could be a different man but the similarities to the previous driver lead me to think the driver is probably Walter Stark who is reported to have been the driver of both 'Asia' and 188 on the Club Train.

*Courtesy SECR Society from an original F Moore postcard in the D Bradley Collection 4449*

## THE CITY PORTION



**44** This view of the LCDR Club Train, drawn by an M3, passing Lydden in the down direction is unusual in that it shows a saloon carriage added. This is one of four (Nos 4,5,6,or 8) built in 1889 to seat 17 passengers in two saloon compartments with a lavatory. This could be the City portion in later days. SY Knight claimed a standard first class carriage was used for the City portion in 1893 but that passengers and luggage were transferred at Herne Hill. Clearly, in this case, a saloon has been added to the two Wagons-

Lits cars and fourgon that would have departed from Victoria. In earlier years a third Wagon-Lits car was definitely in use for the City portion.

*The Malcolm Parker Collection*

There was considerable discussion as to whether a City section of the train started from Holborn and was coupled to the LCDR Victoria section at Herne Hill. In the Sept-Oct 1941 edition of the SR Magazine Col PM Brooke-Hitching gave details of timings he had received from Bradshaw that showed the LCDR train leaving from both Victoria and Holborn initially.

George Crockford, a Bridge Inspector in 1942, insisted not only that there was a city portion but that evidence of its running remained on a bridge at Blackfriars to that day. George was too young to work for the LCDR in 1889 but after he joined in 1894 he worked with men who had been engaged in cutting about 6" from the upside outer main girder of the bridge to allow a Wagon-Lits car to pass from the up loop. George also worked with a signalman who, as a lad, remembered the City portion and that his own father, who worked at Holborn, had often spoken about it.

Both Brooke-Hitching and Crockford say the City portion was a Wagons-Lits car with a brake van that coupled or uncoupled at Herne Hill. Crockford even says he saw these vehicles being coupled to the Victoria portion many times on the down slow line at Herne Hill. Another correspondent, Fred Heward, a signal lad at Ludgate North in 1899, says he recalls booking and signalling the 'Home Rule' train (so named because it was green).

In the Jan-Feb 1942 edition SY Knight (employee of the Westinghouse Company) denied a Wagon-Lits car was used on the City portion. He says the train was made up of an ordinary First class coach and a baggage van and passengers (and presumably all their baggage) changed at Herne Hill. This could have been the case later in the life of the Club Train when loads were light and may explain the LCDR train being reduced to two cars but I am convinced a Wagon-Lits car ran from Holborn in the early days.

