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Editorial – Chris Elliott

Many of you will have followed the Travel Press who have centred on the plans for a new generation of Night Trains. In France one newcomer, Paris-based **Midnight Trains**, plans to operate two newly built sleeper trains along its first route by the end of 2024. While the route isn't yet set, it's predicted to be between Paris and either Italy or Spain.

New are plans for RENFE Spanish Railways to operate on the Eurostar's route from Paris to London and there is even chat about the re-introduction of the famous TEE 1st class trains some of which will be night trains, a joint effort between Germany, France, Spain, and Poland,

A little predictable the first Vienna to Paris NightJet operated almost empty except for a few officials on 13/14 Dec 2021.

We have learned about CIWL related events for this New Year 2022 and 2023

EUROPALIA Arts Festival Trains and Tracks from last October to the 22nd May 2022 in Brussels and local stations close to Brussels.

Train World is presenting its Expo Orient Express at the Musée de Schaerbeek, Brussels for 2023

The opening of the Orient Express Hotel in Rome in 2023.

Then the launch of the Italian train 'La Dolce Vita' in 2023, see our article by Francesco Bochicchio.

We have also included an appeal by the American Writer Paige Bowers who is writing a biography of CIWL's Founder Georges Nagelmackers.

Restoration = preservation. We were reminded by the team that are planning to bring the former Golden Arrow French loco 231-K-82 into running order that without donations very little will be achieved. Their donor contact is www.fondation-patrimoine.org/62947 .

It is easier in the UK where there is no lack of enthusiasts. Apart from a former Night Ferry type F CIWL car being used a sleeping accommodation on the Bluebell line, the most successful is the Nene Valley Railway – NVR who are successfully restoring two CIWL cars WR 2975 & WL 3916. The NVR has no shortage of young volunteers, there is a waiting list. Without these many thousands of volunteers scattered all over Europe none of these restoration projects would succeed. We recently published an article about the TEE project in The Netherlands and we welcome any news of other projects.

These heritage railways are not just restricted to west and central Europe, our friends of the New Europe Railway Heritage- NERHT Trust keep a close watch on Eastern Europe and Russia.

So if you would like your project to get 'a mention' in our newsletter please contact us.

Other news that seemed to have hit the railway press was of the 'Connecting Europe Express' not surprisingly there was One Sleeping Car a WLABmz of ÖBB and a restaurant Car supplied by FS Italy. What was of special interest was that whilst in Greece it stopped for 2hrs 30 minutes at Thessaloniki allowing those on board to visit the Thessaloniki Railway Museum to that they could inspect the former CIWL Restaurant Car. The press coverage spelt out many of the problems that are encountered when crossing frontiers, traction etc. but also poor 'permanent way particularly in The Balkans.

This newsletter includes a book review of Francesco's new book 'I Treni di Lusso Europei' and a look at SNCF's French Railways 40 years of their TGV High Speed trains written by our colleague Juan Delgado Luna. We are also pleased to include several mails from our correspondents and in particular Walter Rothschild's report on the Displaced Persons refugee trains when The Orient Express was used on several occasions.



We hope that you enjoy this newsletter and let's all hope that 2022 may not restrict our travel with this ongoing Covid Pandemic.

Before closing this editorial we need a little help; we are proposing to publish an article on Greece and its CIWL Heritage, so far we have not been able to establish contact with a CIWL & railway interest either in Athens or Thessaloniki, so if you have contact in Greece we would like their help by contacting us at elliott.chris@gmx.com

Chris and Dirk

WSP 4152 now at ACC in France: see page 81! (DF)

Early Blue: The Mann Era of the CIWL

by Dirk Frielingsdorf

First of all: The starting point of my contribution is this advertisement from a course book from 1874 that lists the early courses of the "CIWL", operating in those years as the "Mann Boudoir Sleeping Car Co":

Mann Boudoir Sleeping Car (Schlafwagen).

Diese Wagen haben Boudoirs, zu 2 und 4 Plätzen, am Tage mit Sophas, bei Nacht mit Betten und Matratzen nebst vollständiger Leinwand, ferner für Damen und Herren getrennte Abtheilungen für Toilette, sowie Water-Closets. — Im Winter Wasserheizung. — Die Schlafwagen kursiren gegenwärtig in den Nacht-Courierzügen auf den Strecken:

Berlin	— Eydtkuhnen 18,	Dover	— London 419,
Berlin	— Aachen über Kreiensen 145,	Frankf. a. M.	— Paris 170, 173,
Berlin	— Frankfurt über Erfurt 104,	München	— Strassburg 245,
Berlin	— Hamburg 4,	Ostende	— Basel über Luxemburg und Strassburg 176,
Berlin	— Breslau 41,	Paris	— Bordeaux 395,
Bukarest	— Roman — Suczawa 58 ^u ,	Wien	— Eger — Franzensbad 266,
Cöln	— Paris 164,	Wien	— Paris über Strassburg, Münch. und Stuttg. 260. 261.
Cöln	— Ostende über Brüssel 163,		

Nachzahlungsbillets für die Nacht und für das Bett 10 Fres., für den Tag und für den Sitz 5 Fres., können in allen Hauptstädten bei den Agenturen in Berlin **Richard Thomas**, Unter den Linden 33, in Bordeaux **Pigoult**, 7, cours de l'Intendance; in Cöln **J. J. Niessen**, Domhof 12, in Frankfurt a. M. **Universal-Reise-Büreau**, Kaiserplatz-Frankfurter Hof, in Paris **Agence Americaine**, 2^{bis} Place de l'Opera, in Wien **Lipstadt & Co.**, Kärnthnering No. 1., oder im Wagen selbst beim Conducteur gelöst werden. Betten können auf Zwischenstationen im Voraus bestellt werden, indem man sich telegraphisch an den Vorsteher der End-Station wendet.

Besondere Schlafwagen bezw. **Wagen I. Classe mit Schlafeinrichtung** verkehren auch auf folgenden Strecken:

1. Berlin (Lehrter Bahnhof) - Cöln 131. (Zuschlag pro Bett 10 Mark.)
2. Berlin - Dresden - Tetschen - Wien 278.
3. Hamburg - Frankfurt a. M.
4. Dresden - Prag - B. Trübau - Wien 282. Zuschlag 2 Fl.
5. Krakau - Oderberg - Wien 296, 321. Zuschlag 2 Fl. abgeschl. Coupé 4 Fl.
6. Wien - Budapest - Basiasch 317. Zuschlag 2 Fl. 20 Kr.

„Heinemann Coursbuch“ from 1874, coll. Roland Jocher

How did this episode come about and how do I get to the actual topic, the "early blue" of the sleeping cars of that company?

When George Nagelmackers founded his first "George Nagelmackers et Compagnie - Compagnie Internationale de Wagons-Lits" on 12 September 1872 with 300,000 Belgian francs, there were initially high start-up investments. The first 5 two-axle sleeping cars No. 1-5 ordered from Hernal and Simmering in Austria cost 20,000 Belgian francs each. Initially, these only ran Munich-Vienna, but only two coaches were needed for this. Prussia demanded three-axle cars for the planned courses on their territory, which is why Nagelmackers ordered five more three-axle cars from Eisenbahnbedarf Berlin (FEBAG) for the courses Oostende-Cologne and Oostende-Berlin. However, these were initially only short-term contracts with the railway companies concerned, which could be terminated at any time and were hardly suitable as bank guarantees for future investments. He was able to sign his first contract with the railways involved in the Oostende-Cologne course at the end of October 1872 and start operations. Nagelmackers needed capital, however, and his family, bankers themselves, held back.

William d'Alton Mann was a former colonel of the Northern States from the American Civil War who, since leaving the army, earned his money with all kinds of technical patents, which he sold to his former employer, the army, among others. But Mann also owned patents for sleeping car services in the USA (in competition with George Pullman) and for Great Britain, albeit with sleeping coupes as opposed to Pullman's open sleeping cars. And he had capital from his business. Since he could not prevail against Pullman, he went to England to make use of his sleeping car patents. Nagelmackers joined forces with him and founded the "Mann Boudoir Sleeping Car" in London on 4 January 1873. Mann left the management of the new company to Nagelmackers and also allowed the name of Nagelmackers' company to continue alongside his own on business correspondence: "Mann Boudoir Sleeping Car - Comapgnie Internationale de Wagons-Lits", was the unwieldy construct. But Nagelmackers had the right instinct. The newly procured cars bore the inscription "Mann Boudoir Sleeping Car" in gold-coloured letters on a royal blue body ("bleu roi", according to contemporary sources), with golden letters "M" in the windows. The first carriages of 1872 were gradually repainted, although their original paint scheme has not yet come to my attention in any contemporary source - I suspect a widespread dark (olive) green. In any case, there are a number of illustrations in contemporary advertising, on carriage drawings with the designation "Mann Boudoir Sleeping Car" and this famous photo by Nagelmackers and Mann, which shows the first new-build carriage under the direction of the new company on delivery, carriage No. 15, built at Simmering in 1873 according to Mann's plans:

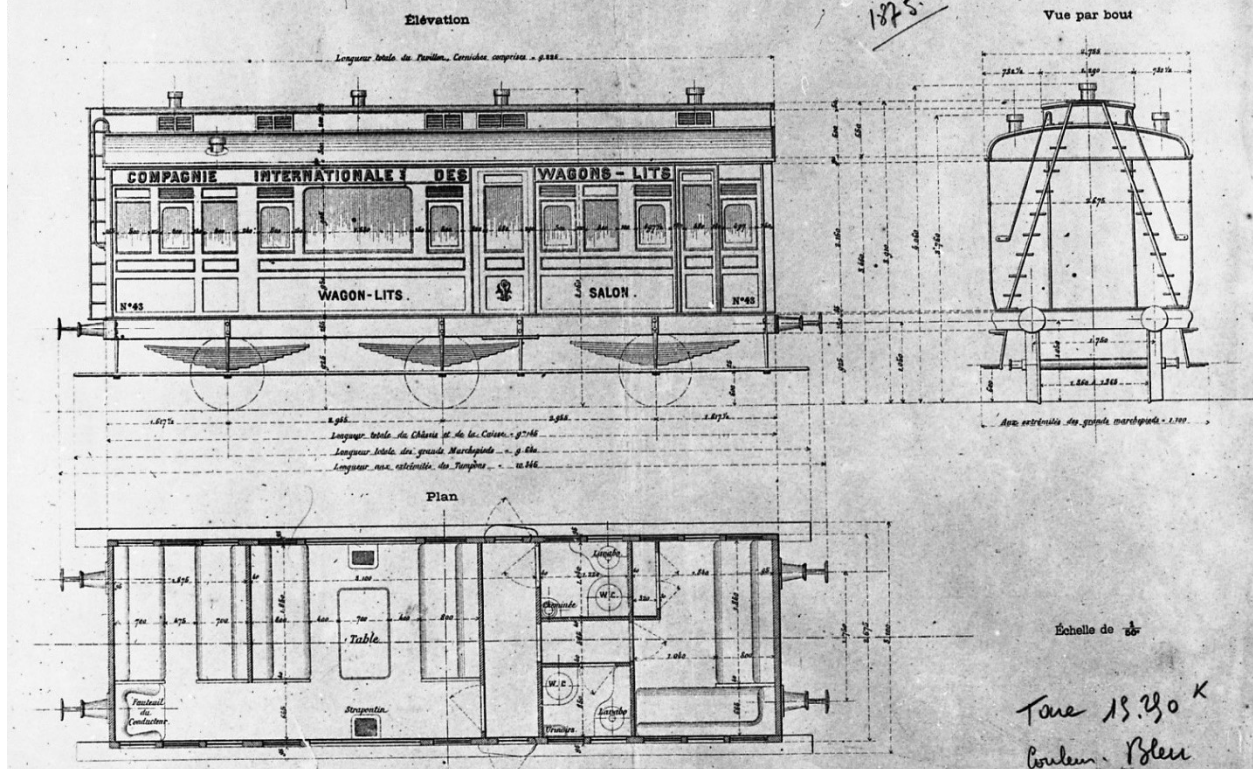


WL No. 15, delivered 1873 from Simmering according to Mann's plans (CIWL/coll. Dirk Frielingsdorf)

The following two-axle coach No. 16, built by Evrard in Belgium, also wore this exterior. All in all, it is probable that all Mann's coaches were painted blue in this era, although the sources are scanty today. This is documented in writing for the coaches of series 24-35 and 44-46, constructed by Eisenbahn Bedarf Berlin 1874-75, here designated as dark blue (bleu foncé). For the Voiture-Lits-Salon No. 43, built by LC&DR in 1875 for British services, only blue (bleu) has survived.

COMPAGNIE INTERNATIONALE DES WAGONS-LITS & DES GRANDS EXPRESS EUROPÉENS

VOITURE-LIT A 3 ESSIEUX, N° 43



Drawing of the WLS 43, built in England in 1875; photo: From the French Railways Society Archive - Geoffrey Keen collection

This is not improbable, first of all from a design point of view: Nagelmackers knew how to flatter his partner in order to leave him freedom of action and his old company name at least in the correspondence: the blue with the golden inscriptions were the colours of the North American uniform, which Mann, according to the few known photos of him, still liked to wear often after the war, even if the photo with Nagelmackers shows him in civilian clothes. Secondly, the colours of the carriages at that time were predominantly green in various shades, (red)brown and yellow, the blue stood out because of the special function and comfort of the carriages. At the same time, this comfort in combination with the colour of the carriages was reminiscent of the paintwork of the "royal" coaches, which, irrespective of nationality, were often designed in blue, albeit usually somewhat lighter, in combination with all kinds of golden ornaments. In other words, "royal comfort" for the moneyed aristocracy...

Nevertheless, a series of coaches is known to have been delivered in 1875, in the middle of the Mann era, in "vert foncé", dark green - or was this paint only applied later? Unfortunately, it is no longer possible to reconstruct where this colour designation for the 47-52 series of coaches came from. Built by Simmering, who definitely also supplied blue coaches in those years, including No. 15 shown above. A late photograph shows a coach of the series, withdrawn from service in Istanbul in 1895; behind it, the very faded one, is the blue WL 26, and at the very back the once also blue WS 43:



Photo: From the French Railways Society Archive - Geoffrey Keen collection

Once again inscription details on the WL 51:



Photo: From the French Railways Society Archive - Geoffrey Keen collection

This blue initially saved itself into the second phase of the CIWL after Nagelmackers managed to pay off Mann, who was disinterested in the day-to-day business, take over all the carriages and re-found his "Compagnie Internationale des Wagons-Lits" on 6 December 1876, this time with a proper capital cover of 4,000,000 Belgian francs. Later anniversaries refer to this founding date; the first four years of Nagelmacker's and Mann's activities played only a subordinate role in the company history of CIWL.

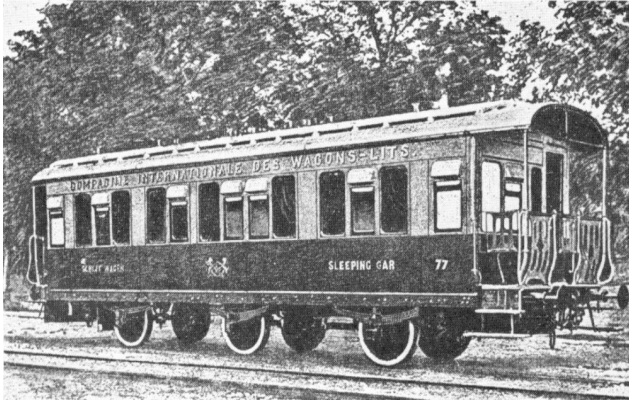


Now a beige window band was added to the blue coaches, so delivered were coaches from the series 54-73, built by Evrard (54-61), Simmering (62-64) and Desouches (65-73). Known from numerous photographs is carriage No. 60, which was exhibited at the World's Fair in Paris in 1878. Another, coloured image is preserved on contemporary advertising, a heavily yellowed poster from the Jürgen Klein Collection (now in the German Poster Museum of the Museum Folkwang, Essen) shows a carriage of this series:

A detail of this poster:

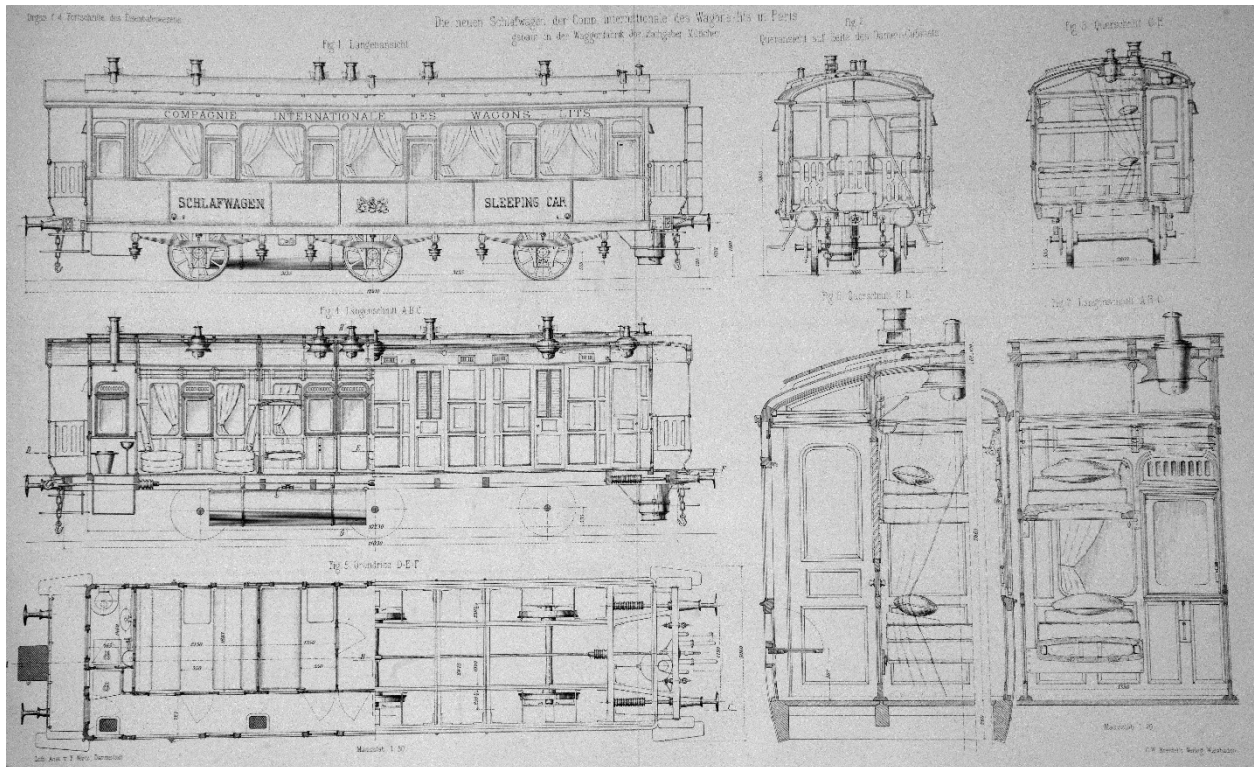


Both illustrations: Albert Mühl, Jürgen Klein, Reisen in Luxuszügen, EK-Verlag 2006



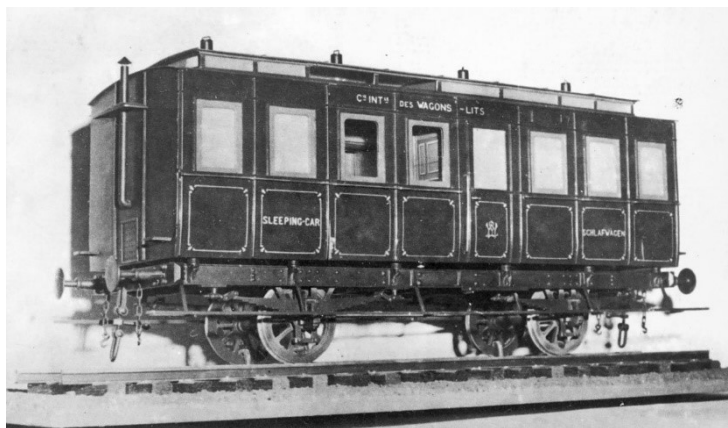
The subsequently delivered carriages 74 (van der Zypen & Charlier, three-axle carriages with platforms, sleeping carriages with seating compartments "Courswagen") and the first four-axle WL 75 (Dyle et Bacalan), both from 1880, also showed this design, as did individual carriages of the subsequent series 76-103 (Rathgeber 1881/82), such as the WL 77 for the precursor of the Orient Express "Train d'Essai" Paris-Vienna.

Compartment side, photo from Roger Commault, La Compagnie des Wagons-Lits 1876-1951



Corridor side (top left in the drawing) from the Organ für die Fortschritte des Eisenbahnwesens (ca. 1881), coll. Dirk Frielingsdorf

Existing carriages were re-labelled, the 1:5 factory model of the sleeping car No.3 from Hernals (often incorrectly described in the literature as a model of carriage No. 1) has become well known. I find it interesting that this model was either built after 1876 or was actually redesigned after the original, should it have been built before, namely as expected with the construction of the original. The picture of the car on a CIWL postcard is known, I have this as a variant of the Atelier Roma:



Postcard, coll. Dirk Frielingsdorf

There is a colour photograph of this model "with insight":



Photo by Poul Thestrup, published in "De Blå Tog, Bane Bøger 2014" on page 16

Today, only this model from the CIWL archive is suitable for evaluating this early blue, if it is a contemporary original, even if this paint may have more or less faded, depending on the storage of the model.

So the blue with (initially) gold lines and inscriptions that appeared on the first steel sleeping cars of the S2 type in 1922 was not entirely new, even if there are about 40 years between these two eras.

