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Editorial – Chris Elliott, Dirk Frielingsdorf

As we all know these past days and weeks have been difficult for Central and Eastern Europe. Yet it has been the train that has come to the rescue in moving many hundreds of thousands of refugees.

This edition has some interesting articles especially one from Spain.

Many of you know that we are planning an edition dedicated to CIWL’s trains and Services east of Istanbul and slowly and surely we are receiving some very interesting articles and photographs, all being well we will issue this Middle East edition later in the summer.

We hope that you received details of the new LR Presse book by authors Jean-Marc Dupuy and Pierre-Yves Toussiro, it is due to be published in a few days from now. We will review it in our next edition.

We were saddened by the announcement of the death of Bryan Stone who was a very active member of the Swiss Railway Society, Bryan lived in Bale – Suisse

We continue to look for any young person who is interested in the world of CIWL to add to our editorial team; In addition we are looking for help with our on-going CIWL research. To that end we offer a working holiday based in the South of France anyone interested should contact Chris Elliott at elliott.chris@gmx.com.

Familiar sleeping cars back in regular service (thanks to Brendan Martin):

Interesting sleeping cars can currently be seen on the NightJet Zurich-Amsterdam and back: On the one hand, the AB33s (ex T2S) taken over by BTE from ÖBB with BTE registration, but in NightJet livery ("SBB-CFF NightJet-Partner") are in use, alternatively the two MUn 2002 and 2004 of RDC, reactivated last year, are also in use, but still wearing their familiar RDC livery in lighter blue.

<https://www.drehscheibe-online.de/foren/read.php?031,10057410>

<https://www.drehscheibe-online.de/foren/read.php?031,10051193> (Note subsequent contributions)

From 20 May 2022, the MUn are to run between Lörrach and Hamburg. It remains to be seen whether the current MUn 2002 and 2004 will be used for this or whether the other two (2001, 2003) will be reactivated.

In the process, RSI Vienna (ex CIWL-Atelier Vienna) has returned to the maintenance of sleeping cars. As the British railway magazine Today's Railways - Europe writes, RSI Vienna is taking over the maintenance of the RDC/BTE sleeping car fleet, initially of the cars for Amsterdam-Zurich and for the planned Hamburg-Malmö connection.

We reported in our last newsletter that the coaches, which belonged to TEAG (ex NIOE) and were stuck for years in the insolvent České Velenice workshop, were taken away to East Germany at the end of last year. Now some of the coaches have ended up in Halberstadt (Germany) and some in Stassfurt in Austria, Bernhard Graf enlightens us about this:

In addition to 01 1102, a total of 8 wagons ended up in Stassfurt:

51 81 09-30 010-4P ex CIWL 1283 M

51 81 03-71 004-3P ex ÖBB A4ü 11512

51 81 03-40 000-9P and 001-7P ex DB Am208 51 80 10-40 170 and 166

51 81 06-80 000-7P ex DR WL AB (VEB Görlitz 197x)

61 81 09-40 000-1P ex DR 61 50 95-40 205-8

51 81 09-80 000-4P Salon "Hindenburg" 10000

51 81 09-80 001-2P Salon "Präsident" 10005.

In Halberstadt, all the other cars that left České Velenice should be there:

51 81 08-30 006-3P ex CIWL 3354 D

51 81 09-70 002-2P ex CIWL 4080 DE

61 81 08-70 011-2P Salon "Aquitaine" ex SNCF

51 81 09-30 007-0P ex ÖBB Dmsz 95-30 007

51 81 09-30 506-1P Rheingold 24506

51 81 09-80 007-9P Rheingold 24507

51 88 09-70 013-2 ex CIWL 4013

*The cars left behind in České Velenice should all go to the "Niederösterreichische Bahnstalgie" association, including the two **MU 4777 and 4782**.*

Video links to documentaries about night trains (Pt. I)

by Dirk Frielingsdorf

Again and again, we are sent interesting links to videos or are asked whether there is something on one or the other topic. In this issue we are starting a link collection to bring together demand and supply. We will certainly continue this collection in one of the next issues. So if you know other sources of interesting films, please send them to us!

In the NightJet from Berlin to Zürich, ZDF-Mittagsmagazin, 2018, german:

<https://www.zdf.de/nachrichten/zdf-mittagsmagazin/videos/180404-digitalisierung-mim-102.html>

Innsbruck-Stockholm with NightJet and Snälltåget, SR, youtube, german:

<https://youtu.be/XnAYQUclrB0>

Amsterdam-Innsbruck with the NightJet, WDR, youtube, german:

<https://youtu.be/ZXXWO-j3m3M>

In the DBAG night train from Berlin to Paris, youtube, SpiegelTV 2004, german:

<https://youtu.be/rwEAJpSI5b4>

In the night train "Wiener Walzer" from Basel to Budapest, SRF Archiv, 1991, german/schwyzerdütsch:

https://youtu.be/1rsdn_5ShEM

"Wagons-Lits extra Dienst naar Parijs" with recordings from 1998, published 2016, youtube, dutch:

https://youtu.be/ln_lhcy9C-k

The Simplon Orient Express 1956 on youtube, french:

<https://youtu.be/78peEduIA00>

Mitropa in the 1930s, youtube, retoursEU, no language:

https://youtu.be/_DZmZGITg58

80 years of Mitropa, dining car, the canteen on the rail, youtube, german:

<https://youtu.be/tUfkk563XQA>

Golden Arrow and Flèche d'Or 1949, 2 parts, youtube, retoursEU, english:

<https://youtu.be/JF0kMPoU-1A>

https://youtu.be/SBQfy5_NR-E

History of the canal crossings, including Golden Arrow and Night Ferry, youtube, english:

<https://youtu.be/aTotLXFvniA>

"I prototipi delle vetture letto costruite da Fiat", WL type YC of the CIWL, youtube, italian:

<https://youtu.be/XApDBPvmvQ0>

Trains Grandes Lignes sur la Riviera - décembre 1989, youtube, french:

<https://youtu.be/9S2iJKVptX4>

Assembly of sleeping car T2S in Schlieren (1975), youtube, german:

https://youtu.be/aLFhG17_NJ0

La passion des trains - Voyager en dormant (n°22), SNCF, youtube, french:

<https://youtu.be/MmX8D5Zp1ls>

La passion des trains – Venice Simplon Orient-Express, youtube, French:

<https://youtu.be/3k3nccEuqb8>

to be continued...



The transmarine shipment of CIWL cars

Rectification by Jos Geilen

On page 5 of the 'Amis des Wagons-Lits – Newsletter # 12 – October 2021' I wrote: 'the first transport between Immingham and Calais by Train Ferry No. 2 took place early August 1922 according to Kevin Hoggett, however the CIWL register noted August 1, 1922, as date of delivery of sleeping cars Nos. 2641 and 2642. According to this register the second batch of cars Nos. 2643-2648 was delivered on September 12, the third batch of cars Nos. 2649-2656 on October 9 and the fourth batch of Nos. 2657-2664 on November 12, 1922. On December 11, sleeping cars Nos. 2665-2672 were delivered in Calais and the last batch of cars Nos. 2673-2680 on January 15, 1923.'

Kevin Hoggett in the meantime did send me copies of the 'Register of Vessels Passing in and out of Immingham Dock' that clearly showed that the notes in the CIWL register were wrong for five transports. The Immingham register noted:

<u>Date</u>	<u>Name of vessel</u>	<u>Captain</u>	<u>Cargoes Outward</u>	<u>Sailed to</u>
August 4	Train Ferry No. 2	Grigor	Coaches	Calais
September 11	Train Ferry No. 2	Grigor	Coaches	Calais
October 9	Train Ferry No. 2	Grigor	Coaches	Calais
November 13	Train Ferry No. 2	Grigor	Coaches	Calais
December 15	Train Ferry No. 3	Corbet	Coaches	Calais
January 15	Train Ferry No. 3	Corbet	Coaches	Calais

And why were these five notes in the CIWL register wrong?

A ferry leaving Immingham on August 4 can never deliver cars in Calais on August 1. The same reason counts for delivery on November 12 and leaving Immingham on November 13 as for delivery on December 11 and leaving Immingham on December 15.

And what's wrong with deliveries on October 9 and January 15?

Couple of points to think about are that the distance Immingham to Calais is about 204 Nautical Miles, so at 12 knots, the Train Ferry's service speed, it is a minimum of 17 hours steaming in good weather, add on the locking out time at Immingham and the locking in time at Calais you are looking at a berth to berth time of at least 19-20 hours minimum, so it is unlikely if the loading is done in daylight at Immingham that the Train Ferry arrived in Calais on the same day, it would have to leave Immingham at 4 a.m. latest to do that.

According to the Immingham register the Train Ferries arrived and departed on the same day and in October and January at 4 o'clock in the morning there is hardly daylight.

So, it can be safely said that the Train Ferries left Immingham in the afternoon and arrived in Calais the next day and therefore the days of delivery in Calais could not be in no case October 9 and January 15.

The exact reason why wrong dates of delivery were noted in the CIWL register is not known but most probably these dates were on forehand written down as the expected dates of delivery. And in consequence of all kinds of circumstances the deliveries took place later.

I want to express my heartfelt thanks to Kevin Hoggett and train ferry historian Tony Henwood for their contribution to this rectification.

Mann Boudoir Sleeping Cars No. 42 and 43

Response by Jim Greaves to the article "Early blue: The Mann Era of the CIWL" in Newsletter No. 13.

"Great article in the latest newsletter which filled in a great deal of background regarding the use of Mann's cars in Europe. You make a good argument for the early use of blue in Europe, but I cannot accept the English cars were blue. The only Mann cars I have researched were the two which ran in England in the mid 1870's. Possibly they were repainted and rebuilt when they moved to Europe.

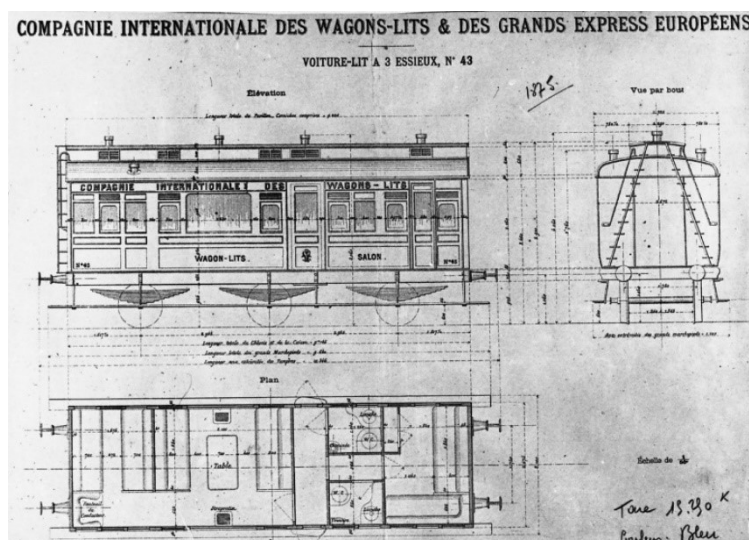
No doubt influenced by JS Forbes, a director of Mann's Sleeping Carriage Co and Chairman of the LCDR, the two English cars were built at the LCDR works at Longhedge. The LCDR only ever finished their carriages in varnished teak. I cannot see Longhedge finishing 42 (1873/5) & 43 (1875) with any colour, particularly as the LCDR probably provided at least part of the finance.

Mann's cars were widely reported on in 1873 when they were proposed and again in 1875 when they first ran experimentally and then regularly on the LCDR. Sadly, none of the reports refer to the colours, either inside or out. I attach a report from Engineering in 1873 published prior to the English cars being built and probably based on the existing Continental cars. Also attached are two newspaper reports from 1875. One describes the Boudoir Sleeping car and the other the Boudoir car.

Various diagrams of the cars were printed, usually contradicting each other and the descriptions from various journalists. I cannot reconcile the diagram of Car 43 on p4 of Newsletter 13 with any descriptions of the car as built in 1875. I think the drawing may date from the rebuilding of the car on its return to Europe or even as late as the 1888 rebuilding when the annotation 'bleu' may have been added. Originally Car 43 was called a 'Mann Boudoir Car' and was probably lettered as such. No contemporary report mentioned any sleeping facilities in this car but car 42 was referred to as a sleeping car. The French description of a 'Wagon-Lits' and 'Voiture-Lit' points to a later use of car 43. Whilst the exterior of the car is probably as built, the interior is almost certainly not. Incidentally, I cannot make sense of the compartment at the right hand end in your drawing. There appears to be no entrance from the exterior and how do you sit down without climbing over the seats?

I have no contemporary evidence to back up my opinions except that they are based on the balance of probabilities and the reports attached.

Jim"



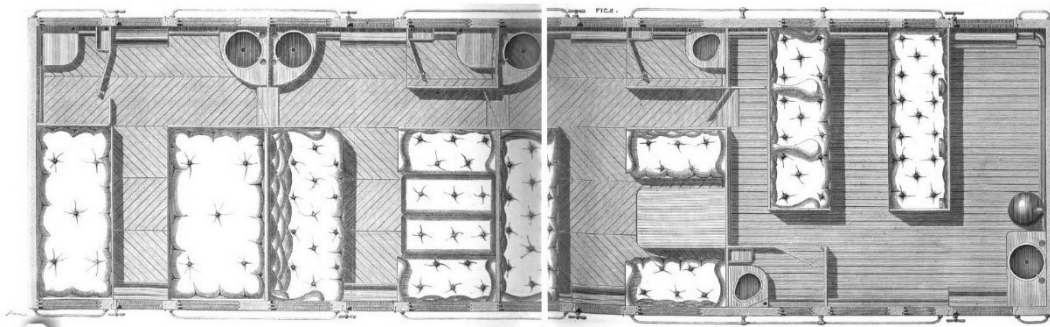
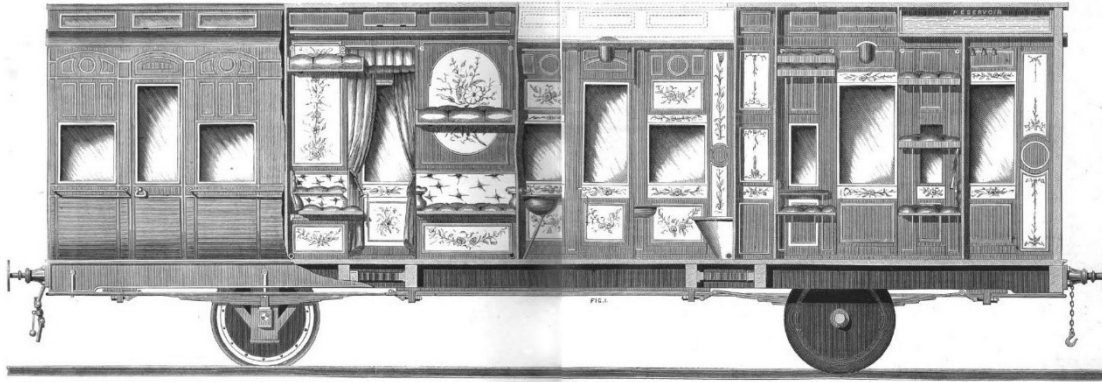
From the French Railways Society Archive - Geoffrey Keen collection

For this purpose, Jim sent me some contemporary documents (a Times from 01.07.1875, a York Herald from 09.06.1875 as well as two issues of the magazine "Engineering" from 18.04.1873 and from 17.06.1875), which show or describe the two cars 42 and 43 used in England. Nothing is said there about the color and exterior design, but I follow Jim in his thesis that the cars were initially in clear painted wood. Undoubtedly, the CIWL drawing I showed again left is from 1883 or later - the addition "...et des Grands Express Européens" was only used from then on.

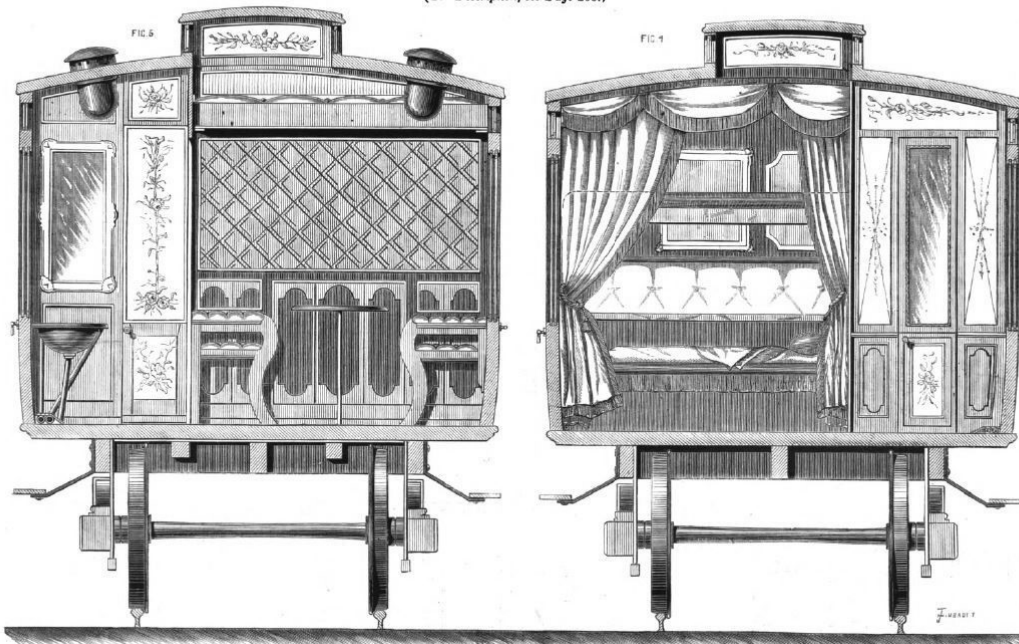
In the 1873 issue of "Engineering", two Mann sleeping cars are described as designs that had not yet been built and are presented in drawings and floor plans, including in great detail the presumably later car 42, here still as a two-axle design, it was then built as a three-axle car:

ENGINEERING, April 18, 1873.

RAILWAY SLEEPING CARRIAGE, AS CONSTRUCTED FOR THE SERVICE OF GERMAN RAILWAYS.
DESIGNED BY COLONEL W. MANN, ENGINEER, LONDON.
(For Description see Page 263.)



RAILWAY SLEEPING CARRIAGE, CONSTRUCTED FOR THE SERVICE OF GERMAN RAILWAYS.
DESIGNED BY COLONEL W. D. MANN, ENGINEER, LONDON.
(For Description, see Page 263.)

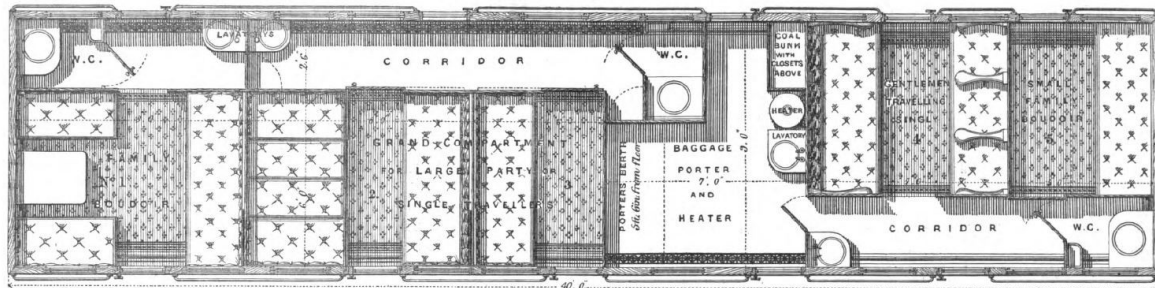


April 18, 1873.]

ENGINEERING.

The second floor plan presented "for use on English railways" is unusually long with 40 feet (12.19 m) body length, this design will not have been built like this, at least not for the "Mann Boudoir Sleeping Car Co." Cars 42 and 43 were shorter (10.15 m and 10.346 m length over buffers).

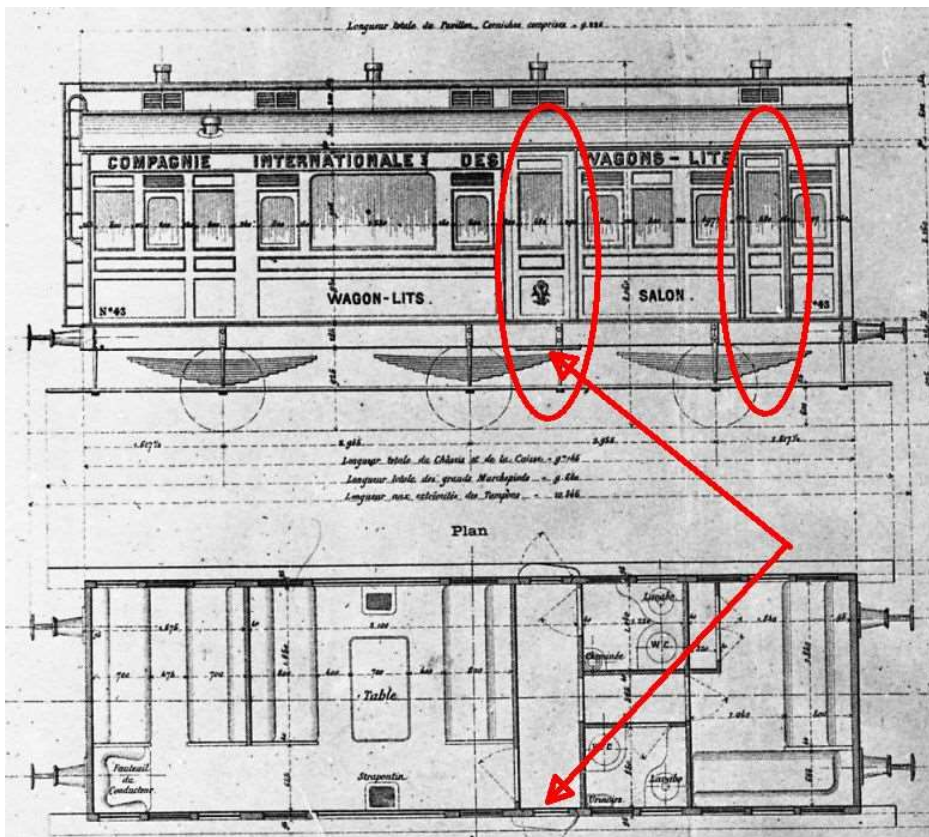
PLAN OF SLEEPING CARRIAGE, ADAPTED FOR USE ON ENGLISH RAILWAYS.
DESIGNED BY COLONEL W. D. MANN, ENGINEER, LONDON.