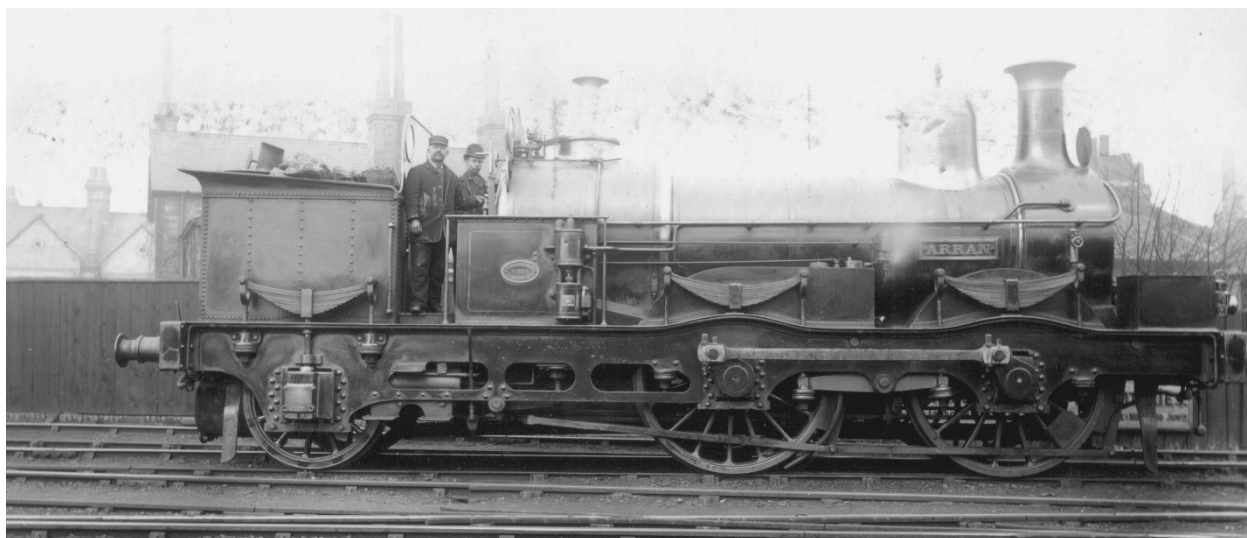


It is difficult to rely on SY Knight's recollections. He had a habit of name dropping to support his opinion. He claims much of his information was gleaned from his 'personal friends' William Kirtley, William Forbes, Lord Dalzeil, Mr Snow, Mr Barber and Bob Abbell (driver). Knight freely admits he was only a pupil of Kirtley in 1893 and was at Longhedge as the Club Train was ending its days. Whilst his recollections may have been correct for 1893 I think he was in error in dismissing those with earlier memories as wrong. Knight wrongly claimed; there were 12 cars in total, the fourgons were not used, the train was never hauled by the Europa class, both the SER and LCDR train consisted of 3 cars and only the old SER cars were photographed at Mottingham. All this can be refuted by photographic evidence. The photograph of 'The International Club Train' (illus28) reproduced previously is often attributed to Knight but although he certainly sent it to the SR Magazine in 1942, even he does not claim to have taken it.

It appears to be generally agreed by all correspondents that the City portion was powered by a Martley 0-4-2 Well Tank. George Crockford recalls noting the following locomotives on the train. Spey, Jura, Arran (Scotchman) and Albion, Thanet, Erin, Mona and Scotia (Large Scotchman).

**45** Large Scotchman (Kirtley D class) 'Erin' at Longhedge. Designed by Martley but based on Patrick Stirling's design for the GNR and built by Neilson and Co in 1873. Note the Westinghouse Brake and Kirtley chimney.

*Courtesy SECR Society from an original print in the D Bradley Collection 4975*



**46** Scotchman (Kirtley E class) 'Arran' at Herne Hill awaiting its next turn of duty on the City portion of a Boat Train. The driver is J Mills. Built to Martley's design by Neilson and Co in 1866 these locomotives with their excellent acceleration were ideally suited to suburban work.

*Courtesy SECR Society from an original print in the AM Riley Collection*

## SER

The SER used their F Class on the Club Train. Not surprising really as the SER used an F on virtually all express and main line trains during this period. Designed by James Stirling all 88 were built at Ashford over a period of 15 years with 34 of the total being completed by 1889. Normally to be seen gleaming in their all black livery with fine red lining they were booked to average up to 47mph between London and Dover on the best Boat Trains. In 1889, when the Club Train started running, the class was in its prime and No 240, built 1889, had just won a gold medal at the Paris Exhibition.



**47** A superb view of the SER Club Train arriving at Dover Harbour. With the exception of the F Class motive power the make up of the train in its later days was very similar to the LCDR version with one of each type of voiture-saloon.