With the advent of the narrow teak-wood clad carriages, which were only oiled or clearly glazed, the early blue carriages fell into oblivion, also because their chassis were often reused for luggage carriages and for gas reservoir carriages (for refuelling the gas-lit carriages), so they did not last the test of time as sleeping carriages.

However, there seemed to have been little permanence to this early livery. Edmond About, one of the many journalists present on the official inaugural run of the Orient Express on 4 October 1883 (in fact regular services started 4 months earlier on 5 June 1883 still with existing three-axle older carriages still painted), wrote in the face of the new oiled teak natural carriages provided for the inaugural run:

"By a mishap of fate, or perhaps by a stroke of genius on the part of Mr Nagelmackers, the train we were about to board ran in parallel with an older model of sleeping car belonging to the company. On one side [...] the old dusty green carriage, on the other three rolling living rooms, seventeen and a half metres long, built of crystal clear teak, heated by steam, brightly lit by gas, well ventilated and at least as comfortable as a rich flat in Paris." So I guess green sleeping cars in 1883 after all?

In this early epoch at the end of the 19th century, in addition to blue, blue-beige, green and emerging oiled teak, there was also lighter green for the Club Train and a dark olive green for these Club Train carriages, which continued to be used as Boattrains after their British intermezzo in north-west France - and white for North African services, first on the Tunis-Oran Express, later for a longer period in Egypt.

Sources:

- The French Railway Society Archive - Geoffrey Keen collection
- George Behrend, Geschichte der Luxuszüge, Orell Füssli, Zurich 1977; orig.: Histoire des trains de luxe, Office du Livre, Fribourg 1977;
- Roger Commault, George Nagelmackers, un pionnier du confort sur rail, Editions de la Capitelle 1966;
- Albert Mühl, Jürgen Klein, Reisen in Luxuszügen, EK-Verlag 2006 (2nd extended edition of the book "125 Jahre Internationale Schlafwagengesellschaft", EK-Verlag 1998 by the same authors);
- John Poulsen, Steffen Dresler, Poul Thestrup, De Blå Tog, Bane Bøger, Smørum 2014;
- Gérard Coudert, Maurice Knepper, Pierre-Yves Toussirot, La Compagnie des Wagons-Lits, La Vie du Rail, Paris 2009;
- Organ für die Fortschritte des Eisenbahnwesens, "Die neuen Schlafwagen der Comp. international des Wagons-lits gebaut in der Waggonfabrik Jos. Rathgeber, München" probably around 1881;
- L'Orient-Express, Edmond About, Magellan & Cie, Paris 2013, GEO reprint of the original title "De Pontoise à Stamboul" by Edmond About published in 1884.

The curious history of the last four CIWL cars WL MUn numbers 2001-2004

by Brendan Martin with small additions by Dirk Frielingsdorf

After being stored in sidings around Wien by the ÖBB since December 2016, the news that the four last cars commissioned by the CIWL have recently been acquired by a German overnight tour operator RDC, backed by a US financial entity, presented a more hopeful situation for the MUn's future. This story resulted in followers of European sleeping cars being both pleasantly surprised and raised many questions about the few other somewhat vintage cars that may also attract buyer interest. This included a number of former T2s/AB32s cars currently stored at the former CIWL atelier at Inzersdorf, south of Wien.

The first appearance of the MUn wagon-lits was at the October 1998 Berlin InnoTrans/Eurailspeed exhibition with relatively little ceremony, but probably with an element surprise for industry visitors. This was CIWL's first new sleeper design after the MU and M of 1964 and the T2 from 1968, which (MU and T2) continued to be built in further series for national railways (SNCF, NMBS-SNCB, FS). At the end of 1998 the CIWL no longer had use of the '66' UIC third and fourth operator's code but '14' instead. However, this only came about when they were used in Austria from the turn of the year 2002/03 onwards; before that, they initially bore Belgian UIC numbers, then Dutch ones between 2000 and 2002. The exhibited car was actually No. 2003 and bore the UIC number 61 88 70-90 003-1, although it is understood that the car carried a temporary '61 88 70-90 001-5' code for the exhibition.

It was generally known that the workshops-side of the CIWL was considering a number of development options, which was somewhat surprising as the structure of the Trans Euro Night organisation provided for the individual nations to acquire new cars and absorb the CIWL cars previously assigned to both their international and national night services, on an agreed transfer price basis – effectively some cars were bought by the railway administrations but the vast majority were leased and returned to the CIWL for disposal, up-grading or sale to other users. The detail of the compensation arrangements has been very excellently covered in previous issues of the Newsletter.



The above photo of car 2003, taken at Berlin Inno Trans on 1998-10-31 and is shown for its historical importance, recording a simplified Wagnons-Lits livery. The writers are pleased to give due acknowledgements to Mr. Wiemann (†) and The Railfaneurope.net Picture Gallery which published the photo in 1998. A smaller version of the logo and the WL title also appeared on several SNCB MU type cars around the same time.

Car 2003 was designated and built at the oldest remaining WL atelier at Oostende / Slykens. Several other atelier design teams were effectively competing with each other to offer the railway administrations new cars capable of replacing the older 'classic' sleeping cars, many of which were built between the 1930s and the early 1950s. This work continued with the knowledge and presumably the encouragement of the CIWLT into the 1980s despite their growing co-operation with the French hotel and tourism service company, Accor Groupe, which was particularly interested in the acquisition of the CIWL's portfolio of high-class hotel properties; famed all over Europe and Asia for decades. In 1992 the CIWLT was financially absorbed as a subsidiary of Accor. The technical side of the former CIWL was to be transformed on 26 June 1996 as Rail Service International S.A. (RSI), a company registered in Belgium, to become a fully independent company and to reside at Nagelmackers' old place of business at 53 Boulevard Clovis, Bruxelles. But the sale failed at first: Initially, interest in the sale was lost, and it was not until 2000 that things started to move again: ADtranz and Colony Capital were both interested at first, but the more interesting offer was made by Colony Capital in January 2001. It was a management buy-out, and CWL's technical director Philippe Aloyol and the head of CWL's Italian studios Renato Mantegazza also acquired shares in the newly formed company. Shortly before, on 20 December 2000, CWL's technical operations were transferred to RSI SA. The latter changed its name to Rail Services International on 1 January 2001 and became formally independent of Accor.

Previously, a withdrawn MU car, 4783, was used at Slykens to test various formations and interior arrangements for the new car's design and likewise with the external appearance which appeared on car

2003 at the Berlin exhibition in 1998. The sourcing of the body-shells and the bogies for all four MUn cars have not been confirmed, although it is suggested that another RSI subsidiary, RSI Italia SpA, may have been involved, possibly through Costaferrovia SpA in Costa Masnaga, near Lecco, north of the then major Italian atelier of Milano Greco. Behind this suggestion is the remarkable similarity of the MUn to the FS's "Excelsior" sleepers which were similar to the basic MU interior arrangement with one significant difference – namely, the combining of two compartments into a 'matrimonial suite' with a full-size double bed. As an aside, the writer was at Milano Centrale on a Saturday evening in October 2001 when the "Stendahl" to Paris (with car 61 83 78-90 010) departure was delayed as a just-married couple ran through the station concourse, bride still wearing her trousseau, to much applause and cheering from the other waiting travellers.


Unfortunately, the fleet of twenty "Excelsior" cars did not enjoy a long-life. The first cars were delivered to FS in 1998, but deliveries were criticized as taking longer than the original contract stated but more acutely the quality of the steel and other components was problematic resulting in legal involvement and the press suggesting what became known as the 'Golden Sheets' fraud. Some cars were repainted in the Artesia livery, although the original was the FS's XMPR style.

The cars had approximately an operational life of only 12 years and the abandoned cars were stored in the Bari area and became temporary refuges for some of the would-be-migrants who had survived sea crossings from North Africa and the eastern Mediterranean. On 2014-09-08 www.ferrovie.it reported all 20 "Excelsior" cars were officially withdrawn for demolition; citing steel quality, deterioration from being out-of-service and squatter occupation as the reason. Some were stored in Bari and scrapping took place locally.

Before addressing the deployment of the four MUn cars, a number of concerns have existed about the cars because of events in Italy. The formation of RSI in 1996 also established two holding groups; one, RSI Belgium NV which controlled the Oostende atelier, and RSI Switzerland which was responsible for maintenance and minor repair operations in Basel. The second holding group was RSI Italia SpA which controlled Inzersdorf (Wien), Créteil France, Amsterdam and two ateliers in Italy (Milano Greco and Roma Tiburtina) with Milano replaced by Costa Masnaga in 2005. The Greco atelier was on a site between Pirelli's head office and high density housing and was in the way extending one of the city's tram routes. It is understood that the Grupo Barletta, an industrial company with ambitions to increase its railway interests at that time, effectively took-over RSI Italia including Inzersdorf atelier, which had successfully serviced WL based in Austria and Germany, and other third-parties. By May 2007 Barletto was before the courts accused of several different actions under Italian financial and corporate regulations. Presumably RSI Austria (ie Inzersdorf) was uncomfortable with this situation as it developed at an early stage and sought its own autonomy as a separate company. This in fact was achieved in March 2002.

The development of the MUn was a slimmed-down intermediate step on the way to modern sleeping cars for the railway companies. To this end, the CIWL worked on the "Erasmus" project study, which was to provide for night train categories "A", "B" and "C" based on the new UIC specifications: A = sleeper compartments with 1-2 beds and shower; B = compartments with two to four beds and washbasin; C = reclining chairs in the open-plan car.

Instead of a completely new project, a universally usable modern equipped sleeping car was more quickly achievable. For this purpose, the MUn project for a new generation of sleeping cars was launched. Until a completely new development of a vehicle is available, there could be a future for this service, which could be realised quite quickly and for considerably less money per unit. Below is an attempt to trace the cars history, after such a convoluted construction period. The chronology in places contains an element of guesswork because of several long periods of the cars' unemployment.



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UNE VOITURE LIT POUR DEMAIN
A SLEEPING CAR FOR TOMORROW

La nouvelle voiture-lits

Nombre de voyageurs :
28 passagers et 1 conducteur

Construction suivant directives UIC et RIC

Vitesse maximale de circulation : 200 km/h

Bogies Y32P (gauge 1.435 m), à suspension secondaire pneumatique comportant 3 disques de frein par essieu

Principales dimensions :

- longueur hors tampons : 26.400 m
- longueur de la caisse : 25.100 m
- distance d'axe en axe des bogies : 19.000 m
- largeur de la caisse : 2.820 m
- hauteur au-dessus du rail : 4.260 m

2 portes d'accès louvoyantes coulissantes

Système de frein comprenant :

- frein électropneumatique
- frein électromagnétique

• système anti-patinage (1 par essieu)

Sources d'énergie installées :

- convertisseur statique quadrirésonance 55 kVA
- batterie d'accumulateurs 24 V cc


Air conditionné (chauffage et ventilation)

Aménagement intérieur comprenant :

- plateforme
- un office ouvert avec un comptoir d'accueil
- couloir
- 8 compartiments cible B comprenant :
une banquette pour 3 passagers en position jour
3 lits en position nuit (single, double, touriste)
un lavabo intégré dans la cloison
- 1 compartiment cible A comprenant :
une banquette pour 3 passagers
et un siège individuel en position jour
1 lit double et 1 lit simple ou double en mezzanine
- 2 wc à vide communs
- 2 douches communes

WAGONS-LITS

The new sleeping-car



Compartiments d'accueil Office Zones techniques Compartiments cible A Compartiments cible B Circulation Sanitaires communs (douches & WC)

Welcome desks Galley pantry Technical installation Compartment type-A Compartment type-B Circulation Showers and toilets

Passagers **28** Passengers

Compartiments type B (3 lits individuels + 1 meuble de toilette) **8** Type B compartments (3 single beds + 1 washbasin)

Compartiment type A (lit double + cellule douche-WC-lavabo) **1** Type A compartment (double bed + shower-toilet-washbasin cubicle)

Office type "Aviation" **1** Galley pantry

Espace d'accueil **1** Reception room

WC à vide **2** Closed system toilets

Cabines douche **2** showers

The new sleeping car

Total capacity : 28 passengers and one attendant
Conforming to the UIC gauge and complying with the RIC.

Maximum running speed : 200 km/h

Air suspension bogies Y32P type (gauge 1.435 m), with 3 brake discs per axle

Main dimensions :

- length over buffers : 26.400 m
- length of the body : 25.100 m
- distance between bogie pins : 19.000 m
- width of the body : 2.820 m
- body height above the rail level : 4.260 m

2 air controlled swing-plate access doors

Brake system :

- electro-pneumatic control service brake
- electro-magnetic shoe brake
- wheel-slide device (1 per axle)

Power supply :

- one four-voltage static converter (55 kVA)
- one 24 V dc battery block

Forced air heating/air-conditioning system

Interior fitting including :

- vestibule
- a service office with a reception desk
- a corridor for circulation and distribution
- 8 B-design compartments fitted with :
3 passengers seat in the day position
3 beds in the night position (single, double, tourist)
a washbasin cabinet
- 1 A-design compartment fitted with :
a 3 passengers seat and a fixed seat in the day position
1 lower double bed and one single or double extra bed in the upper part, in the night position
a cabin with wash basin, shower and private WC
- 2 closed-circuit toilets
- 2 cabin showers

New MUn Prospectus. But the cover picture still shows the model of the MU 4783 mock-up. Coll. Dirk Frielingsdorf

MUn cars time-line

1998 – Car 2003 makes its debut at Inno Trans in Berlin as '61 88 70-90 001-5'.

January 1999- May 2000 – Cars 2001, 2002 and 2004 are completed at Slykens atelier, Oostende. Along with car 2003, initially the four cars were allocated the UIC registration 61 88 70-90 001-5 to 004-9.



May 2000 – end of 2001 - By spring 2000, the MUn cars were finished in the NS International's overnight stock livery, for a new service concept of combining passengers and specialist freight requiring a regular scheduled operation between Amsterdam and Milano. The freight was unsurprisingly the movement of packaged cut-flowers and house plants, ready for the next morning's wholesale markets and collection by distributors' road transport in the Milano and Lombardy region. The service schedule was a daily one with a special tariff for southbound passengers on Saturdays and northbound on Sundays. The advertised station stops was limited to Amsterdam Centraal, Utrecht Centraal, Arnhem and Milano Centrale. The "OverNight Express" (ONE) was the official branding for train 209 to Milano and 208 to Amsterdam. The UIC numeration was revised to 61 84 70-90 201-5 to 204-9 when the cars became under NS International control. The ONE service commenced 2000-05-28.



Top: Car 2003 Amsterdam Centraal – 2000-09-11 (BTM)

Bottom: Car 2004 and freight vans (ex Postmz of German Federal Post) Amsterdam Centraal – 2000-09-11 (BTM)

The writer enjoyed a trip on-board car 2004 on the southbound ONE from Amsterdam to Milano in September 2000. The train consisted of an NS 12xx loco, CIWL car 2003, two NS couchettes, car 2004, and about ten bogie vans approved for speeds up to 160km/h. In one's enthusiasm to photograph the train's arrival at the north end of Centraal station, it was necessary to run to the opposite end of the platform where the train stopped – literally just-in-time! The procedure, it seems, was the loco and passenger coaches waited at Watergraafsmeer sidings for the freight vans to arrive from a loading point and then attached to form the train to run into Centraal for passenger embarkation. Travelling in new car 2004 was a most enjoyable, with no other occupants and a hot meal promptly served by the lady attendant; the only complaint was the bottle of wine falling over as the train sped round the curve into Utrecht station! The ONE schedule was probably quite generous as the train waited about 30 minutes in an unused platform at Köln Hauptbahnhof. Likewise, the train's next scheduled operational stop was Milano Greco Pirelli, for the freight cars to be detached before the ONE made the short run into Milano Centrale; here again there was at least a 30 wait but the arrival at Centrale of the four coach train was on time, at 07:50.



Car 2004 Entrance and interior – Milano Centrale – 2000- 09-12 (BTM)

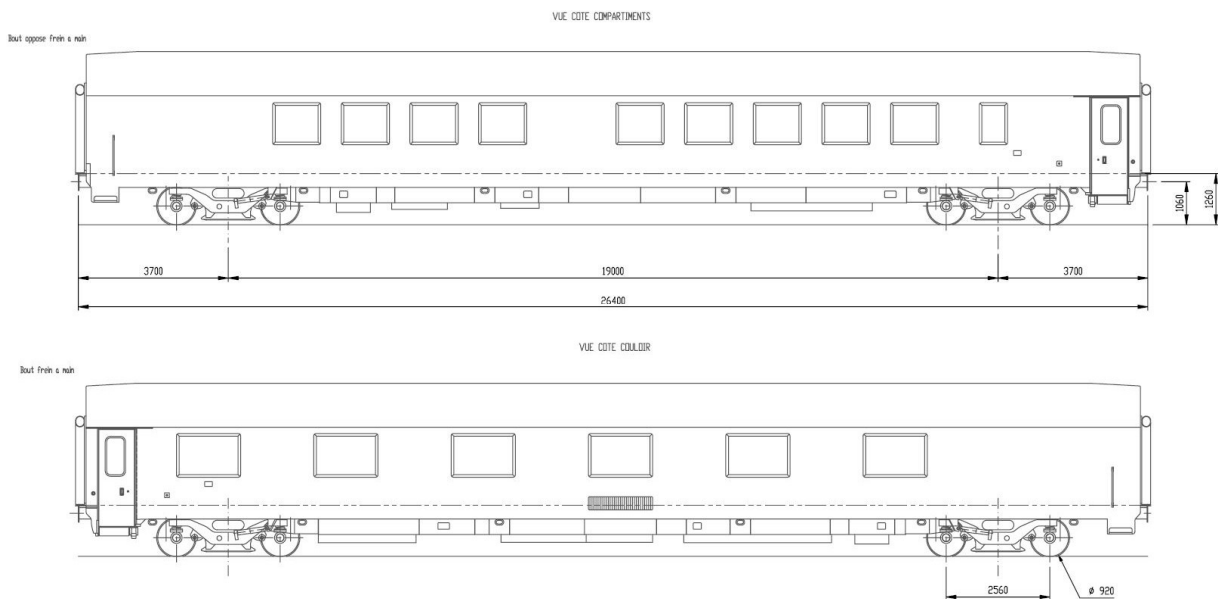
The ONE was an imaginative innovation by NS International, but the economics proved unsustainable. Probably the passenger numbers 365 days a year were never achievable, but more seriously the revenue from the scheduled freight service was impossible as presumably the northbound volumes were minimal. The venture's freight partner was Railion. In 2001 it was planned to replace the vans with standard ISO container-carrying wagons and hopefully attract some of large volumes of boxes moved daily from Italy to Rotterdam for onward ship passages and to other destinations in The Netherlands.



Top: Car 2004 – Milano Centrale – 2000- 09-12 (BTM)
Bottom: Car 2002 – Milano Centrale – 2001-10-06 (BTM)

The overnight service was disbanded altogether in late 2001, although attempts to run a freight only service which could cater for refrigerated containers and swap-body trailers was considered, but interest did not come forth. In October 2001 I saw the ONE in Milano – consisting of car 2002, two couchettes and an exSNCF Gril Express bought by NS International. As a postscript; after the closure of the OverNight Express, the freight carriages were used several times as braking cars in an attempt to raise the speeds of goods trains on the congested Dutch main routes. Cars 51 84 92-99 067-7, 061-0, 066-9 and 068-5 served for example as such for the transport of train set 402 to the scrapyard in Maastricht. Hengelo, December 8, 2004.

2002 – After the demise of the NS International OverNight Express, the four MUn cars were transferred and had been in Austria since the winter of 2002/2003. After their use for NS they were leased to ÖBB, they only lost their NS logo, but continued to run labelled as "Slaaprijtuig". For registration reasons, they were registered with CWL and henceforth bore their CIWL numbers 61 14 70-90 201-204. They lost these in 2006 when ÖBB purchased the cars, henceforth they were known as 61 81 ... at first "A-CWL" to work under the ÖBB control and later carried the new UIC format with "A-ÖBB" in front of the UIC number. The cars were assigned to the Wien-Roma and the seasonal Venezia services although the grey and red livery was not applied promptly and the NS International one was retained to at least 2010. In May 2007 I travelled in an AB32s car, aboard train 263, the Orient Express from Paris to Wien before it disappeared. On arrival at Wien West Bahnhof, I was surprised to see MUn 2004 which was attached with Roma-Wien service at Salzburg.



Drawing of MUn: Collection Dirk Frielingsdorf

The RSI Inzersdorf atelier was visited by the MUn cars on several occasions and reported in several issues of "RSI News". In February 2010, the fire detection equipment was up-graded. The August 2013 issue reported the cars' Revision R3 had taken place and extensive modifications including the application of current ÖBB grey-red livery and in February 2015 the journal discussed a programme of future improvements for all the types of wagons-lits in the ÖBB parc. At some point the fire detection had been up-graded again, with the incorporation of emergency stopping of the train should fire be detected – part of the rail industry's response to the calamitous sleeper fire near Nancy in November 2002. RSI Inzersdorf has specialized in the technology and installation work providing fire protection services.

One notable change incorporated in the MUn livery was the banner "NEWREST" with "wagons-lits" below, following a joint venture between Accor and Newrest (a Toulouse based catering and service company) and currently provide the on-board staff for the ÖBB NightJet services.



Für schlafwandlerische Sicherheit



Ein Wagen, der im Monat an die 35.000 Kilometer zwischen Österreich und Italien bis Rom rollt, kann schon eine ausführliche Fristuntersuchung vertragen. Man denke, annähernd einmal um die Erde pro Monat, entlang dem Äquator. Respekt!