All Drawings: "Engineering, 18 April 1873"

The first CIWL car to come close to this length was car No. 53 of Eisenbahn Bedarf Berlin 1875, but it already had a continuous side corridor with 3 two-bed and two four-bed compartments. This was also the last of Mann's company before Mann retired and the company was renamed. All previously built cars were shorter.

The Times presumably reports coach 43 in its original configuration with many seats for short trips to the Channel coast, which was later converted into a three-axle sleeper. The York Herald reports a sleeping car and this must consequently be No. 42, which is described in great detail with its features.



The second reference Jim wrote I can correct: Floor plan and exterior view match, the supposed second door on the right is at best an emergency exit, but not an access door, it also lacks the second step that is placed under the correct access door.

From the French Railways Society Archive - Geoffrey Keen collection

LOS RESCATES DE MATERIAL DE LA CIWL, IRUN. 1-11-96

Por KOLDO.

En esta primera ocasión nos centraremos en el relato de nuestro compañero José Félix Colado, más conocido por los lectores españoles como Koldo que desde Irún pudo estar presente en las operaciones realizadas en Irún, el 1 de noviembre de 1996, por la Asociación Zaragozana de Amigos del Ferrocarril y Tranvías. Fecha en la cual se dedicaron a recoger varios coches de los desaparecidos Talleres de Wagon Lits, en aquel momento en Ventas de Irún y que hacía un tiempo había digitalizado.



En esta interesante foto podemos ver parcialmente el coche WR 3565. Construido por Astilleros del Nervión y La Naval en 1930. En la parte central el WSP 4165 E. Salón-Pullman de madera, de Carde y Escoriaza, construido en 1929. Nótese la falta de numeración metálica inferior y escudos de sus laterales. Finalmente podemos ver el coche WL 3372. Un cama, construido por Metropolitan Cammel Carriage en 1928. Cortesía Koldo. Irún. 1 de noviembre de 1996

In this interesting photo we can partially see the WR 3565 car. Built by Astilleros del Nervión and La Naval in 1930. In the central part, the wooden WSP 4165 E. Salón-Pullman, by Carde y Escoriaza, built in 1929. Note the lack of lower metallic numbering and shields on its sides. Finally we can see the car WL 3372. A sleeping car, built by Metropolitan Cammel Carriage in 1928. Courtesy Koldo. Irún. November 1, 1996

La tarde del día uno de noviembre de mil novecientos noventa y seis, partió de la estación de Irún la composición compuesta por la locomotora 269-301, nueve coches y un vagón de mercancías con destino a tierras aragonesas.

Se trataban de ocho coches de viajeros, de restaurantes, un furgón, parte de ellos pertenecientes a la flota de Wagon Lits y un vagón plataforma. La comitiva de la AZAFT comandada por el Sr. Valero y su grupo de aficionados, había llegado con su tren para hacerse cargo del Coche Salón Pullman nº 4165 E con carrocería de madera, del Coche Cama nº 3372, el Furgón nº 1276 y un vagón plataforma cargado con cuatro bogíes y cuatro gatos elevadores de vagones, que permanecían en las instalaciones de Wagon Lits de Ventas de Irún, talleres que hacía poco tiempo que había cesado su actividad industrial.



En estas dos imágenes de nuestro compañero Enrique Robles, podemos ver diversos momentos de las maniobras de formación del tren especial que tuvo como destino las naves de la AZAFT en Zaragoza.

In these two images of our colleague Enrique Robles, we can see various moments of the training manoeuvres of the special train that was destined for the AZAFT workshops in Zaragoza.

Por la mañana la composición había llegado hasta la estación fronteriza y una vez recogido el material y formada la composición en la vía 3, ya por la tarde, y a requerimiento del factor de circulación debieron modificar el orden de la formación inicial, con las consiguientes maniobras, para asegurar el freno de la composición intercalando los vehículos que habían llegado desde Zaragoza, con los recogidos en los Talleres de Coches-Cama de Ventas.



La responsabilidad de la tracción en el traslado de esta pintoresca composición estuvo a cargo de la locomotora japonesa 269-301-8 con librea amarilla-gris correspondiente la Unidad de Negocio de Tracción. Andenes de Irún, junto a una de las fachadas de las instalaciones de Wagons Lits. Foto cortesía Koldo. 1 de noviembre de 1996.

The responsibility of traction for the transfer of this picturesque composition was in charge of the Japanese locomotive 269-301-8 with yellow-grey livery corresponding to the Traction Business Unit. Irún platforms, next to one of the facades of the Wagons Lits facilities. Photo courtesy Koldo. November 1, 1996.

El furgón en la imagen carecía de numeración sería por estar en proceso de saneamiento de chapa y pintura y no es el furgón 1272 pues tiene una ventana más al final del lateral.

Me decanté por el número 1276 una vez consultada la página digital de AZAFT, y sobre todo el listado del libro de Javier Aranguren, Coches Camas, Restaurantes y Salones en los ferrocarriles de la Península Ibérica, como para el resto de información sobre los constructores y sus años de fabricación.



Foto detalle del furgón WL-1276 en proceso de saneamiento, con pintura de imprimación y antioxidante en puertas correderas. Estación de Irún 1 de noviembre de 1996. Foto cortesía Koldo.

Detail photo of the WL-1276 van in the process of being restored, with primer and antioxidant paint on sliding doors. Irún Station November 1, 1996. Photo courtesy Koldo.



En esta instantánea, podemos ver el coche Camas 3372 en deficiente estado de pintura exterior, junto al WR 3396 acoplados a la composición de rescate realizada en los Talleres de Irún-Ventas el 1 de noviembre de 1996. Foto Koldo.

In this snapshot, we can see the Camas 3372 car in a poor state of exterior paint, together with the WR 3396 coupled to the rescue composition carried out at the Irún-Sales Workshops on November 1, 1996. Photo Koldo.

El orden final de la Composición tal y como salió de Irún estuvo formada por:

- La locomotora 269-301.
- El coche WR 3565. Restaurante, construido por Astilleros del Nervión y La Naval en 1930.
- WSP 4165 E. Salón-Pullman sin Cocina, de carrocería de madera de teka, construido por Carde y Escoriaza en 1929.
- WL 3372. Camas, construido por Metropolitan Cammel Carriage en 1928

- WR 3396. Restaurante, construido por Metropolitan Cammel Carriage en 1928.
- BB4-6033 de 2ª Clase.
- WR 3567. Restaurante, construido por Astilleros del Nervión y La Naval en 1930.
- SS-2.
- F 1276. Furgón, construido por Metropolitan Cammel Carriage en 1928.
- Vagón plataforma.
- ZZ-1601, Coche Salón de autoridades de Renfe de 1955.



Finalmente tras una dura jornada de trabajo la composición formada sale de la estación Irún el 1 de noviembre de 1996. Foto cortesía Koldo.

Finally, after a hard day's work, the composition formed leaves the Irún station on November 1, 1996. Photo courtesy Koldo.

La intención de la publicación del presente artículo es la de divulgar el trabajo, tenaz, laborioso y perseverante realizado por AZAFT en pro del ferrocarril, pues prácticamente 26 años después de aquel viaje siguen empeñados en su labor de salvaguardar material histórico del Ferrocarril Ibérico, y además desearles que las gestiones que están realizando germinen positivamente con la creación de un gran museo del ferrocarril de Aragón.



Foto con la composición formada partiendo de la estación Irún 1 de noviembre de 1996. Foto cortesía Koldo.

Photo with the composition formed from the Irún station on November 1, 1996. Photo courtesy Koldo.



El motor serie 309-020-6 destacado en Irún, se encargó de realizar las diversas maniobras para formar parte de la composición que partió hacia Zaragoza. En primer plano el F-1276, junto a la plataforma que traslada los juegos de bogies y gatos. Foto cortesía Enrique Robles. 1 de noviembre de 1996.

The 309-020-6 series engine stationed in Irún was in charge of carrying out the various manoeuvres to form part of the composition that left for Zaragoza. In the foreground, the F-1276, next to the platform that moves the sets of bogies and jacks. Photo courtesy Enrique Robles. November 1, 1996.

RESCUE OF MATERIAL FROM THE CIWL, IRUN. 11-1-96

By KOLDO.

On this first occasion we will focus on the story of our colleague José Félix Colado, better known to Spanish readers as Koldo, who from Irún was present at the operations carried out in Irún, on November 1, 1996, by the Zaragoza Association of Friends of the Railroad and Trams - AZAFT. This the date on which they dedicated themselves to collecting several cars from the disappeared Wagon Lits Workshops, at that time in Ventas de Irún and which had been digitized some time ago.

On the afternoon of November 1, 1996, the composition consisting of locomotive 269-301, nine cars and a freight wagon bound for Aragonese lands departed from Irún station.

They were eight passenger cars, restaurant cars, a van, some of them belonging to the Wagon Lits fleet, and a flatcar. The AZAFT entourage commanded by Mr. Valero and his group of fans, had arrived with their train to take charge of the Pullman Lounge Car No. 4165 E with a wooden body, Sleeping Car No. 3372, Van No. 1276 and a wagon platform loaded with four bogies and four wagon jacks, which remained

in the facilities of Wagon Lits de Ventas de Irún workshops that had recently ceased their industrial activity.

In the morning the composition had arrived at the border station and once the material had been collected and the composition formed on track 3, in the afternoon, and at the request of the circulation factor, they had to modify the order of the initial formation, with the consequent manoeuvres, to ensure the brake of the composition interspersing the vehicles that had arrived from Zaragoza, with those collected in the Ventas Sleeping - Car Workshops.

The van in the image lacked a number, it would be due to being in the process of repairing the sheet metal and paint and it is not van 1272 as it has one more window at the end of the side. I opted for number 1276 after consulting the digital page of AZAFT, and especially the list in Javier Aranguren's book, *Sleeping Cars, Restaurants and Saloon Cars on the railways of the Iberian Peninsula*, as for the rest of the information on the builders and its years of manufacture.

The final order of the Composition as it left Irun was made up of:

- Locomotive 269-301.
- The WR 3565 car. Restaurant, built by Astilleros del Nervión and La Naval in 1930.
- WSP 4165 E. Living room-Pullman without Kitchen, with teak wood bodywork, built by Carde y Escoriaza in 1929.
- WL 3372. Beds, built by Metropolitan Cammel Carriage in 1928
- WR 3396. Restaurant, built by Metropolitan Cammel Carriage in 1928.BB4-6033 de 2ª Class.
- WR 3567. Restaurant, built by Astilleros del Nervión and La Naval in 1930.
- SS-2.
- F 1276. Van, built by Metropolitan Cammel Carriage in 1928.
- Platform wagon.
- ZZ-1601, Renfe authorities saloon car from 1955.

The intention of publishing this article is to disclose the tenacious, laborious and persevering work carried out by AZAFT in favour of the railway, since practically 26 years after that trip they are still committed to their work of safeguarding historical material of the Iberian Railway, and also to wish them that the efforts they are carrying out germinate positively with the creation of a great museum of the Aragón railway.

Venice Simplon-Orient-Express: nascita di un mito

da Francesco Bochicchio

È curioso notare che, secondo molti esperti della storia dei treni di lusso europei, fu il film *Assassinio sull'Orient-Express* a rinnovare l'interesse per l'*Orient-Express* e del suo mondo, che stava scomparendo rapidamente nell'indifferenza generale. Secondo la testimonianza di Cherubini e Voltan, forse neanche tanto lontana dalla realtà, il film del 1974 destò anche la curiosità dell'imprenditoria legata al turismo di lusso, mentre già molte carrozze analoghe a quelle impiegate in *Assassinio sull'Orient-Express* erano già state accantonate o, nel peggiore dei casi, demolite¹. Secondo Cherubini e Voltan, le demolizioni, in seguito all'uscita del film, si interruppero, dirottando gran parte del patrimonio storico-ferroviario ancora esistente della *Compagnie Internationale des Wagons-Lits* al recupero, favorendo il ricollocamento delle carrozze e dei loro arredi originali per scopi museali o per treni rievocativi.

¹ Fabio Cherubini, Luigi Voltan, *FS Carrozze. Ex CIWL delle FS*, Duegi Editrice, Albignasego 2012, p. 100.



A prova di questa rinnovata sensibilità, come lo stesso James Sherwood ricorda, vi fu lo scalpore in Occidente e non solo per l'ultimo viaggio dell'*Orient-Express* nel 1977², da cui nacque in generale il sentimento di volontà per un ritorno, in chiave turistica, dei grandi treni di lusso internazionali. Nello stesso anno, fu organizzata la ben nota asta organizzata nello scalo merci di Montecarlo da parte della *Sotheby*³ dove furono messe in vendita ben cinque carrozze degli anni '20 e '30 della *CIWL*.

Tra i partecipanti, vi fu James Sherwood, il presidente dell'azienda *Sea Container Services Co*⁴ che, come dichiarato dalla moglie, era stato indotto a partecipare all'asta da parte dell'esperto ferroviario Bill McAlpine, da lord Garnock⁵ (ex vicepresidente delle *British Railways*) e da Gérard Gallet⁶. L'obiettivo di Sherwood era di iniziare a recuperare quante più carrozze possibili, con l'obiettivo di dar vita al proprio treno turistico richiamante *l'Orient-Express*. Gallet verrà, in seguito, designato come responsabile del design per il restauro del futuro convoglio degli Sherwood.

Fu così che, tra il 1977 e il 1982, James Sherwood iniziò a comprare e a restaurare un gran numero di carrozze degli anni '20 e '30, viaggiando in tutta Europa alla ricerca delle vetture superstiti⁷, fino a giungere alla considerevole flotta di venti esemplari (di cui diciassette operativi) nella flotta continentale, e di quattordici in quella inglese.

² Shirley Sherwood, *Venice Simplon-Orient-Express. Il ritorno del più famoso treno del mondo*, Rusoni Editore, Santarcangelo di Romagna 1985, p. 11.

³ Fabio Cherubini, Luigi Voltan, *FS Carrozze. Ex CIWL delle FS*, cit., p. 100.

⁴ *Ib.d.*, p. 100.

⁵ Shirley Sherwood, *Venice Simplon-Orient-Express. Il ritorno del più famoso treno del mondo*, Rusoni Editore, Santarcangelo di Romagna 1985, p. 75.

⁶ *Ib.d.*, p. 75.

⁷ *Ib.d.*, p. 77.

Era necessario, durante le fasi di ricerca del materiale da impiegare⁸, stabilire quale sarebbe stato l'itinerario che avrebbe dovuto coprire il nuovo convoglio. Per questo motivo, fu fatta un'indagine⁹ sulle linee ferroviarie con l'indice di maggior traffico, in quel momento, in Europa e studiando una meta particolarmente ambita dai turisti. La scelta ricadde sulle linee ferroviarie Parigi-Londra e Parigi-Milano¹⁰, e per la meta finale su Venezia¹¹, tra le città più visitate dell'Occidente. Fu perciò stabilito che il percorso dovesse andare da Londra a Venezia, nonostante questo comportasse delle complicazioni dettate dalla necessità di allestire due convogli, e di provvedere al trasferimento dei viaggiatori sulle due sponde della Manica. Non si decise di far proseguire il nuovo convoglio fino in Turchia¹², poiché questo avrebbe pregiudicato, secondo la Sherwood, il numero di clienti che avrebbero potuto usufruirne. Nacque così, da queste fastose premesse, il *Venice Simplon-Orient-Express*.



**Il Venice Simplon-Orient-Express in ingresso nella stazione di Venezia Santa Lucia, il 17 luglio 2019.
The Venice Simplon-Orient-Express entering Venice Santa Lucia station on 17 July 2019. Photo Francesco Bochicchio**

Concentriamoci sul treno continentale, del quale fanno parte le seguenti vetture¹³ restaurate dalle Officine *Wagons-Lits* di Ostenda¹⁴ e dalle *Bremen Waggonbau* di Brema¹⁵ (quest'ultima specializzata per le carrozze-salone e ristorante¹⁶, ma che arrivò a occuparsi anche delle due carrozze-letti WL S¹⁷).

⁸ Shirley Sherwood, *Venice Simplon-Orient-Express. Il ritorno del più famoso treno del mondo*, cit., p. 78.

⁹ *Ib.d.*, p. 78.

¹⁰ *Ib.d.*, p. 78.

¹¹ *Ib.d.*, p. 78.

¹² *Ib.d.*, p. 78.

¹³ Fabio Cherubini, Luigi Voltan, *FS Carrozze. Ex CIWL delle FS*, Duegi Editrice, Albignasego 2012, p. 101.

¹⁴ Shirley Sherwood, *Venice Simplon-Orient-Express. Il ritorno del più famoso treno del mondo*, cit., p. 81.

¹⁵ *Ib.d.*, p. 73.

¹⁶ *Ib.d.*, p. 81.

¹⁷ *Ib.d.*, p. 81.

Iniziamo dalla carrozza-letti WL S 3309¹⁸ (Nivelles 1927¹⁹), in origine dotata di dodici scompartimenti, di cui quattro con letto doppio e separati dagli altri da due cabine *toilettes* in comune²⁰ (WL S1²¹). Questa carrozza risulta essere estremamente preziosa dal punto vista storico poiché, secondo la Sherwood, fu coinvolta in un incidente nel febbraio 1929 capitato all'*Orient-Express*²², il quale avrebbe scatenato l'interesse letterario di Agatha Christie. Fu coinvolta anche in un altro incidente, questa volta di natura dinamitarda, avvenuto nel 1931 nei pressi di Bucarest²³. La carrozza fu, poi, sequestrata dai tedeschi tra il 1942 e il 1945²⁴. Dopo la fine della guerra, fu riutilizzata sugli *Orient-Express* (*Simplon-Orient* e *Arlberg-Orient* per esempio) fino al 1958²⁵ quando venne trasferita in Spagna²⁶. Rimase in servizio regolare fino al 1971²⁷. Oggi questa vettura è stata trasformata in *voiture-grand-suites*, in quanto suddivisa in tre grandi suites denominate *Praga*, *Wien* e *Budapest*, il cui stile d'arredamento è ispirato allo stile gotico e ottomano.



Una bella vista della voiture-grand-suites WL 3309, ritratta nella stazione di Chiasso il 9 luglio 2021.

A nice view of the voiture-grand-suites WL 3309, portrayed in the Chiasso station on 9 July 2021.

Photo Francesco Bochicchio

¹⁸ Shirley Sherwood, *Venice Simplon-Orient-Express. Il ritorno del più famoso treno del mondo*, Rusoni Editore, Santarcangelo di Romagna 1985, p. 47.

¹⁹ Gérard Coudert, Maurice Knepper, Pierre-Yves Toussirot, *La Compagnie Des Wagons-Lits: Histoire des véhicules ferroviaires de luxe*, La Vie du Rail Edizioni, Paris 2010, p. 191.

²⁰ Shirley Sherwood, *Venice Simplon-Orient-Express. Il ritorno del più famoso treno del mondo*, cit., p. 191.

²¹ *Ib.d.*, p. 191.

²² *Ib.d.*, p. 47.

²³ *Ib.d.*, p. 49.

²⁴ *Ib.d.*, p. 49.

²⁵ *Ib.d.*, p. 49.

²⁶ *Ib.d.*, p. 49.

²⁷ *Ib.d.*, p. 49.



Una bella vista della voiture-grand-suites WL 3309 in coda al Venice Simplon-Orient-Express, ritratta nella stazione di Chiasso il 9 luglio 2021. Una bella vista della voiture-grand-suites WL 3309 in coda al Venice Simplon-Orient-Express, ritratta nella stazione di Chiasso il 9 luglio 2021. Photo Francesco Bochicchio

Seconda vettura di grande importanza, è la carrozza-letti WL S 3425 (Birmingham 1929). Originariamente apparteneva al gruppo delle vetture WL S1, oggi invece è la seconda *voiture-grand-suites* del *Venice Simplon-Orient-Express*. Attualmente, è organizzata internamente nelle tre suites *Paris*, *Venice* e *Istanbul*, i cui interni sono ispirati alle medesime città. Le suites sono decorate con intarsi in legno, e bagni con vetri e marmi di ispirazione francese²⁸. La carrozza fece parte, tra il 1930 e il 1940, del *Rome-Express*²⁹ (Calais-Parigi-Roma), dell'*Engadine-Oberland-Express*³⁰ (Calais/Boulogne-Coira/Interlaken), dell'*Arlberg-Orient-Express*³¹ (Parigi-Budapest), e del *Simplon-Orient-Express*³². In particolare, su quest'ultimo la WL S 3425 fu legata a doppio filo con le vicende di re Carol di Romania³³ nel 1940, che furono d'ispirazione per il romanzo di Stephen Rother. Durante la guerra, fu trasferita in Turchia per prendere servizio sul *Taurus-Express* (Istanbul-Aleppo/Bagdad), per poi concludere la sua carriera tra gli anni Sessanta e gli anni Settanta in Spagna.

²⁸ Marco Bruzzo, *Grand Suite per la WL 3425*, supplemento «Tutto Treno Modellismo & Storia», XIX, novembre 2018, pp. 92-93.