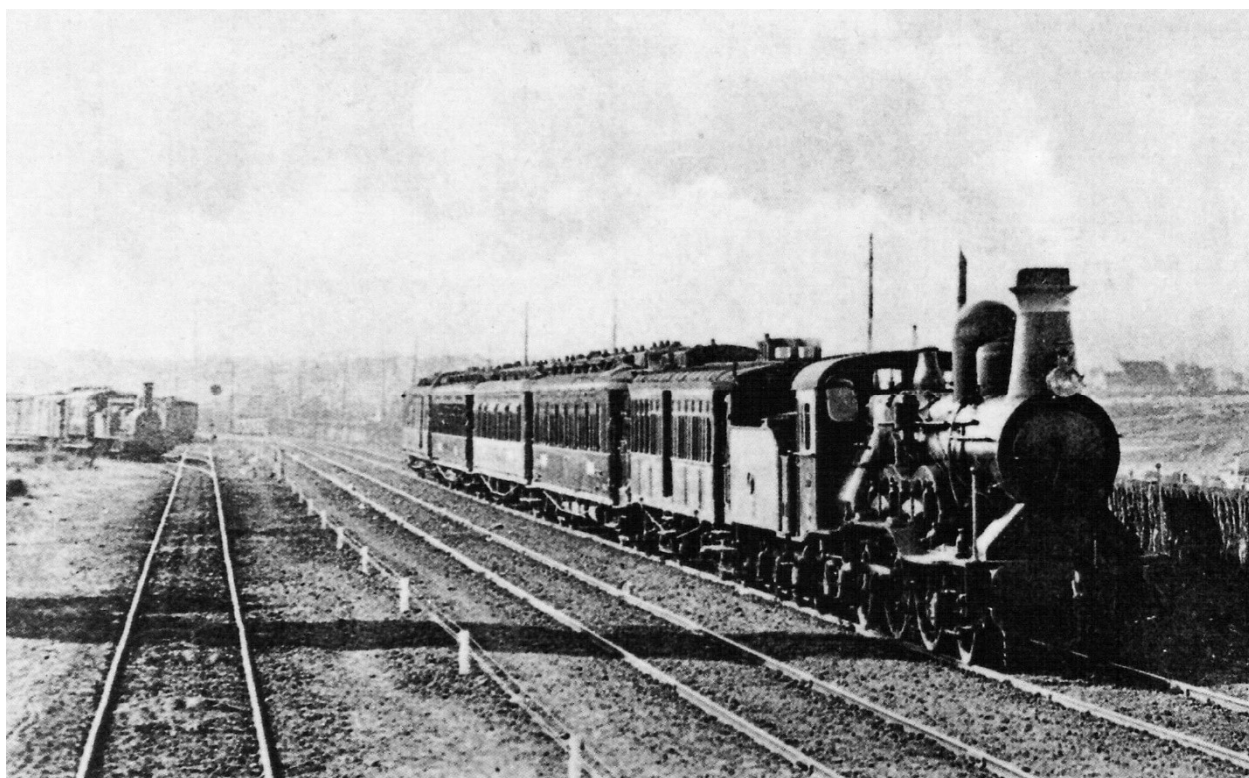
*From an original postcard in the John Minnis collection.*



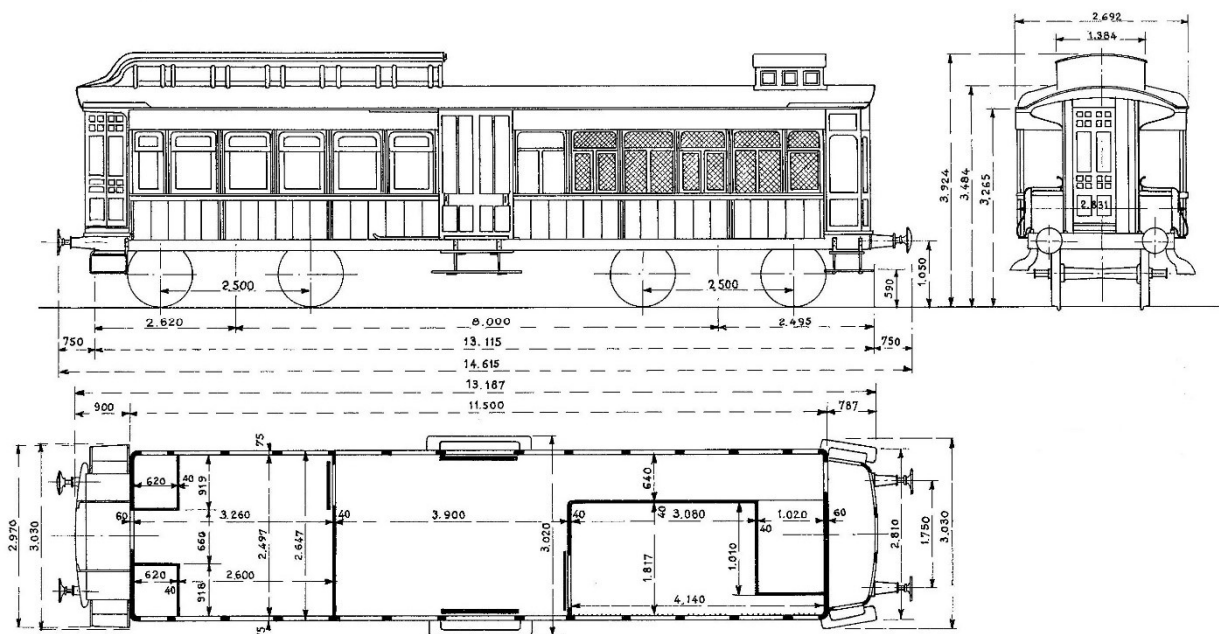
**48** The medal winning F Class no 240, formerly ONWARD, waits to back down and pick up an SER Continental Boat Train at Dover Harbour sometime after it returned to regular service with lined black livery in March 1890. *Courtesy SECR Society from the Roberts Collection*

