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Editorial by Dirk Frielingsdorf

Our new newsletter is now available, no. 17, and once again full to bursting with a wide variety of topics about the CIWL. We always look a little to the right and left of the actual core topic, as in this issue we have received an article from Juan Delgado Luna on 40 years of AVE rapid transit. Or the restoration in the Netherlands of a TEE multiple unit train from the Dutch-Swiss cooperation that went into service in 1957.

With Jos Geilen we go to Egypt, in his first part of the Egyptian CIWL history he looks at the period up to the First World War, as usual thoroughly researched by him and provided with numerous illustrations and graphics. In Egypt, some of the British Pullmans also sailed in later years, first on the continent in Italy, between France and in Italy, and briefly in the north of France in 1927, Jean-Marc Dupuy introduces us to the subject.

Once again is it Juan Delgado Luna presenting us the restoration of WR 2747, a former Sud-Express Saloon car, wick exterior is no (nearly) back in the 1920ies.

Thanks to these and many other authors, we have been able to publish this newsletter regularly four times a year since 2018, now in its fifth year, even if some publication dates slip back a few weeks - my professional activities on the one hand and the time of our authors to complete articles on the other hand require a certain flexibility. However, this is also a call to anyone who has something to contribute to write something. Reports from CIWL's everyday operations, from former conductors or brigades from the dining cars as well as from workshop staff from CIWL's ateliers are also of interest, because the old lady CIWL lives on in the end not only in the technical documentation of its vehicle fleet, but also from the countless people who rode in these vehicles and maintained and repaired them.

With this in mind, I now wish our readers edifying and exciting reading with our newsletter!



An immediate post-war shot still with visible war damage in repair in Calais-Maritime. We see a total of 8 Pullman cars of the type Côte Azur standing in a long row, these were travelling in the Flèche d'Or to Paris. In front as the first one the WSP 4149, the numbers of the other coaches are not recognisable. Not only 4149 is missing the monogram, but also some of the cars further back, only the second car has a recognisable monogram. This was probably a victim of war production as important raw materials under German forced administration. Photo: Mike Morant, <https://mikemorant.smugmug.com/>, coll. Dirk Frielingsdorf

C.I.W.L. in Egypt – Part 1, 1898-1914

by Jos Geilen

Before describing the history of Wagons-Lits in Egypt, I thought it would be useful to first examine the history of the Egyptian railways before 1914. This interesting story, in which the Wäli (governor) and later on the Khedive (Viceroy) played an important part, is composed of quotes from mostly scientific studies. The political and military developments have been left out of consideration as much as possible.

1. The history of Egyptian National Railways (ENR) 1833 - 1914

1.1 The Overland Way or Route

The history of the Egyptian National Railways is closely connected with the story of the British Overland Way. Britain's interest in a fast link between England and India is attested to by a series of documents dating back to the first decades of the nineteenth century. However, the credit for establishing the Overland Way belongs to Thomas Fletcher Waghorn (1800-1850). After serving in both the Royal Navy and the Merchant Navy, Waghorn developed an interest in establishing a steamship route from England to India and the East. As early as 1828, he undertook investigations into a route from the Cape of Good Hope and then on through Egypt to India. He made his trail trip in 1834 and later laid the foundations of the route across the desert from Cairo to Suez. For this, rest-houses had to be built, while boats, horses, and carriages were to be supplied to travelers. Waghorn set up a business in London to convey people and mail to India via Egypt. By 1835, the British Post Office was obliged to officially recognize his service as the fastest and safest method of sending mail to India. On 7 March 1835, Waghorn's Overland Route was officially authorized to handle British mail. Waghorn travelled continuously from England to India and back, inspecting steamships and rest stations so as to reduce the entire journey to 35 to 40 days in 1846.¹

In 1840, when Waghorn's competitor, the Peninsular & Oriental Steam Navigation Company opened regular communication with Egypt, the Overland Route through Egypt started to be greatly improved and regularized. While the steam engine continued to be more efficient, and the electric telegraph played more important role, Mr. Thomas Waghorn, the P&O, J.R. Hill & Co., the Egyptian Transit Company, and so on, were endeavoring and competing to expedite, regularize and comfort the passage through Egypt in order to make bigger profit.²

According to the information circulated by the P&O, the route and mode of travelling across Egypt from Alexandria to Suez in 1842 were as follows:

'The entire distance from Alexandria to Suez via Cairo is about 405.5 km. The journey of the passengers may be divided into three distinct stages, in each of which the mode of travelling differs.

The first stage is from Alexandria, by the great Canal (most frequently called Mahmoudie (or Mahmoudieh) to the village of Atfeh, the distance of which is about 77 km. From the Great Square of Alexandria to that part of the Mahmoudie Canal where the track boats for Atfeh are usually stationed, is about 3,2 km. The luggage is sent to this place by camels, which are to be had in abundance. Some European carriages are also to be had for ladies, and gentlemen can either proceed on horse-back, on donkeys, or in the winter season, it is only an agreeable walk. Arrived at the banks of the canal, they step on board the track boats, one of which is generally loaded with the luggage, and the others kept clear for the more comfortable accommodation for the passengers. Relays of horses for tracking are provided at seven different stations along the banks of the canal, by means of which the journey to Atfeh is usually accomplished in from eight to ten hours.

The second stage is from Atfeh to Cairo, by the Nile, the distance of which is about 193 km. Arrived at Atfeh, the passengers and luggage are transferred to one of the Company's steamers, the 'Cairo', 30.48 m in length, 4.2672 m in breadth, or the 'Lotus', 27.1272 m and 3.6576 m respectively. The passage from Atfeh to Cairo will be made in from 16 to 20 hours, according to the high or low state of the Nile.

The third stage from Cairo to Suez, across the desert, which distance is about 135 km. Arrived at Boulac or Bulaq, carriages, horses, donkeys, and camels for luggage, will be found in readiness to convey the travellers into the city of Cairo, a distance of scarcely 3.2 km. For this stage of the journey, there are coaches drawn by four horses, each capable of taking eight passengers, ditto carrying six passengers each, two-wheeled vans, carrying four persons each, and drawn by two horses; also donkey chairs, a kind of light sedan, slung upon poles, and carried by two donkeys to each, one before and the other behind. For carrying luggage, camels or dromedaries are employed.

Along the route through the desert, there are seven station houses which are placed at from 16 to 19 km distance from each other. In crossing the desert during the summer or hot months, it will be well to start from Cairo in the afternoon, a short time before sunset. The center station will be reached early next morning. Here the travellers may repose during the heat of the day, and again starting toward the afternoon, reach Suez early the following morning. During the winter season, when this part of the journey will be performed both by day and night, travellers, especially ladies and invalids, are recommended to provide themselves with cloaks or other warm covering, because, although during the day it is fine, with temperature equal to a warm day in July and August in England, immediately after sunset it becomes cold and chilly.

The mails are forwarded from Alexandria to Cairo by a land route on donkeys, and generally reach Cairo in 40 to 48 hours. From Cairo to Suez, they are forwarded on dromedaries in about 16 to 20 hours. Including an hour or two of stoppage at Cairo, in shifting from the one conveyance to the other, the usual average time of the mail transit from Alexandria to Suez may be reckoned at 64 hours, being added the time of 24 hours which the steamer is bound to remain at Suez after the arrival there of the mails, by order of the Hon. East India Company, total time allowed for passengers from Alexandria to Suez is 88 hours'.^{2,3}

In 1837, the Peninsular Steam Navigation Company, first secured a government contract for the regular carriage of mail between Falmouth and the Peninsular ports as far as Gibraltar. This company, established in 1835 by the London shipbroking partnership of Brodie McGhie Willcox (1786-1861) and Arthur Anderson (1792-1868) and the Dublin Ship owner, Captain Richard Bourne (1880-1851) had begun a regular steamer service for passengers and cargo between London, Spain and Portugal using the 206-ton paddle steamer William Fawcett.

Mail contracts brought financial security and in 1840 the Peninsular Steam Navigation Company tendered and won a second contract for the mail service between the United Kingdom and Egypt. The new contract was awarded on the condition that within two years the company would establish a line of steamers capable of conveying the mail onwards with a regular service from Egypt to India. In the fledgling days of steam, such an undertaking required larger ships and the establishment of coaling stations, docks, storage, supply and repair facilities at strategic points along the route. Considerable capital investment was required and in order to raise the funds the Company became a limited liability company, incorporated by Royal Charter on 31st December 1840 as The Peninsular & Oriental Steam Navigation Company – P&O as it soon became known.

As promised, and delivered, the Indian mail service was inaugurated in the autumn of 1842 by P&O's purpose-built, 1,800 tons, wooden paddle steamer Hindostan. Additional mail contracts followed and by

the end of 1844, P&O was operating a regular mail service extending from England to Alexandria and from Suez to Ceylon, Madras and Calcutta, with a further extension from Ceylon to Penang, Singapore and Hong Kong opened in 1845, and onwards to Shanghai in 1849.

In those early years, before the construction of a railway from Alexandria to Suez, the transit across the isthmus was accomplished in a most primitive manner, after disembarking once more for the land portion of the journey through the desert from Cairo to Suez, a distance of some 160 km (around 135 km according to the P&O information of 1842). It was a picturesque but bothersome exercise, every package being subjected to three separate transfers in passing from the Mediterranean to the Red Sea, and about 3,000 camels being called upon to transport the cargo of a single steamer along the route. The passengers, however, travelled in rough horse-drawn carriages. P&O sought to improve the route for passengers with company-owned rest houses and distracting excursions to Egypt's sights, but it was, nevertheless, not for the faint hearted.⁴

The need to develop an overland route via Egypt originated in European Powers colonizing Asian countries. The idea to facilitate an overland route led to construct railways between Alexandria and Suez via Cairo, or to cut a canal connecting the Mediterranean Sea to Red Sea. The English preferred the railway project, leaving the plan to dig a canal to the French.²

Muhammad Ali Pasha was officially recognized by the Porte as Wäli (governor) of Egypt in 1805. He claimed for himself the higher title of Khedive (Viceroy), ruling the self-proclaimed (but not recognized by the Porte, the government of the Ottoman Empire) Khedivate of Egypt.

While Waghorn and his competitors were restructuring and reforming the postal service in the British Empire, Muhammad Ali was creating his own communication networks which intersected and interfaced with the Overland Route in various ways e.g. throughout the 1830's by the construction of a new overland route to Syria to expedite communications between Cairo and the Headquarters of the Egyptian army in Damascus and a semaphoric telegraph line, built in 1839 between Suez, Cairo, and Alexandria. This telegraph was immediately put into the use of the Overland Route: passengers for India could stay in Cairo until their ship was ready to depart from Suez before they set out across the desert.⁵

1.2. Deferred construction of the Cairo-Suez Railway

Around 1832 Muhammad Ali considered building a railway between Cairo and Suez. Muhammed Ali was well informed about steam machinery for around 1824 he had bought the 'London Engineer', a paddle steamer equipped with a new steam engine, built by Alexander Galloway & Son, an important leading engineering firm in London, Smithfield. The steamer, built in 1818 by S. and D. Daniel Brent at Rotherhithe, sailed to Alexandria and was converted there to a warship.⁶

Muhammad Ali was without doubt also inspired by the developments at the Stockton & Darlington Railway in 1825 and five years later at the Liverpool & Manchester Railway in England.

The Stockton & Darlington Railway was opened on September 27th, 1825, with the prime purpose of transporting coal from the Southwest Durham collieries around Shildon, West Auckland and Witton Park, to the River Tees at Stockton, for shipment to the south of England.

The Stockton & Darlington was by no means the first railway, but its opening in 1825 marked a very significant step in the development of railways by bringing together two features for the first time:

- the concept of a public railway, available to all, for transport of passengers and goods
- the use of steam locomotives (built by George Stephenson)

The ceremonial opening on 27 September 1825 was the first occasion on which a steam locomotive was used to haul 450 passengers on the public railway from Darlington to Stockton.

The new railway soon proved to be a great success and substantially reduced the price of coal. From the early years of the Stockton & Darlington Railway, private contractors using horse-drawn coaches on the S & D R lines provided passenger services. After several years the economic potential for carrying passengers was evident and the Company introduced its own steam hauled passenger services in 1833.⁷ Three years earlier in 1830, the Liverpool and Manchester Railway opened, and this was the first modern railroad. It was a public carrier of both passengers and freight.

At the urging of Mr. Waghorn who extolled the virtues of a railway linking Cairo to Suez in 1832, Muhammad Ali Pasha, seeing the benefits of Egypt's being a link between England and India, decided to commence with the project as early as 1834.

Alexander Galloway's son Thomas went to Egypt in 1824 to help and stayed on to become the Pasha's Chief Engineer and from 1834 named Galloway Bey.⁶ Bey is a Turkish title of governors, high-ranking army officers or powerful civilians.

Galloway Bey spent many years in Egypt engaged in engineering enterprises, had superintended the great foundry at Bulaq, employing 40 to 50 British engineers and some 5,000 local workers¹, and was charged with making the necessary surveys and estimates for the railway project.

Galloway Bey finished the surveys and estimates in April 1834 and submitted a report to the Pasha recommending the establishment of a railroad. This railroad would be used to transport carriages laden with goods or passengers to and from Cairo and Suez, a distance of 80 miles 24 chains (129.230 m), either by cattle, or locomotive steam engines. The Pasha wanted the carriages to go by steam at 12 to 15 miles per hour requiring about 6 hours to perform the journey, which had been taking an average of 24 hours.

Galloway Bey's recommendation was approved by the Pasha, who was so satisfied with it to issue a 'Firman' (kind of decree) to confer upon Thomas Galloway the rank of colonel or Bey. The Pasha directed Galloway brothers' establishment to carry out the work, in promotion of which, all the preliminary arrangements were made, and a large portion of rails and machinery supplied.²

A statement of Messrs. Galloway & Sons claim it as follows:

'In September 1834, His Highness Muhammad Ali, commissioned Messrs. Galloway in Egypt to order from England the necessary rails and machinery for the construction of a railroad from Cairo to Suez; which order was transmitted by them to Messrs. Galloway & Son, Engineers in London, together with His Highness's directions to follow the instructions of Galloway Bey. His Highness's engineer who was deputed by His Highness to proceed to England to superintend the commission and at the same time to confer with the English government and convince them of the desire of His Highness to facilitate the Indian transit through Egypt. The original order for the commission is signed by Boghos Bey, minister of His Highness, and was duly preregistered in the administration of commerce. Galloway Bey then went to England and used great caution to effect the objects of His Highness and gave the necessary instructions to the House of Galloway & Son in London for the rails, and machinery, a portion of which rail and machinery arrived here within a reasonable time. And Galloway Bey having completed his mission, returned to Egypt, ready to commence the railway, but political circumstances induced His Highness to defer its construction.'^{2,8}

Unfavourable political circumstances in Turkey and the sudden death of the Pasha's engineer, Galloway Bey on July 3, 1836, in Alexandria, caused the project to be deferred. After that, the Pasha seemed to become reluctant to try it again, but actually he might have tried it two more times in 1843 and 1844.²

The statement continues:

'In 1837, the House of Galloway & Co. here was requested by His Excellency Boghos Bey to suspend, as far as possible, the shipment of the remaining rails and machinery, which request was communicated to the House of Galloway & Son in London, and in August 1838, Messrs. Galloway in the City were requested by His Excellency Boghos Bey to annul the order. On both these occasions, Messrs. Galloway explained to His Excellency, verbally and in writing, that the request of His Highness could not be complied with, unless a fair compensation was made. Sometime afterwards, this question was discussed with His Highness and Boghos Bey, and Messrs. Galloway having consulted the House of Galloway & Son in London, it was mutually agreed that the order of September 1834 should remain in abeyance, upon the express condition that whenever a railway should be made in Egypt, the remainder of the order should be executed by Messrs. Galloway.

From this time to 1843, political circumstances continued to defer the construction of the railway but in September of that year, His Highness again determined on making it, and in pursuance of the agreement made in 1838, before mentioned, His Highness ordered W.R.H. Galloway to instruct the House in London to put in hand immediately the remaining portion of the order of 1834, and himself forthwith to proceed to London to superintend its execution. This determination of His Highness, to construct the railway was however again, in the month of December unfortunately precluded by political circumstances. At the end of 1844, His Highness again signified to Messrs. Galloway his intention of carrying out the railway, which was communicated to the House in London, and in consequence, Mr. John Galloway, member of the House, of Messrs. Galloway & Son, Engineers, came out with his assistants to commence the railway, and on his arrival here in January 1845, His Highness gave him orders to make fresh surveys and plans of the Suez line with a view of introducing any improvements the experience of the last few years in railway might suggest in the original plan of his brother the Bey made in 1834 and whose death had occurred here in 1836.

These plans and surveys were accordingly completed by Mr. John Galloway, and were at several interviews submitted to and approved by His Highness, and Mr. John Galloway also received an order from His Highness to prepare a note of the rails and machinery necessary to complete the railway. And after having been engaged here for four months in these affairs by order of His Highness, he returned to England as circumstances again determined His Highness to postpone the construction of this railway, but before leaving, Mr. John Galloway received the assurances of His Highness that whenever a railway should be made in Egypt, the order for the rails and machinery should be given to the House of Galloway as before, and that he, Mr. John Galloway should be appointed engineer to the line.'^{2,8}

From that time the Pasha had been engaged in the expensive operation of the Delta Barrages, and it was not likely he would enter into the construction of the railway. The Pasha was said, in the meantime, to have disregarded the railway scheme, preferring its substitution by the construction of navigable canals. These canals could be constructed by local personnel at much lower cost without depending on foreign support and would have two main advantages of transport and irrigation.²

While the French were fighting the railway project in the process of promoting their plans for the Suez Canal, the British were contemplating making their approval of the Suez Canal conditional upon French agreement to the Cairo-Suez railway project.¹

Also there has been some talk of Britain's refusal to commit in advance to paying postage for conveyance of the mail, sabotaged completing Muhammad Ali's railway.⁵

Muhammad Ali Pasha was removed from office on 1 September 1848, on account of mental weakness. He was replaced by his son Ibrahim Pasha, who reigned briefly as Regent of Egypt and Sudan from 1 September 1848 until his death on 10 November 1848. The death of Ibrahim made Abbas I, in turn, Regent of Egypt and Sudan from 10 November 1848 until 2 August 1849 (the date of Muhammad Ali Pasha's death), at which time Abbas I became the reigning Wāli of Egypt and Sudan until 13 July 1854.

1.3. Construction of the Alexandria-Cairo Railway

The first major project of Khedive Abbas I, Muhammad Ali's grandson and successor, less than three years after the 1848 death of the old Pasha, was the construction of a railway on the Overland Route. The new railway was sending clear political signals. To the Ottomans it was an accretion of Egypt's continued autonomous and leading role in the empire. To the British it was a signal that the new Egyptian ruler would continue his grandfather's policy and commitment for the improvement of British communication with India.

Abbas considered three potential railway routes. The first was the Cairo-Suez railroad scheme originally presented to Muhammad Ali by Galloway in 1834 and again in the early 1840's by Galloway's son. This section of the Overland Route was the most difficult for passengers, a 24-hours ride across a waterless desert. Water scarcity, however, was a problem for locomotives too, as these machines required large amounts of water for steam production and engine cooling. The second route was a direct railroad between Alexandria and Suez. Such a scheme would have considerably accelerated the British traffic between the Mediterranean and the Red Sea but would leave Cairo out of the loop. Also, the Porte refused to sanction this plan, threatening that adopting this route would result in the implementation of the Tanzimat (period of reform in the Ottoman Empire) in Egypt, jeopardizing the autonomy of the country. Eventually, a third railway route, between Alexandria and Cairo, was chosen. This line connected the two key Egyptian urban and commercial centers, covered a significant section of the Overland Route and stretched parallel and across a major water source (the Nile). It could be presented to the Porte as an internal Egyptian matter and to the British as a compromise that singled out Egypt's position in the otherwise hostile Ottoman Empire. And thus, the adverse position of the Porte leveraged British support.⁵

In order to find a powerful ally to aid him against his enemies in the Ottoman Empire, Khedive Abbas I offered, on 18 September 1850, Alfred S. Walne, the British Consul in Cairo, to build a railway in Egypt at his own cost, which had long been desired by Great Britain, in exchange for British assistance at the Porte. Meanwhile in the beginning of 1851, Mr. Robert Stephenson (1803-1859), the son of the inventor of the steam train, himself inspected the site in Egypt, and by March of that year the Egyptian Pasha had made up his mind to place the whole matter of constructing the railway from Cairo to Alexandria in Mr. Stephenson's hands. His Highness Abbas I 'expressly refused to give Mr. Galloway the order for the rails, machinery and others assigning as reason that Mr. Galloway had identified himself too much with His Highness Saïd Pasha (son of Mohammad Ali) thus violating the engagement of the Egyptian Government entered into his predecessor, His Highness Mohammad Ali which, according to every principle of equity and public law, he was distinctly bound to the Messrs. Galloway.'

Having found that the opportunity had slipped from him, Mr. Galloway wrote to Mr. Murray, British Consul-General, on 26 February 1852 claiming compensation from the Egyptian government.

Mr. Murray did not really come to aid of Mr. Galloway and when Mr. Bruce succeeded Mr. Murray in 1853, he reviewed Mr. Galloway's claim. Documentary proof of Muhammad Ali's 1843 order was indispensable before his demand for arbitration could be urged. In January 1856 Saïd Pasha deputed

Ferdinand de Lesseps, the French engineer, financier, diplomat and constructor of the Suez Canal, to inform Mr. Galloway that it was his intension to put up to public tender the remaining three quarters of the rails required for the Suez line. Moreover, Saïd Pasha wished to have the particulars of Galloway's claim with a view to settling it amicably. Mr. Galloway accordingly sent in such particulars. On 6 February Mr. de Lesseps wrote to Mr. Galloway telling him that Saïd Pasha had taken cognizance of the claim and wished it to pass through Mr. Bruce's hands. Galloway's firm in London sent Mr. Alfred A. Fry to Egypt to terminate this long pending claim. After a careful examination of the documents, Mr. Bruce found that the order was given to Mr. Galloway in writing. Mr. Galloway claimed the sum of £24,000 but Saïd Pasha thought it was excessive. Mr. Bruce succeeded in reaching an amicable settlement in which Saïd Pasha consented to give £8,000 in cash as compensation for the losses incurred by the abandonment of machinery; and to add commission to the value of £110,000 as a substitute for that part of the rails which remained to be supplied by Mr. Galloway when the work was stopped.¹²

On 12 July 1851, the contract for the engineering department of the Cairo and Alexandria railroad was signed and executed between Stephan Bey, minister of the foreign department, acting on behalf of the Viceroy, and Mr. Michael Andrews Borthwick, acting on behalf of Mr. Robert Stephenson. The main terms of the agreement consisting of 18 articles are:

1. Robert Stephenson shall by himself or other competent persons to be appointed by him superintend the planning laying out and construction of the railway and all works and buildings (Article 1),
2. Robert Stephenson shall at his own expense procure all such assistant engineers, surveyors, draftsmen and other persons (Article 2),
3. His Highness shall pay to Robert Stephenson the sum of fifty-six thousand pounds Sterling by installments (Article 7),
4. His Highness shall supply at the expense of His Highness all such superintendence labour and labourers (Article 13), and
5. The railway, works, and buildings shall be completed within a period of three years to be reckoned from the first day of September next ensuing the date of this agreement (Article 18).

Even after the conclusion of the agreement, some points of the railway plan were discussed in more detail between Mr. Robert Stephenson and the Pasha of Egypt. As a result of such discussions, the idea of the railway between Alexandria and Cairo was modified from the original one 'skirting the desert and leaving undeveloped the traffic of the richest part of Egypt across 'the Barrage Bridges', to 'the line by way of Tanta and Benha' although Mr. Robert Stephenson was reluctant, because it was to cross two branches of the Nile and some major canals by bridges or by a steam ferry. In addition, some extra works were found necessary beyond those described in the plans and specifications of the original contract. These extra works were necessary to complete a steam ferry and bridges at Kafr El-Zayyat, Benha and Birkat El-Saba. Mr. Edward Price, the contractor, requested Mr. Robert Stephenson to issue a certificate for the payment of twenty-six thousand seven hundred and sixty-six pounds seven shillings and three pence (£26,766..7..3) for the extra works, £12,000 of which Mr. Robert Stephenson considered the contractor was allowed in addition to the £133,000 stated in the original contract.

In order to cross the distance of 1,100 feet of the western branch of the Nile at Kafr El-Zayyat, according to the original contract, a steam ferry was designed by Mr. Robert Stephenson, and at his works at Newcastle-upon-Tyne the several parts of the structure were manufactured, which were afterwards fitted together on the Nile, and the total cost of which, including the jetties, amounted to £18,000. The steam

ferry at Kafr El-Zayyat was superseded by a permanent bridge very soon after the opening of the Alexandria-Cairo railway with an added cost of £150,000.

All these modifications and changes (desired or unexpected) of the original plan caused an increase of the construction cost and delay of the completion of the railway. The construction cost of the railway for the 140 miles between Alexandria and Cairo was originally estimated by Mr. Robert Stephenson in April 1851 to be £6,000 per mile, or £840,000 in all. Estimates of the actual construction cost of the line were between £850,000 and £1.540,000 for the 140 miles (131 miles or 210,8 km of embankment), with partly double and partly single track covered, including the initial provision of rolling stock.²

The work finally began in 1852 and the first section, between Alexandria on the Mediterranean coast and Kafr El-Zayyat on the Rosetta branch of the Nile was opened in 1854.⁹ The steam ferry crossed the Nile in six minutes.²

Stephenson's team designed an innovative hydraulic system for aligning the Nile ferry and the railroad track at the point where the Alexandria-Cairo railroad crossed the Nile at Kafr El-Zayyat.⁵

In the same year Abbas I died and was succeeded by Saïd Pasha, in whose reign the section between Kafr El-Zayyat and Cairo was completed in 1856. This section of 193 km involved the construction of two bridges over the Nile, one at Kafr El-Zayyat and one at Benha.¹⁰

The construction of the Cairo-Suez railway was started immediately after the completion of the Alexandria-Cairo railway. The length of the Cairo-Suez railway was estimated to be 88 miles, and in the absence of detailed levels, the construction cost could not be precisely defined. Based on judgment and experience, the cost was estimated not to exceed £6,500 per mile, giving £572,000 as the maximum capital to cover everything. The amount did not account for rolling stock, which was necessary as between Cairo and Alexandria, did not require an increase of more than 25 or 30 per cent to accomplish the traffic to Suez. Mr. Robert Stephenson was expected to reduce the estimate of the construction cost when the detailed plans and sections were submitted.

It was proposed that the first section of 20 miles should be completed in March 1856, and the whole line should be finished in March 1857. Actually the Cairo-Suez railway was completed at the end of 1858, and the first train arrived at Suez on 5 December 1858. On 25 May 1859 the railway was opened for traffic between Alexandria and Suez.² This railway was the first modern transport link between the Mediterranean and the Indian Ocean.¹⁰ Once this railway was finally extended, all other means of passage became obsolete¹. Until the opening of the Suez Canal of Ferdinand de Lesseps in 1869 the route between Alexandria, Cairo and Suez was a source of considerable revenue to the Egyptian State Exchequer.⁹

The status of the Egyptian route as the primary route to India became clear in time of war as on May 10, 1857, anti-colonial uprising broke out in India. The Court of Directors of the East India Company recommended the immediate dispatching of small army units via the Overland Route. The British Cabinet decided instead to send troops by the slowest means possible, in sailing vessels around the Cape. The reasons for avoiding the Egyptian route were "political". The British government feared that the Ottomans, Egyptians, or French would object to the transit of British troops through Egypt.

These fears were later alleviated as all three powers gave their consent to the plan. By the end of September troops were beginning to move along the Egyptian route. Regiments leaving Plymouth reached India after 37 days, whereas those leaving Malta arrived after 16-18 days. The Egyptian railway greatly expedited their transit. The entire passage through Egypt lasted about 50 hours.

After 1857 this route was regularly used for sending reinforcements to India and the passage of armed British troops in uniform became a familiar sight in Egypt⁵.

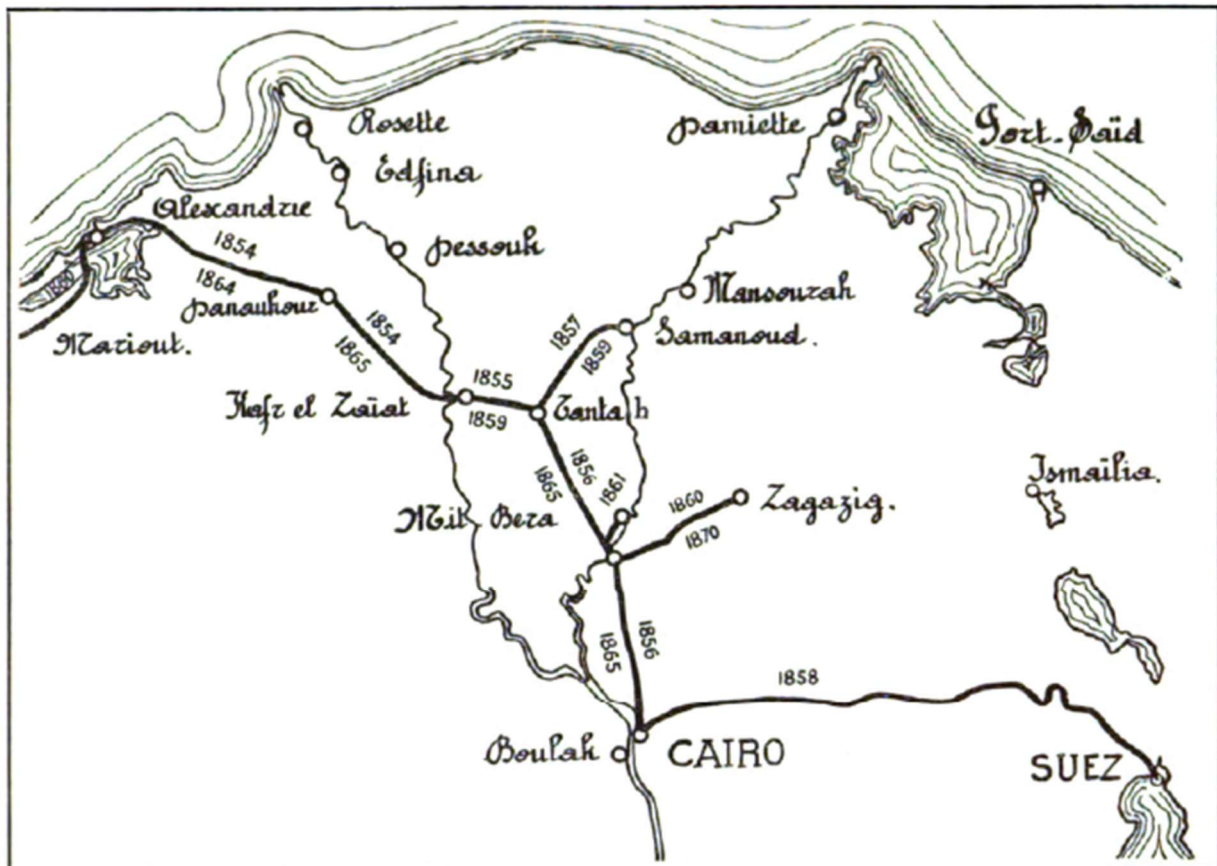
The line between Cairo and Alexandria originally crossed the Nile at Kafr el-Zayyat with an 80 feet (24 m) rail ferry. However, on 15 May 1858 a special train conveying Saïd Pasha's heir presumptive Ahmad Rifaat Pasha fell of the ferry into the river and the prince was drowned.¹⁰

The Daily News of 29 May 1858 wrote 'It is certainly a most unfortunate circumstance that His Highness Ahmad Pasha should happen to be the victim of the first railway accident we have here ever since the line was opened... The train, as usual, started and arrived safely at Kafr-Lais when passengers generally alight to cross the Nile in a steamer, but, as on all occasions where princes are on the line, the ferry is held in readiness to convey them across in their carriages. The Arabs in charge, pushing the wagons on the ferry, very carelessly omitted to put on the shappens (? , probably brake shoes or safety chains), and the four wagons, one after the other, dropped into the Nile'.⁵

The death of the Egyptian Crown Prince may be considered the first railway accident in Egypt only if previous deaths by train of ordinary Egyptians and their animals - mentioned in travel accounts – are discounted.⁵

Stephenson therefore replaced the ferry with a swingbridge nearly 500 meters (1,600 ft) long.

By the end of Saïd Pasha's reign branches had been completed from Banha to Zagazig on the Damietta branch of the Nile in 1860, to Mit-Bera in 1861 and from Tanta to Talkha further down the Damietta Nile in 1863. The construction of Cairo-Port Said line also began in 1860.



Map of the Egyptian Railways as constructed under the reign of Saïd Pasha
With place names in French²⁵

Saïd Pasha's successor Ismaïl Pasha strove to modernize Egypt and added momentum to railway development. In 1865 a new branch reached Desouk on the Rosetta Nile and a second route between Cairo and Talkha was opened, giving a more direct link between Cairo and Zagazig. The following year a branch southwards from Tanta reached Shibin El Kom. The network started to push southwards along the west side of the Nile with the opening of the line between Imbaba near Cairo and Minya in 1867. In the same year the Ottoman sultan Abdülaziz granted the title Khedive to Ismaïl Pasha.

A short branch to Faiyum was added in 1868 and a line between Zagazig and Suez via Nifisha was completed in the same year. The following year the line to Yalkha was extended to Damietta on the Mediterranean coast and a branch opened to Salhiya and Sama'ana.¹⁰

It is usually pointed out that the Cairo-Suez railway was closed due to the opening of the Banha-Zagazig-Ismaïlia-Suez railway in 1869, and to the opening of the Suez Canal in 1869. But the actual process of the closure of the Cairo-Suez railway might be more complicated as mentioned below.

An anonymous English viewpoint suggested that the Suez line under construction would be disastrous from beginning to end. This could be rectified by stopping the rails halfway between Cairo and Suez, and then constructing an entirely new line from Banha to Suez. The construction contract of the intended line from Banha to Zagazig was granted to Mr. Henry J. Rouse, who was one of Mr. Stephenson's late principal assistants in the superintendence of the Alexandria and Cairo line.