²⁹ Shirley Sherwood, *Venice Simplon-Orient-Express. Il ritorno del più famoso treno del mondo*, cit., p. 49.

³⁰ *Ib.d.*, p. 51.

³¹ *Ib.d.*, p. 51.

³² *Ib.d.*, p. 51.

³³ *Ib.d.*, p. 51.

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Una bella vista della voiture-grand-suites WL 3425 in coda al Venice Simplon-Orient-Express, ritratta nella stazione di Chiasso il 9 luglio 2021. A nice view of the voiture-grand-suites WL 3425 in the queue of the Venice Simplon-Orient-Express, portrayed in the Chiasso station on 9 July 2021. Photo Francesco Bochicchio

Iniziamo a discutere delle carrozze-letti WL Lx facenti parte del convoglio, restaurate alle Officine *Wagons-Lits* di Ostenda, grazie alle cure di Jack Gotch³⁴. In primis, vediamo la carrozza-letti WL Lx 18S³⁵ 3555 (costruita dalle *E.I.C.* nel 1929), attualmente da diciotto posti³⁶ letto³⁷. Questa vettura, nata con dieci scompartimenti di prima classe, fu impiegata negli anni '30 sul *Pyrénées-Côte d'Argent-Express*³⁸, per poi finire sui convogli diurni durante il secondo conflitto mondiale insieme alla WL Lx 3552³⁹. Nel 1931 fu trasformata in una carrozza-letti da sedici posti letto, mentre nel 1943 fu attrezzata con venti posti letto. Dopo la guerra, la WL Lx 3555 fu utilizzata sul *Simplon-Orient-Express* fino al 1961, poi sul *Nord-Express* da Parigi per la Scandinavia fino al 1969⁴⁰, prima di terminare la sua carriera sul *Sud-Express*⁴¹ (Lisbona-Irun-Hendaye).

³⁴ Shirley Sherwood, *Venice Simplon-Orient-Express. Il ritorno del più famoso treno del mondo*, cit., p. 91.

³⁵ Shirley Sherwood, *Venice Simplon-Orient-Express. Il ritorno del più famoso treno del mondo*, Rusconi Editore, Santarcangelo di Romagna 1985, p. 73.

³⁶ Questo tipo di disposizione ci viene riportato da Shirley Sherwood nel seguente ordine: WL Lx18S, ovvero nove scompartimenti doppi, uno scompartimento di servizio e una toilette; WL Lx18L, con nove scompartimenti doppi, una toilette, e uno scompartimento con toilette privata.

³⁷ Fabio Cherubini, Luigi Voltan, *FS Carrozze. Ex CIWL delle FS*, Duegi Editrice, Albignasego 2012, p. 101.

³⁸ Shirley Sherwood, *Venice Simplon-Orient-Express. Il ritorno del più famoso treno del mondo*, cit., p. 61.

³⁹ *Ib.d.*, p. 73

⁴⁰ *Ib.d.*, p. 61.

⁴¹ *Ib.d.*, p. 61.

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Una bella vista della carrozza-letti WL 3555 del Venice Simplon-Orient-Express, accanto alla WL 3525, nella stazione di Milano Lambrate il 19 luglio 2019. A nice view of the WL 3555 sleeping car of the Venice Simplon-Orient-Express, next to WL 3525, in Milano Lambrate station on 19 July 2019. Photo Francesco Bochicchio

Non solo, ma nel *Venice Simplon-Orient-Express* abbiamo anche la carrozza-letti WL Lx 3535, costruita dalle *E.I.C.* nel 1929 con dieci posti letto (nel 1934 divenne da sedici posti), e attualmente da diciotto posti letto⁴². Vi è anche la carrozza-letti WL Lx 18S⁴³ 3473 (Birmingham 1929), che fu decorata dall'arredatore Morison con intarsi di ghirlande di fiori⁴⁴. Nel 1932, la WL Lx 3473 fu trasformata in carrozza-letti da sedici posti letto in luogo dei dieci iniziali, mentre nel 1945 divenne da venti posti. Questa carrozza è dotata, attualmente, di diciotto posti letto⁴⁵. La carrozza, in origine, fece servizio sul *Calais-Méditerranée-Express*⁴⁶ (futuro *Train-Bleu Calais-Ventimiglia/Sanremo*), poi dal 1937 con il *Nord-Express*⁴⁷. Nel secondo dopoguerra terminò la sua carriera con il *Train Bleu* e il *Simplon-Orient-Express*⁴⁸.

Altra carrozza-letti del *VSOE* è la WL Lx 18L⁴⁹ 3543 (costruita dalle *E.I.C.* nel 1929), attualmente da diciotto posti letto⁵⁰ e decorata in origine da Prou. La carrozza fu impiegata, inizialmente, negli anni '30 sul *Pyrénées-Côte d'Argent-Express* (treno di lusso da Parigi per le località balneari del Golfo di Biscaglia e Lourdes), sul *Calais-Méditerranée-Express*⁵¹, e sul *Rome-Express*⁵². Dopo la Seconda Guerra Mondiale, fu

⁴² Fabio Cherubini, Luigi Voltan, *FS Carrozze. Ex CIWL delle FS*, cit., p. 101.

⁴³ Shirley Sherwood, *Venice Simplon-Orient-Express. Il ritorno del più famoso treno del mondo*, cit., p. 73

⁴⁴ *Ib.d.*, p. 53.

⁴⁵ Fabio Cherubini, Luigi Voltan, *FS Carrozze. Ex CIWL delle FS*, cit., p. 101.

⁴⁶ Shirley Sherwood, *Venice Simplon-Orient-Express. Il ritorno del più famoso treno del mondo*, cit., p. 53.

⁴⁷ *Ib.d.*, p. 53.

⁴⁸ *Ib.d.*, p. 53.

⁴⁹ *Ib.d.*, p. 73

⁵⁰ Fabio Cherubini, Luigi Voltan, *FS Carrozze. Ex CIWL delle FS*, cit., p. 101.

⁵¹ Shirley Sherwood, *Venice Simplon-Orient-Express. Il ritorno del più famoso treno del mondo*, cit., p. 56.

⁵² *Ib.d.*, p. 56.

impiegata sul *Train Bleu* e sul *Simplon-Orient-Express*⁵³, e infine acquistata dagli Sherwood nel 1977 all'Asta di Montecarlo⁵⁴.



Una bella vista della carrozza-letti WL 3552 del Venice Simplon-Orient-Express, nella stazione di Milano Lambrate il 19 luglio 2019. Photo Francesco Bochicchio

Un'altra carrozza-letti del *Venice Simplon-Orient-Express* è la WL Lx 18S⁵⁵ 3552, che fu costruita dalle E.I.C. nel 1929 con dieci posti letto di prima classe. La vettura – trasformata in carrozza-letti da sedici posti letto nel 1931, da venti nel 1943 – è attualmente da diciotto posti letto⁵⁶, e fu decorata da Nelson con intrecci floreali. La WL Lx 3552, ricordiamolo, fu impiegata sul *Pyrénées-Côte d'Argent-Express*⁵⁷ negli anni '30 per essere utilizzata poi, per breve tempo, su convogli diurni durante il secondo conflitto mondiale. Dopo la guerra, fu utilizzata sul *Simplon-Orient-Express* e sul *Nord-Express*, prima di terminare la sua carriera in Spagna⁵⁸.

Nella nostra carrellata di presentazione delle carrozze del *Venice Simplon-Orient-Express*, non può mancare la carrozza-letti WL Lx 18S⁵⁹ 3539. Questa vettura fu costruita dalle E.I.C. nel 1929 con dieci posti di prima classe, e fu decorata da René Prou con intarsi di *Sapelli* d'avorio, analogamente alle decorazioni adottate sulla WL Lx 3525⁶⁰. Attualmente, possiede diciotto posti letto⁶¹. La carrozza WL Lx 3539 fu

⁵³ Shirley Sherwood, *Venice Simplon-Orient-Express. Il ritorno del più famoso treno del mondo*, Rusoni Editore, Santarcangelo di Romagna 1985, p. 59.

⁵⁴ *Ib.d.*, p. 59.

⁵⁵ *Ib.d.*, p. 73.

⁵⁶ Fabio Cherubini, Luigi Voltan, *FS Carrozze. Ex CIWL delle FS*, Duegi Editrice, Albignasego 2012, p. 101.

⁵⁷ Shirley Sherwood, *Venice Simplon-Orient-Express. Il ritorno del più famoso treno del mondo*, cit., p. 61.

⁵⁸ *Ib.d.*, p. 61.

⁵⁹ *Ib.d.*, p. 73.

⁶⁰ *Ib.d.*, p. 73.

⁶¹ Fabio Cherubini, Luigi Voltan, *FS Carrozze. Ex CIWL delle FS*, cit., p. 101.

impiegata, all'inizio della sua carriera, sul *Pyrénées-Côte d'Argent-Express*⁶², per essere poi trasferita al *Calais-Méditerranée-Express* e al *Rome-Express*⁶³ prima del conflitto. Dopo la guerra, fu impiegata da parte dell'esercito americano in Europa, per poi tornare in servizio regolare come carrozza-letti per il *Simplon-Orient-Express*⁶⁴. Dal 1969 fu trasferita in Spagna⁶⁵, dove terminò la sua carriera.



Ritratto della carrozza-letti WL 3539 del Venice Simplon-Orient-Express, in Svizzera il 9 agosto 2019.
Portrait of the WL 3539 sleeping car of the Venice Simplon-Orient-Express, in Switzerland on August 9, 2019. Photo
Francesco Bochicchio

L'elenco delle carrozze-letti WL Lx del VSOE non finisce qui. Di fatti, ricordiamo la carrozza-letti WL 185⁶⁶ 3553, costruita dalle E.I.C. nel 1929 – in origine da dieci posti letto, attualmente da diciotto posti letto⁶⁷ dopo aver subito lo stesso ciclo di trasformazioni della consorella WL Lx 3553 – che fu decorata da Prou. La carrozza in questione fu impiegata anch'essa, inizialmente, sul *Pyrénées-Côte d'Argent-Express*⁶⁸. Durante il secondo conflitto mondiale, fu utilizzata su dei convogli diurni come la gemella WL Lx 3552⁶⁹. Dopo il 1945, fu utilizzata sul *Simplon-Orient-Express* fino al 1961, prima di terminare la sua carriera sul *Sud-Express*⁷⁰.

⁶² Fabio Cherubini, Luigi Voltan, *FS Carrozze. Ex CIWL delle FS*, cit., p. 56.

⁶³ *Ib.d.*, p. 56.

⁶⁴ *Ib.d.*, p. 56.

⁶⁵ *Ib.d.*, p. 56.

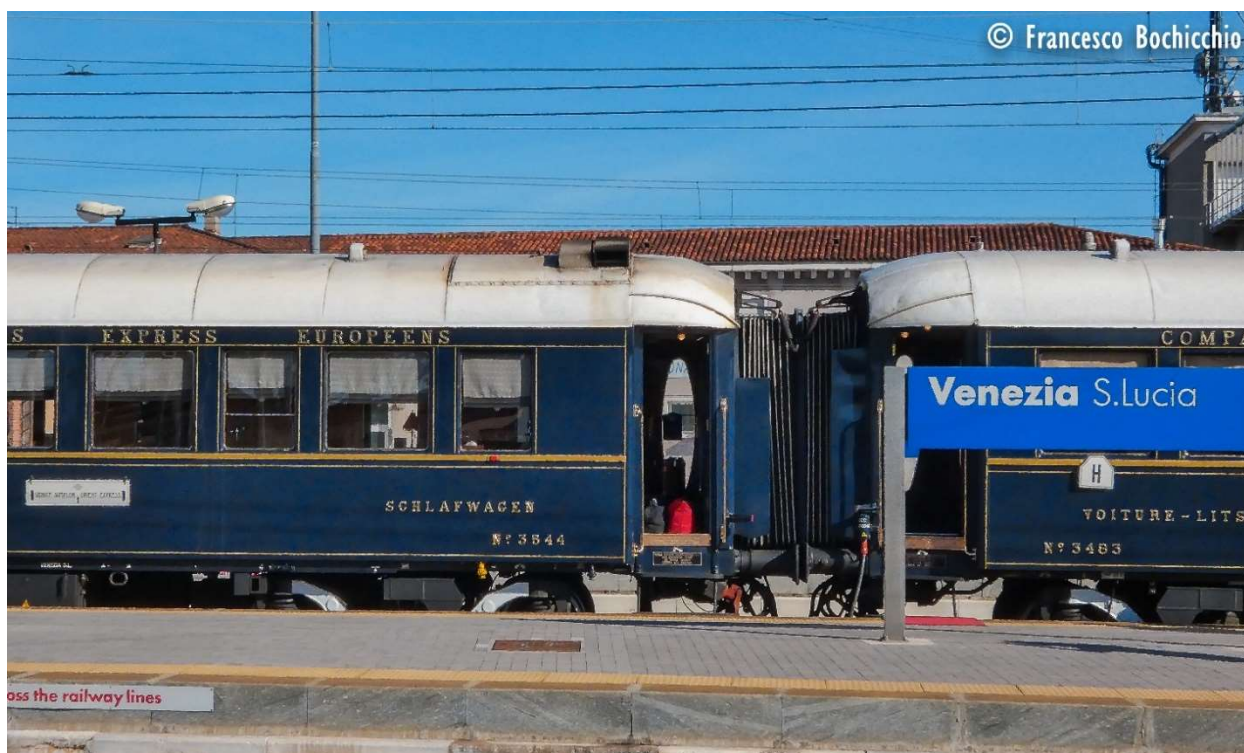
⁶⁶ Shirley Sherwood, *Venice Simplon-Orient-Express. Il ritorno del più famoso treno del mondo*, cit., p. 73.

⁶⁷ Fabio Cherubini, Luigi Voltan, *FS Carrozze. Ex CIWL delle FS*, cit., p. 101.

⁶⁸ Shirley Sherwood, *Venice Simplon-Orient-Express. Il ritorno del più famoso treno del mondo*, cit., p. 61.

⁶⁹ Shirley Sherwood, *Venice Simplon-Orient-Express. Il ritorno del più famoso treno del mondo*, Rusoni Editore, Santarcangelo di Romagna 1985, p. 73.

⁷⁰ *Ib.d.*, p. 61.



Le carrozze-letti WL 3544 e WL 3483 riprese lato corridoio, nella stazione di Venezia Santa Lucia il 31 ottobre 2018. Photo Francesco Bochicchio

Passiamo ora ad esaminare la carrozza-letti WL Lx 18L⁷¹ 3544. La vettura fu costruita dalle E.I.C. nel 1929, e fu decorata da René Prou. Attualmente, possiede diciotto posti letto⁷². La carrozza WL Lx 3544 prese parte, inizialmente, al *Pyrénées-Côte d'Argent-Express*⁷³, e fu trasferita poi al *Calais-Méditerranée-Express* e al *Rome-Express*⁷⁴ prima del conflitto. Durante la guerra, la carrozza fu trasformata in un postribolo a Limoges⁷⁵ da parte dell'esercito tedesco. Nel secondo dopoguerra, la vettura divenne parte del treno reale olandese⁷⁶, per poi ritornare in servizio regolare sul *Train Bleu* e sul *Simplon-Orient-Express*⁷⁷.

Tra le carrozze-letti del *VSOE*, figura anche la WL Lx 18S⁷⁸ 3482 (Birmingham 1929), la quale fu decorata da Maple⁷⁹ con motivi a trapezio. In modo particolare, secondo la Sherwood, Maple ricevette il contributo di Albert Dunn nella realizzazione degli interni. È sorprendente notare che Albert era il padre di Bob Dunn⁸⁰, il restauratore degli intarsi delle carrozze del *Venice Simplon-Orient-Express* ingaggiato dagli Sherwood. Attualmente, la carrozza possiede diciotto posti letto⁸¹, in origine dei dieci iniziali.

⁷¹ Shirley Sherwood, *Venice Simplon-Orient-Express. Il ritorno del più famoso treno del mondo*, cit., p. 73

⁷² Fabio Cherubini, Luigi Voltan, *FS Carrozze. Ex CIWL delle FS*, Duegi Editrice, Albignasego 2012, p. 101.

⁷³ Shirley Sherwood, *Venice Simplon-Orient-Express. Il ritorno del più famoso treno del mondo*, cit., p. 59.

⁷⁴ *Ib.d.*, p. 59.

⁷⁵ *Ib.d.*, p. 59.

⁷⁶ *Ib.d.*, p. 61.

⁷⁷ *Ib.d.*, p. 61.

⁷⁸ *Ib.d.*, p. 73

⁷⁹ *Ib.d.*, p. 53.

⁸⁰ *Ib.d.*, p. 53.

⁸¹ Fabio Cherubini, Luigi Voltan, *FS Carrozze. Ex CIWL delle FS*, cit., p. 101.



Le carrozze-letti WL 3425 e WL 3482, quest'ultime The sleeping carriages WL 3425 and WL 3482, the latter taken from the cabin side, in the Venice Santa Lucia station on October 31, 2018. Ripresa lato cabine, nella stazione di Venezia Santa Lucia il 31 ottobre 2018 . Photo Francesco Bochicchio

La carrozza WL Lx 3482 fece parte, prima del conflitto, del *Calais-Méditerranée-Express* e del *Nord-Express*⁸². Dobbiamo ricordare che, secondo quanto riportato dalla moglie di Sherwood nel suo libro, il freddo e il sale sparso sulle rotaie intaccavano le carrozze che svolgevano il loro servizio sul *Nord-Express* provocando delle corrosioni⁸³, segni che si sono riscontrati nelle fasi di restauro. Dopo la guerra, fu nuovamente impiegata sul *Train Bleu*, *Lombardie-Express* (Parigi-Trieste) e *Simplon-Orient-Express*⁸⁴, per poi essere trasferita in Spagna, dove concluse la sua carriera.

Proseguiamo nella nostra trattazione delle vetture del VSOE, con la carrozza-letti WL Lx 18S⁸⁵ 3483 (Birmingham 1929), che fu decorata da Morison con intarsi di mazzi di fiori. Attualmente, possiede diciotto posti letto⁸⁶, in origine degli iniziali dieci posti. La carrozza fece parte, negli anni '30, del *Calais-Méditerranée-Express*, del *Rome-Express* e del *Nord-Express*⁸⁷. Durante la guerra finì in Germania⁸⁸, mentre nel dopoguerra fu reimpiegata in molti servizi tra Italia, Francia e Spagna⁸⁹. Tra le vetture del VSOE, va menzionata la carrozza-letti WL Lx 3489, costruita a Birmingham nel 1929. Fu decorata con pannelli in intarsi di cesti di fiori. Attualmente, possiede diciotto posti letto⁹⁰. Questa carrozza fu acquistata all'Asta di Montecarlo nel 1977⁹¹.

⁸² Shirley Sherwood, *Venice Simplon-Orient-Express. Il ritorno del più famoso treno del mondo*, cit., p. 54.

⁸³ *Ib.d.*, p. 54.

⁸⁴ *Ib.d.*, p. 54.

⁸⁵ Shirley Sherwood, *Venice Simplon-Orient-Express. Il ritorno del più famoso treno del mondo*, Rusconi Editore, Santarcangelo di Romagna 1985, p. 73

⁸⁶ Fabio Cherubini, Luigi Voltan, *FS Carrozze. Ex CIWL delle FS*, Duegi Editrice, Albignasego 2012, p. 101.

⁸⁷ Shirley Sherwood, *Venice Simplon-Orient-Express. Il ritorno del più famoso treno del mondo*, cit., p. 54.

⁸⁸ *Ib.d.*, p. 54.

⁸⁹ *Ib.d.*, p. 54.

⁹⁰ Fabio Cherubini, Luigi Voltan, *FS Carrozze. Ex CIWL delle FS*, cit., p. 101.

⁹¹ Shirley Sherwood, *Venice Simplon-Orient-Express. Il ritorno del più famoso treno del mondo*, cit., p. 71.

In conclusione dell'analisi sulle vetture WL Lx del *Venice Simplon-Orient-Express*, analizziamo la carrozza-letti WL Lx 18L⁹² 3525, costruita dalle E.I.C. nel 1929⁹³. Questa vettura fu decorata da René Prou⁹⁴ con legno intarsiato in motivi d'avorio. In realtà, secondo la Sherwood, gli intarsi di questa carrozza furono eseguiti con gesso parigino per simulare l'avorio⁹⁵ (i *Sapelli*)⁹⁶, operazione non specificata da Lepage nel suo volume. La WL Lx 3525 fu impiegata, inizialmente, per il *Pyrénées-Côte d'Argent-Express*⁹⁷ (Parigi-Biarritz), per poi passare al *Calais-Méditerranée-Express* (poi *Train Bleu*) e al *Rome-Express*⁹⁸, prima e dopo la guerra. Fu destinata, infine, alla Spagna (1969), dove terminò la sua carriera nel 1972⁹⁹.

Passiamo ora a esaminare la sezione diurna del *Venice Simplon-Orient-Express* continentale. Questa parte, si compone di alcune carrozze ex Pullman, impiegate come carrozze-ristorante, e di una carrozza-Bar dalla storia estremamente interessante.

Iniziamo dalla carrozza-ristorante WR 4095 *Voiture-Chinoise* da trentasei posti a sedere¹⁰⁰. Questa vettura altro non è che una ex carrozza-Pullman con cucina *Étoile du Nord* WSPC 4095¹⁰¹, concepita in origine con trentotto posti a sedere (con schema di disposizione a sei posti per modulo come in origine). La carrozza fu costruita dalle Officine di Birmingham nel 1927. Gli interni, durante le fasi di restauro alle Officine di Brema, furono recuperati dalla WR 3583 della CIWL (1928)¹⁰².

