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Please see the attachment to this newsletter for an in-depth look at the activities of the preservation of Spanish railway vehicles!

Editorial

We start this New Year of 2024 with interesting news.

Once again OBB Austrian Railways is leading the way with its new Nightjet couchette and sleeping car trains. And the railway press is full of orders for battery driven trains.

We welcome Jos Geilen and Willy Patten’s 5th article in their series ‘Pullman Isolés.

In France the ‘Train de Reves’ based close to the town of Autun is up for sale. This has a special Orient Express connection.

We would like to thank Jean-Marc Dupuy for his articles on the less well-known CIWL trains: Vichy-Express, Savoie-Express, Royan-Express, Paris-Bordeaux-Express, as well as the better-known trains Côte d’Azur-Pullman-Express and Riviera-Express, which form a clear focus in this issue. And he found an article from 1892 in the French Gallica archives on ‘La Cuisine des Wagons - Restaurants-Dining Car Cuisine’, which we reproduce here. Marc Stegemann has researched the CIWL cars in the Netherlands that disappeared in WW2.

Two major weather related and one collision in the Gothard Base Tunnel have resulted in two vital lines in France and one in Switzerland not all attributable to ‘Climate change’ being seriously affected. These lines have been and continue to be used by night trains. In the South the line north of Béziers was hit by a tornado called locally as an (Episode Cevenole) causing a major disruption of all traffic just north of Bédarieux. In the South East the line referred to as the Vallee of Maurienne was hit by a major landslide

between Modane and St-Michel-de-Valloire and likely to remain closed for some 16 months. Coming a matter of months after the partial closure of the St Gotthard Base Tunnel Line, one must recognise the fragility of certain sections and the vital role that tunnels play in offering a rail access north to south across the Alps.

From Italy Francesco Bochicchio has sent us his article 'Orient-Express. Un viaggio lungo 140 anni' this marks the 140th anniversary of the start of The Orient Express with the French Post Office issuing a special anniversary stamp.

Parts of the archive of Hansa Waggonbau Bremen were saved during the insolvency of its legal successor, Bremer Waggonbau, including original drawings, photos, and documents. As is well known, Hansa Waggonbau built the CIWL's U-Hansa sleeping cars in a production partnership with WMD in Donauwörth in 1957, but was also involved in other projects, especially conversions. A question for our international readership: It has become known from photos that Hansa Waggonbau in Bremen also converted type Y/mét sleeping cars built in 1930-32 to Uf (U with Formica interior) - but not as a direct contractor of CIWL, but as a subcontractor presumably of one of the CIWL workshops involved in these conversions. Can anyone contribute anything as to which CIWL workshop this may have been? And which coaches were converted in Bremen? It is not possible to tell from the photos from 1962, which only show the new interiors of the compartments, but no carriage numbers. According to Jean-Marc Dupuy's analyses, the following CIWL workshops were officially involved in the conversions: Neuaubing, Milan and Saint-Denis as well as the carriage builder Carel Fouché.

I have published the photos here:

<https://www.wagonslits.de/phpbb2/viewtopic.php?t=2094>

So on that note we wish you a happy New Year and hope that you enjoy this 20th Newsletter.

Please continue to send us any CIWL related news that will interest our many contacts and friends.

Chris and Dirk



WL UH 4581 on the Hanover Fair in May 1957, coll. FdBS, Bremen

« Côte d'Azur-Pullman-Express »

par Jean-Marc Dupuy (with engl. translation)

Jusqu'au début du XX^e siècle, les voyages depuis Paris vers la Côte d'Azur doivent se faire exclusivement de nuit. Cette particularité tient à la distance importante (près de 1 100 km sur Paris - Nice) et aux caractéristiques des matériels ferroviaires de cette époque.

A partir des premières années du nouveau siècle, les ingénieurs de la Compagnie PLM estiment qu'il devient possible de tracer un express direct en période diurne. Durant la saison hivernale, à compter du 3 novembre 1904, la nouvelle relation « Côte-d'Azur-Rapide » est ainsi créée ; elle sera régulièrement mise en marche jusqu'au printemps 1914. Partant depuis la gare de Paris-Lyon vers 9 h 00 du matin, elle rallie Nice avant minuit pour poursuivre sa course vers Monaco, Menton et Vintimille son terminus

Until the beginning of the 20th century, trips from Paris to the Côte d'Azur had to be made exclusively at night. This particularity was due to the significant distance (nearly 1,100 km from Paris - Nice) and the characteristics of the railway equipment of this period.

From the first years of the new century, PLM Company engineers believed that it became possible to run a direct express during the day. During the winter season, from November 3, 1904, the new relationship "Côte-d'Azur-Rapide" was thus created; it was operated regularly until the spring of 1914. Leaving from Paris-Lyon station around 9:00 a.m., it reached Nice before midnight to continue its journey towards Monaco, Menton and Ventimiglia, its terminus.

TRAINS RAPIDES					
Entre PARIS et la COTE D'AZUR					
COTE D'AZUR-RAPIDE			TRAIN DE NUIT EXTRA-RAPIDE		
Train DE JOUR entre PARIS, NICE et VINTIMILLE			Entre PARIS, NICE et VINTIMILLE		
Voitures de 1 ^{re} classe, Lits-Salon, Vagon-Salon et Restaurant.			Voitures de 1 ^{re} classe, Lits-Salon, Salon à 2 lits complets, Vagon-Lits. Restaurant au départ de Paris.		
Jours de mise en marche.					
ALLER. — De PARIS à VINTIMILLE					
Jusqu'au 30 avril : Quotidien.					
Du 1 ^{er} au 14 mai : Tous les jours, sauf le dimanche.					
Du 15 au 21 mai : Lundi, mercredi, vendredi et samedi.					
Du 22 au 27 mai : Lundi et vendredi.					
RETOUR. — De VINTIMILLE à PARIS					
Jusqu'au 30 avril Quotidien.					
Du 1 ^{er} au 15 mai : Tous les jours, sauf le dimanche.					
Du 16 au 22 mai : Lundi, mardi, jeudi et samedi.					
Du 23 au 28 mai : Mardi et samedi.					
Le « Côte d'Azur-Rapide » est à nombre de places limité.					
A l'aller, il ne prend de voyageurs, à Paris, que pour Toulon et au delà. Il prend, en outre, à tous ses points d'arrêt, dans la limite des places disponibles au moment de son passage, des voyageurs pour Toulon et au delà.					
Au retour, il ne prend, dans les gares du littoral jusqu'à Toulon inclus, que des voyageurs pour Paris. Il prend, en outre, à tous ses points d'arrêt, dans la limite des places disponibles au moment de son passage, des voyageurs pour Paris.					
Les facultés d'arrêts intermédiaires concédées aux porteurs de billets à long parcours ne sont applicables au « Côte d'Azur-Rapide » qu'à l'aller à partir de Toulon. Pour le train de retour, les voyageurs ne sont pas autorisés à s'arrêter en route.					
Les places dans le « Côte d'Azur-Rapide » peuvent être retenues à l'avance : à l'aller, à la gare de Paris et aux bureaux de ville, 88, rue St-Lazare, 6, rue Sainte-Anne et 45, rue de Rennes; au retour, dans les gares d'arrêt comprises entre Menton et Toulon. Le choix des places de 1 ^{re} classe donne lieu à la perception d'une taxe de location de 2 fr. par place.					
Prix de suppléments des places de Lits-Salon : comme au tableau K. Prix de suppléments des places de Vagon-Salon : De PARIS à TOULON..... 20 francs. ST-RAPHAEL et LA TURBIE..... 22 — MONACO et MENTON..... 24 — et vice versa.			Jours de mise en marche. ALLER. — De PARIS à VINTIMILLE Jusqu'au 3 mai : Tous les jours, sauf le jeudi. Du 4 au 17 mai : Lundi, mercredi, vendredi et samedi. Du 18 au 29 mai : Mercredi et samedi. RETOUR. — De VINTIMILLE à PARIS Jusqu'au 4 mai : Tous les jours, sauf le jeudi. Du 5 au 16 mai : Lundi, mardi, vendredi et samedi. Du 17 au 31 mai : Lundi et vendredi. A l'aller, ce train, dont le nombre de places est limité, ne prend de voyageurs qu'à Paris et seulement pour Toulon et au delà. Il prend toutefois, à partir de Toulon, dans la limite des places disponibles, des voyageurs pour tous ses points d'arrêt. Au retour, il ne prend dans les gares du littoral, jusqu'à Toulon inclus, que les voyageurs pour Paris. Les places dans ce train peuvent être retenues d'avance dans les mêmes conditions que pour le « Côte d'Azur ». Prix de suppléments des places de Lits-Salon et de Vagons-Lits.		
Tableau K : Prix de suppléments des places de Lits-Salon et de Vagons-Lits TOULON..... 20 francs. ST-RAPHAEL et LA TURBIE..... 22 — MONACO et MENTON..... 24 — et vice versa.			Tableau L : Prix de suppléments des places de Lits-Salon et de Vagons-Lits TOULON..... 20 francs. ST-RAPHAEL et LA TURBIE..... 22 — MONACO et MENTON..... 24 — et vice versa.		
(a) Mêmes prix que pour Toulon : 1 ^o Dans le sens de Vintimille sur Paris, jusqu'au 15 janvier. 2 ^o Dans le sens de Paris sur Vintimille depuis le 15 mars jusqu'au 26 mai.					

Hiver 1906-1907 - Winter 1906 - 1907

Au lendemain de la guerre, le retour des circulations de ce train est évoqué, mais la Compagnie des chemins de fer de Paris à Lyon et à la Méditerranée (PLM) a alors d'autres priorités. Ce dossier est

toutefois repris en 1925 lors de discussions avec Compagnie Internationale des Wagons-Lits et des Grands Express Européens (CIWL).

After the war, the return of this train was mentioned, but the Paris to Lyon and Mediterranean Railway Company (PLM) then had other priorities. However, this issue was taken up again in 1925 during discussions with Compagnie Internationale des Wagons-Lits et des Grands Express Européens (CIWL).

En juillet 1927, le Conseil d'Administration du PLM approuve en séance la création de nouveaux trains de luxe devant être assurés par les matériels de la CIWL.

Envisagé pour le service de l'hiver 1929-1930, ce programme prévoit également le retour en fonctionnement du train « Savoie-Express », relation arrêtée en août 1914 suite au déclenchement de la Première Guerre mondiale, ainsi que le lancement d'une autre liaison assurée en matériel Pullman entre la capitale et la Côte d'Azur. Ce délai de plus de deux années permet ainsi à la CIWL d'étudier avec le plus grand soin les matériels neufs devant y être affectés.

En définitive, seul le train vers la Méditerranée est effectivement mis en route, le nombre d'utilisateurs envisagé vers la Savoie étant insuffisant aux yeux des dirigeants de la CIWL pour couvrir les frais d'une telle liaison de jour.

In July 1927, the PLM Board of Directors approved at a meeting the creation of new luxury trains to be operated with CIWL equipment.

Planned for service in the winter of 1929-1930, this programme also provided for the return to operation of the "Savoie-Express" train, a relationship stopped in August 1914 following the outbreak of the First World War, as well as the launch of another connection provided with Pullman equipment between the capital and the Côte d'Azur. This period of more than two years allowed the CIWL to study with the greatest care the new equipment to be allocated there.

Ultimately, only the train to the Mediterranean was actually put into operation, the number of users envisaged for Savoie being insufficient in the eyes of the CIWL leaders to cover the costs of such a daytime connection.

L'essor des relations Pullman sur l'artère impériale ***The rise of the Pullman relationships on the Imperial Artery***

En 1928, la CIWL a déjà l'accord du PLM pour incorporer ses voitures Pullman dans les compositions de divers trains dont les deux Rapides n° 11-12 unissant en journée la capitale à Marseille. Au service de l'été 1928, les unités avec cuisine n° 4031 à 4034 complétées par celles sans cuisine n° 4041 à 4043 entrent ainsi dans la composition des deux rames, généralement un couplage WP et WPC ou plus rarement un triplage WPC, WP, WPC (départs des 14 juillet et 15 août). Durant cet été, la CIWL affecte à cette même relation les voitures-restaurant n° 2833 à 2835. Un second service assuré en Pullman est aussi lancé entre Paris et Lyon sur les Rapides n° 15-16 (WPC n° 4062, 4063, WP 2^{ème} classe n° 4120 à 4122 avec WR n° 2432, 2433).

A l'hiver suivant (1928-1929), si les mêmes Pullman restent en service sur les Rapides n° 11-12 (WR changés n° 3352 à 3355), les véhicules affectés jusque-là sur les Rapides n° 15-16 sont reportés dans les nouveaux trains n° 13-14 circulant eux aussi entre Paris et Lyon (WPC n° 4059, 4062, WP 2^{ème} classe n° 4120 à 4123 avec WR n° 2438, 2439, 2504).

A l'été 1929, les Pullman cessent leurs prestations sur Paris - Lyon (n° 13-14), tandis que des unités de 2^{ème} classe font leur apparition dans la relation Paris - Marseille n° 11-12 (le plus souvent un couplage mixte WPC 1^{ère} classe et WP 2^{ème} classe). Ce service reste en fonctionnement sur ces deux Rapides jusqu'au 9 décembre 1929 (WR n° 2834 à 2836, 2860), la veille du lancement du nouveau « Côte d'Azur-Pullman-Express ».

A cette époque, la Direction parisienne gère déjà dix relations Pullman (Flèche d'Or Paris - Calais, Etoile du Nord, Oiseau Bleu, Paris - Boulogne n° 71-20, Paris - Boulogne n° 7-72, Paris - Calais n° 5-6, Calais-Bruxelles-Pullman-Express, Sud-Express, Paris - Dieppe, Paris - Le Havre à partir du 15 décembre), le « Côte-d'Azur-Pullman-Express » P1-P2 en constituant la onzième.

In 1928, the CIWL already had the agreement of the PLM to incorporate its Pullman cars into the compositions of various trains including the two Rapides n° 11-12 uniting the capital with Marseille during the day. In service in the summer of 1928, the units with kitchen No. 4031 to 4034 supplemented by those without kitchen No. 4041 to 4043 thus entered the composition of the two trains, generally a WP and WPC coupling or more rarely a WPC, WP tripling, WPC (departures on July 14 and August 15). During this summer, the CIWL assigned restaurant cars nos. 2833 to 2835 to this same relationship. A second service provided in Pullman was also launched between Paris and Lyon on Rapides nos. 15-16 (WPC nos. 4062, 4063, WP 2nd class n° 4120 to 4122 with WR n° 2432, 2433).

The following winter (1928-1929), if the same Pullmans remained in service on Rapides n° 11-12 (WR changed n° 3352 to 3355), the vehicles assigned until then on Rapides n° 15-16 are reported in the new trains n° 13-14 also circulating between Paris and Lyon (WPC n° 4059, 4062, WP 2nd class n° 4120 to 4123 with WR n° 2438, 2439, 2504).

In the summer of 1929, the Pullmans ceased their services on Paris - Lyon (n° 13-14), while 2nd class units appeared in the Paris - Marseille connection n° 11-12 (most often a coupling mixed WPC 1st class and WP 2nd class). This service remained in operation on these two Rapides until December 9, 1929 (WR n° 2834 to 2836, 2860), the day before the launch of the new "Côte d'Azur-Pullman-Express".

At that time, the Parisian management already managed the ten Pullman services (Flèche d'Or Paris - Calais, Etoile du Nord, Oiseau Bleu, Paris - Boulogne n° 71-20, Paris - Boulogne n° 7-72, Paris - Calais n° 5-6, Calais-Brussels-Pullman-Express, Sud-Express, Paris - Dieppe, Paris - Le Havre from December 15), the "Côte-d'Azur-Pullman-Express" P1-P2 constituting the eleventh.

Un train d'exception sur l'artère impériale ***An exceptional train on the imperial artery***

Ce train est sans doute le plus luxueux des convois diurnes de la CIWL. Il allie en effet un confort exceptionnel et des horaires les plus performants. Ses aménagements internes sont choisis parmi les plus raffinés. Le pas entre les rangées de fauteuils est allongé afin de donner plus d'aisance aux utilisateurs de ces véhicules. La capacité en places assises s'élevant dans un couplage de 1^{ère} classe du type « Flèche d'Or » à cinquante-six places est ici ramenée à quarante-huit places réparties en sept travées. Les sièges très moelleux sont d'un modèle encore plus élaboré suite à leurs dossiers inclinables. Les baies sont aussi plus larges que sur les séries précédentes ; il n'y en a que sept par face contre huit sur les voitures Flèche d'Or.

Pour plus de liberté, une voiture dotée d'un salon fumoir est aussi adjointe aux premiers convois. A partir de 1930, une partie de cette voiture est même transformée en salle de dancing pour quatre couples en évolution. Les fauteuils doivent être démontés pour libérer la place nécessaire à cette piste de danse des

plus inhabituelles. L'accueil étant été des plus mitigés parmi les clients, les quatre unités concernées (n° 4141, 4142, 4144 et 4145) sont remises dans leur état antérieur au bout de seulement trois mois.

This train was undoubtedly the most luxurious of the CIWL daytime convoys. It combined exceptional comfort and the most efficient schedules. Its internal fittings were chosen among the most refined. The step between the rows of seats was lengthened in order to give more ease to the users of these vehicles. The seating capacity amounted to fifty-six seats in a 1st class coupling of the "Flèche d'Or" type was reduced to forty-eight seats distributed over seven bays. The very soft seats were an even more elaborate model due to their reclining backrests. The bays were also wider than on previous series; there were only seven per side compared to eight on the Flèche d'Or cars.

For more freedom, a car equipped with a smoking lounge was also added to the first convoys. From 1930, part of this car was even transformed into a dance hall for four evolving couples. The chairs had to be dismantled to free up the space needed for this most unusual dance floor. The reception having been very mixed among customers, the four units concerned (nos. 4141, 4142, 4144 and 4145) were returned to their previous state after only three months.