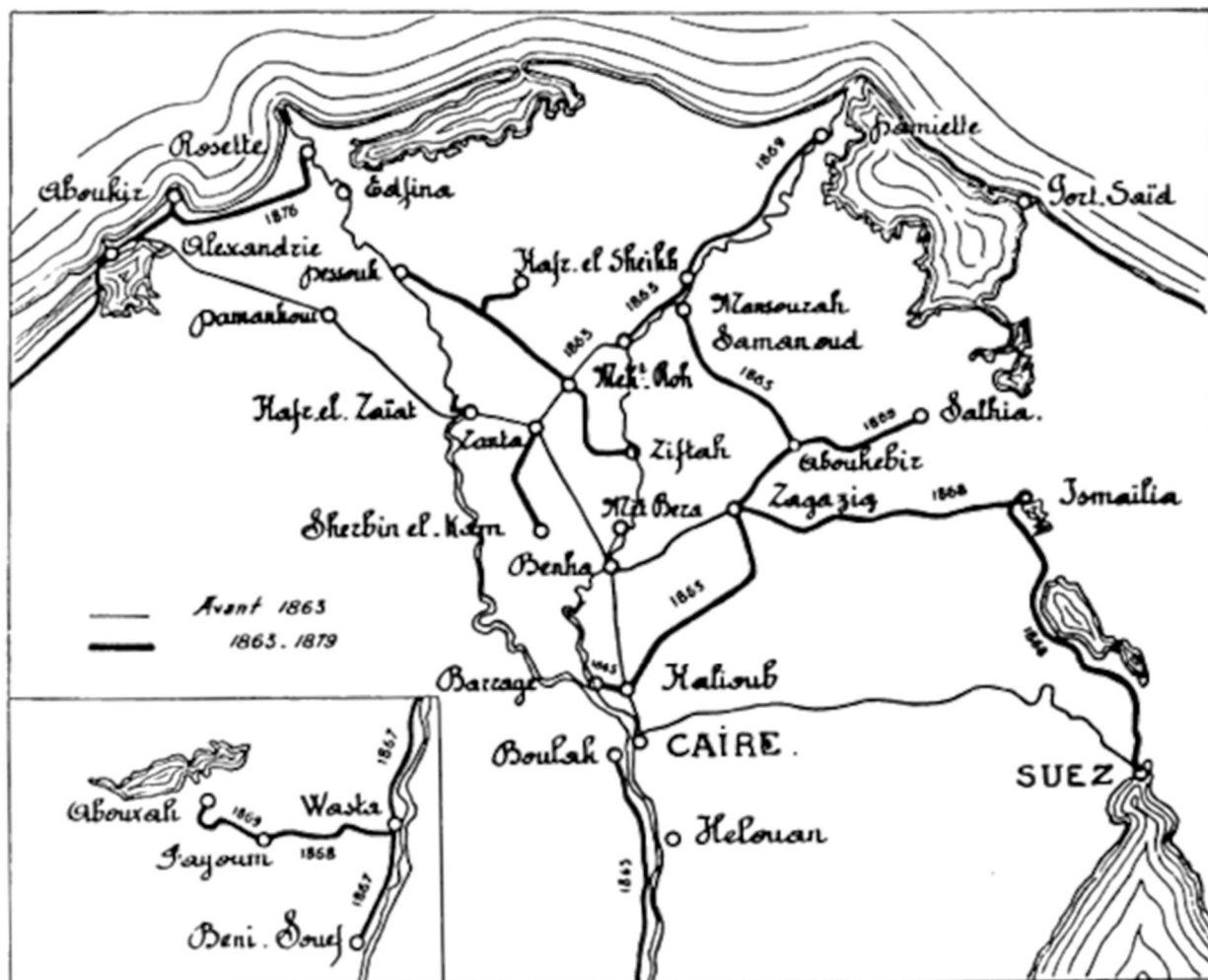
In 1868 when the railway direct from Alexandria to Suez was opened via Zagazig, the Cairo-Suez railway was abandoned for through mail transport. In addition, the opening of the Suez Canal in November 1869, rendered this direct railway link between Alexandria and Suez obsolete.²

Imbaba had no rail bridge across the Nile to Cairo until 1891. However, a long line between there and a junction west of Kafr el-Zayyat opened in 1872, linking Imbaba with the national network. From Minya the line southwards made slower progress, reaching Mallawi in 1870 and Asyut in 1874. Asyut, a large town on the banks of the Nile was about 370 km from Cairo.

On the east bank of the Nile a shorter line southwards linked Cairo with Tura / Maadi in 1872 and was extended to Helwan in 1875. In the Nile Delta the same year a short branch reached Kafr El-Sheikh and in 1876 a line along the Mediterranean coast linking the termini at Alexandria and Rosetta was completed.

By now Egypt had a network of key main lines and the Nile Delta had quite a network, but with this and other development investments Ismaïl Pasha had got his country deeply into debt. For its first 25 years of operation Egypt's national railways had never even produced an annual report. A Council of Administration with Egyptian, British and French members was appointed in 1877 to put the railway's affairs in order and published its first annual report in 1879. In the latter year the British Government had Ismaïl Pasha deposed, exiled and replaced with his son Tewfik Pasha.

In 1882, the British essentially invaded and occupied Egypt since that time until 1956.¹⁰



Map of the Egyptian Railways as constructed under the reign of Ismail Pasha
With place names in French²⁵

Development of the railway network stagnated for a decade until 1888, but in the meantime the Egyptian Railway Administration (ERA) put itself in much better order and the ERA could resume expanding its network. In 1890 a second line between Cairo and Tura was opened. On 15 May 1892 the Imbaba Bridge was built across the Nile, linking Cairo with the line south following the west bank of the river. The civil engineer for this bridge was Gustave Eiffel. It was replaced with a later bridge in 1924 which is still the only railway bridge across the Nile in Cairo. Cairo's main Misr Station was also rebuilt in 1892.

The line south was extended further upriver from Asyut reaching Girga in 1892 and Nag Hammadi (a town between Asyut and Luxor) in 1896 where the Nile having been crossed again.

Qena was reached in 1897, Luxor (547 km from Cairo) and Aswan in 1898.¹⁰

Qena, a town some miles north of Luxor, was the southern limit of the State Railway system, and the line from Qena to Aswan, or Assuan was built by the Qena-Aswan Railway Company, a private enterprise.⁹

The section between Qena and Luxor was built to the standard gauge, and that between Luxor and Aswan to a gauge of 3 ft. 6 in. or 1067 mm. In 1908 this section was converted into standard gauge. The Luxor-Aswan line was connected with a similar narrow-gauge line from Aswan to Shellal. which had been constructed in 1874 as a military line during the first Sudan campaign to accelerate transport of military stores past the First Cataract. The first Cataract (shallow lengths, whitewater rapids or rock-strewn rapids) of the Nile is between Khartoum and Aswan.

In 1898, at the close of the final Sudan campaign, the railway from Aswan to Shellal was absorbed into the State railway system. It was converted to standard gauge in 1926 as the line was extended to Wadi Halfa within the Sudanese borders.⁹

In the north in 1891 a link line was opened between Damanhur and Desouk. The line to Shibin El Kom was extended south to Minuf in the same year and reached Ashum in 1896. By then a line across the Nile Delta from a junction north of Talkha on the line to Damietta had reached Biyali. By 1898 this reached Kafr El-Sheikh, completing a more direct route between Damietta and Alexandria. In the same year the construction of the third railway line started from Cairo to Luxor.

An important extension along the west bank of the Suez Canal linking Nifisha with Ismailia, Al Quantarah West and Port Said was completed in 1904. Thereafter network expansion was slower but short link lines north of Cairo were completed in 1911 followed by a link between Zagazig and Zifta in 1914¹⁰.

1.4. The fleet of Egyptian locomotives and carriages before 1914

As with many other overseas railways that were British owned, or influenced, the development of Egyptian railways echoed that of British railways – a number of British locomotive engineers being posted out to work in both India and Egypt. The first Egyptian railways originated in 1854 and ran between Alexandria and Cairo, with early locomotives supplied by Robert Stephenson & Co., Sharp Stewart and Beyer Peacock; though Stephenson's were preferred in the late 19th century.

In 1863, the new ruler, Ismaïl Pasha, arranged for loans from other countries and the network began to expand.¹³

By the mid-1870's, there were already about 240 locomotives made by over 60 different builders in England, Scotland, France and the USA carrying more than 4,000 vehicles of different types over thousand miles of alternating single and double tracks.⁵

In 1877, as a consequence of the risky financial situation in Egypt, there was no finance available to buy new engines or new boilers. It was at this time that Frederick Harvey Trevithick, grandson of Richard Trevithick, the inventor of the steam-locomotive, was posted out to Egypt.¹³

In 1883, Mr. Trevithick was appointed Engineer en Chef du Materiel et de la Traction (later changed to Chief Mechanical Engineer) of the Egyptian Railway Administration, thus taking a responsible part in the great re-organization scheme inaugurated by Sir Evelyn Baring. At that time the State Railways were in a deplorable condition; as may be imagined, in the chaotic state to which the country had been reduced, they had not escaped. No new locomotive stock was procured for twenty years, while at the date of

Mr. Trevithick's appointment practically all the coaching and goods stock had been in use for 12 years and most of it for 30. The condition of the locomotive stock presented a great problem. Engines had been purchased in ones and twos, sometimes at the whim of the Khedive, from an exhibition. The history of the department shows that so long as stock was being purchased under the old regime, the types of engines were being increased at the rate of 3*25 per annum, while the engines per class at times numbered less than ².

It will be remembered that, in the reconstruction, irrigation and other services had first claim, and there was little money for the railways. Mr. Trevithick, therefore, after a close study of the situation, embarked upon a comprehensive plan of standardization and rebuilding, the effect of which was to bring the equipment into a strikingly different condition. Some new stock was, however, soon indispensable, but the new classes were kept down to four, and designed in such a way that parts were standard with the rebuilds or old types. While new stock was thus gradually introduced to cope with expanding traffic, the

number of types was steadily reduced, and about twenty years later had fallen from 54 to 22, while the number of engines per class had risen to about 20. In the policy of re-building, the various parts of the more numerous classes were compared, and standards evolved, neglecting engines exceptional either from design or age. In one case it was found possible to embrace no less than nine old types in one class of rebuilds. In the course of the twenty years mentioned, some 50 per cent, of the original stock had been dealt with in this way, and in about 12 years from the start the average boiler pressure was raised by nearly 33 lb. Differences of frames existed and even wheelbases were not in all cases to the desired standard, but in renewable parts these rebuilds mainly conformed to the standards of the new designs. The policy steadily followed resulted in time in over 50 per cent, of the engines (new and old) having three types of cylinders between them. No less than 69 per cent, of the stock was able to make use of similar valves. Some 67 per cent, of the stock was fitted with standard running gear. Six different classes of engines had only two types of boilers, and in these and other matters the standards covered both passenger, goods and shunting locomotives. In running gear, for instance, engines for all three classes of traffic had uniform valves, eccentrics, valve spindles, guides, crossheads, links, pistons, and piston rods, as well as axle boxes, horn cheeks, &c., all of identical pattern. Side and connecting rod ends were treated in the same way, but in some cases the centers varied. Boiler parts and accessories and cab details were reduced in like manner. The carriage and wagon stock was dealt with as far as was thought economical on the same lines, and new types evolved, especially one type of coaching stock which for long did excellent service, and which enabled sets of iron work to be bought abroad while the woodwork could be cheaply fitted in Egypt. The works were rebuilt in course of time and fitted with excellent plant, so that they became thoroughly capable of passing repair work through on modern lines. As time went on and the country advanced in prosperity and trade, better and better service was demanded, and the standards which had so serviceably tided the railways over a very difficult period had to be departed from, as is always, of course, ultimately inevitable. It may, however, be mentioned that when, in 1904-5, a commission visited the country to report on the railways, Mr. Trevithick's department was pronounced to be eminently efficient.¹⁴ The Khedive conferred upon Mr. Trevithick the Orders of the Medjidie and Osmanieh for his services.¹⁵

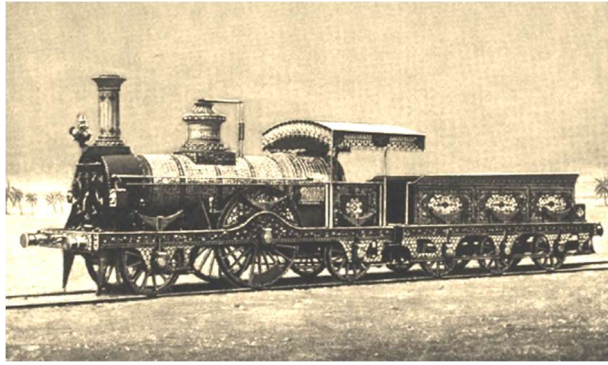
From 1877 to 1888, the ERA struggled to keep up with even basic maintenance but by 1887 Mr. Trevithick managed to start a programme to renew 85 of the very mixed fleet of locomotives with new boilers, cylinders, and motion. He started to replace the others with four standard locomotive types introduced from 1889 onwards: one class of 0-6-0 for freight, one class of 2-4-0 for mixed traffic, one 0-6-0T tank locomotive for shunting and one class of only ten 2-2-2 locomotives for express passenger trains.

Mr. Trevithick ensured that these four classes shared as many common components as possible, which simplified maintenance and reduced costs still further.¹⁶

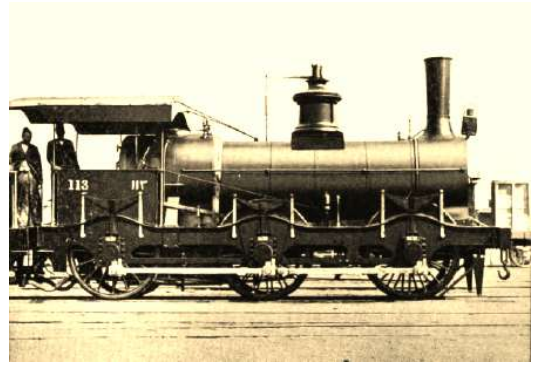
Also, 1887 he was finally able to purchase new standard boilers and rebuilt some of the older locomotives and then in 1888 an order was placed for locomotives he had designed. This was the start of the Trevithick era, which was to last until his retirement in 1912.¹³

The Egyptian Railway Administration was not the only train operator on the scene. Concessions were granted in the late 19th century to several private narrow gauge railway companies, including Egyptian Delta Light Railways, Qena Aswan Railway, Chemin de Fer Economiques de l'Est Egyptien, and Chemin de Fer de la Basse- Egypte. By 1914, the Egyptian state grouped all the railway companies in the country under the state operated umbrella that became known as the Egyptian State Railways (ESR) and in recent years as the Egyptian National Railways (ENR).¹¹

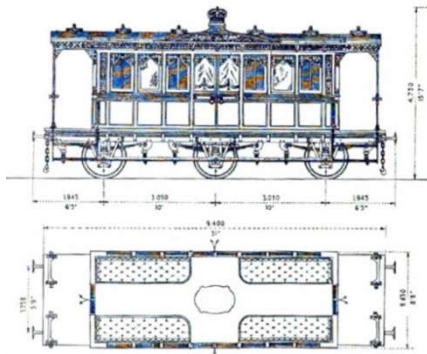
Unfortunately, I was not able yet to 'surface' technical details of Egyptian locomotives and carriages from the period 1854-1914 and will end this topic with some images.²⁵



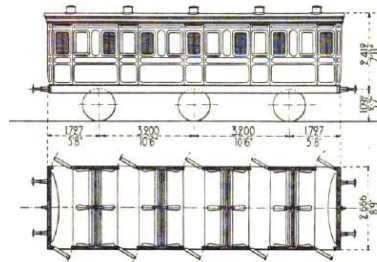
Locomotive for Saïd Pasha, Stephenson 1858



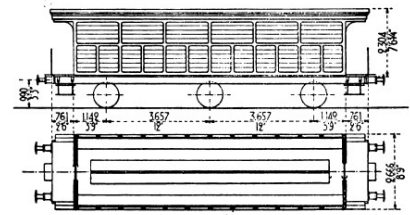
Locomotive n° 113, Stephenson



Royal car 1863

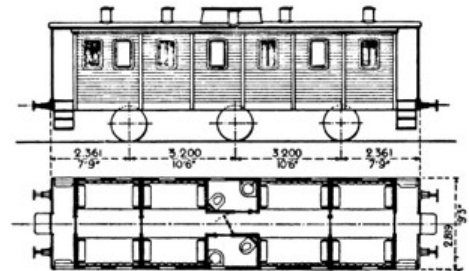


First class car 1889



Third class car 1868

Sleeping car 1889



Remark:

While I was finishing this article, I was able to download a digital copy of Professor Lionel Wiener's 1932 book *l'Egypte et ses Chemins de Fer*. This book of almost 700 pages deals extensively with everything that had to do with the Egyptian railways before 1932. Too many to mention. Highly recommended for anyone who wants to know more....

Many of the between 1854 and 1914 built passenger cars for the Egyptian State Railways and the Egyptian Royal Train (Khedive) were shipped from companies in England, namely²⁶

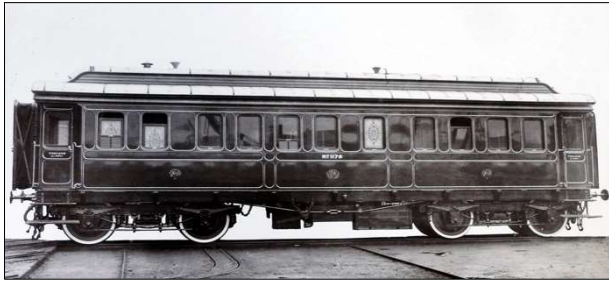
Joseph Wright Railway Carriage & Wagon Works at Saltley (1845-1862),

Metropolitan Railway Carriage & Wagon Company Ltd. at Saltley (1863-1901),

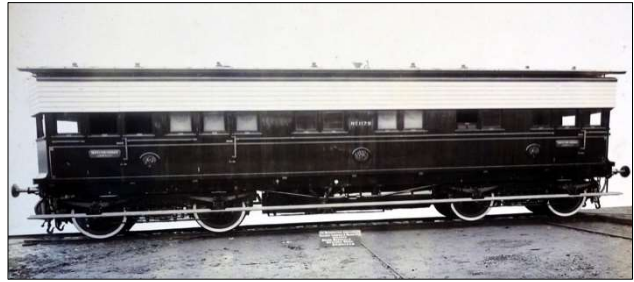
Ashbury Railway Carriage & Iron Company Ltd. at Manchester (1846-1901),

Lancaster Railway Carriage & Wagon Company Ltd. at Lancaster (1846-1901),

Metropolitan Amalgamated Railway Carriage & Wagon Company Ltd. at Saltley (1903-1918)



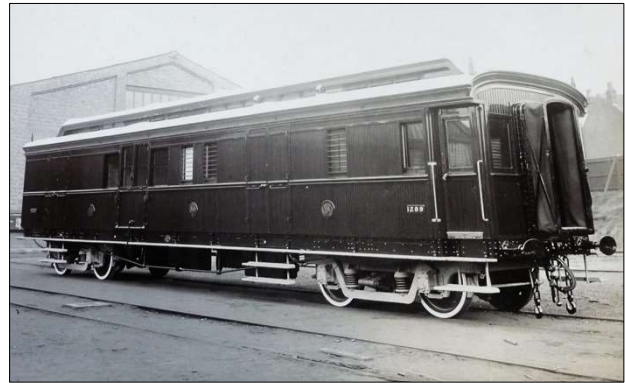
Saloon car no. 1178, 1903



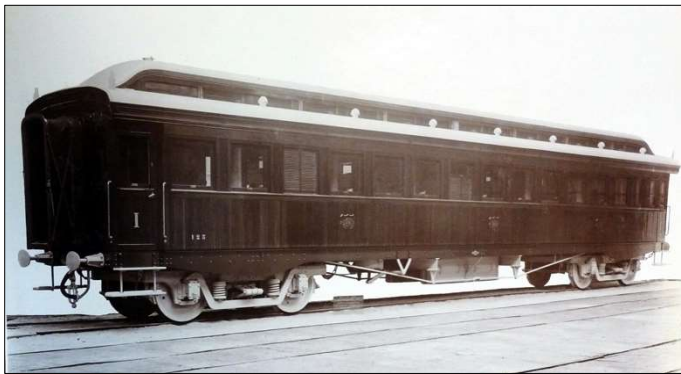
Inspection car no. 1179, 1903



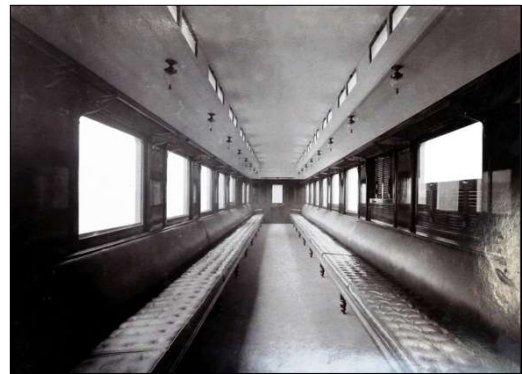
Brake car no. 1283, 1905



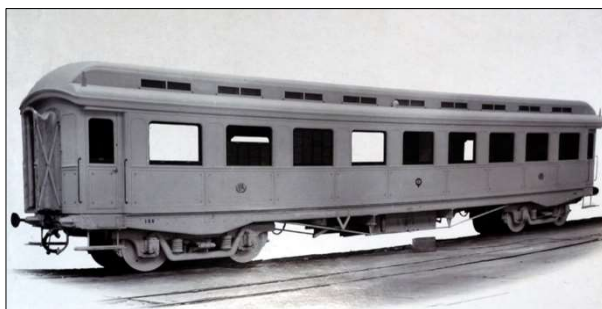
Brake car no. 1289, 1907



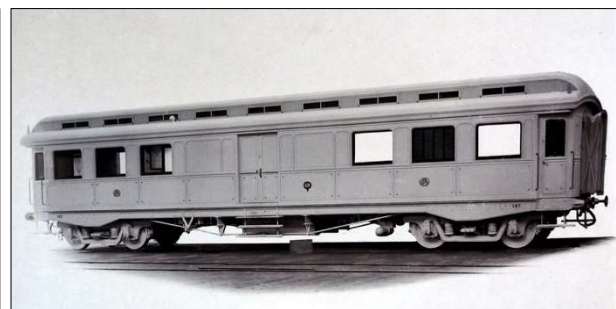
First class car 1910



Interior second class car no. 126



Khedive's train second class car no. 126



Khedive's train coach no. 127

All photographs: Metropolitan-Cammell Archives

2. The history of the CIWL in Egypt 1894-1914

Not only the French and British were interested in the 'Overland Route', George Nagelmackers also had great ideas about this route from England to India namely, to cover it for the greater part by his trains and hotels...

Starting from London, by train to Dover and crossing the Channel by ferry. From Calais to Brindesi by his Peninsular & Oriental Express (since 1890). In Brindesi his train met the steamers of the forementioned Peninsular and Oriental Steam Navigation Company, who transported the travellers to Alexandria in Egypt.

George Nagelmackers also made provision for perfect comfort hotels for his travellers like the Grand Hotel International in Brindesi (1893). On 11th April 1894 the Compagnie Internationale des Grand Hotels was formed for that purpose and in the same year the CIGH acquired the Gezireh Palace in Cairo, a fantastic building designed by the architect Alfred Chapon for the quests of honour of Khedive Ismail Pasha at the opening of the Suez Canal in 1869. The Shepherd's Hotel in the centre of Cairo was since 1891 the best-known hotel in the Orient, Wagons-Lits did buy it in 1896. In Luxor tourists could overnight in the Winter Palace Hotel near the Valley of the Kings.

From 1896 onwards, the Compagnie Internationale des Grand Hotels also held a majority interest in the Egyptian Hotel Company Ltd. in Cairo. Renowned names such as Thomas Cook & Sons, P&O and Cesar Ritz were also involved. This company operated a number of the finest hotels in Egypt. The hotels in Luxor and Aswan belonged the Upper Egypt Hotels Company.¹⁷

In cooperation with the Egyptian State Railway (ESR) CIWL brought the 'Luxor-Express' (or 'Cairo-Luxor-Express') on the rails in 1898.

But George Nagelmackers was not first in bringing tourists to Egypt! The only significant competition in that country came from the British company Thomas Cook & Son.

In 1869, Thomas Cook embarked on what he called 'a great event in the arrangements of modern travel'. He took his first tourists to Egypt and the Holy Land. And as early as 1835 Murray's initial Handbook for Egypt was published, precursor of 165 different guides printed in England and America over the next eighty years. Soon the first steamers appeared on the Nile, but on land the tourists had to be 'dwellers in tents'. At least in Egypt there was Shepherd's Hotel, built by John Bull. In Cairo Cook hired two English-built steamers, the *Benha* and the *Beniswaif* at a cost of £ 40 each to develop the Nile transit service for his tourists. Yet within three years, by 1872, Egypt and Palestine had become so commercially important to Cook's firm that he could regard them as 'the two greatest features in our present programme'.

Thomas Cook's son John refused to let anything distract him from his programme of expansion. When, in 1875, he was invited to join a company for the purpose of introducing Pullman sleeping cars into Britain, something he had actually proposed a decade earlier, John wrote: 'my time is too valuable in my own peculiar business to justify me being connected with any Company unless I am well paid for my services'. John did dabble in related commercial concerns. Interestingly, in view of his firm's subsequent relationship with Wagons-Lits, he bought stock in George Nagelmackers's International Sleeping Carriage Company, a 'good' business in which he 'took a great interest'.

Between 1882 and 1885 Cook was involved in the military activities in Egypt and the Sudan, e.g., the evacuation of thousands of mainly Egyptian troops and civilians from Khartoum and the transport of soldiers and equipment from Cairo to Aswan with their (hired) Nile steamers.

The winter of 1885-1886 was thus a frustrating one for John. People were clamouring to come to Egypt and he was unable to provide them with 'a first-class passenger service'. He thereupon decided to build a Nile fleet of his own. With his usual attention to detail, John oversaw the design, construction, equipping and staffing of the new steamers. He personally subjected the first of them, the *Prince Abbas*, to trials on the water. Then, in December 1886, he directed its maiden voyage.

By then the natives called him 'King of Egypt'. *Tewfik* and *Prince Mohammed Ali* followed, and in 1887 *Ramses*, the biggest steamer ever to have sailed on then Nile, entered Cook's service.

By 1888 John had three new fast mail boats, a flotilla of launches and older towing steamers, a number of specially built, steel-hulled dahabeahs (a shallow-bottomed, barge-like vessel with two or more sails), assorted sailing craft and barges, as well as the four first-class steamers. In that year he bought a valuable riverside site at Boulac, in Cairo, from a member of the Khedive's family. Here he maintained his fleet and the next steamer was assembled there in eleven weeks by 393 men, after arriving from the Fairfield Works on the Clyde in nearly 4,000 crates. The maiden voyage of the fifth steamer *Ramses the Great* was on 4th February 1890.

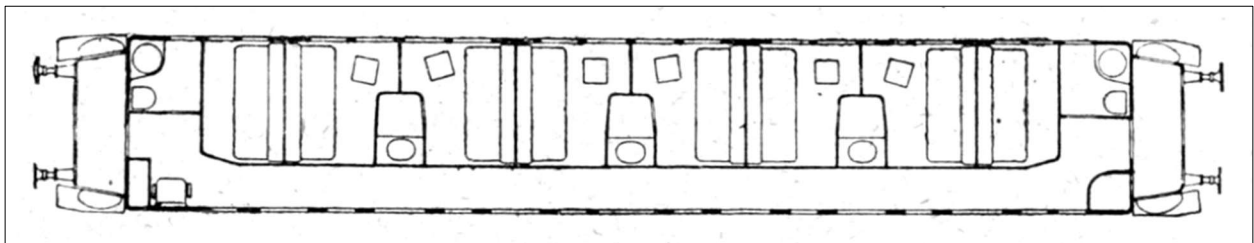
By 1891 John had twenty-four steamers (of various classes) running on the Nile and the ramifications of his enterprise were enormous. The following years were of great success for John Cook.¹⁸

2.1 The cars of Wagons-Lits in Egypt 1897-1911

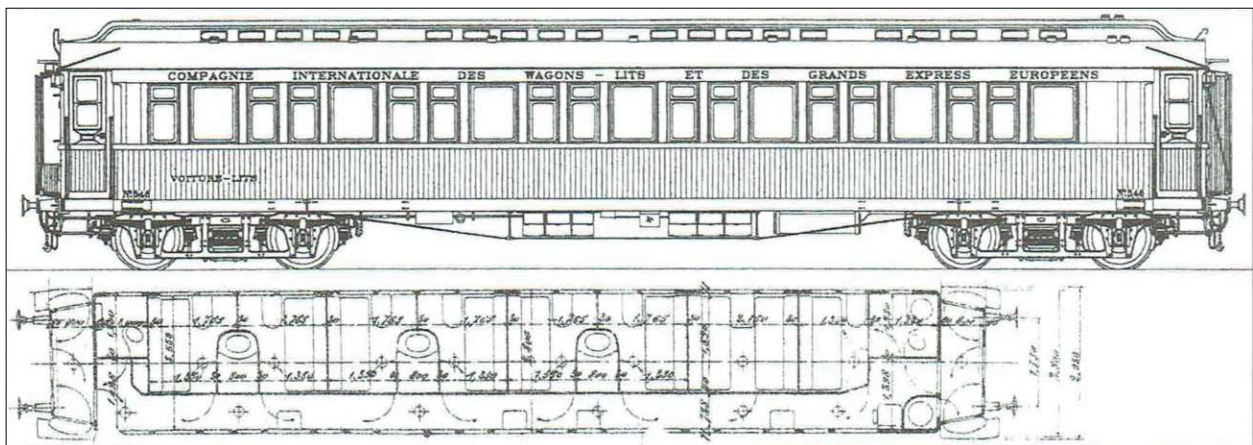
Equipment for the 'Cairo-Luxor-Express' with reinforced thermal insulation had already been ordered from 1896. In 1897, the Compagnie Générale de Construction in St. Denis (CGC) did deliver the sleeping cars nos. 546 and 547 and the nos. 592, 593, 613 and 614 in 1898. These last four cars were built with a double roof with insulation on request of the Belgian consul general in Cairo²⁰.

The ESR provided the steam locomotive and the baggage cars. A Wagons-Lits restaurant car was not yet present as from December 1898 the 'Cairo-Luxor-Express' went into service.

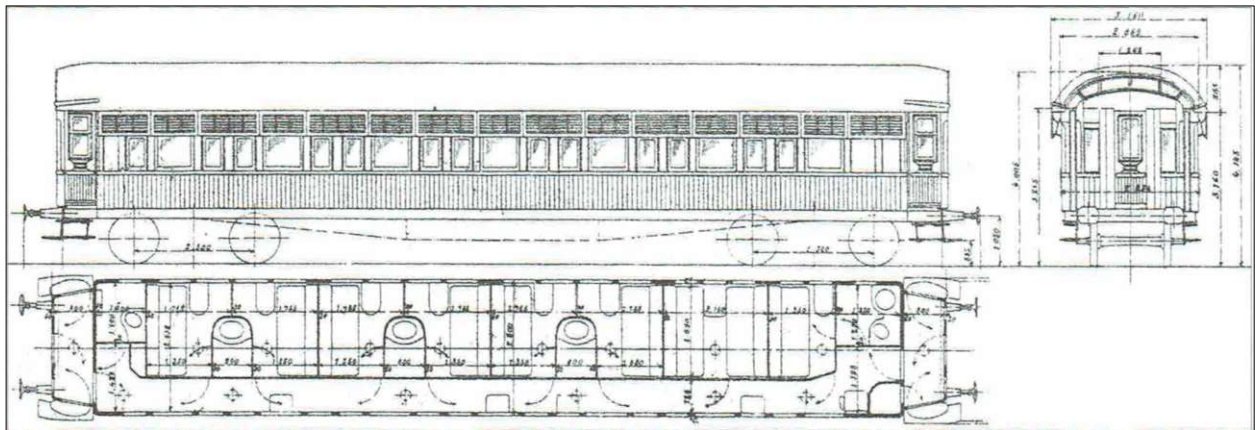
These sleeping cars intended for Egypt, had 8 compartments with 2 places, 6 of them having intermediate toilets. In these 6 compartments, the beds were crossed instead of being superimposed: the upper beds being placed in the longitudinal direction and the lower beds in the transverse direction. The sleeping cars were insulated as described subjoined¹⁹. According to Gérard Coudert these sleeping cars had 7 compartments with 2 places and one with 4 places²⁰.



Floor plan of CGC built sleeping cars according to *Revue Générale des Chemins de Fer* 1910¹⁹

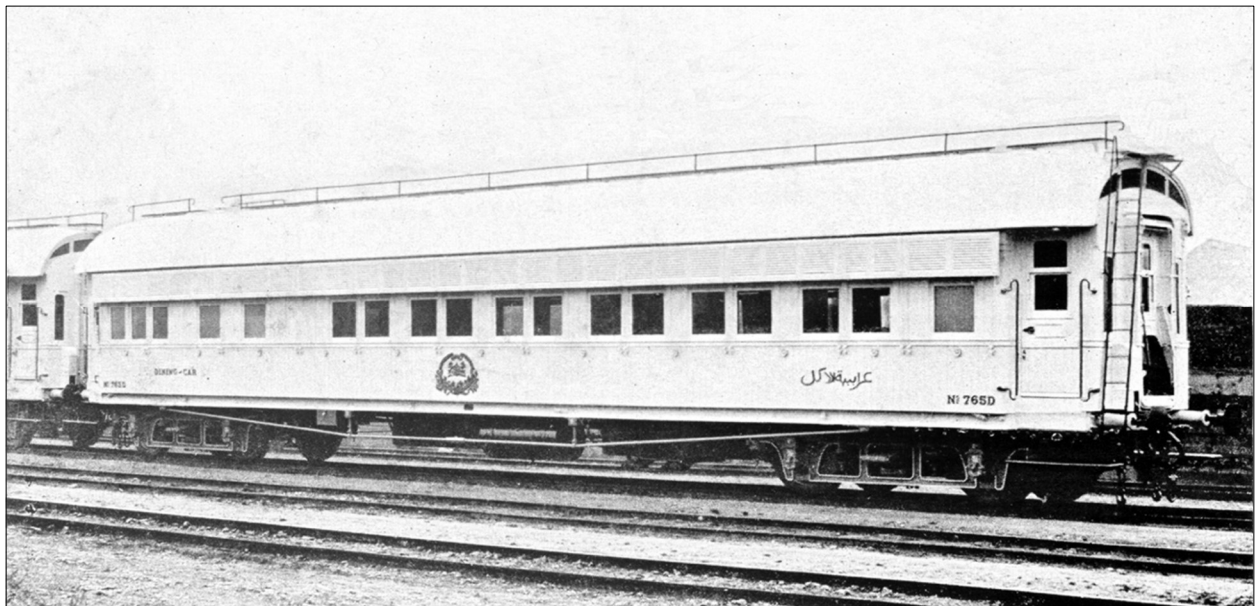


Floor plan and side view of sleeping car no. 546-547 according to Gérard Coudert²⁰



Floor plan and side view of sleeping car no. 592-593 and 613-614²⁰

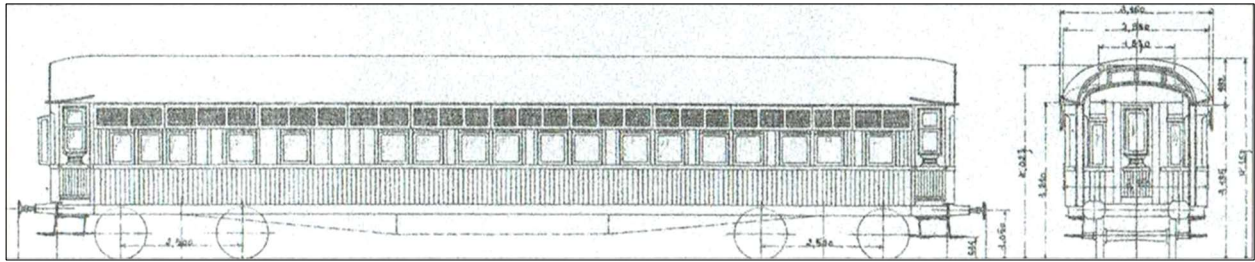
In 1899 Ringhoffer built the restaurant car nos. 763 – 765 and the sleeping cars nos. 766 - 768, these cars were added in that year to the parc of the express. In 1903, WR 764 was destroyed by fire, WR 765 and WL 768 are not found in existing Répartitions and have probably got lost too before 1910.