Quando era una carrozza-Pullman, la WSPC 4095 prese parte (secondo la Sherwood) all'*Étoile du Nord-Pullman-Express*¹⁰³ (Parigi-Amsterdam), all'*Edelweiss-Pullman-Express* (Amsterdam-Basilea/Lucerna), all'*Oiseau Bleu*¹⁰⁴ (Parigi-Anversa), al *Londres-Vichy-Pullman-Express*, al *Gotthard-Oberland-Pullman-Express* (Parigi-Milano, ma nello specifico la vettura WSPC 4095 era impiegata sul tragitto Parigi-Interlaken), al *Calais-Bruxelles-Pullman-Express*¹⁰⁵ (il *Flèche-d'Or* belga), al *Flèche d'Or*¹⁰⁶ (a partire dal 1932) e al *Côte d'Azur-Pullman-Express*¹⁰⁷. Fu poi trasformata in carrozza-ristorante, e trasferita nella penisola iberica¹⁰⁸ dove concluse la sua carriera.

⁹² Shirley Sherwood, *Venice Simplon-Orient-Express. Il ritorno del più famoso treno del mondo*, cit., p. 73

⁹³ Ib.d., p. 54.

⁹⁴ Ib.d., p. 54.

⁹⁵ Shirley Sherwood, *Venice Simplon-Orient-Express. Il ritorno del più famoso treno del mondo*, Rusoni Editore, Santarcangelo di Romagna 1985, p. 54.

⁹⁶ Ib.d., p. 56.

⁹⁷ Ib.d., p. 56.

⁹⁸ Ib.d., p. 56.

⁹⁹ Ib.d., p. 56.

¹⁰⁰ Ib.d., p. 73.

¹⁰¹ Renzo Perret, *Le Carrozze Pullman*, Elledi Edizioni, Torino 1982, p. 114.

¹⁰² Shirley Sherwood, *Venice Simplon-Orient-Express. Il ritorno del più famoso treno del mondo*, Rusoni Editore, Santarcangelo di Romagna 1985, p. 63.

¹⁰³ Ib.d., p. 63.

¹⁰⁴ Ib.d., p. 63.

¹⁰⁵ Ib.d., p. 66.

¹⁰⁶ Ib.d., p. 66.

¹⁰⁷ Ib.d., p. 66.

¹⁰⁸ Ib.d., p. 66.

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Una bella vista della carrozza-ristorante WR 4095 del Venice Simplon-Orient-Express, in partenza dalla stazione di Chiasso il 9 luglio 2021. Foto Francesco Bochicchio

Non solo, ma nella sezione centrale del VSOE è presente anche la carrozza-ristorante WR 4110 *Étoile du Nord* da trentasei posti a sedere¹⁰⁹. Questa era, in origine, la carrozza-Pullman con cucina *Étoile du Nord* WSPC 4110¹¹⁰, concepita con trentotto posti a sedere (con schema di disposizione a sei posti per modulo), la quale fu costruita a Birmingham nel 1927.

Come carrozza-Pullman, fu impiegata nel 1928 sull'*Étoile du Nord-Pullman-Express*¹¹¹, poi sull'*Edelweiss*¹¹², e infine spedita in Romania per prendere servizio sui treni-Pullman locali¹¹³ (come il *Danube-Express*). Rientrò in Francia dopo la fine del secondo conflitto¹¹⁴, e concluse la propria carriera nella penisola iberica¹¹⁴;

Di spicco, sul VSOE continentale, è la carrozza-Pullman WSP 4141 *Côte d'Azur/Lalique Pullman*¹¹⁵ da trentasette posti a sedere¹¹⁶. In origine, era la famosa carrozza-Pullman con cucina WSPC 4141 ex Parco Italiano, costruita 27upe E.I.C. nel 1929. Fu 27uperv da René Lalique con pannelli di cristallo opaco¹¹⁷, raffiguranti delle baccanti con grappoli d'uva¹¹⁸. Oggi ospita la boutique di bordo del convoglio, in luogo

¹⁰⁹ Shirley Sherwood, *Venice Simplon-Orient-Express. Il ritorno del più famoso treno del mondo*, cit., p. 73.

¹¹⁰ Renzo Perret, *Le Carrozze Pullman*, cit., p. 114.

¹¹¹ Shirley Sherwood, *Venice Simplon-Orient-Express. Il ritorno del più famoso treno del mondo*, cit., p. 66.

¹¹² *Ib.d.*, p. 66.

¹¹³ *Ib.d.*, p. 66.

¹¹⁴ *Ib.d.*, p. 66.

¹¹⁵ *Ib.d.*, p. 66.

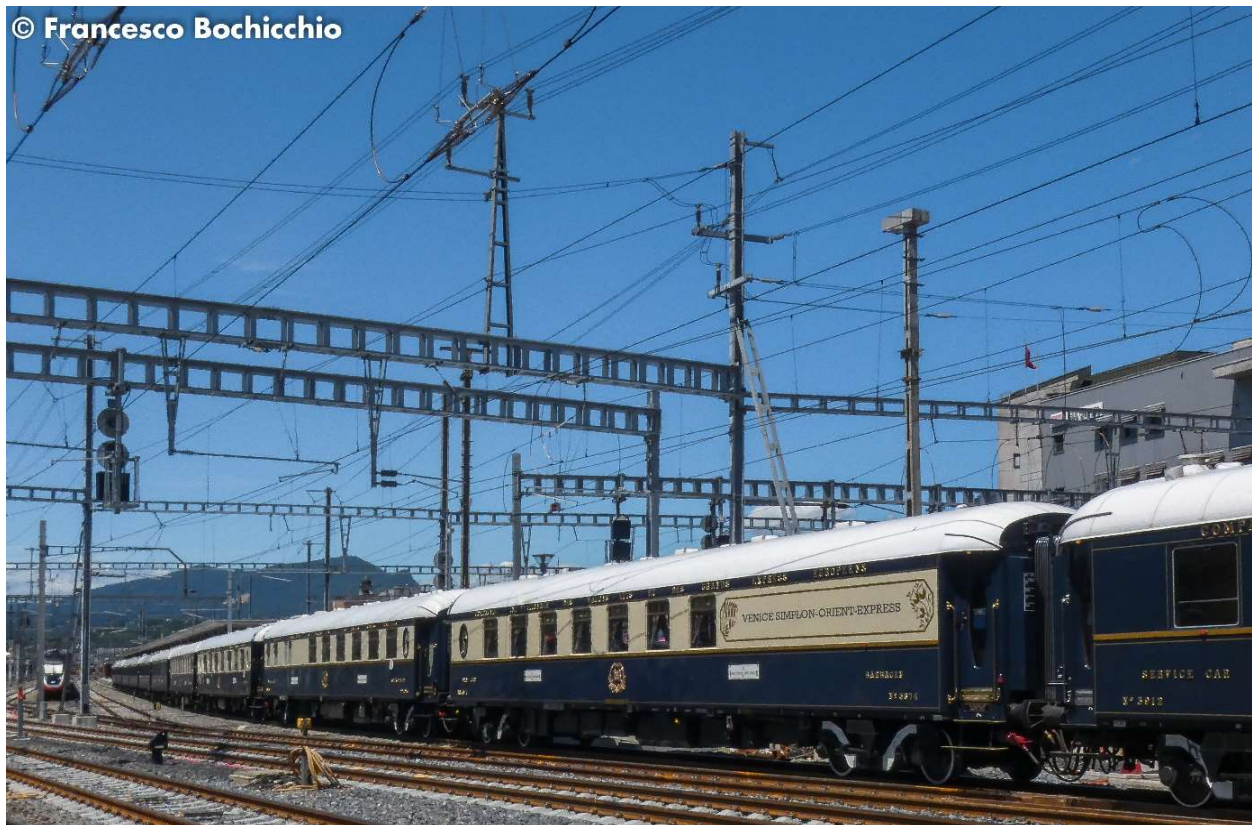
¹¹⁶ *Ib.d.*, p. 73.

¹¹⁷ Shirley Sherwood, *Venice Simplon-Orient-Express. Il ritorno del più famoso treno del mondo*, Rusoni Editore, Santarcangelo di Romagna 1985, p. 66.

¹¹⁸ *Ib.d.*, p. 68.

della cucina. Come carrozza-Pullman entrò in servizio nel 1929 sul *Côte d'Azur-Pullman-Express*¹¹⁹, per poi passare al *Deauville-Express*¹²⁰, al *Londres-Paris-Vichy-Pullman-Express*¹²¹, al *Sud-Express* e all'*Oiseau-Bleu*. Dopo la 28uperv, 28uperv servizio sull'*Étoile du Nord* e sul *Flèche-d'Or*¹²², per poi passare in Italia sul *Treno Azzurro* fino alla fine della sua carriera, avvenuta nel 1971.

A concludere in bellezza la sezione centrale del VSOE continentale, presentiamo la carrozza-Salone-Bar WSB 3674¹²³. Questa carrozza fu costruita nel 1931 da parte delle E.I.C. come carrozza-ristorante da cinquantasei posti a sedere¹²⁴, e impiegata per i servizi da Parigi per Le Havre, Cherbourg e Dieppe¹²⁵. Fu impiegata come carrozza-ristorante nel secondo dopoguerra sul *Sud-Express*. Quando fu acquistata dagli Sherwood, fu modificata a Brema per farla assomigliare esternamente a una carrozza-Pullman *Étoile du Nord*, sotto la supervisione di Gérard Gallet. Le trasformazioni hanno riguardato, oltre che la cassa esterna, anche gli interni con l'adozione di un arredamento in stile liberty, con divanetti, pianoforte a coda e piano bar. La carrozza è il simbolo del convoglio, in quanto possiede su una fiancata un grande pannello recante la scritta *Venice Simplon-Orient-Express*, posizionato all'altezza dei finestrini. La scritta è posta all'interno di una cornice, sempre con fondo crema, dove fanno la loro comparsa sui due lati delle decorazioni floreali.



Una bella vista della carrozza-Bar WB 3674 del Venice Simplon-Orient-Express, in partenza dalla stazione di Chiasso il 9 luglio 2021. A nice view of the WB 3674 bar-carriage of the Venice Simplon-Orient-Express, departing from Chiasso station on 9 July 2021. Foto Francesco Bochicchio

¹¹⁹ Shirley Sherwood, *Venice Simplon-Orient-Express. Il ritorno del più famoso treno del mondo*, cit., 68.

¹²⁰ *Ib.d.*, p. 68.

¹²¹ *Ib.d.*, p. 68.

¹²² *Ib.d.*, p. 68.

¹²³ *Ib.d.*, p. 68.

¹²⁴ Gérard Coudert, Maurice Knepper, Pierre-Yves Toussiro, *La Compagnie Des Wagons-Lits: Histoire des véhicules ferroviaires de luxe*, La Vie du Rail Edizioni, Paris 2010, p. 268.

¹²⁵ Shirley Sherwood, *Venice Simplon-Orient-Express. Il ritorno del più famoso treno del mondo*, cit., p. 71.

A fare le veci di carrozze di servizio sul *Venice Simplon-Orient-Express* troviamo:

- La carrozza di servizio WS 3912 – ex carrozza-letti Y WL 3912 da ventidue posti letto, costruita nel 1949 dalle Officine di Nivelles¹²⁶ – la quale è impiegata da parte del personale come carrozza di servizio, e dotata di sette scompartimenti doppi, un vano bagagliaio, una mensa e due *toilettes*, secondo Cherubini e Voltan¹²⁷;
- La carrozza di servizio WS ¹²⁸, ex carrozza-letti Y WL 3915 da ventidue posti letto, costruita nel 1949 dalle Officine di Nivelles¹²⁹.

Il restauro delle carrozze-letti WL Lx, secondo la Sherwood, fu particolarmente complicato in quanto le carrozze si trovavano in un profondo stato di degrado¹³⁰, con buchi sulle casse e sull'imperiale, e corrosioni diffuse¹³¹. Tra le operazioni compiute per il restauro ricordiamo che vennero effettuate:

- la sostituzione del precedente sistema d'isolamento¹³²;
- la sistemazione dei pannelli delle cabine¹³³;
- la sostituzione dell'impianto elettrico¹³⁴;
- e l'adozione di nuove tappezzerie dalla *Firth Carpets*¹³⁵ dello Yorkshire.

Alle Officine di Brema furono curate le carrozze-salone e ristorante (come accennato poco più sopra), grazie all'intervento di Bob Dunn¹³⁶, con interventi sicuramente non facili da realizzare secondo la Sherwood. Per quale motivo? Perché non vi era una documentazione di riferimento sufficiente, conservata negli archivi *Wagons-Lits* di Parigi, per permettere un restauro estetico e funzionale delle carrozze il più fedele possibile all'originale¹³⁷. Va rammentato che Paul Bianchini¹³⁸, per questa occasione, selezionò dagli archivi *Wagons-Lits* di Parigi per conto del VSOE moltissimi progetti e disegni per i tessuti delle famose carrozze di lusso *CIWL*¹³⁹, traendo così spunto per il confezionamento delle nuove stoviglie, le porcellane, i cristalli e gli argenti¹⁴⁰ che avrebbero dovuto essere impiegati sul convoglio.

Il *Venice Simplon-Orient-Express* dispone le proprie carrozze nel seguente modo:

- al centro del treno, trovano posto le WR 4095, WR 4110, WSP 4141 e WSB 3674 – in livrea crema-Bleu nuit Pullman *CIWL* – a formare la sezione diurna del convoglio;
- ai lati della sezione diurna, trovano posto le due *voiture-de-service* WS 3912 e WS 3915, a svolgere il ruolo di carrozze *Fourgon*;

¹²⁶ Gérard Coudert, Maurice Knepper, Pierre-Yves Toussirot, *La Compagnie Des Wagons-Lits: Histoire des véhicules ferroviaires de luxe*, cit., p. 206.

¹²⁷ Fabio Cherubini, Luigi Voltan, *FS Carrozze. Ex CIWL delle FS*, Duegi Editrice, Albignasego 2012, p. 101.

¹²⁸ Fabio Cherubini, Luigi Voltan, *FS Carrozze. Ex CIWL delle FS*, Duegi Editrice, Albignasego 2012, p. 101.

¹²⁹ Gérard Coudert, Maurice Knepper, Pierre-Yves Toussirot, *La Compagnie Des Wagons-Lits: Histoire des véhicules ferroviaires de luxe*, La Vie du Rail Edizioni, Paris 2010, p. 206.

¹³⁰ Shirley Sherwood, *Venice Simplon-Orient-Express. Il ritorno del più famoso treno del mondo*, Rusoni Editore, Santarcangelo di Romagna 1985, p. 93.

¹³¹ *Ib.d.*, p. 93.

¹³² *Ib.d.*, p. 93.

¹³³ *Ib.d.*, p. 93.

¹³⁴ *Ib.d.*, p. 93.

¹³⁵ *Ib.d.*, p. 94.

¹³⁶ *Ib.d.*, p. 94.

¹³⁷ *Ib.d.*, p. 95.

¹³⁸ *Ib.d.*, p. 99.

¹³⁹ *Ib.d.*, p. 99.

¹⁴⁰ *Ib.d.*, p. 99.

- ai due lati di questa sezione centrale, trovano posto le carrozze-letti e la *voiture-grand-suites* (nell'estate del 2021, è stato accertato che entrambe le WL *grand-suites* erano impiegate sul *Venice Simplon-Orient-Express*).

Gérard Gallet¹⁴¹ curò il riallestimento delle carrozze secondo gli schemi degli anni '20 e '30, ma decise comunque di adottare alcune rifiniture comuni per entrambi i convogli (quello britannico e quello continentale) per quanto riguarda le stoffe, l'argenteria e le porcellane¹⁴², anche se nelle carrozze-inglesi – come sottolineato dalla Sherwood – quest'ultime sarebbero state ornate di motivi marroni¹⁴³, mentre nelle continentali con motivi in blu¹⁴⁴.

Tra il 2005 e il 2007, tutte le carrozze della flotta *VSOE* continentali sono state sottoposte al cambio dei carrelli, mentre tra il 2016 e il 2017 vi fu l'adozione dell'aria condizionata¹⁴⁵, tale da far sì che queste carrozze potessero ancora essere apprezzate da parte della clientela internazionale.

Molti di questi interventi hanno incontrato lo sdegno da parte dei cultori della storia della *Compagnie Internationale des Wagons-Lits*, dai curatori museali fino alle associazioni a tutela delle ferrovie. Tali critiche si fondavano sul fatto che gli interventi adottati nel restauro delle carrozze *VSOE* non fossero fedeli pienamente, dal punto di vista storico, agli originali. La signora Sherwood, su questo punto, si è espressa con modestia e sincerità¹⁴⁶ nel suo libro e, sulle modifiche effettuate alle carrozze del *Venice Simplon-Orient-Express*¹⁴⁷, riferisce così: il progetto del nuovo convoglio era sì rispettoso dell'allestimento originario delle carrozze ex *CIWL*, ma tali carrozze avevano bisogno di adottare delle nuove soluzioni per reggere il nuovo servizio¹⁴⁸. Come riporta la Sherwood, nel caso in cui il restauro delle carrozze delle due flotte fosse stato fatto seguendo pedissequamente un criterio uguale a quello di un museo, tale non sarebbe stato funzionale per rimettere in circolazione un *Orient-Express*¹⁴⁹. E dobbiamo considerare che quell'*Orient-Express* avrebbe dovuto percorrere dei viaggi settimanali per nove mesi l'anno¹⁵⁰. Dobbiamo tenere conto anche che le precedenti amministrazioni ferroviarie europee, che le avevano già acquistate in precedenza, avevano già pesantemente modificato molte delle carrozze *CIWL* dell'Interbellum¹⁵¹. Per questo motivo, in molti casi non fu possibile ripristinare completamente l'allestimento originario. Non solo, ma c'era da tenere in conto le mutate norme di sicurezza nella circolazione ferroviaria rispetto agli anni '20.

A ragion veduta, la Sherwood rivendica il fatto che la *VSOE Ltd.* optò per restaurare proprio le carrozze originarie¹⁵², anziché costruirne di nuove, perché l'obiettivo era salvare questi capolavori dalla demolizione. Possiamo affermare dunque che il *Venice Simplon-Orient-Express* è solo una rappresentazione che rinverdisce i fasti dei grandi *Calais-Méditerranée-Express* e *Rome-Express*, ma anche il raggiungimento di un obiettivo che i tecnici della *Compagnie Internationale des Wagons-Lits* avevano solamente delineato nel 1926: l'impiego delle carrozze-letti WL Lx, con i loro dieci lussuosi

¹⁴¹ Shirley Sherwood, *Venice Simplon-Orient-Express. Il ritorno del più famoso treno del mondo*, Rusoni Editore, Santarcangelo di Romagna 1985, p. 80.

¹⁴² *Ib.d.*, p. 80.

¹⁴³ *Ib.d.*, p. 80.

¹⁴⁴ *Ib.d.*, p. 80.

¹⁴⁵ Fabio Cherubini, Luigi Voltan, *FS Carrozze. Ex CIWL delle FS*, Duegi Editrice, Albignasego 2012, p. 102.

¹⁴⁶ Shirley Sherwood, *Venice Simplon-Orient-Express. Il ritorno del più famoso treno del mondo*, cit., p. 79.

¹⁴⁷ *Ib.d.*, p. 79.

¹⁴⁸ *Ib.d.*, p. 79.

¹⁴⁹ *Ib.d.*, p. 79.

¹⁵⁰ Shirley Sherwood, *Venice Simplon-Orient-Express. Il ritorno del più famoso treno del mondo*, Rusoni Editore, Santarcangelo di Romagna 1985, p. 80.

¹⁵¹ *Ib.d.*, p. 80.

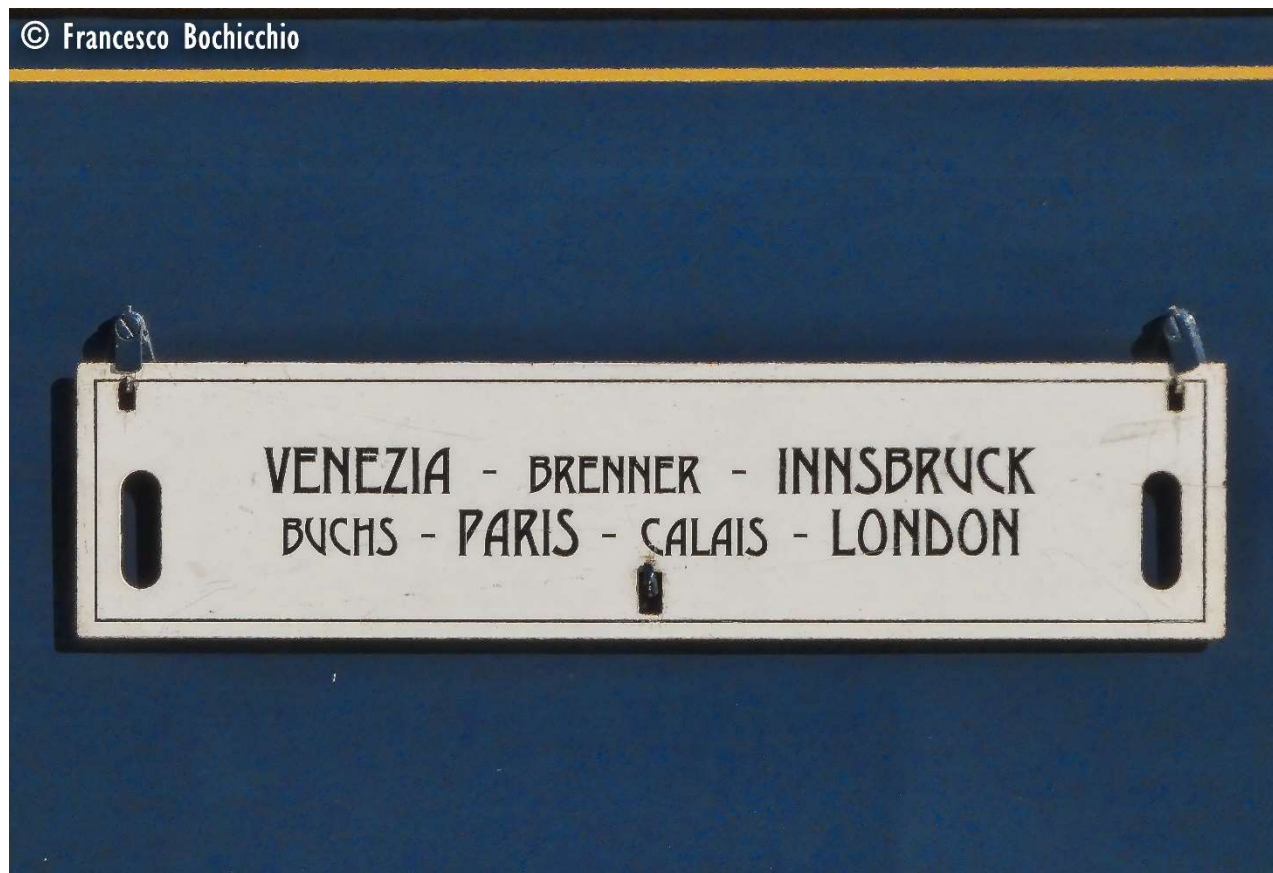
¹⁵² *Ib.d.*, p. 80.

scompartimenti, sugli *Orient-Express*, i treni più prestigiosi della Compagnia e del Vecchio Continente. Perciò merita il nostro plauso.