Revision R3 – Schlafwagen MUn

So rollten die vier Wagen

- 61 81 70 90 201-8,**
- 61 81 70 90 202-6,**
- 61 81 70 90 203-4,**
- 61 81 70 90 204-2**

durch das Tor unserer Revisionshalle, um der großen R3-Revision unterzogen zu werden. Diese 1999 in der CIWLT-Werkstätte in Oostende gebauten Wagen hatten reichlich Komponenten für uns parat:

- 8 Abteile Typ B** mit 3 Einzelbetten und 1 Waschbecken und
- ein luxuriöses Abteil Typ A** mit 2 Doppelbetten und eigener Dusch/Waschkabine mit Vakuum-WC,
- ein Serviceabteil** und ein Empfangsbereich, sowie zwei Vakuum-WCs und zwei Duschen galt es auf Herz und Nieren zu prüfen.

Dazu kamen mannigfaltige Arbeiten:

- Bodenbeläge erneuern, in den Abteilen sogar in Holzoptik.
- Lackierung im ÖBB-Design mit den neuen CD konformen Schriftzügen.
- An der elektrischen Anlage nahmen wir einige Erneuerungen und Effizienzverbesserungen vor:
 - Einsatz von energiesparender LED-Beleuchtung und Ersatz der Heißluftofen durch Mikrowelle.
 - Aufarbeitung der Klimaanlagekomponenten
 - Überprüfung der gesamten Elektrik,
 - Austausch aller Batterien.
- Einbau einer UV-Entkeimungsanlage zur Wasseraufbereitung.
- Die Verschleißspuren an Wänden, Betten, und Verbauten wurden durch Lackieren, Beschichten oder Ausbesserungen so gut wie unsichtbar gemacht.
- Technische Verbesserungen, um die zukünftige Wagenverfügbarkeit noch weiter zu erhöhen.
- Schließlich wurden noch Drehgestell, Zug- und Stoßvorrichtung sowie die Bremsvorrichtung voll aufgearbeitet.

Et voilà, im Juli 2013 rollte der letzte der vier Wagen durch unsere Hallentore dem Sonnenuntergang in Italien entgegen. Für viele gute Nächte auf Achse! Wir lieben es, Sie in Sicherheit in den Schlaf zu wiegen. ■



Car 2001 – Roma Termini – 2014-12-09 (BTM)



2016-2021: In the autumn of 2016, the ÖBB bought the DB Nachtzug fleet of 43 Sleepers/Schlafwagen, to be re-branded along with couchettes/Liegewagen and seat cars as their new NightJet network. Immediately the ÖBB's parc of MUn, AB32s and AB33s wagons-lits were parked at various locations from December 2016. Most cars were close to Wien West Bf or the nearby sidings at Penzing. In February 2018 all the MUn cars were moved the Wien coach works, TS Simmering, until May 2020 thereafter returned to Penzing sidings until December 2020, then removed to an undeclared location. There were unconfirmed reports that they been purchased by RDC.

July 2021 - As restrictions on travel were eased and the demand for holiday travel started to return after the Covid virulence contracted significantly. This provided the opportunities for the burgeoning scheduled and charter trains within Germany. The German railway web-site <https://www.drehscheibe-online.de/foren/index.php> has through contributors provided an excellent source of news on most aspects of railway interest, covering most of the European scene, and probably the first to report the re-emergence of two of the MUn cars (2002 and 2004) in revenue earning service after over four years inactivity, On July 16th 2021, the first Night Express ran from Sylt (Westerland) to Radolfzell (near Bodensee), with a train comprising of three type Bvcmz liegewagen, a restaurant car and MUn 2004, reported with UIC number A-RAG 61 85 70-90 204-2 and revision data given as "VPE 01.07.2021". The overnight cars, including the MUn's are in bright medium blue livery with vinyl overlays of silvery white promotional text. Car 2002 is also in service, but to date no direct reference has been reported concerning cars 2001 and 2003. The initial operation has been one or two trains a week with additional car-carrying

wagons. The competition for families and accompanied motor cars has begun to return since before the pandemic, with Lörrach as a popular destination for north Germans wanting easy access to the south and Switzerland. For the new blue MUn see the photos in Newsletter 12 page 80 ff.

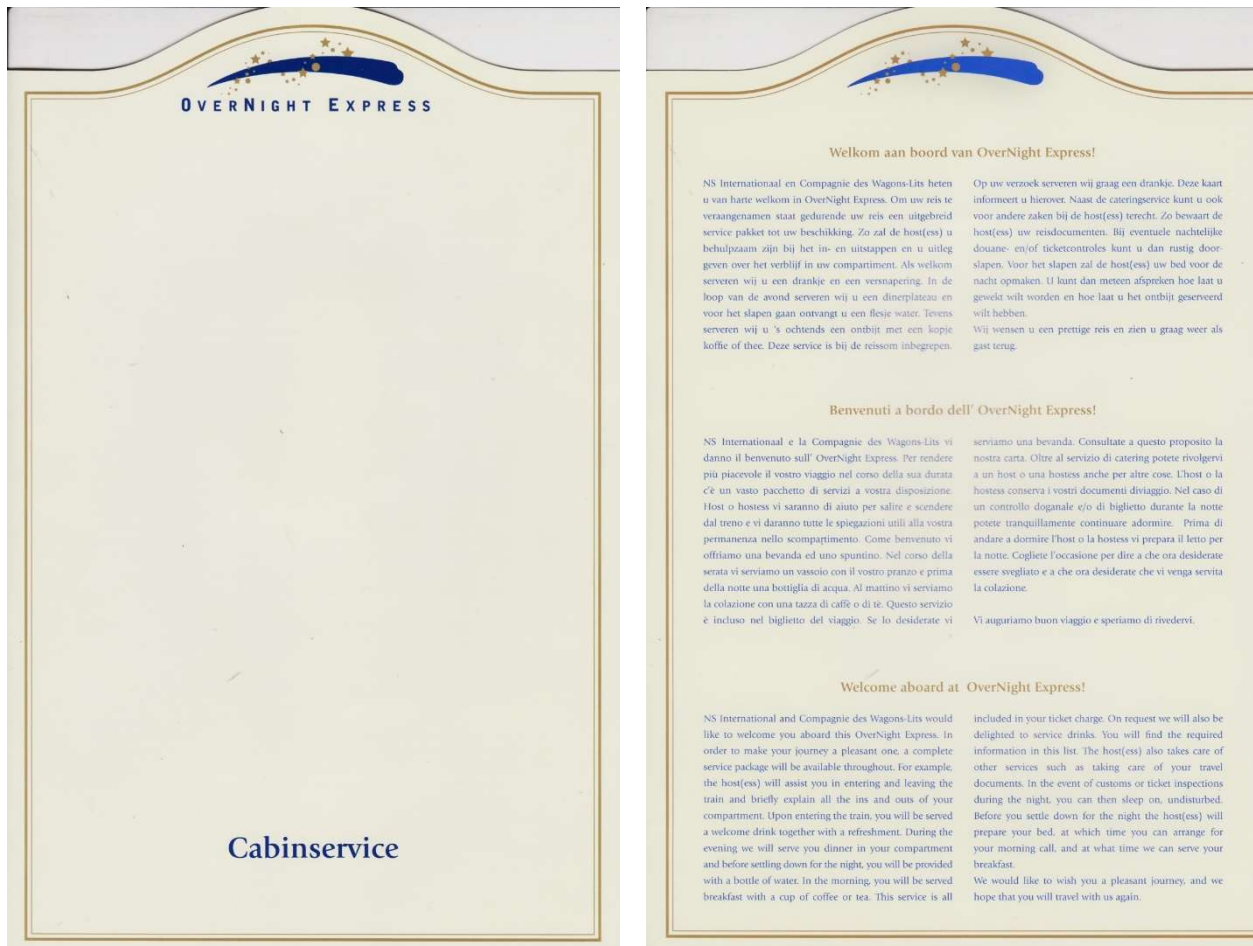
On the left is the promotional diagram for the Alpen-Sylt Nachtexpress service for 2021; trains to date have utilised the re-liveried MUn cars 2002 and 2004.



Line map: <https://www.nachtexpress.de>

So far little is known about the commercial arrangements among the tour train operators and plans for next year. Similarly with RDC to new owners of the MUn's; presumably we will learn more in due course. This year has seen some basic re-instatement of the former EETC and ÖBB AB30 (ex P) wagons-lits and suggestions that the seven AB32s cars stored at Inzersdorf will be sought after. Similarly, rumours of mergers or joint-ventures are a possibility among the German operators, and new destinations perhaps in Austria. A frequent criticism of the MUn parc is four cars is too few to efficiently operate a successful frequent service, allowing for planned maintenance and breakdowns. One has a lot of sympathy with these comments. May I suggest that building more similar cars could be considered, this option may be too soon. As an alternative, the old CIWL solution Pullman cars in pairs, a couplage, of one MUn plus an up-graded AB32s could provide greater operational security and customer satisfaction by avoiding cancellations, and increase the on-train personnel's productivity. A reserve couplage of two AB32s cars would add extra security at a more modest cost.

Finally, this has been a long story, with many twists and turns, but it is gratifying the old cars are being recycled, and our interest is worthwhile. My final recollection of travelling in a Wagons-Lits MUn was finishing a morning shower passing through Bellinzona at slow-speed heading to Chiasso for the change of locomotive for the last kilometres aboard the "OverNight Express" into Milano Centrale.



A small souvenir of the "OverNightExpress", also on the following pages

Warme dranken	H.FI.	Bevande calde	Lire**	Hot drinks
Koffie	3,50	Caffè	3200	coffee
Lipton thee	3,50	Tè Lipton	3200	Lipton tea
Lavazza koffie*	3,75	Caffè Lavazza*	3400	Lavazza coffee*
* alleen verkrijgbaar in de draaiguagen				
* available only in the sleeping coaches				
Gekoelde dranken		Bevande fredde		Cold drinks
Coca cola / Sourcy rood / Sinas / Tonic / Jus d'orange	3,50	Coca Cola / Acqua minerale Sourcy / Aranciata / Tonic / Succo d'arancia	3200	Coca cola / Sourcy mineral-water / Fanta / Tonic / Orange juice
Spa bromwater zonder koolzuur 0,5 l.	4,25	Acqua minerale non gassata. 0,5 l.	3900	Non-sparkling mineralwater. 0,5 l.
Alcoholische dranken		Bevande alcoliche		Alcoholic beverages
Heineken bier, 33 cl.	3,50	Birra Heineken, 33 cl.	3200	Heineken beer, 33 cl.
Warsteiner bier, 33 cl.	3,75	Birra Warsteiner, 33 cl.	3400	Warsteiner beer, 33 cl.
Palm bier, 30 cl.	3,75	Birra Palm, 30 cl.	3400	Palm beer, 30 cl.
Port / Sherry	4,75	Porto / Sherry	4300	Porto / Sherry
Vermouth / Campari	4,75	Vermouth / Campari	4300	Vermouth / Campari
Whisky William Lawson	8,50	Whisky William Lawson	7700	Whisky William Lawson
Calvados Père Magloire	8,50	Calvados Père Magloire	7700	Calvados Père Magloire
Cognac Gaston de Lagrange	8,50	Cognac Gaston de Lagrange	7700	Bandy Gaston de Lagrange
Amaretto di Saronno	8,50	Amaretto di Saronno	7700	Amaretto di Saronno
Witte wijnen		Vini bianchi		White wines
Drosty-Hof Steen (18,7 cl.) <i>Een Zuid-Afrikaanse dring uit witte wijnen, gemaakt van de Chenin Blanc druif. Elegante, licht fruitig en harmonische.</i>	8,90	Drosty-Hof Steen (18,7 cl.) <i>Un vino bianco sudaficano, prodotto con un Chenin Blanc. Dal leggero sapore di frutta, elegante ed armonico.</i>	8100	A South African dry white wine, elegant and fruity.
Albizzia, Chardonnay A.C. Marchesi de Frescobaldi (37,5 cl.) <i>Gezouten druiven uit het rijke terrein van de Chardonnay en het vruchtbare van de Trilhanaa druif.</i>	25,50	Albizzia, Chardonnay A.C. Marchesi de Frescobaldi (37,5 cl.) <i>Vino bianco con il sapore pieno del Chardonnay e l'apporto delle uve Trilhanae.</i>	23000	Albizzia, Chardonnay A.C. Marchesi de Frescobaldi (37,5 cl.) <i>A charming rich Chardonnay white wine.</i>
Sancerre 'La Croix du Roy' A.C. Lucien Crochet (37,5 cl.) <i>Lovende, verscheidenheid van witte wijnen met een zachte parfum en een subtiel afbreken.</i>	34,50	Sancerre 'La Croix du Roy' A.C. Lucien Crochet (37,5 cl.) <i>Vino bianco prezioso dal profumo fresco che lascia un buon sapore in bocca.</i>	31100	Sancerre 'La Croix du Roy' A.C. Lucien Crochet (37,5 cl.) <i>A sparkling wine with a clear perfume.</i>
Pinot Gris 'Reservé' A.C. F. E. Trimbach, Ribeauvillé (75 cl.) <i>Milde, lichtgeel van kleur, met volle, rijke en licht malige structuur in smaak. Een brood bruisend met een volle geur naar brioche, fruit en honing.</i>	54,50	Pinot Gris 'Reservé' A.C. F. E. Trimbach, Ribeauvillé (75 cl.) <i>Discreto, di colore giallo chiaro, un bouquet di sapori fragranti di frutta e miele.</i>	49100	Pinot Gris 'Reservé' A.C. F. E. Trimbach, Ribeauvillé (75 cl.) <i>A light yellow wine with a full bouquet with the smell of fruit and honey.</i>

Rode wijnen	H.FI.	Vini rossi	Lire	Red wines
Drosty-Hof Cape Red (18,7 cl.) <i>Een plezierige rode wijn gemaakt van de Shiraz en Pinotage. Een oriëntatief, zachter Zuid-Afrikaans wijn.</i>	8,90	Drosty-Hof Cape Red (18,7 cl.) <i>Un piacevole rosso fatto dalle specie Shiraz en Pinotage provenienti dal Sud Africa.</i>	8100	Drosty-Hof Cape Red (18,7 cl.) <i>A friendly pleasant red wine from Shiraz and Pinotage.</i>
Rémole d.o.c.g. Marchesi de Frescobaldi (37,5 cl.) <i>Lovende, rijk bleek met rof fruit in geur en smaak. Een rode wijn met een prettige, zachte vrome afbreken.</i>	24,50	Rémole d.o.c.g. Marchesi de Frescobaldi (37,5 cl.) <i>Vino rosso rosso dal sapore e l'aroma della frutta.</i>	22100	Rémole d.o.c.g. Marchesi de Frescobaldi (37,5 cl.) <i>A red wine with the smell and taste of fruit.</i>
Bourgogne A.C. Pinot Noir 'Couvant des Jacobins', Louis Jadot (37,5 cl.) <i>Een indrukwekkende bleek met een geurig, rijk fruitig bouquet.</i>	32,50	Bourgogne A.C. Pinot Noir 'Couvant des Jacobins', Louis Jadot (37,5 cl.) <i>Coloro brillante e bouquet aromatico.</i>	29300	Bourgogne A.C. Pinot Noir 'Couvant des Jacobins', Louis Jadot (37,5 cl.) <i>A sparkling wine full of fruit.</i>
Fleurie A.C. 'Domaine des Marrans', Pierre Ferraud & Fils (75 cl.) <i>Karakteristiek, met een bleek, zacht en fleurie smaak zijn. Een sappig wijne met een fruitige smaak.</i>	52,50	Fleurie A.C. 'Domaine des Marrans', Pierre Ferraud & Fils (75 cl.) <i>Spontaneo colore rosso proprio come, dove en vino un Fleurie.</i>	47300	Fleurie A.C. 'Domaine des Marrans', Pierre Ferraud & Fils (75 cl.) <i>Has low a Fleurie has to be fruitage smael.</i>
Snacks		Spuntini		Refreshments
Milka chocolade, 100 gr.	3,95	Ciocolato Milka, 100 gr.	3600	Milka Chocolate bar, 100 gr.
Gezouten cashewnoten, 50 gr.	4,25	Noci cashew salate, 50 gr.	3900	Salted cashew nuts, 50 gr.
Salami met mosterd	7,50	Salame con senape	6800	Salami served with mustard

** Prijzen inclusief commissie-kosten.
** Prezzi inclusi le spese di commissione.
** Prices including commission costs.

www.wagons-lits.com

Verklaring van de tekens

EC	EuroCity
ICE	InterCity Express
IC	InterCity
IR	InterRegio
Int	Internationale trein
D	Sneltrain
{	rijdt niet dagelijks of alleen in een bepaald tijdvak
	rijdt door of over een andere route
↑	Links naast de tijden: Left against the times: train with supplement
A	Aankomsttijd
-	Bij perioden: tot en met de laatstgenoemde datum
☑	Warme en koude dranken en eenvoudige hapjes
✎	Restaurantrijtuig
☕	Bistro Café
♿	Fietsstalling-plaatsen
♿	Rollstoel-afdeling
☎	Telefoon
📅	Reserveren verplicht
📅	Reserveren aanbevolen
📅	Wisseling van kleur in de treinkolommen betekent overstappen

Explanation of signs

EC	EuroCity
ICE	InterCity Express
IC	InterCity
IR	InterRegio
Int	International express train
D	Express train
{	Operates only on specified days or during a specified period
	Does not stop or runs via another line
↑	Left against the times: train with supplement
A	Arrival
-	Against dates: up to and including last mentioned date
☑	Hot and cold drinks and buffet service
✎	Restaurant car
☕	Bistro Café
♿	Bicycle compartment
♿	Accessible for physically handicapped
☎	Telephone
📅	Reservation compulsory
📅	Reservation recommended
📅	Change of colour denotes a connection

Aansluitingen vanaf connections from Den Haag, Rotterdam

Rotterdam Centraal	7:37		..37	19:37		
Den Haag Centraal	4:11	7:36	1	..36		
Utrecht Centraal	A 8:13	8:16	..13	..16	20:13	20:16
elk uur om						

Aansluitingen naar connections to Den Haag, Rotterdam

Utrecht Centraal	8:47	8:49	..47	..49	23:47	23:49
Den Haag Centraal	A 9:25		..25	1	0:25	
Rotterdam Centraal	A 9:26	9:26	..26			0:26
elk uur om						

DX 93100 05/00

28 mei 2000 t/m 23 september 2000

Aankomst- en vertrektijden

Amsterdam - Utrecht - Arnhem - Karlsruhe - Basel - Brig/ Zürich - Chur/Milano v.v.

NS Internationaal

Amsterdam-Utrecht-Arnhem-Köln-Karlsruhe-Basel				Zürich-Chur			
Bern-Brig				Milano			
treinnummer	ICE 141 b X 777	ICE 73 b X 777	ICE 3 b X 777	ICE 887 b X 777	ICE 143 b X 777	ICE 105 b X 777	ICE 145 b X 777
Amsterdam Centraal	6:55	7:55	8:55	10:05	11:05	13:05	15:05
Utrecht Centraal	7:30	8:30	9:30	10:34	11:34	13:34	15:34
Arnhem	8:04	9:04	10:04	11:05	12:05	14:05	16:05
Duisburg Hbf	9:06	10:10	11:06	12:10	13:06	15:06	17:06
Köln Hbf	9:10	10:15	11:08	12:15	13:08	15:08	17:08
Karlsruhe Hbf	9:54	10:54	11:54	12:54	13:54	15:54	17:54
Basel Bad Bf	12:57	13:57	14:57	15:57	16:57	18:57	20:57
Basel SBB	14:39	15:39	16:39	17:39	18:39	20:39	22:53
Basel SBB	14:46	15:46	16:46	17:46	18:46	20:46	23:00
Basel SBB	15:04	16:04	17:04	18:04	19:04	21:04	23:12
Bern	16:11	17:11	18:11	19:11	20:11	22:11	23:47
Bern	16:22	17:22	18:22	19:22	20:20	22:26	
Brig	18:00	19:00	20:00	21:00	22:08	0:03	
Basel SBB	15:08	16:08	17:11	17:08	17:51	18:51	20:51
Zürich HB	16:03	17:03		18:03	19:00	20:00	22:00
Zürich HB	16:10	17:10		18:10	19:10	20:10	22:10
Chur	17:44	18:44		19:44	20:45	21:45	0:07
Zürich HB							
Milano C	20:35		22:35				

Zürich-Chur				Basel-Karlsruhe-Köln-Arnhem-Utrecht-Amsterdam			
Milano				Brig-Bern			
treinnummer	ICE 2703 b X 777	ICE 78 b X 777	ICE 1756 b X 777	ICE 815 b X 777	ICE 102 b X 777	ICE 156 b X 777	ICE 386 b X 777
Milano C			7:15	8:25			
Zürich HB			10:53	12:53			
Chur							
Zürich HB			6:16	8:16	10:16	11:16	13:16
Basel SBB			7:00	9:00	11:00	12:57	15:00
Zürich HB			5:57	8:00	9:57	12:00	12:57
Basel SBB			7:00	9:08	10:52	13:08	13:52
Brig							
Bern							
Basel SBB							
Basel Bad Bf							
Köln Hbf							
Basel SBB							
Basel Bad Bf							
Karlsruhe Hbf							
Köln Hbf							
Duisburg Hbf							
Basel SBB							
Basel Bad Bf							
Karlsruhe Hbf							
Duisburg Hbf							
Arnhem							
Utrecht Centraal							
Amsterdam Centraal							

Amsterdam-Utrecht-Arnhem-Köln-Karlsruhe-Basel				Zürich-Chur			
Bern-Brig				Milano			
treinnummer	ICE 209 b X 777	ICE 151 b X 777	ICE 203 b X 777	ICE 861 b X 777	ICE 1755 b X 777	ICE 755 b X 777	ICE 755 b X 777
Amsterdam Centraal	16:55	17:55	20:05				
Utrecht Centraal	17:30	18:30	20:47				
Arnhem	18:04	19:02	21:27				
Duisburg Hbf	19:06	20:03	22:55				
Köln Hbf	19:08	20:03	23:03				
Karlsruhe Hbf	19:42	20:47	23:47				
Basel Bad Bf	18:54	21:04	23:58				
Basel Bad Bf	21:57		3:49				
Basel SBB	23:46		6:13				
Basel SBB	23:51		6:40				
Basel SBB	0:03		7:04				
Bern	1:28		8:11				
Brig			10:00				
Basel SBB			7:11				
Zürich HB			8:00				
Zürich HB			8:10				
Chur			8:44				
Zürich HB							
Milano C			7:45				

Tribute to the TGV Sud-Est - 40th anniversary Vanguard and memory of the 80s by Juan Delgado Luna



Photo by Jesús Vigil. TGV Sud-Est No. 60. driving car 23119. Avignon. October 11, 1982

1981 - 2021



Double composition TGV Sud-Est. In the foreground, train No. 76 as it passes through PK 155.47 of L1. Photo taken at 11:32 am on August 29, 1998. Note that the initials SNCF are not on the front hood. Photo taken by Reinhard Douté.