## The Aftermath

After the Club Train ceased operation the cars were stored for some time. H Dixon Hewitt wrote to the Railway Magazine in June 1934 on the subject. He said that he regularly passed some of the Club Train stock stored in the Rotherhithe Road sidings during 1895 and possibly later. He couldn't say how many cars there were as he could usually only see one projecting from a covered shed. There was also an SER 6w van painted green to match but later this and another similar van made regular appearances on the Mid Kent line. Later still, about 1897 he thought, these vans, which he notes as numbers 283 and 285, were repainted crimson lake with additional scrollwork to match the Hastings Car Train. This statement agrees with previous research that these 6w vans were used on the Hastings Car Train from about 1897/8. Dixon Hewitt goes on to say that the Wagons Lits cars disappeared about this time and he thought it likely they had been returned to the Continent. Photographic evidence shows that six of the cars were briefly stored at Mottingham and from the car numbers it appears this was a mixture of SER and LCDR stock. Whether these were the cars from Rotherhithe Road or were another group is unknown. All the stock had been returned to Wagons-Lits in Belgium by 1896 and they were then refurbished or rebuilt, repainted and used on European trains. The first recorded use of ex Club Train cars is on the Nord Express which, in 1896, ran from Calais or Ostend to St Petersburg via Paris or Brussels and Berlin.

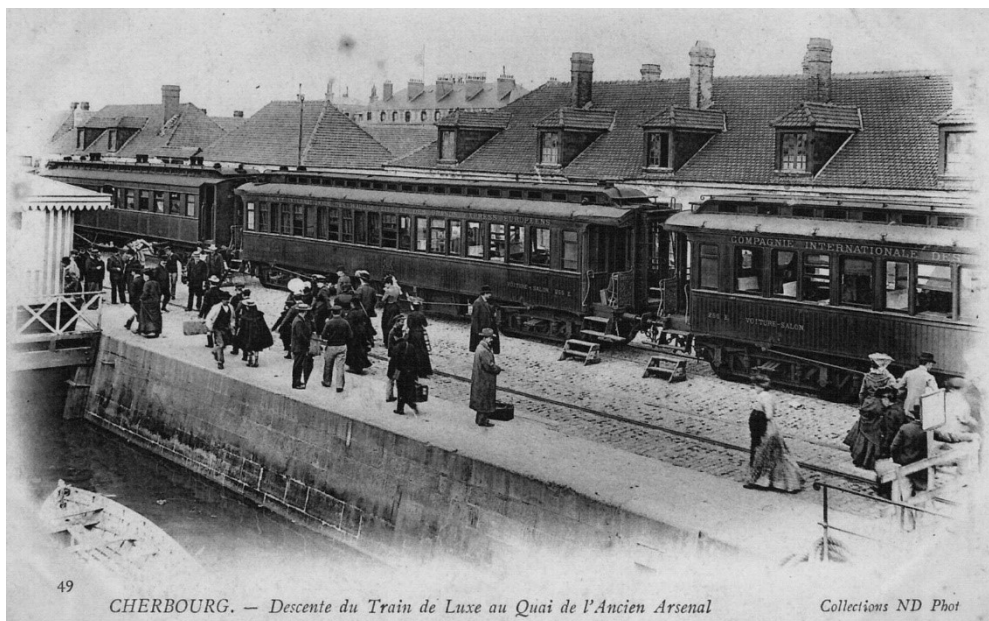


**49** The Nord Express leaving Ostend behind Belgian a 1B1-Lok Type 12 about 1900. The Fourgon Fumoir is from the English Club Train. *Authors collection Mühl*



**50** This diagram of a Fourgon is from the Museon Di Rodo. It purports to show the English Fourgons as rebuilt for use in Europe. The interior is changed with the Fumoir noted as removed in 1901. There are discrepancies in the dimensions with the diagram of 1889, reproduced earlier, but most are insignificant. However although the former saloon has been shortened the clerestory is shown as having been extended to the doors of the car. More surprisingly the overall width of the car is shown as 15cm narrower but as the exterior remains as original with the wide matchboarding I find it difficult to believe any alteration had been made. Was the 1889 drawing in error? *Museon di Rodo Scrapbook No 56*

Another use of the English cars was in the New York Express between Paris and Cherbourg. This train commenced running in 1900, seven years after the demise of the Club Train, and served the North German Lloyd of Bremen shipping line. Some cars from the French Club Train were used in the Transatlantique Express for the French Line (CGT) and ran between Paris and Le Harvre.