Con questo capitolo, possiamo concludere la nostra lunga e travagliata cavalcata all'interno della storia della *Compagnie Internationale des Wagons-Lits*. Sicuramente questo libro non sarà l'ultimo a parlare di questa storica Compagnia, e auspico che possa essere di stimolo per altri appassionati ad approfondire, ulteriormente, nuovi argomenti o a gettare nuove luci su quelli esistenti.

L'eredità dei grandi collegamenti svolti con carrozze-letti e ristorante, o con lussuose carrozze-salone, la possiamo vedere oggi catapultata nei treni ad alta velocità e i nuovi treni notte sorti in Europa, dove si cerca di proporre dei viaggi svolti in totale comfort con servizi graditi al viaggiatore. Un viaggiatore che, in tempi di pandemia, è portato a rivalutare le carrozze-letti come ambienti più sicuri dal punto di vista igienico-sanitario, e per il rispetto dell'ambiente.

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Venice Simplon-Orient-Express: birth of a myth

English Translation of Francescos Text

It is curious to note that, according to many experts in the history of European luxury trains, it was the film *Murder on the Orient-Express* that renewed interest in the Orient-Express and its world, which was rapidly disappearing into general indifference. According to the testimony of Cherubini and Voltan, perhaps not too far from reality, the 1974 film also aroused the curiosity of entrepreneurship linked to luxury tourism, while many carriages similar to those used in 'Assassinio sull'Orient-Express' had already been set aside or, in the worst case, demolished. According to Cherubini and Voltan, the demolitions,

following the release of the film, were interrupted, diverting much of the still existing historical-railway heritage of the Compagnie Internationale des Wagons-Lits to the recovery, favouring the relocation of the carriages and their original furnishings to museum purposes or for re-enactment trains.

As proof of this renewed sensitivity, as James Sherwood himself recalls, there was a sensation in the West and not only for the last journey of the Orient-Express in 1977, from which the feeling of desire for a return was born in general. Tourist key, for the big trains of international luxury. In the same year, there was the well-known auction organized in the Monte Carlo freight yard by Sothebys where five CIWL carriages from the 1920s and 1930s were put up for sale.

Participants included James Sherwood, the president of Sea Container Services Co who, as stated by his wife, had been induced to participate in the auction by rail expert Bill McAlpine, by Lord Garnock (former vice president of British Railways) and by Gérard Gallet. Sherwood's goal was to start recovering as many carriages as possible, with the aim of creating his own tourist train recalling the Orient-Express. Gallet will later be designated as head of design for the restoration of the future Sherwood convoy.

Thus it was that, between 1977 and 1982, James Sherwood began to buy and restore a large number of carriages from the 1920s and 1930s, travelling throughout Europe in search of the surviving cars, until he reached the considerable fleet of twenty examples. (of which seventeen were operational) in the continental fleet, and fourteen in the English one.

It was necessary, during the research phases for the material to be used, to establish what would be the itinerary that should have covered the new convoy. For this reason, a survey was carried out on the railway lines with the highest traffic index, at that time, in Europe and studying a particularly popular destination for tourists. The choice fell on the Paris-London and Paris-Milan railway lines, and for the final destination on Venice, one of the most visited cities in the West. It was therefore established that the route should go from London to Venice, despite this entailing complications dictated by the need to set up two convoys, and to provide for the transfer of travellers on both sides of the Channel. It was not decided to let the new convoy continue as far as Turkey, as this would have affected, according to Sherwood, the number of customers who could have benefited from it. Thus was born, from these sumptuous premises, the Venice Simplon-Orient-Express.

Let's focus on the continental train, which includes the following cars restored by the Wagons-Lits workshops in Ostend and by the Bremen Waggonbau in Bremen (the latter specialized for saloon and restaurant carriages, but which also took care of the two sleeping carriages WL S).

Let's start with the sleeping car WL S 3309 (Nivelles 1927), originally equipped with twelve compartments, four of which with double beds and separated from the others by two shared toilet cubicles (WL S1). This carriage turns out to be extremely precious from the point of view historically because, according to Sherwood, it was involved in an accident in February 1929 that happened to the Orient-Express, which would have sparked the literary interest of Agatha Christie. It was also involved in another accident, this time of a bombing nature, which took place in 1931 near Bucharest. The carriage was then seized by the Germans between 1942 and 1945. After the end of the war, it was reused on the Orient-Express (Simplon-Orient and Arlberg-Orient for example) until 1958 when it was transferred to Spain. It remained in regular service until 1971. Today this car has been transformed into *voiture-grand-suites*, as it is divided into three large suites called Prague, Wien and Budapest, whose furnishing style is inspired by the Gothic and Ottoman styles

Second car of great importance is the sleeping car WL S 3425 (Birmingham 1929). Originally it belonged to the WL S1 group of cars, but today it is the second *voiture-grand-suites* of the Venice Simplon-Orient-Express. Currently, it is organized internally into the three suites Paris, Venice and Istanbul, whose

interiors are inspired by the same cities. The suites are decorated with wood inlays, and bathrooms with French-inspired glass and marble. The carriage was part, between 1930 and 1940, of the Rome-Express (Calais-Paris-Rome), of the Engadine-Oberland-Express (Calais / Boulogne-Coira / Interlaken), of the Arlberg-Orient-Express (Paris -Budapest), and the Simplon-Orient-Express. In particular, on the latter the WL S 3425 was closely linked with the events of King Carol of Romania in 1940, which were the inspiration for Stephen Rother's novel. During the war, she was transferred to Turkey to take up service on the Taurus-Express (Istanbul-Aleppo / Bagdad), and then ended her career in the 1960s and 1970s in Spain.

We begin to discuss the WL Lx sleeping cars that are part of the convoy, restored at the Wagons-Lits Workshop in Ostend, thanks to the care of Jack Gotch. First of all, we see the sleeping car WL Lx 18S 3555 (built by the E.I.C. in 1929), currently with eighteen beds. This car, born with ten first-class compartments, was used in the 1930s on the Pyrénées-Côte d'Argent-Express, and then ended up on day trains during the Second World War together with the WL Lx 3552. In 1931 it was transformed into a sleeping car with sixteen beds, while in 1943 it was equipped with twenty beds. After the war, the WL Lx 3555 was used on the Simplon-Orient-Express until 1961, then on the Nord-Express from Paris to Scandinavia until 1969, before ending his career on the Sud-Express (Lisbon-Irun-Hendaye).

Not only that, but in the Venice Simplon-Orient-Express we also have the sleeping car WL Lx 3535, built by E.I.C. in 1929 with ten beds (in 1934 it became sixteen), and currently eighteen beds. There is also the sleeping car WL Lx 18S 3473 (Birmingham 1929), which was decorated by the decorator Morison with inlays of flower garlands. In 1932, the WL Lx 3473 was transformed into a sleeping car with sixteen beds in place of the initial ten, while in 1945 it became a twenty-seater. This carriage is currently equipped with eighteen sleeping places. The carriage originally served on the Calais-Méditerranée-Express (future Train-Bleu Calais-Ventimiglia / San Remo), then from 1937 with the Nord-Express. After World War II it finished its career with the Train Bleu and the Simplon-Orient-Express.

Another sleeping car of the VSOE is the WL Lx 18L 3543 (built by the E.I.C. in 1929), currently with eighteen beds and originally decorated by Prou. The carriage was employed, initially, in the 1930s on the Pyrénées-Côte d'Argent-Express (luxury train from Paris to the seaside resorts of the Bay of Biscay and Lourdes), on the Calais-Méditerranée-Express, and on the Rome-Express. After the Second World War, it was used on the Train Bleu and the Simplon-Orient-Express, and finally bought by the Sherwoods in 1977 at the Monte Carlo auction.

Another sleeping car of the Venice Simplon-Orient-Express is the WL Lx 18S 3552, which was built by the E.I.C. in 1929 with ten first-class beds. The car - transformed into a sleeping carriage with sixteen beds in 1931, from twenty in 1943 - has currently eighteen beds, and was decorated by Nelson with floral interweaving. The WL Lx 3552, let us remember, was used on the Pyrénées-Côte d'Argent-Express in the 1930s to be used then, for a short time, on day trains during the Second World War. After the war, it was used on the Simplon-Orient-Express and Nord-Express, before ending its career in Spain.

In our presentation roundup of the carriages of the Venice Simplon-Orient-Express, the sleeping car WL Lx 18S 3539 cannot be left out. This car was built by E.I.C. in 1929 with ten first-class seats, and was decorated by René Prou with Sapelli ivory inlays, similar to the decorations adopted on the WL Lx 3525. Currently, it has eighteen beds. The carriage WL Lx 3539 was used, at the beginning of its career, on the Pyrénées-Côte d'Argent-Express, to be later transferred to the Calais-Méditerranée-Express and to the Rome-Express before the conflict. After the war, it was used by the US military in Europe, before returning to regular service as a sleeping car for the Simplon-Orient-Express. From 1969 she was transferred to Spain, where her career ended.

The list of VSOE WL Lx sleeping cars does not end here. In fact, we remember the sleeping car WL Lx 18S 3553, built by E.I.C. in 1929 - originally with ten beds, currently with eighteen beds after having undergone the same cycle of transformations as the sister WL Lx 3553 - which was decorated by Prou. The carriage in question was also initially used on the Pyrénées-Côte d'Argent-Express. During the Second World War, it was used on day trains such as the twin WL Lx 3552. After 1945, it was used on the Simplon-Orient-Express until 1961, before ending its career on the Sud-Express.

Let us now examine the sleeping car WL Lx 18L 3544. The car was built by the E.I.C. in 1929, and was decorated by René Prou. Currently, it has eighteen beds. The carriage WL Lx 3544 initially took part in the Pyrénées-Côte d'Argent-Express, and was later transferred to the Calais-Méditerranée-Express and the Rome-Express before the conflict. During the war, the carriage was transformed into a brothel in Limoges by the German army. After World War II, the car became part of the Dutch royal train, and then returned to regular service on the Train Bleu and the Simplon-Orient-Express.

Among the sleeping cars of the VSOE, there is also the WL Lx 18S 3482 (Birmingham 1929), which was decorated by Maple with trapezoid motifs. Notably, according to Sherwood, Maple received Albert Dunn's input into the interior design. It is surprising to note that Albert was the father of Bob Dunn, the restorer of the carriage inlays of the Venice Simplon-Orient-Express hired by the Sherwoods. Currently, the carriage has eighteen beds, originally the initial ten.

The carriage WL Lx 3482 was part, before the conflict, of the Calais-Méditerranée-Express and the Nord-Express. We must remember that, according to what Sherwood's wife reported in her book, in the cold, salt scattered on the rails which affected the carriages that performed their service on the Nord-Express causing corrosion, signs that were found in the restoration phases. After the war, it was again employed on the Train Bleu, Lombardie-Express (Paris-Trieste) and Simplon-Orient-Express, before being transferred to Spain, where she ended her career.

We continue our discussion of the VSOE cars, with the sleeping car WL Lx 18S 3483 (Birmingham 1929), which was decorated by Morison with inlays of bouquets of flowers. Currently, it has eighteen beds, originally from the initial ten places. The carriage was part, in the 1930s, of the Calais-Méditerranée-Express, the Rome-Express and the Nord-Express. During the war it ended up in Germany, while after the war it was re-employed in many services between Italy, France and Spain. Among the cars of the VSOE, the sleeping car WL Lx 3489, built in Birmingham in 1929, should be mentioned. It was decorated with inlaid panels of flower baskets. Currently, it has eighteen beds. This carriage was purchased at the Monte Carlo auction in 1977.

In conclusion of the analysis on the WL Lx cars of the Venice Simplon-Orient-Express, let's analyse the sleeping car WL Lx 18L 3525, built by E.I.C. in 1929. This car was decorated by René Prou with wood inlaid in ivory motifs. Actually, second of the Sherwood fleet, the inlays of this carriage were made with Parisian plaster to simulate ivory (the Sapellis), an operation not specified by Le Page in his volume. The WL Lx 3525 was initially used for the Pyrénées-Côte d'Argent-Express (Paris-Biarritz), then moved on to the Calais-Méditerranée-Express (later Train Bleu) and the Rome-Express, before and after the war. Finally, it was destined for Spain (1969), where its career ended in 1972.

Let's now pass to examine the daytime section of the Venice Simplon-Orient-Express continental. This part is made up of some ex Pullman carriages, used as dining carriages, and a bar carriage with an extremely interesting history.

Let's start with the WR 4095 Voiture-Chinoise restaurant car with thirty-six seats. This car is nothing more than a former coach-Pullman with Étoile du Nord kitchen WSPC 4095, originally conceived with thirty-eight seats (with a layout of six seats per module as originally). The carriage was built by the Birmingham

workshops in 1927. The interiors, during the restoration phases at the Bremen workshops, were recovered from the CIWL WR 3583 (1928).

When it was a coach-Pullman, the WSPC 4095 took part (according to Sherwood) in the Étoile du Nord-Pullman-Express (Paris-Amsterdam), the Edelweiss-Pullman-Express (Amsterdam-Basel / Lucerne), the Oiseau Bleu (Paris-Antwerp), at London-Vichy-Pullman-Express, at Gotthard-Oberland-Pullman-Express (Paris-Milan, but specifically the WSPC 4095 car was used on the Paris-Interlaken route), at Calais-Brussels- Pullman-Express (the Belgian Flèche-d'Or), the Flèche d'Or (since 1932) and the Côte d'Azur-Pullman-Express. It was then transformed into a dining car, and moved to the Iberian Peninsula where its career ended.

Not only that, but in the central section of the VSOE there is also the WR 4110 Étoile du Nord restaurant car with thirty-six seats. This was originally the Étoile du Nord WSPC 4110 coach with kitchen, designed with thirty-eight seats (with six-seat layout per module), which was built in Birmingham in 1927.

As a coach-Pullman, it was used in 1928 on the Étoile du Nord-Pullman-Express, then on the Edelweiss, and finally sent to Romania to take service on local trains-Coaches (such as the Danube-Express). It returned to France after the end of the Second World War, and ended its career in the Iberian Peninsula;

Prominent on the mainland VSOE is the WSP 4141 Côte d'Azur / Lalique Pullman coach with thirty-seven seats. Originally, it was the famous coach-Pullman with kitchen WSPC 4141 ex Italian Park, built by the E.I.C. in 1929. It was decorated by René Lalique with opaque crystal panels, depicting bacchantes with bunches of grapes. Today it houses the boutique shop in the convoy, instead of the kitchen. As a coach-Pullman, it entered service in 1929 on the Côte d'Azur-Pullman-Express, and then moved on to the Deauville-Express, the London-Paris-Vichy-Pullman-Express, the Sud-Express and the Oiseau-Bleu. After the war, he served on the Étoile du Nord and on the Flèche-d'Or, and then moved to Italy on the Blue Train until the end of his career, which took place in 1971.

To round off the central section of the continental VSOE, we present the WSB 3674 saloon-carriage-bar. This carriage was built in 1931 by the E.I.C. as a fifty-six-seat dining car, and used for services from Paris for Le Havre, Cherbourg and Dieppe. It was used as a dining car after World War II on the Sud-Express. When it was bought by the Sherwoods, it was modified in Bremen to make it look like an Étoile du Nord coach-coach on the outside, under the supervision of Gérard Gallet. The transformations involved, in addition to the external case, also the interiors with the adoption of a liberty style furniture, with sofas, grand piano and piano bar. The carriage is the symbol of the convoy, as it has a large panel on one side bearing the inscription Venice Simplon-Orient-Express, positioned at the height of the windows. The writing is placed inside a frame, again with a cream background, where the floral decorations appear on both sides

To take the place of service carriages on the Venice Simplon-Orient-Express we find the service car WS 3912 - former sleeping car Y WL 3912 with twenty-two beds, built in 1949 by the Nivelles workshops - which is used by the staff as a service car, and equipped with seven compartments - doubles, a trunk compartment, a canteen and two toilets, according to Cherubini and Voltan;

- The WS service car, former Y WL 3915 sleeping car with twenty-two beds, built in 1949 by the Nivelles workshops.

According to Sherwood, the restoration of the WL Lx sleeping carriages was particularly complicated as the carriages were in a profound state of decay, with holes in the bodies and on the roof, and widespread corrosion. Among the operations carried out for the restoration we recall that the following were carried out:

- replacement of the previous insulation system;
- the arrangement of the cabin panels;
- replacement of the electrical system;
- and the adoption of new upholstery from the Firth Carpets of Yorkshire.

The saloon and restaurant carriages were taken care of at the Bremen workshops (as mentioned above), thanks to the intervention of Bob Dunn, with interventions that are certainly not easy to carry out according to Sherwood. For what reason? Because there was not sufficient reference documentation, preserved in the Wagons-Lits archives in Paris, to allow an aesthetic and functional restoration of the carriages as faithful as possible to the original. It should be remembered that Paul Bianchini, for this occasion, selected from the Wagons-Lits archives in Paris on behalf of the VSOE many projects and designs for the fabrics of the famous CIWL luxury carriages, thus drawing inspiration for the packaging of the new crockery, porcelain, crystals and silver that should have been used on the convoy.

The Venice Simplon-Orient-Express arranges its carriages as follows:

- in the centre of the train, there are the WR 4095, WR 4110, WSP 4141 and WSB 3674 - in cream-Bleu nuit Pullman CIWL livery - to form the daytime section of the train;
- on the sides of the day section, there are the two voiture-de-service WS 3912 and WS 3915, to perform the role of Fourgon carriages;
- on the two sides of this central section, there are the sleeping carriages and the voiture-grand-suites (in the summer of 2021, it was ascertained that both WL grand-suites were used on the Venice Simplon-Orient-Express).

G rard Gallet took care of the rearrangement of the carriages according to the schemes of the 1920s and 1930s, but still decided to adopt some common finishes for both trains (the British and the continental one) as regards the fabrics, silverware and porcelain, even if in the English carriages - as Sherwood pointed out - the latter would have been decorated with brown motifs, while in the continental ones with blue motifs.

Between 2005 and 2007, all the carriages of the continental VSOE fleet underwent the change of carriages, while between 2016 and 2017 there was the adoption of air conditioning, such as to ensure that these carriages could still be appreciated by international customers.

Many of these interventions met with indignation on the part of the history buffs of the Compagnie Internationale des Wagons-Lits, from museum curators to railway protection associations. These criticisms were based on the fact that the interventions adopted in the restoration of the VSOE carriages were not fully faithful, from the historical point of view, to the originals. Mrs Sherwood, on this point, expressed herself with modesty and sincerity in her book and, on the changes made to the carriages of the Venice Simplon-Orient-Express, she reports as follows: the design of the new convoy was indeed respectful of the original layout of the carriages former CIWL, but these carriages needed to adopt new solutions to support the new service. As Sherwood reports, in the event that the restoration of the carriages of the two fleets had been done following strictly a criterion equal to that of a museum, such would not have been functional for a Orient-Express. And we must consider that that Orient-Express would have had to make weekly trips for nine months a year. We must also take into account that the previous European railway administrations, which had already bought them previously, had already heavily modified many of the Interbellum CIWL carriages. For this reason, in many cases it was not possible to completely restore the original layout. Not only that, but it was necessary to take into account the changed safety rules in railway traffic compared to the 1920s.

With good reason, Sherwood claims that VSOE Ltd. opted to restore the original carriages rather than build new ones, because the goal was to save these masterpieces from demolition. We can therefore affirm that the Venice Simplon-Orient-Express is only a representation that revives the glories of the great Calais-Méditerranée-Express and Rome-Express, but also the achievement of a goal that the technicians of the Compagnie Internationale des Wagons-Lits had only outlined in 1926: the use of the WL Lx sleeping carriages, with their ten luxurious compartments, on the Orient-Express, the most prestigious trains of the Company and of the Old Continent. Therefore it deserves our applause.

With this chapter, we can conclude our long and troubled ride through the history of the Compagnie Internationale des Wagons-Lits. Surely this will not be the last article or book to talk about this historic Company, and I hope it will be an incentive for other enthusiasts to further explore new topics or to shed new light on existing ones.