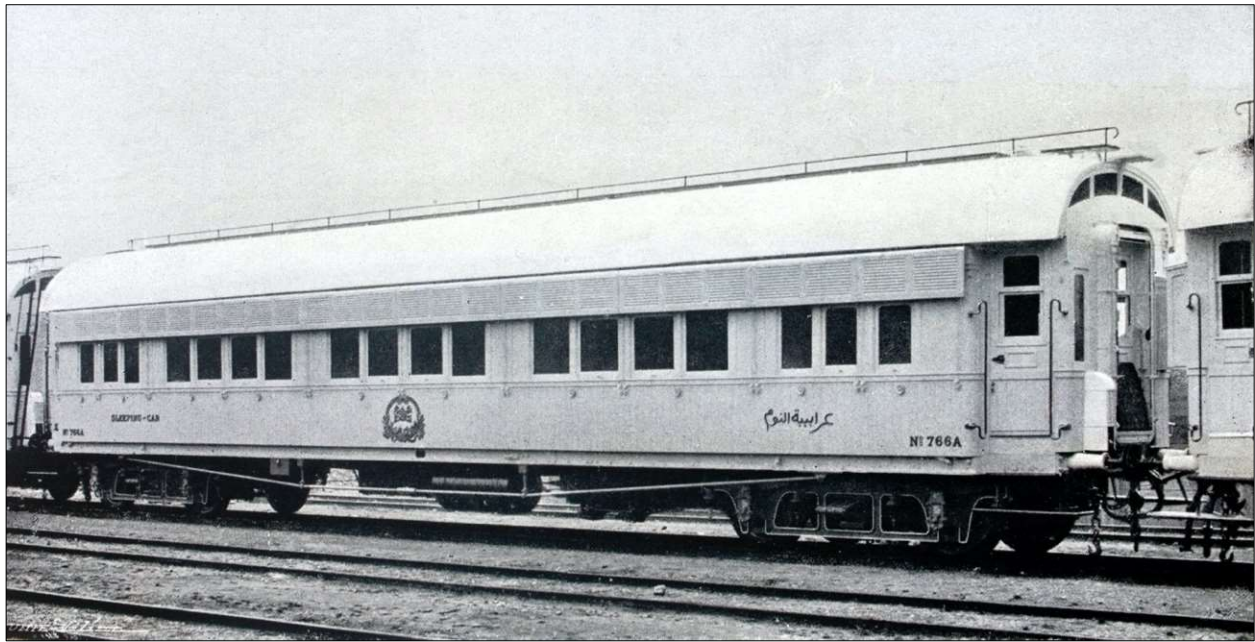
Dining car no. 765
Business photo: Ringhoffer / Tatra
Collection: Ilie Popescu



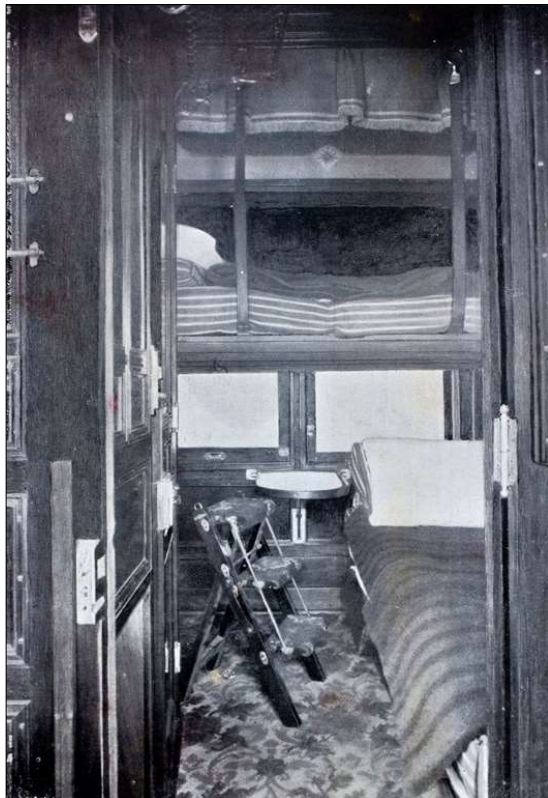
Dining car no. 764
Business photo: Ringhoffer / Tatra
Collection: Ilie Popescu



Side view of dining car no. 764²⁰

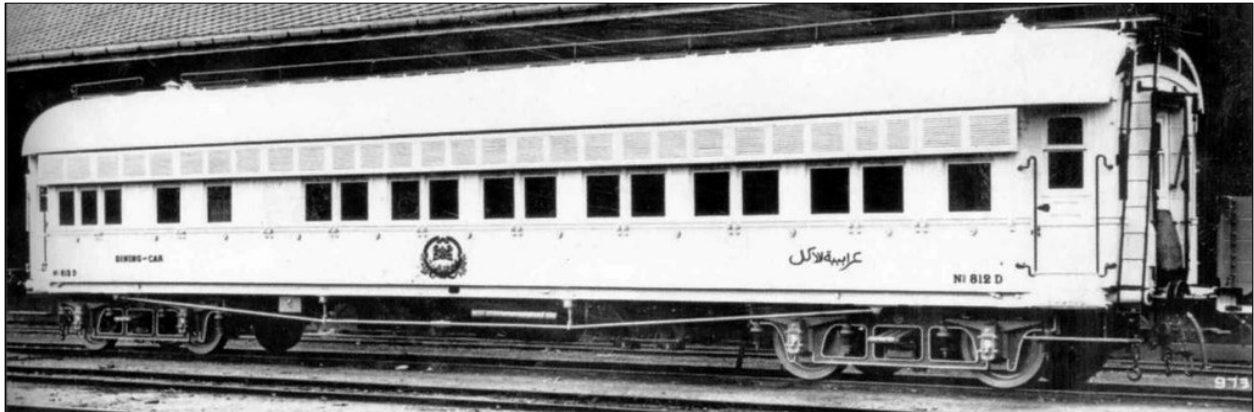


Sleeping car no. 766 - Business photo: Ringhoffer / Tatra - Collection: Ilie Popescu

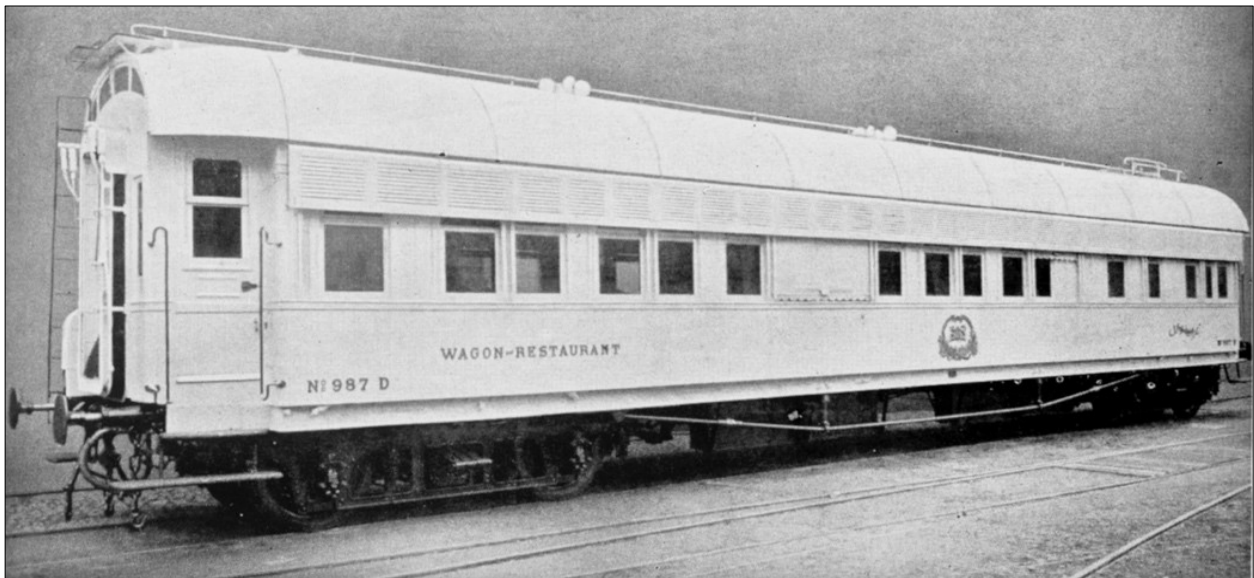


Interior view of Ringhoffer built sleeping cars with crossed beds
Business photo: Ringhoffer / Tatra
Collection: Ilie Popescu

Additional cars were delivered in the following years: in 1900 CGC built WL 778 and Ringhoffer WR 811 and 812. In 1903 the parc was enlarged with WR 669 (already built by CGC in 1899) and on 19th November that year Ringhoffer delivered WR 944 and WL 945, followed by the debarkation of WR 987 in 1904 (delivered by Ringhoffer on 31.10.1904). On 4.11.1905, Ringhoffer delivered WR 1648 and 1649 and on 25.10.1908 WR 1859. Finally, on 16.10.1911 a last restaurant car no. 2213, again built by Ringhoffer, joined the Egyptian parc^{21,22}.



Dining car no. 812 - Business photo: Ringhoffer / Tatra - Collection: Ilie Popescu



Dining car no. 987 - Business photo: Ringhoffer / Tatra - Collection: Ilie Popescu

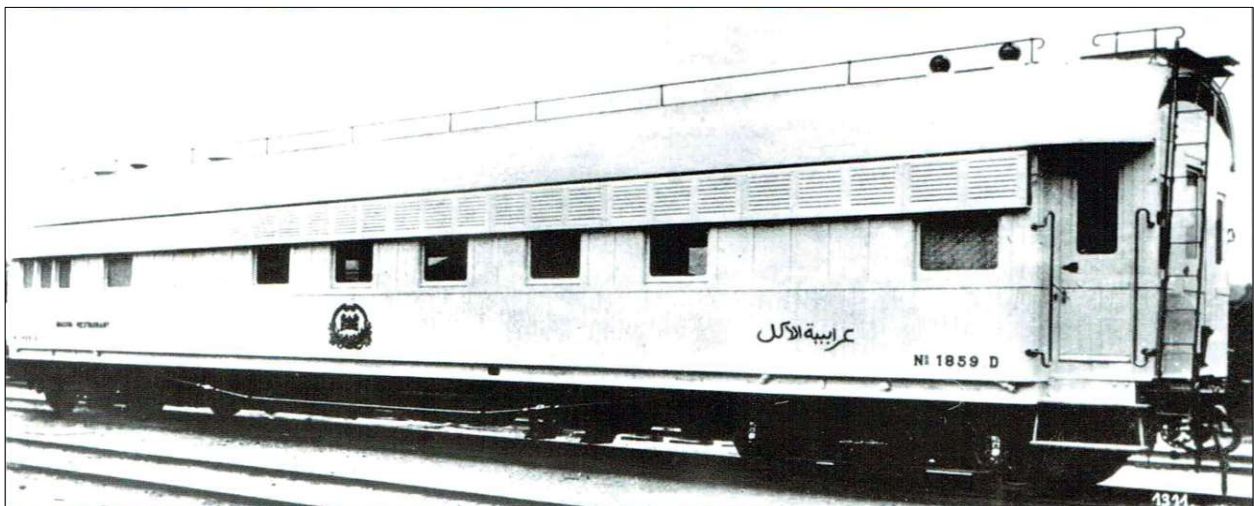


Interior view of Ringhoffer built dining cars
Business photo: Ringhoffer / Tatra - Collection: Ilie Popescu

The cars built especially for the Egyptian Services: dining cars no. 763 to 765 – 811 and 812 – 944 – 987 – 1648 and 1649 as well as sleeping cars no. 766 to 768 – 778 and 945 which had received improvements for protection against the sun, had on the outside a roof lined with a cork cover and an asbestos sheet; the walls with insulation material were very thick and the windows provided with double frames of glass; in addition, fixed shutters were placed in front of the upper part of the windows to shelter travellers from the sun.^{19,20} The canvas blinds on the exterior of dining car no. 764 were operated by a system of cables; what was their behaviour while the train was running?²⁰



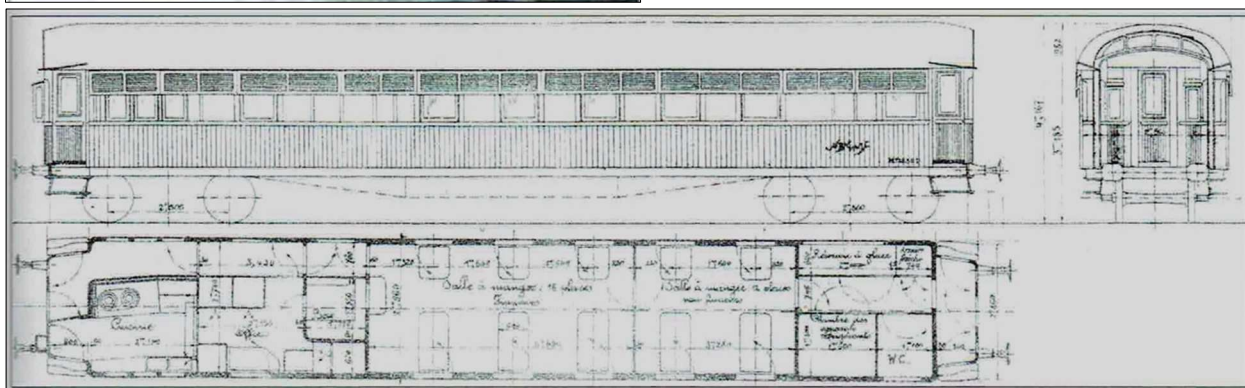
Dining car no. 1859 which, in addition to the roof, windows and blinds of the cars mentioned above, included at the end opposite the kitchen, a cooling installation comprising a container that could hold 400 to 500 kg of ice, an air-cooled apparatus consists of a cylinder filled with chilled water and lined with tubes through which the air from the car passes, a chilled water circulation pump, a driven dynamo activating the chilled water circulation pump and an air fan. The electric current necessary for operation was provided by a dynamo set in motion by one of the axles of the car and during stops by the accumulators. With an ice consumption of 125 to 150 kg after 3 hours, a reduction of 10° in the interior temperature compared to the outside temperature was obtained when the latter exceeded 35°, a result considered very satisfactory at the time²³.



Dining car no. 1859 - Business photo: Ringhoffer / Tatra - Collection: Ilie Popescu



Detail view of ice compartment of dining car no. 1859 opened for filling the container with 400-500 kg of ice
 Business photo: Ringhoffer / Tatra
 Collection: Ilie Popescu



Floor plan and side view of dining car no. 1859

According to the observations in the Répartition of summer 1910 only five cars were equipped with special arrangements for hot countries, namely WL 766, WL 767, WL 778, WL 945 and WR 1859.

The repatriation of the non-equipped sleeping and restaurant cars never took place as later Répartitions clearly show.

Specifications						
No. of cars	Length	Bogies	Seats/beds	Heating	Lighting	
WL 546, 547	19,740 m	Type Y	18	thermosiphon, steam	gas	
WL 592, 593, 613, 614	19,740 m	Type Y	18	none	gas	
WR 763, 764, 765	19,830 m	Type Y	36	none	electric, Stone	
WL 766, 767, 768	19,830 m	Type Y	16	none	electric, Stone	
WL 778	19,830 m	Type Y	16	none	electric, Stone	
WR 811, 812	19,830 m	Type Y	36	none	electric, Stone	

WR 669, 944	19,830 m	Type Y	36	none	electric, Stone
WL 945	19,830 m	Type Y	16	none	electric, Stone
WR 987	19,830 m	Type Y	36	none	electric, Stone
WR 1648, 1649	19,830 m	Type Y	36	none	electric, Stone
WR 1859	20,320 m	Type U	30	none	electric, Stone
WR 2213	20,300 m	Type U	36	none	electric, Stone

2.2 The services of Wagons-Lits in Egypt 1898-1914

Assuming that the fleet of Wagons-Lits in Egypt grew between 1898 (6 cars) and 1910 (19 cars), it can be said that the number of services offered also increased over the years. Unfortunately, I was unable to find any Répartitions for the period 1898 to 1909. Some literature makes mention of an Alexandria-Cairo-Luxor luxury train in 1901, although I suspect these were two separate trains.

My German friend Jürgen Klein kindly provided me with following data:

- Guide CIWL October 1898** - no services in Egypt in summer, Cairo-Luxor Express from December.
- Guide CIWL July 1899** - no services in Egypt in summer, Cairo-Luxor Express from December.
- Guide Continental May 1902**
- Cairo-Luxor only in Winter.
 - Daily service with sleeping cars between Cairo-Alexandria, train 33/34.
 - Daily service with restaurant cars between Cairo-Alexandria, train 91/90.
- Guide Continental November 1903**
- Sleeping cars between Shellal-Luxor, train 3/6, cancelled in the summer*.
 - Daily service with sleeping cars between Cairo-Alexandria, train 33/34.
 - Daily service with restaurant cars between Cairo-Alexandria, train 91/A.
 - Daily service with restaurant cars between Cairo-Ismailia, train 37 (weekly on Tuesdays), train 15 (daily) and train 18 (weekly on Wednesdays), train 39 (daily).
 - During the winter season, an additional service with restaurant cars is organized between Ismailia-Cairo, on the days of arrival of the big liners.
 - Tri-weekly service with sleeping and restaurant cars between Cairo- Luxor, train 88, on Mondays, Wednesdays, and Saturdays, returning on Tuesdays, Thursdays, and Sundays.
 - Daily service (from January) with Luxury Train between Cairo-Luxor, from December on Mondays, Wednesdays, and Saturdays, returning on Tuesdays, Thursdays, and Sundays.
 - Daily service with restaurant cars between Luxor-Aswan, resumed on December*.
- Guide Continental November 1904**
- Daily service with sleeping cars between Cairo-Alexandria, train 33/34.
 - Daily service with restaurant cars between Cairo-Alexandria, train 91/A.
 - Daily service with sleeping cars between Cairo-Ismailia-Port Said, train 27/15.
 - Luxury train between Cairo-Luxor, service discontinued, will be resumed during the winter.

- Tri-weekly service with sleeping and restaurant cars between Cairo-Luxor train 88, on Mondays, Wednesdays, and Saturdays, return on Tuesdays, Thursdays, and Sundays.
- Daily service with restaurant cars between Luxor and Aswan, service cancelled, will be resumed during the winter*.

* The section between Luxor and Aswan was built to a gauge of 3 ft. 6 in. Not until 1908 this section was converted into standard gauge. The section Aswan – Shellal was converted in 1926.

So, I doubt that Wagons-Lits cars served on these lines in 1903 and 1904.

- Guide Continental August 1906**
- Luxury train between Cairo-Luxor, service discontinued, will be resumed during the winter.
 - Daily service with sleeping cars between Cairo-Alexandria, train 33/34.
 - Daily service with restaurant cars between Cairo-Alexandria, train 94/A.
 - Daily service with restaurant cars between Cairo-Ismailia-Port Said, train 15/27.
 - Tri-weekly service with sleeping and restaurant cars between Cairo-Luxor no train numbers, only in winter prolongation till Aswan*

- Guide CIWL 15 June 1907**
- Luxury train between Cairo-Luxor, service discontinued, will be resumed during the winter.
 - Daily service with sleeping cars between Cairo-Alexandria, train 33/34.
 - Daily service with restaurant cars between Cairo-Alexandria, trains 91/90, 23/26.
 - Daily service with restaurant cars between Cairo-Ismailia-Port Said, trains 15/18, 27/30.
 - Tri-weekly service with sleeping and restaurant cars between Cairo-Luxor, no train numbers.
 - Tri-weekly service with restaurant cars between Luxor-Aswan-Shellal*, only in summer.

- Guide CIWL 15 August 1911**
- Daily Cairo-Luxor Express, only in winter.
 - Daily service with sleeping cars between Cairo-Alexandria, train 33/34.
 - Daily service with restaurant cars between Cairo-Alexandria, trains 91/90, 175/176.
 - Daily service with sleeping cars between Cairo-Luxor, only in summer from 1.4 till 30.11, no train numbers.
 - Daily service with restaurant cars between Cairo-Ismailia-Port Said, trains 15/18, 27/30.
 - Tri-weekly service with restaurant cars between Luxor-Aswan-Shellal, only in summer, no train numbers

And finally, the only Répartitions of the years before 1914 I found:

Period	Service	Nos. of cars	In service	In reserve	In workshop	Observations	
Summer 1910	Division d'Egypte	WL	4	2	4		
		WR	5	2	2		
	Cairo-Luxor	WL 766, 767, 945	2	1			
		WR 812	1			The repatriation of the 6 WL and 8 WR whose numbers follow and which are not equipped with special arrangements for hot countries must be considered later	
	Cairo-Alexandria	WL 592, 593, 546	2	1			
		WR 1859, 1648, 1649	2	1			
	Cairo-Port Said	WR 811, 944, 987	2	1			
	Available for successive repair from Egyptian parc	WL 547, 613, 614, 778				4	6 WL: 592, 593, 546, 547, 613, 614
		WR 669, 763				2	8 WR: 811, 812, 669, 763, 944, 987, 1648, 1649
	Summer 1913	Division d'Egypte	WL	6	2	2	
WR			6	4	-		
Cairo-Luxor		WL 766, 945	1			1	Summer season April 1 to end of September 1913
		WR 1649	1				
Cairo-Luxor Special		WL 767, 778	1	1			
Cairo-Asyut		WL 613, 614	2				Cairo-Asyut service is a new service and will start from May 1 to end of September, on a trial basis.
Cairo-Alexandria		WL 546, 547, 592, 593	2	1		1	The Alexandria reserve car is also designated for the Luxor service.
		WR 2213, 1859, 1648	2	1			Except for 2213 and 1859 the other cars do the Luxor and Port Said service in turn.
Cairo-Port Said		WR 811, 987, 763	3				
Available		WR 812, 669, 944			3		
Winter 1913/14		Division d'Egypte	WL	10	-	-	
			WR	9	1	-	
		Cairo-Luxor (day)	WL 592, 593, 766, 767, 778, 945	6			
	WR 1859, 2213		2				
	Cairo-Luxor (luxe)	WR 1648, 1649	2				
	Cairo-Alexandria	WL 546, 547	2				suppressed in February and March
	Cairo-Asyut	WR 811, 812, 944	2	1			
	Cairo-Asyut	WL 613, 614	2				suppressed from 1/1 to the end of March
	Cairo-Port Said	WR 987, 763, 669	3				
	Luxor-Assuan	cars owned by ESR and operated by CIWL					
		61.2, 62.3, 63	2	1			daily from 1/12 to 31/3
	Note: During the suppression of the services Cairo - Alexandria and Cairo - Asyut the cars assigned to these services circulate in the train de luxe Cairo - Luxor. During the months of February and March the cars of the service Cairo - Alexandria are replaced by first class cars.						
	Summer 1914	The luxury train Cairo - Luxor did not run during the hostilities, but all other services remained normal (according to Roger Commault)					



Egyptian State Railways 4-4-0 steam locomotive with a passenger train at Tanta station, 1910's
Tanta is situated on the Alexandria-Cairo line
Behind the baggage car a white Wagons-Lits car, probably WR 1859 followed by sleeping cars

The end of the 1913-1914 winter service was marked by the forced stop of the Cairo-Luxor Express, the CIWL equipment being made later available to the English army. In dealing with the effects of the war on Egyptian railways, the Egyptian correspondent of the *Railway News* said: "When the news that a general conflagration had actually broken out was received in Cairo, the various administrations first of all examined their stocks of coal. It is stated that the result was very satisfactory so far as the stacks at depots were concerned, but the future was, and is, unknown. In view of this, all transport concerns very wisely began to reduce their services. The Egyptian State Railways led the way with a diminished timetable which came into effect on August 7th. Four of the Cairo – Alexandria expresses – two each way – have been withdrawn, also the night service in each direction between those places, and six of the main line trains on the Upper Egypt section²⁴.

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La véritable histoire de la voiture-salon 'Mars'

par Jos Geilen

Newsletter numéro 16 contient un article très intéressant et détaillé sur les 'Voitures-Salon' de la Compagnie Internationale des Wagons par Jean-Marc Dupuy. Jean-Marc décrit une, par la Pullman Car Co. construite, voiture appelée 'Victoria', qui aurait été achetée par la CIWL en mai 1884 pour servir avec cette compagnie sous le numéro WS 155. Par la suite, la voiture-salon 'Mars' est évoquée et cette voiture aurait été achetée par la CIWL le 28 avril 1884 pour le service sur 'l'Oude Lijn' aux Pays-Bas.

Cependant, cette description de WS 155 n'est pas tout à fait correcte et après consultation avec mon ami français Jean-Marc, il m'a demandé de publier l'article ci-dessous en tant que correction de son article dans la prochaine Newsletter.

Voitures-salons pour les Pays-Bas

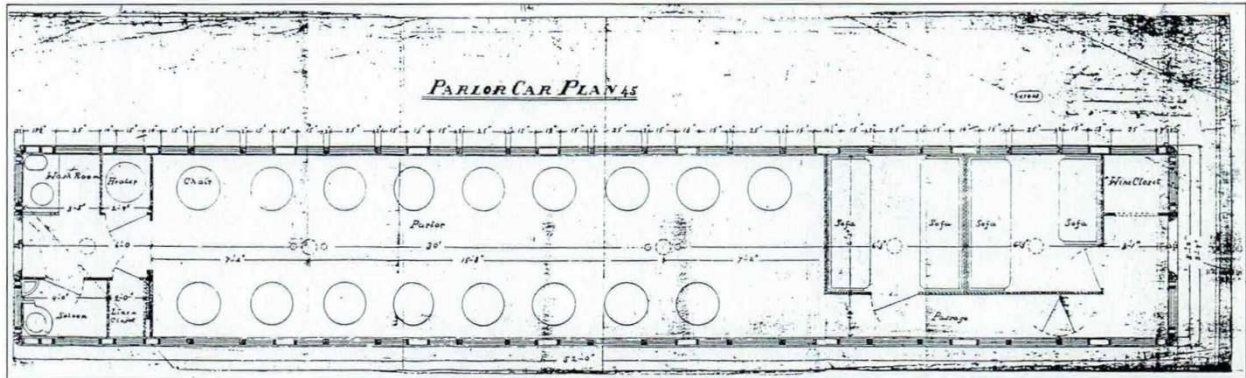
En 1883, le 'Hollandsche IJzeren Spoorweg-Maatschappij' (HIJSM, plus tard HSM) eut l'idée d'incorporer un luxueuse voiture-salon au sein de quelques trains sur l'Oude Lijn' Amsterdam – La Haye HSM – Rotterdam. Cette compagnie conclut à cet effet une convention avec la CIWL, qui fit immédiatement construire deux voitures-salons (mises en service plus tard sous les matricules 156 et 157) par la firme Rathgeber à Munich, les finitions intérieures étant réalisées par l'atelier CIWL de Saint-Ouen-les-Docks (F). A cause de ce processus, la réalisation de ces deux voitures prit beaucoup plus longtemps que prévu, ce qui mit la HSM à ce point en colère qu'elle entama de discrètes négociations avec la firme américaine 'Pullman Palace Car Company'. Cette dernière possédait en effet une filiale en Grande-Bretagne (la 'Pullman Company Limited') qui assurait aussi quelques services sur le Continent européen, surtout en Italie.

Afin de contourner ses engagements avec la CIWL, la HSM imagina alors un plan astucieux, fin 1883 : elle proposa à la 'Pullman Company Limited' britannique de lui racheter une de ses voitures -salons, tout en la revendant immédiatement en secret à 'Pullman' : ce faisant, c'était comme si la HSM possédait sa propre voiture-salon, alors qu'en réalité, elle restait la propriété de la 'Pullman Company Ltd.' !

Mais tant Pullman que les avocats de la HSM trouvèrent ce plan était trop risqué. Pour éviter tout problèmes juridiques, la HSM reçut comme conseil de discuter d'une date-butoir avec la CIWL : ce n'est qu'au cas où la CIWL ne respecterait pas cette date limite qu'il serait possible de se lier avec 'Pullman'. La CIWL reçut un premier sursis jusqu'au 19 février 1884, suivi d'autre fixé au 1er mai 1884, mais il devint rapidement clair que les voitures 156 et 157 ne seraient jamais prêtes pour cette date. Nous ne savons pas ce qui fut ensuite négocié à ce sujet, mais le fait est qu'avant même la date-butoir, la CIWL se rapprocha de la 'Pullman Company Limited' pour racheter l'une de ses voitures-salons ! La CIWL fit ainsi l'acquisition de la voiture-salon 'Mars' et la numéroté 155.

Plusieurs historiens nous ont carrément dévoyé en prétendant que la voiture 'Mars' de la société britannique 'Pullman Company Limited' était une voiture-lits dans le style 'Pullman américain' typique et qui pouvait également servir de voiture-salon grâce à ses confortables fauteuils (en disposition diurne). Cet aménagement intérieur ne correspondait toutefois pas à celui de la description qui en avait été faite dans un article de 1932, écrit par le célèbre historien ferroviaire néerlandais N.J. van Wijck Jurriaanse, article dans lequel il était question d'un compartiment-salon à fauteuils orientables et d'une salle 'fumeurs' de 14 places assises.

Il fallut attendre jusqu'en 2016 pour que Charles Long fasse jaillir la vérité dans la revue 'The Golden Way' de la 'Pullman Society' britannique, sur base d'un ancien article de journal 'Brighton Daily News' du 1er novembre 1875 et de documents des 'Pullman Company archives', préservées dans la Newberry Library à Chicago. Grâce à cette information, nous savons désormais que la voiture 'Mars' fut construite en 1875 par la firme américain 'Pullman Palace Car Company' comme voiture-salon (ou 'Parlour Car', la dénomination de ces voitures en Angleterre).



Les archives américaines confirment que Mars était une voiture-salon 'Plan 45' et non une voiture-lit fonctionnant comme une voiture de jour revendiquée par Hamilton Ellis, George Behrend et d'autres. Comme d'habitude dans les années 1870, ce plan d'étage officiel omet les plates-formes d'entrée.

Collection Charles M. Knoll

Cette voiture fut acheminée par bateau vers la Grande-Bretagne sous forme de kit et assemblée par les 'Derby Works', les ateliers de la 'Midland Railway' britannique à Derby. Terminée, cette voiture fut ensuite livrée le 26 octobre 1875 et engagée dès le 1er novembre 1875 dans une paire de trains express entre Londres Victoria et Brighton du 'LB&SCR' ('London, Brighton & South Coast Railway'). Elle fut retirée du service en avril 1884 et transférée par bateau vers le Continent européen. Selon le registre des voitures de la 'Pullman Palace Car Company', cette voiture 'Mars' fut vendue à la CIWL le 28 avril 1884.

On ne sait pas si les voitures-salons CIWL 156 et / ou 157 initialement prévues furent utilisées par la HSM. Pour assurer les trains prévus dans l'indicateur HSM du service d'été 1884, il fallait toutefois disposer d'au moins deux voitures-salons (sans compter une réserve). Une source hollandaise nous a simplement signalé qu'à la HSM, la 155 reçut plus tard la compagnie de la voiture-salon 164 CIWL (construite par Marly et St-Ouen, et livrée en 1885), mais ne dit mot sur aux 156 et la 157.

Quoi qu'il en soit, l'utilisation de voitures-salons sur les lignes HSM Amsterdam – Rotterdam (et Amsterdam – Amersfoort – Zutphen ?) ensuite ne fut pas couronnée de succès : leur carrière aux Pays-Bas fut interrompue des novembre 1885. La disponibilité de ces voitures et l'arrivée de quelques nouvelles voitures-salons permirent alors à la CIWL d'engager une de ces voitures dans certains trains sur d'autres relations, à savoir Bruxelles – Verviers à partir de 1885 et Paris – Bruxelles, Paris – Marseille, Paris – Genève et Paris – Le Havre, à partir de 1886 : il est donc plus que probable que cette véritable voiture 'Pullman' ait aussi circulé en Belgique...

**HOLLANDSCHE IJZEREN
SPOORWEG-MAATSCHAPPIJ.**

Te beginnen met **Woensdag 21 Mei a.s.** zal in de onderstaande treinen tusschen **AMSTERDAM—ROTTERDAM** en omgekeerd, een **Salonrijtuig** loopen.

Van **AMSTERDAM W. D.** vertrekkende: 9.50 voorm., 11.55 voorm., 3.25 nam. en 9.50 nam.
Van **ROTTERDAM D. P.** vertrekkende: 8.10 voorm., 1.23 nam., 2.45 nam. en 8.50 nam.

Reizigers, voorzien van Plaatskaarten 1ste klasse, hebben toegang tot dese **Salonrijtuigen**, indien zij zich in die Rijtuigen van Supplementen voorzien, waarvan de prijzen bepaald zijn op **30 Cents** voor het traject **AMSTERDAM—ROTTERDAM** en omgekeerd, en op **30 Cents** voor kortere trajecten.