**51** Passengers wait to board Cars 255 and 258 at Cherbourg forming part of the 'New York Express' to Paris. The cars had been rebuilt with a simplified livery and angled steps to allow boarding from low continental platforms.

*John Butler collection*



**52** Again two cars at Cherbourg, this time it is 255 and 256 in a summer view whilst working the 'New York Express'. In both views it can be seen that the cars have been repainted removing the ostentatious livery they carried in England and the steps have been repositioned for passenger use from low platforms. In this view it is clear that the wide matchboarding as seen when running in the Club Train has been replaced by a narrower version during rebuilding. The train commenced operation in 1900 and this view probably dates from then.

*Dirk Frielingsdorf collection*

### Appendix Vehicle Specifications

The dimensions of the cars forming the Club Train are a minefield of inaccuracies, discrepancies and contradictions. This Appendix has been created to discuss the variations, if not find all the answers. Details are taken from George Behrend (GB) (History of Trains De Luxe), Albert Muhl (AM), Roland Arzul (RA), Roger Commault (RC) La Nature (LN) 1891 p182, Musee di Rodo (MdR), Independant du Rail (IdR) 153 Janvier 1977, L'Exposition Universelle (EU) 1889 and photographic evidence.

All Cars built 1889.

Buffers extend 420cm beyond the body length, which includes the platforms, at each end of the vehicle. Unless otherwise stated the vehicle lengths described include the platforms as this is a dimension used by all sources. There are substantial discrepancies between the sources as described below.

The numbering of the cars is subject to some disagreement between GB and RC. George Behrend's CIWL numbering has received a wide audience as he took it upon himself to publish a comprehensive list in his History of Trains De Luxe. In this book he admits errors were made in previous accounts and Roger Commault is among many who helped him in the unenviable task of trying to define a final list. They agreed on the numbering of the Voiture-Salons, but not the split between SER and LCDR. However they

were opposed regarding the numbering of the Forgon Fumoirs in the English Train. The only number they agreed on was 1030 and this is the only one that can probably be confirmed by photographic evidence. Other eminent historians recording the history of CIWL have wisely avoided numbering the cars used in the English trains. The numbers below show both Roger Commault's version and George Behrend's. I have noted where they disagree but unless further evidence appears, certain identification is impossible. Both GB and RC claim to have studied CIWL records which are unfortunately no longer available.

## English Train

### Voiture-Salon

There is a contemporary diagram in IdR of a 26 seat Voiture-Salon which formed part of the French train and was exhibited at the EU of 1889 (illus 29 p25). It is most probable that this is correct. The dimensions given are 1750cm x 280cm and are confirmed in LN 1891. LN 1891 also gives a bogie wheel base of 250cm and a distance between bogie centres of 1190cm. GB quotes a length of 1874cm but as the plan shows a maximum of 1834cm over the buffers this is most probably incorrect. The question remains as to the length of the 32 seat cars. Were they longer than the 26 seat version? The plan from IdR (illus 31 p26) when scaled against the other plans that accompany it would seem to confirm a length of 1750cm. GB states all the cars were the same length but, as he disagrees as to what that was, can his statement be relied upon? Were those 32 seat cars slightly longer? Would Les Ateliers de Construction, Nivelles build two different length cars for CIWL to use as Voiture-Salons? I doubt it. It has only been possible to identify the seating capacity of 4 of the English cars from photographs (numbers are marked with a [P]). None of these photographs confirm whether the car was allocated to the SER or the LCDR.



53 This is a builder's plate from Ateliers Nivelles but may not have been attached to a Club Train vehicle.

255 [P] LCDR Voiture-Salon 32 seats 21 windows.

256 [P] SER Voiture-Salon 32 seats 21 windows. LCDR according to GB but unlikely.

257 LCDR Voiture-Salon. 32 seats ref RC.

258 [P] LCDR Voiture-Salon. 32 seats 21 windows.

259 SER Voiture-Salon. Later rebuilt as Wagon-Restaurant for Europe. 26 seats ref RC 260 SER Voiture-Salon. Later rebuilt as Wagon-Restaurant for Europe. 26 seats ref RC.

261 [P] LCDR Voiture-Salon 26 seats. GB says this car was used by the SER. It was later rebuilt as Wagon-Restaurant for Europe. Destroyed in accident at Rambouillet 1911.