Introduction

Cité du Train- Railway Museum of Mulhouse, France year 2021. Accompanied by my wife and nephews we visited its facilities. The little ones were surprised to see the old locomotives and passenger cars of other times. When passing in front of an orange TGV SE 61 (23121), they cannot understand the presence of a modern train in this important collection. Uncle uncle what does this train do in this museum? You have mistaken! we've come from Spain, why have they put it here? The children were partly right, how did a modern train get there, which would not have a place in a museum of old vehicles? The answer could be the following: When this train was designed, it was built with the most advanced technology of the time. 25 years of testing culminated in two first train sets of the pre-series No. 1 Patrick and No. 2 Sophie in stunning livery designed by Jacques Cooper (1) and his team, with which the dream "TGV" began to become a reality anticipating the future design of High Speed Trains. The basis of this design has endured to this day with different modifications and modernisations, but even the most modern TGV reminds us of the Sud-Est.

Part of the previous tests and studies is summarized below, these had to be carried out for the continuation, a part of the tests and previous studies had to be carried out so that the commercial operation of this type of trains was a reality is briefly exposed Insisting on the future design of High Speed trains.

Previous tests and studies

The success in France was not the result of chance. Gone are the SNCF records such as the one obtained on February 21, 1954 with the CC 7121 locomotive with which they reached 243km / h between Dijon and Beaune. With the CC 7107 and BB 9004 electric locomotives, it was possible to reach 331 km / h, between March 28 and 29, 1955. The circulations were made on rails supported by wooden sleepers, with which the ripping took place of track due to lack of lateral resistance and the loss of current pick-up of the contact wire that in some chance. These produced, among other causes, the breakage of the 7107 pantograph as well as the expulsion of thousands of ballast stones that were thrown as it passed. Had have test how far you could go, although with conventional locomotives "so heavy of 18tm / 20.75tm "and the technology of the time these records were" more than won.



In this image provided by Ángel González Mir, you can see in the foreground the electric locomotive on display of one of the speed records numbered CC 7107. National Museum of the SNCF. Mulhouse. 13 OCT 2009. The reader can observe the great external similarity with respect to the Spanish locomotive RENFE- Series 7600.

Do not forget the long distance services from 1960 between Paris and Toulouse with the "Capitole" at a top speed of 200km / h. What a beautiful sight to see the reddish BB 9200 circulate at full speed in fast services such as those of the prestigious "Le Mistral" TEE! This important train ran with steam traction between 1950 and 1965, then being replaced by electric traction. With this material, experience was gained in the technical and commercial field. All the effort began to bear fruit, these will be reflected later.



In these snapshots, you can see in the upper part the plate alluding to the 1955 speed record of the BB-9004. In the photo below we see the commented locomotive on display, wearing its best clothes at the Mulhouse Railway Museum. These photos were taken by Ángel González Mir on October 13, 2009 during one of his vacation visits.

Projects such as the air trains presented to the SNCF in 1958 and especially from 1965 with the one numbered as O1, were put into practice on the Gometz-le-Châtel (Paris) test line, resulting in 345km / h the December 4, 1967, yes with a turbo-reactor. Continuing with its counterpart O2, the impressive speed of 422km / h was reached on January 22, 1969. These achievements would be followed by the model, this time for intercity I-80 services on the Chevilly test line, managing to reach

250km / h or the S-44 that was equipped with a new type of propulsion obtaining 430.4km / h, this time on an air cushion. Finally, it was concluded that this type of vehicle and some of the techniques used were not practical at that time, so they were progressively abandoned.

These achievements served to obtain knowledge and research on the test benches. Many of them could be applied to new generations of vehicles. Some of them are described to continuation. Before the arrival of the energy crisis with the commissioning of the Turbo Train from 1967 with the prototype TGS X4300, (X 4365 / X 4675) the 252km / h October 15, 1971, although tests had already been carried out since April 25, 1967, ending on December 7, 1972. (There is a 1967 Spanish video of NODO in which you can see the virtues of the first tests) The trains of the ETG T-1000 type made up of 14 trains had a Turbo III F turbine from the Société Française Turbomeca that was derived from aviation, precisely one from a helicopter. They entered service from 1971 (Paris / Caen / Cherbourg)



Turbo Train T-1006 belonging to the series T-1001 to T-1014. Chambéry-Challes les Eaux station. August 1, 1980. According to the author of the photo, they were always coupled with the T-1501 to T-1514, which only had a traditional diesel engine. By this time they were assigned to the Lyon depot. Photo Jesús Vigil

With the advance of electrification they were progressively displaced to work in Clermont Ferrand and Metz. The second generation consisted of 41 gas turbine trains. It was called T 2000 and they were built by ANF-FRANGECO, the Societe de

Matériel de Traction Electrique (MTE) and VOITH (gearboxes). They carried propulsion equipment consisting of a gas turbine of the Turbo III F1 type in a separate cabin. For the odd numbers, another turbine equipment was mounted, of the Turbo XII type with auxiliary ASTAZOU IV A turbo motors.

They entered service from 1973, covering the services Strasbourg / Lyon / Nantes. Starting in 1975, they performed services on the Paris / Caen / Cherbourg lines, in addition to covering services between Paris / Deauville and Dives-Cabourg. As it happened with the previous series of the first generation, the electrifications were displacing them to the Lyon Bordeaux line. One of these units specifically the "turbor"



RTG TBDu 2057 can be seen at a factory outlet in the Train City in Mulhouse. Their yellowish livery was part of the "graphic memory" of many of the readers, since they circulated at a maximum speed of 160km / h, (although they were designed for 200km / h) on the main SNCF lines that were not electrified. They were in service until the distant date of 2004.

Turbo Train T-1009 leaving the platforms of Dijon station. Photo taken by Jesús Vigil on August 9, 1985.

TGV-001

In 1969, the construction of a new prototype train began that could reach the 300km / h barrier. It is the turn of the TGV-001 gas turbine that was built by Alstom, Brissonneau and Lotz Turbomeca and MTE, under the directions of the SNCF and Alstom. The CO3 project for a non-deformable articulated train was beginning to stop being an outlined sketch and becoming a reality



Tractor unit of the TGV-001 prototype that is preserved as a monument in memory of its great achievements. Near the Belfort-France motorway. Photo taken by Jesús Vigíl on August 18, 2014.

Its official presentation took place on March 23, 1972. It was shown that same year at the Montparnasse railway exhibition, leaving the staff astonished that it can be observed in situ, at the same time that thousands of visitors could see its interior and cheerful exterior that was designed by Jacques Cooper and his team of professionals that was reminiscent of an airplane of the time. The colours and their exterior lines did not go unnoticed. We were facing a new technological and design change that it had nothing to do with his contemporary trains. The occasion was also used to show an RTG turbo train in a bright yellow livery.

In the course of that same year, the tests of the TGV 001 began, reaching half a million kilometres in more than 5000 runs on the track. Today it holds the world record of 318km / h. Even the famous Salvador Dalí created a collage of four copies of the latter vehicle. This train unit was considered a non-commercial test vehicle. The end of 001 had an official date on June 19, 1978. All these tests, the efforts of the SNCF, the French railway material builders and the institutional support, together with the oil crisis, tipped the balance towards electric traction



First-class compartment of the TGV 001. This served as the basis for the later Sud-Est series, which benefited from many of the elements that were tried and tested in this prototype branch. As can be seen, the orange and ochre colour predominates, very fashionable at that time. Comfort, spaciousness, luminosity and modernity at the service of a new and demanding traveller from the 80s. Photo reference no. 0855LM0196- SARDO- Center National des Archives Historiques (CNAH) du Groupe SNFC. <http://openarchives.sncf.com/> -. Photo taken by the Equipment and Traction Department in 1972. Signature. Tr_sardo_318_1. Photography paper.

The knowledge was put into practice with the realization of the TGV Sud-Est from 1978. Although previously, specifically from 1973, the traction by turbines already ruled out, as a consequence of the aforementioned crisis, it began to experiment with an electric traction vehicle, we are referring to the Z.7001 prototype, popularly nicknamed "Zebulon". This train came from the modification of the Z-7115 and began the tests on April 1, 1974. It was provided with a type pantograph that eventually became the AM-PSE-TGV with which it was possible to check the behaviour in line at high speeds, over 20 months, completing the not inconsiderable amount of half a million kilometres, of which 25,000 of them were made at more than 300km / h, reaching 309km / h. The end of the official rehearsals took place on 05/31/1978.

List of French railway records. Period 1971/2021

TGS 252km/h - October 19, 1971. TGV A 325 482.4km/h - December 5, 1989. TGV-001 318km/h - December 8, 1972. TGV A 325 515.3km/h - May 18, 1990. RTG-001 260km/h - January 22, 1974. TGV R 531 1067km in 3 hours, 29 minutes and 50 seconds. Z-7001 309km/h - October 15, 1975, operation "sardine" Lille et Calais. TGV SE 16 380km/h - February 26, 1981. TGV POS 4402 574.8 km/h - April 3, 2007 L. Paris-Strasbourg. TGV SE 88 408.5km/h - December 12, 1988. Project V150 TGV Réseau/Duplex.

The 80s represented a great change in all senses, in our case the knowledge acquired in countless tests, together with the testing of materials, the improvement of the technique and civil works applied to the rail track, represented a great advance that was seen reflected in the realization of a large railway project such as the Sud-Est High Speed Train.



In this image of the TGV 001, you can see the interior of a first-class car with all the extras of the time. Modernity, luminosity and spaciousness are mixed with the travellers habits of those years. A perfect photo. File SNCF MEDIATHEQUE-DROITS RESERVES. 01/01/1971. Signature Tr_sardo_956. Photo No. 04697.

The fierce competition offered by the road and airlines in the 1970s, serve as an example for the commissioning, together with the British supersonic aircraft Concorde that had already been in service since 1976, were "cornering" the French railway. Still having important quality services, they were leaving the SNCF in second place, so it had to be renewed and adapt to the new times by offering "a product according to the time", in addition to overcoming the great barrier of 200km / h in commercial services. "For the Société Nationale des Chemins de Fer Français, there was much to do "

(1) From a very young age, M. Jacques Cooper was interested in trains, in 1947 he joined the Boullé design school located in Paris. His railway collaboration began at the Alstom firm in 1972, where he replaced "the master of railway design" Mr Paul Arzens, who until then had been in charge of creating incredible designs for railway vehicles that we all know. From that moment, Jacques began to work on the interior and exterior design of TGV001 Turbo Train. This vehicle would be the starting point of the TGV-Sud-Est.

The TGVs Sud-Est

The decision to build the L1 Paris-Sud-Est was made by President Georges Pompidou on March 6, 1974. In order to establish the service on a new line, it was decided to bet on the TGV-Sud-Est. These trains were able to benefit from numerous technological advances and the experience of thousands of previous tests, which together with the construction of a studied route, stations and entrance junctions in large towns such as Paris or Lyon redrew a new and modern high-performance rail network not seen until then in Europe. This was possible thanks to the urgent declaration of public utility (March 24, 1976) that encompassed 175 municipalities and six departments. It was necessary to wait until December 7 of that same year to see how the works began, of what later would be the first high speed line in the old continent. It will not be until 1979 when the laying of the track was completed on its long and generous lines, never seen before in France.

This line started in Combs-La Ville (Paris) ending in Sathonay (Lyon), it consisted of 409 kms of route mainly through the Burgundy region. As an example, 100,000 tons of rails and 1,500,000 concrete sleepers were needed for its construction. September 1, 1980 was the date chosen for the first circulation of a train of this type on L1, although it was necessary to wait until September 22 to be able to see the commercial commissioning. The opening ceremony was performed by Francois Mitterand



Powerheads of an Alstom TGV Sud-Est in different stages of construction (left) and Power plant of an Alstom TGV Sud-Est under construction, together with a BB.7303 locomotive (right). Photos by the French Railway Society of the United Kingdom. Courtesy Bram Van den Velden.

The response to the competition was served and did not disappoint, the Société Nationale des Chemins de Fer Francais, had made a great effort and the results were not long in coming. A decade later, the TGV Sud-Est train lines carried an average of 50,000 passengers every day, increasing this important figure to 90,000 during the busiest days and dates, which meant going from 10 to 17 million passengers. Something never seen in the SNCF. Subsequently, the numerous line extensions and new generations of TGV would arrive, with their respective speed records, covering an infinity of services for practically the entire French network. The TGV Sud-Est branches ran on high-speed and conventional tracks with an international gauge of 1,435mm. They consisted of two motor units and eight trailers, totalling 13 bogies. Its length was 200 meters. Being its width of 2.81m and its weight of 385tn. 2 units could circulate in multiple command. In addition to the tractor unit, the collateral trailer cars closest to them had a motor bogie (motor / trailer head). Therefore, the train's traction consisted of six tractor bogies.



TGV-60 train set with the hood open parked on the main platforms of the Lyon Perrache station. Note the movement of wagons and Fenwick on the platforms. Photo courtesy of Jesús Vigil. October 22, 1982



Nice picture of a TGV 95/68 Sud-Est double composition on its way through Pont d'Álin. The days were numbered for these two units. The "Atlantic" livery was imposed. The TGV Sud-Est trains were no exception and progressively, as the major revisions went by, they were repainted in this modern colour. Photo courtesy of Jesús Vigil. 08/13/1999.

Its one-hour power was 6,450Kw, working under a voltage in classic lines at 1500V DC. On Swiss lines at 15KV 16 2/3 Hz AC and the remaining two-currents at 25Kv 50/60 Hz AC and 1500V DC.

Its aerodynamic and revolutionary design was reminiscent of aviation, which was joined by a striking and striking orange livery never seen before in commercial services. This did not go unnoticed by travellers. The 80s began with changes, unthinkable years ago.

Its bright and modern interiors, which included new materials and a functional design in which orange and white predominated, invited to think that you were traveling on a plane. The peculiarity of the line with ramps of 35 thousandths with continuous ascents and descents, were not appreciated by the travellers in their seats, together with a smooth and comfortable ride, they made the trip by TGV as comfortable and fast as possible. As a novelty, their tickets could be purchased automatically with reservation at the station vending machines.

The feeling of modernity could be appreciated as soon as you walked through the main door of the new stations. Numerous newly created pictograms led the traveller to the waiting rooms and platforms. A new traveller service "welcomed you towards a comfortable functional space "that connected with the platforms. As indicated in their brochures and banners of the time "saves time to time." A great advertising campaign accompanied by prices and frequencies adapted to the new line made the TGV in a very short time a known and appreciated train inside and outside the French borders. It is curious that after 40 years, the constructive base of a great train that has carried the years very well is still in force (with the improvements applied to the current technique).

This tells us that a good engineering job was done, in which excellence was committed. Although with the arrival of the new TGV M based on the new Avelia Horizón platform, "the classic image" to which we have

been used for many years will gradually erase previous TGV generations, although those orange trains will always remain in our minds with which the SNCF began the beautiful history of High Speed in Europe. Today the TGV family has grown, with new vehicles, lines and

commercial policies adapted to current demand and reality. Oddly enough, there is still a long way to go. For the moment we are left with this beautiful memory of a train that brings to our memory old images that they evoke, back to a time when "you could still feel the real railway that for many of us was more human and familiar than the one we can see today."



Interior of a first generation TGV family cafe-bar. The reader can see the fashions of the time, press, furniture, which takes us to the nostalgia of other times. Photo courtesy SNCF- MEDIATHIQUE-MICHEL HENRI. 08/01/1981. Signature. tr_sardo_947. Photo No. 19325



In the foreground, TGV 39, with the initials SNCF on the hood in the process of transformation, passes quickly by the PK160, 67 of the L1 on August 29, 1998. Photo courtesy of Reinhard Douté.

380km/h - World Speed Record

The TGV 16 train set prepares to break the speed record. Photo taken on February 1, 1981. –SNCF- MEDIATHEQUE-MICHEL HENRI. Signature. Tr_sardo_891. Photo No. 17841

The day of truth arrived, everything was ready to start the tests. Many months of effort, the preparation of the line, with super elevation increases, adaptation of contact wire, with a predetermined tension, revision



and adaptation of track equipment, substations, line voltage supply, provision of measurement equipment. The work was done, now it was time to pass the big exam. On February 26, 1981 at 3:28 p.m., the TGV 16, modified with a different gear ratio, motor bridges on the axle and replacement of the 920mm wheels by those of 1050mm, with which the number of laps could be reduced, in addition to the suppression of three of its cars, it began its march on the test line, although it was not until 15:41 when it was possible to reach 380km / h by the new High Speed line (direction Lyon-Paris) between Sathonay and Saint-Florentin-Vergigny between PK 189 and 133.

Quite an achievement for the time. Readers will be able to remember the photos and videos in which the TGV is seen parallel to an airplane, from which the historic images of seeing composition 16 "FLYING" were filmed along the new line. Today this speed may seem easily achievable, an example is the new Spanish High Speed Madrid-Burgos line (Venta de Baños-Burgos section), in which the new TALGO AVRIL trains are approved for their next commissioning and they easily achieved 360km / h with hardly any modifications, but we are talking about 40 years ago, with less technical means at that time it meant exceeding a great challenge never achieved before. One of the great achievements was the replacement of conventional light signalling. With the new speeds existing signalling was no longer practical. This great milestone in the history of the French railways, was praised by the press and radio television, inside and outside its borders. There was nothing left but to celebrate "a great victory." (In a future article in the TREN ONLINE magazine, the text will be expanded with more detailed information on the tests and modifications of the TGV Sud-Est 16 branch)



Moment in which the world record for electric traction speed is achieved between Sathonay and Saint-Florentin-Vergigny between PK 189 and 133 on 02/01/1981. SNCF-MEDIATHEQUE-MICHEL HENRI. Signature tr_sardo_1501. Photo No. 17880



Side plate of the TGV 16, commemorating the world speed record. Photo courtesy of Emmanuel Brémont.



Interesting snapshot in which we can see train set 16 performing the daily service between Paris-Gare de Lyon and Villeneuve Saint Georges marshalling yard and various train sets with the latest SNCF scheme and Atlantic livery. Near the Charentón bridge on the last day of service. Photo taken by Kiliam Gerbault



Imposing photograph of the TGV 25 passing at full speed. Note the deletion of the initials SNCF on its hood. Photo provided by the French Railway Society of the United Kingdom. French Railways Society. Courtesy Bram Van den Velden.

RENFE- What happened at the beginning of the 80's on the Spanish railway?

Serving as an example at European level in comparison with the services of the SNCF the railway

The Spanish railway serves as an example at the European level in comparison with the services of the SNCF, the Spanish railway, to see what was happening outside the French borders at the beginning of the 80s of the last century. In Spain as of 1981, it began to improve and promote the development of the neighbourhoods in the most important population centres. Within this Improvement Plan, the launch of the prestigious service was established. Talgo Pendular Madrid-Barcelona. Those first pendulum cars dyed red and cream, which carried out a thousand and one tests, gave way to a new generation of modern and comfortable cars, at the forefront of the material of the time, this time decorated with a stately blue-cream livery, which throughout this decade will colour the most important commercial relationships of the RENFE.

Within this modernizing commitment, 50 Corail-type cars were rented from the SNCF, which were used in the Madrid-Oviedo and Gijón routes, and later on the Madrid-Zaragoza, Madrid-Santander or Gijón-Barcelona services. Air conditioning, companionship service (hostesses), public address system, new interior space, adapted to the time together with a silent rolling and soundproofing, accompanied thousands of travellers in a daily service at a not inconsiderable speed of 160km / h

Curious snapshot of RENFE's Catalan Talgo on the platforms of Barcelona-Termino. Late 70's. International services TEE Spain. The 80s gave way to the new Talgo Pendular Foto ADIF-RENFE. Author's Collection



In this photo of our friend Mariano Álvaro, we can see the AVE 106 train set as it passes through Perales del Río-Madrid, on the Madrid-Seville high-speed line. It is decorated in the original livery with which it began its first services in the distant date of 1992.