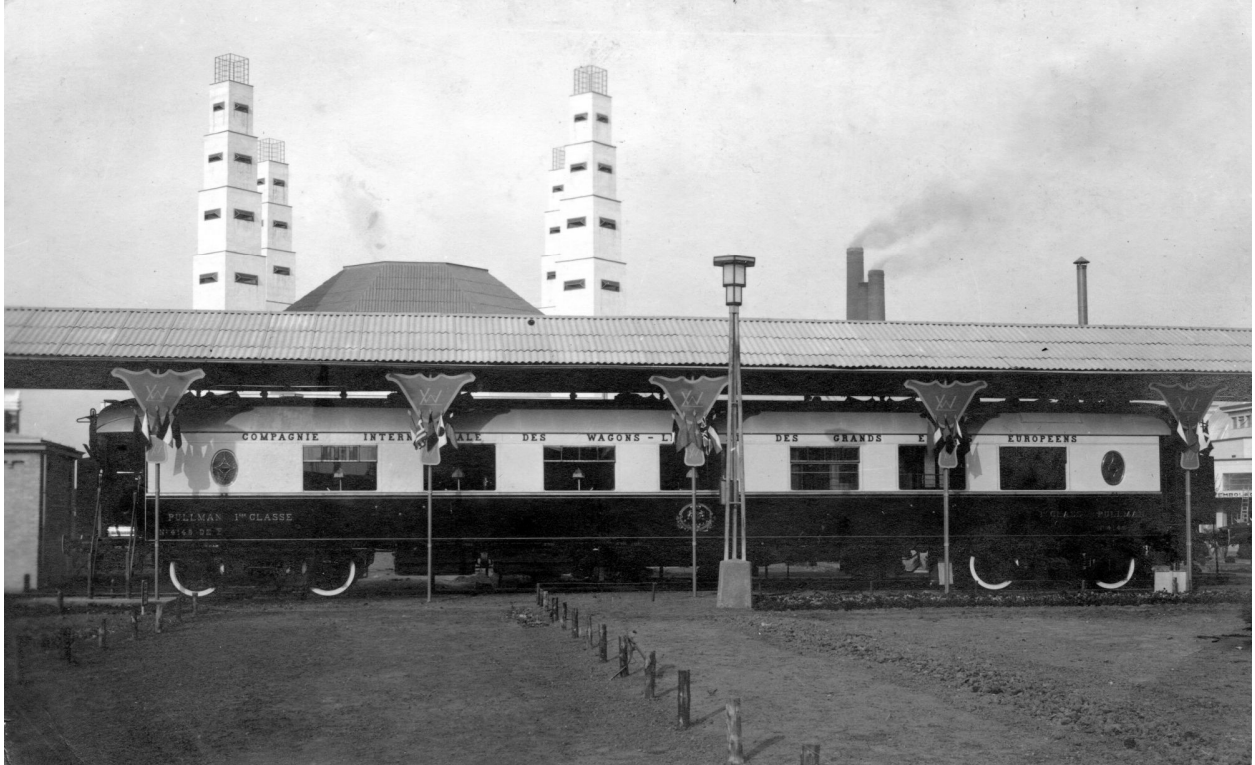
Le parc de voitures Pullman prévues pour ce convoi compte initialement dix-sept unités n° 4131 à 4147 (vingt places) et avec cuisine, ainsi que dix-sept autres n° 4148 à 4164 offrant vingt-huit places mais sans équipement de cuisine. Pour la décoration de ces véhicules d'exception, la CIWL fait appel à des artistes renommés comme René Prou ou René Lalique ; ce dernier, maître verrier ayant une usine à Wingen-sur-Moder en Alsace, avait introduit un nouveau principe pour le cristal en utilisant pour les parois des intérieurs des pièces en verre moulé (voitures n° 4131 à 4147 et n° 4158 à 4164). De son côté, René Prou prend en charge les aménagements des autres unités en réalisant spécialement des ensembles en laque et en marqueterie ; il s'était déjà fait connaître en installant les luxueux intérieurs des voitures-lits métalliques S2 du « Calais-Méditerranée-Express » en 1922.

Le voyage inaugural du « Côte-d'Azur-Pullman-Express » se déroule du 9 au 12 décembre 1929. Avant le départ et devant la rame rutilante, Maurice Margot, directeur général du PLM, fait un bref exposé sur les caractéristiques technique et commerciale du nouveau Rapide. Arrivés en soirée à Nice, le terminus, les invités, dont plusieurs des membres des Conseils d'Administration de la CIWL (MM. Snoy directeur général et René Margot directeur général adjoint) et du PLM (MM. Cordier président et Mugniot, ingénieur en chef), ainsi que des personnalités du monde des arts, de la presse et de la politique, peuvent tous alors découvrir le lendemain les charmes de la Côte d'Azur avant d'en repartir en soirée par le « Calais-Méditerranée-Express ».

The fleet of Pullman cars planned for this convoy initially included seventeen units nos. 4131 to 4147 (twenty seats) and with kitchen, as well as seventeen others nos. 4148 to 4164 offering twenty-eight seats but without kitchen equipment. For the decoration of these exceptional vehicles, the CIWL called on the renowned artists such as René Prou or René Lalique; the latter, a master glassmaker with a factory in Wingen-sur-Moder in Alsace, who had introduced a new principle for crystal by using moulded glass parts for the interior walls (cars no. 4131 to 4147 and no. 4158 to 4164). For his part, René Prou took charge of the fittings of the other units by specially creating sets in lacquer and marquetry; he had already made himself known by installing the luxurious interiors of the S2 metal sleeping cars of the "Calais-Méditerranée-Express" in 1922.

The maiden voyage of the "Côte-d'Azur-Pullman-Express" took place from December 9 to 12, 1929. Before departure and in front of the gleaming train, Maurice Margot, general director of the PLM, gave a brief presentation on the technical and sales of the new Rapide. Arriving in the evening in Nice, the terminus, the guests, included several members of the Boards of Directors of the CIWL (Messrs. Snoy general director

and René Margot deputy general director) and of the PLM (Messrs. Cordier president and Mugniot, engineer in chief), as well as personalities from the world of the arts, the press and politics, could all then discover the charms of the Côte d'Azur the next day before leaving in the evening on the "Calais-Mediterranean-Express".



Voiture Pullman avec cuisine n° 4146 du nouveau type "Côte d'Azur" à l'Exposition universelle de Liège en 1930 comme restaurant stationnaire devant le "Pavillon du sucre". - Pullman car with kitchen N° 4146 of the "Côte d'Azur" type at Liège exposition in 1930 as a stationary restaurant in front of the "pavillon du sucre". (A. Christel, Coll. DF)

Suite à la crise économique ayant débuté outre-Atlantique en octobre 1929, le parc affecté en définitive au train doit être réduit ; il se compose des WPC n° 4131 à 4134 (ex train n° 11-12), 4135 à 4138, 4141 à 4147, des WP n° 4148 à 4154, 4158 à 4164 avec en extrémité les fourgons F n° 1251 à 1258. Jusqu'au 9 décembre, les Rapides Paris - Marseille n° 11-12 comportent des Pullman de 1^{ère} classe et de 2^{ème} classe dans les deux rames en roulement (WPC n° 4131 à 4134, WP 4120 à 4123, WPC n° 4094 à 4096).

Le train est ouvert au public au départ de Paris à partir du 10 décembre 1929. La rame ayant été utilisée pour le voyage des invités de la CIWL sert ensuite pour le premier convoi vers Paris en partance depuis Vintimille le 10 décembre en matinée. Les deux rames en roulement croisé comportent alors chacune deux couplages Pullman de 1^{ère} classe, ainsi que le salon fumoir jusqu'au mois de mars suivant et, aux deux extrémités, les deux fourgons à bogies de la CIWL, lors de l'inauguration, celui en tête de rame portant le n° 1271.

Following the economic crisis that began across the Atlantic in October 1929, the fleet ultimately allocated to the train had to be reduced; it consisted of WPC n° 4131 to 4134 (ex train n° 11-12), 4135 to 4138, 4141 to 4147, WP n° 4148 to 4154, 4158 to 4164 with F vans n° 1251 to 1258 at the end. Until December 9, the Rapides Paris - Marseille n° 11-12 featured 1st class and 2nd class Pullmans in the two trains in rotation (WPC n° 4131 to 4134, WP 4120 to 4123, WPC n° 4094 at 4096).

The train was open to the public from Paris from December 10, 1929. The train having been used for the journey of guests of the CIWL was then used for the first convoy to Paris departing from Ventimiglia on December 10 in the morning. The two trains in crossing each other then had two 1st class Pullman couplings, as well as the smoking lounge until the following March and, at both ends, the two bogie vans of the CIWL, during the inauguration, that at the head of the train bearing the number 1271.



Voiture Pullman avec cuisine n° 4144 du nouveau type "Côte d'Azur" de la série partielle avec cuisine 4131-4147, construite chez EIC en 1929, ici le côté couloir. La cuisine et l'office se trouvent en face des trois premières fenêtres à droite sur le côté opposé de la voiture. - Pullman coach with kitchen no. 4146 of the new "Côte d'Azur" design from the partial series with kitchen 4131-4147, built by EIC in 1929, here the corridor side. The kitchen and office are located behind the first three windows on the right on the opposite side of the carriage.

Photo: From the French Railways Society – Geoffrey Keen Collection.

Le train part de la capitale à 8 h 50 pour desservir successivement Lyon-Perrache (15 h 09 - 15 h 16), Marseille-Saint-Charles (19 h 44), Toulon (20 h 44), Saint-Raphaël (21 h 58), Cannes (22 h 29 - 22 h 33), Nice (23 h 00), Menton (23 h 45) et Vintimille à 24 h 00, soit un voyage long de 1 122 km, parcourus en un peu plus de quinze heures. Le retour est placé dans un sillon légèrement avancé avec un départ d'Italie se faisant dès 7 h 35 et de Menton à 7 h 52 pour rallier successivement Nice à 8 h 40, Marseille à 12 h 06, Lyon (16 h 44 - 16 h 51) et Paris à 23 h 10.

Cessant ses circulations en mai 1930, il est à nouveau proposé à la clientèle du PLM à partir du 11 décembre 1930 et jusqu'en avril suivant. Pour le service d'hiver débutant le 4 octobre 1931, sa marche est, à compter du 18 décembre, accélérée d'une dizaine de minutes entre Paris et Marseille. Signe des temps, le Rapide n° 11-12 Paris - Marseille ne compte plus dans sa composition à l'été 1930 qu'un seul Pullman WPC de 1^{ère} classe jumelé avec la voiture-restaurant.

Etant mis en route jusqu'au 29 avril 1932, le départ parisien du « Côte-d'Azur-Pullman-Express » (9 h 00) est retardé de dix minutes. Les horaires de retour le faisaient partir de Vintimille à 7 h 35 pour arriver à Paris à 23 h 00.

The train left the capital at 8:50 a.m. to successively serve Lyon-Perrache (3:09 p.m. - 3:16 p.m.), Marseille-Saint-Charles (7:44 p.m.), Toulon (8:44 p.m.), Saint-Raphaël (9 p.m. 58,) Cannes (10:29 p.m. - 10:33 p.m.),
Amis des Wagons-Lits

Nice (11:00 p.m.), Menton (11:45 p.m.) and Ventimiglia at 24:00 p.m., a journey of 1,122 km, covered in just over fifteen hours. The return was placed in a slightly advanced path with a departure from Italy starting at 7:35 a.m. and from Menton at 7:52 a.m. to successively reach Nice at 8:40 a.m., Marseille at 12:06 p.m., Lyon (4:44 p.m. - 4 p.m. h:51) and Paris at 11:10 p.m.

Ceasing its circulation in May 1930, it was again offered to PLM customers from December 11, 1930 and until the following April. For the winter service beginning on October 4, 1931, its operation was, from December 18, accelerated by around ten minutes between Paris and Marseille. A sign of the times, the Rapide No. 11-12 Paris - Marseille only had in its composition in the summer of 1930 a single 1st class Pullman WPC paired with the dining car.

Being in operation until April 29, 1932, the Paris departure of the "Côte-d'Azur-Pullman-Express" (9:00 a.m.) was delayed by ten minutes. The return schedule had it leaving Ventimiglia at 7:35 a.m. arriving in Paris at 11:00 p.m.

COTE-D'AZUR-PULLMAN-EXPRESS	
Train rapide quotidien entre Paris et VINTIMILLE composé de wagons-salons Pullman de 1 ^{re} et de 2 ^e classes.	
A	B
9 " "	23 " "
10 53	21 14
12 52	19 21
15 6	16 54
15 13	16 46
16 39	15 13
18 9	13 34
19 39	12 1
19 45	11 55
20 44	10 55
21 58	9 37
22 29	9 6
22 42	8 54
23 " "	8 35
23 16	8 19
23 28	8 7
23 33	8 2
23 45	7 50
24 " "	7 35

LIRE DE HAUT EN BAS

↓

LIRE DE BAS EN HAUT

↑

A Ce train ne prend que des voyageurs effectuant un parcours d'au moins 500 kilomètres. En outre y sont admis à tous ses points d'arrêt, dans la limite des places disponibles, les voyageurs pour Avignon et au delà, sous condition d'un parcours d'au moins 100 kilomètres en 1^{re} classe et 200 kilomètres en 2^e classe, ainsi que les voyageurs de Marseille pour Cannes et au delà.

B Ce train ne prend que des voyageurs effectuant un parcours d'au moins 500 kilomètres. En outre y sont admis à tous ses points d'arrêt, dans la limite des places disponibles, les voyageurs effectuant un parcours d'au moins 150 kilomètres en 1^{re} classe et 300 kilomètres en 2^e classe.

Hiver 1931-1932 - Winter 1931 - 1932

Suite à la crise économique et à la baisse de fréquentation des voitures de 1^{ère} classe, au service de l'hiver 1931-1932, l'un des couplages se voit aussi remplacer par deux voitures du type « Etoile du Nord » de 2^{ème} classe comportant respectivement 38 places (cuisine) et 51 places. A compter du 18 décembre et jusqu'au 29 avril suivant, le parc affecté aux deux convois en circulation comprend les WPC n° 4135 à 4147, WP n° 4150 à 4164 complétés en 2^{ème} classe par les WPC n° 4091, 4093, 4101, WP n° 4113, 4114.

Son parcours est également arrêté à Menton à partir de l'hiver 1932-1933 (16 décembre au 28 avril).

Par contre, suite aux changements des habitudes de la clientèle qui commençait à fréquenter également les rivages de la Méditerranée en été, le « Côte-d'Azur-Pullman-Express » est remis en route tous les jours à compter du 10 juillet et jusqu'au 8 septembre 1933 (sauf les dimanches et fêtes). En sens pair, il reçoit de multiples correspondances, notamment lors de son arrêt à Lyon-Perrache.

Following the economic crisis and the drop in attendance of 1st class carriages, serving in the winter of 1931-1932, one of the couplings was also replaced by two 2nd class "Etoile du Nord" type carriages comprising respectively 38 places (kitchen) and 51 places. From December 18 and until the following April 29, the fleet assigned to the two convoys in circulation includes WPC n° 4135 to 4147, WP n° 4150 to 4164 supplemented in 2nd class by WPC n° 4091, 4093, 4101, WP n° 4113, 4114.

Its route was also stopped in Menton from the winter of 1932-1933 (December 16 to April 28).

On the other hand, following changes in the habits of customers who also began to frequent the shores of the Mediterranean in summer, the "Côte-d'Azur-Pullman-Express" is back on the road every day from July 10 and until 'to September 8, 1933 (except Sundays and holidays). In the even direction, it received multiple correspondences, notably during its stop at Lyon-Perrache.

A partir du 8 octobre 1933, les voyageurs pour Lyon peuvent bénéficier du matériel Pullman grâce à la mise en route du convoi sur ce trajet. Le convoi part de Paris quarante-cinq minutes plus tard pour abattre les 512 km vers la cité lyonnaise en cinq heures et vingt-cinq minutes, soit à une vitesse moyenne de 95 km/h. En sens inverse, le P2 quitte Lyon à 17 h 00. Ce sillon de soirée était très prisé par la clientèle d'affaires remontant sur la capitale ; ce sera d'ailleurs celui utilisé par le célèbre « Mistral » quelques années plus tard. Grâce à la combinaison des deux Rapides P1 et P2, il devient même possible de faire l'aller et le retour dans la journée depuis Paris vers Lyon. Compte tenu d'une fréquentation assez faible, il est toutefois supprimé dès le 14 novembre.


Le « Côte-d'Azur-Pullman-Express » débute quant à lui ses rotations le 15 décembre 1933. Ses conditions de marche ont encore été améliorées ; le train ne met alors plus que douze heures et trente-cinq minutes pour couvrir les 1 085 km du parcours de Paris à Nice, soit une heure et trente-cinq minutes de moins que lors de sa création en décembre 1929.

From October 8, 1933, travellers to Lyon could benefit from Pullman equipment thanks to the start of the convoy on this route. The convoy departed Paris forty-five minutes later to cover the 512 km to the city of Lyon in five hours and twenty-five minutes, or at an average speed of 95 km/h. In the opposite direction, the P2 left Lyon at 5:00 p.m. This evening route was very popular with business customers returning to the capital; it was also the one used by the famous "Mistral" a few years later. Thanks to the combination of the two Rapides P1 and P2, it even became possible to travel back and forth during the day from Paris to Lyon. Given relatively low attendance, however, it was cancelled from November 14.

The "Côte-d'Azur-Pullman-Express" began its rotations on December 15, 1933. Its operating conditions were further improved; the train then only took twelve hours and thirty-five minutes to cover the 1,085 km route from Paris to Nice, one hour and thirty-five minutes less than when it was created in December 1929.

A partir du service de l'hiver 1934-1935 débutant le 7 octobre, sa marche est à nouveau accélérée. Cette performance est rendue possible grâce à des élévations des vitesses limites sur certaines sections et la mise en service de locomotives Pacific de plus grande puissance. La capitale n'est plus quittée qu'à 10 h 35 pour gagner Nice à 22 h 35 et son terminus mentonnais à 23 h 15. Au retour, le train part de Menton en matinée à 9 h 20 pour desservir Nice à 10 h 00 et arriver à Paris à 22 h 35.

From the winter service of 1934-1935 beginning on October 7, its progress was accelerated again. This performance was made possible thanks to increases in speed limits on certain sections and the entry into service of higher-power Pacific locomotives. The capital did not leave until 10:35 a.m. to reach Nice at 10:35 p.m. and its Menton terminus at 11:15 p.m. On the way back, the train left Menton in the morning at 9:20 a.m. to serve Nice at 10:00 a.m. and arrive in Paris at 10:35 p.m.

 COTE-D'AZUR-PULLMAN-EXPRESS 				
Train rapide composé de wagons-salons Pullman de 1 ^{re} et de 2 ^e classes entre Paris et MENTON				
A 10 20 11 57 13 48 15 43 15 48 16 58 18 12 19 30 19 35 20 30 21 39 22 6 22 17 22 35 22 51 23 1 23 5 23 15	↓ LIGNE DE HAUT EN BAS ↓	10p. PARIS-P.-L.-M..... arr. 10p. LAROCHE..... dep. 10p. DIJON..... dep. arr. LYON-PERRACHE... dep. 10p. VALENCE..... dep. 10p. AVIGNON..... dep. arr. MARSEILLE-ST-CHARLES. dep. 10p. TOULON (Hyères)... dep. arr. ST-RAPHAËL-VALESCURE dep. arr. CANNES..... dep. arr. ANTIBES..... dep. arr. NICE..... dep. arr. BEAULIEU-SUR-MER- ST-JEAN-CAP-FERRAT. dep. arr. MONACO..... dep. arr. MONT-CARLO..... dep. arr. MENTON..... dep.	↑ LIGNE DE BAS EN HAUT ↑	B 22 45 21 5 19 20 17 10 17 4 15 53 14 30 13 10 13 5 12 59 11 3 10 37 10 26 10 10 9 54 9 44 9 40 9 30
Du 17 décembre 1935 au 2 mai 1936 inclus.		Du 16 décembre 1935 au 3 mai 1936 inclus.		
Ce train, principalement affecté aux relations entre Paris, Lyon, Marseille et la Côte d'Azur, prend dans la limite des places disponibles, les voyageurs à et pour tous ses points d'arrêt.				