(16440) **DE ADMINISTRATEUR.**

Amsterdam—Rotterdam (Holl. IJz. Spoorweg).

		E 21																			
		6.17	7.21	8.10	8.40	9.40	9.50	11.03	11.33	12.15	1.03	1.30	3.25	4.43	5.29	6.24	7.15	8.02	8.30	9.50	11.17
Amsterd. V.	6.17	7.21	8.10	8.40	9.40	9.50	11.03	11.33	12.15	1.03	1.30	3.25	4.43	5.29	6.24	7.15	8.02	8.30	9.50	11.17	
Halweg . . .	6.44	7.48	8.37	9.07	10.07	10.17	11.30	12.00	12.42	1.30	1.57	3.52	5.10	5.56	6.51	7.42	8.29	8.57	10.17	11.44	
Haarlem . . .	6.28	7.32	8.21	8.51	9.51	10.01	11.14	11.44	12.26	1.14	1.41	3.36	4.54	5.40	6.35	7.26	8.13	8.41	10.01	11.28	
Vogelenburg . . .	6.44	7.48	8.37	9.07	10.07	10.17	11.30	12.00	12.42	1.30	1.57	3.52	5.10	5.56	6.51	7.42	8.29	8.57	10.17	11.44	
Veenenburg . . .	7.00	8.04	8.93	9.23	10.23	10.33	11.46	12.16	12.58	1.46	2.13	4.08	5.26	6.12	7.07	7.98	8.85	9.13	10.33	11.60	
Wierden . . .	7.15	8.19	9.08	9.38	10.38	10.48	12.01	12.31	13.13	2.01	2.28	4.23	5.41	6.27	7.22	8.13	9.00	9.28	10.48	11.75	
Leiden . . .	7.30	8.34	9.23	9.53	10.53	11.03	12.16	12.46	13.28	2.16	2.43	4.38	5.56	6.42	7.37	8.28	9.15	9.43	11.03	12.30	
Voorochten . . .	7.45	8.49	9.38	10.08	11.08	11.18	12.31	13.01	13.43	2.31	2.58	4.53	6.11	6.97	7.92	8.83	9.70	9.98	11.18	12.45	
's Haag . . .	8.00	9.04	9.93	10.23	11.23	11.33	12.46	13.16	13.98	2.46	2.73	4.68	5.86	6.72	7.67	8.58	9.45	9.73	10.93	12.20	
Rijswijk . . .	8.15	9.19	10.08	10.38	11.38	11.48	13.01	13.31	14.13	2.49	2.76	4.71	5.89	6.75	7.70	8.61	9.48	9.76	10.96	12.23	
Delft . . .	8.30	9.34	10.23	10.53	11.53	12.03	13.16	13.46	14.28	2.54	3.21	5.16	6.34	7.20	8.15	9.06	9.93	10.21	11.41	12.68	
Schiedam . . .	8.45	9.49	10.38	11.08	12.08	12.18	13.31	14.01	14.43	3.03	3.30	5.25	6.43	7.29	8.24	9.15	10.02	10.30	11.50	12.77	
Rottd. (D. P.) . . .	8.30	9.34	10.23	10.53	11.53	12.03	13.16	13.46	14.28	2.54	3.21	5.16	6.34	7.20	8.15	9.06	9.93	10.21	11.41	12.68	
(Beur) A . . .	7.45	8.49	9.38	10.08	11.08	11.18	12.31	13.01	13.43	2.31	2.58	4.53	5.71	6.57	7.52	8.43	9.30	9.58	10.78	12.05	
Antwerpen . . .	10.36	11.40	12.29	12.59	13.59	14.09	15.22	15.52	16.34	3.44	3.71	5.66	6.84	7.70	8.65	9.56	10.43	10.71	11.91	13.18	
Brussel (S.) . . .	11.45	12.49	13.38	14.08	15.08	15.18	16.31	17.01	17.43	4.53	4.80	6.75	7.93	8.79	9.74	10.65	11.52	11.80	13.00	14.27	
Paris . . .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
London . . .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	

De treinen 7.45 uit AMSTERDAM en 5.50 uit ROTTERDAM stoppen te Hillegommerbeek.
De treinen 7.45 uit AMSTERDAM en 5.50 uit ROTTERDAM stoppen te Hillegommerbeek.
De treinen 7.45 uit AMSTERDAM en 5.50 uit ROTTERDAM stoppen te Hillegommerbeek.

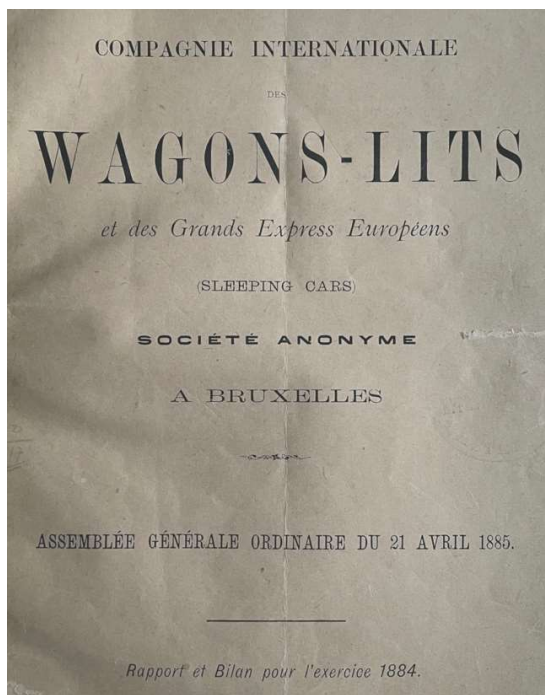
Announce dans 'Algemeen Handelsblad' du 21 mai 1884 – duCollection : Delpher.nl

Les horaires HSM sur l'Oude Lijn' Amsterdam – Rotterdam au cours du service d'été 1884 – Collection : Het Utrechts Archief

Julian Morel décrit dans son livre 'Pullman, The Pullman Company - ses services, ses voitures et ses traditions' la véritable histoire du voiture-salon 'Victoria' :

'Les premières voitures, Midland, Excelsior et Enterprise étaient des voitures-lits, Victoria et Britannia étaient des voitures-salons ou 'parlour cars'. Les voitures seraient construites dans les ateliers Pullman de Detroit, expédiées par insections aux usines de Midland au derby où elles seraient assemblées. Ils ont commencé à opérer à partir de St. Pancras le 1er juin 1874 en tant que train entièrement Pullman vers Bradford. Victoria a été utilisé dans le Pullman Limited Express de 1881 et en 1898 dans le Brighton Limited'.

Voiture-salon 'Victoria', selon Morel, n'a pas quitté l'Angleterre en 1884...



Pendant le dernier exercice, nous avons établi des services de wagons-lits de Madrid à Barcelone, de Vienne à Rome et de Vienne à Trzebinia en raccordement avec celui de Varsovie; des services de wagons-salon d'Amsterdam à Amersfoort et de Paris à Bruxelles; enfin, des services de wagons-restaurant de Paris à Bruxelles, de Brünn à Bodenbach et de Francfort à Eger. Cet été nous aurons à établir des services de wagons-lits de Vienne à Lemberg et Podwolicyska, de Vienne à Paris par l'Arberg et la Suisse, et probablement de Vienne à Carlsbad; par contre, nous aurons à supprimer celui de Berlin à Hambourg, le traité pour cette ligne n'ayant pas été renouvelé avec le gouvernement Allemand.

Le Rapport en Bilan pour l'exercice 1884 de l'Assemblée Générale Ordinaire de la CIWL du 21 avril 1885 mentionne, entre autres, la mise en service des voitures-salon entre Amsterdam et Amersfoort mais pas celui entre Amsterdam et Rotterdam. Une erreur de frappe (faute) ? Je n'ai pas trouvé d'horaire pour ce service entre Amsterdam et Amersfoort.

Collection : Jos Geilen

Ooster- en Nederlandsch Westfaalsche Spoor.																					
Amsterdam V.	6.50	7.23	7.35	8.30	9.30	10.15	10.25	11.40	11.48	12.15	1.13	2.40	3.23	3.35	4.50	5.13	5.40	6.30	7.40	8.35	10.30
Weesp	7.42	—	7.58	—	8.51	—	11.03	—	12.30	1.43	3.01	—	3.56	5.12	—	—	—	6.58	8.01	—	10.51
Naarden-Bussum	7.57	—	8.13	—	10.08	—	11.22	—	12.50	2.02	3.15	—	4.10	5.27	—	—	—	7.17	8.15	—	11.05
Hilversum A.	7.58	7.55	8.22	9.32	10.13	10.47	11.35	11.44	12.20	12.50	2.15	3.24	3.55	4.10	5.30	5.45	6.12	7.30	8.24	8.57	11.14
Maarsseveld	7.40	7.50	—	8.27	10.15	—	—	—	12.21	1.05	2.15	—	3.27	3.57	—	—	—	5.46	6.28	—	11.18
Utr. (Malië) A.	7.51	—	—	8.27	—	—	—	—	12.30	1.27	2.38	—	—	—	—	—	—	6.20	—	—	11.29
Staatsep. V.	8.17	—	—	10.33	—	—	—	—	12.44	2.04	2.31	—	—	—	—	—	—	6.08	—	—	11.40
Hilversum V.	—	8.27	8.24	—	10.50	—	11.48	—	1.02	2.20	—	4.22	—	5.40	6.15	—	—	7.40	8.35	—	11.16
Barneveld	—	8.41	8.35	—	11.04	—	11.59	—	1.13	2.45	—	4.15	4.33	—	6.20	—	—	7.17	8.15	—	11.37
Amersfoort	—	8.53	8.46	—	11.12	—	12.10	—	1.24	—	—	—	—	—	6.41	6.37	—	—	—	—	11.38
Barneveld	—	8.59	8.49	—	11.15	—	—	—	1.28	—	—	—	—	—	6.41	6.37	—	—	—	—	—
Apeldoorn	—	9.10	—	—	11.33	—	—	—	1.46	—	—	—	—	—	—	—	—	—	—	—	—
Voerst	—	9.56	10.23	—	12.08	—	—	—	2.19	—	—	—	—	—	—	—	—	—	—	—	—
Zutphen	—	10.13	—	—	—	—	—	—	2.44	—	—	—	—	—	—	—	—	—	—	—	—
Vorden	—	10.19	10.54	—	12.27	—	—	—	3.42	—	—	—	—	—	—	—	—	—	—	—	—
Ruurlo	—	10.24	—	—	12.33	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Lichten Groenlo	—	10.48	10.40	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Wintersw. A.	—	8.39	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Wintersw. V.	—	8.49	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hilversum A.	—	7.30	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Staatsep. V.	—	7.43	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Utr. (Malië) V.	—	8.10	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Maarsseveld	—	8.23	7.49	—	8.15	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hilversum A.	—	7.52	—	—	8.33	9.22	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Naarden-Bussum	—	7.55	—	—	8.30	9.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Weesp	—	7.28	—	—	8.25	9.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Amsterdam A.	—	7.53	8.29	—	9.27	9.20	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Les horaires Ooster- en Nederlandsch Westfaalsche Spoor pour Amsterdam – Amersfoort au cours du service d'éte du 21 mai 1884
Collection : Het Utrechts Archief

The real story of the 'Mars' saloon car (engl. translation of the above)

par Jos Geilen

Newsletter number 16 contains a very interesting and detailed article on the Salon Cars of the Compagnie Internationale des Wagons-Lits by Jean-Marc Dupuy. Jean-Marc describes a Pullman Car Co. built car called 'Victoria', which is said to have been purchased by the CIWL in May 1884 for service with that company under number WS 155. Subsequently, the saloon car 'Mars' is mentioned and this car is said to have been purchased by the CIWL on April 28, 1884 for service on the 'Oude Lijn' in the Netherlands.

However, this description of WS 155 is not entirely correct and after consultation with my French friend Jean-Marc, he asked me to publish the article below as a correction to his article in the next Newsletter .

Saloon cars for the Netherlands

In 1883, the 'Hollandsche IJzeren Spoorweg-Maatschappij' (HIJSM, later HSM) had the idea of incorporating a luxurious saloon car within some trains on the Oude Lijn' Amsterdam – The Hague HSM – Rotterdam. This company concluded an agreement for this purpose with the CIWL, which immediately had two saloon cars built (later put into service under the registration numbers 156 and 157) by the firm Rathgeber in Munich, the interior finishes being carried out by the CIWL workshop. of Saint-Ouen-les-Docks (F). Because of this process, the realization of these two cars took much longer than expected, which angered the HSM so much that it entered into discreet negotiations with the American firm 'Pullman Palace Car Company'. The latter had a subsidiary in Great Britain (the 'Pullman Company Limited') which also provided some services on the European continent, especially in Italy.

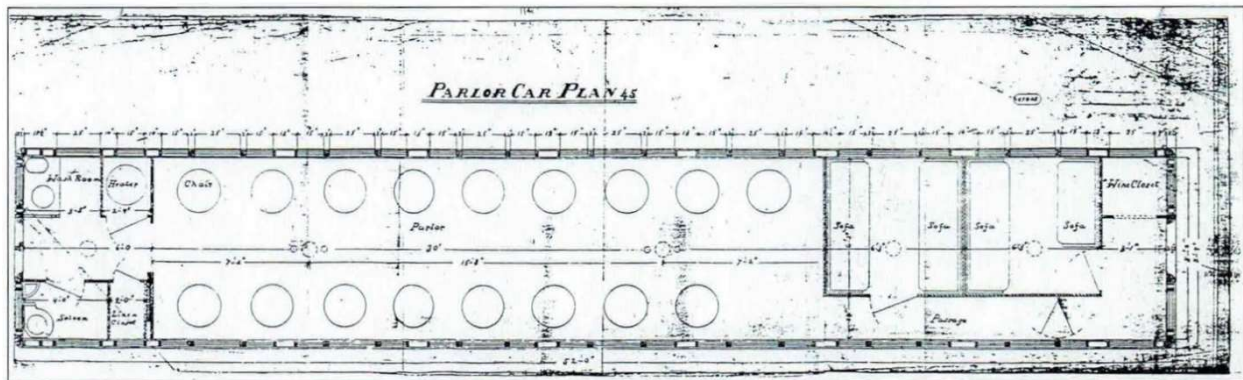
In order to circumvent its commitments with the CIWL, the HSM then imagined a clever plan, at the end of 1883: it proposed to the British 'Pullman Company Limited' to buy back one of its saloon cars, while reselling it immediately in secret to 'Pullman ': in doing so, it was as if the HSM had its own saloon car, when in reality it remained the property of the 'Pullman Company Ltd.'!

But both Pullman and HSM's lawyers thought the plan was too risky. To avoid any legal problems, the HSM was advised to discuss a deadline with the CIWL: only in the event that the CIWL did not respect this deadline would it be possible to bind with ' Pullman'. The CIWL received a first reprieve until February 19, 1884, followed by another set for May 1, 1884, but it quickly became clear that cars 156 and 157 would

never be ready by that date. We do not know what was then negotiated on this subject, but the fact is that even before the deadline, the CIWL approached the 'Pullman Company Limited' to buy back one of its saloon cars! The CIWL thus acquired the saloon car 'Mars' and numbered it 155.

Several historians have completely misled us by claiming that the 'Mars' car of the British company 'Pullman Company Limited' was a sleeping car in the typical 'American Pullman' style and which could also be used as a lounge car thanks to its comfortable armchairs (in daytime layout). This interior layout, however, did not correspond to that of the description which had been made in a 1932 article, written by the famous Dutch railway historian N.J. and a 'smoking' room with 14 seats.

It took until 2016 for Charles Long to surface the truth in the British Pullman Society's 'The Golden Way' magazine, based on an old 'Brighton Daily News' newspaper article from November 1, 1875 and of documents from the 'Pullman Company archives', preserved in the Newberry Library at Chicago. Thanks to this information, we now know that the 'Mars' car was built in 1875 by the American firm 'Pullman Palace Car Company' as a parlor car (or 'Parlour Car', the name of these cars in England).



**US records confirm that Mars was a 'Plan 45' lounge car and not a sleeping car operating as a day car claimed by Hamilton Ellis, George Behrend and others. As usual in the 1870s, this official floor plan omits the entrance platforms.
Charles M. Knoll Collection**

This car was shipped to Britain in kit form and assembled by the Derby Works, the British Midland Railway workshops in Derby. Completed, this car was then delivered on October 26, 1875 and entered from November 1, 1875 on a pair of express trains between London Victoria and Brighton of the 'LB&SCR' ('London, Brighton & South Coast Railway'). She was withdrawn from service in April 1884 and transferred by ship to the European Continent. According to the Pullman Palace Car Company's car register, this 'Mars' car was sold to the CIWL on April 28, 1884.

It is not known if the originally planned CIWL 156 and/or 157 saloon cars were used by the HSM. To ensure the trains provided for in the HSM indicator for the 1884 summer service, however, it was necessary to have at least two lounge cars (not counting a reserve). A Dutch source simply informed us that at the HSM, the 155 later received the company of the 164 CIWL saloon car (built by Marly and St-Ouen, and delivered in 1885), but does not say a word about the 156 and the 157.

Be that as it may, the use of saloon cars on the HSM Amsterdam – Rotterdam (and Amsterdam – Amersfoort – Zutphen?) lines thereafter was not crowned with success: their career in the Netherlands was interrupted from November 1885. The availability of these cars and the arrival of some new lounge cars then enabled the CIWL to engage one of these cars in certain trains on other routes, namely Brussels – Verviers from 1885 and Paris – Brussels, Paris – Marseille, Paris – Geneva and Paris – Le Havre, from 1886: it is therefore more than likely that this genuine 'Pullman' car also circulated in Belgium...

The Prehistory of the European Sleeping Car Pool

By Dirk Frielingsdorf

In the appendices to our Newsletter No. 6 as well as in other newsletters in loose succession (Nos. 10, 11, 12, 13) I have gone into the history of the European sleeper pool, from 1980 it was called the TEN pool until its end in 1995. But how did this pool come about, what economic constraints led to the CIWL, which once lived solely from bed supplements and the sale of food and was constantly renewing itself, getting into such difficult economic waters by 1960 at the latest that the railway companies of Europe had to intervene to support it? To answer this question, let us take a chronological look back at the time before the pool was founded.

After the Second World War, a whole series of transformations led to a fundamental change in the operation of the CIWL and DSG sleeping car companies. While CIWL was able to live on the price of bed tickets alone for many decades, expand and renew its carriage stock, relevant changes already occurred years before at the beginning of the 1930s:

- many older type R18 teakwood sleeping cars, the last of which were built until 1928, were converted to "R3" with three-bed compartments only or type "M" with double and three-bed compartments and made accessible to third-class travellers;
- Sleeping car types "P" (old design made of teakwood) and "III" for third class passengers (also) were newly built;
- many luxury trains were "downgraded" to sleeping car trains and opened to second class travellers, e.g. the Arlberg-Orient-Express within the Orient-Express group.

After the Second World War, pure luxury and sleeper trains had become rare; they still existed in Turkey, on the Iberian Peninsula and the Train Bleu in France; in Italy, the "Tuttoletti" ran for a time. With the class reform in 1956, the sleeping car compartments were assigned to the new first class as single and double, t3 to second class. Due to the migration of a large part of the previous first-class clientele to air travel, increasing individual traffic and changed, rising travel behaviour of the broad masses, the sleeping car companies, especially the CIWL, had to reorganise their sleeping car fleet. A conversion programme followed, in which many old vehicles were partially (STU, YU, SGT) or completely (U) converted to universal compartments. New-build vehicles came with a cheaper alternative to the "single" in the form of the "special" (the new WL P), otherwise new-build vehicles in Central Europe were very predominantly delivered only as universal coaches, both at CIWL (UH, MU) and at DSG (WLAB36 and WLAB33). The only exceptions were Italy and Spain, where there were still new first class vehicles (YC, M, YF).

At the same time, however, the companies lacked the necessary capital to renew the vehicle fleet quickly and sustainably, precisely because the most solvent clientele had disappeared. This led to constant friction between the companies and the European railway companies. DSG had it somewhat easier due to its new foundation after the war and its status as a DB subsidiary (and was able to offer cheaper bed prices in the DB network), but due to the price alignment in international traffic, which DSG was able to achieve at least in some countries with the Budapest contracts, it was also confronted with the problems, as its pre-war carriage types taken over from Mitropa could hardly succeed in international traffic.

As a first measure to overcome the problems, the CIWL and the DSG founded a joint car pool, which was to regulate the regular services from the Budapest Agreements to the Netherlands, Switzerland and Austria as well as cover the special services (regular trains, special cars in regular traffic, additional cars in regular traffic, cars for group travel in regular traffic) in a special traffic agreement, in this case both the sleeping car and the dining car. This special traffic agreement was concluded in Paris on 15.09.1959 and affected domestic German traffic as well as cross-border traffic to Belgium, the Netherlands, Denmark,

Austria and Switzerland, also between these countries, if the traffic was routed via the Federal Republic of Germany. It was possible to travel to France and Italy from Germany if CIWL cars were used; this restriction also initially applied to Denmark.

For this purpose, both companies set up a control centre, which was staffed equally by both companies and coordinated the use of cars. Both parties concluded this contract in the awareness, according to the preamble, that an isolated activity in the sector of special journeys must lead to inefficiency and that the Budapest contracts of 1956 (see the article by Armin Gärtner in Newsletter No. 16) had already led to positive experience in cooperation and successful coordination. The treaties were signed by Margot-Noblemaire and Widhoff (CIWL) and by Mutz and Dr. Leicher (DSG).[1]

In 1960, an international working group was set up by the directors general of the CFL, DB, FS, NS, SBB/CFF, SNCB/NMBS and SNCF to examine the possibilities of improving the range of services and the financial situation in international sleeper traffic. As a result, it was decided that the national railways would support the sleeping car companies, which would now not only receive the pure bed tickets as revenue, but also a share of the respective fare (ticket). Furthermore, the direct possibilities of financial support were also addressed. [2]

In the background, SNCF and CIWL were in negotiations about the takeover of the CIWL dining car fleet in France by SNCF, which became effective on 01.01.1962. CIWL continued to manage the cars and also took care of their maintenance in its workshops, but now all on behalf of SNCF. This was followed in 1961 by proposals for a change in the financial relationship between railways and sleeping car companies to put the structure on an entirely new financial footing. [2]

Another important step was the establishment in September 1961 of the CPC (Comité Permanent Commun, permanent joint committee of railways and companies), which I have already cited on various occasions, now also in addition to the aforementioned with ÖBB and SSG. This became the central instrument of the relations of the CIWL, DSG and SSG companies with the European railways and was the nucleus of the European Sleeping Car Pool. [2]

The SBB-CFF supported the sleeping car companies by purchasing and subleasing ten WL MU (from the WMD1 series of 1963/64) to the CIWL and five WLABm33 to the DSG.



MU 4786: One of ten coaches from the 4776-4790 series financed by SBB-CFF and rented to CIWL. This car was given by CIWL to SBB-CFF as a replacement for car 4780, which was destroyed in an accident.

Foto SBB Archiv CH-000699-3R_6276_02

In September 1967, SNCF approached the CPC for the first time with a proposal to reorganise the sleeper traffic by buying the sleeper cars, creating its own subsidiary or having it participate in CIWL. (We remember, a similar proposal was made again by SNCF at the end of 1971 after the creation of the pool, I reported on the "GEVL" in Newsletter No. 11.) This 1967 working group was chaired by SNCF and involved experts from the commercial, operational and financial services of DB, FS, NS, SBB/CFF, SNCB/NMBS and SNCF. Then, in the autumn of 1968, SNCF withdrew from the proposal to create a railway-owned subsidiary. [2]

In December 1968, SNCF then made an alternative proposal to the working group to work out details for the operation of a sleeping car pool. [2]

In May 1969, the working group made proposals for the reorganisation of the sleeper traffic and the extension of the contracts with the companies with a change in the financial conditions, the "solution operating committee". Here, long before the actual sleeping car pool, the various committees were formed that later made up the pool. I have already reported elsewhere on the "Vehicles Committee", which was founded in 1970. The proposal for the operating committee was adopted in mid-1969. [2]

In December 1969, the railways and the companies approved the proposal for the formation of a sleeper pool by the CPC, and DB agreed to participate in the sleeper pool with the DSG sleepers.

On 22.12.1970, the CPC decided to establish the international sleeping car pool.

On 08.06.1971, the pool contracts were finally signed in Paris:

Mr. Wichser (SBB/CFF), Prof. Dr. Oeftering (DB), Dr. Bordoni (FS), Dr. Kalz (ÖBB), Mr. Loglin and Mr. Theato (CFL), Mr. Hjelt (DSB), Mr. de Bruin (NS), Mr Lataire (SNCB/NMBS), Mr Guibert (SNCF), Mr Deroy and Mr Dupont (CIWLT), Dr. Gerhards and Mr. Streicherdt (DSG).

In the first phase of the pool from 01.07.1971 to 31.12.1976, the sleeper pool was composed of the governing committee and four committees with the following members:

Governing Committee:

Chair: Messrs. Guibert (SNCF), Dr. Bordoni and Dr.-Ing. Mayer (FS).

Members were the nine Directors General of the participating railways.

Commercial Committee: Dr Berthoud (SBB/CFF).

Finance Committee: Dr. Cima and Prof. Dr. Rolandi, (FS)

Operations: Mr. Carencio (SNCF)

Rolling Stock: Mr. Stelter and Mr. Molle (DB). [2]

Sources:

[1] DB-CIWL contract of 01.06.1960, to which the contract for the wagon pool of 15.09.1959 is attached as Annex 1, EHEH collection.

[2] 15 Years of the International Sleeping Car Pool, documents of the Executive Committee (GfA) of the TEN Pool, 1986, Hark Neumann Collection.

30 aniversario AVE S-100 de RENFE

Por Juan Delgado Luna

A continuación exponemos un extracto del nuevo trabajo que hemos publicado con motivo del 30 aniversario del AVE. En relación al 40 aniversario del TGV Sud-Est, ya fue tratado en el Newsletter 13 de diciembre de 2021.



Portada del nuevo trabajo que hemos realizado para conmemorar el 30 aniversario de la puesta en servicio del AVE S-100 de RENFE y de los 40 años del TGV Sud-Est. Foto realizada el 8 de octubre de 1995. R. Chessvoy. Paris-Nord

Introducción

Ya han pasado años, desde que el 23 de diciembre de 1988, se decidiera la adjudicación a la empresa Alstom, Maquinista Terrestre y Marítima, Meinfesa, Alcatel, Faiveley, CAF, Sepsa y Stone Ibérica entre otras, la construcción de este tren de Alta Velocidad, formado en una primera parte por 18 ramas realizadas entre 1991/1995 (100-001 a 100-018) a las que se sumaron a partir de 1996 y 1997 las 100-019 a 100-024, estas últimas procedentes de la extinguida serie 101 del servicio EUROMED siendo la rama 101-006 la encargada de finalizar los servicios comerciales el 18 de abril de 2010. Se integraron entre los años 2009 al 2011 dentro de la serie 100.

Fueron una evolución del TGV Atlántico de la SNCF, aunque con un gran número de adaptaciones de explotación del servicio AVE en España. De origen las más destacables correspondieron a la estética de su frontal, refuerzo de la potencia de los equipos de climatización adaptada al clima de nuestro país, dotación de ASFA tipo 200, señalización LZB y nuevo interiorismo.

Con el paso del tiempo y distintas modificaciones iniciadas en 2007 unido a una nueva remotorización a partir de 2018 en 23 ramas cuyo valor esta última ascendió a 22 millones de euros, los S-100 que circulan en 2022, han cambiado bastante respecto a su configuración inicial. Por ejemplo el primitivo Tren Tierra fue sustituido por el GSM-R.

Actualmente disponen de equipos LZB-80, ASFA digital, ERTMS/ETCS Thales correspondientes al nivel 2 del que se han dotado una parte de las unidades y TVM 430 KVB (transmisión vía-tren de señalización en cabina) que es una versión actualizada del primitivo TVM-300 desarrollada en la década de los años 70 en los TGV o el TVM-430 de la década de los años 80. A todas estas mejoras hay que sumarles las de calidad en los habitáculos de pasajeros como la introducción del servicio WIFI, conexión para ordenadores, teléfonos móviles, nuevos interiorismos más diáfanos introduciendo la madera y metal, con fibra óptica en la iluminación del techo y con colores claros además de incorporar modernos monitores de TV y confortables asientos con todas las prestaciones posibles a los que se ha unido servicios a las normativas vigentes para personas de movilidad reducida.

A partir de 2011 Alstom adaptó 10 composiciones para la explotación en las líneas de Alta Velocidad entre España y Francia, por lo que su numeración cambió ligeramente teniendo como dígitos S.100F (ramas 015 a 024) lo que les sitúa a toda la serie en el selecto club de la élite de los trenes de Alta Velocidad, no teniendo nada que envidiar al más moderno tren de estas características a nivel mundial.

Respecto a su mantenimiento, este se realiza en las bases de Cerro Negro, La Sagra y Can Tunis. (14 trenes S-100 y 10 S-100F) incluyendo entre otras actividades su mantenimiento preventivo, correctivo, asistencia técnica en línea y reparaciones por accidentes o vandalismo. Para el mantenimiento de Infraestructuras se establecieron tres bases. Mora, Calatrava y Hornachuelos con sus respectivos vehículos e instalaciones adaptadas a esta línea tan especial.



Rama S-100 con decoración original conmemorativa del 25 aniversario AVE. Foto Mariano Álvaro. 14.5.2017

AVE- S-100

Tras muchos años de estudio y trabajo llego el momento de elegir el material con el que se inauguraría los servicios de Alta Velocidad. Como ya saben todo los lectores “algunos de los afortunados” fueron el TGV A con versión “a la española” y la moderna y efectiva locomotora 252 derivada de la E-120 de la Deutsche Bahn alemana. Nos centraremos en el primero de ellos.

A simple vista una de las diferencias más apreciables respecto al TGV Atlántico francés, era el afinamiento de su frontal, con líneas más suaves y estilizadas diseñadas finalmente por los británicos Addison and Jones Garrard con los equipos más modernos de la época con programación Catia- Sistema Steifflemeyer, según comenta el Sr Jesús Torre Franco en uno de sus prestigiosos trabajos (suplemento de la revista TRENES HOY sep 1989)

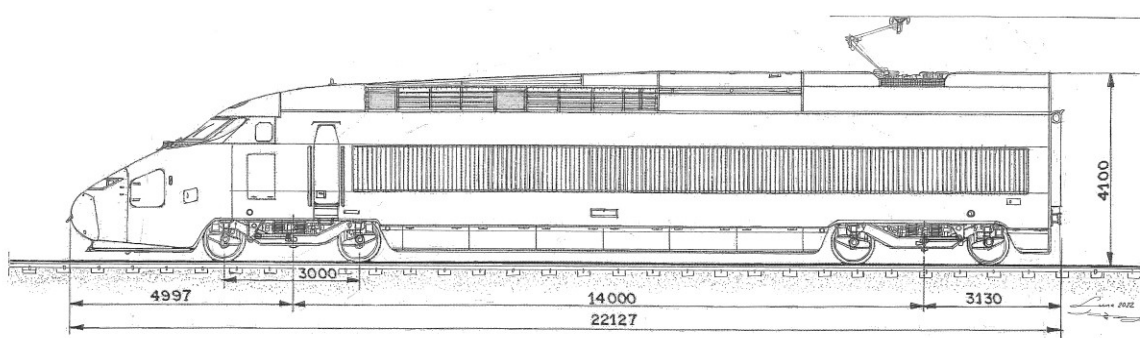
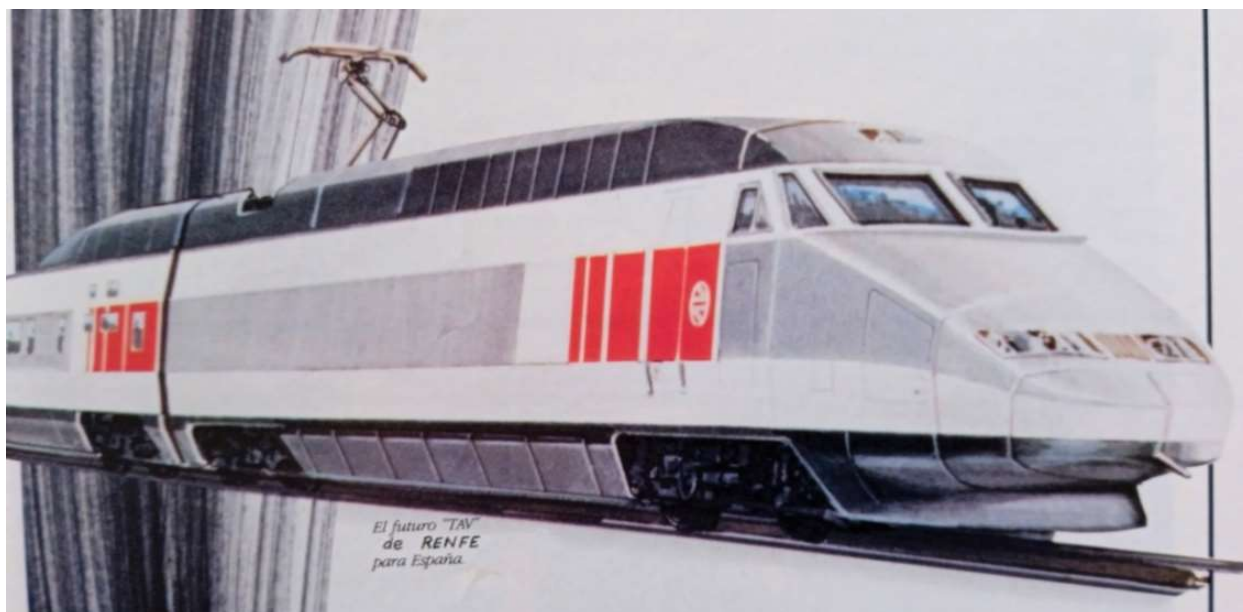


Diagrama de una cabeza tractora de la S-100 con las cotas más importantes y diseño definitivo. Dibujado y completado por Juan Delgado Luna.

El diseñador Wayne Rosemin de Addison Design Consultants Limited consideraba “que el gran acierto del diseño del AVE estaba en haberle dotado de una personalidad propia marcadamente diferente al TGV Atlántico”. Este gran logro también fue bien visto por los ingenieros de Alstom que tuvieron el detalle de felicitar al equipo de ADDISON reconociendo el diseño del AVE como una mejora y objeto de orgullo (Resumen de la sección EN PORTADA de su artículo de presentación en sociedad de la primera motriz AVE en la factoría de GEC-Alstom en Belfort- VIA LIBRE- Nº 328 de mayo de 1991).