Even so, in Spain, we had to wait a few more years to see improvements in infrastructure and material, such as the Estrella trains, in which France was ahead. In this situation, when a Spanish traveller arrived in Paris and travelled by TGV, it was a great change that he was not used to. We would have to wait until the arrival of the first AVE line in 1992. It linked Madrid with Seville, precisely with train sets derived from the French TGV, with a total of 18 S-100 train sets, which were later joined by the 101 ex Euromed series with 6 units



Last painting scheme after a great interior and exterior modernization of the 100 series. In the image, branch number 13 based on the Madrid-Sur facilities. Photo courtesy Mariano Álvaro. January 11, 2021. Possibly we can see them this year wearing the RENFE 80th anniversary logo.

TGV Sud-Est units bi-current / tri-current and postal tgvs

Bi-current:

N°s 1,3,4,7 a 10,13,14,17,22,23,39,40,42,56,57,68,71,72,75,78,79,80 a 87,89 a 98 y 10.

Tri-current:

N°s 2,5,6,11,12,15,16,18 a 21,24 a 37,41,43 a 55,58 a 67,69,73,74,76,77,100 y 102.

The TGV bi-current and tri-current were progressively withdrawn from the year 2013, with the exception of branch 33 and 61 which happened a year before.

During their active life, some train sets suffered collisions such as those of the motor vehicles 23139 on 09/23/1988, 23092 on 12/19/2007, 23196 on October 1, 2015 or 23046 on 09/17/2018. The TGV SE modules 94 - 23187/23188 caught fire on February 15, 2013 and that of the TGV SE 12-23017/23018 on May 30, that same year. We must also add to this list, the TGV SE 59 of train sets 23117/18 on February 20, 2015. Various transformations and mutations between formations will vary in the course of their active life the compositions of these train sets and their basic formations. At first they were painted as all readers know in orange, which progressively with the arrival of the TGV Atlantique, interior and interior were modernised outwardly and acquired their metallic grey livery, ending their active life with the Carmillon colours.

Postal Units:

-951 923001- 1 October 1984 / October 23, 2015, Service La Poste STF TGV. -953 923002- 1 October 1984 / Discontinued in 2015, Service La Poste STF TGV. -952 923003- 1 October 1984 / Decommissioned in 2015, Service La Poste STF TGV. -953 923004- 1 October 1984 / Decommissioned in 2015, Service La Poste STF TGV. -952 923005- 1 October 1984 / Dated 2015 La Poste STF TGV. -951 923006- Ex TGV SE number 23075 / October 23, 2015, Service La Poste STF TGV. -954 923007- Ex TGV SE number 23076 / October 23, 2015, Service La Poste STF TGV.



At the Technicentre Sud-Est Européen in Villeneuve St-Georges, we can see on display the postal unit 954 preserved for exhibition. See the curious lantern on the sign holder. Photo Emmanuel Brémont.



First generation TGV train set, n°90, with the Atlantic colours parked on the platforms of the Paris Nord station. Photo Chema Luna.



On 11/15/85 the construction of 95 TGV train sets were ordered (22 as an option and on 5/88 the first Atlantic TGV train set was presented, from which the "TGV Sud-Est" will benefit, adapting this same livery. of orange colour, the decline of the original decoration was beginning. In the photo below, we can compare in this historical photo the main differences of the two TGV generations. The International station of Irún-(Spain) Specifically we are referring to TGV 327 Photo courtesy of Koldo, taken the day on the platforms of track 12 on August 9, 1990.

Patrick's goodbye

On February 5, 2020, a historic moment was experienced at the Villeneuve Saint-Georges Technical Centre. It was decided to hold a great farewell party in which the protagonist of this event was the TGV 01 branch (Alstom-1978), called Patrick. This name corresponds to the one whose son was the first machinist. This train in its 41 years of service travelled 13.5 million kilometres.



Impressive artistic snapshot of the TGV 01 "Patrick" located on the platforms of the Paris-Lyon station. Exhibition "Au revoir Patrick" organized by Trains expo. Photo courtesy Kiliam Gerbault.

For the occasion, a masterful entrance was made inside the warehouses of this last technical installation. The machinist Antoine Leroy accompanied by Jacques Ruiz, the latter director of tests during the period 1979/81 are received as heroes, countless mobile phones record this historic act with a studied staging, flares and lively music, they create a festive atmosphere according to the importance of this event. Then a few words from Philippe Lucchese (Director of TS2E) indicated the great journey that this train to has

made, some 335 trips around the world. Here are a few words for all the men and women who have worked from the beginning in 1981 to make the TGV project a reality, which today we can enjoy in this act.

Then in person and some of them with intervention such as that of Rapelle (material management) Benjamin Huteau (director of SNCF travel industrial operations) Yann Franche (industrial director of TSEE) the previously mentioned Jacques Ruiz, Gabriel Jacquot, in addition to Francois Vielliard,

Florent Vaugelade, Antonin Roussel, Frédéric Bals, Yannick Mer, Pierre-Alain Duchiron, Éric Alexandre Patrick Bernardi, Fabien Mouchel, Pierre Matuchet, Alexis Bonnet and Philippe Renoust, among others each in their own field, extolled and valued the virtues of "Of this great train, its infrastructure, technique or human team" of a project that has been a reality for 40 years. The delivery of a constructor's side plate, on which Alstom / FrancoRail-MTE could be read, put the "icing on the cake" to this emotional and unrepeatabe event. It was decided to let the train sets of the first generation pass by, a last historic trip was made on February 25, 2020 with which the forty years of uninterrupted service of the Sud-Est were remembered.

TGV-16

To commemorate the 40th anniversary of the record of February 26, 1981, the SNCF put into circulation on February 26 of this year between the Lyon station and the Villeneuve-Saint-Georges Technology Centre (Val de Mare) train set 016 that although it was decorated in Carmillon tones, it was provided with a large orange vinyl front that made allusion to the record achieved 40 years earlier. Thanks to the enthusiasm of a trained team of volunteer railway workers and the SNCF itself, (Alstom-La Rochelle) it has been possible to keep "active" for special and commemorative trips, this train that was decommissioned from the French network in December 2018 , after travelling 13.4 million kilometres, in addition to breaking the speed record in 1981 or inaugurating the line that connects Paris with Lyon, with the presence of French President Francois Mitterrand. It is expected that in the coming months of 2021, it will be possible to tour the main French lines to commemorate the 40th anniversary of the commissioning of the High Speed network.



Train n°16 with the commemorative band corresponding to the 380km / h record obtained on February 26, 1981. This snapshot corresponds to the decoration prior to the orange vinyl livery of the motor cars and the partial degradation of their trailers. Photo taken by Kiliam Gerbault at the famous Maisons Alfort bend.

Last commemorative journeys

For the most nostalgic, the SNCF decorated the first TGV Sud-Est train set with all the liveries that it was decorated with throughout its active life, the orange for its traction heads and the colours "Atlantic and Carmillon" for the remaining composition. SNCF recorded its stay on February 29th in via 5 hall 2 from 8

a.m. to 6 p.m. from February 29 to March 1. In addition, it could be seen on the platforms of Lyon Perrache on route A from March 7 to 8, you can visit this historic train, which had a great surprise in store. Touring its interior, visitors were able to see and understand in more detail in chronological order the different stages of the High Speed in France and especially that of the TGV Sud-Est. Panels, technical drawings, plans, videos and explanations from the staff completed this interesting visit. Also if they gave you an attention personalized in the cabin, you wore a t-shirt alluding to this great event "AU REVOIR PATRICK", you couldn't ask for more. An incredible day

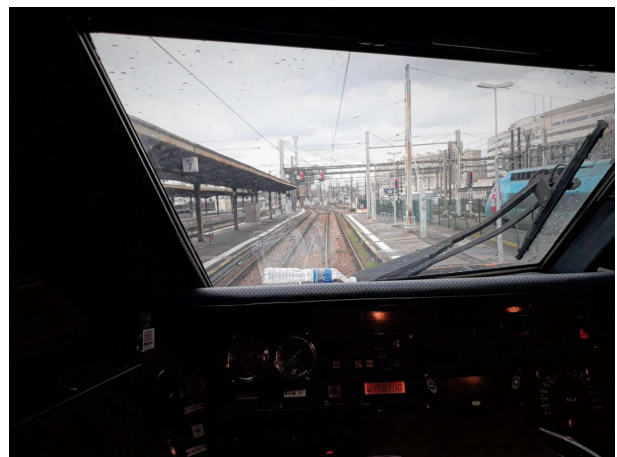


Commemorative TGV 01 drawing in Sud-Est / Camillon colours. The wall of Charenton. 2020. Author Juan Delgado Luna.

2021 Heritage and Exhibition Days.

This year 2021 has been a bit special. A series of events and exhibitions have been added to the regular Heritage Days each year on the occasion of the 40th anniversary of the TGV Sud-Est that railway fans and the general public should not miss. These took place in thirteen locations no less during the course of Friday 17 to Sunday 19 September. "Generations TGV" "Motrices from 1981 to 2021" "Attention at the start" "Navette Simone"

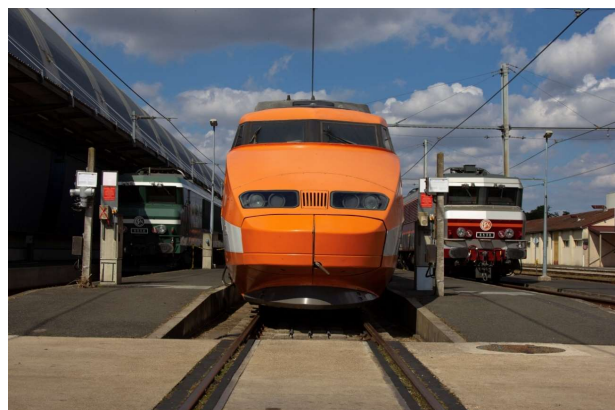
They could enjoy fun and educational activities with the whole family, going through the history of the last 40 years of the SNCF and especially of the High Speed trains, and how could it be otherwise enjoying the new TGV-M of the future, although at the moment its circulation is not foreseen until the year 2024. In this new generation of French trains, it has opted for vehicles that are more respectful of the environment, with a lower operating cost and in addition to being more comfortable for the traveller, although at the moment only a full-size model module was presented. Next to it we could see another similar one, although this time it was the TGV Sud-Est N°16 with the original colours.



Train n°31 on display and inside the driver's cabin of a TGV Sud-Est. Paris Gare de Lyon. September 19, 2021. Photo courtesy of TGV family Instagram

Its presentation was given by the President of France Emmanuel Macron who, in addition to announcing what will be the new TGV-M in the near future, was in charge of recalling that the TGV Sud-Est has accompanied the French for four decades. Together with M. Macron were the Minister of Economy Bruno Le Maire, the Minister of Ecological Transition Barbara Pompili, the Minister of Transport Jean Baptiste Djebbari, and authorities. The commemorative act took place on Friday, September 17 at the Paris Gare de Lyon and those present took the opportunity to praise the new material, of which the initial acquisition of a hundred units is expected and to affirm that after the restructuring suffered by the SNCF since 2018, a bright future awaits it, which together with the large investments in conventional and high-speed rail (LGV), the next decade will be that of the railway. As a curiosity, the president received an HO scale model of the TGV Sud-Est with the current commemorative colours of branch 16 orange / carmine. At Gare de Lyon, the impressive TGV SE 16 could be seen with the powertrains painted in orange and part of the adjacent cars with a progressive gradient that in turn became Carmillon. He laterally he recovered "the medallion of the French flag" that was carried on the first inaugural voyage chaired by Francois Mitterrand. It is appreciated the repositioning of the acronym SNCF on the protective hoods of the Scharfenberg front, replacing a vinyl with which we could see previously in the train. In previous events, to "embroider" this great job, it would not hurt to replace the dark colour of the part of the cabins, roof and side, with the original colour, in addition to repainting the interior of the interior of the lower position headlights, the latter with a lighter tone, according to the livery cover until its first reform. Even so, the great work done in this branch is excellent.

Along with the protagonist was the TGV Dasye HF 778 OUIGO with decoration alluding to the 40th anniversary and the 878 train set of the TGV 2 N2 3 UFC. The occasion was also used to place the three TGV branches with the orange, Atlántico and Carmine liveries that broke the most important speed records. These were located on the Technicentre Sud Est European railway line, where it was possible to portray active railway workers and personnel who had or continue to have a relationship with these trains that marked a milestone in French railway history. The postal train -954 923007 -Ex -TGV SE number 23076 used in the postal transport between Paris / Macon / Cavillon could also be seen on the open days exhibition. Inside we were able to see several large photographs that made the visit more interesting. They accompanied it, the locomotives CC 6530 and 6558 rubbed shoulders with the TGV SE 16 train, being able to obtain interesting images that we hope will be repeated



Two interesting photographs of the open days that commemorated the 40th anniversary of the commissioning of the TGV Sud Est. In the photo above we can see the TGV Sud Est nº16 together with the TGV Dasye HF 778 OUIGO with special decoration. In the photo below in the foreground we see the TGV 01 together with the locomotives CC 6530 and 6558. Photos provided by Emmanuel Brémont.



Decoration and special lighting in the TGV Sud Est on display. In the Patrick train, a thematic tour corresponding to the 40 years since the commissioning of this type of trains was assembled. Inside, the visitor was able to "travel back in time", going through all its history, from the first tests of fast steam trains, going through the records of the 50s / turbo trains / TGV 001, the TGV Sud-Est. .. An exhibition that no train fan had to miss. A great success that we hope can be repeated in future events that are yet to come. Photos courtesy of Emmanuel Brémont

TGVs in Preservation:

At this time, some of the following trains and elements that are mentioned below that could form part of the SNCF patrimonial fund are preserved or removed, are the following: By Alstom, the TGV SE 16 train in La Rochelle. Driving Unit 23064 (32) on the premises of the Romilly-sur Seine Technical Centre. In the 'Cité du Train' (National Railway Museum of Mulhouse) the cabin of the TGG SE 53, corresponding to the drive 23105 is preserved. The preservation of the driving units 23113/23114 is being studied by the Museum of Mulhouse. Motor 23119 is to be preserved in the 'Cité du Train' and 23121 of train set 61, the latter in orange livery. The postal train -954 923007 The driver's desk of the 33006 (train 112) is also kept in the Railway Museum in Ambérieu- Bugey

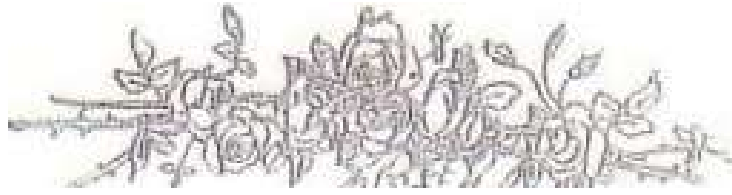


On the platforms of Chambéry-Challes-les-Eaux, the TGV Sud-Est branch No. 45 awaits, along with a regional composition and a turbo train. Slide. Photo of the SNCF MEDIATHEQUE-MICHEL HENRI photographic fund. 09/1/1982. Signature tr_sardo_2431. Photo No. 24731

This small item in memory of the mythical TGV Sud-Est. It is a tribute to all those people and institutions that, although not named in this article, collaborated or continue to do so. All in their right measure have contributed their wisdom, without which the

commercial High Speed in France would not have been possible. Regards for those present and all those who unfortunately can no longer accompany us at this time. For collectors and nostalgic of the orange TGV, the commercial firm Jouef will put on sale the composition n°16 that obtained the world record on February 26, 1981, which will be accompanied by a commemorative plaque alluding to this achievement.

Although you can also resort to the most epicurean model of REE, with which we will remember this important train that marked a before and after in the French railway network. TGV-Sud-Est, 1981/2021. A project come true.



Top photo: TGV 4720 (310-040) on display. Regarding the image of the TGV Sud Est, its shapes had changed, being more aerodynamic and modern. Very soon this last generation will move to second place with the arrival of the TGV M. Photo courtesy of Chema Luna.



Composition TGV 4402, (V150) composed of the power lines 384003/384004, Camillón, belonging to the Technicentre Le Landy, commissioned on October 25, 2006. At the exhibition of the 40th anniversary of the TGV Sud Est it was possible to visit and photograph. This train obtained the speed record of 574.8km / h at km 192 of the European Est line - Le Chemin, Marne, on April 3, 2007. Photo courtesy of Emmanuel Brémont

Acknowledgments and Bibliography:
Documentation Archives Service of the SNCF Mediatheque (SARDÓ), Centre National des Archives Historiques (CNAG) du Groupe SNCF, French

Railway Society of the United Kingdom. French Railways Society. Van den Velden. Former Information and External Relations Office - GIRE / ADIF-RENFE / FFE. Kiliam Gerbault, Emmanuel Brémont, TGV_family. Instagram Miguel Cano López Iuzzatti, Fernando Fernández Sanz, Luís Fernando Díaz, Ángel González Mir,

Reinhard Douté- Alfonso Marco, Jesús Vigil, Mariano Álvaro, Christopher Elliott. Chema Luna, Chema Martínez, Justo Arenillas and Koldo.

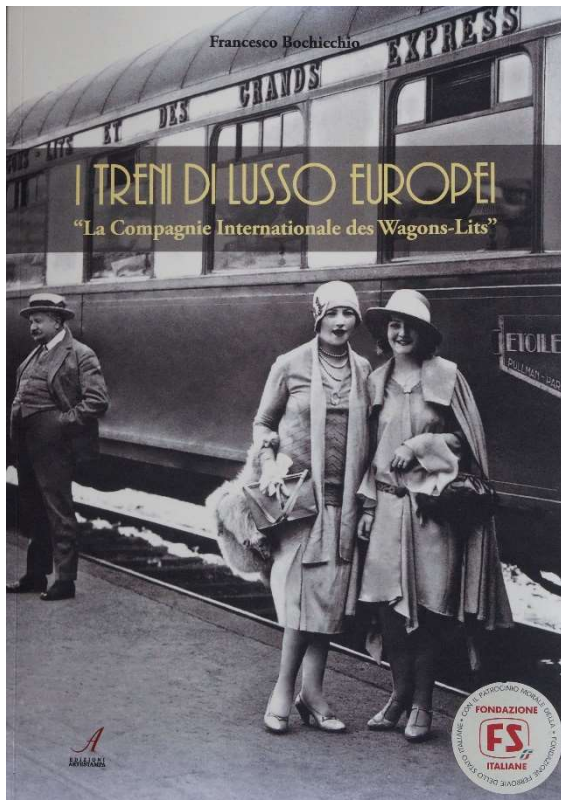
Publications: La vie du Rail N°3770 - March 6, 2020 (Anne Jeantet-Leclerc) Vía Libre Magazine - various issues from the 1980s. Book Prodigious TGV! Mario Rémi Gonnard- Presses et Éditions Ferroviaires. Rail Passion n°105 July 2006. Digital page Trains du Sud-Ouest



The new French High Speed trains from Alstom will change the classic image of this type of vehicle. Tractor units are being built at the Belfort factory. For the manufacture of the trailers, the Aytré facilities have been entrusted. The reception of the first units is scheduled for winter 2023, although commissioning has been set as the month of June 2024. Photos taken by Emmanuel Brémont on September 17, 2021

Francesco Bochicchio's new book 'I Treni di Lusso Europei' has just arrived

by Chris Elliott



This very welcome addition to the library of books dedicated to CIWL was published in early November by *Edizione Artestampa* in Italy.

Francesco, a member of our editorial team, needs to be congratulated on his achievement. Whereas it is in Italian, it is relatively easy to follow once one understands certain basic CIWL and railway related words.

The contents page show how this subject, of Luxury Train in Europe has been treated for almost 75 years.

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Italy had a special relationship with George Pullman and operated some trains inside Italy before it joined forces with CIWL. This very Italian tale of those trains of the 'Belle Epoque' will be revived by their new train 'Il Treno Della Dolce Vita' in 2023.

The book includes some as yet unpublished photographs.

Perhaps what is important is that it is now available! as almost all of the books published some 20 plus years ago have disappeared from the bookshelves and are more expensive even if you find one on the internet.

Francesco thanks our contacts Antony Ford, Dirk Frielingsdorf and many others for their help, especially for many of the photographs.

To order the book, UK buyers have a choice either to buy direct from the publisher or via the likes of Amazon. This post Brexit period has created some problems about sending parcels to and from the UK and EU. <https://www.artestampaedizioni.it/prodotto/i-treni-di-lusso-europei/>

Introduzione - Introduction by Francesco Bochicchio

From the research I have conducted over the years, I have been able to learn that much of the debate on CIWL and its luxury trains has seen a notable participation of French and English authors with works of great historical interest, purely addressed to an audience of railways enthusiasts, But the way they cover the entire history of the Company in a satisfyingly complete from the years of its foundation to its decline, which took place between the 1960s and 1970s, covering roughly a century.

In this book I present a good part of my historical research works, starting with my three-year degree thesis obtained on March 17, 2020 at the University of Genoa, and focusing on what has already been published in Europe. At this point I will try to answer a series of questions that I have been asking myself since my early adolescence: what role did the Compagnie Internationale des Wagons-Lits actually play in the history of international railway relations and in the development of communications in Contemporary Europe? Why have CIWL luxury trains been so successful? What made the Orient-Express famous? Why, from a certain point on, have luxury trains like the Orient Express lost their attractiveness?

To answer these questions, I set up my work in four chapters, whose time span spans, roughly, a century, starting from the sixties of the nineteenth century up to the end of the seventies, beginning of the eighties, of the 20th century. To begin I wanted to present the problems of habitability and comfort that emerged between 1830 and 1850 on the first trains, passengers and how the sleeping and restaurant carriages solved them, thanks to the contribution given by the comparison between the ideas of George Mortimer Pullman, William D'Alton Mann and George Nagelmackers. The latter was the founder of the Compagnie Internationale des Wagons-Lits, which managed to establish itself over other companies of the 19th century solely for having put into practice the most suitable solutions to the needs of the customers of the time.