Hiver 1935-1936 - Winter 1935 - 1936

Lors des horaires de l'hiver 1935-1936, il n'est rétabli que le 17 décembre et jusqu'au 2 mai suivant. Intégrant toujours des voitures Pullman de 1^{ère} classe et de 2^{ème} classe, sa marche a été légèrement détendue, le départ de Paris ayant lieu à 10 h 20, soit quinze minutes plus tôt.

Pour assurer les différents convois comportant des Pullman au départ de la gare de Paris-Lyon, la CIWL au 1^{er} janvier 1938 possède à Villeneuve-Prairie un parc comportant les voitures :

- WP type Côte d'Azur 1^{ère} classe n° 4148, 4150 à 4152, 4156, 4163 et 4164, sept unités,
- WPC type Côte d'Azur 1^{ère} classe n° 4135, 4142 à 4147, sept unités,
- WPC type Flèche d'Or 2^{ème} classe n° 4001 à 4004 (ex 1^{ère} classe), quatre unités,
- WPC type Etoile du Nord 2^{ème} classe n° 4098, une unité.

During the winter schedules of 1935-1936, it was not reinstated until December 17 and until the following May 2. Still incorporating 1st class and 2nd class Pullman carriages, its journey was slightly relaxed, with departure from Paris taking place at 10:20 a.m., fifteen minutes earlier.

To ensure the various convoys comprising Pullmans departing from Paris-Lyon station, the CIWL on January 1, 1938 owned a fleet in Villeneuve-Prairie comprising the cars:

- WP type Côte d'Azur 1st class n° 4148, 4150 to 4152, 4156, 4163 and 4164, seven units,
- WPC type Côte d'Azur 1st class n° 4135, 4142 to 4147, seven units,
- WPC type Flèche d'Or 2nd class n° 4001 to 4004 (ex 1st class), four units,
- WPC type Etoile du Nord 2nd class n° 4098, one unit.

Sur les dix-neuf véhicules présents, neuf sont en roulement régulier, dont six sur le « Côte-d'Azur-Pullman-Express », cinq étant tenus en réserve et un étant en atelier pour révision ou entretien (la voiture n° 4098 à cette date). A l'hiver 1938-1939, la Direction de Paris gère encore cinq circulations Pullman (Etoile du Nord n° 199-198 Paris - Bruxelles - Amsterdam, Paris - Boulogne n° 7-6, Paris - Calais n° 9-20, Sud-Express n° 7-8, Côte-d'Azur-Pullman-Express P1-P2). Le 6 mai 1939, le train est arrêté.

Comme tant d'autres, ce convoi de luxe voit ses circulations interrompues par la déclaration de la Deuxième Guerre mondiale au début du mois de septembre 1939. Dans les projets pour le service de

l'hiver 1939-1940, il est toutefois envisagé de le faire circuler du 16 décembre 1939 au 27 avril 1940 dans une marche Paris 10 h 20 - Menton 23 h 20.

S'il n'est pas remis en marche à la libération en 1945, ses sillons impair et pair servent plus tard pour tracer la marche du mythique Rapide n° 1 et 2 le « Mistral ».

Of the nineteen vehicles present, nine are in regular operation, including six on the "Côte-d'Azur-Pullman-Express", five being held in reserve and one being in the workshop for overhaul or maintenance (car no. 4098 to this date). In the winter of 1938-1939, the Paris Direction still managed five Pullman circulations (Etoile du Nord n° 199-198 Paris - Brussels - Amsterdam, Paris - Boulogne n° 7-6, Paris - Calais n° 9-20, Sud-Express n° 7-8, Côte-d'Azur-Pullman-Express P1-P2). On May 6, 1939, the train was stopped.

Like so many others, this luxury convoy saw its circulation interrupted by the declaration of the Second World War at the beginning of September 1939. In the plans for the service in the winter of 1939-1940, however, it was envisaged to circulate from December 16, 1939 to April 27, 1940 in a march Paris 10:20 a.m. - Menton 11:20 p.m.

If it was not restarted upon liberation in 1945, its odd and even slots were later used to trace the route of the legendary Rapide No. 1 and 2, the "Mistral".

Annexe sur les matériels CIWL circulant sur le PLM **Appendix of CIWL materials circulating on the PLM**

Été 1928 :

- Rapides n° 11-12 Paris - Marseille : WPC n° 4031 à 4034, WP n° 4041 à 4043, WR n° 2833 à 2835.
- Rapides n° 15-16 Paris - Lyon : WPC n° 4062, 4063, WP 2^{ème} classe n° 4120 à 4123, WR n° 2432, 2433.

Hiver 1928-1929 :

- Rapides n° 11-12 Paris - Marseille : WPC n° 4031 à 4034, WP n° 4041 à 4044, WR n° 3352 à 3355.
- Rapides n° 13-14 Paris - Lyon : WPC n° 4059, 4062, WP 2^{ème} classe n° 4120 à 4123, WR n° 2438, 2439, 2504.

Été 1929 :

- Rapides n° 11-12 Paris - Marseille : WPC n° 4031 à 4034, WP 2^{ème} classe n° 4120 à 4124, WR n° 2859 à 2861.

Hiver 1929-1930 :

- jusqu'au 9 décembre :
- Rapides n° 11-12 Paris - Marseille WPC n° 4131 à 4134, WP 2^{ème} classe n° 4120 à 4123, WPC 2^{ème} classe n° 4094 à 4096, WR n° 2834 à 2836, 2860.
- à partir du 10 décembre :
- Paris WPC n° 4131 à 4138, 4141 à 4147,
- Paris WP n° 4148 à 4154, 4158 à 4164,
- Paris F n° 1251 à 1258.

Été 1930 :

- à partir du 13 mai :
- Rapides n° 11-12 Paris - Marseille WPC n° 4139, 4140, 4143, 4147, WR n° 2859 à 2861.

Hiver 1930-1931 :

- jusqu'au 10 décembre :
- Rapides n° 11-12 Paris - Marseille WP n° nc, WR n° 2835, 2836, 3644, 3645.
- à partir du 11 décembre :
- Paris WPC n° 4131 à 4136, 4139 à 4147,
- Paris WP n° 4150 à 4153, 4156, 4158 à 4164,
- Paris F n° 1188 à 1190, 1218, 1223 à 1225, 1258.

Eté 1931 :

- à partir du 21 avril :
- Rapides n° 11-12 Paris - Marseille WPC n° 4133, 4135, 4137, 4138, WR n° 2859 à 2862.

Hiver 1931-1932 :

- Paris WPC n° 4134 à 4147, WP n° 4150 à 4164,
- A partir du 18 décembre et jusqu'au 29 avril :
- Paris WPC n° 4135 à 4147, WP n° 4150 à 4164,
 - Paris WPC n° 4091, 4093, 4101, WP n° 4113, 4114,
 - F n° 1188 à 1190, 1218, 1223 à 1225, 1277 à 1281,
- A partir du 30 avril : Rapides n° 11-12 Paris - Marseille 1 WPC n° nc,

Eté 1932 :

- Rapides n° 11-12 Paris - Marseille WPC n° 4136, 4137, 4140, 4143, WR n° 3351 à 3354,

Hiver 1932-1933 :

- jusqu'au 15 décembre :
- Rapides n° 11-12 Paris - Marseille WPC n° 4136, 4137, 4140, 4141, WR n° 3351 à 3354.
- à partir du 16 décembre et jusqu'à la fin avril :
- Paris WPC n° 4136, 4137, 4140 à 4144,
- Paris WP n° 4152, 4157, 4159 à 4162, 4164,
- Paris WPC n° 4094 à 4098,
- Paris WP n° 4118 à 4121,
- Paris F n° 1075, 1077, 1308, 1309, 1223, 1224, 1173.

Eté 1933 : essai du 10 juillet au 8 septembre (sauf dimanches et fêtes),

- WPC n° 4142, WP n° 4152, 4157, 4159 à 4162,
- WPC 2^{ème} classe n° 4001 à 4004, 4098, WP 2^{ème} classe n° 4118 à 4121,
- F n° 1075, 1077, 1088, 1089, 1133, 1195 à 1198, 1319,
- Paris - Marseille n° 11-12 jusqu'au 9 juillet et à partir du 9 septembre WPC n° 4136 à 4139, WR n° 2860, 2861, 3640,

Hiver 1933-1934 :

- Paris - Marseille n° 11-12 1 WPC du 9 septembre au 14 décembre, WR n° 3351, 3352, 3640, 3642, 3643,
- Paris - Lyon à partir du 8 octobre et prévu jusqu'au 14 décembre, annulé à compter du 14 novembre,
- Paris - Menton à partir du 15 décembre,
- WPC n° 4135, 4142 à 4144, 4146, 4147, WP n° 4150 à 4153, 4161 à 4162,
- WPC 2^{ème} classe n° 4001 à 4004, 4098, 4099, WP n° 4118 à 4121,
- F n° 1075, 1077, 1089, 1093, 1173, 1188, 1189, 1195 à 1198,

Eté 1934 :

- Rapides n° 11-12 Paris - Marseille WPC n° 4135 à 4138, WP n° 4150, WR n° 2858 à 2861.
- circulations P1-P2 supprimée le 31 août,

Hiver 1934-1935 :

- Paris - Menton WPC n° 4141 à 4144, 4146, 4147,
- Paris WP n° 4150, 4151, 4153, 4155, 4160 à 4162,
- Paris WPC n° 4001 à 4004, 4098,
- Paris WP n° 4118 à 4121,
- Paris F n° 1185 à 1187, 1196 à 1198, 1317, 1318.

Eté 1935 :

- aucune circulation Pullman,

Hiver 1935-1936 :

- Paris - Menton WPC n° 4135, 4143 à 4147,
- Paris WP n° 4150, 4151, 4153, 4155, 4160 à 4162,
- Paris WPC n° 4001 à 4004, 4098,
- Paris WP n° 4118 à 4121,
- Paris F n° 1254 à 1258.

Eté 1936 :

- aucune circulation Pullman,

Hiver 1936-1937 :

- Paris - Menton WPC n° 4135, 4143, à 4145, 4147,
- Paris WP n° 4150, 4151, 4153, 4155, 4160 à 4162,
- Paris WPC n° 4001 à 4004, 4098,
- Paris WP n° 4118 à 4121,
- Paris F n° 1186 à 1190, 1196 à 1198.

Eté 1937 :

- aucune circulation Pullman,

Hiver 1937-1938 :

- Paris WPC n° 4135, 4142 à 4147,
- Paris WP n° 4148, 4150 à 4152, 4156, 4163, 4164,
- Paris WPC 2^{ème} classe n° 4001 à 4004, 4098,
- Paris WP 2^{ème} classe n° 4118 à 4121,
- Paris F n° 1186 à 1190, 1310, 1311.

Eté 1938 :

- aucune circulation Pullman,

Hiver 1938-1939 : Menton du 15 décembre au 6 mai,

- WPC n° 4139, 4143 à 4147, (3 en service, 3 en réserve), WP n° 4148, 4150 à 4152, 4156, 4162 à 4164, (3 en service, 5 en réserve),
- Paris WPC 2^{ème} classe n° 4001 à 4004, 4098, 4099, (3 en service, 3 en réserve),
- Paris WP 2^{ème} classe n° 4118 à 4121, (3 en service, 1 en réserve),
- F n° 1186 à 1190, 1311, (6 en service),

Eté 1939 :

- aucune circulation Pullman,

Annexe sur les compositions – *Annexe of the make-up of the trains*

Composition au service de l'hiver 1929-1930 du train P 1 « Côte d'Azur-Pullman-Express » :

- 1 F (à bogies), 1 WP, 2 WPC, 1 WP, 1 WP (facultative), 1 WPC (facultative), 1 F (à bogies) Paris - Vintimille.

Composition au service de l'hiver 1929-1930 du train P 1 « Côte d'Azur-Pullman-Express » (avril 1930) :

- 1 F (à bogies), 1 WP, 2 WPC, 1 WP, 1 WP (salon fumoir), 1 WPC, 1 F (à bogies) Paris - Vintimille.

Composition au service de l'été 1933 du train P 1 « Côte d'Azur-Pullman-Express » (du 11 juillet au 9 septembre sauf dimanches et fêtes) :

- 231 F Paris - Lyon,

- 231 F Lyon - Marseille,

- 241 A Marseille - Nice,

- 242 AT Nice - Menton,

- 1 F, 2 WP (facultatives 1^{ère} classe ou 2^{ème} classe), 1 WPC (1^{ère} classe), 1 WP (1^{ère} classe), 1 WPC (2^{ème} classe), 1 WP (2^{ème} classe), 1 F Paris - Menton.

Composition au service de l'hiver 1938-1939 du train P 1 « Côte d'Azur-Pullman-Express » (du 15 décembre au 6 mai) :

- 231 G Paris - Lyon,

- 231 F Lyon - Marseille,

- 231 G Marseille - Nice,

- 242 AT Nice - Menton,

- 1 F, 1 WPC (2^{ème} classe), 1 WP (2^{ème} classe), 1 WPC (1^{ère} classe), 1 WP (1^{ère} classe), 1 F Paris - Menton.

Composition au service de l'hiver 1939-1940 du train P 1 « Côte d'Azur-Pullman-Express » (du 16 décembre 1939 au 27 avril 1940) non réalisée :

- 1 F, 1 WPC (2^{ème} classe), 1 WP (2^{ème} classe), 1 WPC (1^{ère} classe), 1 WP (1^{ère} classe), 1 F Paris - Menton.

Orient-Express. Un viaggio lungo 140 anni

Da Francesco Bochicchio

Il 3 ottobre 2023 è ricorso il 140esimo anniversario dall'istituzione di uno dei treni più famosi del mondo, l'Orient-Express. Per la prima volta nella storia, veniva realizzato un collegamento ferroviario diretto tra l'Europa Occidentale e Orientale, raggiungendo Costantinopoli, crocevia storico situato alle porte dell'Asia. Diplomatici, membri di casate reali, uomini d'affari, scrittori, artisti e attori hanno affollato gli scompartimenti delle sue carrozze-letti e i saloni delle carrozze-ristorante per oltre un secolo, facendo assurgere questo treno a mito. Escludendo le due guerre mondiali e la pandemia da Covid-19, l'Orient-Express, pur cambiando nome e pelle molte volte, non ha mai smesso di viaggiare lungo i binari d'Europa ed ha assistito a una lunga serie di cambiamenti politici, sociali e culturali straordinari nella storia contemporanea.

La storia dell'*Orient-Express* ebbe origine tra le pagine di un opuscolo pubblicato il 20 aprile 1870 in Belgio, dal titolo "*Projet d'installation de wagons-lits sur les chemin de fer du continent*" scritto dall'imprenditore George Nagelmackers. Questi era il rampollo di una delle più importanti famiglie belghe che aveva avuto l'occasione di viaggiare a lungo negli Stati Uniti all'indomani della Guerra Civile utilizzando le carrozze-letti della compagnia "*Pullman*". Quest'ultime, insieme alle vetture ristorante inventate anch'esse dall'ingegnere americano George Mortimer Pullman intorno alla metà del '800, erano completamente sconosciute in Europa. A quel tempo, nessuna compagnia ferroviaria nel Vecchio Continente riteneva che

queste due nuove tipologie di carrozze potessero rivoluzionare il mondo dei trasporti. Fu proprio grazie a quest'esperienza, e dopo alterne vicende tra il 1869 e il 1875, che Nagelmackers ebbe l'idea di fondare nel 1876 una compagnia che gestisse dei servizi con carrozze-letti e ristorante anche in Europa, denominata *Compagnie Internationale des Wagons-Lits*.

Inizialmente, Nagelmackers fece agganciare ai treni passeggeri europei dell'epoca le proprie carrozze-letti coprendo così diverse relazioni importanti tra Francia, Belgio, Olanda, Lussemburgo, Austria-Ungheria e Germania ma finendo inevitabilmente per rimanere dipendente da altre compagnie ferroviarie per realizzare i suoi servizi. Per risolvere questo problema, l'ingegnere belga decise di rispolverare una soluzione solo abbozzata nel "*Projet*", ispirata alla sua esperienza americana: l'istituzione di treni esclusivamente composti da materiale della *CIWL*, nella fattispecie da due o più carrozze-letti in unione con una vettura ristorante e due di servizio adibite a magazzino e ad alloggio per il personale. Questi treni dovevano essere concepiti letteralmente come un albergo su ruote e dovevano collegare l'Europa lungo tutti i punti cardinali. Nagelmackers li chiamerà, per l'appunto, "*Trains-Hotel*".

Per saggiare l'opinione pubblica del tempo su questa iniziativa, nel 1882 fu istituita tra Parigi e Vienna una relazione gestita unicamente con carrozze-letti e ristorante *CIWL* denominata "*Train Eclair*". Per dare una grande risonanza all'evento, Nagelmackers invitò tutti gli esponenti del mondo della ferrovia e del giornalismo a lui contemporaneo a partecipare al viaggio inaugurale del suo treno. I resoconti ci riferiscono che fu servito, inoltre, un ricco menù di sette portate che stupì i presenti. Le amministrazioni ferroviarie europee intorno alla metà degli anni '50 dell'Ottocento, secondo lo storico di ferrovie e appassionato francese Jean-Marc Dupuy, erano in grado di assicurare tra Parigi e Vienna un tempo di percorrenza di circa 60 ore suddivisi in 4 giorni di viaggio.

Nagelmackers già nel 1872 aveva ottenuto di creare un servizio notturno con una sua carrozza-letti tra Parigi e Vienna che durava due giorni. Non solo, nello stesso anno, l'ideatore del *Projet* aveva partecipato, e probabilmente fu uno dei promotori, alla "Conferenza Europea degli orari ferroviari" con lo scopo di armonizzare orari e collegamenti ferroviari per sviluppare i collegamenti internazionali. Il "*Train Eclair*" copriva l'intero tragitto Parigi-Vienna in circa 24 ore. Il successo fu tale, sia a livello dei servizi offerti che delle tempistiche di viaggio, che Nagelmackers e i suoi collaboratori pensarono di allungare il percorso del "*Trains-Hotel*" Parigi-Vienna fino alla Romania e alla Turchia. L'idea era di creare un "*Trains-Hotel*" che andasse da Ovest a Est, dall'Europa Occidentale a quella Orientale, fino al Medio Oriente e all'India.

Quest'ultimi erano i luoghi dove le grandi potenze europee quali l'Inghilterra, la Francia, la Russia, l'Austria-Ungheria e dal 1870 la Germania si scontravano per avere il monopolio dei traffici commerciali e, in seguito, quello delle materie prime. Nei fatti, questo treno sarebbe – e fu – stato uno tra i più assiduamente frequentati tra quelli circolanti al tempo da i più importanti esponenti del mondo della politica e dell'economia, su cui romanzieri e scrittori avrebbero versato fiumi d'inchiostro immaginando complicati intrighi. Nacque così da queste fastose premesse, il 4 ottobre 1883, il "*Train Express d'Orient*", in altre parole l'*Orient-Express*.

Il primo percorso del treno più famoso del mondo principiava da Parigi, attraversava la Baviera, Vienna, Budapest e la Transilvania, e terminava a Giurgiu, in Romania. Dopo un trasferimento effettuato sia con i battelli sia con i treni locali, i viaggiatori dell'*Orient-Express* raggiungevano la costa bulgara a Varna dove potevano proseguire il loro percorso sui piroscafi del *Lloyd* Austriaco per Costantinopoli. La capitale ottomana fu raggiunta dall'*Orient-Express* interamente via ferrovia solamente a partire dal 1889, quando fu completata la linea ferroviaria che da Belgrado giungeva a Sofia e in Turchia.