Logotipo original creado para la Alta Velocidad Española.



En esta imagen boceto podemos ver una de las propuestas de decoración para el futuro tren de Alta Velocidad. Publicidad de ALSTHOM-ESPAÑA con el lema "CON SEGURIDAD JUNTOS HAREMOS EL FUTURO A GRAN VELOCIDAD" Revista TRENES HOY III año. Nº22 enero de 1989.



En esta ocasión, la propuesta de RENFE, se basaba en los colores "Estrella" una de las mejores y más apreciadas decoraciones con la que se pintaron los vehículos motores y material remolcado de esa época en España. Boceto fechado en el mes de junio de 1998. Revista TRENES HOY III año. Nº22 enero de 1989.

También fue dotado de una nueva capota practicable para reguardar el Scharfenberg, además de instalar unas nuevas rejillas de ventilación bajo los cristales de la cabina y rediseñar todo el testero en material poliéster pasando los rigurosos test de rigidez estructural y pruebas de aerodinamismo.

En relación a su interior de los coches de primera clase estaban compuesto por asientos regulables con distribución 1+2 en tonos verdes con gran espacio entre ellos, distribuidos en cada una de las mitades diáfanas del coche en las dos direcciones de marcha, algunas de ellas con mesa familiar con su respectiva lámpara, disponiendo de monitores de tv en la parte superior central. Tono verde también para las cortinas, moqueta y módulos en paredes y techos en colores claros hacían muy acogedora su estancia. Amplios trasportines y portaequipajes ayudaban a distribuir correctamente los equipajes.



Detalles del interior de un coche AVE S-100 correspondiente a un coche de Primera Clase. Cortesía FFE Museo del Ferrocarril de Madrid-Delicias. Archivo FOL 01-03-07

Como en todas las clases del tren, disponían de aire acondicionado acorde a los rigores de la línea española que hacían más placenteros los viajes.

Para la segunda clase se repetían los interiores aunque diferían en la distribución de los asientos en dos grupos enfrentados que en esta ocasión eran 2+2, empleándose en este caso el color corporativo basado en el azul. Disponían al igual que el coche de primera clase de aseos, lámparas de luz halógena que facilitaba la lectura, siendo las de las ventanas fluorescentes y la luz del techo indirecta, estando sus habitáculos insonorizados.

Donde difería un poco más la distribución de los asientos, era en la clase Club. Esta estaba compuesta inicialmente por una parte con departamentos “abiertos” con disposición enfrentada 2+2, pasillo 1, todos ellos mesita con su correspondiente lámpara. Al igual que en la 1 clase la comida se servía en los propios asientos.

También se hizo una gran labor de diseño en el coche Bar Panorámico, que nada se parecía al del TGV francés. En el español, predomina su luminosidad y decoración con “colores más cálidos” con mesa central más acorde a los gustos y costumbres de nuestro país que servía de punto de reunión y esparcimiento, una gran barra, expositor y espacio telefónico.



Coche remolque Cafetería en decoración original. Estación de Madrid-Puerta de Atocha. Foto Jaime Juncosa García.

Finalmente la composición disponía de espacios destinados a sala de reuniones dotada de todos los adelantos tecnológicos de la época como, teléfono o monitores de vídeo y una curiosa disposición de asientos. En el tren también había un espacio destinado al servicio interno y como ya se pudo ver durante un tiempo a servicio “Paquexpres”.

La distribución original de las plazas fue la siguiente: Remolque 1 clase Club 30+ 8 en sala de reuniones. En los remolques 2 y 3 correspondientes a la clase Preferente 39 plazas cada uno. Remolque número 4 cafetería. Los remolques 5, 6 ,7 y 8 correspondían a coches de clase Turista 213 viajeros. La suma total de plazas era de 329 viajeros.

Respecto a su imagen exterior el poeta Joan Brossa quería incorporar sus ideas basadas en el proyecto “Poema visual” a semejanza que lo había realizado con anterioridad la compañía Iberia con Salvador Dalí. Se pensaba que incorporando artistas españoles de renombre para realizar en ciertas partes del interior del tren podría darle cierto aire de exclusividad y glamur, pero como se ha podido ver posteriormente nada de esto se pudo llevar a efecto.

Hubo dos propuestas muy llamativas para decorar en esta ocasión el tren exteriormente, fueron las siguientes: “Poema Visual” como se ha comentado con anterioridad con el que se decoraba el tren en su totalidad en color blanco, añadiendo grandes caracteres que formaban las letras “TREN” en las dos mitades de la composición, pudiendo ver a gran distancia creando un efecto óptico agradable y su vez artístico.

La segunda de las propuestas fue denominada “Bola de fuego” en la que su diseño estaba basado en degradados que partían desde las cabezas tractoras hacia cada una de las direcciones partiendo del rojo que se difuminaba hacia el color naranja, terminando en el blanco que portaban los coches centrales. Con esta librea se conseguía igualmente un efecto visual y de velocidad que rompía con los esquemas más conservadores de la sociedad de la época.

Una vez llegado el momento de decidir la librea de la composición se optó por el color neutro blanco nacarado para la mayor parte de la superficie, optando para el color “gris técnico” en faldones y bajos de la composición, combinado con una franja azul longitudinal siendo la zona superior también de tono grisáceo. A esta acertada decoración se le añadió los correspondientes logotipos de la marca AVE y la correspondiente rotulación UIC y de las distintas clases de los coches. Con la gran reforma interior/exterior que se realizó a partir de 2007 se empezó a decorar con los colores corporativos tipo “pantone” de RENFE Operadora que lucen en la actualidad.



En esta imagen podemos ver en la factoría de fabricación francesa el AVE junto con otra rama TGV Atlántico de la SNCF. Revista Vía Libre 05/1991. Factoría de GEC-ALSTHOM en BELFORT. Foto LUNA.

Respecto a las motrices que se construyeron en Francia se realizaron en GEC-ALSTHOM de Belfort, los bogies en Le Creusot, los remolques intermedios en La Rochelle. Para los extremos se decidió la empresa De Dietrich (Reichshoffen) R1 y R 8. Los motores de tracción en Ornans, y los transformadores en Saint Oven. La responsabilidad de los equipos eléctricos fue confiada a las instalaciones de Tarbes y sus equipos electrónicos en Villeurbanne de Lyon.



Debido al accidente producido en Torredembarra con un EUROMED una de las dos cabezas la rama 12 incorpora el frontal de un TGV Duplex En 2011, las cabezas motrices 9-100-112-2 y 9-100-212-0 (que eran las originales de la Rama 12) fueron instaladas en la Rama número 19. Foto tomada por Mariano Álvaro el 21 de junio de 2019.



Foto actual de un coche de segunda clase Turista con disposición de mesa plegable. Si no se viaja en grupo o en familia “es una plaza a descartar por la incomodidad de no poder estirar las piernas” En la última actuación de modernización de interiores se ha optado por colores claros y alegres a la vista. Foto proporcionada por Lidia Moreno.



Foto parecida a la anterior, pero en este caso de primera clase o Preferente. Nótese la calidad de materiales “en cuero y madera”

Foto Lidia Moreno. Ave serie 100 modernizada



Véase la luminosidad, calidez y tonos acertados para el remolque bar que invita a la socializar con los demás viajeros. Foto Lidia Moreno. Tren serie 100 modernizado.

Dejamos para el final de este artículo el coche laboratorio o de Control como se conoce técnicamente por ser un vehículo curioso extraño para muchos de los lectores. A continuación se describe de una forma breve y sencilla.



Coche de Control agregado a una rama de la serie 100 de RENFE-AVE. Pruebas a 300km/h. Foto Chema Martínez.

Este vehículo fue fabricado por GEC-Alstom Transporte bajo las indicaciones del personal técnico de RENFE para prestar servicios internos en la nueva línea de Alta Velocidad Madrid-Sevilla. Su construcción fue contratada en enero de 1993 siendo su precio de 500 millones de las antiguas pesetas. Con él se analiza el comportamiento dinámico del tren, el estado de la superestructura de vía, la

captación de corriente de los pantógrafos y electrificación de la línea además de los equipos de tracción y un sinfín de parámetros como pudiera ser la presión de pantógrafos en línea de contacto. Se trata de un vehículo remolcado adaptado a las necesidades de la línea que fue dotado de los mayores adelantos técnicos de su época. Estos fueron montados en los talleres de GEG-Alsthom situados en Villaverde Bajo y las instalaciones de RENFE en la Sagra (Toledo). Los equipos correspondientes a medida y tratamiento de los datos obtenidos en línea fueron fabricados por el Laboratorio Central de Renfe, la SNCF Phillips, Bull y Hewlett-Packard. Estos equipos han sido mejorados o sustituidos por otros de nueva generación o nuevos usos. Un coche de parecidas características circula en las líneas de la SNCF, cumpliendo parecidas funciones.

Dispone de dos puertas de acceso una por cada lado del coche, un WC, un salón con mesa y seis sillas de trabajo, una cocina taller, un espacio, destinado a grupo electrógeno con motor de gasóleo para producción de energía, caja de llaves, panel de conectores, una sala de medida con sus bastidores correspondientes, un panel de distribución y armario K3, Local de servicio, caja de alarma, almacén, armario eléctrico de control K1 y de maniobra K2 además de un espacio Vigía.

Como ya se ha podido comprobar este coche laboratorio se puede ver trabajando en ciclos periódicos de mediciones y pruebas programadas y en alguna que otra como consecuencia de alguna incidencia intercalado en algunas de las ramas S-100, Ramas Talgo o arrastrado por alguna locomotora que circulan por la línea. Su curiosa silueta exterior lo delata. Actualmente su decoración exterior es la orinal.

(Para una mayor información consultar artículo de José Luis Ordóñez de la revista VIA LIBRE de Marzo de 1994)



Interior del Coche de Control de AVE S-100-. Foto cortesía Chema Martínez.

Para finalizar este artículo homenaje al AVE S-100 de RENFE, se ofrece al lector dos fotografías muy interesantes en las cuales se pueden ver una gran parte de los trenes de Alta Velocidad que circulan por Europa. Eurospeed 1995.



Fotos del archivo del maquinista de Alta Velocidad Español José Manuel García del Río. Eurospeed 1995.

30 aniversario AVE S-100 de RENFE

by Juan Delgado Luna, translation by Chris Elliott

Below we present an extract of the new work that we have published on the occasion of the 30th anniversary of the AVE. In relation to the 40th anniversary of the TGV Sud-Est, it was already discussed in the Newsletter December 13, 2021.

Introduction

Years have passed, since on December 23, 1988, the award to the company Alstom, Maquinista Terrestre y Marítima, Meinfesa, Alcatel, Faiveley, CAF, Sepsa and Stone Ibérica, among others, was made for the construction of this Alta Velocidad, formed in a first part by 18 train sets made between 1991/1995 (100-001 to 100-018) to which were added from 1996 and 1997 the 100-019 to 100-024, the latter coming from the extinct series 101 of the EUROMED service, train sets 101-006 being in charge of ending commercial services on April 18, 2010. They were integrated between 2009 and 2011 within the 100 series.

They were an evolution of the SNCF Atlantic TGV, although with a large number of adaptations for the operation of the AVE service in Spain. Originally, the most notable corresponded to the aesthetics of its front, reinforcement of the power of the air conditioning equipment adapted to the climate of our country, provision of ASFA type 200, LZB signage and a new interior design.

With the passage of time, different modifications started in 2007 together with a new repowering from 2018 in 23 train sets whose latter cost amounted to 22 million euros, the S-100 that circulate in 2022 have changed a lot regarding their initial configuration. For example, the primitive Earth Train communication system was replaced by the GSM-R.

They currently have LZB-80, digital ASFA, Thales ERTMS/ETCS equipment corresponding to level 2, which part of the units have been equipped with, and TVM 430 KVB (transmission via-cab train signalling) which is an updated version of the primitive TVM-300 developed in the 1970s in TGVs or the TVM-430 from the 1980s. To all these improvements must be added those of quality in the passenger compartments such as the introduction of the WIFI service, connection for computers, mobile phones, new, more diaphanous interior designs introducing wood and metal, with fibre optic lighting in the ceiling and with light colours, as well as incorporating modern TV monitors and comfortable seats with all the possible benefits to which services have been added to current regulations for people with reduced mobility.

As of 2011, Alstom adapted 10 trains for operation on the High-Speed lines between Spain and France, so their numbering changed slightly, having S.100F as digits (branches 015 to 024), which places the entire series in the select club of the elite of High Speed trains, having nothing to envy the most modern train of these characteristics worldwide.

Their maintenance is carried out at the bases of Cerro Negro, La Sagra and Can Tunis. (14 S-100 and 10 S-100F trains) including, among other activities, preventive and corrective maintenance, online technical assistance and repairs due to accidents or vandalism. For the maintenance of Infrastructures, three bases were established. Mora, Calatrava and Hornachuelos with their respective vehicles and facilities adapted to this very special line.

AVE- S-100

After many years of study and work, the moment arrived to choose the material with which the High Speed services would be inaugurated. As all readers already know, "some of the lucky ones" were the TGV

A with a "Spanish" version and the modern and effective 252 locomotive derived from the E-120 of the German Deutsche Bahn. We will focus on the first of them.

At a first glance, one of the most appreciable differences with respect to the French TGV Atlantic, was the refinement of its front, with smoother and more stylized lines, finally designed by the British Addison and Jones Garrard with the most modern equipment of the time with Catia-System programming. Steifflemeyer, according to what Mr. Jesús Torre Franco comments in one of his prestigious works (supplement of the magazine TRENES HOY sep 1989)

The designer Wayne Rosemin of Addison Design Consultants Limited considered "that the great success of the AVE design was to have given it its own personality markedly different from the TGV Atlántico". This great achievement was also well received by the Alstom engineers who were kind enough to congratulate the Addison team, recognizing the AVE design as an improvement and an object of pride (Summary of the Cover section of their article for the public presentation of the first AVE engine at the GEC-Alstom factory in Belfort- VIA LIBRE- No. 328 of May 1991)



It was also equipped with a new practicable hood to protect the Scharfenberg couplings, in addition to installing new ventilation grilles under the cabin windows and redesigning the entire front end in polyester material, passing the rigorous structural rigidity tests and aerodynamic tests.

Regarding the interior of the first-class cars, they were made up of adjustable seats with a 1+2 distribution in green tones with a large space between them, distributed in each of the diaphanous halves of the car in both directions of travel, some of them They have a family table with their respective lamps, with TV monitors in the upper central part. Green tone also for the curtains, carpet and modules on the walls and ceilings in light colours made their stay very cosy. Large carriers and luggage racks helped to correctly distribute the luggage.

As in all classes of the train, they had air conditioning according to the rigors of the Spanish line that made the trips more pleasant.

For the second class, the interiors were repeated, although they differed in the distribution of the seats in two facing groups, which on this occasion were 2+2, using in this case the corporate colour based on blue. They had toilets, like the first class car, halogen light lamps that facilitated reading, being those of the fluorescent windows and indirect ceiling light, their cabins were soundproofed.

Where the seating arrangement differed a little more was in Club Class. This was initially composed of a part with "open" departments with a 2+2 facing layout, aisle 1, all of them small tables with their corresponding lamps. As in the 1st class, food was served at the seats.

Great design work was also done on the Bar Panorámico car, which was nothing like that of the French TGV. In the Spanish, its luminosity and decoration with "warmer colours" predominates with a central table more in keeping with the tastes and customs of our country that served as a meeting and recreation point, a large bar, exhibitor and telephone space.

Finally, the composition had spaces for a meeting room equipped with all the technological advances of the time, such as telephones or video monitors and a curious arrangement of seats. On the train there was also a space for internal service and, as could be seen for a while, for "Paquexpress" (small parcel service).

The original distribution of the seats was as follows: Trailer 1 Club 30+ 8 class in the meeting room. In trailers 2 and 3 corresponding to the Preferred class, 39 seats each. Trailer number 4 cafeteria. Trailers 5, 6, 7 and 8 corresponded to 213 passenger Economy class cars. The total number of passenger seats was 329.

Regarding his external image, the poet Joan Brossa wanted to incorporate his ideas based on the project "Visual Poem" similar to what the Iberia Company had previously done with Salvador Dalí. It was thought that incorporating renowned Spanish artists to perform in certain parts of the interior of the train could give it a certain air of exclusivity and glamour, but as has been seen later, none of this could be carried out.

There were two very striking proposals to decorate the train externally on this occasion, they were the following: "Visual Poem" as previously mentioned, with which the train was decorated in its entirety in white, adding large characters that formed the letters " TRAIN" in the two halves of the composition, being able to see at a great distance creating a pleasant and artistic optical effect.

The second of the proposals was called "Fireball" in which its design was based on gradients that started from the traction head units towards each of the directions starting from red that faded towards orange, ending in the white that they carried the centre cars. This livery achieved an effect of visual and speed that broke with the most conservative schemes of the society of the time.

Once the time had come to decide on the livery of the composition, the pearly white neutral colour was chosen for most of the surface, opting for the "technical grey" colour on the skirts and bottom of the composition, combined with a longitudinal blue stripe. The upper zone also greyish in tone. To this successful decoration was added the corresponding logos of the AVE brand and the corresponding UIC lettering and of the different classes of cars. With the great interior/exterior reform that was carried out from 2007, it began to be decorated with the RENFE Operadora "pantone" type corporate colours that are currently displayed.

We leave the laboratory or Control car as it is technically known for the end of this article because it is a strange curious vehicle for many of the readers. This vehicle was manufactured by GEC-Alsthom Transport under the instructions of RENFE technical staff to provide internal services on the new Madrid-Seville High Speed line. Its construction was contracted in January 1993, its price being 500 million old pesetas. With it, the dynamic behaviour of the train, the state of the track superstructure, the current capture of the pantographs and electrification of the line are analysed, as well as the traction equipment and a host of parameters such as the pressure of pantographs line contact. It is a towed vehicle adapted to the needs of the line that was equipped with the greatest technical advances of its time. These were assembled in the GEG-Alsthom workshops located in Villaverde Bajo and the RENFE facilities in La Sagra (Toledo). The equipment corresponding to the measurement and treatment of the data obtained online were manufactured by the Renfe Central Laboratory, SNCF Phillips, Bull and Hewlett-Packard. This equipment has been improved or replaced by other new generation or new uses. A car with similar characteristics circulates on the SNCF lines, fulfilling similar functions.

It has two access doors, one on each side of the car, a WC, a living room with a table and six work chairs, a kitchen-workshop, a space for a diesel-powered generator for energy production, a key box, connector panel, a measurement room with its corresponding racks, a distribution panel and a K3 cabinet, a service room, an alarm box, a warehouse, an electrical control cabinet K1 and an operating cabinet K2, as well as a Watchtower space.

As it has already been verified, this laboratory car can be seen working in periodic cycles of scheduled measurements and tests and in some other as a consequence of some incident interspersed in some of the S-100 branches, Talgo Branches or hauled by a locomotive that circulates. Down the line its curious exterior silhouette gives it away. Currently its exterior decoration is the original is described in a short and simple way.

To end this article, a tribute to RENFE's AVE S-100, the reader is offered two very interesting photographs in which a large part of the High Speed trains that circulate in Europe can be seen. Eurospeed 1995.

Amis Newsletter's comment:

For many a book about France's 1st generation TGVs and Spain's AVE will more than welcome



This new book by railway author Juan Delgado Luna, however sets out the history of the first 40 years of SNCF's TGVs operating in the region Sud-Est. So they are not all that new to the railway world in France. Spain's RENFE bought several French built 1st generation TGVs in 1982 to operate on its new high speed line between Madrid and Seville for the World Expo in 1992.

That is where the similarity between these high speed train sets differ. Nowadays SNCF use their latest generation of TGVs that for many the most effective and cheapest way of travel, but let's be honest that unless you travel 1st class, comfort is not the top priority, cost is and like Low Cost airlines there are restrictions as to what is on offer to the passenger.

Not so in Spain as passengers comfort is the order of the day. That applies even to the first generation French built trainsets that Spain bought. They have been modified and adapted for use on Spain's high speed lines. Spain has almost twice the number of kilometres of high speed lines compared with France.

The book records the step by step development and detail of these first high speed trains, their proving journeys and their development, with photographs of the pre-productions models. Not forgetting the various speed records. The RENFE AVEs and their developments are also followed with many of their technical details in excellent photographs plus aerial shots of the first Spanish High Speed line from Madrid

to Seville. It is very well illustrated with many photographs supplied by SNCF. The text is in Spanish but relatively easy to follow.

Published by Trenonline it is available as a pdf or as a book;

Price 16 euros plus postage.

You can order the book at <http://revistatren.com>

Or any of these railway specialists:

Rockfort - <https://rocafort.com/>; Gaudi Gaudi www.libreriagaudi.com

Matey Trenes - Bazar Matey - tienda online <http://revistatren.com>

We have received details of the link to Arthur Mettetal's 'Thesis' on the CIWL

By Chris Elliott

It is some 552 pages with illustrations and is in French. For those interested go to

<https://www.theses.fr/2022EHES0051/document>

Arthur Mettetal SNCF's research director was responsible for locating and negotiating the purchase of the former NIOE CIWL fleet of cars stationed at Malaszewicze just inside Poland on the Polish Belorussia border. He is now involved with the restoration of these cars in Clermont Ferrand and elsewhere.

His 'Thesis' provides a very detailed history of CIWL. It is only when reading it that one realises that although many of us know the basic facts as related in many books, this is the first time that we can get to read and understand the fine details as to how George Nagelmackers Belgian Company was formed and the many ups and downs that it suffered in its history to become Europe's first major international sleeping car company.

It is amazing when one thinks just how George Nagelmackers was able to put together his CIWL company that introduced a whole new world of international rail travel and for many years a whole host of luxury trains. The company's achievements were colossal.

How George Nagelmackers solved the enormous technical problems and financial upheavals at a time when not one of Europe's Railway Companies operated across any frontier.

Yes the Thesis is in French, but it is well worth the effort to slowly and surely read the considerable research that Arthur Mettetal carried out over several years.

It is an important work as far as CIWL is concerned and is thoroughly recommended.

The first 330 / 400 pages are devoted to the history of CIWL and it is an eye opener as he goes into great detail about the company, its policy, its administrators, shareholders, finance and in particular what Lord Dalziel got up to in modernising not only the fleet of CIWL cars but also the attitudes of the directors and administrators.

Then not surprisingly Arthur Mettetal moves on to the situation as it is today, obviously talking a lot about Belmond, Accor, SNCF, LVM and others not forgetting the NIOE.

He analyses the current policy as far as the Heritage Scene is concerned and suggests that it is a confusing picture and that the museums with their static display of CIWL cars really do nothing to explain to their many visitors just what CIWL achieved! a strong criticism in effect. The lack of a dedicated CIWL museum is also spelt out.

The more one reads, the more one understands that CIWL, as preservation is concerned, is by no means being run in the best interest of what is left of CIWL. He even goes on to suggest that the Tourist Railways that have a CIWL car or more do a better job than the museums.

Summing up then, we think is that it is an important and timely document, so good that it deserves an English version.

Les 100 ans du Train Bleu

Par Jean-Marc Dupuy (*translation by Chris Elliott*)

Le 9 décembre 1922, la Compagnie Internationale des Wagons-Lits et des Grands Express Européens mettait en service ses nouvelles voitures-lits métalliques S2 dans les rames du Calais-Méditerranée-Express, un train de luxe reliant le port de la Manche et Paris aux rivages de la Côte d'Azur. La couleur adoptée rompant avec les parois vernies lui valut d'emblée son surnom de Train Bleu, ses habitués l'appelant même plus simplement « le Bleu ». Ces quelques lignes rappellent cet anniversaire.

On December 9, 1922, the Compagnie Internationale des Wagons-Lits et des Grands Express Européens put its new metallic voitures-lits S2 into service on the Calais-Méditerranée-Express, a deluxe train connecting the Channel port and Paris to the beaches of the Côte d'Azur. The colour adopted, breaking with the varnished sidess, immediately earned it its nickname of Blue Train, its regulars calling it even more simply "the Blue". These few lines recall this anniversary.

Rebaptisé « Train Bleu » en juin 1949, le « Calais-Méditerranée-Express », a toujours constitué l'un des fleurons du club très fermé des grands express français de légende. Pendant longtemps, la seule évocation de ce nom prestigieux avait fait rêver des générations de voyageurs. Synonyme de luxe dès ses débuts, il évolua ensuite, dans la seconde moitié du XX^e siècle, vers une plus grande démocratisation de ses services offerts. Ramené dans les années 1980 au rang de simple convoi nocturne composé de voitures Corail à places couchées des deux classes, complétées jusqu'à une date récente (2007) par quelques ultimes voitures-lits, il avait continué pendant longtemps ses rotations depuis Paris vers la Côte d'Azur.

Renamed "Train Bleu" in June 1949, the "Calais-Méditerranée-Express", always constituted one of the jewels of the very exclusive club of the great legendary French expresses. For a long time, the mere mention of this prestigious name had made generations of travellers dream. Synonymous with luxury of their beginnings, it then evolved, in the second half of the 20th century, towards a greater democratization of their services offered. Reduced in the 1980s to the rank of a simple nocturnal train made up of Corail sleeping cars of both classes, supplemented until recently (2007) by a few last sleeping cars, it had continued its rotations for a long time from Paris to the French Riviera.

Ce train, le second d'une longue liste, avait été créé dès le mois de décembre 1883 et comme tous les autres relations de la CIWL, il avait dû cesser ses missions au début du mois d'août 1914. Après la Première Guerre mondiale, et tel un phénix renaissant de ses cendres, le Calais-Méditerranée-Express L 41-L 42 avait été remis en route le 16 novembre 1920 sur le trajet de Paris vers Menton (18 novembre au retour entre Menton et Paris).

This train, the second of a long list, had been created in December 1883 and like all the other CIWL relations, it had to stop its operations at the beginning of August 1914. After the First World War, and like a phoenix rising from its ashes, the Calais-Méditerranée-Express L 41-L 42 was restarted on November 16, 1920 on the journey from Paris to Menton (November 18 on the return trip between Menton and Paris).

Conséquence des séquelles de la Première Guerre mondiale, il ne circulait entre ses deux terminus que de façon trihebdomadaire et seulement durant la saison d'hiver. Les départs depuis Paris (19 h 10) et Menton (12 h 30) avaient lieu les mardis, jeudis et samedis pour des arrivées les lendemains à 13 h 35 (Menton) et à 9 h 10 (Paris). Les voyageurs anglais pouvaient quitter Londres-Victoria le matin à 8 h 20 pour gagner Calais-Maritime, puis Paris-Nord (16 h 45), avant de rallier la gare de Paris-Lyon (retour à Londres 20 h 20).

A consequence of the aftermath of the First World War, it circulated between its two terminals only three times a week and only during the winter season. Departures from Paris (7.10 p.m.) and Menton (12.30 p.m.) took place on Tuesdays, Thursdays and Saturdays for arrivals the next day at 1.35 p.m. (Menton) and 9.10 a.m. (Paris). English travellers could leave London-Victoria in the morning at 8:20 a.m. to reach Calais-Maritime, then Paris-Nord (4:45 p.m.), before reaching Paris-Lyon station (return to London at 8:20 p.m.).

Pour la formation des rames en roulement, la CIWL faisait au début appel à trente voitures-lits (WL n° 2189 à 2193, 2311 à 2330, 2485 à 2489), ainsi qu'à six voitures-restaurant (WR n° 1606 à 1608, 2425 à 2427), six fourgons (F n° 1188 à 1193) et cinq autres (F n° 1116, 1117, 1142, 1144, 1145). A partir du 10 décembre suivant, le Calais-Méditerranée-Express circulait tous les jours et son trajet se terminait désormais à Vintimille, point frontière avec l'Italie.

Forming the rolling stock, CIWL initially used thirty sleeping cars (WL nos. 2189 to 2193, 2311 to 2330, 2485 to 2489), as well as six restaurant cars (WR nos. 1608, 2425 to 2427), six luggage vans (F n° 1188 to 1193) and five others (F n° 1116, 1117, 1142, 1144, 1145). From the following December 10, the Calais-Méditerranée-Express ran every day and its journey now ended in Ventimiglia, the border crossing with Italy.

Sa composition comprenait alors trois voitures-lits CIWL du type R sur le parcours Calais-Maritime - Vintimille et un nombre identique était proposé sur Paris-Lyon - Vintimille, une voiture-restaurant accompagnant le train sur tout le parcours ; la rame était réglementairement encadrée par deux fourgons.

Its composition then included three type R CIWL sleeping cars on the Calais-Maritime - Ventimiglia route and an identical number was offered on Paris-Lyon - Ventimiglia, a restaurant car accompanying the train on the entire route; the train was framed at both ends by two vans according to the regulations.

Petite nouveauté dans la marche, le convoi à l'aller n'entrant plus en gare de Paris-Nord, passait directement par la Petite Ceinture parisienne pour rallier Paris-Lyon. Malgré les chantiers de reconstruction et les nombreux renouvellements de voies et de ballast entrepris par le PLM pour palier un entretien bien délaissé durant la guerre, ses horaires (Calais 12 h 35, Paris-Lyon 16 h 52 - 17 h 45, Nice 11 h 00 - 11 h 15 et Vintimille 12 h 32 et retour Vintimille 11 h 25, Nice 13 h 30, Paris-Lyon 8 h 45 - 10 h 40, Paris-Nord 11 h 15 - 11 h 50 et Calais 15 h 28) redevenaient presque identiques à ceux enregistrés pendant l'hiver 1913-1914.

A small novelty en-route, the outward convoy no longer entered Paris-Gare du Nord station, but passed directly along the Parisian Petite Ceinture to reach Paris-Gare du Lyon. Despite the reconstruction sites and the numerous renewals of tracks and ballast undertaken by the PLM to compensate for much neglected maintenance during the war, its schedules (Calais 12:35 p.m., Paris-Lyon 4:52 p.m. - 5:45 p.m., Nice 11:00 a.m. 00 - 11:15 a.m. and Ventimiglia 12:32 p.m. and return Ventimiglia 11:25 a.m., Nice 1:30 p.m., Paris-Lyon 8:45 a.m. - 10:40 a.m., Paris-Nord 11:15 a.m. - 11:50 a.m. and Calais 3:28 p.m. almost identical to those recorded during the winter of 1913-1914.

Une inauguration fastueuse

A sumptuous inauguration

Le service de l'hiver 1922-1923 marque une date importante pour cette relation. En effet, on assiste ce jour, à l'introduction des premières voitures-lits métalliques S2 dans les rames en roulement entre Calais, Paris et la Riviera. C'est avec le Bombay-Express, les premiers trains en Europe qui sont formés grâce à ces nouvelles voitures-lits construites en Angleterre à Leeds.

The winter service of 1922-1923 marks an important date for this relationship. Indeed, today we are witnessing the introduction of the first metal S2 sleeping cars in trains running between Calais, Paris and the Riviera. It is with the Bombay-Express, the first trains in Europe which are formed thanks to these new sleeping cars built in England in Leeds.

Le 9 décembre 1922, le Calais-Méditerranée-Express est supprimé. A sa place, la CIWL met en circulation deux trains spéciaux A et B à destination de Vintimille, l'un partant de Calais et l'autre de Paris. Les deux convois ont des compositions presque identiques (cinq WL S2, un ou deux WR avec bogies à trois essieux et deux F à trois essieux). Dans le train A, la première voiture-restaurant est placée en extrémité derrière le fourgon de tête tandis que la seconde l'est devant celui de queue. Ces deux WR sont orientées de façon que l'entrée des salles de restauration soit placée du côté des WL.

On December 9, 1922, the Calais-Méditerranée-Express was abolished. In its place, the CIWL put into circulation two special trains A and B bound for Ventimiglia, one departing from Calais and the other from Paris. The two trains had almost identical compositions (five WL S2, one or two WR with three-axle bogies and two F with three axles). In train A, the first restaurant car was placed at the end behind the leading van while the second was in front of the tail one. These two WRs were oriented so that the entrance to the dining rooms was placed on the WL side.

L'une des deux WR est toutefois limitée à Dijon et dans celui B de Paris, il n'y a qu'une seule WR.

La rame partant de Calais-Maritime est formée avec les cinq WL S2 n° 2648 à 2650, 2652, 2654, les deux WR n° 1730, 1732 repeintes en bleu et les F trois essieux n° 1065, 1075 également repeints en bleu. Celle ayant comme origine la capitale se compose de cinq WL S2 n° 2647, 2651, 2653, 2655, 2656, d'une WR n° 1728 repeinte en bleu et de deux fourgons d'encadrement repeints en bleu. Pour pallier les éventuels défaillances de ces matériels, les WL S2 n° 2663 et 2664 sont placées en réserve à Dijon et à Lyon. A Marseille, la rame du Bombay-Express peut servir pour le remplacement d'un WL S2.

One of the two WRs was however limited to Dijon and in that B of Paris, there was only one WR.

The train leaving from Calais-Maritime was formed with the five WL S2 n° 2648 to 2650, 2652, 2654, the two WR n° 1730, 1732 repainted in blue and the F three axles n° 1065, 1075 also repainted in blue. The one originating from the capital was made up of five WL S2 n° 2647, 2651, 2653, 2655, 2656, a WR n° 1728 repainted in blue and two coaching vans repainted in blue. To compensate for any failures of this equipment, WL S2 n° 2663 and 2664 were placed in reserve in Dijon and Lyon. In Marseille, the Bombay-Express train could be used to replace a WL S2.



Early nameplate in blue with golden inscriptions on the Calais-Méditerranée-Express, image detail, From the French Railways Society – G.P. Keen Collection.

Tradition oblige pour la CIWL, l'inauguration est fastueuse ; le matin du 10 décembre, les deux trains distincts circulant à dix minutes d'intervalle arrivent en gare de Nice. Gustave Noblemaire, le Directeur de la CIWL, a tenu à présenter au préfet des Alpes-Maritimes et au

maire de la ville le nouveau matériel. Parmi les invités, on note l'un des fils de la reine Victoria, le duc de Connaught ainsi que du prince héritier de Suède, le futur Gustave-Adolphe VI, qui a épousé l'une des petites-filles de la reine Victoria.

Tradition obliges for the CIWL, the inauguration was sumptuous; on the morning of December 10, the two separate trains travelling ten minutes apart arrived at Nice station. Gustave Noblemaire, Director of the CIWL, made a point of presenting the new equipment to the prefect of the Alpes-Maritimes and the mayor of the city. Among the guests, we note one of Queen Victoria's sons, the Duke of Connaught, as well as the Crown Prince of Sweden, the future Gustave-Adolphe VI, who married one of Queen Victoria's granddaughters.