**54** Rambouillet Accident. Car 261 was not rebuilt after the accident but had been rebuilt to a Wagon-Restaurant after the Club Train ceased. Note it retains the 17 window arrangement (one filled in) confirming it was originally a 26 seat car. *Roland Arzul*

### Fourgon

All Fourgons for the English train are described as 'Fourgon Fumoir' and measured 1317.5cm x 280cm according to a diagram published in IdR purporting to be contemporary with the EU of 1889. (illus **23** p22) These dimensions are also shown in LN 1891. The body without platforms is 1150cm. I believe these dimensions to be correct but there are many other possibilities. The later Mdr plan shows them to be 15cm narrower and consequently narrower than the Voiture-Salons they accompanied. See illustration (illus **50** p36) RA shows a length of 1461.5cm and GB quotes 1661.5cm. From photographic evidence RA and GB are incorrect about the length but it is impossible to tell re the width. GB's statement that the cars were rebuilt, possibly just refurbished, between 1894 and 1897 is no doubt correct but his assertion they were shortened to 1461.5cm is obviously an error. Even over the buffers, as built in 1889, the longest dimension on a plan is shown as 1423.5cm.

Below is GB's list for the English trains. RC agrees re 1030 but says 1027-1029 were in the French train whereas 1031-1033 were the other English Fourgons. RC also disagrees re the English operating companies showing the SER with 1032 and 1033 and the LCDR with 1030 and 1031.

1027 LCDR Bogie Fourgon Fumoir. Builder Ragheno. 8 seats in smoking saloon. Baggage area and Guards compartment. Rebuilt by CGC 1894 or 1897 as Wagon Saloon 381 30 seats. To Spain 1905.

1028 LCDR Bogie Fourgon Fumoir. Builder Ragheno. 8 seats in smoking saloon. Baggage area and Guards compartment. To Nord Express 1896 (Paris to Wirballen on the Russian Border).

1029 SER Bogie Fourgon Fumoir. Builder Braine le Compte. 8 seats in smoking saloon. Baggage area and Guards compartment. Rebuilt 1894 or 1897 by CGC as Wagon Saloon 382 30 seats. To Spain 1905.

1030 SER Bogie Fourgon Fumoir. Builder Braine le Compté. 8 seats in smoking saloon. Baggage area and Guards compartment. To Nord Express 1896 (Calais to Brussels).

## **French Train**

### Voiture Salon, Voiture Restaurant, Voiture Lits

Further complications follow with the French train. IdR tells us the composition of the French train was identical to the English ones (3 Voiture-Salons, one with 32 seats) except the Fourgon Fumoir was replaced by a 48 seat Voiture-Restaurant attached to a 4 wheel Fourgon Cuisine. RA agrees with this and it is generally agreed these were 242-244. The sketch in IdR shows these cars to be approximately the same dimensions as the Wagon-Salons but no dimensions are given on the plan. RA disagrees concerning dimensions and gives a length of 1862cm. GB leaves the column blank in his History of Trains Deluxe. 245-248 were the Voiture-Salons which IDR says were identical to those of the English trains. Presumably one 32 seat car and three 26 seat cars. There is a photo of 245 showing 21 windows so it can be assumed 246-248 were 26 seat Voiture-Salons GB says 245 and 248 were 1874cm long with 246 and 247 at 1750cm. He also has them all with 30 seats and 246 and 247 as Wagon-Lits. I am prepared to discount all this as most unlikely but it is correct that two Wagons-Lits were added to the train late in 1889 to take through passengers to Marseilles and Cannes. I think these may have been 253 and 254 built by Rathgeber in 1889 and shown at the EU until it closed in November. GB unusually shows no usage of these vehicles and again there are discrepancies over their length but I am prepared to go with the dimensions of the 18 berth Voiture a Lits shown in IdR as exhibited at EU1889. The diagram is contained in the main narrative. (illus 36 p28) . There must have been at least two rakes of carriages for the French train owing to the distance at least part of it travelled.

242 Wagon Restaurant 48 seats in two saloons, one smoking one non. Builder Desouches. To Nord Express 1896 (Liege to Paris) coupled to 1024.

243 Wagon Restaurant 48 seats in two saloons, one smoking one non. Builder Desouches.

244 Wagon Restaurant 48 seats in two saloons, one smoking one non, Builder Desouches.

245 Voiture-Salon. Builder Lyons. 32 seats. To Nord Express 1896 (Calais to Brussels).

246 Voiture-Salon. Builder Lyons. 26 seats. Later Wagon Lits 15 berths ref GB.

247 Voiture-Salon. Builder Lyons. 26 seats. Later Wagon Lits 15 berths ref GB.

248 Voiture-Salon. Builder Lyons. 26 seats.

253-254 Voiture a Lits. Builder Rathgeber. Length 1660cm,18 berth. Both added to train November 1899 for through traffic to the South of France.