L'*Orient-Express* rappresentò la realizzazione di un sogno tanto agognato da Nagelmackers: il primo collegamento ferroviario transcontinentale europeo, che fino a tredici anni prima era stato abbozzato

unicamente sulla carta. Il viaggio attraverso l'Europa Orientale e i Balcani rappresentava agli occhi degli abitanti della parte occidentale del Vecchio Continente come un'avventura nel Far West Americano, ricco di pericoli e di sorprese.

A partire dal 1888/89¹, l'*Orient-Express* aveva in composizione giornalmente, oltre alle due carrozze di servizio e alla carrozza-ristorante, una carrozza-letti Parigi-Vienna mentre settimanalmente alla domenica e al giovedì si aggiungeva una *voiture-lits* Parigi-Bucarest e solo il mercoledì una WL Parigi-Costantinopoli.

A partire dal 1900, parallelamente alla crescita del sistema dei *Trains-Hotels* in Europa, la CIWL implementò l'*Orient-Express*, inaugurando altri treni integrati con la sua traccia. Nel 1894 fu inaugurato l'*Ostende-Vienne-Express*², prolungato nel 1901 fino a Bucarest e rinominato nel 1910 *Ostende-Vienne-Orient-Express*, quando fu unito all'*Orient-Express* principale. Sempre nel 1894, fu istituita anche la relazione *Ostende-Trieste-Express*, servendo i passeggeri in arrivo con le navi dalla Gran Bretagna e giungendo nel capoluogo giuliano in corrispondenza con le partenze delle navi del *Lloyd Triestino* per Alessandria d'Egitto. A completamento del quadro, tra il 1900 e il 1902 fu istituita una relazione chiamata *Berlin-Budapest-Orient-Express*³ formata da carrozze-letti e ristorante, che metteva in comunicazione la capitale dell'Impero Tedesco con quella del Regno Asburgico d'Ungheria e la capitale dell'Impero Ottomano, Costantinopoli.

Agli albori del XX Secolo fino al 1914, l'*Orient-Express*⁴, settimanalmente, aveva tre destinazioni diverse: Parigi-Budapest (domenica e giovedì), Parigi-Costanza⁵ (martedì e venerdì) e Parigi-Costantinopoli (circolava di lunedì, mercoledì e sabato). Rimaneva giornaliera la sezione Parigi-Vienna che, dal 1906, fu mutuata in Calais-Vienna. Dal 1910, dopo la già citata unione con l'*Ostende-Vienne Trains-Hotel*, la CIWL aggiunse all'*Orient-Express*⁶ principale le carrozze-letti Ostenda-Budapest, Ostenda-Costanza, e Ostenda-Costantinopoli, dopo la già citata unione con l'*Ostende-Vienne Trains-Hotel*. Secondo Jean-Marc Dupuy il percorso Parigi-Costantinopoli veniva svolto in 63 ore e quello Parigi-Costanza in 76.

Nel 1906 avvenne l'inaugurazione di uno dei più importanti trafori ferroviari delle Alpi, il Sempione, che condizionerà la storia futura del *Train Express d'Orient*. La nuova galleria ferroviaria, lunga circa venti chilometri, all'epoca del suo completamento la più lunga del mondo, indusse la CIWL a istituire un *Trains-Hotel* che ponesse in collegamento il più importante centro industriale dell'Italia della *Belle Époque*, Milano, con la città portuale di Calais, principale porto di collegamento marittimo con la Gran Bretagna, passando per Losanna–Digione–Parigi, chiamato *Simplon-Express*⁷.

Grazie a questa nuova relazione, i tempi di percorrenza tra la Lombardia e il nord della Francia si ridussero notevolmente, rispetto ai precedenti collegamenti che la CIWL aveva istituito, tanto che la Compagnia pensò di prolungarne l'itinerario fino a Venezia, nel 1907, e infine fino a raggiungere Trieste⁸, nel 1912.

Si trattò comunque di un treno di lusso di secondaria importanza rispetto all'*Orient-Express* originario che seguiva la via attraverso la Germania e l'Austria; i dirigenti della CIWL pensarono comunque di

¹ Albert Mühl, *Internationale Luxuszüge: die grossen europäischen Expresszüge durch Deutschland, Österreich und die Schweiz.*, EK-Verlag, Freiburg 1991, p. 65.

² Gérard Coudert, Maurice Knepper, Pierre-Yves Toussiro, *La Compagnie Des Wagons-Lits: Histoire des véhicules ferroviaires de luxe*, La Vie du Rail Edizioni, Paris 2010, p. 376.

³ Robert Nobécourt, *Le voitures et le trains de la CIWL*, Éditions LR Presse, Auray Cedex 2020, p. 71.

⁴ Albert Mühl, *Internationale Luxuszüge: die grossen europäischen Expresszüge durch Deutschland, Österreich und die Schweiz.*, EK-Verlag, Freiburg 1991, p. 65.

⁵ Romania.

⁶ Albert Mühl, *Internationale Luxuszüge: die grossen europäischen Expresszüge durch Deutschland, Österreich und die Schweiz.*, cit., p. 66.

⁷ Renzo Perret, *Grandi Espressi Europei – 2. Treni in Blu*, Gulliver Edizioni, Torino 1992, p. 11.

⁸ *Ib.d.*, p. 12.

prolungarne il tragitto su Belgrado, in coincidenza con l'arrivo dell'*Orient-Express* dalla capitale ungherese, vista la breve durata del viaggio tra Parigi e Trieste, ma il progetto non venne mai portato a termine. Il governo austriaco, in particolare, intravedeva in questo progetto un pericolo, in quanto Vienna e Budapest avrebbero potuto essere marginalizzate dagli itinerari principali fra Europa Occidentale e Medio Oriente. Timori che, il 28 luglio 1914, vennero spazzati via dagli stessi Asburgo, l'Impero Austro-Ungarico dichiarò guerra alla Serbia ponendo termine alla prima grande tranche della storia di questo treno.

La Prima Guerra Mondiale bloccò inevitabilmente l'*Orient-Express* ma ne dimostrò ulteriormente la grande importanza che ricopriva come collegamento ferroviario. Ad avvalorare questa tesi, vi sono due argomentazioni, in primo luogo, secondo Jean-Marc Dupuy, la Germania aveva bisogno di sostituire il treno da Parigi con uno gestito da una propria compagnia di bandiera, con lo scopo di aumentare l'influenza tedesca nei Balcani eliminando ogni possibilità per il governo francese di tessere ottime reti di spionaggio imbastite tramite i treni della *CIWL*.

Nel 1916, infatti, in seguito all'occupazione della Serbia e con il sostegno dei governi tedesco, austriaco, bulgaro e turco, fu istituito il *Balkan-Zug*⁹, la controparte tedesca dell'*Orient-Express* che collegava la Germania con Costantinopoli, gestito dalla nuova compagnia tedesca *Mitropa*. Lo stesso atto di fondazione della compagnia, secondo Dupuy, datato 18/09/1915 recitava nel prologo che lo scopo della *Mitropa* – e quindi del *Balkan-Zug* – era di contrastare la *CIWL* in quanto ritenuto mezzo volto a consentire la penetrazione francese e del suo servizio di spionaggio nei Balcani. Il servizio durerà fino al 1918 quando la Germania, Austria-Ungheria, Bulgaria e Turchia usciranno sconfitte dalla guerra.

La *Mitropa* continuerà a rappresentare la più acerrima concorrente della *CIWL* e dell'*Orient-Express* in quanto, nei vent'anni successivi, sarà una tra le prime compagnie ferroviarie internazionali a proporre, oltre alle ormai consuete carrozze-letti, salone e ristorante, anche le nuove carrozze-cucette, venendo incontro alle esigenze economiche delle classi meno agiate. La *CIWL* non si doterà mai di queste carrozze.

In secondo luogo, alla fine della guerra gli Alleati, in special modo la Francia e l'Italia, e i diplomatici dei paesi rimasti neutrali come l'Olanda e la Svizzera, s'interessarono molto al ritorno in servizio dell'*Orient-Express*. Il nuovo *Train Express d'Orient* non poteva più transitare attraverso la Germania e l'Austria, in ossequio alla decisione di punire queste due nazioni come conseguenza per la guerra appena conclusa. Dunque, s'iniziarono a studiare delle vie alternative.

L'Attenzione della *CIWL* e degli Alleati, durante i lavori della conferenza di pace¹⁰, ricadde sul *Simplon-Express*¹¹ Calais-Trieste, uno dei pochissimi *Trains-Hotel* ricostituiti¹² nel 1919, con l'intenzione di farlo proseguire oltre il Sempione in direzione di Belgrado, Sofia, e, infine, Costantinopoli, facendolo diventare il nuovo *Orient-Express*, il treno simbolo della rinascita della Compagnia dopo gli anni infausti della guerra. In questo modo, il treno avrebbe facilitato la progressiva espansione commerciale francese, italiana, svizzera, americana e inglese in Europa Orientale, Asia e Africa.

Nacque così il *Simplon-Orient-Express*¹³, dalle ceneri del vecchio *Orient-Express*, che divenne subito il treno più noto e prestigioso d'Europa, simbolo del rilancio dell'economia dei paesi Alleati. Il *Simplon-Orient-Express* copriva il percorso tra Calais – dove arrivavano i piroscafi da Londra – e Parigi con Costantinopoli in minor tempo rispetto al precedente *Orient-Express* della *Belle Époque*, passando attraverso le città di Digione, Vallorbe, Losanna, Briga, Milano, Venezia, Trieste, Zagabria, Belgrado e Sofia.

⁹ Renzo Perret, *Grandi Espresso Europei – 2. Treni in Blu*, Gulliver Edizioni, Torino 1992, p. 8.

¹⁰ Jean Des Cars, Roger Commault, *Sleeping Story*, Julliard Éditeur, Paris 1976, p. 101.

¹¹ Renzo Perret, *Grandi Espresso Europei – 2. Treni in Blu*, cit., p. 11.

¹² *Ib.d.*, p. 28.

¹³ Renzo Perret, *Grandi Espresso Europei – 2. Treni in Blu*, Gulliver Edizioni, Torino 1992, p. 28.

L'importanza del *Simplon-Orient*¹⁴ crebbe a dismisura, tanto che al treno furono allacciate negli anni successivi ulteriori relazioni. Nel luglio 1920 il "*Trains-Hotel*"¹⁵ aveva in composizione carrozze dirette da Parigi, Lione (carrozza-letti Lione-Trieste, limitata a Milano a partire dal 1922), Boulogne, Calais e Ostenda rispettivamente destinate quattro volte alla settimana a Bucarest e tre volte a Costantinopoli.

Tra gennaio e novembre dello stesso anno, al *Simplon-Orient* fu agganciata una carrozza-salone *CIWL* in servizio Milano-Trieste. Dal 1921 le relazioni dalla Francia sia per la Romania che per la Turchia divennero giornaliere, il treno viaggiava completo fino a Vinkovci, snodo ferroviario dove venivano separati le due sezioni, rispettivamente per Bucarest e Costantinopoli. Dalla sezione verso la Turchia, allo snodo di Nîs, si diramava la prima antenna istituita da Parigi per Atene tre volte a settimana, effettuata da una carrozza-letti, a cui ne fu aggiunta una seconda a partire dal 1922.

In un clima di generale distensione in Europa dopo gli anni difficili del primo dopoguerra, al *Simplon-Orient-Express* furono aggiunte da Belgrado le carrozze-letti Berlino-Atene (trisettimanale), Berlino-Istanbul (quadrissettimanale), Vienna-Atene e Praga-Istanbul.

Gli anni '20 e '30 sono considerati come l'epoca d'oro del *Simplon-Orient-Express*. Il treno durante questi anni cruciali vide la progressiva sostituzione delle carrozze in cassa in teck costruite nei decenni precedenti alla Grande Guerra con altre all'avanguardia, concepite in cassa metallica e con un'iconica livrea blu notte con gli intarsi in oro.

A completamento del quadro, nel 1929 vide la luce il *Taurus-Express*¹⁶, proseguimento naturale del viaggio del *Simplon-Orient* da Istanbul-Haydarpasa – stazione ferroviaria situata sulla costa asiatica del Bosforo – per Nasibin (Turchia sud-orientale), Aleppo e Tripoli, con la possibilità di proseguire via automobile e treno per Bagdad, Teheran, Basra (dove si poteva proseguire via nave per Bombay) Beyrouth, Gerusalemme e Il Cairo.

Il *Taurus-Express* era composto da carrozze ordinarie di prima, seconda e terza classe, e una sezione *CIWL* formata da una carrozza-ristorante, due carrozze-letti e un *Fourgon*.

L'istituzione del *Taurus-Express* doveva rappresentare il preambolo della creazione di nuovi collegamenti ferroviari stabili e diretti dalla Turchia – e quindi dall'Europa – con l'Africa e con l'Asia¹⁷, punto focale della *Proposta delle Ferrovie Paneuropee*¹⁸ – come ha riferito dalla ricercatrice greca Irene Anastasiadou – fatta dall'avvocato italiano Carlo Enrico Barduzzi¹⁹. L'avvocato italiano, che era anche un diplomatico in pensione, aveva presentato questo progetto, in accordo con l'idea di Albert Thomas²⁰, direttore dell'*International Labor Office*²¹, di creare un sistema ferroviario unificato in Europa che potesse rappresentare l'inizio di una maggiore integrazione economica e politica del Vecchio Continente, premessa della sua unificazione politica²². Non solo, il progetto aveva anche lo scopo di aumentare l'influenza politica ed economica dell'Europa su Asia e Africa.

¹⁴ Renzo Perret, *Grandi Espresso Europei – 2. Treni in Blu*, cit., p. 28.

¹⁵ Albert Mühl, *Internationale Luxuszüge: die grossen europäischen Expresszüge durch Deutschland, Österreich und die Schweiz.*, cit., p. 108.

¹⁶ Gérard Coudert, Maurice Knepper, Pierre-Yves Toussiot, *La Compagnie Des Wagons-Lits: Histoire des véhicules ferroviaires de luxe*, cit., p. 376.

¹⁷ *Ib.d.*, p. 83.

¹⁸ *Ib.d.*, p. 83.

¹⁹ Irene Anastasiadou, *Constructing Iron Europe. Transnationalism and Railways in the Interbellum*, Amsterdam University Press, Amsterdam 2011, p. 83.

²⁰ *Ib.d.*, p. 81.

²¹ *Ib.d.*, p. 81.

²² *Ib.d.*, p. 82.

Questo grande progetto non ebbe modo di essere realizzato a causa della sfavorevole congiuntura economica internazionale verificatosi dopo la crisi economica del 1929 e dall'acuirsi delle tensioni politiche, non solo nei rapporti tra gli stati ma anche tra le potenze coloniali e le popolazioni mediorientali sottomesse.

Nei primi anni '20 nacquero altri treni di lusso *CIWL* che avevano lo scopo di servire altre località europee oltre a quelle servite dal *Simplon-Orient*. Nel 1921 riprese a circolare, con fatica a causa delle continue crisi internazionali, scaturite tra Germania e Francia per la restituzione del debito di guerra, il vecchio *Orient-Express* sul percorso originario via Germania ed Austria, superando i veti francesi in quanto terminava la sua corsa a Bucarest²³ e non in Turchia. L'*Orient-Express* Parigi-Bucarest aveva in composizione una carrozza-ristorante e due carrozze-letti, unite ad un'ulteriore vettura Calais-Bucarest. A partire dal giugno 1921, furono aggiunte al treno altre due carrozze-letti²⁴ per servire le relazioni Parigi-Praga e Parigi-Karlsbad, la nota località termale in Moravia. Dal 1922 verrà aggiunta una carrozza-letti²⁵ Monaco di Baviera-Bucarest.

Nel febbraio 1919 fu istituito il *Train de Luxe Militaire*²⁶, un treno di lusso con materiale *CIWL* riservato esclusivamente a ufficiali e diplomatici con servizio trisettimanale Parigi-Varsavia via Zurigo-Innsbruck. Il *Militaire* era composto²⁷ da carrozze dirette da Parigi per Praga, Zurigo e Varsavia. Dal 1924 questo treno entrò progressivamente a far parte della flotta degli *Orient-Express*²⁸ divenendo inizialmente il *Suisse-Arlberg-Vienne-Express*, composto da carrozze dirette da Calais e Parigi per Vienna.

A partire dall'estate del 1925 fu agganciata al treno una sezione denominata *Engandine-et-Bernois-Oberland-Express*²⁹ con carrozze-letti dirette da Parigi a Coira e Interlaken (quest'ultima abolita nel 1927 e reistituita in seguito in alcune occasioni).

Tra il 1927 e il 1931 il *Suisse-Arlberg-Vienne-Express*³⁰ fu prolungato fino a raggiungere Budapest. L'unica nota aggiuntiva di rilievo per questo periodo, riportata dall'appassionato Albert Mühl, è che tra il 2/06 e il 30/09/1930 fu aggiunto un servizio diurno tra Basilea e Vienna curato da una carrozza-Pullman *CIWL Étoile du Nord* senza cucina³¹, mutuato tra il 1932 e il 1935 in un Zurigo-Budapest.

Dal maggio 1931, il *Suisse-Arlberg-Vienne-Express* mutò il proprio nome in *Arlberg-Orient-Express*³², mantenne le già citate sezioni da Parigi e Calais per Budapest e Coira, e ne aggiunse di nuove dirette a Bucarest e San Candido. Dal 1935 si aggiunse una nuova sezione denominata *Tirol-Express*³³ composta da due carrozze-letti da Parigi per Salisburgo.

²³ Albert Mühl, *Internationale Luxuszüge: die grossen europäischen Expresszüge durch Deutschland, Österreich und die Schweiz.*, EK-Verlag, Freiburg 1991, p. 120.

²⁴ *Ib.d.*, p. 120.

²⁵ *Ib.d.*, p. 120.

²⁶ Albert Mühl, *Internationale Luxuszüge: die grossen europäischen Expresszüge durch Deutschland, Österreich und die Schweiz.*, EK-Verlag, Freiburg 1991, p. 120-

²⁷ *Ib.d.*, p. 120.

²⁸ Albert Mühl, *Internationale Luxuszüge: die grossen europäischen Expresszüge durch Deutschland, Österreich und die Schweiz.*, EK-Verlag, Freiburg 1991, p. 140.

²⁹ *Ib.d.*, p. 140.

³⁰ *Ib.d.*, p. 140.

³¹ *Ib.d.*, p. 142.

³² *Ib.d.*, p. 145.

³³ *Ib.d.*, p. 147.

Tutti gli *Orient-Express* furono sospesi tra il 1938 e il 1939, insieme ai principali treni di lusso della Compagnia in tutto il Vecchio Continente. Il *Simplon-Orient-Express*³⁴ fu riattivato brevemente all'inizio del 1940 per collegare Parigi con Roma, Bucarest, Atene, Budapest e Istanbul. In seguito, la stazione di partenza fu spostata a Losanna³⁵ poco dopo la resa francese. Tale servizio durerà fino al 1941³⁶, quando le Ferrovie dello Stato Italiane organizzarono un nuovo collegamento notturno tra Milano e Salonico³⁷ durato fino alla capitolazione³⁸ italiana del settembre 1943.