The legacy of the great connections carried out with sleeping and restaurant carriages, or with luxurious saloon carriages, we can see today catapulted into high-speed trains and the new night trains that have sprung up in Europe, where we try to offer trips carried out in total comfort, with services appreciated by the traveller. A traveller who, in times of pandemic, is led to re-evaluate sleeping carriages as safer environments from the point of view of sanitation and respect for the environment.

A Travellers Tale of Frank and his journeys in the Restaurant Cars as recorded

by Marc Stegemann

No surprise that this is not one of Geoffrey Chaucer's 'Canterbury Tales' if only because Chaucer wrote his famous book in the late 1380s, five hundred years before 'The Orient Express' was launched in 1883. Likewise, our Frank tells us about his work in The Netherlands post world war two right into the 1960-1970s.

Despite all the stories, tales and records that we have read, no-one has told us the 'Traveller's Tale of working in one of CIWL's Restaurant Cars'.

However, we were lucky enough to listen to an account of one of these WR staff and it's a story like no other.

We need first to remind our many friends that there is an excellent film made about CIWL's 80 Jahre Mitropa, Speisewagen, die "Kantine auf der Schiene" <https://youtu.be/tUfkg563XQA>, this explains how Rival MITROPA and how its restaurant car worked on a three-day journey.

We are going to call our restaurant car attendant 'Frank' and this is his 'Traveller's Tale'.

Frank started to tell us that he was a young boy living in post WW2 near Hook of Holland (or The Hague) when his father got a job in the south of the Netherlands. As in post war Holland there was a dire need for housing, the family could not yet move but had to wait until their new house would be finished.

When the family finally moved to their new house, the fun of commuting in the WR was over, and Frank got a "thank you letter" as a souvenir from the head waiter - WR steward.

Some years later, in 1963, Frank was to become a student and he thought about a nice job to earn some money. With the "thank you letter" in hand he applied for a (any) job at the Dutch Wagons-Lits office and

therefore he was presented a package with his uniform and could start right away. This turned out to be the job of *plongeur* (dish washer) on the Sud Express.

Apparently, he did this well and became a waiter on the Méditerranée or Sun Express train which was a holiday train (if we remember his tale well...). This job (mainly) meant also serving refreshments to the travellers in their compartments and coffee which proved a popular drink to start with. Later on, during these trips, a lot of cool drinks were ordered

The difficulty was that the capacity of a waiter to carry enough coffee through the corridors was restricted which meant a lot of walking to fetch fresh coffee for the next compartment. As for the cool drinks, the waiters could not store enough in the cool box which was not a refrigerator, and therefore cooled with big chunks of ice. The standard solution was to use one of the toilet compartments as an additional cool storage room by putting a large block of ice in it and filling it up with an assortment of bottles. Of course, the toilet couldn't be used for the intended purpose anymore, but this method raised the sales and income.

Another initiative he took was to start selling Limburgse Vlaai (sweet pies) with the coffee, and every trip this proved more popular. Each time they ordered more and more LV, but the limit came when on the return trip he tried to sell LV too as being freshly baked. Contrary to what he told his customers, the LV wasn't quite fresh anymore due to lack of cooling and had to be thrown away.

A special attraction was working the holiday trains to the Mediterranean and Italy, with lots of pleasure-seeking female teachers or nurses on board. This was catered for by a bar and dance floor car and main waiter or Steward Simon always succeeded to make it a big party that lasted until the early morning hour.

Occasionally Frank had trouble to find the passengers in the morning to serve them their breakfast as some had moved to other compartments to spend the night there. He also encountered females who had taken their Italian holiday partner back to Holland, and elegantly offered the guy her bed while she stayed outside the compartment in the corridor all night...



Because Frank was enthusiastic and energetic, with head waiter Simon he devised a method to carry more drinks around in the wagons. This was the prototype of a mobile waiter's trolley and was improvised of the under carriage of a pram, a crate and a 200 litre coffee pot strapped on top of it. A replica of this prototype trolley was shown at the exposition "Tosti's, Truffels en Treinen" about restauration wagons in the Netherlands

Spoorwegmuseum in Utrecht last year. By their invention, Frank and Simon could sell much more coffee than average and so raised their income quite a bit which attracted attention of colleague waiters on other trains and from the WL office. For a while, they succeeded to hide their invention from other waiters, kept selling above the average and so secured their sales bonus.

Once when the cook was ill and didn't turn up for duty, Frank who had learned to prepare meals said he would step in and immediately replaced the cook. All went well that trip and it resulted that Frank was

promoted and could work the WR himself, with two assistant cooks.

During the trips he soon learned the tricks to further increase the income of the WL train staff. This was accepted practice and apparently was known to the WL office guys too as they also had started their careers as underpaid *plongeurs* and waiters elsewhere for free. After each trip the number of coffees sold was accounted for by the amount of sugar bags that were issued. One of the tricks was to artificially keep the official sugar consumption low by bringing in some "illegal" sugar bags scored.



Another trick was that on most trips there would occur a sudden emergency brake. This often resulted in waiters losing their plate with WL porcelain and bottles of wine etcetera. The broken bottles were collected and accounted for in an event report by the chef du train and then the price of the lost bottles could be claimed by WL to the railway company. Of course, more bottles had fallen to pieces than initially were broken when the brakes gripped the train to a halt. The claimed sum was then split between WL office and the WL train staff.

As in the 1960's there were still borders, and consumer goods were subject to import taxes, smuggling was general practice in European border traffic. There were all kind of places in a train where you could conveniently hide cigars or butter (from Holland), or other things towards Holland. Occasionally, the customs sent undercover agents on the international trains and so got a vague idea how much smuggling was going on.

Then there would be a customs investigation to find proof of smuggling and the WL train staff would be heavily fined and even could lose a year's income. If the WL office was aware of a planned customs action, they would warn the WL train staff to remain straight this time.

Frank also told us about the military (British Army of the Rhine Transport) trains he worked on. The common soldiers (90% of the train occupation) would get their dinner in the WR and were allowed just a quarter of an hour per shift, including getting seated, so they had to hurry up. Then the lower officers could eat their meal in half an hour and the higher ranks were allowed one hour. Finally, the generals had the WR for the rest of the evening and they could enjoy a properly prepared luxury meal.

When Frank worked in the WR on the Amsterdam - Brussels train, only lunches were served. But sometimes, the customers hadn't finished their lunch yet when they were approaching Brussels already. Then by coincidence, the train had to make an emergency stop which allowed the customers to finish their lunch before arrival.

In 1969 Frank had finished his (legal) studies and soon got a proper job. He remembered the teamwork on the train with fondness but was less complementary about the WL as a company. But, probably because of his involvement in the coffee trolley development, when the use of WR's ended he was given the opportunity to enjoy one of the last rides with his wife.

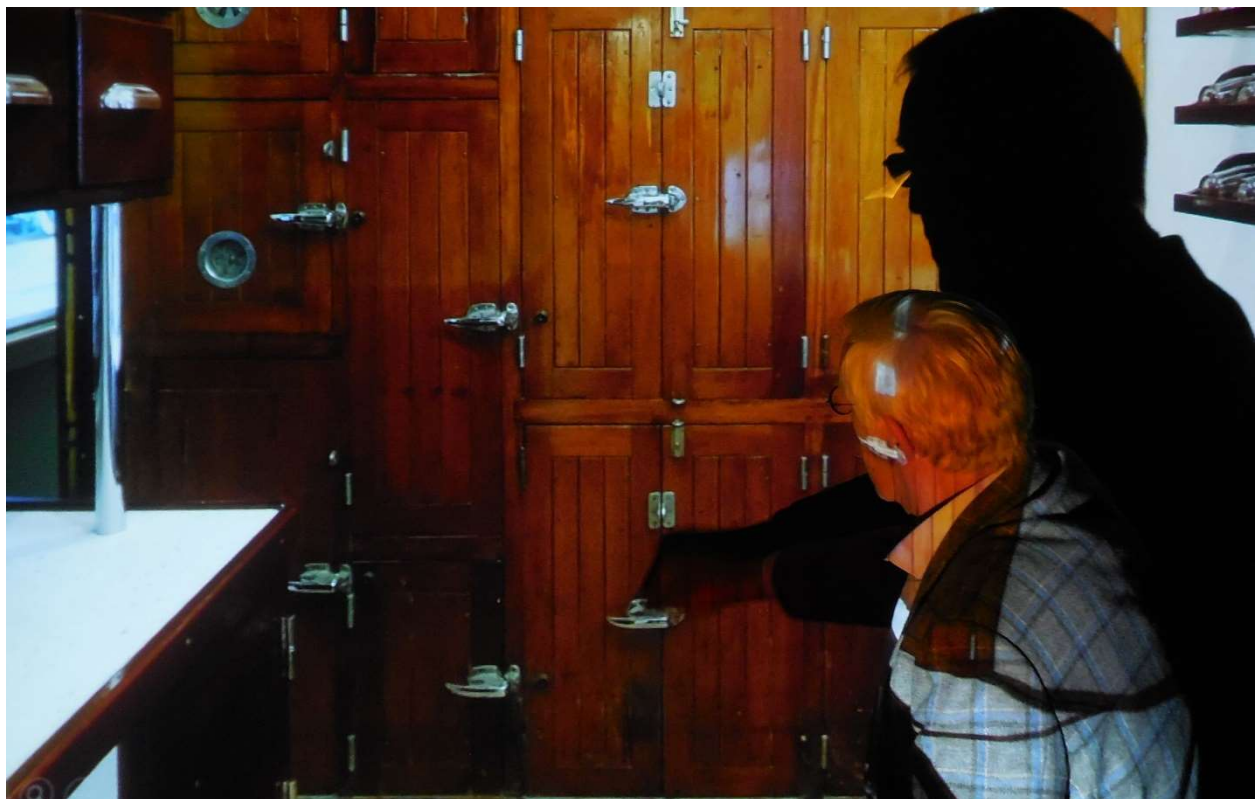


Nowadays he's a pensioner and he advised on the restauration cars exposition in the Spoorwegmuseum. On that occasion, one of the Dutch broadcasting organizations "Omroep Max" made a documentary about it and interviewed Frank.

After the intermission, the evening continued with an older German video "Die Kantine auf Schiene" / "Speisewagen einst und jetzt".

This was about the Mitropa company in which not even once WL was mentionedThe grandeur of the old restauration wagons with full service of course was highlighted, but also the gradual lowering of the standards until just the plain board bistro wagon remained due to ICE trains.

It became clear to us NVBS attendees that the romantic and shiny world of WL (as well as DSG and Mitropa) behind the scenes would show some flaws. Nevertheless, for most of us who experienced dining in a riding restauration wagon in good company, the on-board service was appreciated.



Mails from our correspondents

Rabbi Dr. Walter Rothschild wrote:

Dear Chris, I have now found time to read through the Mulhouse guide book I brought home with me and there is some interesting detail to go with the scans and photos I sent you. Here is some of the relevant text digitized, from "Connaissance des Arts" special edition in English: This article by Jean-Michel Charbonnier.



The Cité du Train presents a Lx sleeper car (No. 3532) from 1929, one of the ninety delivered to the company during that period, thirty of which were manufactured in the UK and sixty in France. On the outside, the roof is white, the chassis black and the body midnight blue. Made by the Entreprises Industrielles Charentaises (EIC) at Aytré, near La Rochelle, it was withdrawn from service in 1976 and restored by the CIWL. Each of the ten cabins (eight of which can be combined together) has a banquette bed 80cm wide and upholstered in embossed velvet, with an individual bathroom and independent heating. The highly-refined interior decoration is by American architect Paul Nelson and French designer René Prou (1887-1947) . The partitions between the compartments have a lemon-wood veneer and marquetry inlaid with mother-of-pearl. The bottom panels of the doors are in *galuchat*, or shagreen (tanned skate or shark skin), an extremely costly material that was much in vogue with designers of the inter-war years.

Another reminder of the Roaring Twenties, the CIWL restaurant car No. 3348 has two rooms - smoking and non-smoking - in the Art Deco style, flanked by a butlery where meals for fifty covers were prepared, and a wine cellar. At one end, a kitchen with metal furnishings has its own coal oven.



The Cité du Train also has one of the thirty Pullman cars manufactured for the *Flèche d'Or* (or Golden Arrow on the other side of the Channel) inaugurated by the CIWL in 1926 (No. 4018). This train ensured a daily service between Paris and London. The *Canterbury*, a boat specially designed for train passengers, was put into operation three years later. The coaches' distinctive livery combined brown along the bottom of the body, cream above and white for the roof.



The necessary coupled drawing-room cars, one with a kitchen and the other without, made it possible for the first time to dine in one's seat. The last word in refinement was the individual decoration of each carriage. In this one, the thirty-two passengers were treated to mahogany woodwork with padded-on varnish, box-wood and king-wood marquetry, plush wing armchairs, thick chintz carpets, bronze lampstands and pink lampshades.

(The term 'Art Deco' comes from the 1925 Exposition des Arts Décoratifs in Paris.)

Cheers,

Walter

Editors Note :

In the french Railway Museum Cité du Train is another former CIWL car in the rear second part of the exhibition halls, a type P sleeping car (the blue used after color restauration is a little to bright even for TEN colors...):



Dear Chris and Dirk,

I've got some news that might be interesting for the readers of the Newsletter. A Dutch private company, called 'European Sleeper' have plans to start this year with a new night train service from Brussels to Prague, see <https://www.europeansleeper.eu/english/> Let's hope they will succeed...

Best regards, **Adriaan**

Another Email from **Adriaan**:

Next to 'European Sleeper' (their services seem to be on hold...) another Dutch night train company popped up last year. They are called 'GreenCityTrip', their trains are actually running, for more information see their bilingual (Dutch/German) website

https://greencitytrip.de/de/?_fl=de&country_code=de

Their charter trains are 16(!) cars long and consist of ex-DB couchette cars and some ex-CIWL AB30 sleeping cars!

I guess both types are hired from Euro-Express, see:

<https://www.euro-express-sonderzuege.de/liegewagen>

<https://www.euro-express-sonderzuege.de/schlafwagen>

The entire train remains at the final destination until the trip back.

See also these video's in Dutch on Youtube:

<https://youtu.be/ub1leQBtGp8>

<https://youtu.be/v1vx8GylhZc>

Best regards,

Adriaan

Bonjour Christopher,

happy New Year 2022 and all the best.

C'est incroyable de voir enfin revenir la 4013 , cette ancienne voiture douches qui fu notamment utilisée pour les trains expositions (*voir Newsletter No. 13*). Voir ma page :

<https://trains-originaux.pagesperso-orange.fr/texte/services%20ciwl.htm>

Quant à la 3354, elle devrait être classée monument historique français vu son passé au service des présidents français et étrangers.

Dans ma page, je parle de la voiture 4049. Celle ci aurait été transférée en Algérie en 1973.

Peut on lancer un appel à témoignage sur cette voiture ?

Merci

Olivier

Jean-Pierre RAVANELLI wrote :

Pourquoi les voitures étaient elles en bleu et or ?

Je lis dans [wikipedia](#) au sujet de la couleur du train bleu alias le " Calais-Méditerranée-Express " que :

Le choix de cette couleur est dû au directeur de la CIWL, M. André Noblemaire, qui voulait rappeler la couleur bleu foncé rehaussée de galons d'or de son uniforme de chasseur alpin où il avait fait son service . Jamais entendu parler de cette histoire . Es tu au courant ? Que disent tes sources ? D'avance, merci .

Note de l'éditeur :

Oui, il existe une thèse sur le bleu des wagons en acier à partir de 1922. Mais dans une société anonyme, un homme, même en tant que directeur, peut-il décider seul de l'aspect de la future flotte ?

La CIWL a déjà eu du bleu avec des inscriptions dorées, c'était dans les années 1873, avant que le teck lasuré naturel ne soit introduit au milieu des années 1880. Ce premier bleu s'inspirait des couleurs de l'uniforme nordiste américain du colonel Mann, qui fut pendant quelques années le bailleur de fonds et le partenaire de Georg Nagelmackers (voir la newsletter n° 13).

Dans ce sens, il y a probablement plus d'une vérité. Il s'agissait certainement d'une réintroduction du bleu avec de l'or, le lien avec les couleurs d'uniforme pouvant être établi aussi bien par André Noblemaire en 1922 que par William Dalton Mann en 1873. Les uniformes bleus avec des ornements dorés n'étaient pas si rares autrefois.

Hi Chris, Dirk,

If it interests you at all, myself and my father went to Schaerbeek last weekend (outside of Brussels) for the Orient Express exhibition they had at Train World. Not as extensive as that held at the Institut Monde Arabe a few years ago but they had 4148 and 2979 there from SNCF's Pullman Orient Express.

He's put photos into a slideshow that you can watch down here

<https://www.youtube.com/watch?v=Q13tv2-1Gkg>

Interesting to me was that 4148 doesn't seem to have gained the modern UIC end connections (like the big rubber bellows) that the other POE cars have gained. I wonder what that says about how it is being used / will be used by SNCF.

4148 is the Cote D'Azur bar coach. I believe you saw it being overhauled / refitted the last time you visited ACC Clermont Ferrand Chris?

Best wishes

Xavier

Editors Note:

Thanks for the link, Xavier. The 4148 was probably dismantled in Clermont-Ferrand, it last had the UIC rubber bulge transitions, see attached photo from 2010 (following page).



(SNCF – Trains Expo)

If all cars were dismantled in this way, it would be closer to the original condition!

Best regards,

Dirk

Hi Stephen,

Chris tells me that you'd like to hear some thoughts about the Orient Express exhibition at Train World Schaerbeek.

I thought overall it was a very good visit.

What makes it different to traditional period exhibitions is being not the most massive of railway museums, you won't find everything Orient Express in one room, but rather dotted around the museum space.

So you have to be on the lookout for items as you go around.

There'll be different displays of materials such as posters, hardware, uniforms, memorabilia etc etc that you can look at, as well as larger collections such as cutaways of car compartments and dining spaces, sections of panelling and of course SNCF have also provided two cars for the show: Pullman Cote D'Azur 4148 and Voiture Restaurant 2979.

I think being able to take a walk through both cars and have a look round their interiors was the best part and certainly an opportunity seldom offered.

So I think yes it was worth going. If you've never been to the museum itself before then it will certainly be interesting seeing and interacting with some of the other exhibits.

Best regards,

Xavier

Editors Note:

At the end of last year I contacted Jason Zorzos in Greece. I had been in contact with him years ago when it was a matter of asking for the status of CIWL cars preserved in Greece for the Wagons-Lits forum. This was reflected in this thread:

<https://www.wagonslits.de/phpbb2/viewtopic.php?t=1701>

Jason also posted on the Balkan Models Forum at the time, but this thread is also recommended to learn about past and present CIWL cars in Greece:

<http://balkanmodels.biz/forum/viewtopic.php?f=12&t=27>

Jason answered us and brought good news:

Jason Zorzos wrote:

Hello gentlemen,

I wish you have a happy new year and apologise for my late response, especially Chris has been trying to reach me since December. I understand that both of you have contacted me for the same reason, hence the combined email. Many thanks Chris, for the interesting "Guide Bleu" you sent me! Good job on the newsletter (Dirk sent it to me), I am impressed!

I believe I am able to write an article about CIWL in Greece, or on a more specified topic on that matter (I guess we can discuss that).

I don't know if you already know, but last year, WR 4001 (ex WSPC) was restored at Thessaloniki works and presented in the 85th Thessaloniki International Fair (see video here: <https://youtu.be/lfOKkIRRoIQ>)

The coach is still at Thessaloniki works for some additional work, but I thought maybe it is a good chance to write an article about the restoration process, especially as it contrasts the abandonment pictures people are used to when they think of CIWL and Greece nowadays.

Appart from that, answering Dirk's question:

The current situation regarding the ex-CIWL wrecks in Greece: All ex-CIWL coaches in Greece are legally protected by the Ministry of Culture. None is allowed to be scrapped or sold, as they are considered to be part of the national heritage. At the same time, those left in specific areas (especially Lachanokipi and Nea Magnisia in Thessaloniki) have been illegally stripped off most components, having even parts of their bogies and underframes cut with torches etc. The rest of them are exactly where they were in the last few years, without any major changes of their status, except the unfortunate loss of ex- WR-1395 (teak), which was burned down to its underframe in 2019, for a stupid reason and despite the fact that it is in a relatively safe place.

Best Wishes,

Jason

Marc Stegeman wrote:

This e-mail is part 2 (of 4) about the tin plate model photos of my old friend Paul Brassem. In Newsletter #13 I wrote about the Märklin (Maerklin) "Darstead" O gauge tin plate replica model. Recently I had a closer look at it, but could not distinguish any car number or model number on it. But on the bottom plate / frame rim I could read: "unt(erhalten) 18.9.43".



Then about CIWL models by AS / France, which were probably manufactured 1980's. As the analogue photo prints by Paul were not very detailed (for present day standards), I have made some additional digital photo's of these cars.

On one of the end sides the manufacturer has printed 'AS fabriqué en France'. These two cars are numbered 4207 (blue) and 3131A (brownish, teak style) on the side panels.





Next time: photo's of his JEP & Bing models.

Best regards, Marc

Night Ferry F Type CIWL Sleeping Car for sale

Compagnie Internationale de Wagons-Lits (CIWL) - Night Ferry Sleeping Car No. 3801

We have just been told that the above WL is for sale by The Heritage Bluebell Railway in The South of England.

https://www.bluebell-railway.co.uk/bluebell/temp/bluebell_carriage_disposals.pdf

The Bluebell Railway is home to a large collection of carriages and wagons, totalling some 175 vehicles, dating from the 1850s to the 1960s. The Bluebell Railway Preservation Society has reviewed the Railway's stock recently and concluded, with the agreement of the Bluebell Railway plc (the owner of the stock) that a small number of vehicles should be offered new homes. The requirement to clear some siding space may result in some being scrapped if no homes can be found. You should bear in mind that a carriage weighing 30-plus tons and over 60 foot long requires specialist heavy-haulage contractors to move, and a suitable location to unload. Advice, and a list of suitable transport firms can be offered. Offers of a new home for this vehicle, priority will be given in the first instance to offers received from within the Heritage/preservation movement.