### Fourgon Cuisine, Fourgon Fumoir

There is general agreement from all sources regarding the 4 wheel Fourgon Cuisines but there is direct contradiction re the numbering of the Fourgon Fumoirs.

1024 4w Fourgon Cuisine. No baggage space. No seats. Length 834.5cm Builder WL Marly. Paired with 242-244. To Nord Express 1896 (Liege to Paris) coupled to 242.



1025 4w Fourgon Cuisine. No baggage space. No seats. Length 834.5cm Builder WL Marly. Paired with 242-244.

1026 4w Fourgon Cuisine. No baggage space. No seats. Length 834.5cm. Builder WL Marly. Paired with 242-244.

1031-1033 Bogie Fourgon Fumoir. Builder Raghenno. 8 seats in smoking saloon. Baggage area and Guards compartment. Length 1317.5cm. According to GB the chassis of 1033 became WR115 in 1894 in place of the previous WR115 which was destroyed in an accident at ORAN in 1893. RC states these cars ran in the English train in place of 1027-1029 listed above.

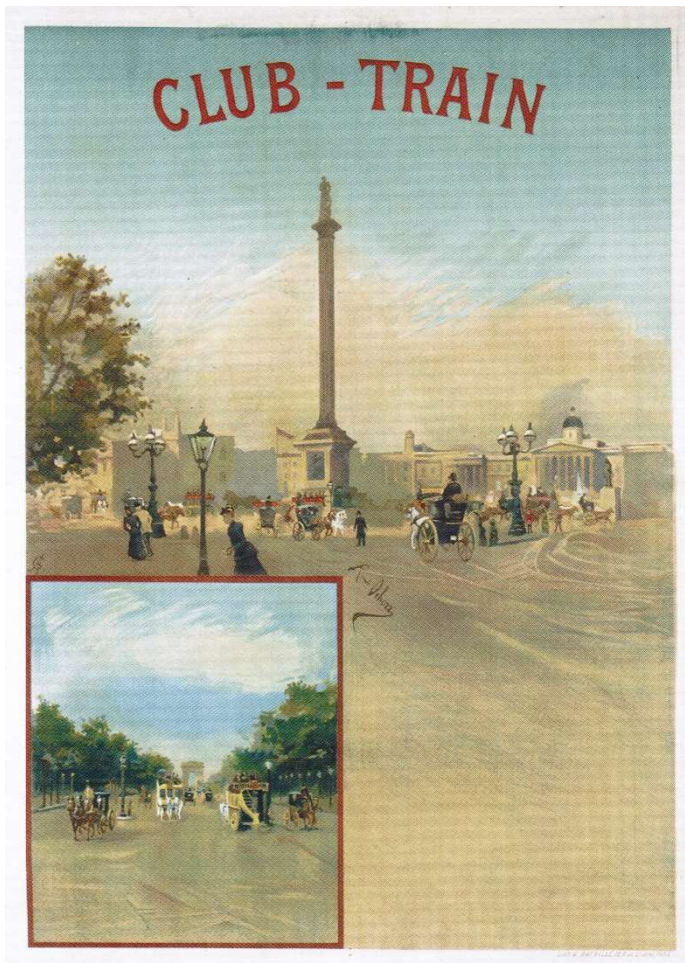
### Mann Cars

The references as to the size and specification of these cars occurs in contemporary reports from newspapers in June and July 1875. This information is reproduced below.

42 6w Sleeping Car. Builder LCDR 1874. Length 30ft. Weight 14tons. Four compartments (2x 2 berth, 2x 4 berth) to carry 12 passengers by night or 18 by day. Used London to Edinburgh 1875 then to LCDR as spare. To Europe 1878, used Paris to Turin.

43 6w saloon. Builder LCDR 1874. Four compartments, smoking, saloon, honeymoon and family. 20 seats. Used 1874-76. Rebuilt as Wagon Lits 1888.