Durante la guerra, fu l'Italia fascista³⁹, in virtù della sua alleanza con la Germania, a mantenere in piedi la *CIWL* almeno fino al 1943 – cercando laddove possibile di garantirne l'autonomia e costruendo delle nuove carrozze per suo conto – con l'ambizione di diventare, in caso di vittoria, il nuovo centro nevralgico dei collegamenti ferroviari di lusso in Europa ma senza alcun seguito. I collegamenti⁴⁰ tra l'Europa Occidentale e la Turchia della *CIWL*, nonostante le megalomanie mussoliniane, furono sostituiti quasi completamente con altrettanti servizi curati dalla *Mitropa* negli anni tra il 1940 e il 1943, con collegamenti da Parigi (dopo l'Armistizio del 1940), Berlino, Torino, Genova, Milano, Roma e Trieste per Sofia, Istanbul e Atene⁴¹. A partire dal 1942/1943, quando l'iniziativa militare volse a favore degli Alleati, e i fronti dove gli eserciti si affrontavano variarono nello scacchiere europeo, tutti i collegamenti ferroviari internazionali furono progressivamente interrotti.

Al termine delle ostilità, ci si ritrovò a confrontarsi con la dura realtà delle conseguenze devastanti del conflitto e, anche a causa di queste, il periodo compreso tra il 1945 e il 1971 rappresentò la parabola discendente della gloriosa epopea della *CIWL* e dei suoi treni di lusso. Ad aggiungersi a questi tragici fatti, l'evoluzione nel mondo dei trasporti portata dall'avvento dei treni rapidi sulle ferrovie d'Europa e l'accanita concorrenza ed espansione dei trasporti aerei e automobilistici del secondo dopoguerra resero superato l'*Orient-Express* e il suo sistema.

La Compagnia comprese, naturalmente, che il ritorno all'attività al livello del periodo pre-bellico non era possibile, almeno non nell'immediato, e pertanto decise di non ricostituire temporaneamente i *Trains-Hotel*⁴² bensì aprì alle altre compagnie nazionali ferroviarie europee la possibilità di agganciare a treni dal nome prestigioso – come il *Simplon-Orient* – le proprie carrozze di prima, seconda e terza classe. La *CIWL* avrebbe continuato a fornire i servizi “di punta” su questi convogli con le proprie carrozze-letti e ristorante, esattamente come avveniva negli anni '70 dell'Ottocento sulle prime relazioni internazionali gestite dalla Compagnia.

Dobbiamo puntualizzare che, a onor del vero, la *CIWL* considerava questa situazione come temporanea, in attesa di poter ricostituire il suo vecchio impero tappezzato di treni di lusso, infatti, nel decennio immediatamente successivo, la Compagnia s'impegnò per tentare di ripristinarlo, dimostrando agli occhi dei suoi contemporanei, di non comprendere appieno che la ripresa o il ritorno di ciò che erano stati i fasti degli anni '20 e '30 non era possibile. I treni di lusso intesi come servizi regolari non potevano più trovare

³⁴ Jean-Marc Dupuy, *Les Grands Trains – Orient-Express, Simplon-Orient-Express, Arlberg-Orient-Express, VSOE*, «Le Train», XCVII, gennaio 2019, p. 40.

³⁵ *Ib.d.*, p. 40.

³⁶ *Ib.d.*, p. 42.

³⁷ *Ib.d.*, p. 42.

³⁸ *Ib.d.*, p. 42.

³⁹ Gérard Coudert, Maurice Knepper, Pierre-Yves Toussiot, *La Compagnie Des Wagons-Lits: Histoire des véhicules ferroviaires de luxe*, La Vie du Rail Edizioni, Paris 2010, p. 56.

⁴⁰ *Ib.d.*, p. 40.

⁴¹ *Ib.d.*, p. 40.

⁴² Treni unicamente composti da carrozze-letti e ristorante della *CIWL*.

un solido mercato, fu una mossa troppo affrettata, molto anacronistica, ostacolata dalla povertà dilagante, dalle distruzioni lasciate dal conflitto bellico e dall'ostilità dei paesi del blocco sovietico⁴³.

Nonostante la consapevolezza che la ripresa della circolazione dei treni internazionali fosse una condizione necessaria per la ripresa economica – laddove circolazione di treni significa movimentare persone e merci in modo rapido e sicuro – dobbiamo tenere presente le condizioni politiche dell'Europa del secondo dopoguerra non erano assolutamente paragonabili quelle del 1919.

Infatti, molti dei paesi erano entrati a far parte del blocco sovietico-comunista, pochi anni dopo la resa tedesca, e iniziarono a denunciare i contratti che i governi d'anteguerra avevano con la *CIWL*, revocando le licenze e ostacolando il ritorno dei treni di lusso transcontinentali: la Jugoslavia stracciò il suo contratto nel 1947⁴⁴, la Romania nel 1948⁴⁵, la Cecoslovacchia e l'Ungheria nel 1949⁴⁶, la Bulgaria nel 1950⁴⁷. Le motivazioni venivano ricondotte al fatto che, nei paesi del blocco sovietico, la *CIWL* rappresentava il simbolo del capitalismo occidentale e per ciò doveva essere ostacolata.

Probabilmente, approfittando del momento storico della ricostruzione postbellica per modernizzare completamente il settore dei suoi treni internazionali – considerando che i problemi nella gestione dei treni di lusso erano iniziati, in effetti, già nel 1929 con la Crisi di Wall Street – forse l'*Orient-Express* e il suo sistema avrebbero potuto sopravvivere.

Esaminiamo ora i 78 anni successivi alla fine del secondo conflitto mondiale e di come l'*Orient-Express* abbia cambiato completamente pelle, rimanendo fedele più al mito del treno di lusso, dei misteri e delle spie piuttosto che rinnovarsi come collegamento ferroviario.

A guerra conclusa, ripresero immediatamente a circolare l'*Arlberg-Orient-Express*⁴⁸ (27/09/1945) tra Parigi e Innsbruck, e il *Simplon-Orient-Express*⁴⁹ tra Parigi e Venezia (13/11/1945). Il 1° aprile 1946 riprese a circolare il vecchio *Orient-Express* tra Parigi e Linz, che aggiunse negli anni successivi la sezione da Amsterdam e fu poi prolungato verso Bucarest, Varsavia, Praga (scomparse dal novero delle destinazioni nei primi anni '60) e Vienna⁵⁰ nel 1948. Nel 1960, l'*Orient-Express* aveva ancora in composizione le sezioni da Parigi a Praga e Varsavia tre volte alla settimana.

All'inizio degli anni '60, comparve anche periodicamente una sezione Parigi-Budapest. La situazione del treno rimase invariata per tutti gli anni '70 e '80. A partire dal 1990 l'*Orient-Express* conservava delle sezioni con materiale austriaco e ungherese da Parigi per Vienna e Budapest almeno fino all'inverno 2002-2003 quando il servizio fu definitivamente sospeso.

Nel 1963, il mitico *Simplon-Orient-Express*⁵¹ cambiò il proprio appellativo in *Direct-Orient* ed era ormai composto da carrozze-letti e ristorante impiegate da Parigi con destinazione Belgrado, Atene e Istanbul affiancate da diverse carrozze normali e cuccette di seconda, e miste di seconda classe, e miste di seconda e prima classe impiegate sulle relazioni: Trieste–Atene, Trieste–Belgrado e Parigi–Belgrado.

⁴³ Gérard Coudert, Maurice Knepper, Pierre-Yves Toussiot, *La Compagnie Des Wagons-Lits: Histoire des véhicules ferroviaires de luxe*, La Vie du Rail Edizioni, Paris 2010, p. 59.

⁴⁴ *Ib.d.*, p. 59.

⁴⁵ *Ib.d.*, p. 59.

⁴⁶ *Ib.d.*, p. 59.

⁴⁷ *Ib.d.*, p. 59.

⁴⁸ Gérard Coudert, Maurice Knepper, Pierre-Yves Toussiot, *La Compagnie Des Wagons-Lits: Histoire des véhicules ferroviaires de luxe*, La Vie du Rail Edizioni, Paris 2010, p. 56.

⁴⁹ *Ib.d.*, p. 56.

⁵⁰ *Ib.d.*, p. 57.

⁵¹ *Ib.d.*, p. 96.

Continuava a prestare servizio anche il *Taurus-Express*, il quale sarà l'ultimo collegamento *CIWL* a impiegare le carrozze *Fourgon*⁵² di proprietà della stessa compagnia. Dopo il 1963, al *Direct-Orient* si affiancheranno treni come il *Lombardie-Express* e il rinato *Simplon-Express*, con sezioni da Parigi per Milano, Roma, Venezia, Trieste, Rijeka e Zagabria.

Molte relazioni internazionali gestite in precedenza dalla *CIWL* iniziarono a scomparire tra la fine degli anni '60 e la fine dei '70 a causa della scarsissima frequentazione e dall'espansione in grande scala della motorizzazione privata e dei trasporti aerei. La relazione più celebre, quella del *Simplon-Orient-Express* via Sempione-Trieste, scomparirà nel 1977. Resistette l'*Orient-Express* sul percorso originario da Parigi a Bucarest⁵³, via Strasburgo-Vienna, almeno fino ai primi anni '2000.

Finiva così la sua storia il primo treno transcontinentale della storia europea ma l'interesse verso i grandi treni di lusso era completamente sparito? La risposta è no, in quanto esisteva ancora una buona dose di fascino da parte degli Occidentali verso i viaggi in carrozza-letti, alimentato dal mondo della letteratura e del cinema, anche grazie a quella particolare atmosfera⁵⁴ legata alla gentilezza e all'attenzione dei dipendenti della *CIWL*⁵⁵, alla totale comodità⁵⁶ e privacy della cabina e alla bellezza del pasto degustato nella carrozza-ristorante.

Si tratta di un interesse legato al rivivere mito del vecchio treno di lusso piuttosto che per il suo fine pratico, ovvero collegare nel minor tempo e comodamente località molto distanti tra di loro. È così che l'*Orient-Express* esce definitivamente dal suo status originario di treno internazionale per divenire una sorta di rievocazione storica della *Belle Époque* e *Art Déco* fortemente idealizzato. Questo processo possiede ancora oggi il ragguardevole merito di aver salvato, in extremis, dalla demolizione un gran numero di carrozze *CIWL* degli anni '20 e '30 che, altrimenti, avrebbero incontrato un triste destino.

Finkbohner è universalmente riconosciuto, ancora oggi, come l'ideatore dei primi *Orient-Express* rievocativi⁵⁷, avendone intuito le potenzialità nel settore delle crociere ferroviarie. Nel 1976, in occasione del centenario della *CIWL*, fu organizzato un *Simplon-Orient-Express*⁵⁸ rievocativo tra Milano e Istanbul, che ottenne un discreto successo. È stata proprio quest'iniziativa a richiamare l'attenzione di Glatt, che porterà alla nascita del *Nostalgie-Orient-Express*, negli anni successivi da ulteriori viaggi rievocativi, come l'*Arlberg-Orient-Express*.

A testimonianza dell'elevato grado di interesse generato intorno a queste iniziative, nel 1988 il *Nostalgie-Orient-Express* fu noleggiato da un'emittente televisiva giapponese per compiere un viaggio da record, partendo da Zurigo e Parigi con destinazione Tokyo, attraverso la Germania Ovest, la Germania Est, la Polonia, l'Unione Sovietica, e la Cina, terminando il tragitto continentale alla colonia inglese di Hong Kong dove si svolse l'imbarco delle vetture verso l'arcipelago nipponico. L'esperienza commerciale del *Nostalgie-Orient-Express* è terminata intorno ai primi anni duemila.

Alcune delle carrozze che hanno fatto parte del parco *Intraflug* sono state recuperate, alla fine del 2018, da uno scalo ferroviario dove erano accantonate in prossimità del confine polacco/bielorusso, in previsione di un loro ripristino funzionale. A partire dal 2003, le Ferrovie Francesi hanno iniziato ad acquisire diverse carrozze-Pullman e ristorante (provenienti dal parco *Intraflug*), in collaborazione con la

⁵² Robert Spark, *I treni della CIWL. E il leggendario Orient Express oggi*, supplemento «Tutto Treno Modellismo & Storia», XIX, novembre 2018, pp. 24-25.

⁵³ *Ib.d.*, p. 96.

⁵⁴ Fabio Cherubini, Luigi Voltan, *FS Carrozze. Ex CIWL delle FS*, Duegi Editrice, Albignasego 2012, p. 8.

⁵⁵ *Ib.d.*, p. 8.

⁵⁶ *Ib.d.*, p. 8.

⁵⁷ Fabio Cherubini, Luigi Voltan, *FS Carrozze. Ex CIWL delle FS*, cit., p. 93.

⁵⁸ *Ib.d.*, p. 93.

CIWL, per dare vita al Pullman-Orient-Express⁵⁹. (Nota dell'editore: si veda anche la didascalia.) Le carrozze di questo treno sono state proclamate monumento nazionale in Francia. Il convoglio storico in questione ha ridato vita al progetto mai assopito della stessa CIWL di dar vita a un proprio treno di lusso con materiale storico⁶⁰.



Alla fine del 1988, la CIWL iniziò a mettere insieme il suo set, inizialmente chiamato "Rame rétro" (Photo: Paris Gare de l'Est, 19 Dec. 1993, coll. DF) composto dalle Côte d'Azur-Pullman 4151 e 4159, nonché dalle carrozze bar (ex Pullman Côte d'Azur) 4148 e 4160 e dalle carrozze ristorante 2979 e 2869. Seguirono la carrozza ristorante 2976 (che in precedenza era ancora in servizio dal Belgio in C1 arancione) e, solo per un breve periodo, la carrozza ristorante 2973 (anche in precedenza nel rivestimento C1). Furono registrate come vetture private CIWL in Belgio per molto tempo prima che Accor vendesse l'insieme a SNCF Trains Expo nel 2011, che continua a utilizzarle. Questo set non ha nulla a che fare con le ex carrozze NIOE; le ex carrozze NIOE sono state affidate alla SNCF solo nel 2018.

Nei mesi di giugno e luglio del 2021, sei carrozze della flotta *Pullman-Orient-Express* sono giunte in Italia per compiere un viaggio del tutto particolare: nel panorama delle iniziative per la presentazione dei nuovi treni-crociera italiani chiamati *Treno della Dolce Vita*, nati dalla collaborazione tra *Arsenale* e Ferrovie dello Stato Italiane, le carrozze-Pullman WSP 4151, WSP 4159, la carrozza-Bar WSB 4160 e le carrozze-ristorante WR 2869, WR 2976 e WR 2979 hanno compiuto alcuni viaggi di rappresentanza nel Lazio, in Sicilia e in Abruzzo.

Si è trattato di un preludio molto interessante che preannuncia la nascita di nuovi servizi di lusso in Europa, dal quale ci si augura che, dal 2024, possa venire alla luce un nuovo treno-crociera di lusso che possa comprendere alcune carrozze appartenute al parco CIWL degli anni '20 e '30.

Ultimo esempio, nel quale possiamo ammirare un consistente gruppo di carrozze CIWL molto fedeli allo stato originario, è rappresentato dal treno di lusso *Venice Simplon-Orient-Express*. Questo è il treno-crociera che oggi, più di tutti gli altri convogli, rappresenta il degno erede dei grandi treni di lusso del XIX e XX Secolo.

⁵⁹ Gérard Coudert, Maurice Knepper, Pierre-Yves Toussiot, *La Compagnie Des Wagons-Lits: Histoire des véhicules ferroviaires de luxe*, La Vie du Rail Edizioni, Paris 2010, p. 370.

⁶⁰ *Ib.d.*, p. 370.

Orient Express. A 140 year long journey

English translation of Francesco Bochicchios Text

October 3rd, 2023 marked the 140th anniversary of the establishment of one of the most famous trains in the world, the Orient-Express. For the first time in history, a direct railway connection was created between Western and Eastern Europe, reaching Constantinople, a historical crossroads located at the gates of Asia. Diplomats, members of royal families, businessmen, writers, artists and actors have crowded the compartments of its sleeping carriages and the lounges of its restaurant carriages for over a century, making this train a myth. Excluding the two world wars and the Covid-19 pandemic, the Orient-Express, despite changing its name and skin many times, has never stopped travelling along the tracks of Europe and has witnessed a long series of political changes, extraordinary social and cultural events in contemporary history.

On 3rd October 2023 The French Post Office issued a special 140th anniversary stamp

The history of the Orient-Express originated in the pages of a brochure published on 20 April 1870 in Belgium, entitled "Projet d'installation de wagons-lits sur les chemins de fer du continent" written by the entrepreneur George Nagelmackers. He was the scion of one of the most important Belgian families who had had the opportunity to travel extensively in the United States in the aftermath of the Civil War using the sleeping carriages of the "Pullman" company. The latter, together with the restaurant cars also invented by the American engineer George Mortimer Pullman around the mid-19th century, were completely unknown in Europe. At that time, no railway company in the Old Continent believed that these two new types of carriages could revolutionize the world of transport. It was precisely thanks to this experience, and after various events between 1869 and 1875, that Nagelmackers had the idea of founding a company in 1876 that managed services with sleeping carriages and restaurants also in Europe, called Compagnie Internationale des Wagons-Lits.

Initially, Nagelmackers had its sleeping cars coupled to the European passenger trains of the time, thus covering several important connections between France, Belgium, Holland, Luxembourg, Austria-Hungary and Germany but inevitably ending up remaining dependent on other railway companies to carry out its services. To solve this problem, the Belgian engineer decided to revive a solution only sketched out in the "Projet", inspired by his American experience: the establishment of trains exclusively composed of CIWL material, in this case of two or more sleeping carriages joined with a restaurant car and two service cars used as a luggage van and accommodation for staff. These trains were to be conceived literally as a hotel on wheels and were to connect Europe along all cardinal points. Nagelmackers will call them, precisely, "Trains-Hotel".

To test public opinion of the time on this initiative, in 1882 a connection managed solely with CIWL sleeping carriages and restaurant called "Train Eclair" was established between Paris and Vienna. To give great resonance to the event, Nagelmackers invited all the exponents of the contemporary world of railways and journalism to participate in the maiden voyage of his train. Reports tell us that a rich seven-course menu was also served which amazed those present. European railway administrations around the mid-1850s, according to the French railway historian and enthusiast Jean-Marc Dupuy, were able to ensure a travel time between Paris and Vienna of around 60 hours divided into 4 days voyage.

Already in 1872 Nagelmackers had obtained permission to create a night service with one of his sleeping carriages between Paris and Vienna which lasted two days. Not only that, in the same year, the creator of the "Projet" had participated, and was probably one of the promoters, in the "European Conference of

Railway Timetables" with the aim of harmonizing timetables and railway connections to develop international connections. The "Train Eclair" covered the entire Paris-Vienna route in approximately 24 hours. The success was such, both in terms of the services offered and the travel times, that Nagelmackers and his collaborators thought of extending the route of the "Trains-Hotel" Paris-Vienna up to Romania and Turkey. The idea was to create a "Trains-Hotel" that went from West to East, from Western to Eastern Europe, up to the Middle East and India.