Grâce au matériel métallique, le confort et la qualité du transport s'améliorent nettement ; en cas de choc éventuel, il en est de même pour la sécurité offerte aux utilisateurs des véhicules. La rigidité des caisses, ainsi que les nouveaux modèles de bogies monoblocs dérivés des types américains Pennsylvania, assurent alors un roulement parfait et les charpentes métalliques des caisses évitent les inévitables craquements des anciennes caisses en bois qui parfois inquiétaient certains voyageurs sensibles.

Thanks to the metallic material, the comfort and the quality of the transport improve significantly; in the event of a possible impact, the same applies to the safety offered to vehicle users. The rigidity of the bodies, as well as the new models of one-piece bogies derived from the American Pennsylvania types, then ensured perfect running and the metal frames of the bodies avoid the inevitable creaks of the old wooden bodies which sometimes worried certain sensitive travellers.



Typical Train Bleu: Illustrious travelling company, the 'Nouvelle Vague' in the Blue Train. From left to the right : A. Parisy, L. Terzieff, G. Blain, J. Mayniel, C. Chabrol, R. Vadim and A. Stroyberg. France, April 1959, Roger Villett/CIWL, Coll. Dirk Frielingsdorf

THE MYSTERY OF THE BLUE TRAIN

by David Thomas

[This has nothing to do with Agatha Christie but it does involve a mystery.]

On 20 June 1924, Diaghilev's Ballets Russes, premiered a new production at the Théâtre des Champs Élysées in Paris. With a libretto by Jean Cocteau, costumes by Coco Chanel, choreography by Bronislava Nijinska, who also danced, and a set by Pablo Picasso, half of the Paris avant garde seemed involved. The ballet was 'Le Train Bleu', referring to the unseen train on which various rather shallow young things arrived each day at a fashionable seaside resort.

Meanwhile, the Compagnie Internationale des Wagons-Lits (CIWL) had fully restored their overnight Calais-Méditerranée Express. This first-class only train, much favoured by the wealthy and famous, had been suspended during the First World War but, in 1922, its traditional teak stock was replaced by the first all-steel S class sleeping cars. With their elegant blue livery and a new level of comfort, these were a sensation and the train itself soon acquired its nickname as 'Le Train Bleu'.



CIWL type S voiture-lits No 2644, built by Leeds Forge in 1922. [OOC, works-photo] It seems obvious that the ballet was named after this train and most accounts have it set in an unnamed Mediterranean resort. But was it? Other descriptions, including Cocteau's biography, give the setting as Deauville, also fashionable in the 1920s, but in Normandy. Picasso even based part of the set on his *Deux Femmes Courant sur la Plage*, painted in Dinard in 1922.

This discrepancy has long been dismissed, with Cocteau's biographers assumed to have been mistaken: the *The Blue Train* served the Côte d'Azur so that must be where the action takes place. Recently though, in an article from the now defunct *Rail Magazine**, I discovered another explanation. There was a second *Train Bleu*! 'Le Train Bleu de Deauville', officially the *Deauville Express*, was a most unusual train that ran during the 1923 and 1924 summer seasons.

Unlike its namesake, it was a daytime train that left Paris-St Lazare at 14:00 and arrived at Trouville-Deauville four hours later. It was, though, also composed of all-steel voitures-lits. In 1923, there was also a voiture-salon; a wagon-restaurant, with a 'Bar Américain', and two six-wheel fourgons. These CIWL vehicles were teak but were painted blue to match the sleeping cars. The following year, the restaurant and salon were replaced by a fifth type S sleeper and the fourgons by others from the CF de l'Etat. A CIWL sleeping-car train that only ran in the day, presumably with the beds folded away, was unique.

We may ask why wealthy passengers, travelling in the afternoon to a fashionable resort, needed the privacy of sleeping-cars, but perhaps that is better unanswered. They may in part have been a 'taster' by the company to introduce customers, and the press, to the comforts of its new steel coaches. The train itself was proposed by Eugène Cornuché, founder and director of the Deauville Casino, who was anxious to promote the town, along with his establishment, as a fashionable resort for the well-heeled. Unfortunately, he died in 1925 and, with no more support from the Casino's new management, the train was dropped.

The Deauville Express was revived as an all-Pullman train in 1927, but only for one summer season. After that, there were no more trains deluxe to Deauville.

* *Rail Magazine* No 18, October 1978, pp26-2

David Thomas is the editor of *The French Railways Society* quarterly magazine

The Mystery of the Night Ferry Sleeping Car

By Chris Elliott

A few weeks ago, two of our sleuths Xavier Guerra and Brendan Martine spotted that the Blue Bell Railway based in the South of England had sold its CIWL Class NF sleeping car 3801.

The Blue Bell's press release follows below.

We expected that it would arrive in Belgium, but it didn't! instead after following in Sherlock Holmes footsteps we found that it had not even left the UK but was hidden away in Stoke on Trent.

Now whereas we do not want to learn any State Secrets, rather we just like to learn that it is heading to a Loving Home...

So anyone who knows more can simply mail us or as it the practice in the UK, let Scotland Yard know.

Evening all

Night Ferry Wagon-Lits WL 3801 Leaves the Bluebell



WL 3801 in former Times at Bluebell Railway

By David Jones

Thursday 24 November 2022 marked the end of an era at Sheffield Park when Sleeping Car No. 3801 was loaded onto a Reids rig for a new life in Belgium. This story began just over 38 years ago when the Wagons-Lits carriage arrived at Sheffield Park on Friday 14 December 1984, following a journey from the CIWL works at Ostend. It had been stored there since the Night Ferry service between London and Paris ended on 31 October 1980. It was purchased by a group of Bluebell Railway locomotive working members to provide sleeping accommodation at Sheffield Park especially over weekends. The scheme was instigated by Martin Allen who realised that one of these vehicles would be ideal for this purpose being not only a

Southern sleeping car but would add to the Bluebell's collection and preserve an important part of the railway history of the area.

It was appreciated that Car 3792 had already been preserved at the NRM, York as a static exhibit, but No. 3801 would continue its use for overnight accommodation and be located in the south. Following problems with communicating with the Paris office of CIWL, your author offered to help as he was making frequent visits to Paris at the time as Export Sales Manager for Bexhill-based Furness Controls Ltd., and was able to call in to their office to discuss a possible purchase. This eventually resulted in a visit to the Ostend Works on June 5 1984 where an inspection was made of Nos. 3801 and 3803, both of which were available. Although No. 3803 had an extra historical value being the carriage that our late Queen had travelled in when visiting Paris in 1948, No 3801 was in much better condition, so this was the one chosen. After extended negotiations with CIWL and transport specialists Beckenham Heavy Haulage a plan was formulated that would see No. 3801 travelling by rail from Ostend to Zeebrugge via Brussels, and then on the train ferry to Harwich. One or two members of the group would travel in the vehicle for security reasons to Harwich where the Wynns low loader would collect the vehicle and take it to Sheffield Park. This journey was beset with problems as described by Geoff Course in the Spring 1985 issue of Bluebell News, but eventually it arrived, unloaded and moved onto a piece of track constructed by the Night Ferry team themselves. Restoration started immediately with cleaning and repainting into the original dark blue of the CIWL from its later SNCF light blue livery that it arrived in. With help from the Works at Ostend in providing details of the correct colour paint and lettering templates, this was completed by 1986 when a celebration of the 50th anniversary of the start of the train ferry service on October 14 1936 took place over the weekend of October 11 and 12. Many visitors came to see the Wagons-Lits in the platform at Sheffield Park where a display of Night Ferry memorabilia was set up. Since then individual owners of the nine compartments have changed and unfortunately due to it being outside in the Newick siding at Sheffield Park it has deteriorated somewhat, although some painting has been carried out occasionally. In the past year or two there has been outside interest in purchasing the vehicle and this has now happened with the resultant move described above. Although it is sad to see this carriage go, especially with regard to the large amount of expenditure for purchase, transport and repairs, hopefully its new owner will give it a revived lease of life.

RhB Adventsfahrt 2022 - RhB Advent Journey 2022

By Tibert Keller

Am 27. November führte mit der Lok 647 erstmals eine Ge 4/4 III die traditionelle RhB Adventsfahrt an. Die Wagengruppe bestand aus den vier Gourmino's WR 3810-3813, der WRs 3820 (Piano Bar), die As 1141-1144 und 1161 sowie der D2 4051. Die Rundreise startete in Chur und führte via Albula-Samedan nach Scuol-Tarasp und von dort via Vereina zurück.

On November 27, a Ge 4/4 III led the traditional RhB Advent journey for the first time with the loco 647. The group of cars consisted of the four Gourmino's WR 3810-3813, the WRs 3820 (piano bar), the As 1141-1144 and 1161 as well as the D2 4051. The round trip started in Chur and led via Albula-Samedan to Scuol-Tarasp and from there back via Vereina.



This picture was taken shortly before Zernez.

Die mehrfach revidierten/restaurierten As 1141-1144 mit Baujahr 1931 hatte die RhB 1939 von der MOB übernommen. Dabei handelt es sich um die einstigen CIWL AB4 103-106 des konjunkturbedingt nur vom 14. Juni bis 15. September 1931 verkehrenden Golden Mountain Pullman Express.

The RhB took over the As 1141-1144 from MOB in 1939, which had been revised/restored several times and were built in 1931. These are the former CIWL AB4 103-106 of the Golden Mountain Pullman Express, which only operated from June 14 to September 15, 1931 due to the economic situation.



Der Salon-/Speisewagenzug bei der Einfahrt von Bever - The saloon/dining car train entering Bever

TEE Restoration in The Netherlands

In our newsletter N° 12 published in October 2021 we included an article about this project sent to us by Ian Dobson. Hans Altena, the Rail Historian of the Stichting Nederlands Transport Museum has reported that this very motivated team has been raising funds to help with their work, and amongst this they have sold some T shirts.

There are a few still for sale as below, 1 shirt in size M 5 shirts in size L 1 shirt in size XXL

They cost € 30,- each + an extra €10,- for postage and packing outside The Netherlands.



Front of the T – Shirt

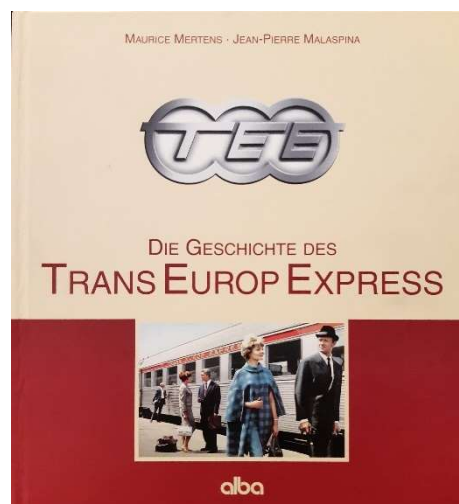
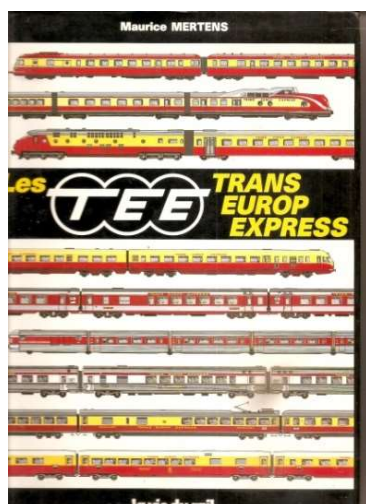


Back of the T-Shirt

Orders can be placed by sending an email to TEE@SNTM.NL What we need from our customers is their address and the size of the T-shirt they like to have. Payments can be made in different ways, by international bank transfer or Paypal e.g.

The TEE train that they are restoring was brought back from Canada. In these days of the ICE, AVE and TGV the TEE is often forgotten and few recall the vital gap that they plugged in the need for new European Cross frontier fast and comfortable trains

In Maurice Merten's excellent book, the conclusion is well worth repeating as below. The german Edition (right) was published in 2009 at alba, Düsseldorf.



« Les trains TEE ont été mis à l'avant-garde des étonnants progrès réalisés par les chemins de fer au cours de la décennie 70. Ils ont utilisé des matériels rivalisant de confort, introduisant le conditionnement d'air, et bénéficiant, les premiers, des relèvements de vitesse en empruntant les sillons horaires les plus favorables.

Face à la concurrence aérienne, ils ont contribué à faire oublier certains clichés stéréotypés négatifs pour le rail. Rappelons que le 200 km/h en service commercial, inauguré avec le « Capitole », fut réservé aux seules matériels TEE de constructions françaises, allemandes et italiens.

C'est ainsi, qu'après les créations en 1957 de treize TEE, de services internationaux, les Trans Europ Express se multiplièrent pour atteindre, à l'hiver 1974-1975, un maximum de 45 parcours, dont trente en relations internationales, totalisant chaque jour 160,696 kilomètres.

Cependant cette expansion devait s'enrayer lorsque la concurrence aérienne offrit des tarifs compétitifs alliés à des temps de parcours très inférieurs à ceux du train. Il était évident qu'au-delà de trois heures de trajet, soit environ 400 km sur les voies existantes, l'aviation, à prix égal, pouvait capter une importante clientèle d'affaire. Ajoutons-y, une bien moindre mesure, l'extension du réseau autoroutier. On assistait alors à des suppressions successives de circulations internationales : seules les relations intérieures TEE arrivaient encore à se maintenir. Le tableau de la page 238 résume cette évolution.

Aujourd'hui, aux horaires de l'hiver 1986, on dénombre seulement quatre TEE franchissant des frontières, ce sont ; « L'Île de France », et le « Rubens » sur Paris-Bruxelles, le « Gottardo » sur Zurich-Milano, et le « Rheingold » entre Amsterdam, Bale et Salzburg. On observera que seul « L'Île de France » subsiste des créations de 1957 ; à ce titre, il sera le TEE ayant circulé le plus longtemps ; il attendra le 30 mai 1987 près 11 000 jours de circulations.

A ces quatre TEE internationaux s'ajoutent neuf TEE de service intérieur ; cinq parcours en France et quatre en Italie.

En est-ce donc bientôt fini de cette image si longtemps prestigieuse ?

Depuis plusieurs années, les réseaux de la Communauté Européenne étudiaient la définition d'une structure pour l'exploitation de trains internationaux de qualité, se distinguant par leurs vitesses commerciales élevées, l'utilisation d'un matériel modernes répondant aux critères des TEE et l'extension à la seconde classe. Les « Intercity » qui circulaient entre pays étaient déjà une ébauche de cette démocratisation des trains TEE.

A la Conférence des Horaires de septembre 1986, quatorze réseaux européens ont décidé de créer une nouvelle gamme de trains internationaux qui seront mis en service à partir du 30 mai 1987 ; elle comprendra soixante-quatre relations identifiables par l'emblème EURO-CITY et un nom propre comme il était d'usage pour les TEE et les Intercity.

Ainsi le concept TEE aura vécu au service de l'été 1987, après exactement trente années d'exploitation.

Le chemin de fer en constante mutation aura donc connu tour à tour les « Grands Express Européens » de la CIWL, les trains « Drapeau », les « Trans Europ Express ». Avec les Eurocity débutera une nouvelle séquence d'histoire ferroviaire marquée par la démocratisation des trains de haute gamme. Mais déjà le proche avenir se dessine avec les trains à grande vitesse d'Europe, lorsque les lignes nouvelles franchiront les frontières.

Ce sera là une nouvelle et passionnante histoire »

“TEE trains were at the forefront of the astonishing progress made by the railways during the 1970s. They used materials that rivalled in comfort, introduced air conditioning, and were the first speed increases by taking the most favourable train paths.

Faced with air competition, they have contributed to making people forget certain negative stereotypes for rail. It should be remembered that the 200 km/h in commercial service, inaugurated with the “Capitole”, was reserved solely for TEE equipment of French, German and Italian constructions.

C’est ainsi, qu’après les créations en 1957 de treize TEE, de services internationaux, les Trans Europ Express se multiplièrent pour atteindre, à l’hiver 1974-1975, un maximum de 45 parcours, dont trente en relations internationales, totalisant chaque jour 160,696 kilomètres.

However, this expansion was to come to a halt when air competition offered competitive fares combined with travel times much lower than those of the train. It was obvious that beyond a three-hour journey, or about 400 km on existing routes, aviation, at the same price, could capture a large business clientele. Let us add to this, to a much lesser extent, the extension of the motorway network. We then witnessed successive suppressions of international circulation: only internal TEE relations still managed to be maintained. The table on page 238 summarizes this development.

Today, at winter 1986 timetables, there are only four TEEs crossing borders, these are; “Ile de France”, and the “Rubens” on Paris-Brussels, the “Gottardo” on Zurich-Milano, and the “Rheingold” between Amsterdam, Basel and Salzburg. It will be observed that only “L’Ile de France” remains from the creations of 1957; as such, it will be the TEE having circulated the longest; it will wait for May 30, 1987 near 11,000 days of circulations.

In addition to these four international TEEs, there are nine domestic service TEEs; five courses in France and four in Italy.

So will this long-prestigious image soon be over?

For several years, the networks of the European Community have been studying the definition of a structure for the operation of quality international trains, distinguished by their high commercial speeds, the use of modern equipment meeting TEE criteria and the extension to the second class. The “Intercity” that circulated between countries were already a draft of this democratization of TEE trains.

At the Timetable Conference in September 1986, fourteen European networks decided to create a new range of international trains which will be put into service from 30 May 1987; it will include sixty-four relations identifiable by the EURO CITY emblem and a proper name as was customary for TEEs and Intercity.

Thus the TEE concept will have lived in service from the summer of 1987, after exactly thirty years of operation.

The constantly changing railway will therefore have known in turn the “Grands Express Européens” of the CIWL, the “Drapeau” trains, the “Trans Europ Express”. With the Eurocity will begin a new sequence of rail history marked by the democratization of high-end trains. But already the near future is taking shape with the high-speed trains of Europe, when the new lines will cross the borders.

This will be a new and exciting story”

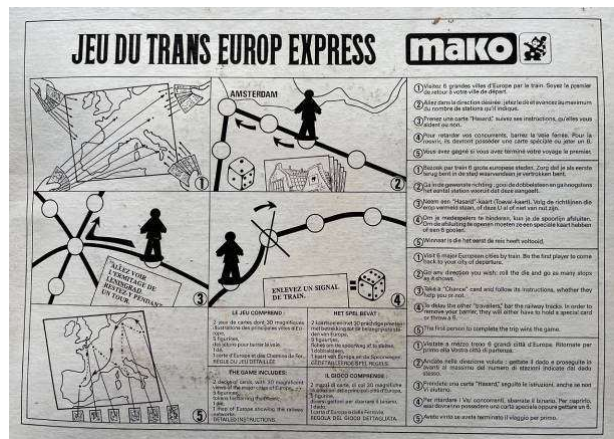
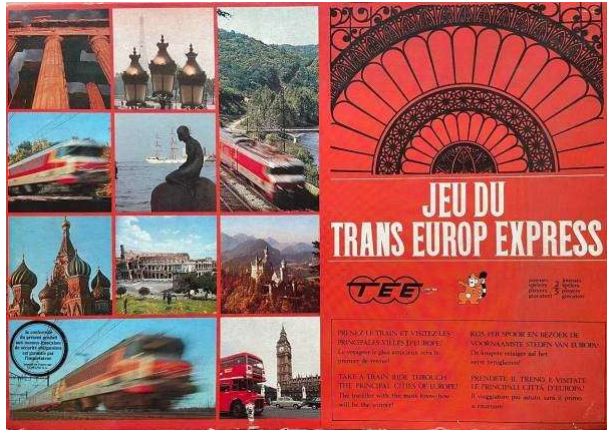
This extract from the book has been approved for inclusion in our newsletter by the Publishers ‘La Vie du Rail’.

Mails from pour correspondents

Apropos TEE: Marc Stegeman wrote:

Good evening Chris and Dirk.

I'm forwarding an e-mail from Daniel Haeni from Switzerland who is an avid T.E.E. items collector. The attached TEE-game is an example that he mentioned. Anybody who has such items may wish to contact him directly: daniel.haeni [at] bluewin.ch.



As you may be aware, five carriages of the Dutch/Swiss diesel T.E.E. train are presently preserved as static exhibits in the NTM in Nieuw-Vennep. About any upgrading to making this a rolling train set again nothing can be said yet. Let alone if there will ever be constructed a Werkspoor replica motor car locomotive! The TEE-workgroup has since september 2021 been working very hard to make the exterior of these carriages representable again after 10 years of neglect. That meant attacking all rusty spots, provisionally painting all bad spots, and applying

the temporary intermediate paint to get an even impression. Apart from all side and front panels, also the bogie sides and below-floor parts as well as the roofs have been worked on. We were aiming to finish this job end of 2022 when the late autumn and early wintertime came in with a lot of rain and freezing weather. This not only stopped our work but also -very unfortunately- caused a lot of roof and gutter leakage! As a result the interior became soaking wet in some places. Remedying these leak spots will have to wait at least until the weather turns average dry again and 10 degrees above zero as well. As an extra, the dark grey roofs inside the -now empty- driving trailer and restauration car were repainted in an off-white hue. In this driving trailer, we've laid bright blue carpet tiles to make it a more habitable environment for gatherings and presentations. In the restauration compartment, the ugly and dirty (ONR) grey floor carpet was replaced by red carpet tiles, more resembling the T.E.E. original. At present, in the restauration car, we're also removing grey wall carpeting in preparation for something brighter. While we could not progress on jobs above, we've made an inventory of a part of the original (!) constructions drawings. And also we've spent quite some time in re-organising the heaps and heaps of T.E.E. specific spare parts. Unfortunately, f.i. some of the original TEE parts like original window frames and window panes apparently already were lost by the ONR.



So we hope there are still familiar (or similar) parts to be found in some warehouse of the SBB. Otherwise, we'll have to contact SIG if remanufacturing of missing parts will be possible.

Marc Stegeman NTM TEE workgroup member

Hermann Heless wrote :

Hallo Dirk, Chris

Danke für den Newsletter, konnte ihn ohne Probleme herunterladen.

Neuigkeiten aus dem echten Bahnbetrieb sind von mir nicht zu erwarten, da mein Bewegungskreis gesundheitlich stark eingeschränkt ist. Einzig von einem Ausflug zum Museum „Heizhaus“ in Strasshof kann ich berichten. An vielen Exponaten wird gearbeitet, so auch am 4032, wo sich bei der



Aufarbeitung an den Fenstern, die vermuteten Schäden stärker waren und viele Holzteile zu erneuern sind.

Davon zeigen die Innenraumbilder den Zustand am Wagen von Mitte Oktober 2022.

Mit freundlichen Grüßen

Hermann



Adriaan Intveld wrote :

Hi Dirk,

Today it has been announced that as of May next year European Sleeper will start with their 1st night train service, see <https://www.europeansleeper.eu/en>

As you can see their train (which still starts in Brussel Zuid) only reaches Berlin Hbf. A bit weird is that east bound trains stop at Den Haag HS and Amersfoort, but not on the way back...

Best regards,

Adriaan

Editor's note: Another email on the subject with the same announcement of the new night train service reached me from **Kurt Foncke**.

Jean-Michel also wrote to us about Arthur Mettetal's thesis (see p. 52) and that his sources include CIWL hobby forums:

Bonjour Dirk,

La thèse de doctorat d'Arthur Mettetal intitulée "Orient -Express & Cie Histoire et patrimonialisation d'une marque ferroviaire (19e- 21e siècles)" est disponible en ligne.

Lien : <https://www.theses.fr/2022EHES0051>

ou directement (PDF) <https://www.theses.fr/2022EHES0051/document>

La bibliographie, à partir de la p. 515, donne l'état des archives de la CIWL qui ne sont pas regroupées au même endroit.

Le texte (p. 424) évoque la consultation des forums d'amateurs, mais sans les citer :

"des recherches complémentaires sont effectuées sur internet, et plus particulièrement sur les forums de discussions consacrés à l'histoire de la CIWL*"

** Des forums anglais, allemands et polonais ont été consultés. Les échanges qu'ils contiennent représentent une source importante dans l'étude de l'histoire et du patrimoine ferroviaire à ne pas négliger.*

Amicalement.

Jean-Michel

Rob J. E. Bayliff wrote:

Good afternoon Chris,

14th October 2022

Thank you for another interesting issue of 'Amis Newsletter'. The matter of CIWL stock on the Iberian Peninsula 'isolated' from the rest of Europe by being of a wider track gauge but nevertheless there being transfer of stock is a matter adding to the allure of CIWL.

Rather like Pullman Cars in Britain turning up unexpected, the not knowing keeps the bubble afloat.

In the matter of transfers to / from the Iberian Peninsula, I enquire what the buffer centres are in as much as the frames width apart and therefore the headstock length would preclude a greater buffers centre measurement. Are you able to quote the measurements or provide an insight?

For a goodly number of years, I have been aware of and have slowly acquired copies of pages from the Military Railway Service United States Army Equipment Data Book Locomotives, Freight Cars & Misc. Rolling Stock.

At the beginning of the month trawling the internet, I came across an American railway enthusiasts' website which had a downloadable pdf copy of the book. This I was able to convert to individual jpg pages online via another website.

Thanks to a couple of days as a hospital outpatient undergoing tests and waiting long periods for the results and consultations, I was able to spend the waiting time productively producing the attached compilation of CIWL Carriages from the Equipment Data Book.

There is a photo of the U. S. Army Ambulance Train base at Paris St. Lazare showing a Hospital Train (U. S. Army nomenclature for British 'Ambulance Train') of British stock with a CIWL carriage.

I am wondering if you or contacts might be able to fill in the 'missing' details to Pages 172 and 173? The Hospital Train numbers given on those pages are of trains of French stock, the 11 - 47 gap being numbers of Overseas Ambulance Trains of British stock.

Best wishes, Rob J. E. Bayliff

pdf plus b/w photo 'OATS at Paris St Lazare' (see following page)



Rob Hi

18th October 2022

Dirk has just sent these notes

- *The sleeping cars UH, which ran in the Puerta del Sol from Paris to Madrid between 1969 and 1982, had got wider, outward reaching buffer pads in addition to the additional vacuum brake, as it was necessary for the Spanish network. However, the sleeves of the buffers and their attachment to the frame had remained as before, a mechanical overstressing was probably not to be expected. The wider plates were probably fitted to avoid over-buffering in narrow radii during shunting traffic. If more precise measurements are required, I can look at Aranguren this evening to see if I can find them documented there.*

- *Unfortunately, I can't provide any more detailed information on the hospital trains. We do have a thread on CIWL cars in US Army service in the WL forum, but apart from the fact that other CIWL cars were used during and shortly after the war than after the war in the 1950s, knowledge is still very sketchy. In this respect, Rob's edited listing provides me with far more answers than I could answer his questions. The thread: <https://www.wagonslits.de/phpbb2/viewtopic.php?t=1418>*

The Sleeper to be seen in the left of the photo is a Y/YT type sleeper of the early batches built between 1930 and 1932. The numbers in the lists fit to these batches.

Best regards, Dirk

Hope that they are of some help, regards Chris

Good evening Chris,

18th October 2022

Thank you for your email and to Dirk for the notes.

The answer to the matter of buffers is not unlike the matter of buffers on the classic Transfesa wagons ferried over. The indentations in the buffer faces of spindle buffers as seen on CIWL carriages at Mulhouse would seem to be a matter of geometrics for mechanical advantage to avoid the heads snapping off the spindles.

I'm afraid I cannot access <https://www.wagonslits.de/phpbb2/viewtopic.php?t=1418>, see the attached screen shot from my laptop.

Could you cut and paste the content on a .docx for me? (*Editors Note: Rob got a PDF of the thread*)

Looking through the various WW2RSG Archival Collections, I came across the attached from the **Eiric Russell Collection**, © **The French Railway Society**, "'Wagon-Lit' sleeper on ambulance train, Kiel.". The adjacent photos are of other carriages from the train being DR, FS, and Polish. Thus it would be a German rather than a U.S. Army ambulance train:



Kind regards, Rob

Editors Note:

Due to Rob's valuable advice, a lively discussion ensued in the Wagons-Lits forum with numerous further references to the CIWL cars in USTC service in the post-war years:

<https://www.wagonslits.de/phpbb2/viewtopic.php?p=14035#14035>

This topic is worth to be reviewed and published in the newsletter when further information is available. Until then, a few question marks remain to be answered.

Adam Carpenter wrote:

Dear Christopher,

You may be interested to know that this site is adding some historical train formations currently as far back as 1968/69, including overnight workings like the Rome Express from that year:

<https://www.vagonweb.cz/razeni/vlak.php?rok=1969&id=327>

Kind regards,

Adam

YU Sleeper 3913 moved:

The sleeping car YU (ex YT) 3913 has moved from Gera to Gadebusch, the heirs of the former owner wanted to get rid of it. Collector Holger Hempel has now taken it over, and he also owns an ex-GDR government train car and a diesel locomotive. Like the GDR government train car, the CIWL car is to be used as an overnight accommodation after restoration of at least the electrical system. However, it is to be preserved in its historic condition, and sanitary facilities for guests will be built next to the carriage.

<https://www.ndr.de/nachrichten/mecklenburg-vorpommern/Uebernachtung-im-Orientexpress-Wagen-in-Gadebusch-verladen,orientexpress130.html>

More pictures and infos can be found here:

<https://www.facebook.com/RestaurantStationBurgsee/photos>

<https://goo.gl/maps/3sqQjWo6VhLqJ8417>

<https://www.station-burgsee.de/>

info@station-burgsee.de

Many thanks to **Heiko Müller**, **Francesco Bochicchio** and **Kurt Foncke** for the news about the WL 3913!

Les voitures Pullman n° 51 à 60

Par Jean-Marc Dupuy

Louées en Grande-Bretagne à la société Pullman, les dix premières unités circulant sur le continent ont des caisses en bois tôle montées sur des châssis métalliques.

Livrées par les sociétés Midland Railway Carriage & wagon Company et Birmingham Railway Carriage & wagon Company, les dix **WPC et WP n° 51 à 60** comportent des différences d'aménagements, certaines ayant une office, d'autres pas.

Ayant toutes reçu un nom de baptême, la liste en est la suivante :

- Adrian WPC n° 51, 20 places,
- Ibis WPC n° 52, 20 places,
- Leona WP n° 53, 24 places,
- Hermione WPC n° 54 20 places,
- Lydia WPC n° 55 20 places,
- Niobé WP n° 56, 24 places,
- Octavia WP n° 57, 22 places,

- Rainbow WPC n° 58 22 places,
- Plato WP n° 59, 22 places,
- Minerva WP n° 60, 26 places.



Source gallica.bnf.fr / Bibliothèque nationale de France

Left WPC N° 52 „Ibis” in Saint-Lazare Station in 1927, source: french gallica archive
<https://gallica.bnf.fr/ark:/12148/btv1b531871552>

Elles débarquent sur le continent à l'automne 1925 pour être dirigées vers l'Italie. Le projet initial de la CIWL est alors de leur faire parcourir le trajet de Rome à Cannes via Gênes, San Remo et Nice.

Une étude plus complète du trafic escompté sur cet axe ayant donné une faible fréquentation impose une modification du parcours, la capitale économique Milan étant en définitive préféré à Rome comme terminus et origine du convoi.

Le 15 décembre 1925, le premier service Pullman baptisé Milan-Nice-Pullman-Express quitte en matinée la cité lombarde à destination de la Riviera française. Entre avril et juin 1926, ce convoi est ensuite limité à Vintimille.

Pour rentabiliser davantage l'effectif de ces dix unités, d'autres relations sont ensuite confiées à ces matériels. A l'été 1926, on les retrouve dans les compositions des trains Milan-Venise-Pullman-Express (WPC et WP n° 51 à 56) et Milan-Gênes-Livourne-Montecatini-Pullman-Express (WPC et WP n° 57 à 59 pour Montecatini, 60 pour Livourne.

L'arrêt en septembre de ces circulations estivales entraîne leurs mutations vers Paris, ainsi que leur garage. Pour l'été 1927, une fraction sert dans la rame du Deauville-Express (WPC n° 51, 52 et WP n° 53, 57, 60), tandis que les WPC n° 55 et WP n° 56 sont à nouveau dirigées vers l'Italie pour assurer la relation Milan-Ancône, les WPC n° 54, 58 et WP n° 59 demeurant garées sans affectation.

A cette date, la CIWL prend la décision de muter les deux WPC n° 54 et 58 vers l'Égypte afin d'y effectuer des express diurnes au départ du Caire vers Louxor et Port-Saïd. A l'hiver 1927-1928, elles y débutent leurs prestations, tandis que les huit autres unités sont en réserve.

L'été 1928 voit la création de nouveaux services réalisés dans le train Paris-Côte-Belge entre Paris et Ostende (WPC n° 51, 52, WP n° 53, 57), ainsi que Paris et Knokke (WP n° 59, 60). En Italie, les WPC n° 55 et WP n° 56 reprennent leurs fonctions entre Milan et Ancône avant de stationner dans les ateliers CIWL de Milan Greco durant l'hiver.

L'été 1929 marque la fin de leurs carrières sur le continent européen. On rencontre cependant la WPC n° 52 dans la rame d'un Paris-Saint-Lazare - Dieppe, tandis que la WPC n° 51 est utilisée entre Paris-Montparnasse et Dinard (du 22 juin au 28 septembre). En Italie, les WPC n° 55 et WP n° 56 circulent du 1^{er} juillet au 31 août entre Milan et Ancône avant d'être placées en garage à Greco. Les quatre autres unités sont dans les ateliers CIWL de Slykens (WP n° 53, 57) et de Saint-Denis (WP n° 59, 60). Elles sont toutes regroupées à l'automne afin de traverser la mer du Nord depuis Zeebrugge vers l'Angleterre.

Seules les deux Pullman égyptiens demeurent alors dans le parc de la CIWL. Pendant les saisons hivernales et de novembre à avril, on les retrouve dans une relation trihebdomadaire circulant le long du Nil entre Le Caire et Louxor (Sunshine-Express). En dehors de ces périodes, elles sont employées au départ du Caire vers Alexandrie et Port-Saïd. Garées sans emploi pendant la Seconde Guerre mondiale, elles reprennent leurs prestations principalement vers Port-Saïd. A l'hiver 1948-1949, elles assurent seulement des services de restauration entre Le Caire et Assouan dans des express ordinaires. Elles sont vendues aux chemins de fer égyptiens en octobre 1950.