Of great importance, in order to draw an overall picture of CIWL's history, from the dawn to the apogee, were the works written by the columnist Renzo Perret, a Turin enthusiast of railways and luxury trains, from whom I drew inspiration for the setting of the my job. Perret published between 1982 and 1992 three books of great importance in the panorama of the debate on the history of the Company - at a time when the luxury trains of the Belle Epoque and the 1920s and 1930s were strongly re-evaluated by; from a tourist point of view - and you cannot fail to tackle the history of the Compagnie Internationale des Wagons-Lits without the contribution offered by the Turin author. Perret reports that for the realization of his works he closely collaborated with Roger Commault, archivist and historian of the CIWL (Compagnie



Internationale des Wagons-Lits), but also with Maurice Mertens and George Behrend, other imported historians of the Company.

Specifically, once the introductory parenthesis in my work (cited above) was abandoned, the role of Perret proved to be decisive for the period of the history of the CIWL that unfolds between the years of its foundation and the Belle Epoque (1876-1914) up to the era of blue trains, in other words the period of maximum splendour of luxury trains, corresponding to the twenties and thirties of the twentieth century.

Some fundamental issues dealt with sufficient clarity by Renzo Perret, such as the process of creating consensus around the first luxury trains in Europe, were instead dealt with in great detail in Jean des Cars' work entitled *Sleeping Story*. Des Cars, journalist of the *Paris-Match*, has created this work thanks to the collaboration of Roger Commault, collecting as much as possible on the history of the *Compagnie Internationale des Wagons-Lits* from articles and research published in the major French magazines of the sector such as *La Vie du Rail* and *L'indépendant du Rail*.

Between the period of the Belle Epoque and the twenty years of its apogee, the years of the First World War reserved a prominent place for the CIWL as a company dining car became a political symbol with great symbolic value. We are talking about the famous WR 2419 D dining car, and to tell its story in European history I have referred to two articles published by Alfredo Falcone in the magazine *Ferrovii*, which are a synthesis of a work by the Frenchman Roger Commault entitled *Histoire de la voiture - restaurant N ° 2419 D*.

To highlight the fundamental problems linked to the limits of habitability and comfort of the first passenger trains of the nineteenth century, a question without which one cannot understand the importance that the CIWL played in the context of the extraordinary international development of the railway system, they are used of some key passages described in the railway history works of Clive Lamming and Jim Harter. Clive Lamming, author of *French Nationality*, teacher at the *Ecole Nationale d'Apprentissage* in Paris, is a great fan of trains and has written about fifteen works of railway interest, ranging from real to miniature railways.

His contribution to the realization of this book was through a work entitled *'The Great Trains from 1830 to the present day*, in which Lamming treated the history of the most important passenger trains on the planet between the 19th and 20th Century, passing from limping carriages of the Liverpool-Manchester, the first commercial railway, to the Japanese *Shinkansen* and the French *TGV - Train à Grande Vitesse* of the late twentieth century. The work of Clive Lamming is essential for understanding the historical steps that led to the birth of the *Compagnie Internationale des Wagons-Lits* luxury trains in Europe. While the author Jim Harter was important in understanding the evolution of passenger carriages in Europe and the birth of the first sleeping carriages in America.

In compliance with what was declared at the beginning of this introduction, the book by Irene Anastasiadou, a profound scholar of the process of building a unified European railway network - integrated with those of the continents - was of great help to me on the importance of the *Orient-Express*. Asian and African - also through the *Orient Express* in the years between the two world wars. The research, entitled *Constructing Iron Europe*, is a work of great importance on the international scene, for which Anastasiadou has carried out important researches in the archives of the dissolved League of Nations, the International Labour Office and the State Archives of Rome.

Finally, as regards the penultimate, dedicated to the decline of the *Compagnie Internationale des Wagons-Lits* - from the postwar years to the early 1970s when express trains, car and air transport completely supplanted luxury trains - I resorted to the use of two articles published in the Italian magazine *'Tutto Treno'* dedicated by Angelo Nascimbene - and of the international relations of the *Trans-Europe-Express*, edited by Alessandro Albé and Claudio Castiglioni.

Of great importance for the writing of the third chapter was a book, amicably intended for an audience of railway enthusiasts, written by Fabio Cherubini and Luigi Voilant, dedicated to the history of the reconciliation process of all the Company's rolling stock at the end of their career. . In the book there are important technical data sheets and numerical tables on the service status of all the sleeping carriages,

restaurant and salon cars in the seventies still part or not of the CIWL, and of the birth of the first tourist trains.

Fourth and final chapter is certainly the longest and most complex. The latter is divided into various sections, each aimed at tracing, as clearly as possible, the history of the rolling stock of the Compagnie Internationale des Wagons-Lits declined in various eras, in parallel with the evolution of train and track compositions. Times of the most important connections established by the CIWL in the course of its history.

To refer to the history of the development of the Company's sleeping-cars, restaurant, salon and Pullman cars, we will follow the information provided by the French authorities Gérard Coudert, Maurice Knepper and Pierre-Yves Toussiroit in their work entitled 'La Compagnie Internationale des Wagons. -Lits, Histoire des véhicules ferroviaires de luxe. These authors have carried out an accurate cataloguing, exhaustive and complete, of all the large trains and luxury carriages of the CIWL, providing adequate information aimed at knowing the details of the interior set-up, construction technique, and organization, travel and personnel

Alongside this important cataloguing work, we will combine the analysis of some fundamental passages of Renzo Perret's studies - with the works already examined - in parallel with the discussions of the French author Jean-Paul Lepage, these are works dedicated to the history of the most significant individual carriage groups in Interbellum CIWL history, or at least those that still played a large role to this day. However, we must note that several contemporary authors do not share some of the positions expressed in Lepage's works, a sign that the debate on CIWL's rail vehicles is still alive today among scholars.

Finally, I will try to bring to the attention of the reader also the works of both Albert Muhl, dedicated to the history of the most important luxury trains that have touched Europe and Germany between the late nineteenth and early twentieth centuries, and Robert Nobécourt dedicated to all the carriages that have made the Compagnie Internationale des Wagons-Lits park, useful to have a second point of view in addition to that of Coudert, Knepper and Toussiroit.



I just have to thank my thesis professor Francesco Cassata and friends Andrea Migliozzei, Christopher Elliott, Dirk Frielingsdorf, Ewald Krahenbuhl, Franco Dell'Amico, Faustino Faustini and Michele Mingari, who, thanks to their precious help, have contributed to the bibliographic and photographic research useful for the realization of this book.

ORIENT-EXPRESS LA DOLCE VITA

by Francesco Bochicchio, translation by Chris Elliott

Tra il mese di giugno e il mese di luglio del 2021, sei carrozze della flotta *Pullman-Orient-Express* sono giunte in Italia per svolgere un viaggio del tutto particolare.

Infatti, nell'ottica della presentazione dei nuovi treni-crociera chiamati *Treno della Dolce Vita*, nati dalla collaborazione tra *Arsenale* e le Ferrovie dello Stato Italiane, le carrozze-Pullman WSP 4151, WSP 4159, la carrozza-Bar WSB 4160 e le carrozze-ristorante WR 2869, WR 2976 e WR 2979 hanno compiuto alcuni viaggi di rappresentanza nel Lazio, Sicilia e Abruzzo. Si è trattato di un preludio sicuramente interessante che preannuncia la nascita di nuovi servizi di lusso in Europa, dai quali ci si augura che, dal 2024, possa emergere un nuovo treno-crociera di lusso che potrà rivedere coinvolte delle carrozze della *Compagnie Internationale des Wagons-Lits* degli anni '20 e '30.

Della flotta *POE* sono giunte in Italia, come accennato poco sopra, le seguenti carrozze-Pullman:

- la carrozza-salone-Bar WSB 4160¹ costruita, come le sue consorelle Pullman *Côte d'Azur*, dagli stabilimenti delle *E.I.C.* di Aytré (La Rochelle) nel 1929, ed è stata soprannominata *Train Bleu*. Modificata nel 1951 insieme alle vetture WPS 4162 e WPS 4164 con l'aggiunta di un banco di mescita e dei tavolini da una parte, e un salone ristorante da ventiquattro posti dall'altra per entrare in servizio sul famoso *Train Bleu* Calais-Paris-Ventimiglia-Sanremo, all'origine denominato *Calais-Méditerranée-Express*;



- la carrozza-Pullman *Côte d'Azur* WPS 4159 "Flèche d'Or", fu impiegata insieme alle consorelle delle classi WPSC 4131÷4147 con cucina e WPS 4148÷4164 salone sul famoso *Côte d'Azur Pullman-Express* Parigi-Ventimiglia, istituito il 10/12/1929. Ebbe gli interni curati dal famoso arredatore Lalique.

¹ *Ib.d.*, p. 370.

Modificata durante la seconda guerra mondiale per essere impiegata come carrozza conferenze su un treno militare, fu nuovamente riportata in normale Carrozza-Pullman negli anni '50 con la conversione unicamente di uno dei due salottini e coupé in un salone ristorante da dodici posti per essere impiegata sul "Aquilon" Parigi-Lione. Il salone ristorante fu abolito successivamente, quando la WPS 4159 fu assegnata al *Sud-Express*, ultimo servizio regolare sul quale fu impiegata;



- La carrozza-Pullman Côte d'Azur WPS 4151 "Etoile du Nord". Gli interni furono curati dal famoso arredatore Prou. Modificata nel 1956 insieme alle vetture WPS 4161 e WPS 4163 con l'aggiunta dei carrelli Schlieren e dei condizionatori Stone, fu impiegata sul famoso treno rapido francese "Le Mistral" tra Parigi e Nizza.

E, infine, fanno parte della flotta *POE* le seguenti carrozze-ristorante², che ricevettero i carrelli Minden-Deutz e i mantici tubolari:

- la WR 2869, soprannominata *Anatoile*, che fu costruita dalle Birmingham *Railway Carriage & Wagon Co. Limited*. (Smethwick, Inghilterra), e concepita in origine con quarantadue posti a sedere;



- la WR 2973, soprannominata *Edelweiss*, che fu costruita dagli stabilimenti delle Officine Meccaniche Italiane di Reggio Emilia nel 1927, e concepita in origine con cinquantasei posti a sedere (poi ritirata dal servizio);



² *Ib.d.*, p. 370.

- la WR 2979³, soprannominata *Riviera*, che fu costruita dagli stabilimenti delle Officine di Reggio Emilia nel 1927, dotata di cinquantasei posti a sedere.



Il treno è giunto a Ventimiglia il 12 giugno 2021 trainato dalla locomotiva SNCF BB 22294, per poi proseguire per Roma con la E.402B.160.

³ L'installazione dell'aria condizionata. 18 carrozze da pranzo della flotta italiana sono state dotate di sistemi di aria condizionata alla Breda e alle Officine Pistoia nel 1965/66. In primo piano si può vedere il soffietto tubolare tipo UIC, una modifica che molte carrozze dell'ex Parco Italiano subirono.

© Francesco Bochicchio



Il 15 giugno 2021 vi è stata la presentazione del nuovo *Treno della Dolce Vita*, con relativo viaggio da Roma a Civitavecchia e ritorno con due locomotive del gruppo E.656 di Fondazione Ferrovie dello Stato Italiane.

Il 30 giugno, il treno ha raggiunto la Sicilia e Palermo, con alla testa la E.646.028 di Fondazione FS Italiane. Sbarcato alle ore 10.00 a Messina Marittima, con ripartenza alle 10.20 e sosta a Messina Centrale fino alle 11.39, quando è ripartito alla volta di Palermo Centrale con arrivo previsto alle ore 15.00. Venerdì 2 luglio il lussuoso convoglio è partito dalla stazione di Palermo Centrale e ha viaggiato fino alla località di Cefalù, con arrivo alle 18.50. Poco dopo, alle 19.05, il treno ha fatto ritorno verso il capoluogo, con arrivo a Palermo Centrale alle 20. Sabato 3 luglio, il treno è ripartito da Palermo Centrale alle ore 14.10 con arrivo a Messina Centrale alle 19.04. Alle 19.35 sono iniziate le operazioni di imbarco sulla nave traghetto delle FS per Villa San Giovanni da dove, alle 23, è ripartito alla volta di Roma, dove è arrivato alle 10.30 del mattino di domenica 4 luglio.

Il giorno 11 luglio il treno ha effettuato il tragitto da Roma verso i parchi dell'Abruzzo, ultimo viaggio prima del rientro in Francia. Il viaggio in Abruzzo è iniziato da Roma Termini alle ore 7.45 dal binario 22 con in testa le locomotive elettriche E.656.023 e in seconda posizione la E.656.439 che, arrivate a Sulmona alle ore 10.45, hanno lasciato il posto dalla doppia trazione composta dalle locomotive diesel D.345.1142 e D.445.1145. Il convoglio è arrivato a Roccaraso alle ore 13.10 e ripartito poi alla volta di Roma Termini alle ore 16.08.

Il giorno 9 dicembre, qualche mese dopo il viaggio delle carrozze-Pullman e ristorante, è stato ufficialmente presentato il nuovo progetto *Orient Express La Dolce Vita* di Arsenale, con il supporto di *Accor*. Secondo il comunicato ufficiale, i passeggeri viaggeranno lungo 14 regioni d'Italia attraverso più di 16.000 km di linee ferroviarie percorribili – 7.000 km delle quali non elettrificate – che rappresentano un legame profondo con il territorio e la storia dell'Italia.

Inoltre, grazie alla partnership con Trenitalia – Gruppo Ferrovie dello Stato e Fondazione FS Italiane, *l'Orient Express La Dolce Vita* offrirà un nuovo modo di vivere l'Italia, attraverso un "turismo lento" ed ecosostenibile alla scoperta di strade dimenticate, località intime e borghi nascosti.

Il treno *La Dolce Vita* incarna l'arte di "vivere all'italiana" per eccellenza, con tutte le sue meravigliose tradizioni, sposando l'epoca d'oro del design italiano con uno spirito di viaggio più contemporaneo.



Gli arredi delle future carrozze italiane classe UIC Z, le vetture previste per il nuovo treno – del cui allestimento per le prime 22 carrozze si sta occupando Ma Group con la sua officina in Puglia – con le loro 12 cabine Deluxe, 18 Suites, 1 Honor Suite e il ristorante, celebrano la creatività e l'arte, ispirandosi alle influenze dei grandi Maestri del design italiano degli anni '60 e '70. La livrea e gli arredi interni sono

progettati da *Dimorestudio*, lo studio internazionale di architettura e design fondato da Emiliano Salci e Britt Moran nel 2003. In collaborazione con i migliori chef e bartender nazionali ed internazionali, i viaggiatori godranno di un viaggio tra le eccellenze del Made in Italy, degustando i migliori vini della penisola e le più esclusive ricette della tradizione culinaria ad opera di chef stellati.

Prima della partenza dalla stazione di Roma Termini, l'*Orient Express executive lounge* accoglierà gli ospiti in uno spazio conviviale ed elegante completo di servizi e personale dedicato pronto ad assisterli.

Gli itinerari sono pensati per fornire emozionanti esperienze di viaggio da una a tre notti, in ambienti in linea con i più alti standard del lusso. I percorsi interesseranno prevalentemente l'Italia dove le Alpi, i bucolici paesaggi collinari e le spiagge paradisiache del Sud saranno al centro della scena. Inoltre, a corredo dell'offerta, tre tratte collegheranno l'Italia a Parigi, Istanbul e Spalato, attraversando oltre 8 Paesi.



Si auspicherebbe l'avvento di un treno-crociera di lusso che includesse, oltre che le vetture già restaurate, anche le carrozze recuperate al confine polacco/bielorusso nel 2018 per degli itinerari importanti tra Francia, Italia, Svizzera e Balcani. In avvenire, spero di tornare a scrivere su questo argomento.

English translation by Chris Elliott:

Between June and July 2021, six carriages from the Pullman-Orient-Express fleet arrived in Italy for a very special journey.

In fact, in view of the presentation of the new cruise trains called the Dolce Vita Train, born from the collaboration between Arsenale and the Italian State Railways, the Pullman cars WSP 4151, WSP 4159, the bar car WSB 4160 and the restaurant cars WR 2869, WR 2976 and WR 2979 have made some representative trips in Lazio, Sicily and Abruzzo. It was certainly an interesting prelude that heralds the birth of new luxury services in Europe, from which it is hoped that, from 2024, a new luxury cruise train will emerge that will be able to see the carriages of the Compagnie Internationale des Wagons from the 1920s and 30s.

As mentioned above, the following coaches from the POE fleet arrived in Italy:

[picture WSBAr 4160]

- the WSB 4160 bar salon-car, like its sister Pullman car Côte d'Azur, built by E.I.C. of Aytré (La Rochelle) in 1929, and was nicknamed Train Bleu. Modified in 1951 together with the WPS 4162 and WPS 4164 cars with the addition of a counter and tables on one side, and a 24-seat restaurant on the other to enter service on the famous Train Bleu Calais-Paris-Ventimiglia -Sanremo, originally called Calais-Méditerranée-Express;

[picture WSP 4159]

- The Pullman Côte d'Azur car WPS 4159 "Flèche d'Or", was used together with the sisters of the classes WPSC 4131 ÷ 4147 with kitchen and WPS 4148 ÷ 4164 saloon on the famous Côte d'Azur Pullman-Express Paris-Ventimiglia, established on 10/12/1929. It had the interiors created by the famous interior designer Lalique. Modified during the Second World War to be used as a conference car on a military train, it was once again brought back to normal Pullman-Cars in the 1950s with the conversion of only one of the two lounges and coupé into a twelve-seater dining hall to be used on the "Aquila" Paris-Lyon. The restaurant was later abolished, when the WPS 4159 was assigned to the Sud-Express, the last regular service on which it was employed;

[picture WSP 4151]

- The Côte d'Azur car WPS 4151 "Etoile du Nord". The interiors were designed by the famous interior designer René Prou. Modified in 1956 together with the WPS 4161 and WPS 4163 cars with the addition of the Schlieren bogies and the Stone air conditioners, it was used on the famous French rapid train "Le Mistral" between Paris and Nice.

And finally, the following dining cars, which received the Minden-Deutz bogies and tubular bellows, are part of the POE fleet:

[picture WR 2869]

- WR 2869, nicknamed Anatoile, which was built by Birmingham Railway Carriage & Wagon Co. Limited. (Smethwick, England), and originally conceived with forty-two seats;

[picture 2973]

- the WR 2973, nicknamed Edelweiss, which was built by the Officine Meccaniche Italiane works of Reggio Emilia in 1927, and originally conceived with fifty-six seats (later withdrawn from service);

[picture 2979]

- the WR 2979, nicknamed Riviera, which was built by the Reggio Emilia workshops in 1927, with fifty-six seats. Adding the air conditioner. In the foreground, the tubular bellows of the UIC type, modified by many carriages - the Ex Italian Park, underwent some modifications and transformations at the Pistoia workshops with beds and ex CIWL restaurant between the 70s and the 80s.

[picture Train with BB 22294]

The train arrived in Ventimiglia on 12 June 2021 pulled by the SNCF BB 22294 locomotive, and then continued to Rome with the E.402B.160.

[picture Train with E.626]

On June 15, 2021 there was the presentation of the new Dolce Vita Train, with its journey from Rome to Civitavecchia and back with two locomotives of the E.656 group of the Italian State Railways Foundation.

On June 30, the train reached Sicily and Palermo, headed by the E.646.028 of the FS Italiane Foundation. Disembarked at 10.00 in Messina Marittima, with departure at 10.20 and stop in Messina Centrale until 11.39, when it left for Palermo Centrale with expected arrival at 15.00. On Friday 2 July the luxurious convoy left from Palermo Centrale station and travelled to the town of Cefalù, arriving at 18.50. Shortly after, at 19.05, the train returned to the capital, arriving in Palermo Centrale at 20. Saturday 3 July, the train left Palermo Centrale at 14.10 with arrival in Messina Centrale at 19.04. At 19.35 boarding the FS ferry to Villa San Giovanni began from where, at 11.00 pm, it left for Rome, where it arrived at 10.30 am on Sunday 4 July.

On 11 July the train made the journey from Rome to the parks of Abruzzo, the last trip before returning to France. The journey in Abruzzo started from Roma Termini at 7.45 from track 22 with the electric locomotives E.656.023 at the head and in second position the E.656.439 which, arriving in Sulmona at 10.45, gave way to the double traction consisting of diesel locomotives D.345.1142 and D.445.1145. The convoy arrived in Roccaraso at 13.10 and then left for Roma Termini at 16.08.

On December 9, a few months after the coach and restaurant coach journey, the new Arsenale Orient Express La Dolce Vita project was officially presented, with the support of Accor. According to the official statement, passengers will travel along 14 regions of Italy through more than 16,000 km of practicable railway lines - 7,000 km of which are not electrified - which represent a profound link with the territory and the history of Italy.

Furthermore, thanks to the partnership with Trenitalia - Ferrovie dello Stato Group and the FS Italiane Foundation, the Orient Express La Dolce Vita will offer a new way of experiencing Italy, through a "slow tourism" and eco-sustainable to discover forgotten routes, intimate locations and hidden villages. The La Dolce Vita train will embody the art of "Italian Living" par excellence, with all its wonderful traditions, marrying the golden age of Italian design with a more contemporary spirit of travel.

[two pictures la train dolce vita exterior & sleeper]

The furnishings of the future Italian UIC Z class carriages, the cars planned for the new train - the preparation of which for the first 22 carriages is being carried out by Ma Group with its workshop in Puglia - with their 12 Deluxe cabins, 18 Suites, 1 Honour Suite and the restaurant celebrate creativity and art, inspired by the influences of the great masters of Italian design of the 60s and 70s. The livery and interior furnishings are designed by Dimorestudio, the international architecture and design studio founded by Emiliano Salci and Britt Moran in 2003. In collaboration with the best national and international chefs and bartenders, travellers will enjoy a journey through the excellence of Made in Italy, tasting the best wines of the peninsula and the most exclusive recipes of the culinary tradition by starred chefs.