The latter were the places where the great European powers such as England, France, Russia, Austria-Hungary and from 1870 Germany clashed to have the monopoly of commercial traffic and, later, that of raw materials. In fact, this train would have - and was - been one of the most assiduously frequented among those circulating at the time by the most important exponents of the world of politics and economics, on which novelists and writers would have spilled rivers of ink imagining complicated intrigues. Thus, from these sumptuous premises, the "Train Express d'Orient", in other words the Orient-Express, was born on 4 October 1883.

The first route of the most famous train in the world began in Paris, crossed Bavaria, Vienna, Budapest and Transylvania, and ended in Giurgiu, Romania. After a transfer by both boats and local trains, the Orient-Express travellers reached the Bulgarian coast in Varna where they could continue their journey on the Austrian Lloyd steamers to Constantinople. The Ottoman capital was reached from the Orient-Express entirely by rail only starting from 1889, when the railway line from Belgrade to Sofia and Turkey was completed.

The Orient-Express represented the realization of a dream longed for by Nagelmackers: the first European transcontinental railway connection, which until thirteen years earlier had only been sketched out on paper. In the eyes of the inhabitants of the western part of the Old Continent, the journey through Eastern Europe and the Balkans was like an adventure in the 'American Far West', full of dangers and surprises.

Starting from 1888/89, the Orient-Express had in its daily composition, in addition to the two service carriages and the restaurant carriage, a Paris-Vienna sleeping carriage while on Sundays and Thursdays a Paris voiture-lits was added weekly -Bucharest and only on Wednesdays a WL Paris-Constantinople.

Starting from 1900, in parallel with the growth of the Trains-Hotels system in Europe, the CIWL implemented the Orient-Express, inaugurating other trains integrated with its track. In 1894 the Ostend-Vienna-Express was inaugurated, extended in 1901 to Bucharest and renamed Ostend-Vienna-Orient-Express in 1910, when it was merged with the main Orient-Express. Also in 1894, the Ostend-Trieste-Express relationship was also established, serving passengers arriving on ships from Great Britain and arriving in the Julian capital in correspondence with the departures of the Lloyd Triestino ships for Alexandria in Egypt. To complete the picture, between 1900 and 1902 a connection called Berlin-Budapest-Orient-Express was established consisting of sleeping carriages and a restaurant, which connected the capital of the German Empire with that of the Habsburg Kingdom of Hungary and the capital of the Ottoman Empire, Constantinople.

At the dawn of the 20th century until 1914, the Orient-Express had three different destinations on a weekly basis: Paris-Budapest (Sunday and Thursday), Paris-Constance (Tuesday and Friday) and Paris-Constantinople (it ran on Monday, Wednesday and Saturday). The Paris-Vienna section remained daily and, from 1906, was changed to Calais-Vienna. From 1910, after the aforementioned union with the Ostend-Vienna Trains-Hotel, the CIWL added the Ostend-Budapest, Ostend-Constance, and Ostend-Constantinople sleeping cars to the main Orient-Express, after the aforementioned union with the Ostend-Vienna Trains-Hotel. According to Jean-Marc Dupuy, the Paris-Constantinople route was completed in 63 hours and the Paris-Constance route in 76.

In 1906, the inauguration of one of the most important railway tunnels in the Alps, the Simplon, was opened, which would influence the future history of the Train Express d'Orient. The new railway tunnel, approximately twenty kilometres long, the longest in the world at the time of its completion, led the CIWL to establish a Trains-Hotel which would connect the most important industrial centre of “Belle Époque” Italy, Milan, with the port city of Calais, the main maritime connection port with Great Britain, passing through Lausanne–Dijon–Paris, called Simplon-Express⁶¹.

Thanks to this new relationship, the travel times between Lombardy and the north of France were significantly reduced, compared to the previous connections that the CIWL had established, so much so that the Company thought of extending the itinerary up to Venice, in 1907, and finally until reaching Trieste, in 1912.

However, it was a luxury train of secondary importance compared to the original Orient-Express which followed the route through Germany and Austria; However, the CIWL managers thought of extending the route to Belgrade, coinciding with the arrival of the Orient-Express from the Hungarian capital, given the short duration of the journey between Paris and Trieste, but the project was never completed. The Austrian government, in particular, saw a danger in this project, as Vienna and Budapest could have been marginalized from the main routes between Western Europe and the Middle East. Fears which, on 28 July 1914, were swept away by the Habsburgs themselves, the Austro-Hungarian Empire declared war on Serbia, putting an end to the first major tranche in the history of this train.

The First World War inevitably blocked the Orient-Express but further demonstrated the great importance it held as a railway connection. To support this thesis, there are two arguments, firstly, according to Jean-Marc Dupuy, Germany needed to replace the train from Paris with one operated by its own national company, with the aim of increasing German influence in Balkans eliminating any possibility for the French government to weave excellent espionage networks set up through the CIWL trains. .

In fact, in 1916, following the occupation of Serbia and with the support of the German, Austrian, Bulgarian and Turkish governments, the Balkan-Zug was established, the German counterpart of the Orient-Express which connected Germany with Constantinople, managed by new German company Mitropa. The very act of foundation of the company, according to Dupuy, dated 18/09/1915 stated in the prologue that the purpose of the Mitropa - and therefore of the Balkan-Zug - was to counteract the CIWL as it was considered a means aimed at allowing French and German penetration his espionage service in the Balkans. The service will last until 1918 when Germany, Austria-Hungary, Bulgaria and Turkey were defeated in the war.

The Mitropa would continue to represent the most bitter competitor of the CIWL and the Orient-Express as, in the following twenty years, was one of the first international railway companies to offer, in addition to the now usual sleeping carriages, lounge and restaurant, also the new sleeper carriages, meeting the economic needs of the less wealthy classes. The CIWL never equipped itself with these carriages.

Secondly, at the end of the war the Allies, especially France and Italy, and the diplomats of the neutral countries such as Holland and Switzerland, were very interested in the return of the Orient-Express to service. The new Train Express d'Orient could no longer pass through Germany and Austria, in compliance with the decision to punish these two nations as a consequence of the war that had just ended. Therefore, alternative routes began to be studied.

The attention of the CIWL and the Allies, during the work of the peace conference, fell on the Simplon-Express Calais-Trieste, one of the very few Trains-Hotels reconstituted in 1919, with the intention of

having it continue beyond the Simplon in the direction of Belgrade, Sofia, and, finally, Constantinople, making it the new Orient-Express, the train symbol of the rebirth of the Company after the unfortunate years of the war. In this way, the train would have facilitated the progressive French, Italian, Swiss, American and English commercial expansion in Eastern Europe, Asia and Africa.

Thus was born the Simplon-Orient-Express, from the ashes of the old Orient-Express, which immediately became the most well-known and prestigious train in Europe, symbol of the revival of the economy of the Allied countries. The Simplon-Orient-Express covered the route between Calais – where steamers arrived from London – and Paris to Constantinople in less time than the previous Orient-Express of the “Belle Époque”, passing through the cities of Dijon, Vallorbe, Lausanne, Brig, Milan, Venice, Trieste, Zagreb, Belgrade and Sofia.

The importance of the Simplon-Orient grew dramatically, so much so that further relationships were established with the train in the following years. In July 1920 the “Trains-Hotel” had in its composition carriages headed from Paris, Lyon (Lyon-Trieste sleeping carriage, limited to Milan starting from 1922), Boulogne, Calais and Ostend respectively destined four times a week to Bucharest and three times in Constantinople.

Between January and November of the same year, a CIWL saloon carriage serving Milan-Trieste was attached to the Simplon-Orient. From 1921 the connections from France to both Romania and Turkey became daily, the train travelled complete up to Vinkovci, a railway hub where the two sections were separated, respectively for Bucharest and Constantinople. From the section towards Turkey, at the Nîs junction, the first antenna established from Paris branched out to Athens three times a week, carried out from a sleeping carriage, to which a second was added starting from 1922.

In a climate of general détente in Europe after the difficult years after the First World War, the sleeping carriages Berlin-Athens (three-weekly), Berlin-Istanbul (four-weekly), Vienna-Athens and Prague were added to the Simplon-Orient-Express from Belgrade. Istanbul.

The 1920s and 1930s are regarded as the golden age of the Simplon-Orient-Express. During these crucial years, the train saw the progressive replacement of the teak-cased carriages built in the decades preceding the Great War with cutting-edge ones, designed in a metal case and with an iconic midnight blue livery with gold inlays.

To complete the picture, the Taurus-Express saw the light of day in 1929, a natural continuation of the Simplon-Orient journey from Istanbul-Haydarpaşa - a railway station located on the Asian coast of the Bosphorus - to Nasibin (south-eastern Turkey), Aleppo and Tripoli, with the possibility of continuing by car and train to Baghdad, Tehran, Basra (where it was possible to continue by ship to Bombay), Beirut, Jerusalem and Cairo.

The Taurus-Express consisted of ordinary first, second and third class carriages, and a CIWL section consisting of a restaurant car, two sleeping cars and a Fourgon.

The establishment of the Taurus-Express was supposed to represent the preamble to the creation of new stable and direct railway connections from Turkey - and therefore from Europe - with Africa and Asia, the focal point of the Pan-European Railways Proposal – as reported by the Greek researcher Irene Anastasiadou – made by the Italian lawyer Carlo Enrico Barduzzi. The Italian lawyer, who was also a retired diplomat, had presented this project, in agreement with the idea of Albert Thomas, director of the “International Labour Office”, to create a unified railway system in Europe which could represent the beginning of greater economic and political integration of the Old Continent, a prerequisite for its political

unification. Not only that, the project also aimed to increase Europe's political and economic influence on Asia and Africa.

This great project was unable to be realized due to the unfavourable international economic situation that occurred after the economic crisis of 1929 and the worsening of political tensions, not only in relations between states but also between the colonial powers and the subjugated Middle Eastern populations.

In the early 1920s, other CIWL luxury trains were born which were intended to serve other European locations in addition to those served by the Simplon-Orient. In 1921, with difficulty due to the continuous international crises arising between Germany and France for the repayment of the war debt, the old Orient-Express began to circulate again on the original route via Germany and Austria, overcoming the French vetoes as it ended its race in Bucharest and not in Turkey. The Orient-Express Paris-Bucharest had a restaurant car and two sleeping cars, combined with a further Calais-Bucharest car. Starting in June 1921, two more sleeper cars were added to the train to serve the Paris-Prague and Paris-Karlsbad connections, the well-known spa town in Moravia. From 1922 a Munich-Bucharest sleeping car was added.

In February 1919, the "Train de Luxe Militaire" was established, a luxury train with CIWL material reserved exclusively for officers and diplomats with a three-weekly Paris-Warsaw service via Zurich-Innsbruck. The "Militaire" consisted of carriages headed from Paris to Prague, Zurich and Warsaw. From 1924 this train gradually came into being part of the Orient-Express fleet, initially becoming the Suisse-Arlberg-Vienne-Express, composed of carriages headed from Calais and Paris to Vienna.

Starting from the summer of 1925, a section called Engandine-et-Bernois-Oberland-Express was connected to the train with sleeping carriages headed from Paris to Chur and Interlaken (the latter abolished in 1927 and later reinstated on some occasions). Between 1927 and 1931 the Suisse-Arlberg-Vienne-Express was extended to reach Budapest. The only additional thing of note for this period, reported by the enthusiast Albert Mühl, is that between 2/06 and 30/09/1930 a daytime service was added between Basel and Vienna operated by a CIWL "Étoile du Pullman" carriage. North without kitchen, borrowed between 1932 and 1935 in a Zurich-Budapest.

From May 1931, the Suisse-Arlberg-Vienne-Express changed its name to Arlberg-Orient-Express, maintained the aforementioned sections from Paris and Calais to Budapest and Chur, and added new ones direct to Bucharest and San Candido. From 1935 a new section called Tirol-Express was added consisting of two sleeper carriages from Paris to Salzburg.

All Orient-Expresses were discontinued between 1938 and 1939, along with the Company's main luxury trains throughout the Old Continent. The Simplon-Orient-Express was briefly reactivated in early 1940 to connect Paris with Rome, Bucharest, Athens, Budapest and Istanbul. Later, the departure station was moved to Lausanne shortly after the French surrender. This service lasted until 1941, when the Italian State Railways organized a new night connection between Milan and Thessaloniki which lasted until the Italian capitulation in September 1943.

During the war, it was fascist Italy, by virtue of its alliance with Germany that kept the CIWL alive at least until 1943 - trying where possible to guarantee its autonomy and building new carriages on its behalf - with the ambition to become in case of victory, the new nerve centre of luxury rail connections in Europe but without any follow-up. The connections between Western Europe and Turkey of the CIWL, despite Mussolini's megalomania, were almost completely replaced with as many services managed by Mitropa in the years between 1940 and 1943, with connections from Paris (after the Armistice of 1940), Berlin, Turin, Genoa, Milan, Rome and Trieste for Sofia, Istanbul and Athens. Starting from 1942/1943, when the

military initiative turned in favour of the Allies, and the fronts where the armies faced each other varied across the European scene, all international rail connections were progressively interrupted.

At the end of the hostilities, we found ourselves faced with the harsh reality of the devastating consequences of the conflict and, also because of these; the period between 1945 and 1971 represented the descending parable of the glorious epic of the CIWL and its trains of luxury. To add to these tragic facts, the evolution in the world of transport brought about by the advent of rapid trains on the railways of Europe and the fierce competition and expansion of air and car transport after the Second World War made the Orient-Express and the its system.

The Company understood, naturally, that a return to activity at the level of the pre-war period was not possible, at least not immediately, and therefore decided not to temporarily reconstitute the Trains-Hotels but rather opened up the possibility to the other European national railway companies to attach their first, second and third class carriages to trains with a prestigious name - such as the Simplon-Orient. The CIWL would continue to provide "peak" services on these trains with its own sleeping and restaurant carriages, exactly as happened in the 1870s on the first international relations managed by the Company.

We must point out that, to be honest, the CIWL considered this situation as temporary, waiting to be able to reconstitute its old empire filled with luxury trains, in fact, in the immediately following decade, the Company worked to try to restore it, demonstrating in the eyes of his contemporaries, of not fully understanding that the recovery or return of what had been the glories of the '20s and '30s was not possible. Luxury trains intended as regular services could no longer find a solid market; it was a too hasty, very anachronistic move, hampered by rampant poverty, the destruction left by the war conflict and the hostility of the Soviet bloc countries.

Despite the awareness that the resumption of international train circulation was a necessary condition for economic recovery - where train circulation means moving people and goods quickly and safely - we must keep in mind the political conditions of post-World War II Europe were absolutely not comparable to those of 1919.

In fact, many of the countries had become part of the Soviet-Communist bloc, a few years after the German surrender, and began to denounce the contracts that the pre-war governments had with the CIWL, revoking the licenses and hindering the return of the trains of transcontinental luxury: Yugoslavia tore up its contract in 1947, Romania in 1948, Czechoslovakia and Hungary in 1949, Bulgaria in 1950. The reasons were traced back to the fact that, in the countries of the Soviet bloc, the CIWL represented the symbol of Western capitalism and therefore had to be hindered.

Probably, taking advantage of the historical moment of post-war reconstruction to completely modernize its international train sector - considering that the problems in the management of luxury trains had, in fact, begun already in 1929 with the Wall Street Crisis - perhaps the Orient- Express and its system could have survived.

Let us now examine the 78 years following the end of the Second World War and how the Orient-Express has completely changed its skin, remaining faithful more to the myth of the luxury train, mysteries and spies rather than renewing itself as a railway connection.

Once the war was over, the Arlberg-Orient-Express (27/09/1945) between Paris and Innsbruck and the Simplon-Orient-Express between Paris and Venice (13/11/1945) immediately resumed circulation. On 1 April 1946 the old Orient-Express resumed circulation between Paris and Linz, which in the following years added the section from Amsterdam and was then extended to Bucharest, Warsaw, Prague (which

disappeared from the list of destinations in the early 1960s) and Vienna in 1948. In 1960, the Orient-Express still had sections from Paris to Prague and Warsaw running three times a week.

In the early 1960s, a Paris-Budapest section also appeared periodically. The train situation remained unchanged throughout the 70s and 80s. From 1990 the Orient-Express maintained sections with Austrian and Hungarian material from Paris to Vienna and Budapest at least until the winter of 2002-2003 when the service was definitively suspended.

In 1963, the legendary Simplon-Orient-Express changed its name to Direct-Orient and was now made up of sleeping and restaurant carriages used from Paris with destinations Belgrade, Athens and Istanbul flanked by several normal carriages and second and mixed couchettes, second class, and mixed second and first class used on the routes: Trieste–Athens, Trieste–Belgrade and Paris–Belgrade.

The Taurus-Express also continued to serve, which will be the last CIWL connection to use the Fourgon carriages owned by the same company. After 1963, the Direct-Orient was joined by trains such as the Lombardie-Express and the reborn Simplon-Express, with sections from Paris to Milan, Rome, Venice, Trieste, Rijeka and Zagreb.

Many international relations previously managed by CIWL began to disappear between the end of the 1960s and the end of the 1970s due to very low attendance and the large-scale expansion of private motorization and air transport. The most famous relationship that of the Simplon-Orient-Express via Simplon-Trieste, disappeared in 1977. The Orient-Express resisted on the original route from Paris to Bucharest, via Strasbourg-Vienna, at least until the early 2000s.

This is how the first transcontinental train in European history ended its story, but had interest in large luxury trains completely disappeared? The answer is no, as there was still a good dose of fascination on the part of Westerners towards travelling in sleeping carriages, fuelled by the world of literature and cinema, also thanks to that particular atmosphere linked to the kindness and attention of the employees of the CIWL, to the total comfort and privacy of the cabin and the beauty of the meal enjoyed in the restaurant carriage.

This is an interest linked to the revival of the myth of the old luxury train rather than for its practical purpose, that is, to connect very distant locations in the shortest time and comfortably. This is how the Orient-Express definitively leaves its original status as an international train to become a sort of historical re-enactment of the “Belle Époque” and highly idealized “Art Déco”. This process still has the notable merit of having saved, in extremis, from demolition a large number of CIWL carriages from the 1920s and 1930s which, otherwise, would have met a sad fate.

Walter Finkbohner is universally recognized, even today, as the creator of the first re-enactment Orient-Expresses, having understood their potential in the railway cruise sector. In 1976, on the occasion of the centenary of the CIWL, a commemorative Simplon-Orient-Express was organized between Milan and Istanbul, which achieved some success. It was precisely this initiative that attracted Alby Glatt's attention, which led to the birth of the Nostalgie-Orient-Express, in the following years by further commemorative journeys, such as the Arlberg-Orient-Express.

As evidence of the high level of interest generated around these initiatives, in 1988 the Nostalgie-Orient-Express was chartered by a Japanese television broadcaster to make a record-breaking journey, starting from Zurich and Paris to Tokyo, via West Germany, East Germany, Poland, the Soviet Union, and China, ending the continental journey at the English colony of Hong Kong where the loading of the cars towards the Japanese archipelago took place - The commercial experience of Nostalgie-Orient-Express ended around the early 2000s.