English translation:

Leased in Great Britain to the Pullman Company, the first ten units circulating on the continent had wooden bodies mounted on metal frames. Delivered by the companies Midland Railway Carriage & Wagon Company and Birmingham Railway Carriage & Wagon Company, the ten WPC and WP n° 51 to 60 had different layouts, some having a galley, others did not. Having all received their baptismal names, the list is as follows:

- Adrian WPC n° 51, 20 seats,
- Ibis WPC n° 52, 20 seats,
- Leona WP n° 53, 24 seats,
- Hermione WPC n° 54 20 seats,
- Lydia WPC n° 55 20 seats,
- Niobé WP n° 56, 24 seats,
- Octavia WP n° 57, 22 seats,
- Rainbow WPC n° 58 22 seats,
- Plato WP n° 59, 22 seats,
- Minerva WP n° 60, 26 seats.

They landed on the continent in the autumn of 1925 on their way to Italy. The CIWL's initial project was then to have them travel the route from Rome to Cannes via Genoa, San Remo and Nice.

A more complete study of the expected traffic on this axis having given a weak frequency imposed a modification of the route, the economic capital Milan being definitively preferred to Rome as terminus and origin of the convoy.

On December 15, 1925, the first Pullman service, named the Milan-Nice-Pullman-Express, left the Lombard city in the morning for the French Riviera. Between April and June 1926, this convoy was then limited to Ventimiglia.

To make the use of these ten units more profitable, other services were then entrusted to these Pullman cars. In the summer of 1926, they were found in the compositions of the trains Milan-Venice-Pullman-Express (WPC and WP n° 51 to 56) and Milan-Genoa-Livorno-Montecatini-Pullman-Express (WPC and WP n° 57 at 59 for Montecatini, 60 for Livorno).

The end in September of these summer circulations lead to their transfers to Paris, as well as their being stored. For the summer of 1927, a few served in the Deauville-Express train (WPC n° 51, 52 and WP n° 53, 57, 60), while WPC n° 55 and WP n° 56 were once again run to Italy to ensure the Milan-Ancona link, WPCs n° 54, 58 and WP n° 59 remaining parked without assignment.

On this date, the CIWL took the decision to transfer the two WPCs n° 54 and 58 to Egypt in order to carry out daytime expresses from Cairo to Luxor and Port-Saïd. In the winter of 1927-1928, they began their services there, while the other eight units were held in reserve.

The summer of 1928 saw the creation of new services on the Paris-Côte-Belge train between Paris and Ostend (WPC n° 51, 52, WP n° 53, 57), as well as Paris and Knokke (WP n° 59, 60). In Italy, WPC n° 55 and WP n° 56 resumed their duties between Milan and Ancona before being stationed in the CIWL workshops at Milan Greco during the winter.

The summer of 1929 marked the end of their careers on the European continent. However, WPC n° 52 was encountered in a Paris-Saint-Lazare - Dieppe train, while WPC n° 51 was used between Paris-Montparnasse and Dinard (from June 22 to September 28). In Italy, the WPC n°55 and WP n°56 ran from July 1 to August 31 between Milan and Ancona before being placed in the garage at Milan Greco. The four other units were in the CIWL workshops in Ostend Slykens (WP n° 53, 57) and Paris Saint-Denis (WP n° 59, 60). They were all grouped together in the autumn to cross the North Sea from Zeebrugge to England.

Only the two Egyptian Pullmans then remained in the CIWL park. During the winter seasons and from November to April, they were found in a tri-weekly relation circulating along the Nile between Cairo and Luxor (Sunshine-Express). Outside these periods, they were used from Cairo to Alexandria and Port Said. Parked unemployed during the Second World War, they resumed their services mainly to Port Said. In the winter of 1948-1949, they only provided catering services between Cairo and Aswan in ordinary expresses. They were sold to Egyptian Railways in October 1950.

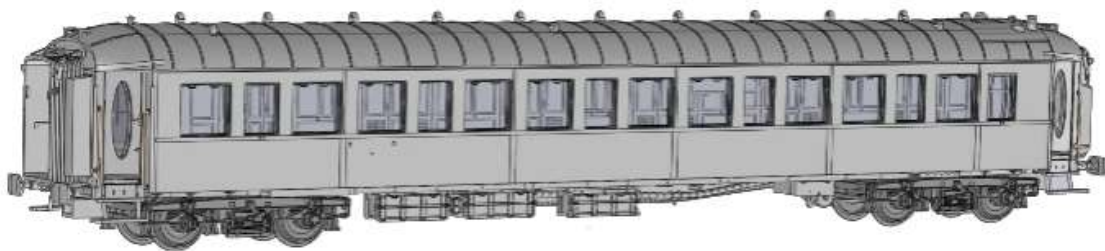
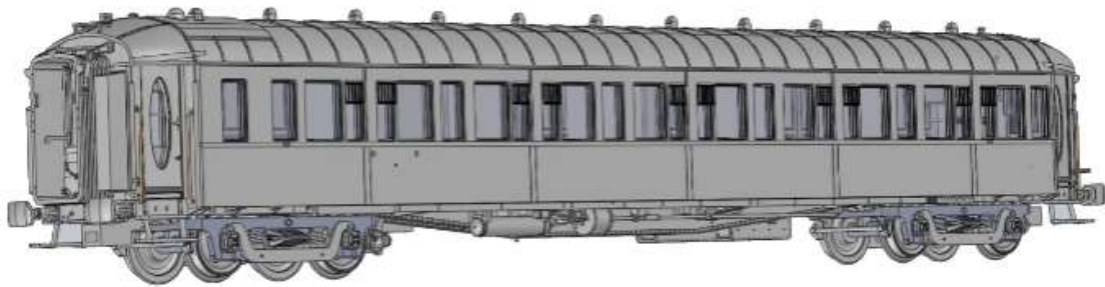
Novità modellistiche

Di Francesco Bochicchio

Sono stati presentati alla Fiera di Dreux i campioni delle future carrozze-letti WL Lx di **LS Models**: dalle immagini a noi pervenute vi sarà un modello nella versione d'origine, uno nella versione a fine carriera ambientabile nella penisola iberica, un'ultima nella versione con carrelli MD.

Voitures Lx

Programme complet en préparation



È stato presentato inoltre quello che sembra essere il campione definitivo del Fourgon F 1252, costruito nel 1926 dalle Compagnie Générale de Construction di Saint-Denis e principalmente destinato al Nord-Express. Il Fourgon sarà incluso proprio all'interno dello startset Nord-Express codice MW1001 insieme con un altro gemello.



L'Orient-Express dans la tourmente 1919- 1926

The Orient-Express in turmoil 1919-1926

Par Jean-Marc Dupuy (translation by Chris Elliott)

En novembre 1918, la carte des frontières européennes allait être bouleversée par la fin des conflits et les nouveaux Etats qui avaient été créés dans la foulée des traités de paix signés en 1919 et 1920. L'Allemagne et l'Autriche-Hongrie, les deux empires centraux, avaient disparu ; l'empire Ottoman était lui aussi démantelé. La Tchécoslovaquie et la Pologne naissaient, tandis que la Yougoslavie, le royaume des serbes, des croates et des slovènes, était constitué autour de la Serbie agrandie ; des modifications des frontières étaient de plus observées un peu partout dans les Balkans plus particulièrement en Hongrie ; de plus, bien des villes changeaient leur dénomination.

In November 1918, the map of the European borders was going to be upset by the end of the conflicts and the new States which had been created in the wake of the peace treaties signed in 1919 and 1920. Germany and Austria-Hungary, the two central empires, had disappeared; the Ottoman Empire was also dismantled. Czechoslovakia and Poland were born, while Yugoslavia, the kingdom of Serbs, Croats and Slovenes, was formed around an enlarged Serbia; modifications of the borders were moreover observed almost everywhere in the Balkans, more particularly in Hungary; moreover, many towns were changing their names.

Partout dans le bassin danubien, une certaine agitation politique régnait encore après novembre 1918 et elle semblait peu propice au rétablissement des communications ferroviaires dans la région. Ainsi à Budapest, au début de 1919 et prenant exemple sur la Russie, un régime communiste semblait sur le point de réussir son implantation. A la mi-avril, les puissances occidentales avaient autorisé l'armée roumaine à envahir la Hongrie afin d'y chasser les bolchéviques ; le 3 août les troupes roumaines faisaient leur entrée dans la capitale hongroise pour l'occuper jusqu'en novembre suivant.

Il était donc difficile d'établir des relations ferroviaires fiables dans ces secteurs en guerre. Si l'armistice du 11 novembre 1918 avait apporté la paix en Europe de l'Ouest, il n'en était pas encore de même dans la partie orientale du continent où le problème des minorités ethniques paraissait difficile à résoudre.

Throughout the Danubian Basin, a degree of political unrest still prevailed after November 1918, and it seemed inauspicious to the re-establishment of rail communications in the region. Thus in Budapest, at the beginning of 1919 and taking the example of Russia, a communist regime seemed on the point of successfully establishing itself. In mid-April, the Western powers had authorized the Romanian army to invade Hungary in order to drive out the Bolsheviks there; on August 3, Romanian troops entered the Hungarian capital to occupy it until the following November.

It was therefore difficult to establish reliable rail links in these sectors at war. If the armistice of November 11, 1918 had brought peace to Western Europe, it was not yet the same in the eastern part of the continent where the problem of ethnic minorities seemed difficult to solve.

La délicate résurrection du train après 1918

The delicate resurrection of the train after 1918

Dans les multiples conférences se déroulant tout au long de l'année 1919, ainsi que dans les médias, l'« Orient-Express », rebaptisé le « train des vaincus », était alors accusé d'avoir été le vecteur de la poussée germanique en direction de l'Est de l'Europe. Les textes le concernant évoquaient l'impossibilité de son rétablissement dans les conditions existants avant 1914, et même pendant une durée de dix années ; la limitation de son parcours à Vienne y était même inscrite.

In the many conferences taking place throughout 1919, as well as in the media, the "Orient-Express", renamed the "train of the vanquished", was then accused of having been the vector of the Germanic thrust towards Eastern Europe. The texts concerning it evoked the impossibility of its re-establishment in the conditions existing before 1914, and even for a period of ten years; the limitation of its journey to Vienna was even inscribed there.

L'article 367 du traité de Versailles stipulait que les trains internationaux devaient transiter sur les voies ferrées de la nouvelle Deutsche Reichsbahn selon les exigences des puissances victorieuses et au moins à la vitesse des meilleurs trains intérieurs allemands. Les longues négociations entre les différentes administrations des chemins de fer étaient empreintes de méfiances réciproques ; on en retrouvait la trace dans les rapports annuels de la CIWL qui indiquaient notamment :

Article 367 of the Treaty of Versailles stipulated that international trains should travel on the tracks of the new Deutsche Reichsbahn according to the demands of the victorious powers and at least at the speed of the best German domestic trains. The long negotiations between the various railway administrations were marked by reciprocal mistrust; We found traces of it in the annual reports of the CIWL which indicated in particular:

- « l'Allemagne cherche toujours à réaliser, même après sa défaite, son rêve de pangermanisme sur les parcours ferroviaires internationaux. Le traité de Versailles a vaincu la grande Europe centrale, mais la compagnie concurrente Mitropa est restée debout. »

Germany still seeks to realize, even after its defeat, its dream of pan-Germanism on international rail routes. The Treaty of Versailles defeated Greater Central Europe, but the competing company Mitropa remained operational. »

Émanant du Service commercial de la CIWL avisait les personnels de la renaissance d'une sorte d'« Orient-Express » reconfiguré à partir de février 1919. Imposé par le pouvoir politique allié, ce train trihebdomadaire se composait principalement de voitures-lits et d'une voiture-restaurant ainsi que de fourgons ; il était cependant réservé aux seuls militaires, ainsi qu'aux officiels en mission munis d'autorisations délivrées par le ministère de la Guerre. Se dirigeant depuis Paris vers Prague et Varsovie, son parcours faisait un grand arc de cercle pour éviter le territoire allemand alors en pleine révolution. Transitant en France non par Nancy et Strasbourg mais par Troyes, Chaumont, Belfort, la Suisse (Bâle, Zürich) et l'Autriche (Innsbruck, Salzburg, Linz), il effectuait un double rebroussement à Vienne entre les gares de l'Ouest et du Nord. Son itinéraire passait ensuite par Břeclav (Breclava) et Přerov en Tchécoslovaquie (actuellement en Tchéquie), puis par Katowice en Pologne, avant de rejoindre la capitale de ce nouvel Etat polonais. La branche pour Prague était détachée lors de l'arrêt du convoi à Linz.

Emanating from the CIWL's Commercial Service it informed the personnel of the rebirth of a sort of "Orient-Express" reconfigured from February 1919. Imposed by the Allied political power, this three-weekly train consisted mainly of sleeping cars and a restaurant car as well as luggage vans; however, it was reserved for military personnel only, as well as for the officials on a mission with authorizations issued by the Ministry of War. Heading from Paris towards Prague and Warsaw, its route made a large arc to avoid German territory then in full revolution. Passing through France not via Nancy and Strasbourg but via Troyes, Chaumont, Belfort, Switzerland (Basel, Zürich) and Austria (Innsbruck, Salzburg, Linz), it made a double reversal in Vienna between the West Bahnhof and Nord Bahnhof. Its route then passed through Břeclav (Breclava) and Přerov in Czechoslovakia (currently in Czechia), then through Katowice in Poland, before reaching the capital of this new Polish state. The branch for Prague was detached when the train stopped in Linz.

En gare de Paris-Est, il était proposé les lundis, mercredis et jeudis pour des retours les mardis, jeudis et dimanches (départ Paris 19 h 20, arrivée Varsovie à 9 h 35 au matin du quatrième jour et retour Varsovie départ 21 h 00 jour A et arrivée Paris 7 h 15 jour D).

De son côté, la Hongrie humiliée par les conditions drastiques du traité de paix devant être signé au château du Trianon à Versailles le 2 juin 1920, avait interdit le transit du convoi de la CIWL sur ses voies ferrées à compter du 1^{er} mai.

At Paris- Gare de l'Est station, it operated on Mondays, Wednesdays and Thursdays with returns on Tuesdays, Thursdays and Sundays (departure from Paris at 7.20 p.m., arrival in Warsaw at 9.35 a.m. on the morning of the fourth day and return from Warsaw, departure at 9 p.m. day A and arrival in Paris at 7:15 a.m. on day D).

For its part, Hungary, humiliated by the drastic conditions of the peace treaty to be signed at the Château du Trianon in Versailles on June 2, 1920, had prohibited the transit of the CIWL train on its railways from May 1.

Dans les pays créés dans l'Est de l'Europe, les approvisionnements en charbon des locomotives à vapeur étaient alors souvent déficients, d'où de nombreuses pannes et des retards en cascade pour le convoi. Compte tenu des tensions entre les communautés, ainsi que les ressentiments de certaines populations de l'ex-empire Austro-hongrois envers les alliés, une escorte armée se composant de militaires français devait accompagner le train pour en assurer sa sécurité.

In the countries created in Eastern Europe, the coal supplies of the steam locomotives were then often deficient, resulting in numerous breakdowns and cascading delays for the train. Given the tensions between the communities, as well as the resentment of certain populations of the former Austro-Hungarian Empire towards the allies, an armed escort consisting of French soldiers had to accompany the train to ensure its safety.

Un « Orient-Express » trihebdomadaire, ouvert aux civils, ne réapparût enfin dans les indicateurs des trains de voyageurs, sous les appellations de « Boulogne-Paris-Ostende-Strasbourg-Vienne-Express » et de « Boulogne-Paris-Ostende-Prague-Varsovie-Express », que le 20 juin 1920. Un contingent de places restait toutefois attribué aux personnels des ministères et des administrations.

A tri-weekly "Orient-Express", open to civilians, finally reappeared on the passenger train indicators, under the names "Boulogne-Paris-Ostende-Strasbourg-Vienne-Express" and "Boulogne-Paris-Ostende-Prague - Varsovie-Express", only on June 20, 1920. A quota of places remained however allocated to the personnel of the ministries and the administrations.

Les destinations de la Yougoslavie, de la Roumanie et de la Turquie étant désormais confiées au nouveau « Simplon-Orient-Express » transitant quant à lui par la Suisse et l'Italie du Nord, la liaison de luxe était dirigée, comme le train militaire qui l'avait précédé, vers les nouvelles républiques de Tchécoslovaquie et de Pologne, une tranche Vienne lui étant toutefois adjointe. Une voiture-salon en teck lui était même adjointe entre Strasbourg et Munich. Les matériels nécessaires à la formation des rames étaient les suivants :

The destinations of Yugoslavia, Romania and Turkey being now entrusted to the new "Simplon-Orient-Express" passing through Switzerland and northern Italy, the luxury link was run, like the military train which had preceded it, towards the new republics of Czechoslovakia and Poland, a section to Vienna being however added to it. A teak lounge car was even added to it between Strasbourg and Munich. The rolling stock needed for the formation of the trains was as follows:

- Paris - Varsovie 2 WL n° 1709 à 1711, 1715, 1717, 1781, 1782, 1922, 1930,
- Boulogne - Varsovie 1 WL n° 1719, 1779, 1780, 1866, 2176,
- Paris - Vienne 2 WL n° 1869, 1870, 1951, 1953, 1955, 1957 à 1960,
- Boulogne - Vienne 1 WL n° 1961 à 1965,
- Paris - Varsovie WR n° 1651, 1937, 1939 à 1941, 1943,
- Strasbourg - Munich WS n° 956, 2445, 2446,
- 2 F Paris - Varsovie, 1 F Paris - Vienne, 1 F Boulogne - Gagny F n° 1174, 1175, 1199 à 1207, 1224, 1227, 1228, 1230 à 1234.

En dépit des réticences allemandes, son itinéraire au départ de Strasbourg retrouvait, malgré tout, l'ancien tracé par Kehl, Karlsruhe, Stuttgart, Ulm et Munich. Ce train présentait alors deux branches distinctes venant d'une part de Boulogne, effectuant un rebroussement à Paris-Nord au retour seulement, et d'autre part de Paris-Est ; afin d'éviter un parcours entre les gares parisiennes nécessitant un double tête-à-queue, les deux tranches de voitures de la CIWL se réunissaient à Gagny, ville se situant en proche banlieue Est. Outre deux fourgons, la rame ayant son origine dans la capitale française était composée par deux voitures-lits pour Vienne, ainsi que par deux autres voitures-lits et une voiture-restaurant ayant Varsovie comme destination finale.

Despite German reluctance, its route from Strasbourg found, despite everything, the old route through Kehl, Karlsruhe, Stuttgart, Ulm and Munich. This train then had two distinct branches coming on the one hand from Boulogne, performing a reversal at Paris-Nord on the return only, and on the other hand from Paris-Est; in order to avoid a journey between the Parisian stations requiring a double head-to-tail, the two sections of CIWL cars met in Gagny, a city located in the eastern suburbs. In addition to two luggage vans, the train originating in the French capital was made up of two sleeping cars for Vienna, as well as two other sleeping cars and a restaurant car with Warsaw as its final destination.

Relevant des correspondances transmanche, la tranche du Pas-de-Calais était quant à elle formée avec une seule voiture-lits pour Vienne et deux autres pour la Pologne. Lors de l'escale en gare de Strasbourg,

ce train se trouvait ensuite divisé en deux branches distinctes ; on incorporait une voiture-restaurant et un fourgon dans la rame pour Vienne. Une voiture-lits Ostende - Varsovie transitant par Luxembourg, Thionville puis Metz lui était aussi adjointe ; il y avait également une seconde voiture-lits pour la direction d'Istanbul qui se raccordait ensuite sur le « Simplon-Orient-Express » en Yougoslavie.

As part of the cross-Channel connections, the Pas-de-Calais section was formed with a single sleeping car for Vienna and two others for Poland. During the stopover at Strasbourg station, this train was then divided into two separate sections; a dining car and a luggage van were incorporated into the train for Vienna. An Ostend-Warsaw sleeping car passing through Luxembourg, Thionville then Metz was also added to it; there was also a second sleeping car for the direction of Istanbul which was then connected to the "Simplon-Orient-Express" in Yugoslavia.

Pour l'hiver 1920-1921, les horaires du train Paris - Prague - Varsovie le faisaient quitter Calais-Maritime à 12 h 35 (les mardis, jeudis et samedis) après avoir relevé une correspondance ferroviaire puis maritime de Londres (8 h 20) ; il effectuait un rebroussement à Paris-Nord entre 16 h 45 et 17 h 10, puis était ensuite acheminé par La Chapelle, Saint-Denis, Aubervilliers et Gagny, où il rejoignait les voies de la Compagnie des chemins de fer de l'Est. La branche de Paris partant de la gare de l'Est à 17 h 30, marquait un bref arrêt à Gagny pour la manœuvre d'adjonction des voitures-lits venues de Calais, puis arrivait au cœur de la nuit à Strasbourg (2 h 12). On expédiait la branche pour Vienne en premier à 2 h 40 pour une arrivée en soirée dans cette ville à 22 h 30.

For the winter of 1920-1921, the timetables for the Paris - Prague - Warsaw train made it leave Calais-Maritime at 12.35 p.m. (Tuesdays, Thursdays and Saturdays) after having noted a rail and then sea connection from London (8.20 a.m.); it made a reversal at Paris-Nord between 4:45 p.m. and 5:10 p.m., then was then routed through La Chapelle, Saint-Denis, Aubervilliers and Gagny, where it joined the tracks of the Chemins de Fer de l'Est Company. The Paris branch leaving the Gare de l'Est at 5.30 p.m., made a brief stop at Gagny for the manoeuvre so as to add sleeping cars from Calais, then arrived in the middle of the night in Strasbourg (2.12 a.m.). This section was run to Vienna first leaving at 2:40 a.m. for an evening arrival in that city at 10:30 p.m.

Les autres voitures-lits partaient plus tard depuis Strasbourg à 3 h 30 pour gagner Prague à 20 h 10 le lendemain et Varsovie à 16 h 15 le surlendemain (retour Varsovie 15 h 25, Prague 9 h 10 jour B, Vienne 7 h 30 jour B, Strasbourg 1 h 55 jour C, Paris-Est 10 h 30, Paris-Nord 11 h 20 - 11 h 50, Calais-Maritime 16 h 00 et Londres 20 h 20). Si son accès n'était plus réglementé, le nombre des places proposées restait toujours limité. Une circulation comportant des voitures-lits, ainsi que des véhicules ordinaires à places assises des trois classes était également offerte les autres jours de la semaine pour les mêmes destinations.

A ce service de l'hiver 1920-1921, la CIWL utilisait les véhicules suivants pour les formations des différentes branches du train :

The other sleeping cars left Strasbourg at 3.30 a.m. later, reaching Prague at 8.10 p.m. the following day and Warsaw at 4.15 p.m. B, Strasbourg 1:55 a.m. day C, Paris-Est 10:30 a.m., Paris-Nord 11:20 a.m. - 11:50 a.m., Calais-Maritime 4:00 p.m. and London 8:20 p.m.). If its access was no longer regulated, the number of places offered was always limited. A circulation comprising sleeping cars, as well as ordinary vehicles with seats of the three classes was also offered on the other days of the week for the same destinations.

During this winter service of 1920-1921, the CIWL used the following vehicles for the training of the different branches of the train:

- 2 WL Paris - Varsovie trihebdomadaire n° 1709 à 1711, 1779, 1780, 1866, 1869, 1870, 1930,
- 1 WL Boulogne - Varsovie trihebdomadaire n° 1951, 1953, 1955 à 1957,
- 2 WL Paris - Vienne trihebdomadaire n° 1958 à 1963,
- 1 WL Boulogne - Vienne trihebdomadaire n° 1964, 1965, 1992, 2176,
- WR n° 1651, 1936, 1937, 1939 à 1941,
- F n° 1174, 1175, 1199 à 1207, 1224, 1225, 1227 à 1234,



The WL 1953 mentioned in the text here in the 1920s in a Warsaw-Vienna course. Photo : Narodowe Archiwum Cyfrowe, sygn. 1-G-3017, <https://www.nac.gov.pl>

A partir du 15 mars 1921, la configuration de ces deux branches trihebdomadaires vers Varsovie et Vienne se retrouva profondément modifiée. En effet, à cette date, deux circulations internationales Ostende - Calais - Paris - Berlin - Varsovie et Ostende - Cologne - Nuremberg - Passau - Vienne furent mises simultanément en circulation à travers l'Allemagne et elles reprirent naturellement les courses des voitures-lits pour la Pologne et celle d'Ostende à Vienne. Dans ces conditions, on reporta de Strasbourg à Stuttgart la séparation des deux tranches reconfigurées en direction de Vienne et de Prague ; l'escale de Vienne se faisait alors non dans la gare de l'Ouest mais dans celle de l'Est.

From March 15, 1921, the configuration of these two tri-weekly branches to Warsaw and Vienna was profoundly modified. In fact, on that date, two international trains Ostend - Calais - Paris - Berlin - Warsaw and Ostend - Cologne - Nuremberg - Passau - Vienna were put into circulation simultaneously through

Germany and they naturally resumed the sleeping car routes for Poland and that of Ostend in Vienna. Under these conditions, the separation of the two reconfigured sections in the direction of Vienna and Prague was postponed from Strasbourg to Stuttgart; the stopover in Vienna was then not at the West station but in the East station.

Le 1^{er} mai suivant, le convoi pouvait alors reprendre dans les indicateurs horaires son ancienne désignation plus simple d'« Orient-Express ». Sur le parcours autrichien, des difficultés d'approvisionnement en charbon imposaient toujours de sévères restrictions dans la marche des trains pendant toute cette période de l'immédiat après-guerre. En effet, dans l'organisation de l'empire Austro-hongrois, l'essentiel de l'approvisionnement provenait des gisements houillers situés en Haute-Silésie ; à la suite de la guerre et de différents entre la nouvelle Pologne et l'Etat allemand aux frontières remodelées, cette riche région, et donc très disputée, était alors en pleine confusion.

On the following May 1st, the convoy could then resume its former title and simpler designation of "Orient-Express". On the Austrian route, difficulties in the supply of coal still imposed severe restrictions on the running of the trains throughout this period of the immediate post-war period. Indeed, in the organization of the Austro-Hungarian Empire, most of the supply came from the coal deposits located in Upper Silesia; Following the war and disputes between the new Poland and the German state with reshaped borders, this rich region, and therefore very disputed, was then in full confusion.

Le 1^{er} juillet 1921, l'« Orient-Express » prolongé à l'Est depuis la capitale autrichienne, en direction de Budapest et de Bucarest, ne passait toutefois plus par son itinéraire d'avant 1914 via Marchegg et Bratislava ; il transitait dorénavant par Bruck an der Leitha, puis en Hongrie par Hegyeshalom, Győr et Komárom. Après son escale dans la capitale de la Hongrie et pour contourner le territoire yougoslave, il poursuivait désormais sa course par Szolnok et Lökösháza (douanes hongroises), puis par Curtici (douanes roumaines), Arad, Braşov et Ploieşti pour atteindre la capitale roumaine Bucarest. Pendant la saison d'été, l'« Orient-Express » était aussi jumelé, jusqu'à Stuttgart, avec le « Paris-Carlsbad (Karlovy-Vary)-Express » relancé de son côté à compter du 18 juin 1921 et qui acheminait également la voiture-lits vers Prague.

On July 1, 1921, the "Orient-Express" extended East from the Austrian capital, towards Budapest and Bucharest, however, no longer passed through its pre-1914 route via Marchegg and Bratislava; it now transited through Bruck an der Leitha, then in Hungary through Hegyeshalom, Győr and Komárom. After its stopover in the capital of Hungary and to bypass Yugoslav territory, it now continued its journey through Szolnok and Lökösháza (Hungarian customs), then through Curtici (Romanian customs), Arad, Braşov and Ploieşti to reach the Romanian capital Bucharest. During the summer season, the "Orient-Express" was also twinned, as far as Stuttgart, with the "Paris-Carlsbad (Karlovy-Vary)-Express", relaunched on the June 18, 1921 and which carried also the sleeping car to Prague.

Les départs depuis Paris-Est se faisaient les mardis, jeudis et samedis à 17 h 30 pour des arrivées respectives à Bucarest les vendredis, dimanches et mardis à 11 h 50.

A ce service de l'été 1921, les matériels suivants servaient dans les compositions des convois :

Departures from Paris-Est were on Tuesdays, Thursdays and Saturdays at 5.30 p.m. for respective arrivals in Bucharest on Fridays, Sundays and Tuesdays at 11.50 a.m.

For this service in the summer of 1921, the following rolling stock was used in the composition of the trains:

- 2 WL Paris - Varsovie trihebdomadaire n° 1709, 1710, 1711, 1715, 1716, 1717, 1779, 1780, 1866,
- 2 WL Paris - Vienne - Bucarest trihebdomadaire n° 1869, 1870, 1930, 1951, 1953, 1955, 1956, 1957, 1958, 1959, 1960, 1961,
- 1 WL Calais - Vienne - Bucarest trihebdomadaire n° 1962, 1963, 1964, 1965, 2176,
- WR n° 1651, 1936, 1937, 1939, 1940,
- F n° 1174, 1175, 1199 à 1206, 1224, 1225, 1227 à 1234.

Pour clôturer cette période d'intenses réformes, une voiture-lits Munich - Istanbul lui fut raccordée temporairement en 1922, jusqu'à la gare de Vienne-Est, d'où elle continuait sa route dans un convoi ordinaire comportant également des voitures à places assises de 1^{ère} classe et de 2^{ème} classe. Dernier signe d'un retour à la normale, le train entra à nouveau, comme par le passé, en gare de Vienne-Ouest à partir du 1^{er} août 1921.

To close this period of intense reforms, a Munich-Istanbul sleeping car was temporarily connected to it in 1922, as far as the Vienna East station, from where it continued on its way in an ordinary convoy also comprising passenger cars. 1st class and 2nd class seats. Last sign of a return to normal, the train entered again, as in the past, at Vienne-West Bahnhof station from August 1, 1921.

Suite aux modifications successives de ses missions, les horaires suivis par l'« Orient-Express » avaient quelque peu évolué. Si les marches demeuraient stables sur les parcours français et allemands, on remarquait que les destinations de Budapest-Est et de Bucarest étaient atteintes respectivement à 7 h 00 le surlendemain et à 11 h 50 le 4^{ème} jour. Pendant l'été 1922, les heures d'arrivées à Bucarest se virent même avancées dès 8 h 00. Les divers effectifs réservés à la formation des diverses rames en roulement avaient peu évolué entre les services de l'hiver 1921-1922 et celui de l'hiver 1922-1923.

Following successive changes to its journeys, the schedules followed by the "Orient-Express" had changed somewhat. If the markets remained stable on the French and German routes, it was noted that the destinations of Budapest-East and Bucharest were reached respectively at 7:00 a.m. two days later and at 11:50 a.m. on the 4th day. During the summer of 1922, the arrival times in Bucharest were even brought forward from 8:00 a.m. The various staff reserved for the formation of the various trains in rotation had changed little between the winter services of 1921-1922 and that of the winter of 1922-1923.

- Hiver 1921-1922 :

- Paris - Prague 1 WL n° 1709 à 1711, 1779, 1780, 1866,
- Paris - Bucarest 2 WL n° 1869, 1870, 1930, 1951, 1953, 1955 à 1961,
- Calais - Bucarest 1 WL n° 1962 à 1965, 2176,
- WR n° 1651, 1936, 1937, 1939,
- F n° 1200 à 1206, 1223 à 1225, 1227 à 1234,

- Été 1922 :

- Paris - Bucarest 2 WL n° 1709 à 1711, 1779, 1780, 1866, 1869, 1870, 1930, 1951, 1953,
- Calais - Bucarest 1 WL n° 1955 à 1960,
- Paris - Prague 1 WL n° 643, 1961, 1962,
- Paris - Karlsbad 2 WL n° 644, 1963 à 1965, 1992, 2176,
- WR n° 1936, 1937, 1939,
- F n° 1174, 1175, 1199 à 1206, 1223 à 1225, 1227, 1228,

Direction CIWL de Vienne pour le trajet Stuttgart - Bucarest F n° 1123, 1184, 1229 à 1234,

- Hiver 1922-1923 :

- Calais - Bucarest WL n° 1866, 1868 à 1870, 1930, 1951,
 - Paris - Bucarest WL n° 1953, 1955 à 1963,
 - Paris - Vienne WL n° 1964, 1965, 1992,
 - WR n° 1936, 1937, 1939,
 - F n° 1223 à 1225, 1227, 1228, 1174, 1175, 1199 à 1206,
- Direction CIWL de Vienne pour le trajet Bucarest - Munich WR n° 2051 à 2053, 2058, 2178, 2352, 2353,
 Direction CIWL de Vienne pour le trajet Bucarest - Munich F n° 1123, 1184, 1229 à 1234.

L'occupation de la Ruhr en 1923 par les forces alliées et ses conséquences

The occupation of the Ruhr in 1923 by the Allied forces and its consequences

A partir du 11 janvier 1923, l'occupation de la grande région industrielle de la Ruhr par les troupes françaises et belges marqua un net coup d'arrêt dans la reprise progressive des services de l'« Orient-Express ». Déclenchée notamment par l'arrêt des livraisons de charbons allemands, cette opération militaire entendait s'opposer par la force au défaut de paiement des indemnités de guerre calculées par le traité de Versailles. Ayant pour objectif d'occuper les centres de production de charbon, de fer et d'acier de la vallée de la Ruhr pour obtenir les montants dus par l'Allemagne, elle avait été décidée par Raymond Poincaré, le président du Conseil français avec l'accord du roi Albert 1^{er} de Belgique.

From January 11, 1923, the occupation of the great industrial region of the Ruhr by French and Belgian troops marked a clear halt in the gradual resumption of the services of the "Orient-Express". Triggered in particular by the cessation of deliveries of German coal, this military operation intended to oppose by force the failure to pay the war indemnities calculated by the Treaty of Versailles. With the aim of occupying the coal, iron and steel production centres of the Ruhr valley to obtain the amounts owed by Germany, it had been decided by Raymond Poincaré, the President of the French Council with the agreement of King Albert 1st of Belgium.

En Allemagne, cette opération suscita une vague de résistance passive, des mouvements de grève, des incidents et affrontements et des actes de sabotage. Faisant officiellement état de possibles manifestations anti-françaises sur le trajet du train de luxe et jouant surtout officieusement la carte de la résistance passive des populations, les Chemins de fer allemands (DR) interdirent par « précaution » son transit sur leurs voies ferrées.

In Germany, this operation provoked a wave of passive resistance, strikes, incidents and clashes and acts of sabotage. Officially reporting possible anti-French demonstrations on the route of the luxury train and above all unofficially playing the card of the passive resistance of the populations, the German Railways (DR) prohibited its transit on their railways as a "precaution".