### Supplements:



#### Supp 1:

A poster showing Trafalgar Square and the Arc de Triomphe, clearly produced to advertise the Club Train, but without any wording. This poster by Raphael de Ochoa y Madrazo, a Spanish artist born in 1858, was produced by G Bataille in Paris and was presumably intended for overprinting lower right. However there is no record of that having been done. *Klein, 125years of CIWL*

Chemins de Fer du South Eastern-London Chatham & Dover-NORD-Paris-Lyon-Méditerranée & Paris-Orléans-  
**SERVICES DIRECTS RAPIDES ENTRE**

**L'ANGLETERRE, LA HOLLANDE, LA BELGIQUE, LE NORD DE LA FRANCE**  
 ET  
**LE LITTORAL MÉDITERRANÉEN**  
**L'ITALIE, LES PYRÉNÉES, L'ESPAGNE & LE PORTUGAL**

TRAVERSÉE DE PARIS  
 PAR LE  
 CHEMIN DE FER DE CEINTURE  
 GARE DU NORD



MONACO



ROME



TRAVERSÉE MARITIME  
 MOINS DE 1 HEURE 1/2  
 CALAIS-MARITIME



MADRID



LISBONNE



**HIVER**  
**1889-90**



**TRAINS DE LUXE ENTRE LONDRES, PARIS, VINTIMILLE & ENTRE PARIS, MADRID & LISBONNE**

STATIONS	1 <sup>re</sup> Classe	1 <sup>er</sup> et 2 <sup>e</sup> Classes	1 <sup>er</sup> et 2 <sup>e</sup> Classes	CLUB-TRAIN	1 <sup>er</sup> et 2 <sup>e</sup> Classes	STATIONS	1 <sup>re</sup> Classe	1 <sup>er</sup> et 2 <sup>e</sup> Classe	MÉRIDIANES-EXPRESS	WILD-EXPRESS
LONDRES (Dernier-Départ) Victoria Folkestone	8 40 8 40 8 40	10 15 11 15	11 15 11 15	3 15 3 15	8 15 8 15	LISBONNE	7 15	7 15		1 20
AMSTERDAM LA HAYE ROTTERDAM UTRECHT ARVERS BRUXELLES LIÈGE LILLE	Dep. Dep. Dep. Dep. Dep. Dep. Dep.		7 40 8 40 9 40 10 40 11 40 12 40 13 40	8 44 9 44 10 44 11 44 12 44 13 44	5 35 6 35 7 35 8 35 9 35 10 35 11 35	MADRID	7 15	7 15		1 20
PARIS-NORD	Arr. 6 40	8 30	7 15	11 15	5 50	BIARRITZ	7 15	7 15		1 20
PARIS-LYON (Buffet)	Dep. 8 31		8 17	11 17	7 15	BORDEAUX	7 15	7 15		1 20
MARSEILLE CANNES NICE MENTON VINTIMILLE	Dep. Dep. Dep. Dep. Dep.		8 15 9 15 10 15 11 15 12 15	11 15 12 15 13 15 14 15 15 15	8 15 9 15 10 15 11 15 12 15	PARIS-ORLÉANS	7 15	7 15		1 20
AIX-LES-BAINS MODANE TURIN MILAN VERONE VENISE TRIESTE	Arr. Arr. Arr. Arr. Arr. Arr. Arr.		8 15 9 15 10 15 11 15 12 15 13 15 14 15	11 15 12 15 13 15 14 15 15 15 16 15 17 15	8 15 9 15 10 15 11 15 12 15 13 15 14 15	BRUXELLES	7 15	7 15		1 20
GENÈS FLORENCE ROME NAPLES BRINDISI	Arr. Arr. Arr. Arr. Arr.		8 15 9 15 10 15 11 15 12 15	11 15 12 15 13 15 14 15 15 15	8 15 9 15 10 15 11 15 12 15	UTRECHT ROTTERDAM LA HAYE AMSTERDAM	7 15 7 15 7 15 7 15	7 15 7 15 7 15 7 15		1 20 1 20 1 20 1 20
PARIS-ORLÉANS BORDEAUX BIARRITZ MADRID LISBONNE	Dep. Arr. Arr. Arr. Arr.		8 30 9 30 10 30 11 30 12 30	11 30 12 30 13 30 14 30 15 30	8 30 9 30 10 30 11 30 12 30	BÔULOGNE CALAIS-MARITIME LONDRES	7 15 7 15 7 15	7 15 7 15 7 15		1 20 1 20 1 20

Supp 2: A poster dating from late 1889 shows the Club Train departing at 3.15pm from both Charing Cross and Victoria with all the connections available to Europe and beyond. *Klein, 125years of CIWL*