Some of the carriages that were part of the Intraflug park were recovered, at the end of 2018, from a railway yard where they were stored near the Polish/Belarusian border, in anticipation of their functional restoration. *Starting in 2003, the French Railways began to acquire several Pullman and restaurant carriages (coming from the Intraflug park), in collaboration with the CIWL, to give life to the Pullman-Orient-Express. (Editor's note: Please see the caption for this.)* The carriages of this train have been proclaimed a national monument in France. The historic convoy in question has revived CIWL's never-dormant project of creating its own luxury train with historic material.



At the end of 1988, the CIWL began to put together its set, initially called "Rame rétro" (Photo: Paris Gare de l'Est, 19 Dec 1993), consisting of the Côte d'Azur-Pullmans 4151 and 4159 as well as the bar cars (ex Pullman Côte d'Azur) 4148 and 4160 and the dining cars 2979 and 2869. This was followed by dining car 2976 (which was previously still in service from Belgium in C1 orange) and, for a short time only, dining car 2973 (also previously in C1 coating). In 1994 it was renamed "Pullman Orient-Express". They were registered as private CIWL cars in Belgium for a long time before Accor sold the set to SNCF Trains Expo in 2011, which continues to use them. This set has nothing to do with former NIOE carriages; the former NIOE carriages only came into the care of the SNCF in 2018.

In the months of June and July 2021, six carriages of the Pullman-Orient-Express fleet arrived in Italy to make a very special journey: in the panorama of initiatives for the presentation of the new Italian cruise trains called "Treno della Dolce Vita", born from the collaboration between "Arsenale" and "Ferrovie dello Stato Italiane", the Pullman carriages WSP 4151, WSP 4159, the Bar carriage WSB 4160 and the restaurant carriages WR 2869, WR 2976 and WR 2979 made some representative trips to Lazio, Sicily and Abruzzo.

It was a very interesting prelude that heralds the birth of new luxury services in Europe, from which it is hoped that, from 2024, a new luxury cruise train will come to light which could include some carriages belonging to the CIWL park of the 1920s and 1930s.

The last example, in which we can admire a large group of CIWL carriages very faithful to their original state, is represented by the Venice Simplon-Orient-Express luxury train. This is the cruise train which today, more than all other trains, represents the worthy heir of the great luxury trains of the 19th and 20th centuries.



Special Stamp to mark the 140th Anniversary of the launch of the Orient Express issued by the French Post Office on the 3rd October 2023.

*In addition to the well-known large European express trains and the equally well-known Pullman express trains, there was a whole series of other CIWL express trains that did not achieve the fame of, for example, the Côte d'Azur Pullman Express presented at the beginning. **Jean-Marc Dupuy** has kept an eye on these trains and presents them to us in French and English below:*

« Royan-Express »

Idéalement située à l'embouchure de la Gironde, le plus vaste estuaire d'Europe, la ville côtière de Royan s'était développée grâce à la vogue des bains de mer. Elle avait ainsi acquis une grande renommée dès le milieu du XIX^e siècle.

Site de villégiature, elle générait pendant l'été d'importants mouvements de voyageurs. Soucieuse du rayonnement de la cité (et accessoirement de la fréquentation de ses deux casinos), la municipalité avait vite sollicité la Compagnie Internationale des Wagons-Lits et des Grands Express Européens (CIWL) pour la création d'une liaison de luxe avec la capitale.

Ideally located at the mouth of the Gironde, the largest estuary in Europe, the coastal town of Royan developed thanks to the popularity of sea bathing. It thus acquired a great reputation from the middle of the 19th century. A vacation site, it generated significant movements of travellers during the summer. Concerned about the city's influence (and incidentally the attendance at its two casinos), the municipality quickly contacted the Compagnie Internationale des Wagons-Lits et des Grands Express Européens (CIWL) for the creation of a luxury link with the capital. .

Pour le service de l'été 1895, la CIWL et le réseau de l'Etat s'étaient tout d'abord mis d'accord pour l'adjonction d'une voiture-lits dans le train de nuit unissant la capitale à la cité balnéaire de Royan. Quittant Paris-Montparnasse à 21 h 45 et empruntant la radiale Etat tracée via Chartres, Château-du-Loir, Saumur, Thouars, Niort et Saintes, les voyageurs arrivaient le lendemain sur les plages de l'Atlantique à 9 h 13 (retour Royan 20 h 10 - Paris 7 h 05).

For the summer 1895 service, the CIWL and the state network first agreed to add a sleeping car to the night train linking the capital to the city. Royan seaside resort. Leaving Paris-Montparnasse at 9:45 p.m. and taking the Etat radial route via Chartres, Château-du-Loir, Saumur, Thouars, Niort and Saintes, the travellers arrived the next day on the Atlantic beaches at 9:13 a.m. (return to Royan 8:10 p.m. - Paris 7:05 a.m.).

Les nombreux parisiens qui chaque été se rendait dans cette ville avaient vivement apprécié cette amélioration. Les services estivaux suivants (1896 et 1897), cette circulation fut reconduite. Un express de jour complémentaire offrant des voitures des trois classes, ainsi qu'une voiture-restaurant-salon, fut également mis en route à l'été 1897 ; il n'était proposé qu'une fois par semaine au début du mois de juillet. Le trajet était couvert en neuf heures (Paris 11 h 20 - Royan 20 h 20 et retour Royan 8 h 55 - Paris 17 h 55). Dès ses débuts, il avait été bien accueilli du public ; devant des flux conséquents de voyageurs, le réseau de l'Etat avait même décidé de ses circulations quotidiennes du 27 août au 2 septembre 1897. Pour la saison de l'été 1898, sa marche se vit même accélérée d'une heure, tandis qu'il était proposé les mardis, jeudis et samedis entre le 13 juillet et le 30 octobre.

The many Parisians who went to this city every summer greatly appreciated this improvement. The following summer services (1896 and 1897), this circulation was continued. A complementary day express offering carriages of all three classes, as well as a restaurant-lounge car, was also launched in the summer of 1897; it was only offered once a week at the beginning of July. The journey was covered in nine hours (Paris 11:20 a.m. - Royan 8:20 p.m. and return Royan 8:55 a.m. - Paris 5:55 p.m.). From its beginnings, it had been well received by the public; faced with significant flows of travellers, the State network had even decided on its daily circulations from August 27 to September 2, 1897. For the summer season of 1898, its operation was even accelerated by an hour, while it was offered on Tuesdays, Thursdays and Saturdays between July 13 and October 30.

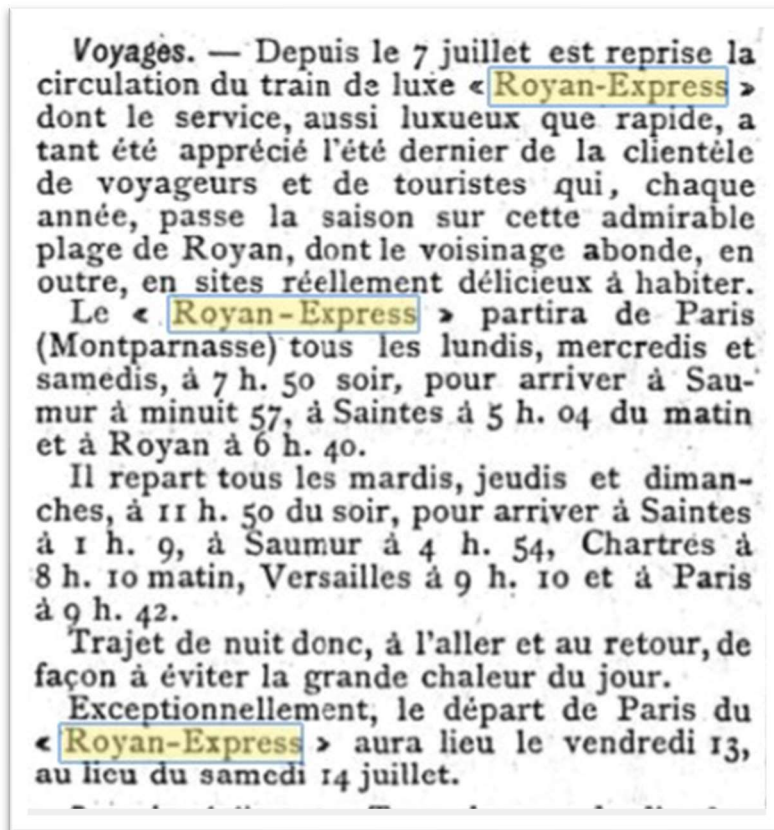
Une seconde nouveauté caractérisait aussi le service de l'été 1898. Consciente d'un trafic rémunérateur de passagers entre Paris et Royan, la CIWL avait décidé du lancement d'un convoi nocturne de luxe unissant les deux villes. Prenant le nom de « Royan-Express », cette relation saisonnière constituait la première avancée de la CIWL sur le réseau de l'Etat. Etant mis en circulation du début du mois de juillet à la fin septembre, il partait de Paris-Montparnasse les lundis, mercredis et samedis à 19 h 50 pour rallier Royan le lendemain dès 6 h 40. Pour les retours, il était proposé les mardis, jeudis et dimanches (Royan 23 h 50 - Paris 9 h 42).

Bien que concurrencée par les liaisons de jour, cette relation fut remise en route les étés 1899 et 1900. En dépit de publicités multiples paraissant dans les quotidiens de l'époque, la rentabilité du train restait insuffisante pour la CIWL. Il fut donc supprimé à la fin de l'été 1900.

A second novelty also characterized the service in the summer of 1898. Aware of profitable passenger traffic between Paris and Royan, the CIWL had decided to launch a luxury night train uniting the two cities. Taking the name "Royan-Express", this seasonal relationship constituted the first advance of the CIWL on

the State network. Being in circulation from the beginning of July to the end of September, it left Paris-Montparnasse on Mondays, Wednesdays and Saturdays at 7:50 p.m. to reach Royan the next day at 6:40 a.m. For returns, it was offered on Tuesdays, Thursdays and Sundays (Royan 11:50 p.m. - Paris 9:42 a.m.). Although competing with daytime connections, this relationship was restarted in the summers of 1899 and 1900. Despite multiple advertisements appearing in the daily newspapers of the time, the profitability of the train remained insufficient for the CIWL. It was therefore deleted at the end of the summer of 1900.

Publicité été 1900



Voyages. — Depuis le 7 juillet est reprise la circulation du train de luxe « Royan-Express » dont le service, aussi luxueux que rapide, a tant été apprécié l'été dernier de la clientèle de voyageurs et de touristes qui, chaque année, passe la saison sur cette admirable plage de Royan, dont le voisinage abonde, en outre, en sites réellement délicieux à habiter.

Le « Royan-Express » partira de Paris (Montparnasse) tous les lundis, mercredis et samedis, à 7 h. 50 soir, pour arriver à Saumur à minuit 57, à Saintes à 5 h. 04 du matin et à Royan à 6 h. 40.

Il repart tous les mardis, jeudis et dimanches, à 11 h. 50 du soir, pour arriver à Saintes à 1 h. 9, à Saumur à 4 h. 54, Chartres à 8 h. 10 matin, Versailles à 9 h. 10 et à Paris à 9 h. 42.

Trajet de nuit donc, à l'aller et au retour, de façon à éviter la grande chaleur du jour.

Exceptionnellement, le départ de Paris du « Royan-Express » aura lieu le vendredi 13, au lieu du samedi 14 juillet.

Extrait du Journal des Débats du 7 juillet 1900 (collection Gallica-BNF)

« Savoie-Express » « Dauphiné-Savoie-Express »

Située sur la rive orientale du lac du Bourget, la ville d'Aix-les-Bains est mondialement connue depuis l'antiquité comme un centre de traitement des rhumatismes et des voies respiratoires. Elle constitue également l'un des sites de tourisme et de villégiature les plus importants du massif alpin français. Ses eaux thermales sont connues depuis l'époque des romains et jouissent, à la « Belle Epoque », d'une renommée qui classe cette cité parmi les premières stations balnéaires de France et même d'Europe. Un trafic non négligeable de voyageurs existe donc, les cures y amenant de nombreuses personnes.

Located on the eastern shore of Lake Bourget, the town of Aix-les-Bains has been known worldwide since ancient times as a centre for the treatment of rheumatism and the respiratory tract. It is also one of the most important tourism and holiday sites in the French Alpine massif. Its thermal waters have been known since Roman times and enjoyed, during the "Belle Epoque", a reputation that ranked this city among the

leading seaside resorts in France and even Europe. A significant traffic of travellers therefore exists, the cures bringing many people there.

Ces importants mouvements de voyageurs n'ont pas échappé à la Compagnie Internationale des Wagons-Lits et des Grands Express Européens (CIWL). A la fin du XIX^e siècle, elle propose ainsi des voitures-lits et des voitures-restaurant adjointes sur des express réguliers partant notamment depuis Paris.

La CIWL étudie donc la mise en circulation d'un train de jour se composant de voitures-salon et de voitures-restaurant afin de relier Paris à Aix-les-Bains. Afin de renforcer la rentabilité de cette liaison de luxe diurne, elle y adjoint des voitures-salon directes pour Genève et Evian-les-Bains, ces véhicules étant détachés lors des arrêts en gare de Culoz, puis Annemasse, pour être acheminés dans des express ordinaires.

These significant passenger movements did not escape the attention of the Compagnie Internationale des Wagons-Lits et des Grands Express Européens (CIWL). At the end of the 19th century, it offered sleeping cars and attached dining cars on regular expresses leaving in particular from Paris. The CIWL was therefore studying the introduction of a day train consisting of lounge cars and restaurant cars in order to connect Paris to Aix-les-Bains. In order to strengthen the profitability of this luxury daytime connection, it added direct lounge cars to Geneva and Evian-les-Bains, these vehicles being detached during stops at Culoz station, then Annemasse, to be transported in ordinary express trains.

Pendant le service de l'été 1901 et en reprenant les sillons inemployés du « Paris-Rome-Express », une relation périodique saisonnier ne circulant que les mois d'hiver et de début de printemps, la CIWL lance le nouveau « Savoie-Express ». Cette relation estivale relie trois fois par semaine (les mardis, jeudis et samedis) Paris à Culoz, Bellegarde, Genève et Annemasse, Evian d'une part et vers Aix-les-Bains et Chambéry, grâce à une rame formée de deux tranches principales comportant des voitures-salon et une voiture-restaurant (retours les lundis, mercredis et vendredis).

Il est à nouveau proposé pendant les étés 1902 et 1903, toujours de façon trihebdomadaire entre le début du mois de juillet et la fin du mois de septembre. Le « Savoie-Express » quitte alors la capitale française en matinée à 8 h 30 pour atteindre Aix-les-Bains en milieu d'après-midi à 16 h 28. Une voiture directe continue sur Genève où elle arrive à 17 h 26 et une autre voiture directe gagne Evian à 19 h 18. Des correspondances depuis Annemasse vers Le Fayet-Saint-Gervais et Chamonix sont possibles par un train ordinaire du PLM.

During the summer 1901 service and by taking over the unused train paths of the "Paris-Rome-Express", a seasonal periodic service only running in the winter and early spring months, the CIWL launched the new "Savoie-Express ". This summer connection connected three times a week (Tuesdays, Thursdays and Saturdays) Paris to Culoz, Bellegarde, Geneva and Annemasse, Evian on the one hand and to Aix-les-Bains and Chambéry, thanks to a train made up of two main sections including lounge cars and a dining car (returning on Mondays, Wednesdays and Fridays).

It was offered again during the summers of 1902 and 1903, always triweekly between the beginning of July and the end of September. The "Savoie-Express" then left the French capital in the morning at 8:30 a.m. to reach Aix-les-Bains in the middle of the afternoon at 4:28 p.m. A direct car continued to Geneva where it arrived at 5:26 p.m. and another direct car reached Evian at 7:18 p.m. Connections from Annemasse to Le Fayet-Saint-Gervais and Chamonix were possible by an ordinary PLM train.

Lors des horaires applicables à partir du 2 juillet 1904, le convoi est prolongé depuis Chambéry vers Grenoble ; il prend alors le nom de « Dauphiné-Savoie-Express ». L'arrivée tardive dans la ville de Grenoble (21 h 12) ne favorise guère la fréquentation du train sur son parcours terminal depuis Chambéry. Ce prolongement est donc supprimé l'été suivant 1905 et la relation reprend son appellation d'origine « Savoie-Express ». Connaissant toujours un grand succès pour la desserte d'Aix-les-Bains, ses circulations toujours trihebdomadaires débutent dès le 16 mai 1905. Ses horaires sont aussi modifiés. Le convoi part dorénavant de Paris à 11 h 20 pour rallier Aix-les-Bains à 19 h 22 (retours Aix-les-Bains 10 h 31 et Paris 18 h 35). A partir du 1^{er} juillet et jusqu'au 28 septembre, le « Savoie-Express » comporte à nouveau une voiture-salon pour les destinations de Genève et d'Evian.

During the schedules applicable from July 2, 1904, the train was extended from Chambéry to Grenoble; it then took the name "Dauphiné-Savoie-Express". The late arrival in the city of Grenoble (9:12 p.m.) hardly encouraged train attendance on its terminal route from Chambéry. This extension was therefore removed the following summer of 1905 and the relationship returned to its original name "Savoie-Express". Still enjoying a great success serving Aix-les-Bains, its services, still tri-weekly, began on May 16, 1905. Its timetables were also modified. The train then left Paris at 11:20 a.m. to reach Aix-les-Bains at 7:22 p.m. (returning Aix-les-Bains 10:31 a.m. and Paris 6:35 p.m.). From July 1 and until September 28, the "Savoie-Express" once again had a lounge car for the destinations of Geneva and Evian.

SAVOIE-EXPRESS		TRAIN DE LUXE TRI-HEBDOMADAIRE	
Entre PARIS, AIX-LES-BAINS, CHAMBERY, GENEVE et EVIAN			
Composé de Vagons-Salons et d'un Vagon-Restaurant.			
matin	11 20	dép.	PARIS-P.-L.-M..... arr.
	1 23	arr.	LAROCHE.....
	1 28	dép.	DIJON.....
	3 27	arr.	BOURG.....
	3 33	dép.	AMBERIEU.....
	5 24	arr.	CULOZ.....
	5 32	dép.	AIX-LES-BAINS.....
	6 6	arr.	CHAMBERY.....
	6 6	dép.	CULOZ.....
	6 51	arr.	BELLEGARDE.....
	7 22	dép.	ANNEMASSE.....
	7 22	arr.	THONON.....
	7 22	dép.	EVIAN.....
	7 22	arr.	BAINS-D'EVIAN.....
soir	7 49	dép.	PARIS-P.-L.-M.....
	8 31	arr.	LAROCHE.....
	8 31	dép.	DIJON.....
	9 31	arr.	BOURG.....
	9 31	dép.	AMBERIEU.....
	9 31	arr.	CULOZ.....
	9 31	dép.	AIX-LES-BAINS.....
	9 31	arr.	CHAMBERY.....
	9 31	dép.	CULOZ.....
	9 31	arr.	BELLEGARDE.....
	9 31	dép.	ANNEMASSE.....
	9 31	arr.	THONON.....
	9 31	dép.	EVIAN.....
	9 31	arr.	BAINS-D'EVIAN.....
Jours de mise en marche. Au départ de PARIS : Mardi, jeudi et samedi, jusqu'au 28 septembre. Au départ de CHAMBERY, GENEVE et EVIAN : Lundi, mercredi et vendredi, jusqu'au 29 septembre.			