Before departure from Rome Termini station, the Orient Express executive lounge will welcome guests in a convivial and elegant space complete with services and dedicated staff ready to assist them.

The itineraries are designed to provide exciting travel experiences from one to three nights, in environments in line with the highest standards of luxury. The routes will mainly involve Italy where the Alps, the bucolic hilly landscapes and the paradisiacal beaches of the South will be at the centre of the scene. In addition, in support of the offer, three routes will connect Italy to Paris, Istanbul and Split, crossing through 8 countries.

[picture la train dolce vita diner]

It would be hoped for the advent of a luxury cruise train that would include, in addition to the cars already restored, also the carriages recovered from the Polish / Belarusian border in 2018 for important itineraries between France, Italy, Switzerland and the Balkans. In the future, I hope to return to writing on this topic.

The Sleeping Car Pool files - from 'bleu CIWL' to 'bleu TEN'

by Dirk Frielingsdorf with the active assistance of Lothar Behlau

As already written in Newsletter No. 11 on page 52-54, with the procurement order for the railway's own sleeping cars of the types MU, T2 and T2S, the final colour scheme of the sleeping cars of the European Sleeping Car Pool had not yet been determined. The presidents of the management committee agreed with the chairman of the committee of the sleeping car pool on a TEN logo at their meeting on 24 January 1974, so that the advertising campaign in 1974 could take place with this logo. The MU and T2 sleeping cars, which were still ordered by CIWL on behalf of the pool (MU 4821-4868 and first T2 new building series 5101-5138) were delivered in CIWL blue with yellow lines, but largely without CIWL inscriptions (3 exceptions on the MU for the Italian parc national). These were actually all to receive the TEN logo in yellow.

However, only SNCF implemented this consistently for their coaches, of which SNCF used two T2 (5123, delivered 23.06.1974, 5131 delivered 1974) and NMBS-SNCB used two of their three T2 (5109, 5110) as paint test carriers for a new TEN colour scheme. I have already presented these in detail, too, see the annex "International Sleeping Car Pool" of Newsletter No. 6 on pages 16-19. Important at this point is a T2 of SNCF, coach 5131, which was already delivered in a lighter blue with white decorative lines and white TEN logo (Newsletter No. 11 page 54 below, the caption there is wrong, the photo shows T2 5131 as 61 87 75-71 148-3!), here again the photo (SNCF):



This painting scheme was also used for the second series of the railway's own T2 (5139-5188) and for the T2S. At least the SNCF used a colour from its colour segment ("bleu Salon PLM") for this and later also gave it the corresponding name: bleu No. 207 "bleu TEN". The SNCF subsequently also used it for its couchette coaches in the lower coach body area and on the roof, while the window band on these was light grey.

A note dated 8 July 1981 from the BZA Minden concerning a letter from the Managing Committee of the Sleeping Car Pool dated 29 June 1981 from the BZA Minden shows that there had not been a uniform colour scheme in the TEN pool until then. This meant that although the lighter TEN blue had been applied to many TEN vehicles since 1976, the exact colour shade was composed according to more or less national specifications, at least from different colour charts - with the consequence of nuanced differences in colour shade.

A fact that could already be observed with the CIWL blue, also "bleu de nuit", "bleu CIWL", and other designations. And: in the same BZA memo it was stated that the ÖBB and SBB-CFF "previously used RAL 5011" (steel blue) - what was meant here was the revision-related repainting of CIWL sleeping cars. Since neither the ÖBB nor the SBB-CFF overhauled their rental sleeping cars themselves, but used CIWL workshops, it can be assumed that the workshops in Vienna and Neu-Aubing used the same "steel blue". The first original document I come across in this context actually mentions RAL 5011 steel blue.

But back to the TEN blue. At the 13th meeting of the Vehicles Committee on 30 April 1974 in Frankfurt am Main, it was recorded that, in addition to the above-mentioned stipulations, it was said that the vehicles to be rented on a long-term basis should receive the new paint scheme, but before that in any case the TEN logo. This should only be dispensed with in the case of old vehicles to be returned to CIWL at short notice.

As is well known, this did not happen: SNCF did put the TEN logo on its MU and T2, on the MU and T2 of the first new construction series in yellow on CIWL blue, on the TEN of the second new construction series in white on TEN blue. But otherwise, the TEN logo remained a logo in advertising for the time being, but not across the board on vehicles.

The CIWL ateliers rather went over to reapplying the CIWL blue with yellow decorative lines for due revisions due to lack of specification, but omitting the CIWL inscriptions.

Lothar Behlau has uploaded some picture examples of this "intermediate painting" in the gallery of the German-language Wagons-Lits forum:



Foto © 2016: Lothar Behlau, Köln

WL Ub (ex Yb) 3822, last CIWL repaint without CIWL inscriptions with revision R3 in the CIWL atelier Milano from 25.02.76



Foto © 2018: Lothar Behlau, Köln

WL MU 4764: last CIWL repaint without CIWL inscriptions with unfortunately unknown date.

There is then a conspicuous feature in the revision data of the U-Hansa type sleeping cars submitted by Lothar Behlau:

UH 4608	TEN blue	R3 SD 20.04.76
UH 4581	TEN blue	R3 WI 04.05.76
UH 4599	TEN blue	R3 WI 15.07.76
UH 4595	TEN blue	R3 WI 14.09.76
UH 4597	TEN blue	R3 WI 12.10.76
UH 4612	TEN blue	R3 WI 24.11.76

The CIWL atelier in Vienna (WI) was actually responsible for this type of coach. What was UH 4608 doing in the CIWL atelier in Saint-Denis (SD) in April 1976? Well, it was given its first TEN coat of paint and was the first CIWL car ever to be documented. Presumably, I do not have any documents about this, one or the other gentlemen from the sleeping car pool (affiliated railways) and the companies (CIWLT and DSG) were also present for the occasion. The car was almost certainly painted in the same SNCF No. 207 bleu TEN as T2 No. 5131 of the first delivery series for the pool and as the T2s of the second delivery series for the pool (5139-5188) delivered in 1975/76.

In quick succession, the following UHs awaiting overhaul were also repainted in TEN blue, but now in the Vienna atelier (WI), see above. But in which TEN blue? Did the Atelier Wien import the SNCF colour or did they use a colour from the RAL colour scheme, which they already used for other colours? The RAL 5013 cobalt blue would be a very similar colour, which is composed differently in the RGB scheme than the French bleu TEN, but looks very similar in the result. I cannot answer this question here because there is a hole in the pool documents I have from early 1976. Only two letters from 1976 and 1978, before a dense sequence of documents begins again for 1980.

So I would like to look at the progressive repainting. Even old vehicles, as such I consider the classic vehicles with the standard car length of 23.452m and retracted entrance doors, were repainted, at least the type Y or its conversions to the type U, but don't get the TEN-Logo. The first documented car is the Ub ex Yb 3824, which left the workshop with its revision R3 in Saint-Denis dated 21.01.1977 in TEN-blue. Lothar Behlau photographed the car in 1982 in København Hovedbanegård:



In short succession, other CIWL ateliers also started repainting the Y, YU and U, such as the Vienna atelier in February 1977 and the Milan Atelier in July 1977. The transition was generally smooth, the last car of this type series to be repainted in CIWL-blue was Ub 3819 with R3 on 24.12.76. The Atelier Saint-Denis even painted both colours in parallel for a while: from there a repainting in CIWL-blue is documented with the car 3873 with date of its R3 from 06.05.77! At that time, these coaches were repainted in CIWL-blue, but only without CIWL inscriptions, see the examples already shown above.

Other CIWL vehicle types were also gradually repainted in TEN blue in the years after 1975. MU 4787 must have been one of the first to "get it". An exact revision date could not yet be determined, but the car already received its second TEN coat with blue roof with its R3 in the Vienna workshop on 09.06.83! Before that, it was on the road in its first TEN livery with a silver roof, Werner Ballon†/Collection Rolf Wiemann† photographed the car in Oberhausen in 1978:



If one assumes the frequently documented interval of around eight years between two repaints, which could also be shorter in the case of high mileage, according to Lothar Behlau in an article, it could have already been painted TEN blue in 1976. This is certainly documented for another car in the series:

MU 4782 as SBB-CFF 71 85 72-80 594-0 in May 1976, SBB Historic, R_6429_11

The MU 4782 of the SBB-CFF (ten coaches of this series were financed by the SBB-CFF like five WLABm33 of the DSG) received its first TEN-painting with its R3 in the Atelier Vienna of 17.05.76, thus largely at the same time as the UH.

After the purchase of the DSG cars in 1976, the DB had presumably also started to paint its cars with the TEN logo in 1977, but here still in RAL 1014 ivory on a RAL 3004 purple red car body instead of white on blue. As one of the first cars I know this car of the series 33256-33277, which my father photographed freshly overhauled in 1977 in Munich-Freimann:



At its meeting on 12/13 June 1980, the Pool's Executive Committee decided to paint the bodies of the DB sleeping cars in TEN blue as well. The DB used the colour RAL 5013 "cobalt blue", but the roof was initially painted in RAL 1014 ivory, as were the inscriptions and the TEN logo. The use of these colours was approved in view of the colours of the RAL colour scheme used by DB anyway.

At the meeting of the Executive Committee on 15 and 16 June 1981, the question of a roof colour that was easier to maintain arose. The white aluminium (Atelier Vienna) previously used on the CIWL coaches as well as the French gris-inox 803 (SNCF Atelier Romilly) and even more so the white roofs of the Atelier Irun (on some U-Hansa sleeping cars) were very susceptible to soiling, so a darker roof colour was sought. According to the minutes, the SNCF (thus the SNCF Atelier Romilly-sur-Seine) had already experimented with painting the roof like the body in blue, for example on the Uf (ex Y/mét) 3601, which was one of the first to get a blue roof with its TEN-paint, out of the series with a RL (=R2) of 17/10/1980, photo by Lothar Behlau, seen in Special Train 24452 Genova-Frankfurt am Main in Genova SL 08.11.1980:



During the discussions on the subject, DB also suggested its frequently used roof colour RAL 7022 Umbra grey, but, according to the minutes of the Pool's Executive Committee of 16/17 February 1982 in Bad Homburg, also agreed to blue as the roof colour. This was finally decided at the meeting of the Executive Committee in Paris on 8/9 June 1982: The roofs of the sleeping cars of the sleeping car pool were to be blue like the car bodies. As a peculiarity of the DB coaches, the colour ivory remained for the inscriptions, TEN logo and decorating line, whereas this was white for the other pool coaches.

Just as the repainting from CIWL to TEN blue was by no means complete at this time, it also took time with the blue roofs. Even in 1990, cars with light roofs were still running around, at the same time the CIWL-blue celebrated its resurrection in 1987 in the Atelier Vienna, so three U-Hansa were repainted in CIWL-blue (with now dark blue roofs) for the Vienna-Warsaw service (not operated by the pool). And in 1986 the last old CIWL coaches left service, not all of them were repainted until the end:



Uf ex Y/mét 3722 (left) and 3720 (right) waiting to be scrapped at the SME recycler in Culoz, here in an Épernay or Ambérieu depot in 1988. Coll. Dirk Frielingsdorf

Unfortunately, I do not have more precise data on the colour used in Italy, but there, too, a shade of a national colour scheme similar to the French bleu TEN No. 207 may have been used. I am therefore open to further information!

Sources:

- Various protocols of the Executive Committee of the Sleeping Car Pool from 1980-1982 as well as of the 13th meeting of the Vehicles Committee of the Sleeping Car Pool from 1974, documents of the Sleeping Car Pool, Hark Neumann Collection;
- Various letters from the BZA Minden to the Executive Committee of the Sleeping Car Pool from 1980-1982, Documents of the Sleeping Car Pool, Hark Neumann Collection
- Numerous revision dates of CIWL sleeping cars, recorded by Lothar Behlau

Mails from our correspondents:

Hermann Heless wrote:

Hallo Christopher,

habe alles gut empfangen, doch wenig Zeit es eingehend zu studieren.

An neuem Material kann ich nur ein Foto vom 4032 vom Renovierungszustand im August 2021 in Strasshof beitragen.

Mit freundlichen Grüßen

Hermann



WSPc 4032, (4031-4040, CGC 1927/28) at the Austrian Museum "Heizhaus Strasshof"

Dr. Walter Rothschild wrote:

Entroncamento Museum, Portugal (last week of October).

Several interesting vehicles but I presume you know of them. Also two sleepers that were formerly WL cars. I am dashing off again now, only been home one day, can send more info if required. Also on the two WL cars at Madrid Delicias station museum!

- CIWL WP 4078 Restaurant, orig. built Leeds Forge 1926, now RENFE R12 12954, reb. in Spain 1991.
- CIWL No. 3569 lettered in Portuguese: "Companhia Internacional das Carruagens Cames & dos Grandes Expresses Europeus". Built Construccia Naval Espana 1930.

At Entroncamento:

- WL (S2) 2893, CP 51 94 72-10 103-8 built Ringhoffer at Smichov, couchette.
- a WL sleeping carriage, 51 94 72-10 122-8 WL 2953 (S3 ex S1) built 'Gebrüder Credé & Co, Niederrzwehren bei Cassel'.
- WL 51 94 72-10 121-0 built BRCW, Smethwick. (Editors Note: WL S3 ex S1 3417)
- CP Sleeper 61 94 71-70 004-4, ex-CIWL 4598, built Hansa Bremen (4581-4600) & Donauwörth (4601-4620), 1957, modified 1991; one of four Sleepers, rebuilt in 1991. (Another of these visible at a distance behind a fence, unidentifiable but looks the same.)

Cheers, Walter



above: WL S2 2893 (51 94 72-10 103-8)

and right 2x WL S3 (ex S1) 3417 (51 94 72-10 121-0)



An interesting email exchange between Chris Elliott and Christian Pollach developed around the film "The Lady Vanishes" and the railway carriage visible in a film scene, we reproduce it here in full:

Hi Chris,

in the last newsletter you have said that in the Hitchcock version of the movie beside the CIWL there are also Yugoslav cars.

I saw the film again last night and have found no hint that the [1st](#) class cars are Yugoslav. What was your observation?

Thanks and regards,

Chris(tian Pollach)

Christian

Hallo

Thank you for your mail.

Your question is interesting as I needed to watch the DVD of this film 'The Lady Vanishes' again.

Whereas I, like you, look to see what is what such as car types and numbers etc. I do not let that spoil the story.

What is of special interest is to see that back in 1937- 1938 when this film was made the railway shots were as good as many made today.

I tried to guess where the story was supposed to have taken place, Italy, Hungary, Austria or Yugoslavia as it was then now Slovenia.

When the two English men talk about having missed the train connection in Budapest I am lost unless they were going to Trieste to catch The Simplon Orient Express.

Now to the cars that I saw in the film; at about one hours 20 minutes into the film the train stops and you see a car with the number Ло 3579 КJB, it is the Cyrillic 'l' that made me think that the car was Yugoslav. I spent two years learning Russian so I recognised the Ло.

The other car of interest was 2593 – with sleeping car written on the side or was it a WR.

As you will have spotted these numbers are not listed as CIWL cars.

Christian we are more than pleased to have comments and queries like yours as it is of interest to many

Best regards

Chris

Hi Chris,

The Lady Vanishes and its CIWL? Cars or are they?

You got to the point that I assumed that you were thinking these are Yugoslav cars.

You probably think of these scene:

I tried to find an old photo of Russian cars and have only the screenshot from the Museum in St. Petersburg:

So it looks for me more familiar with the Russian markings, also at the moment you mentioned in the movie, you have also this scene:

If you take a look on heat of this officer, you will find a star, and at 1938 the only communist country was USSR, also he said to the two Englishmen he would drive them to the British embassy in Moscow.

Lets go back to the Yugoslav cars from the late 1930es:

The Yugoslav cars had markings in latin and cyrillic letters, and the car class was written with Roman letters, and also in the Serbo-Croatian we dont say class, like Russians do (КЛ), we say "Razred". But also from the form and interior of the 1st class car in the movie I could not find anything similar on the JDŽ.

Best wishes

Chris(tian Pollach)

Christian

Thank you very much, very interesting.

If you agree I think that we would like to include your comments in our 'Mails from our Correspondents' column.

I also received a mail from Switzerland who suggested that the scenes were in Austria. But the hotel manager was very Italian.

My only comment is that the colours on the officer's cap below the star were Italian, good fun this research.

Regards

Chris

Dear Christopher

Thanks for the magazine. My wife Hanna was very pleased too because she loved The Lady Vanishes. There is a certain humour in being stopped by an avalanche in the alps (implicitly Austria) and then galloping along behind a PLM Mountain in the sunny Riviera.

Attached another CIWL picture which I have dug up, for your free use if you require: a Pullman at the head of the Mistral, in about 1965. HP3 on a grey day defies my reading the car number, but you may do better!



Have a happy day

Yours

Bryan Stone

(Editors Note: The Pullman is one of three "Côte d'Azur" type coaches converted with air conditioning and N2 bogies for the Mistral, numbered 4151, 4161 or 4163.)

Marc Stegeman wrote:

Hello Chris and Dirk.

This e-mail is part 1 (of 3) about the tin plate model photos. One of my (older) friends collects O gauge tin plate models, and also some I scale models. For Paul Brassem it all started in his youth when his father enjoyed technical toys for the boys. They had Meccano at home and a tin plate train set as well.

Later, when Paul visited the USA he saw these large Lionel model trains and so he started to collect these. But he also enjoyed the true tin plate models. Most of these he has "on show" on some shelves and occasionally he makes up a nice contemporary consist to ride them on his oval railway.



In the past he lived in a house where he once a year put aside all furniture and made a large layout on the floor with two or three interlinked ovals. Now that he gets older and has problems getting up after riding his trains, he is scaling down and is content with a minimum layout.

When I visit him, I usually bring him some prints of digital newsletters about Amsterdam trams and also the CIWL Amis newsletter.

As he still lives in the analogue age, I've scanned in some of his photo prints which he has sent me. This is the reason the scans are not as clear and crisp as when I would have made digital photo's.

Attached now are his pictures from an O gauge Märklin (Maerklin) "Darstead" car from the 19thirties.

Next time: AS / France and Yep models.

Best regards,

Marc



Amtrak CEO Bill Flynn told "Axios on HBO" the \$66 billion coming to rail through the [\\$1.2 trillion infrastructure bill](#) will be "absolutely transformational" and "more funding than we've had in our 50 years of history combined."

The big picture: Flynn spoke about Amtrak's 50th anniversary, President "Amtrak Joe" Biden, navigating COVID-19 and preparing for climate change. The setting was the new Moynihan Train Hall expansion of Penn Station in New York, just days before final passage of the infrastructure bill.

- Amtrak's ridership numbers are now at about 65% of pre-COVID levels and trending up, he said. Details: About half of the money targeted for Amtrak would go to expanding intercity passenger rail across the U.S. — targeting places where there are now few or no routes.
- "Phoenix to Tucson is a great example," Flynn said. "Cleveland, Columbus, Dayton, Cincinnati. Los Angeles to Las Vegas."
- As for a dream stop that doesn't currently exist: "I think Nashville would be a great place to stop. I mean, how many country-western songs involve trains?"
Asked if Amtrak's commitment to reducing emissions by 40% by 2030 is enough, Flynn said reductions are "never enough" but would be an "important goal and an important achievement."
- "We take environmental threat and environmental risk very seriously."

Displaced Persons after World War II, an interesting photo and some questions to it

by Dr. Walter Rothschild

Shalom,

The photo (see following page) to this mail is a fairly anonymous press photo; all that is known is that it was taken in the former SS Funker Kaserne - Radio Troops barracks - in the north of Munich, near the Freimann railway station and workshops. Apparently this was the only location where the American troops encountered serious resistance and later they established a headquarters in the complex. The photo was acquired some years ago via e-bay by a friend who edits a magazine and he has published it with some notes in 'Rail Klassik' No. 3.

What does the photo show? A lot and yet - many questions remain. Maybe a reader here can add some information. It clearly shows a timetable for the despatch of groups of Displaced Persons from Munich to - all over the world. On the left hand column, the dates are in December 1947 and early January 1948. (On the top right is stated that during the month of November 1947 32,421 persons had been despatched!) Then comes a column with train designations - the train numbers with 'ML' MAY mean a Military train - but this is not certain. The 'Orient Express' to Paris is clear. The Destinations indicate stations in Germany, border crossings and End Destinations. Under 'Nationality' are many who are presumably stateless and are therefore described simply as 'Jews'..... In other cases, the term 'Mixed' probably covers Poles, Romanians, Hungarians, Russians, Austrians, Czechs - anyone. Who knows? Numbers vary from 14 for Salzburg (though these may be US Reserves?) to groups of over 400 heading for England or Australia. Enough for a special train and not just a reserved carriage.