Initial enquiries can be made to Richard Salmon, blog@bluebell-railway.com to enable anyone interested to view and discuss the vehicle in question.

<https://www.bluebell-railway.co.uk/bluebell/pics/ciwl3801.html>



This historic vehicle was built in 1939, and used to provide an overnight service between London and Paris. It has been based on the Bluebell since 1984 is currently being offered for sale by its private owners.

Book Reviews

Well Not Quite... by Chris Elliott



Our colleague Francesco Bochicchio told us about an Orient Express book published in Italy. So we started to search to see if it was available in other languages, but as they say 'the mystery deepens'.

Welt in Flammen: Roman Taschenbuch – 27. November 2015 by Benjamin Monferat

Google tells us that the author's name is a pseudonym behind which Stephen M. Rother, writer and historian, is hidden. He grew up near a small train station in central Germany, so historic steam locomotives are part of his memories of him. The life of his grandfather, who lived during the Third Reich, forced to collaborate with the regime and at the same time an active opponent, was one of the reasons that led him to write The Strange Mystery of the Orient Express, the first book published in Italy by Newton Compton. ISBN 9788854182431

We've found a German Language version available via amazon.

„Der Himmel im Osten war flüssiges Feuer. Mai 1940: Während die Deutschen Frankreich besetzen, bricht der Simplon Orient Express zu seiner letzten Reise auf. Eine schicksalhafte Fahrt beginnt.“

'Lost Railway Journeys' a book by Anthony Lambert

I was given a copy of this book published in 2018 and reissued in 2021 & 2022. What came as a very pleasant surprise was the mix of some excellent articles and some of the best maps of the routes that I have seen for a long time.

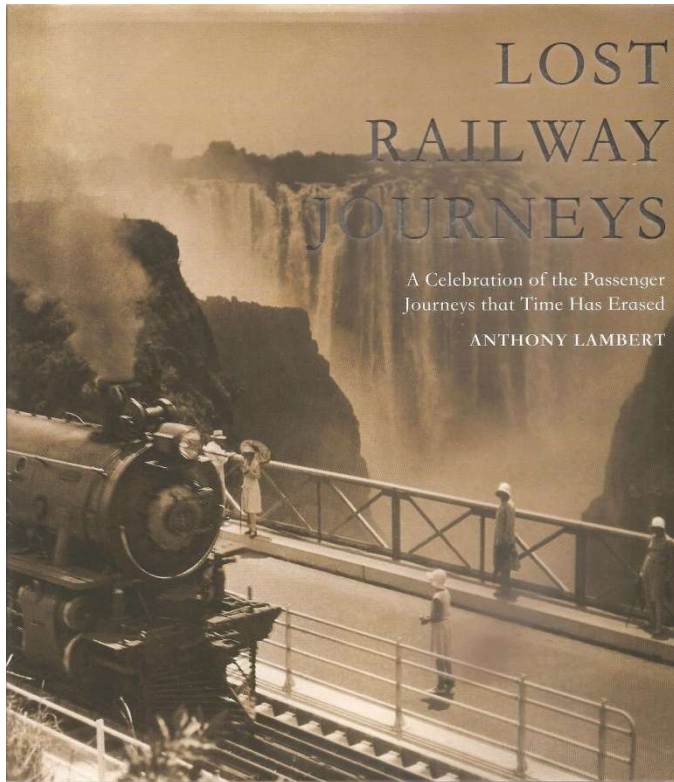
The articles of special interest to our CIWL and European friends are 'The Orient Express', 'Pau-Canfranc-Tardienta', 'Salzkammergut-Lokalbahn', 'CF de Petite Ceinture (Paris)', 'Sarajevo-Belgrade', 'Nice-Colomars-Grasse-Dranguignan-Mayrargues'.

The articles are relatively short but interesting.

Away from Europe, there are articles on Asia, Australia, The Americas and Africa and of special interest is 'The Hedjaz Railway' which was connected to the route of the CIWL Taurus Express from Istanbul to Baghdad and beyond.

There is an extensive Bibliography and Index, cost £25. Published by 'White Lion Publishing'

ISBN 978-1-78131-747-1



Also en français:

Voyages en train: Sur les traces des lignes oubliées

Und auf deutsch:

Abgefahren: Zugreisen, die man nicht mehr machen kann

SpoorwegJournal / Journal du Chemin de Fer

Le Paris-Côte Belge Pullman Express

Jos Geilen sent us his and Willy Patten's latest Pullman article published in both French and Flemish in the Belgian railway magazine Journal du Chemin de Fer février - mars edition.

This short lived Pullman train departed from Paris then served Lille before crossing the frontier then on to Ostende, Blankenberghe, Heyst – Knocke- Zoute. It was operated by the Chemin de Fer du Nord, the French railway Company, CIWL and the Belgian company Chemin de Fer Belges.

The article tells the story of what was a short lived train which carried those French clients who wanted some days beside the sea even if there were and are some excellent resorts on the Normandy and Atlantic Coasts of France. No surprise then that it was a struggle financially and needed the support of the tourist authorities on the Belgian coast who had to underwrite some of the costs. A summer season only train, it was launched on the 1st July 1928 but only operated until 31st August, and again in 1929 before being left to the history and archives of CIWL.

The article is very interesting, well-illustrated and a very welcome addition to the list of Jos and Willy's excellent articles about the Pullman trains of the 'Belle Epoque'.

This and previous articles can be found in the magazine's editions as listed in our newsletter N° 13

- 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
- the 'Calais-Bruxelles Pullman Express' N° 244

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

A CIWL Restaurant Car with a Military past

by Chris Elliott

CIWL WR 2757 that is based at Stoomtrein Goes Borsele and undergoing restoration was brought back to The Netherlands from the UK in 2004. Brendan Martin's memory of the car which was bought by brewers Ind Coope probably about 1965 either from the CIWL atelier at Roma Tiburtina or Milano Greco, or possibly from a scrap dealer in Italy and somehow came to the UK by road. There is, or was a small red painted sign on the frame indicating the car was for use only in Italy. Built by Reggio Emilia in 1926; one of the batch 2749-2773, possibly with state subsidies because of the general economic recession. Ind Coope wanted to install the car in front of The Railway Hotel pub in Hatch End (about a mile from where I grew up). No doubt planning permission etc, made this plan impossible. In 1971 the company was more successful, renaming their pub on side of the main Watford-Uxbridge by-pass The Denham Express. Only one side was painted in CIWL livery and I think the cooking area was mainly cleared to provide a serving area with the main restaurant responsible for the meals. The wine locker became space for coats.

Brendan's first visit to WR 2757 was New Years day 1972 (the first public holiday for January 1st in the UK)



As a venture the restaurant lasted a few years and the car was bought by Bob Goringe and moved to the old Western Region shed at Southall and more or less was untouched apart from an orange-coloured Formica café sales area.

Photo: <http://www.nml.nl/de/objekt/1952>

From late in 1944 until October 1955 it was used as a first class dining car on the Military Medloc trains from Villach in the South of Austria to Hoek Van Holland.

Medloc – Mediterranean Lines of Communication

Medloc was first set up towards the end of World War 1 by the British War Office to repatriate servicemen and servicewomen. The trains travelled north using the Rhone Valley and carried American Service Personnel. However in late 1944 after The German army retreated out of France, Belgium and The Netherlands a new Medloc series of trains were launched. In the ten years that followed just over 3 million service men and women were carried.

The first was **Route A** from Toulon to Dieppe and these train carried service personnel who had been repatriated from Egypt and beyond who were shipped to Toulon where there were transit camps.

Route B was from Milan to Calais via Switzerland and these trains had a feeder service from Bari and Brindisi.

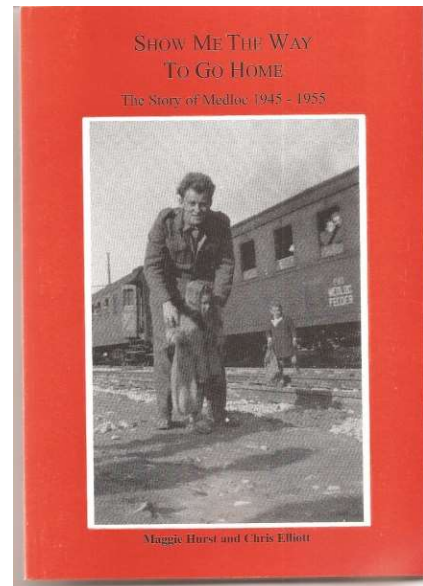
Route C the service that lasted a little more than ten years was, as shown above, from Villach to Hoek Van Holland where the Ferry crossed to Harwich.

The organisation of these Medloc Trains was set up by the Military Transport teams and principally The UK Army Royal Engineers – Their Movement Control Service today is a combined Army, Navy and Airforce function and still operates today.

The writer was an instructor at the Movement Control School at The Longmoor Military Railway in the South of England and in 1995 with help from a friend wrote and published an account of these trains and what life was like travelling on them in the book ‘Medloc Show Me The Way To Go Home’

ISBN 0 9525963 0 X

Anyone wanting to know more about Medloc and the book should contact Chris Elliott direct at elliott.chris@gmx.com



Editors Note:

Martijn Haman wrote in 2020: “News about the WR 2757: the asbestos in the carriage is removed and the plan is to place it nearby Hoedekenskerke railway station. There the Stoomtrein Goes Borsele has a catering facility called De Buffer. The carriage will be part of the renovated catering facility.”

CIWL Book list

We have added numerous new publications, antiquarian books and periodicals with CIWL themes to our CIWL book list, which we first published in Newsletter No. 7 in 2020. As before, further additions are welcome, especially in the case of periodicals, there is certainly more to add here.

<i>Author</i>	<i>Title</i>	<i>Published</i>	<i>Publisher</i>	<i>ISBN N°</i>
Coudert, Knepper & Toussiro	La Compagnie des Wagons-Lits, Histoire des véhicules ferroviaires de luxe	2009	La Vie du Rail	978-2-916034-97-4
Lepage	Les Voitures LX de la CIWL	1987	Lepage	2-905 708 - 05-0
Lepage	Etat Numérique CIWL (1)	1986	Lepage	2-905 708 - 03-4
Lepage	Les Voitures Pullman 4001/4030 de la CIWL	1985	Lepage	2-905 708 - 02-6
Lepage	Les Voitures Lits Type Y de la CIWL	1985	Lepage	2-905 708 - 00-X
Lepage	Les Voitures Lits Type F de la CIWL	1985	Lepage	2-905 708 - 01-8
Lepage	Les Voitures restaurants No 3341 à 3360 de la CIWL	1984	Lepage Motor Books London	--- x-78-00001- ??????
George Behrend	Pullman and the Orient Expresses	1997	George Behrend	0-901845 183
George Behrend	Pullman in Europe	1962	Ian Allan	---
George Behrend & Gary Buchanan	Night Ferry	1985	Jersey Artists	0-901845 13 2
George Behrend	History of trains de Luxe 1875 - 1955	1959	Transport Publishing Comp.	---
George Behrend	History of trains de Luxe	1977	Transport Publishing Company	0-903839 45 8
	Geschichte der Luxuszüge	1977	Orell Füssli	3-280-00918-9
George Behrend & Vincent Kelly	Yatakli – Vagon – Turkish Steam Travel	1968	Jersey Artists	

George Behrend & Vincent Kelly	Yatakli – Vagon – Turkish Steam Travel	2006	Locomotives International	978-1-900340-19-9
George Behrend	100 Years of Wagons-Lits Catering	1982	Thomas Cook Ltd	0-906273-16-1
George Behrend	Van Pullman Tot TEE translated into Dutch	1977		
George Behrend	Histoire des Trains De Luxe – de L’Orient-Express au TEE	1977	Office du Livre	
George Behrend	Grand Europeans Expresses	1962	George Allen & Unwin	---
George Behrend	The History of Wagons-Lits 1875-1955	1959	Modern Transport	
Losos & Mahel	Salonní vozy RINGHOFFER (RINGHOFFER Saloon cars)	1999	NADATUR – VÚKV	80-85884-92-5
Fabio Cherubini – Luigi Voltan	FS Carrozze ex CIWL delle FS	2012	Edizione Dugi Editrici	978889506-100
Emmanuel Collet	<i>Reis naar Constantinopel De Oriënt-Express</i>	1997		9053250816
Emmanuel Collet	<i>Le voyage à Constantinople l’Orient-Express</i>	1997	Snoeck	
EH Cookridge	Orient Express Abenteuer Orient Express	1979 1980	Allen Lane Orell Füssli	0-7139 12715 3-280-01169-8
Friedhelm Ernst	Rheingold - 50 jaar luxetrein Nederland-Zwitserland	1977	Schuyt & Co.	90-6097-089-6
Jos Geilen	De Pullman rijdt weer ...	2012	Zuid-Limburgse Stoomtrein Maatschappij	
Jos Geilen	The ‘Étoile du Nord’-type Pullman cars of the CIWL	2020	Jos Geilen	9789090328249
Guizol Alban	La Compagnie Internationale des Wagons-Lits.	1995	La Régordane	2-9069-8461-2
Knepper & Toussiro	L’Ajecta une belle aventure	2011	Ajecta	978-2-7466-3708-5
Jean Pierre Malaspina	60 ans de Composition de trains de Nuit Français 1950 - 2010	2010	LR Presse	978-290365163-3
André Papazian	<i>Hotel auf Schienen</i>			9783613714007
Michael Patterson	<i>Europe by Sleeping Car</i>	2019		978-1445669243
John Poulsen	<i>De blå tog - Det internationale Sovevognsselskab i Danmark - og DSBs nattog</i> Sove- og Spisevogne i Danmark	2014 1980	Bane Bøger Kurland	978-87-91434-41-9 87-87826-10-0
Shirley Sherwood	The VSOE (published in English and German 4 editions) Revised fourth edition	1996	Weidenfeldt & Nicholson Motorbooks International	0-297-78261-4 0-7603-0266-9
Robert Spark	Sleepers, Diners & Pullmans	1995	Trafton Publishing	0-947890-08-4
Robert Spark	I treni della CIWL E il legendario Orient Express	2018	Duegi Editrice	9-771724-264016
Fritz Stöckl	Die zwölf besten Züge Europas	1967		
Fritz Stöckl	Rollende Hotels	1967	Bohmann Verlag	---
Fritz Stöckl & Claude Jeanmaire	Komfort auf Schienen	1970	Verlag für Eisenbahn Basel	---
Fritz Stöckl	Wagons-Lits Das Exquisite Reisen	1984	Verlag Otto Slezak Wien	3-85416-091-7
Fritz Stöckl	Speisewagen 100 Jahre	1987	Motorbuch Verlag	3-613-01168-9
Fritz Stöckl	Gastronomie auf der Schiene Europäische Eisenbahnzüge	1958	Carl Rohrig Verlag	---
Alec Hasenson	The Golden Arrow	1970	Howard Baker Publishers	09-304810-6
Joach.Deppmeyer, Friedhelm Ernst, Werner Sölch, Hans D. Reinhardt	Die blauen Schlaf-und-Speisewagen - eine Geschichte der Internationalen Schlafwagen Gesellschaft	1976	Alba Verlag	3 87094-035-2

Werner Sölch	Jules Verne's Express	1980	Alba Verlag	3-87094-068-9
	Orient Express (Editions 1974, 1983, 1998)	1974-98	Alba Verlag	3-87094-173-1
	Kap-Kairo, Eisenbahnen zwischen Ägypten und Sudafrica	1985	Alba Verlag	3-87094-101-4
	Expresszüge im Vorderen Orient	1989	Alba Verlag	3-87094-131-6
Werner Sölch	Orient-Express im Bild	1985(?)	Bufe-Fachbuch-Verlag	3-922138-27-6
Jean-Paul Caracalla	Le Goût du Voyage (French and English edition)	2001	CIWL Flammarion	2-0801-0671-6
Javier Aranguren	Coches camas, restaurantes y salones en los ferrocarriles de la Peninsula Iberica	1996	Javier Aranguren	84-922420-0-0
Rixon Bucknall	The English Short Sea Route	1957	Vincent Stuart Publishers	---
	Construction du matériel	1928	CIWL	---
Roger Commault	Plaque La Compagnie Internationale des Wagons-Lits et des Grand Expresses à soixante ans 1876 – 1951			
Roger Commault	Georges Nagelmackers - Un pionnier du confort sur rail	1966	Éditions de la Capitelle	2.000 exemplaires
Roger Commault	Histoire de la voiture-restaurant No. 2419 D	1969	Éditions de la Capitelle	2.000 exemplaires
Roger Commault	100 Anniversaire de la Compagnie Internationale des Wagons-Lits et du Tourisme 1876-1976	1976	CIWL	
C.I.W.L.T.	Recettes Grands-Express	1991	Éditions Bianchini Paris	2-908-285-07-X
Jean Des Cars et Jean-Paul Carcalla	L'Orient Express	1984	Éditions Denoël	2-207-24400-18
	100 Jahre Orient-Express	1984	Orell Füssli	3-280-01552-9
	The Orient Express - a century of railway adventures	1988	Bloomsbury Books	1-870630-42-4
	Le Train Bleu et les grands express de la Riviera	1988	Éditions Denoël	
	Train Bleu - Expresszüge der Riviera	1989	Orell Füssli Verlag	3-280-01908-7
	Le Transsibérien L'Extreme Orient Express	1986	Éditions Denoël	
	Les Trains des Rois et Présidents	1992	Éditions Denoël	
	L'Aventure de la Malle des Indes	1996	Éditions Denoël	
Jean de Cars	Sleeping Story	1976	Juliard	2-260-00049-5
	Schlafwagen	1984	Motorbuch Verlag	3-613-01028-3
	Les Grands Trains de 1830 à nos jours	1990	Larousse	
	L'Age d'or des locomotives et des grands trains de luxe internationaux 1850 – 1980	2003 2006	Hachette Editions Atlas	
Christie's	L'Age d'Or du Rail - Souvenirs de la CIWL	2011	Christie's	Auction catalog
Jürgen Franzke	Orient Express - König der Züge	1998	Verlag W. Tümmels	3-921590-65-5
Jürgen Franzke DB-Museum	Rheingold - Ein europäischer Luxuszug	1997	Verlag W. Tümmels Eichborn Verlag	3-8218-1481-0
Anthony Burton	The Orient Express - The History of the service from 1883-1950	2001	Amber Books Ltd.	0-7858-1352-7
Ilie Popescu	"Orient-Express" Trenul Legenda Al Europei - Volumul 1	2016	Club Feroviar Bucarest Romanian Railway Industry Association	978-973-0-21982-1
	Volumul 11	2017		978-973-0-25045-9

Ilie Popescu	"Evolutia Vagoanelor CIWL in Romania in Perioda 1875 – 1948 Marile Trenuri Rapide Ale CFR Din Periodica Interbelica	2020	Romania Railway Industry Association	978-973-0-31371-0
M. Wiesenthal	La Belle Epoque de l'Orient Express	1979	Geocolor	84-7424-084-0 English edition originally published in spanish
	Compagnie Internationale des Wagons-Lits et des Grands Express Européens	1934	Bulletin de l'association Intern Du congrès de Chemins de Fer	
Eugenio Cardona Martin et al	Trenes de Lujo en Espana	1980	Fed Espanola de Amigos del Ferrocarril	
Andrew Martin	Night Trains – The Rise and Fall of the Sleeper	2017	Profile Books	978-1781-255599
Paul Mawet	Cie Internationale des Wagons-Lits Les Années 1955 - 1996	1996	Bruxelles	Paul Mawet
Albert Mühl	Internationale Luxuszüge Die Grossen Europäischen Expresszüge durch Deutschland, Österreich und die Schweiz	1991	EK Verlag	3-88255-673-0
Albert Mühl	75 Jahre MITROPA	1992	EK-Verlag	3-88255-674-9
Albert Mühl	Speisewagen in Deutschland	1994	EK-Verlag	3-88255-675-7
Albert Mühl	Schlafwagen in Deutschland	1996	EK-Verlag	3-88255-680-3
Albert Mühl & Jürgen Klein	125 years CIWL Travelling in Luxury - The International Sleeping Car Company	1998 2006	EK-Verlag EK-Verlag	3-88255-684-6 3-88255-696-X
Jürgen Klein	Die Grand Hotels der ISG - CIWL	2012	Kühlen Verlag	978-3-87448-361-2
Constantin Parvulesco	Orient Express - Un Train de Rêve Orient-Express - Zug der Träume	2002 2007	E.T.A.L. Transpress Verlag	9-78-2726-885727 978-3-613-71305-5
Renzo Perret	Le carrozze Pullman - La storia della CIWL Les voitures Pullman - l'Histoire de la CIWL Die Pullman-Wagen - Die Geschichte der CIWL Grandi Espressi Europei - 1 L'Epoca del Teck Grandi Espressi Europei - 2 Treni in Blu	1982 1982 1986 1991 1990	Edizioni Elledi Les Éditions du Cabri Franckh'sche Verlagsbuchhandlung Gulliver Gulliver	88-7649-008-6 2-903310-29-7 3-440-05612-0 88-85361-016-1 88-85361-022-6
Guillaume Picon & Benjamin Chelly	Orient Express The Story of a Legend	2018	ACC Art Books	978-185149-915-1
MAV Nostalgalia	Exkluziv Nostalgalia Vonatok		MAV Nostalgalia Kft	X 4004-01354
Enzo Pifferi	Le Transsibérien	1980	Office du Livre Fribourg	2-85109-090-9
P Ransome-Wallis	Train Ferries of Western Europe	1968	Ian Allan	---
Derek Campbell	1883 The Orient Express 1983	1983	New Houzon-Transeuros	
Edmund Swingelhurst	The Romantic Journey The Story of Thomas Cook & Victorian Travel	1974	Pica Editions	0-904226-00-X
Wesley van Drongelen,	Sporen door de nacht. Nachttreinen in Europa in de 21e eeuw and in German Zügig durch die Nacht. Nachtreisezüge in Europa im 21. Jahrhundert.	2015	Lycka till Förlag	
EP Veale	Gateway to the Continent	1955	Ian Allan	
Eve-Marie Zizza Lalu	Au bon Temps des Wagons-Restaurants	2012	La Vie du Rail	978-2-918758-50-1