Pour assurer la poursuite impérieuse des liaisons ferroviaires vers les Balkans, l'« Orient-Express » devait être provisoirement détourné en toute hâte par la Suisse et l'Autriche, selon un itinéraire transformé, transitant désormais par Troyes, Chaumont, Mulhouse, Bâle, l'Arlberg, Innsbruck et Linz. Le passage par Bratislava se trouvait toutefois rétabli à l'Est de Vienne.

To ensure the imperative continuation of rail links to the Balkans, the "Orient-Express" had to be temporarily diverted in all haste by Switzerland and Austria, according to a changed route, now passing

through Troyes, Chaumont, Mulhouse, Basel, the Arlberg, Innsbruck and Linz. The passage through Bratislava was, however, restored to the east of Vienna.

En guise de rétorsion, les troupes françaises prirent même position dans les nœuds ferroviaires allemands d'Appenweier et d'Offenburg pour bloquer l'important trafic ferroviaire de la ligne de la rive droite du Rhin.

A compter du 13 janvier 1923, les horaires modifiés par les circonstances faisaient donc partir l'« Orient-Express » depuis Paris-Est à 20 h 45 pour Bâle (5 h 48 - 7 h 05), Innsbruck (17 h 12 - 17 h 30) et Linz (2 h 39 - 2 h 59) ; le troisième jour, il atteignait enfin Vienne en matinée à 6 h 50, pour continuer vers ses anciens terminus ; le trajet prenait alors une nuit de plus (anciens horaires de décembre 1922 : Paris 19 h 45 - Vienne 22 h 55 le lendemain). Les voitures-lits directes entre Ostende, Bruxelles et Bucarest subissaient les mêmes retards dans leurs acheminements. Compte tenu des circonstances, on devait également supprimer le train « Paris-Carlsbad-Express » pendant les étés 1923 et 1924.

Compte tenu de ces changements contraints, les effectifs affectés pour les rames du train comprenaient les matériels suivants :

In retaliation, French troops even took up position in the German railway junctions of Appenweier and Offenburg to block the heavy rail traffic on the line from the right bank of the Rhine.

From January 13, 1923, the schedules modified by circumstances therefore made the "Orient-Express" depart from Paris-Est at 8.45 p.m. for Basel (5.48 a.m. - 7.05 a.m.), Innsbruck (5.12 p.m. - 5.30 p.m) and Linz (2 h 39 - 2 h 59); on the third day, it finally reached Vienna in the morning at 6.50 a.m., to continue towards its old terminus; the trip then took an extra night (old timetables from December 1922: Paris 7:45 p.m. - Vienna 10:55 p.m. the next day). Direct sleeping cars between Ostend, Brussels and Bucharest were subject to the same delays on their journeys. Given the circumstances, the "Paris-Carlsbad-Express" train was also cancelled during the summers of 1923 and 1924.

Given these forced changes, the train sets included the following rolling stock :

- Paris - Prague WL n° 1709 à 1711, 1779, 1780, 2176,
- Calais - Bucarest WL n° 1866, 1868 à 1870, 1930, 1951,
- Paris - Bucarest WL n° 1953, 1955 à 1965, 1992,
- WR n° 1936, 1937, 1939.

A l'été 1923, on notait quelques changements :

- Paris - Vienne WL n° 1869, 1870, 1930, 1965,
- Paris - Bucarest WL n° 1951, 1953, 1955 à 1964, 1992, 2176,
- WR n° 1936, 1937,
- Calais - Paris-Est F n° 1037 à 1039,
- Paris - Bâle F n° 1223 à 1225, 1227, 1228,
- Paris - Bucarest F n° 1174, 1175, 1199 à 1206.

Le service suivant connut aussi des modifications dans les affectations :

Hiver 1923-1924 :

- Paris - Vienne WL n° 1962 à 1965,
- Paris - Bucarest WL n° 1869, 1870, 1930, 1957 à 1961,
- Calais - Bucarest WL n° 1709 à 1711, 1951, 1953, 1955, 1956,
- WR n° 1651, 1937, 1939,
- Paris - Bucarest F n° 1200 à 1206,
- Paris - Munich F n° 1223 à 1225, 1227, 1228 (via Salzburg),

Vienne

- Landeck - Vienne - Bucarest WR n° 2051 à 2053, 2058, 2178, 2352, 2353,
- FC n° 1229 à 1234,
- F n° 1015, 1136, 1137, 1141.

Hâtivement tracés dans l'urgence, les horaires de circulations avaient été ensuite modifiés. Les départs trihebdomadaires depuis Paris se faisaient dorénavant dès 14 h 00 pour un passage à Bâle entre 22 h 24 et 23 h 00 (heure de l'Europe continentale) et une arrivée à Vienne-Ouest à 22 h 30 le lendemain ; cela ne faisait plus perdre que cinq heures environ aux utilisateurs du train par rapport à la situation d'avant janvier 1923. En quittant la capitale française les mardis, jeudis et samedis, Bucarest était alors atteinte à 7 h 55 les vendredis, dimanches et mardis.

Hastily drawn up in an emergency, the traffic schedules were then modified. The three-weekly departures from Paris were now from 2:00 p.m. for a passage in Basel between 10:24 p.m. and 11:00 p.m. (continental European time) and an arrival in Vienna-West at 10:30 p.m. the next day; this only caused train users to lose around five hours compared to the situation before January 1923. Leaving the French capital on Tuesdays, Thursdays and Saturdays, Bucharest was then reached at 7:55 a.m. on Fridays, Sundays and Tuesdays.

À la suite de l'évacuation progressive de la Ruhr par les troupes françaises et belges, la situation ne se débloqua qu'à l'automne suivant. L'« Orient-Express » retrouvait ainsi son itinéraire initial en Allemagne à compter du 4 novembre 1924. A la grande satisfaction de la clientèle, les horaires redevenaient plus pratiques (Paris-Est 19 h 55 - Vienne-Ouest 22 h 00 le lendemain).

Le bonheur de certains voyageurs ne faisait pas celui des dirigeants des chemins de fer suisses et autrichiens. En effet, conscientes d'avoir permis le maintien des liaisons ferroviaires entre Paris et le bassin danubien, la Suisse et l'Autriche exigeaient le maintien de ce train de luxe sur leurs deux réseaux ferrés respectifs (CFF et OBB).

Following the gradual evacuation of the Ruhr by French and Belgian troops, the situation was not resolved until the following autumn. The "Orient-Express" thus returned to its original route in Germany from November 4, 1924. To the great satisfaction of the customers, the timetables became more practical again (Paris-East 7:55 p.m. - Vienna-West 10 p.m. the next day).

The happiness of certain travellers was not that of the managers of the Swiss and Austrian railways. Indeed, aware of having allowed the maintenance of rail links between Paris and the Danube basin, Switzerland and Austria demanded that this luxury train be maintained on their two respective rail networks (CFF and OBB).

Devant cette volonté conjointe, et après des négociations ardues, on s'orienta néanmoins vers un compromis. A l'instar du jugement de Salomon, l'accord signé prévoyait la circulation du convoi en alternance, et de façon trihebdomadaire, sur les deux itinéraires. Le nom d'« Orient-Express » demeurait employé pour le convoi transitant par l'Allemagne, tandis que la circulation tracée par les Alpes recevait l'appellation de « Suisse-Arlberg-Vienne-Orient-Express » ; à partir du service entrant en application le 15 mai 1931, cette désignation complexe évoluera ensuite pour devenir plus simplement l'« Arlberg-Orient-

Express ». L'Orient-Express continua ses missions jusqu'à l'approche du second conflit mondial... mais ceci est une autre histoire.

Faced with this joint pressure, and after arduous negotiations, we nevertheless moved towards a compromise. Like the Judgement of Solomon, the signed agreement provided for the train to travel alternately, and three times a week, on the two routes. The name of "Orient-Express" remained used for the convoy transiting through Germany, while the traffic routed via the Alps received the name of "Switzerland-Arlberg-Vienne-Orient-Express"; from the service entering into force on May 15, 1931, this complex designation then evolved to become more simply the "Arlberg-Orient-Express". The Orient-Express continued its missions until the approach of the Second World War... but that is another story.

WR 2747 de la AZAFT

Restauración exterior y viaje de presentación - Exterior restoration and presentation trip

de Juan Delgado Luna



Interesante foto de Lidia Moreno Reyes del coche Nº 2747 que formó parte de la composición del "Tren de los 80" Madrid-Alcázar de San Juan (Tren de las Gachas). Estacionado en Alcázar, 19 noviembre de 2022.

Interesting photo by Lidia Moreno Reyes of the car No. 2747 that was part of the composition of the "80s Train" Madrid-Alcázar de San Juan (Gacha Train). Parked in Alcázar, November 19, 2022.

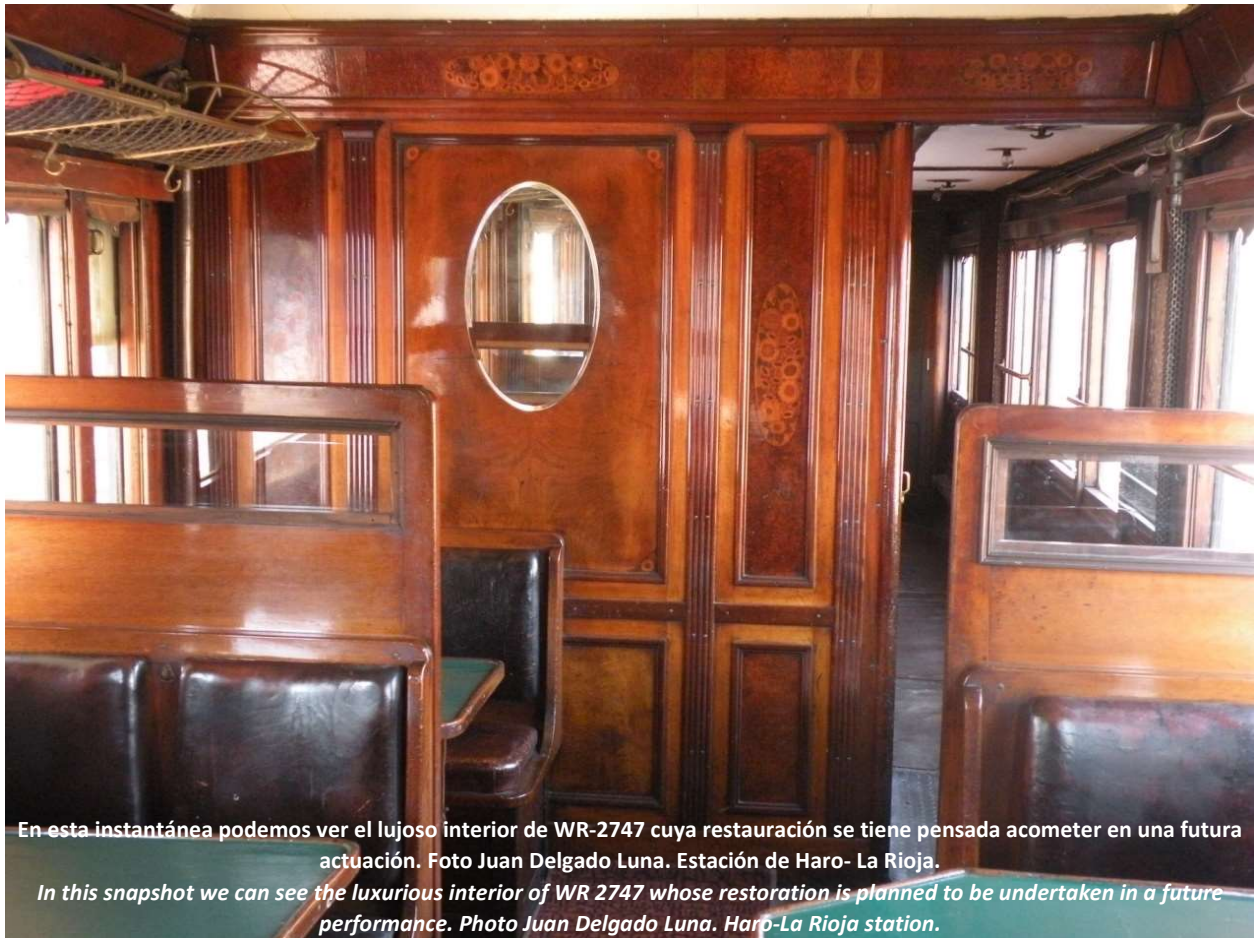
Antes de comentar su última revisión y repintado, repasaremos de una forma breve la historia de este tipo de coches. Nos centraremos en el WR-2747 principalmente, citando también en este caso de una forma muy breve la restauración que se ha realizado en él coche BB4-6033 al coincidir su presentación con nuestro WR. La serie fue numerada como WPS 2737 al 2748 formada por 12 coches tipo salón

Pullman. Fueron construidos por la Société Lorraine des Anciens Établissements De Dietrich, en Lunéville, Francia, en la lejana fecha de 1926, asignándoles sus primeros servicios al prestigioso Sud-Express francés, realizando los trayectos entre París y Lisboa en el tramo comprendido entre París y la frontera española de Hendaya.

Hubo que esperar hasta 1949 para que pasasen a formar parte de la dotación española los coches que se citan a continuación: 2737/2738/2739/2741/2745/2746 y el 2747 que fueron transformados a WR por la Compagnie Générale de Construction situada en Saint-Denis. Todos ellos cambiaron sus bogies de ancho internacional al ancho español, siendo su iluminación del tipo Stone (dinamo) y calefacción típica y unificada del tipo Wagons Lits a carbón mediante caldera individual.

Before commenting on its latest revision and repainting, we will briefly review the history of this type of car. We will focus mainly on the WR 2747, also mentioning in this case very briefly is the restoration that has been carried out on the BB4-6033 car when its presentation coincided with our WR. The series was numbered as WPS 2737 to 2748 consisting of 12 Pullman saloon cars. They were built by the Société Lorraine des Anciens Établissements De Dietrich, in Lunéville, France, in the distant date of 1926, assigning their first services to the prestigious French Sud-Express, making the journeys between Paris and Lisbon in the section between Paris and the Hendaye Spanish border.

It was not until 1949 that the following cars became part of the Spanish fleet: 2737/2738/2739/2741/2745/2746 and 2747, which were transformed into WR by the Compagnie Générale de Construction located in Saint-Denis. All of them changed their bogies from international gauge to Spanish gauge, their lighting being of the Stone type (dynamo) and typical and unified heating of the Wagons Lits type using coal through an individual boiler.



En esta instantánea podemos ver el lujoso interior de WR-2747 cuya restauración se tiene pensada acometer en una futura actuación. Foto Juan Delgado Luna. Estación de Haro- La Rioja.

In this snapshot we can see the luxurious interior of WR 2747 whose restoration is planned to be undertaken in a future performance. Photo Juan Delgado Luna. Haro-La Rioja station.

Destaca su marquetería interior y maderas nobles que le proporcionan una ambiente señorial y acogedor. Su disposición interior era la siguiente: 49 plazas sentadas dividida en dos salas, una de ellas con 20 y la restante con 32, siendo transformado el aparatado destinado a aseo en cavas para vinos, disponiendo de cocina.

El coche WR 2747 fue retirado del servicio comercial en España en 1985 en plena "fiebre de bajas" de vehículos antiguos por parte de RENFE, en la que los servicios "Estrella" estaban en pleno auge y había que deshacerse progresivamente del material más obsoleto, según se iba recibiendo el nuevo material, al igual que se hizo también en gran parte de Europa, aunque tuviese "marqueterías e interiores dignas de reyes y los más altos dignatarios"

Afortunadamente pudo ser salvado del temido desguace por parte de la AZAFT y en 1988 se restaura utilizándose hasta el año 1999. Este coche junto con otros coches apartados y diverso material en la antigua estación de Madrid-Príncipe Pío que en esos momentos estaba sin servicio. Se pudieron salvar del temido desguace, gracias a las gestiones de anterior presidente de la AZAFT José María Valero y el ex director del Museo del Ferrocarril de Madrid Julio Álvarez del Toro, estableciéndose un convenio entre la Fundación de los Ferrocarriles Españoles y la Diputación Provincial de Zaragoza. Este vehículo se preservó en las instalaciones de AZAFT en Zaragoza-Delicias pensando en un primer momento formar una prestigiosa composición con la realizar viajes juntos la locomotora a vapor "Escatrón" además de formar parte de los fondos de un futuro museo del ferrocarril. Diversos vehículos no tuvieron cabida en estas últimas instalaciones y se tuvieron que trasladar en varios viajes a los muelles cubiertos de Canfranc, donde han permanecido hasta hace muy poco tiempo. Hubo que esperar hasta 2019 para poderlo ver de nuevo tras una revisión técnica para poder empezar de nuevo a formar parte de las composiciones del Tren Azul, siendo habitual en los numerosos viajes que ha organizado esta la asociación.

Its interior marquetry and noble woods stand out, providing it with a stately and welcoming atmosphere.

Its interior layout was as follows: 49 seated seats divided into two rooms, one of them with 20 and the rest with 32, the toilet being transformed into wine cellars, with a kitchen.

The WR 2747 car was withdrawn from commercial service in Spain in 1985 at the height of the "death fever" of old vehicles by RENFE, in which the "Estrella" services were in full swing and the most obsolete material had to be progressively disposed of, as the new material was being received, as was also done in a large part of Europe, although it had "inlaid work and interiors worthy of kings and the highest dignitaries"

Fortunately, it was able to be saved from the feared scrapping by AZAFT and in 1988 it was restored and used until 1999. This car along with other sequestered cars and various material in the old Madrid-Príncipe Pío station, which was out of service at that time. They could be saved from the feared scrapping, thanks to the efforts of the former president of AZAFT José María Valero and the former director of the Madrid Railway Museum Julio Álvarez del Toro, establishing an agreement between the Spanish Railways Foundation and the Provincial Council of Zaragoza. This vehicle was preserved at the AZAFT facilities in Zaragoza-Delicias, initially thinking of forming a prestigious composition with the "Escatrón" steam locomotive making trips together, as well as being part of the collections of a future railway museum. Various vehicles did not have a place in these latest facilities and had to be transferred on several trips to the covered docks of Canfranc, where they have remained until very recently. We had to wait until 2019 to be able to see it again after a technical review to enable it to begin again as part of the compositions of the Blue Train, being habitual in the numerous trips that the association has organized.



Otra imagen del WR-2747, esta vez en con librea original. 125 aniversario del Ferrocarril de Madrid a Zaragoza. Instalaciones de Zaragoza-Delicias. 1-10-1989. Foto Luís Ortiz Palomar.

Another image of the WR 2747, this time in original livery. 125th anniversary of the Railway from Madrid to Zaragoza. Zaragoza-Delicias facilities. 10-1-1989. Photo Luis Ortiz Palomar..

De esta misma serie AZAFT obtuvo el WR-2739 como intercambio por el WR-3569, que inicialmente fue cedido a Zaragoza y finalmente trasladado al Museo del Ferrocarril de Madrid-Delicias para prestar servicio estático de cafetería. Lamentablemente, el WR-2739 fue incendiado una vez completada su restauración.

En la actualidad sobreviven los siguientes coches: WR-2741 en Francia (ex Intraflug) el WR-2739 que se ha citado anteriormente, el WR-2745 (desmontado) el WR-2746 de la FFE y el protagonista de este artículo el WR-2747.

Para poder continuar utilizando este coche y como consecuencia de su deterioro por el paso de los años se decidió ponerlo de nuevo en servicio, no sin antes pasar una revisión reglamentaria. Con posterioridad se decide restaurarlo exteriormente siendo la primera intervención la sustitución de chapas de techo a la que le siguió en otra intervención posterior la de chapa de laterales (Requena) y pintura, dejando bajo la responsabilidad al personal de Fuencarral. En relación al coche BB4-6033 fue revisado mecánicamente en Siderúrgica Requena siendo repintado y rotulado por INTEFER.

Esta actuación ha sido posible gracias al patrocinio de ALSA, correspondiendo su restauración interior, limpieza exterior y reposición de baterías entre otros trabajos a los socios de AZAFT.

La presentación de los dos citados vehículos se realizó el 30 de octubre de 2022 en las instalaciones zaragozanas de Casetas, aprovechando la ocasión para formar una composición formada por a locomotora a vapor "Escatrón", el VSO-1116, el coche Ex Pullman actual WR-2747 con librea Sud-Express y el comentado coche BB4-6033 recién restaurado exteriormente.

From this same series, AZAFT obtained the WR 2739 in exchange for the WR-3569, which was initially transferred to Zaragoza and finally transferred to the Madrid-Delicias Railway Museum to provide static cafeteria service. Unfortunately, WR 2739 was destroyed by fire after its restoration was completed.

At present the following cars survive: WR 2741 in France (ex Intraflug), the WR 2739 mentioned above, the WR 2745 (disassembled) the WR 2746 of the FFE and the protagonist of this article the WR 2747. In order to continue using this car and as a consequence of its deterioration over the years, it was decided to put it back into service, but not before undergoing a regulatory review. Subsequently, it was decided to restore it externally, the first intervention being the replacement of roof sheets, which was followed by another later intervention, the side sheet metal (Requena) and painting, leaving the Fuencarral staff with the responsibility. Regarding car BB4-6033, it was mechanically revised at Siderúrgica Requena, being repainted and labelled by INTEFER.

This performance has been possible thanks to the sponsorship of ALSA, corresponding to its interior restoration, exterior cleaning and battery replacement, among other tasks, to AZAFT members. The presentation of the two aforementioned vehicles took place on October 30, 2022 at the Casetas facilities in Zaragoza, taking advantage of the occasion to form a composition made up of the “Escatrón” steam locomotive, the VSO-1116, the current Ex Pullman car WR 2747 with Sud-Express livery and the aforementioned car BB4-6033 recently restored externally.



Composición reducida del Tren Azul. Tren Chárter correspondiente a una boda realizada en Santa María de la Alameda, vía Pasillo Verde regresando de madrugada. 15-10-2022. Foto Mariano Álvaro.

Reduced composition of the Blue Train. Charter train corresponding to a wedding held in Santa María de la Alameda, via Pasillo Verde, returning at dawn. 10-15-2022. Photo Mariano Alvaro.

A este acto acudieron una gran cantidad de aficionados y curiosos pudiendo fotografiar y pasar una bonita jornada ferroviaria en la que los padres disfrutaron más que sus hijos que algunos de ellos veían por primera vez un tren. Hubo que esperar hasta el 12 de noviembre para poder viajar y disfrutar “y estrenar”

los dos coches comentados junto con los habituales de la composición del Tren Azul, esta vez realizando el Rápido a Logroño desde Zaragoza Delicias y regreso.

A large number of fans and curious people attended this event, being able to photograph and spend a beautiful day on the railway in which the parents enjoyed more than their children, some of whom saw a train for the first time. It was necessary to wait until November 12 to be able to travel and enjoy these two and brand new aforementioned cars together with the usual ones of the Blue Train composition, this time making the Rapido (Express) to Logroño.



En esta bonita y curiosa instantánea podemos ver al WR- 2747 a su paso por las cercanías de Templeque camino de Alcázar de San Juan. Foto Mariano Álvaro. Tren de las Gachas.
In this beautiful and curious snapshot we can see the WR 2747 as it passes through the vicinity of Templeque on the way to Alcázar de San Juan. Photo Mariano Alvaro. Porridge Train.



Coche BB4-6033 recién restaurado exteriormente es custodiado por el personal de la AZAFT en sus instalaciones.
Car BB4-6033 recently restored externally is guarded by AZAFT personnel at its facilities.

De nuevo había que trasladar la composición hasta Madrid, coincidiendo con un nuevo viaje programado el 19 de noviembre del presente año desde Madrid- Chamartín a Alcázar de San Juan, realizando esta vez el Tren de Las Gachas, con la composición del tren de los años 80 coincidiendo con el XXIV Encuentro Nacional de Asociaciones de Amigos del Ferrocarril. Se programó la llegada a Madrid unos días antes de la realización del comentado viaje, para realizar un recorrido privado de la empresa ALSA hasta la monumental ciudad de Ávila.

Once again, the composition had to be transferred to Madrid, coinciding with a new trip scheduled for November 19 of this year from Madrid-Chamartín to Alcázar de San Juan, this time performing the Las Gachas Train (breakfast train), with the composition of the train of the years. 80 coinciding with the XXIV National Meeting of Associations of Friends of the Railroad. From Zaragoza Delicias and return. Its scheduled its arrival in Madrid a few days before the aforementioned trip, to take a private tour of the ALSA company to the monumental city of Ávila.



En esta imagen de nuestro colaborador Luis Ortiz Palomar se puede ver al WR-2747 esperando la llegada de viajeros de distintas empresas ferroviarias e invitados en los andenes de la estación madrileña de Príncipe Pío.

In this image by our collaborator Luis Ortiz Palomar, you can see the WR 2747 waiting for the arrival of passengers from different railway companies and guests on the platforms of the Príncipe Pío station in Madrid.



Andenes de la estación de Ávila. La composición espera pacientemente el regreso de los viajeros que han podido disfrutar de una visita a esta ciudad monumental. ¡Qué fotografía más interesante! Recuerda a aquellos viejos expresos que décadas atrás.

Avila station platforms. The composition patiently awaits the return of travellers who have been able to enjoy a visit to this monumental city. What an interesting photograph! Remember those old express trains those decades ago

Decoración de los coches Pullman

Aprovechando la ocasión del repintado del WR-2747, nos centraremos brevemente en esta curiosa decoración que llevaron los coches Pullman antes de su sustitución por el azul CIWL.

En primer lugar, comentar que esta decoración nunca la llevaron los coches que estuvieron asignados a la Península Ibérica y menos con los caracteres Español/Portugués. La rotulación que portaban con esta librea elitista era en Francés sobre las ventanillas y en Inglés/Francés bajo las mismas. Este color fue asignado a los coches salones del Sud-Express y posteriormente a los Pullman del Flèche d'Or hasta el año 1932, fecha en la cual pasaron a llevar la señorial decoración azul y crema, pintándose el techo en color gris.

Una vez acabada la II Guerra Mundial comienza su transformación en WR que implica que sean repintados nuevamente en azul con líneas y rotulación en color amarillo, con las leyendas "Voiture-Restaurant" en el lado izquierdo y "Dining car" en el derecho bajo las ventanillas de sus laterales opuestos, manteniendo la matriculación simplificada.

Con esta decoración es como pasan finalmente a circular por las líneas españolas, portando en sus laterales las rotulaciones en portugués por uno de sus laterales y español por el restante, volviendo a recuperar su matriculación completa Nº 273X D [P]. Al no ser en ese momento coches Pullman pierden la E en su rotulación.

Pullman car decoration

Taking advantage of the occasion of the repainting of the WR 2747, we will briefly focus on this curious decoration that the Pullman cars wore before they were replaced by CIWL blue.

First of all, comment that this decoration was never carried by the cars that were assigned to the Iberian Peninsula and less with the Spanish / Portuguese characters. The lettering that they carried with this elitist livery was in French on the windows and in English/French below them. This colour was assigned to the Sud-Express lounge cars and later to the Flèche d'Or (Golden Arrow) Pullmans until 1932, when they began to wear the stately blue and cream decoration, with the roof painted in grey.

Once World War II ended, its transformation into WR began, which implies that they were repainted in blue with lines and lettering in yellow, with the legends "Voiture-Restaurant" on the left side and "Dining Car" on the right under the windows on its opposite sides, keeping registration simplified.

It is with this decoration that they finally began to circulate on the Spanish lines, carrying on their sides the lettering in Portuguese on one of their sides and Spanish on the other, returning to recover their full registration No. 273X D [P]. Not being at that time Pullman cars lose the E in their lettering.



Voiture Pullman de la C^{ie} des Wagons-Lits

Longueur hors tampons.	23 m. 452	1 salon à 12 places
— d'axe en axe des boggies.	16 m. »	1 petit salon à 4 places
Largeur extérieure de la caisse.	2 m. 822	4 compartiments à 2 places
Poids, sans cuisine	50.930 kg.	1 cabinet de toilette
— avec cuisine	53.700 kg.	

Interesante foto de catálogo que nos ha proporcionado Ángel González, en la cual se puede ver un coche Pullman del Sud-Express con sus características principales.

Interesting catalogue photo provided by Ángel González, in which you can see a Sud-Express Pullman car with its main features.



En la foto podemos ver en los andenes de la estación de Logroño al WR-2747 junto con el material remolcado de la AZAFT utilizado en sus múltiples viajes. Fotos Luis Ortiz Palomar. 12 de noviembre de 2022.

In the photo we can see the WR 2747 on the platforms of the Logroño station along with the AZAFT cars used on its multiple trips. Photos Luis Ortiz Palomar. November 12, 2022.



Curiosa imagen en la que podemos ver la composición del tren especial junto con el Frecciarossa 1000 de la serie 109 de Iryo.
Foto Luis Ortiz Palomar. 12 de noviembre de 2022.

Curious image in which we can see the composition of the special train together with the Frecciarossa 1000 of the Iryo 109 series. Photo Luis Ortiz Palomar. November 12, 2022.

Es de agradecer a la AZAFT, que haya realizado esta gran labor de restaurar exteriormente estos dos vehículos, pero centrándonos en el WR-2747, en el cual se ha realizado un muy buen trabajo de chapa si se hubiese restaurado acorde al original Pullman, hay aspectos que tendrían que haberse tenido en cuenta en una posterior intervención. Algunos de ellos son los siguientes:

Su matriculación es correcta para tratarse de un coche restaurante, aunque no lo es si se trata de un Pullman, puesto que debería llevar la "E".

Su decoración exterior es acorde a un vehículo Pullman, pero por ejemplo el tamaño de las filigranas está sobredimensionado, puesto que deberían ser más pequeñas en las esquinas. Sirva como ejemplo el coche del Sr. Valero que hubiese servido de referencia y que, además, está preservado en las mismas instalaciones o haberse fijado en la decoración original que se ha aplicado en el Pullman Flèche d'Or WSP 4018 preservado en el museo francés de Mulhouse y que fue restaurado en 1977 por los propios talleres de la Compañía de Saint-Denis. Este lleva la decoración que debería haberse aplicado al WR-2747 exceptuando las dos flechas doradas de la parte marrón bajo sus ventanillas y en el bandeau sobre las mismas. En nuestro caso ha copiado prácticamente la decoración Intraflug como la que lleva el WR-2741, aunque este último no tiene correcto el techo que fue pintado en plateado, a la vez que su rotulación "Voiture Restaurant Sud-Express".

Continuando con nuestro coche. la rotulación que porta bajo la cintura, sobre el marrón, si se quiere realizar de una forma correcta y acorde al original, debería estar realizada en dorado. Si nos fijamos en el bastidor la placa con los datos de frenado, de origen ibérico, nunca la llevó cuando estuvo circulando por la red europea, aunque si es correcta si porta la decoración azul. Respecto a los datos correspondientes al freno hubiesen estado mucho mejor rotulados en color blanco sobre el bastidor.

El siguiente paso tiene como fin restaurar su lujoso interior que se realizará con posterioridad en otra intervención. De momento, esta restauración ha puesto en valor este valioso coche que preserva la AZAFT y que constituye una de "las joyas de la corona" de esta asociación.

Poco a poco sus valiosos fondos patrimoniales lucirán sus mejores galas en alguna de las tres sedes asignadas a los futuros museos del ferrocarril de Aragón, sabiendo que están en buenas manos, que de

otra forma hubiesen sido pasto de soplete y que hoy forman parte de una de las mejores colecciones de coches clásicos "CIWL" y especiales de Europa que gracias a las difíciles gestiones que se hicieron en los lejanos años 80 por su presidente en esos momentos, Sr. Valero, y los socios de esta institución por esas fechas y continuadas en el tiempo por sus nuevas generaciones que han conseguido preservar esta gran colección digna de estar en los mejores museos del mundo.

Agradecemos la gran aportación gráfica y documental de Ángel González, Luís Ortiz, José María Valero, Enrique Robles, Lidia Moreno Reyes, Mariano Álvaro y Jaime Juncosa.

It is to be thankful to AZAFT, which has carried out this great job of externally restoring these two vehicles, but focusing on the WR 2747, in which a very good sheet metal work has been carried out if it had been restored according to the original Pullman, there is aspects that should have been taken into account in a subsequent intervention. Some of them are the following:

Its registration is correct for a restaurant car, although it is not if it is a Pullman, since it should have the "E". since they should be smaller in the corners.

Its exterior decoration is consistent with a Pullman vehicle, but for example the size of the watermarks is oversized. An example is Mr. Valero's car that would have served as a reference and that, moreover, is preserved in the same facilities or has been noticed in the original decoration that has been applied to the Pullman Flèche d'Or (Golden Arrow) WSP 4018 preserved in the French museum of Mulhouse and which was restored in 1977 by the CIWL workshops of Saint-Denis. This one bears the decoration that should have been applied to the WR 2747 except for the two golden arrows on the brown part under its windows and on the bandeau above them. In our case, it has practically copied the Intraflug decoration like the one on the WR 2741, although the latter does not have the correct ceiling, which was painted silver, as well as its lettering "Voiture Restaurant Sud-Express".

Continuing with our car. the lettering that she wears under her waist, in brown, if it is to be done correctly and in accordance with the original, should be done in gold. If we look at the plate with the braking data on the frame, of Iberian origin, it never carried it when it was circulating on the European network, although it is correct if it bears the blue decoration. Regarding the data corresponding to the brake, they would have been much better labelled in white on the frame.

The next step is to restore its luxurious interior, which will be carried out later in another intervention. For now, this restoration has valued this valuable car that AZAFT preserves and which constitutes one of the "crown jewels" of this association.

Little by little, its valuable heritage funds will show off their best clothes in one of the three venues assigned to the future museums of the Aragon railway, knowing that they are in good hands, that otherwise they would have been blowtorched and that today they are part of a one of the best collections of classic "CIWL" and special cars in Europe that thanks to the difficult efforts that were made in the distant 80s by its president at that time, Mr. Valero, and the partners of this institution for those dates and continued in time by its new generations that have managed to preserve this great collection worthy of being in the best museums in the world.

We appreciate the great graphic and documentary contribution of Ángel González, Luís Ortiz, José María Valero, Enrique Robles, Lidia Moreno Reyes, Mariano Álvaro and Jaime Juncosa.



En estas dos fotografías se puede observar el gran cambio que ha sufrido exteriormente este coche. Foto superior realizada por Jaime Juncosa. Foto inferior en el estado que se encuentra actualmente. Lidia Moreno Reyes.
In these two photographs you can see the great change that this car has undergone externally. Top photo by Jaime Juncosa. Lower photo in the state it is currently in by Lydia Moreno Reyes.