		MOVEMENT		NATIONALITY		TIME		FROM	
11/12	4-1031-ML	MÜNSTER-ENGLAND	MIXED	137	8 ⁰⁰ / ₁₆	FREIMANN	STAT	2	X
11-12	ORIENT EXPRESS	HERBESTAHL-BELGIUM	MIXED	365	8 ⁰⁰ / ₁₆	FREIMANN	STAT	2	X
15/12	4-1037-ML	PARIS	JEWS (AJDC)	30	14 ³⁰ / ₁₆	FREIMANN	STAT	2	X
16/12	4-1039-ML	KARLSRUHE	MIXED	33	22 ⁰⁰ / ₁₆	MAIN	STAT	1	X
16/12	4-1044-ML	STRASSBURG-PALESTINE	JEWS (JAFP)	56	08 ⁰⁰ / ₁₆	FREIMANN	STAT	1	X
17/12	4-1044-ML	INNSBRUCK MOROCCO	MIXED	93	07 ⁰⁰ / ₁₆	FREIMANN	STAT	1	X
19/12	4-1049-ML	SALZBURG	MIXED (USA RES)	14	08 ⁰⁰ / ₁₆	SOUTH	STAT	3	X
19/12	4-1051-ML	STRASSBURG-PALESTINE	JEWS (JAFP)	272	08 ⁰⁰ / ₁₆	FREIMANN	STAT	1	X
22/12	4-1052-ML	MÜNSTER-ENGLAND	MIXED	420	13 ⁰⁰ / ₁₆	FREIMANN	STAT	1	X
22/12	4-1053-ML	DIEPHOLZ CANADA	MIXED	303	13 ⁰⁰ / ₁₆	FREIMANN	STAT	1	X
22/12	ORIENT EXPRESS	VENLO-HOLLAND	MIXED	223	13 ⁰⁰ / ₁₆	FREIMANN	STAT	1	X
29/12	ORIENT EXPRESS	DIEPHOLZ CANADA	MIXED	300					
2/1/48		PARIS	JEWS (AJDC)	105	11 ⁰⁰ / ₁₅	MA	STAT		
2/1/48		PARIS	JEWS (AJDC)	45	14 ³⁰ / ₁₅	MA	STAT		
2/1/48		DIEPHOLZ AUSTRALIA	MIXED	454					

The Time column is a bit of a puzzle, maybe referring to the time when a group had to be ready and then the time of departure - from the Main station (München Hauptbahnhof), or South station (München Südbahnhof) or Freimann. To the right is an indication of the number of days' rations that were to be provided to the travellers. The cross may simply mean that this particular Transport has been successfully despatched. AJDC is of course the American Joint Distribution Committee, JAFP the Jewish Agency for Palestine. So these groups went under the aegis of an organisation that facilitated the emigration (and immigration).

The Destinations - here one needs some knowledge of European geography and history. Clearly only a part of the route is indicated, the part relevant to these American servicemen organising the journeys and the passengers. What follows are 'Educated Guesses':

- The three groups heading for Paris (with the AJDC) - would probably then continue to Le Havre and a ship to the USA.
- Those heading for Münster and England may well have then continued for Hoek van Holland and a boat to Harwich.
- The two groups heading for Diepholz (near Bremen) may have been heading for Bremerhaven in an American enclave and a ship for Canada or for Australia.
- Those heading for Herbesthal - this was once a large and important border station west of Aachen, now it is an insignificant halt - were clearly being sent to the Belgian border for onward distribution.

- Those heading for Venlo - on the Dutch border - went initially to the Netherlands, but maybe transitting onwards afterwards.

- Those heading for 'Strassburg for Palestine' - once over the French border would have headed probably south to Marseilles and a ship which, either legally or if necessary illegally, would then try to bring them to Palestine.

- On 16th. December two groups shared a train part of the way to Austria and then one went - via Innsbruck - over the Brenner? To an Italian port? To head for North Africa. Who were these? Possibly PoW's taken by the Afrika Korps and shipped to Europe. We know this was done for British PoW's.

So - there were many DP's and not all were Jewish; here is evidence of some of the efforts either to repatriate or to re-settle some of them. An amazng snapshot of a difficult time. I wonder whether anyone knows anyone who was in one of these groups heading from München to a new life somewhere else. It would be good to get more information.

Shalom, Rabbi Dr. Walter Rothschild

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Papers, Letters searched for a Georges Nagelmackers Biography

A Biography of Georges Nagelmackers – Founder of CIWL is being written by Paige Bowers, the author of “General’s Niece: The Little-Known de Gaulle Fought to Free Occupied”.

Paige is anxious to find any papers, letters to and from Georges so any contacts that might be able and willing to help will be more than welcome. Please mail us first at elliott.chris@gmx.com

Series of articles on the Pullman Expresses of the 1920s and 1930s in Belgian railway publications

by Chris Elliott

Jos Geilen and Willy Patten have written some truly excellent articles about the Pullman Expresses for the Belgian magazine 'Journal du Chemin de Fer' (French language version) and 'Spoorwegjournaal' (Dutch language version). These articles are about the Pullman trains of Wagons-Lits that served the Benelux countries before World War II. Up to this point, the following Pullman trains have already been covered:

- the 'Edelweiss' in the issues Nos. 225 up to and including 229. = 5 parts
- the 'Étoile du Nord' and the 'Oiseau Bleu' in the issues Nos. 233 up to and including 238. = 5 parts
- the 'Ostende-Cologne Pullman Express' in the issues Nos. 240 up to and including 242. = 3 parts

Just published the 'Calais-Bruxelles Pullman Express' N° 244 and next the 'Paris-Côte Belge Pullman Express' are in preparation.

The articles also pay much attention to the history of the relations involved. For those who are only interested in the Pullman trains themselves, the issues Nos. 226, 227, 235, 236, 237, 238, 241 and 242 are the most important. In these issues you will find information about timetables, compositions, Pullman car types and their numbers, baggage vans, locomotives, and all kinds of other information about the trains involved, also focusing on the connecting ferries and British boat trains as far as the Pullman trains to Ostend or Calais are concerned.

Issue No. 225 deals with the origin of the CIWL and with the general history of the Pullman trains, while issue No. 229 contains a list of the preserved Pullman cars at that moment. In principle, all these issues are still in stock at the publisher's premises, at the price of € 9.85 per issue, excluding postage.

If you are interested, please contact the publisher at: abo@metamediagroep.be

They will verify the availability, calculate the shipping costs depending on the weight and the destination (please mention your address), and inform you about the method of payment.

Do not forget that there is a French version (Journal Du Chemin de Fer) and a Dutch version (Spoorwegjournaal) of the magazine.

Restaurant Car No 2975 Update – News from The Nene Valley Railway Peterborough England

by Adam Paice.

Apologies that this update will be brief however we have been extremely busy with our Christmas trains. Our Christmas trains make up the majority of the Nene Valley Railways revenue so their importance cannot be understated. We are pleased to say very own recently restored Wagon-Lits Restaurant Car has increased our revenue by providing extra first class capacity and has been an instant success and has become a firm favourite to all passengers who ride in it.

I'd like to start with two images of the exterior and interior before the restoration started:



Compare these to the photos taken last month of the coach in our Christmas train. Quite the contrast we hope you'll agree!



WR 2975 passing through the Cambridgeshire countryside.

Due to the extreme size of this coach compared to our other rolling stock, the only way to get the gangway below connections to line-up reasonably and to avoid buffer lock on our tight curves was to sandwich it in between our Belgian K1A's.

Although these K1A's wear the Wagon-Lits Pullman livery I'm sure many of you will know their real livery should be a dull green. This fictional livery helps to convey a sense of occasion and luxury which is extremely popular with British passengers who have no idea what the livery should be.





As you can see from a distance the combination looks quite striking with our Maroon DSB's acting as a kitchen and standard class accommodation.



One of our youth group volunteers serving passengers in the main saloon. WR 2975 standing at Overton station on one of our evening dining trains. The lights and steam make for quite an atmosphere.



One of our resident locomotives 34081 '92 Squadron' pulling the first Christmas train of the day. This particular locomotive would be very familiar with the Wagon-Lits brand having pulled the 'Night Ferry' service through south east England when in service.

The second locomotive pulling our Christmas trains is our resident Polish tank engine 5485. Despite being small it makes light work of the 300 ton train made up of Danish, Italian and Belgian rolling stock.



We hope you enjoyed seeing these pictures of another WL Restaurant Car back in service and being enjoyed by new generations.

The young, who have grown up in an age of cheap, disposable and low quality goods particularly appreciate the standards of craftsmanship and luxury from almost a century ago.

Much credit must go to all our volunteers who have had to learn the skills to restore such a vehicle, with many of them being between the ages of 12 and 18.

We wish you a prosperous New Year and we look forward to providing you with further updates and photographs as we complete tasks we did not have time for before Christmas.

Murder on the Orient-Express: CIWL cars in the 1974 film version

by Dirk Frielingsdorf

Outside the newsletter, a question arose about the carriages used in the 1974 film adaptation of Agatha Christie's "Murder on the Orient Express". Since many of these classics are repeated on television around Christmas (I myself watched Murder on the Nile), perhaps this is a question that can be answered again in 2022. In the 1974 film version (most of the exterior shots of the train took place in France in 1973, including some scenes in the snow in Montbenoit near Pontarlier), all four carriages of the "Simplon Orient Express" came from the CIWL. Behind the French locomotive 230 G 353 of the SNCF hung the following cars in the film:

- Luggage car **1283**, built by Metropolitan in 1928, was at the time registered with CIWL as 51 66 09-40 283-4 and mostly carried dirty laundry from Villeneuve-Prairie to Saint-Denis (to CIWL's central laundry there) and back again with clean ones. The car was later acquired by Albert Glatt's Intraflug for the Nostalgie (Istanbul) Orient Express and converted inside into a machine refrigerator car to supply dining cars. It was currently departed with other ex-NIOE cars from the České Velenice workshop, which went bankrupt years ago, to Halberstadt (see following article).

- The dining car **4271**, rebuilt at Breda in 1955 on the chassis of the war-damaged Pullman Côte d'Azur 4154. This car was one of the 109 dining and Pullman cars that the SNCF acquired from the CIWL with effect from 01.01.1962, but continued to operate under its livery and service. This was still in regular service in 1973 under its registration 51 87 88-80 563-9 and was withdrawn from service and scrapped in 1978.

- Sleeping car Lx **3504**, built by EIC in 1929, still had its original René Prou "Laquee rouge" interior when filmed, it was only converted to an Lx16 (with three two-bed compartments at each end of the car) in 1933, the only "modernisation" being fluorescent tubes replacing 1952 the original incandescent lighting. It was registered in 1968 as 51 66 06-41 132-5 and with effect from 01.07.1971 was rented by SNCF in the European sleeping car pool for its Parc national and registered as 61 87 70-41 209-5. Thus it was in use at the times of filming. The fact that it had only undergone a few conversions so far was its undoing in 1975: After the SNCF returned it to the CIWL, which no longer had any use for it, it was scrapped in Massy in October 1975 after being sold to a scrap recycler.

- Pullman car **4163** of type Côte d'Azur, built in 1929 by CGC, was fitted with air conditioning and Schlieren N2 bogies for higher speeds in 1956 for the French express train "Mistral". As a Pullman coach it was "dramaturgically important", but in reality Pullmans were not part of the train. By 1973 it was already in



operational reserve and registered as 51 66 09-80 163-9, its regular service on the Mistral ending in 1969, and its successor services on the "Le Loynnaise" in 1971. It was finally acquired at the Sotheby's auction in Monte-Carlo in 1977 by a Mr. Paccard for the Moroccan royal family. Today, it stands on a private estate in Betz, France, together with the sleeping car Lx 3548, which was also bought at auction there.

Film mistake: Exterior shot with Lauren Bacall in front of the WL Lx 3544 with modern UIC number 51 66 06-41 170-5...

České Velenice - Removal of the historical railway material stuck there for years.

By Dirk Frielingsdorf (with the help of Xavier Guerra, Bernhard Graf and Péter Sinka).

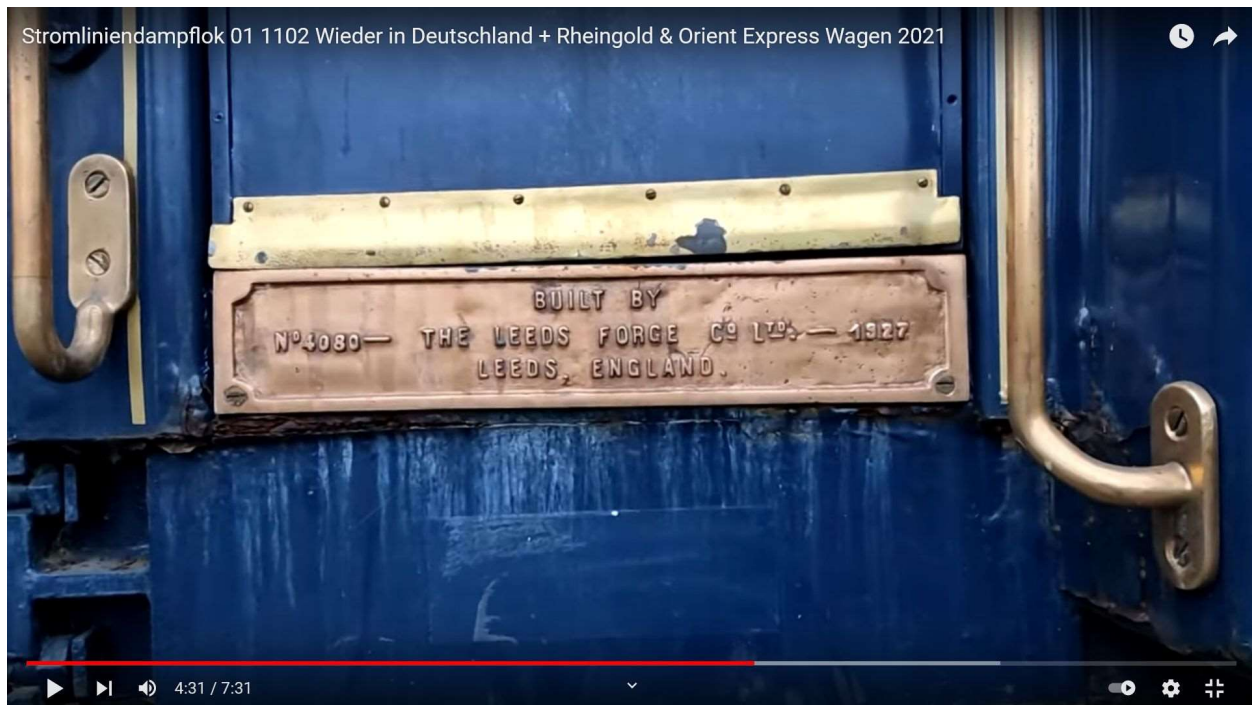
After many years, Johannes Klings and the Swiss Trans Europ Eisenbahn AG (TEAG), which he represents, succeeded in removing the coaches stuck there after the insolvency of the workshops in České Velenice in the Czech Republic, including ex-CIWL cars of the Nostalgie Istanbul Orient-Express (NIOE), and bringing them to Halberstadt in Saxony-Anhalt in eastern Germany. The set, consisting of the following vehicles, left České Velenice on 14.11.2021 :

- 70011 D Voiture Salon Aquitaine (61 81 08-70 011) ex SNCF*.
- DR 24507 (51 81 09-80 007-9) Rheingold*
- DR 24506 (51 81 09-30 506-1) Rheingold*
- CIWL 4080 DE Pullman FdO comp. (51 81 09-70 002-2)*
- CIWL 3354 D Présidentiell (51 81 08-30 006-3)*
- DR 10000 (51 81 09-80 000-4) Salon Reichspräsident Hindenburg*
- DR 10005 (51 81 09-80 001-2) Salon President*
- CIWL 1283 M Fourgon (machine refrigerator car 51 81 09-30 010-4)
- Am208 51 81 03-40 001-7 ex ESG 18 ex DB 51 80 10-40 166
- Am208 51 81 03-40 000-9 ex ESG 19 ex DB 51 80 10-40 170
- ÖBB A4ü 51 81 03-71 004-3 ex 11512
- CIWL 4013 ex Voiture Service Croisière ex WSPc FdO (anti-rust paint)
- 30007 M" (51 81 09-30 007-0) Voiture Cuisine ex ÖBB 61 81 88-33 007 ex BR4ipü 31907*
- 2nd class car ex DR (East)*
- 01.1102 ex DR (streamlined)
- Engine car of the former K-train ex DR?

*) These coaches all have a uniform dark blue and white CIWL-like livery, with DR 10000 missing the ornamental lines.



Screenshot from a facebookvideo



Factory plate of the WSPc 4080, screenshot from the youtube video from Dornreichenbach

A video of the train passing through Pirna on 16.11.2021:

<https://youtu.be/O-lei-46yUE>

Then there was a longer stoppage in Dornreichenbach, because the track safety had problems with the axle counting. There is also a video of the train from there on 17.11.2021:

<https://youtu.be/gklJZeJScik>

On 25.11.2021 Johannes Klings announced that the train would soon continue its journey, after the train had been thoroughly checked several times by MALOWA Klostermannsfeld and confirmed to be free of defects. However, there were several track warnings ("driving on sight") and probably also track closures between Dresden and Leipzig because of onlookers in the tracks...

On 11.12.2021, the train finally continued towards Halberstadt, after 14 brake wagons were added to the train.

In České Velenice, cars 51 81 09-30-012 (luggage car "3012 M") ex SBB and a green four-axle ex DR (last DB or ÖBB?) remained at first. Other vehicles with their last whereabouts in České Velenice are also known, but were not withdrawn in the course of this measure, but are or were attributed to TEAG:

- SBB Re 4/4 10032
- SBB-CFF MU 4777 and 4782 (financed by SBB-CFF in 1967 and rented to CIWL)
- A4ü 51 81 03-71 000 ex 11502 ex ÖBB, "Sparlack" (red/ivory)
- B4ü 32176 ex ÖBB, "Jaffa" livery (blood orange/ivory)
- "35104" (51 81 02-40 000-0) ex ÖBB 50 81 22-35 104-4 ex B4ü 31104

It is gratifying that the former round trip service car of CIWL No. 4013 "reappeared" on this occasion. This car belonged to the CIWL for a long time and was last assigned to the Pullman Orient Express. It was fitted with UIC rubber bulges in the Oostende workshop instead of the bellows transition that had been preserved for a long time. It was then sold to CIER in Luxembourg, who wanted to have it refurbished in

České Velenice. The work did not go beyond gutting and priming with rust protection. A video screenshot from the video linked above from Dornreichenbach:

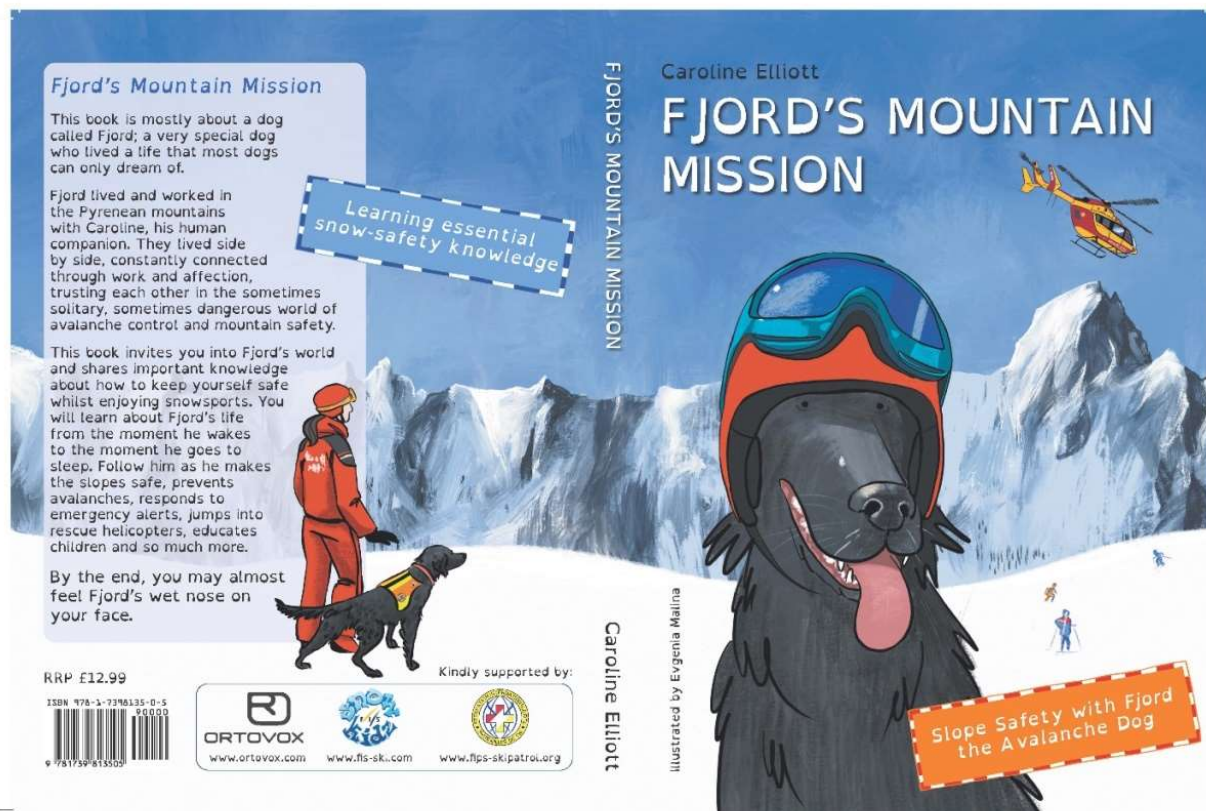


On this occasion, the ex-NIOE pullman car of type Côte d'Azur No. 4152, which had been parked for years at BWR wagon repair in Rastatt, can also be assigned to its new owner. This was acquired by the SNCF for its planned Orient Express, after it had already acquired numerous other cars, including the other cars of the former NIOE parked for years in Malaszewicze in Poland, the Spanish WL LJ 3968, the teakwood dining car WRS 1943 alias "2057" and brought them to the ACC workshop in Clermont Ferrand. There, to ACC, WSP 4152 was brought by road low loader on 06.09.2021.



Photo: google/Michael Schneider in June 2017

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