Ljubomir Trbuhovic	Design und Aesthetik der CIWL-Schlafwagen	1997	ETH Zürich	---
	Schlafwagen im Wandel, ETH Zürich 2002	2002	ETH Zürich	---
	Le dossier des trains de luxe et du matériel roulant de la CIWL	2008	ETH Zürich	---
Walther Brandt	Schlaf- und Speisewagen der Eisenbahn	1968	Frankh'sche Verlagsbuchhandlung	---
Heike Schiller, Luca Siermann	Orient-Express, London-Paris-Budapest-Belgrad-Sofia-Istanbul (Reise im NIOE 1988 mit geliehenen U-Hansa der CIWL)	1990	Reich Verlag, Terra magica	3-7243-0264-9
Traude Veran	Erfolg auf Schienen, 100 Jahre Werkstätte Wien-Intzersdorf	2005	RSI (Rail Services International), Mandelbaum Verlag, Wien	---
Berndt Schulz	Zu Gast im Orient-Express	1998	Kunstverlag Weingarten	3-8170-0037-5
Peter Goette	Rheingold – Légende auf Schienen	2014	EK-Verlag	978-3-88255-735-0
Maurice Mertens, Jean-Pierre Malaspina	TEE – Die Geschichte des Trans-Europ-Express	2009	alba	978-3-87094-199-4
Friedhelm Ernst	Rheingold – Geschichte eines Luxuszuges	1971-2003	alba	3-87094-362-9
Eva Gravayat & Arthur Mettetal	Orient-Express & Co	2020	Les Éditions Textuel	978-2-84597-2
Robert Nobécourt	Les Voitures et Les Trains de la CIWL	2020	LR Presse	
Francesco Bochicchio	I Treni Di Lusso Europeil "La Compagnie Internationale des Wagons-Lits"	2021	Edizione Artestampa	978-88-6462-853-0
Georges Ribeill	Les Trains de Nuit	2021	La Vie du Rail	978-2-37062-077-4
Blanche El Gammal	L'Orient Express	2021	Phébus	978-2-7529-1225-1
Jean-Baptiste Auzel, Alexia Chenel, Antoine Reffuveille, Jérémie Halais	Bienvenue dans la Manché!	2020	Orep Editions	978-2-8151-0559-0
Arjan de Boer	150 jaar Nederlandse Spoorwegaffiches	2021	Toth	978-9-0686-8830-6
Dankmar Leffler, Klaus-Peter Schambach	Geheime Fahrt ins Vierte Reich? Über das Schicksal des Waffenstillstandswagen im thüringischen Crawinkel	2012	Heinrich-Jung-Verlagsgesellschaft	978-3-943552-02-7
Paul Cotterel	The Railways of Palestine & Israel	1984	Tourret Publishing	0-905878-04-3
R. Tourret	Hedjaz Railway	1989	Tourret Publishing	0-905878-05-1
Michael Barsley	Orient-Express – The tory of the most famous train	1966	MacDonald	
Ute & Dr. Emar Dorr	The Orient Express 1883-1914 Philatelic – Posatempel	2020	Ute Dorr	
Various	En Voyage Train	2008	Pimientos	9782912-789-723
Geoffrey Freeman Allen	Luxury Train of the World	1979		0 86124-0200-0
CIWL	CIWL Guide Spécial des Wagons-Lits (Ed. 1876)	2021	Hachette	9782013-625074
Juan Delgado Luna	Coches CIWL y especiales de RENFE	2019	Trenonline	
Marco Bruzzo & Miichele Cervitti	Rotabili Storici	2010	Duegi Editrice	ISN 1124-4232

Reginald Piggott & Matt Thompson	Mile by Mile – London to Paris	2012	Aurum	9 781845 137724
Kevin Hogggett	Rails across the sea	2020	Mainline Maritime	9 781900 340595
John Hendy	British Ferry Scene Summer 1994 Magazine	1994		
John Hendy	Folkestone to Boulogne 1843-1991	1991		0 9513506-6-8
Jean-Marc Dupuy & Pierre-Yves Toussirot	Trains d'exception – Voiture-Lits, restaurant, Pullman et fourgons métalliques de la CIWL 1922-1970	2022	LR Presse	
	Brochures			
AJECTA	Liste of Matériel	1988	AJECTA	
	Catologo de Construciones de coches del parque hispano- portuges			
	Contrat SNCF – CIWLT L'Exploitation des Voitures-Lits		SNCF – CIWLT	
	Le 75 ans CIWL decembre 1876 – Dec 1951	1951	CIWL	
Jean-Marc Dupuy	Orient Express – Simplon Orient Express – Arlberg Orient Express	2019	Le Train Magazine	ISBN 1267-5008
Jean Marc Dupuy	Voitures-lits et restaurants ex CIWL	2017	Le Train Magazine	ISSN 1296-5537
LS Models	CIWL Models Modern Gala			
Thomas Cook	European sleeping Cars	1981		
Thomas Cook	European sleeping Cars	1982	Thomas Cook Ltd	0-906273-45-5
Thomas Cook	European sleeping Cars	1988		
Sotheby Parke Bernet Monaco SA	Voitures des Années 1920 de la CIWL Sale catalogue Samedi 8 Octobre 1977 à 12h.	1977		No ISBN
Sothebys	L'Age D'Or du Rail – Souvenirs de CIWL Mardi 27 Sept 2011 Auction Catalogue			
Eisenbahn Journal	75 Jahre MITROPA	1992		
Konrad Koschinski	125 Jahre Orient – Express	2008	Eisenbahn Journal	4-198013-112509
Jean-Marc Dupuy	Les Grands Train Tome 6 : Orient-Express (french Edition with Additions to « 125 Jahre Orient-Express »)	2019	Le Train	1267-5008
Institut du Monde Arabe	Il 59tait une Fois L'Orient Express	2014	Beaux Arts Éditions	9-791020-400666
Institut du Monde Arabe	Il était une fois l'Orient Express	2014	Snoeck	978-94-6161-142-0
Roger Commault	Histoire des services 'Pullman' de la Compagnie des Wagons-Lits, 1925-1971, Exploitation	1977	La Vie du Rail No. 1333, Paris 12 Mars 1977	
	Histoire des services 'Pullman' de la Compagnie des Wagons-Lits, 1925-1971, Le matériel roulant	1977	La Vie du Rail No. 1334, Paris 19 Mars 1977	
Wagons-Lits Society	Repas Bleu, Issues 1-48	1993-2007	Wagons-Lits Society	---
Jean-Pierre Malaspina, Marc le Gad	60 ans de Compositions de Trains de Nuit francais 1950-2010	2010	Éditions LR Presse	978-2-903651-63-3
Various	50 ans de Trains de Nuit intérieurs 1966-2016	2021	Éditions LR Presse Ferrovisime	ISSN 2554-3040
VSOE	European Holydays 1992	1992		
VSOE	Passenger Stationary Pack plus Map of the Route			

VSOE	British Pullman Day Excursions 1992	1992		
Harvard Museum USA	Beijing-Moscow June 15 – July 1 1993	1993		
Cox & Kings	The Bolshoi Express 1993	1993		
	Anexo de Datos España		Extract from Javier Aranguren Book	
Lalique Museum France	Musée Catalogue	2020		
Patrimoine des Wagons-Lits	Cahiers 1-7			
	<u>Night Ferry</u>			
Hans Hanenbergh	Au Revoir Mon Ami Souvenir Brochure 31 st October 1980	1980	British Rail Southern Region	
	The Night Ferry 1936 – 1980 Compendium or press cuttings in Dutch, French and English - Presented to passengers on the last night of the service	1980	Utrecht, Netherlands	
	Night Ferry 40 ans entre Paris et Londres	1977	Article in la Vie du Rail N° 1598 Paris	
Chris Elliott & Eric Duvoskeldt	Ferry Boat de Nuit – Night Ferry 1936 – 1980	2011	IRPS Nene Valley Railway	978-0-9570549-0-5
	<u>Novels - Romans</u>			
Edmond About	De Pontoise à Stamboul	1883	Hachette	9-781160-061490
Agatha Christie	Murder on the Orient Express	1934		978-0-06-207350-1
	The Mystery of The Blue Train	1928	Harper Collins	
	4.50 from Paddington	1957	Harper Collins	
Graham Greene	Stamboul Train - Orient Express also in Spanish	1932	Penguin Books	978-0-099-47836-2
Maurice Dekobra	La Madone des Sleepings	1974	Presses de la Cité/J'ai lu	9782290 014431
Bryan Edgar				
Wallace	Murder on the <i>Night Ferry</i> /	1965		
Jacques Lanzmann	Les Transsiberiennes	1978	Editions Robert Laffont	2-221-00066-8
Lassabliere	Le Transsiberien Band Dessiné	2015	Soleil Paris	978-2-302-04304-6
Michael	The Night Ferry	2007	Sphere	978-0-7515-3730-7
Rowbottom				
Gregor von Rezzori	The Orient-Express	1992	Vintage	9-780099-821007
Vladimir Fédorovski	Le Roman de L'Orient Express	2006	Editions du Rocher	9-782268-059037
Steffen Kopetzky	Grand Tour oder die Nacht der großen Complication	2004	btb	3-442-73108-9
Richard Künzel	Bitte wecken in Vincovci - Schlafwagengeschichten	1985	Mandala Verlag	3-922057-34-9
Hans Koning	The Petersburg – Cannes Express	1975	Hamish Hamilton	
George Blagowidow	The Last Train From Berlin	1977	Hamish Hamilton	
Robert Parker	Passport to Peril	1951	Rinehart	
Manning Coles	Night Train to Paris	1952	Hodder & Stoughton	
Derek Lambert	The Golden Express	1984	Hamish Hamilton	
	<u>Reports</u>			
Edmond About	L'Orient-Express	1884, 2013	Magellan & Cie	978-2-35074-075-1
Albert Thomas	Le Transsibérien	1905, 2013	Magellan & Cie	978-2-35074-078-2

	<i>Pullman</i>			
Julian Morel	Pullman	1983	David & Charles	0-7153-8382-5
Brian Haresnape	Pullman Travelling in Style	1983	Malaga Books	0-7110-1648-8
Charles Fryer	British Pullman Trains	1992	Silver Link Publishing	0-947971-78-5
Antony M. Ford	Pullman Profile No 1 - The 12-Wheel Cars	2008	Noodle Books	978-1-906419-00-4
	Pullman Profile No 2 - The Standard 'K-Type' Cars	2010	Noodle Books	978-1-906419-22-6
	Pullman Profile No 3 - The All-Steel 'K-Type' Cars	2011	Noodle Books	978-1-906419-57-8
	Pullman Profile No 4 - The Brighton Belle and Southern Electric Cars	2012	Noodle Books	978-1-909328-05-1
	Pullman Profile No 5 - The Golden Arrow	2018	Crécy Publishing Ltd	978-1-90932-870-9
R.W. Kidner	Pullman trains in Britain	1998	Oakwood Press	0-85361-531-4
J.B. Radford	The American Cars of the Midland Railway	1984	Ian Allan Ltd	0-7110-1387-X
J.H. Price	Tramcar, carriage and wagon builders of Birmingham	1982	Nemo Productions	0-903479-18-4
Keith Beddoes, Colin and Stephen Wheeler John Hypher, Colin and Stephen Wheeler	Metro-Cammell - 150 years of craftsmanship	1999	Runplast Publishing	1-870754-46-8
	Birmingham Railway Carriage & Wagon Company - A century of achievement 1855-1963 in pictures and words	1995	Runplast Publishing	1-870754-34-4
	<i>Timetables</i>			
DSG	DSG	various		
CIWL	Guide Bleu (Hiver, Été)	various		
Cook	Continental Timetable	various		
TEN	Indicateur international voiture-lits (Hiver, Été)	various		
	<i>CIWL Articles in magazines :</i>			
No.	'La Vie du Rail'	Published	Details	
508	La voiture Bar-Toilette Ssmfyi 311	31 Jul 1955	Conversion from an ETAT Pullman Transatlantique	
527	La Voiture « P » fait son entrée	25 Dec 1955		
534	La Maison Raoul Dautry	12 Feb 1956	great report on the CIWL central kitchen and wine warehouse	
548	Le Zon-Express train du soleil	20 May 1956		
684	La Voiture-Bar B4smyfi 54520	15 Feb 1959	ex ETAT Pullmans Transatlantique	
785	Le Train Bleu	19 Feb 1961		
Special	Le rôle de la CIWL pendant le guerre de 1914-1918	11 Nov 1968		
1169	Europen Timetable conference 1968 including Orient-Express	24 Nov 1968		
1170	La nouvelle voiture restaurant libre-service	19 Jan 1969	ex-CIWL protos (St. Denis) 3670 and 3676	
1177	La Nouvelle Voitures Restaurants	19 Jan 1969		
1216	CIWL La Palatino	2 Nov 1969		
1222	CIWL in Turkey – Photos and route map	14 Dec 1969		

1242	Iberia Express	3 Mai 1970		
1251	La nouvelle Voiture Gril express	19 Jul 1970	concerns the UIC series vehicles, not the two CIWL protos	
1333	Histoire des Pullmans de la CIWL	12 Mar 1972	Part 2 in issue No. 1334	
1364	L'Overland Route et la Peninsular & Oriental Steam Navigation Co. Pt. 2	29 Oct 1972	Part 1 in issue No. 1363	
1442	La seconde génération de voitures-lits T2	12 May 1974	T2 et T2S (Schlieren)	
1512	La SNCF : le plus grand hôtel de France	12 Oct 1975	Un nouveau sigle pour un service renouvelé: TEN	
1599	Simplon Orient-Express	26 Jun 1977	Various contributions on Orient Express trains and nostalgia trains	
1769	Adieu au Night Ferry	30 Nov 1980		
1775	D'une guerre a l'autre des voitures a la vie mouvementée	8 Jan 1981	4 – Du bleu CIWL au rouge Mitropa	
1777	Nord-Express – 1. Vers la Russie des tsars	22 Jan 1981		
1924	Cent ans de voiture-lits en Espagne 3	29 Dec 1983		
2162	La croisière fabuleuse – NIOE Paris-Tokyo 15 000 km	29 Sep 1988		
2314	Trains de Nuit	10 Oct 1991	Various contemporary articles on the development of night train services	
2446	Des Trains de Nuit qui font rêver	18 May 1994	Project Erasmus (maquettes) et MUn Proto 4783	
2473	La splendeur retrouvée de l'Orient-Express (Rame rétro – POE)	7 Dec 1994	La Restauration des Voitures 2979, 2869, 4013, 4151, 4159, 4148, 4160 en Ostende	
2768	La nuit européenne : OverNightExpr, Joan Miró, Francisco de Goya	25 Oct 2000		
2808	Dans les coulisses du Pullman Orient Express	8 Aug 2001		
2909	Renaissance Le Pullman Orient Express	13 Aug 2003		
3266	Vente aux Enchères – Ces Voitures de l'Orient Express qui n'en sont pas incl 3349	7 Jul 2010		
3329	Patrimoine Le Passé des WLs en Vente chez Christie's	21 Sep 2011		
3457	TVT De Richelieu à Thouars déménagement incl CIWL 3351	5 Mar 2014		
3708	Le Rôle de la CIWL pendant la guerre de 1914-1918 – Roger Commault	28 Dec 2018		
3744	Orient Express – Arthur Mettetal l'historien qui suivait des trains mythiques WL 3851	6 Sep 2019		
<u>No.</u>	<u>'Rail Passion'</u>	<u>published</u>		
Hors-Série	160 Ans de Trains de Nuit	Jun 2017		
263	Mutation de Villeneuve-Saint-Georges	Sep 2019		

<u>No.</u>	<u>'Today's Railways EU'</u>	<u>published</u>	
208	The Future of the Night Train by Michael Guerra	Sep 2019	
264	TEE & Orient-Express & Accord between Accord & SNCF	Dec 2017	
<u>No.</u>	<u>'History of Railways'</u>	<u>published</u>	
10	The Orient Express		
39	Golden Arrow		
<u>No.</u>	<u>Ferrovissime (LR Presse)</u>	<u>published</u>	
38 & 39	Les relations ferroviaires de la Côte d'Azur les années 1970 Pt. 1 & 2	May & Jun 2011	
51	Faisons le tour des bars de la SNCF	Jul/Aug 2012	
96	Le Mistral 1958	Nov/Dec 2018	
105	CIWL Fourgon Nord-Express 1245-1256	May/Jun 2020	
106	CIWL Fourgon Trucks 1260-1262	Jul/Aug 2020	
107	CIWL WR Breda	Sep/Oct 2020	
108	CIWL Fourgons Orient-Express 1263-1296	Nov/Dec 2020	
115 & 116	Night Ferry	Jan/Feb & Mar/Apr 2022	
<u>No.</u>	<u>L'Independant du Rail</u>	<u>published</u>	<u>Details</u>
64	La CIWL de 1920 a nos jours Pt. 1		List and pictures of all steel cars from F 1245 to T2 5020
85	Materiel metallique CIWL	Jan/Feb 1971	
118	CIWL Annual Report 1971	Jan 1974	
119	Zon Express – La Bar-Toilette Ssmfyi 311 & Composition de trains	Feb 1974	Conversion from an ETAT Pullman Transatlantique
129	Roger Commault : 85 fois le tour de la terre avec les wagons-lits	Jan 1975	
135	Les Voitures Pullman de 1926	Jul 1975	Pullmans for Egypt
137	CIWL Ateliers Pt. 1 : France	Sep 1975	
138	CIWL Ateliers Pt. 2 : Italy, Spain & Belgium	Oct 1975	
139	CIWL Ateliers Pt. 3 : Austria & Germany	Nov 1975	
144	Train Bleu Modell Trains (RMA, Jouef)	Apr 1976	
150	Compagnie des Wagon-Bars	Oct 1976	
151	Les Pullmans anglais en France : Nice-Cannes	Nov 1976	and H0 gauge CIWL Modelltrains
153	Evolution du materiel 1872-1909	Jan 1977	
161	Tunis-Oran Express	Sep 1977	
185	Au sujet du nouveau bogie CIWL de France-Trains	Nov 1979	
227	Les Voiture-Lits des types A ... Z	May 1983	About WL Z, ZT, ZO/Zmod
267	Les Voiture-Lits Lx Pt. 1	Jan 1987	
269	Les Voiture-Lits Lx Pt. 2	Mar 1987	

270	Les Voiture-Lits Lx Pt. 3	Apr 1987		
284	Les Voiture-Lits Lx Pt. 4	Jul 1988		
<u>No.</u>	<u>Spoorwegjournal</u> <u>Journal du Chemin de Fer</u>	<u>published</u>	<u>Available in french & flemish</u> <u>abo@metamediagroep.be</u>	
225	Edelweiss Pullman Express	10-11/2018	Part I	
226		12/18-1/19	Part II	
227		2-3/2019	Part III	
228		4-5/2019	Part IV	
229		6-7/2019	Part V	
233	Étoile du Nord and Oiseau Bleu	2-3/2020	Part I	
234		4-5/2020	Part II	
235		6-7/2020	Part III	
236		8-9/2020	Part IV	
237		10-11/2020	Part V	
238		12/20-1/21	Part VI	
240	Ostende-Cologne-Pullman Express	4-5/2021	Part I	
241		6-7/2021	Part II	
242		8-9/2021	Part III	
244	Calais-Brussels Pullan Express	12/21-1/22		
245	Paris-Côte Belge Pulman Express	2-3/22		
<u>No.</u>	<u>Le Train</u>	<u>published</u>		
Spécial (various)	Les Grands Trains Tome 1-7	various	Various issues on all major European express trains from the founding as CIWL train to the international express train of our days.	
Spécial 105	Les Grands Trains Tome 8	2/2021	TEE Trains	
<u>No.</u>	<u>Rail et Traction</u>	<u>published</u>		
30	Soixante-quinze ans au service de l'Europe et du reste du monde: II. Le matériel roulant	05-06/1954	Part I in Issue No. 29	
31	III. Le matériel roulant	07-08/1954		
32	IV. Le matériel roulant	09-10/1954		
33	V. Le matériel roulant	11-12/1954		
34	VI. Le matériel roulant	01-02-/1955		
35	VII. Le matériel roulant	03-04/1955		
52	Renaissance du matériel roulant de la CIWL	01-02/1958		
	<u>Op de Rails</u>	<u>published</u>	<u>dutch</u>	
2008-4, 2008-5	De blauwe WR in Nederland	4 & 5 2008		
2021-2	Nachtreinen van en naar Nederland	2/2021		
	<u>Semaphor (Switzerland)</u>	<u>published</u>	<u>german</u>	
Sonderausgabe	Die Kurswagen – Bahnfahren ohne Umsteigen	2016	(the direct carriages – rail travel without changing trains)	
Sonderausgabe	Kurswagen und Reisezüge über die Gotthardroute	2017	(direct carriages and trains over the Gotthard route)	

This list has been compiled by Brendan Martin, Dirk Frielingsdorf, Jos Geilen and Chris Elliott.
Status : May 2022 with with **additions in bold**.

Authors : Jean-Marc Dupuy
and Pierre-Yves Toussrot
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