Durant le service de l'été 1906, ses circulations entre Paris et Chambéry sont étendues du 22 mai jusqu'au 6 octobre, celles vers Genève et Evian restant limitées du début juillet au 28 septembre. En dehors de ces dates, les voyageurs se rendant à Aix-les-Bains peuvent alors profiter du train CIWL « Rome-Express » circulant dans des horaires proches et faisant bénéficier ses utilisateurs du même confort.

During the summer 1906 service, its circulations between Paris and Chambéry were extended from May 22 to October 6, those to Geneva and Evian remaining limited from the beginning of July to September 28. Outside of these dates, travellers going to Aix-les-Bains could then take advantage of the CIWL "Rome-Express" train running at similar times and providing its users with the same comfort.

Eté 1905 (1^{er} Juillet)

" SAVOIE - EXPRESS "					
TRAIN DE LUXE TRI-HEBDOMADAIRE					
Entre PARIS, AIX-LES-BAINS, CHAMBÉRY, GENÈVE et ÉVIAN					
composé de Wagons-salons et d'un Wagon-restaurant.					
matin		dép. Paris.....	arr.		soir
11 20			dép.		6 30
1 20		dép. Laroche.....	arr.		4 30
1 25			dép.		4 34
3 24		dép. Dijon.....	arr.		2 41
3 30			dép.		2 35
5 27		dép. Bourg.....	arr.	mid	36
5 32			dép.	mid	33
6 5		dép. Ambérieu.....	arr.	mid	3
6 5			dép.		11 57
8 51		dép. Culoz.....	arr.		11 6
7 2			dép.		10 54
7 21		dép. Aix-les-Bains....	arr.		10 29
7 31			dép.		10 21
7 30		dép. Chambéry.....	dép.		10 6
soir		dép. Culoz.....	arr.	matin	
7 1			dép.		10 51
7 41		dép. Bellegarde.....	arr.		10 21
7 46			dép.		9 53
8 23		dép. Genève.....	dép.		9 17
soir		dép. Bellegarde.....	arr.	matin	
8 18			dép.		10 6
9 11		dép. Annemasse.....	arr.		9 14
9 20			dép.		9 10
9 55		dép. Thonon.....	dép.		8 35
10 1		dép. Evian.....	dép.		8 20
10 18		dép. Bains-d'Evian....	dép.		8 12
				matin	

Jours de mise en marche :

Au départ de Paris

Pour Aix et Chambéry } Mardi, jeudi et samedi, jusqu'au 5 octobre inclus.

Pour Genève et Evian. } Mêmes jours, à partir du 2 juillet seulement et jusqu'au 26 septembre inclus.

Au départ de :

Chambéry et Aix } Lundi, mercredi et vendredi, jusqu'au 7 octobre inclus.

Genève et Evian. } Mêmes jours, à partir du 3 juillet seulement et jusqu'au 27 septembre inclus.

Lors des services d'été 1907 à 1911, le convoi reste toujours proposé pour Aix-les-Bains et Chambéry trois fois par semaine (les mardis, jeudis et samedis). En outre, du 2 juillet au 26 septembre, deux voitures directes lui sont adjointes pour les destinations d'Evian et de Genève.

During the summer services from 1907 to 1911, the train was still offered for Aix-les-Bains and Chambéry three times a week (Tuesdays, Thursdays and Saturdays). In addition, from July 2 to September 26, two direct cars were added to it for the destinations of Evian and Geneva.

Été 1907

Été 1909

" SAVOIE - EXPRESS "					
TRAIN DE LUXE TRI-HEBDOMADAIRE					
Entre PARIS, AIX LES BAINS, CHAMBÉRY, GENÈVE et ÉVIAN					
Composé de Wagon-Salons et d'un Wagon-Restaurant.					
matin		dép. Paris-P.-L.-M....	arr.		soir
11 30			dép.		6 30
1 21		dép. Laroche.....	arr.		4 43
1 25			dép.		4 38
3 25		dép. Dijon.....	arr.		2 45
3 31			dép.		2 39
5 24		dép. Bourg.....	arr.	mid	33
5 26			dép.	mid	30
5 52		dép. Ambérieu.....	arr.	mid	3
5 57			dép.		11 58
6 43		dép. Culoz.....	arr.		11 7
6 53			dép.		10 52
7 15		dép. Aix-les-Bains....	arr.		10 30
7 25			dép.		10 16
7 31		dép. Chambéry.....	dép.		10 "
soir		dép. Culoz.....	arr.	matin	
6 55			dép.		10 53
7 27		dép. Bellegarde.....	arr.		10 21
7 31			dép.		10 "
8 30		dép. Genève.....	dép.		9 21
soir		dép. Bellegarde.....	arr.	matin	
7 36			dép.		9 48
8 30		dép. Annemasse.....	arr.		8 55
8 38			dép.		8 46
9 2		dép. Thonon.....	dép.		8 15
9 21		dép. Evian.....	dép.		8 2
9 23		dép. Bains-d'Evian....	dép.		7 55
				matin	

Jours de mise en marche :

Au départ de PARIS :

Pour Aix et Chambéry } Mardi, jeudi et samedi, du 22 mai au 2 octobre incl.

Pour GENÈVE et EVIAN } Mêmes jours, à partir du 1er juillet seulement et jusqu'au 23 septembre inclus.

Au départ de :

CHAMBÉRY et AIX } Lundi, mercredi et vendredi, du 24 mai au 4 octobre inclus.

GENÈVE et EVIAN. } Mêmes jours, à partir du 2 juillet seulement et jusqu'au 23 septembre inclus.

Connaissant toujours un certain succès auprès de la clientèle aisée de la CIWL, il est mis en circulation tous les jours à compter de l'été 1912 ; toutefois le « Savoie-Express » ne débute ses prestations que le 6 juillet et les termine le 13 septembre. Dans les deux rames de matériels de la CIWL, on note désormais la présence d'une voiture-lits, sans doute pour des personnes en santé délicate, souhaitant voyager allonger durant la journée.

Still enjoying a certain success with the CIWL's wealthy clientele, it was put into circulation every day from the summer of 1912; However, the "Savoie-Express" only began its services on July 6 and ended on September 13. In the two trains of CIWL equipment, we now note the presence of a sleeping car, undoubtedly for people in delicate health, wishing to travel longer during the day.

SAVOIE-EXPRESS				<i>Train de luxe journalier du 6 Juillet au 13 Sept. inclus</i>	
Voitures-Salon de la C ^{ie} Int ^{le} des Wagons-Lits, Restaurant (<i>Paris-Chambéry</i>) entre PARIS, AIX-LES-BAINS, CHAMBERY, GENEVE et EVIAN					
PARIS	dép.	11 35	EVIAN	dép.	8 26
Aix-les-Bains	arr.	19 20	Genève	dép.	9 41
Chambéry	arr.	19 46	Chambéry	dép.	10 25
Geneve	arr.	20 39	Aix-les-Bains	dép.	10 50
EVIAN	arr.	21 26	PARIS	arr.	18 32

Eté 1912

Mis en marche en juillet 1914, le « Savoie-Express » devant circuler jusqu'au 12 septembre doit cesser prématurément ses

prestations le 2 août suite au déclenchement de la Première Guerre mondiale. Il n'est pas remis en marche après 1918. Une étude a toutefois été entreprise pour son rétablissement en rame Pullman à la fin des années 1920 ; elle reste sans suite avec la crise économique mondiale des années 1930.

Started in July 1914, the "Savoie-Express" scheduled to run until September 12, had to prematurely cease its services on August 2 following the outbreak of the First World War. It was not restarted after 1918. However, a study was undertaken for its reestablishment as a Pullman train at the end of the 1920s; it remained without follow-up with the global economic crisis of the 1930s.

Annexe sur les matériels CIWL affectés

Eté 1909 :

- WR n° 1728,
- WS n° parc commun avec « Vichy-Express »,
- F n° 1056, 1057,

Eté 1910 :

- WS n° 770, 771, 840, 841, 842, 911, 956, 957, 960, 961, 1677, 1678,
- WR n° 1739, 1740,
- F n° 1057 à 1059,

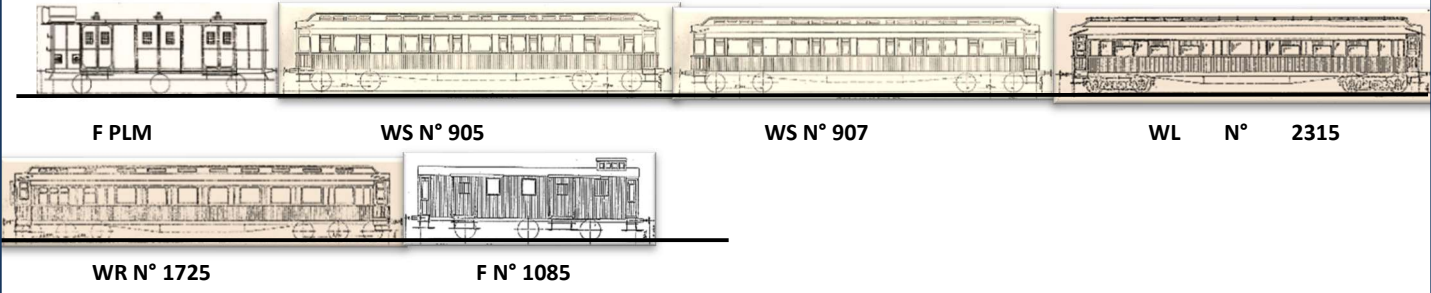
Eté 1913 :

- WL n° 1761, 2126,
- WR n° 1725 à 1727,
- WS n° 770, 771, 773, 905 à 908, 912,
- F n° 1057, 1085 et fourgons PLM,

Eté 1914 :

- WS n° 770, 771, 773, 905, 906, 907, 908, 912,
- WL n° 2315, 2316,
- WR n° 1723 à 1725,
- F n° 1057, 1085 et fourgons PLM,

Composition du train (tranche Paris - Chambéry)



« Vichy-Express »

Si les dessertes des principales capitales européennes et des lieux de villégiatures hivernaux de la classe aisée avaient été réalisées en priorité par la Compagnie Internationale des Wagons-Lits et des Grands Express Européens (CIWL), les relations vers les principales villes d'eau avaient aussi bénéficié de toutes ses attentions. Le thermalisme était alors à la mode dans la haute société et il était de bon ton de « prendre les eaux » afin de soulager ses maladies. Ces liaisons se faisant principalement en période estivale (de la fin juin au début de septembre) permettaient de plus de mieux rentabiliser les utilisations des différents matériels de luxe.

If the services to the main European capitals and winter resorts of the wealthy class had been provided as a priority by the Compagnie Internationale des Wagons-Lits et des Grands Express Européens (CIWL), connections to the main water towns had also benefited from all of its attention. Hydrotherapy was then fashionable in high society and it was fashionable to "take the waters" in order to relieve illnesses. These connections taking place mainly during the summer period (from the end of June to the beginning of September) also made it possible to make the use of different luxury equipment more profitable.

Connue depuis l'époque romaine, la réputation des différentes sources d'eau minérale jaillissant autour de Vichy avait amené, dans cette région, de nombreux curistes. Surnommée parfois « la reine des villes d'eau », Vichy était alors la première destination pour tous les curistes. L'arrivée des chemins de fer, dans la seconde moitié du 19^{ème} siècle, avait encore renforcé son attractivité.

Située à 365 km de Paris, cette cité comptait près de 16 500 habitants (chiffres de 1912). Consciente des potentiels de trafic voyageurs générés par les déplacements effectués par une clientèle très aisée, la CIWL effectua au début du 20^{ème} siècle des études pour la création d'un train de luxe diurne au départ de Paris. Celle-ci étant concluante au niveau de sa rentabilité, le 14 juin 1904, on assista à la création de la nouvelle relation baptisée « Vichy-Express ».

Known since Roman times, the reputation of the various mineral water springs springing up around Vichy had brought many spa visitors to this region. Sometimes nicknamed "the queen of spa towns", Vichy was then the first destination for all spa guests. The arrival of the railways, in the second half of the 19th century, further strengthened its attractiveness. Located 365 km from Paris, this city had nearly 16,500 inhabitants (figures from 1912). Aware of the potential for passenger traffic generated by the trips made by a very wealthy clientele, the CIWL carried out studies at the beginning of the 20th century for the creation of a luxury daytime train from Paris. This being conclusive in terms of its profitability, on June 14, 1904, we witnessed the creation of the new relationship called "Vichy-Express".

Partant de la capitale les mardis, jeudis et samedis à 15 h 35 ; elle ralliait don terminus auvergnat à 21 h 12. Les retours depuis la ville thermale des bords de l'Allier vers la gare de Paris-Lyon (Paris-PLM à l'époque) avaient lieu en matinée les lundis, mercredis et vendredis. Ce convoi circula tout l'été jusqu'au 2 septembre suivant. Suite aux journées de circulation placées en alternance, sa composition ne nécessitant qu'un seul jeu de matériel roulant faisait généralement appel à deux voitures-salon, une voiture-restaurant et comme de coutume à deux fourgons d'encadrement ; en fonction de l'affluence, une troisième voiture-salon pouvait y être adjoint. Des arrêts étaient effectués dans les deux sens de circulation à Montargis, Pougues-les-Eaux, Nevers, Moulins et Saint-Germain-des-Fossés.

Departing from the capital on Tuesdays, Thursdays and Saturdays at 3:35 p.m.; it reached its Auvergne terminus at 9:12 p.m. Returns from the spa town on the banks of the Allier to the Paris-Lyon station (Paris-PLM at the time) took place in the morning on Mondays, Wednesdays and Fridays. This convoy circulated all summer until the following September 2. Following the alternating days of circulation, its composition requiring only one set of rolling stock generally called for two lounge cars, a dining car and, as usual, two management vans; depending on the crowd, a third lounge car could be added. Stops were made in both directions of traffic in Montargis, Pougues-les-Eaux, Nevers, Moulins and Saint-Germain-des-Fossés.

Remis en service en 1905, du 15 juin au 3 septembre, le « Vichy-Express » était toujours proposé les mardis, jeudis et samedis au départ de la capitale et les lundis, mercredis et vendredis dans le sens des retours. Il quittait la gare de Lyon en milieu d'après-midi à 15 h 55 pour gagner Vichy en soirée à 20 h 53, après avoir toujours marqué des arrêts intermédiaires dans les gares de Montargis, Pougues-les-Eaux, Nevers, Moulins et Saint-Germain-des-Fossés. Le convoi fut à nouveau proposé trois jours par semaine du 3 juillet au 4 septembre lors de l'été 1906.

Returned to service in 1905, from June 15 to September 3, the "Vichy-Express" was still offered on Tuesdays, Thursdays and Saturdays from the capital and on Mondays, Wednesdays and Fridays in the return direction. It left Lyon station in the middle of the afternoon at 3:55 p.m. to reach Vichy in the evening at 8:53 p.m., after having always made intermediate stops in the stations of Montargis, Pougues-les-Eaux, Nevers, Moulins and Saint-Germain-des-Fossés. The convoy was again offered three days a week from July 3 to September 4 during the summer of 1906.

VICHY-EXPRESS			
TRAIN DE LUXE TRI-HEBDOMADAIRE			
Entre PARIS et VICHY			
Composé de Wagons-Salons et d'un Wagon-Restaurant.			
soir	3 55	dép. PARIS-P.-L.-M.....	arr. 2 3
	5 26	arr. MONTARGIS.....	mat 23
	5 29	dép. MONTARGIS.....	mat 20
	7 12	arr. POGUES-LES-EAUX.....	11 "
	7 14	dép. POGUES-LES-EAUX.....	10 59
	7 16	arr. NEVERS.....	10 47
	7 21	dép. NEVERS.....	10 42
	8 15	arr. MOULINS.....	9 59
	8 15	dép. MOULINS.....	9 58
	8 23	arr. ST-GERMAIN-D-FOSSÉS.....	9 24
	8 24	dép. ST-GERMAIN-D-FOSSÉS.....	9 23
	8 53	arr. VICHY.....	9 10
soir			matin

Jours de mise en marche.

Au départ de PARIS :
Mardi, jeudi et samedi, du 15 juin au 2 septembre.

Au départ de VICHY :
Lundi, mercredi et vendredi, du 16 juin au 4 septembre.

Ete 1905 – Summer 1905

VICHY-ROYAT-EXPRESS			
TRAIN DE LUXE TRI-HEBDOMADAIRE			
Entre PARIS, VICHY, RIOM (Châtelguyon)			
et CLERMONT (Royat).			
Composé de Wagons-Salons et d'un Wagon-Restaurant.			
soir	3 55	dép. PARIS-P.-L.-M.....	arr. 4 53
	5 26	arr. MONTARGIS.....	mat 21
	5 29	dép. MONTARGIS.....	mat 20
	7 12	arr. POGUES-LES-EAUX.....	10 51
	7 14	dép. POGUES-LES-EAUX.....	10 40
	7 16	arr. NEVERS.....	10 33
	7 21	dép. NEVERS.....	10 33
	8 15	arr. MOULINS.....	9 50
	8 15	dép. MOULINS.....	9 49
	8 23	arr. ST-GERMAIN-D-FOSSÉS.....	9 11
	8 24	dép. ST-GERMAIN-D-FOSSÉS.....	9 9
	8 53	arr. VICHY.....	8 55
soir			matin
	8 15	dép. ST-GERMAIN-D-FOSSÉS.....	8 58
	9 12	arr. GANNAT.....	8 37
	9 12	dép. GANNAT.....	8 37
	9 23	arr. RIOM (Châtelguyon).....	8 14
	9 23	dép. RIOM (Châtelguyon).....	8 12
	9 51	arr. CLERMONT-FERRAND.....	8 "
soir			matin

Jours de mise en marche.

Au départ de PARIS :
Mardi, jeudi et samedi, du 15 juin au 2 septembre inclus.

Au départ de VICHY et de CLERMONT :
Lundi, mercredi et vendredi, du 12 juin au 4 septembre inclus.

Ete 1907 – Summer 1907

Au service de l'été 1907, pour répondre aux sollicitations de diverses municipalités d'Auvergne, la CIWL décida d'adjoindre au « Vichy-Express » une tranche de voitures directes pour Clermont-Ferrand (tracé par la ligne via Gannat). Cet ajout détaché lors de l'arrêt en gare de Saint-Germain-des-Fossés permettait de desservir plus directement la ville thermale de Royat. Restant de périodicité trihebdomadaire, le train était alors désigné « Vichy-Royat-Express ». Conservant la tranche principale de voitures-salon allant vers Vichy, il s'y était greffé une voiture-salon supplémentaire pour la desserte de Clermont-Ferrand et celle de Royat distante de quelques kilomètres. Rivale de Vichy, cette dernière cité reliée à Clermont-Ferrand

par un tramway électrique (temps de parcours de 12 minutes) possédait quatre sources thermales à la minéralisation variable.

To provide the summer of 1907 service, and to respond to requests from various municipalities in Auvergne, the CIWL decided to add to the "Vichy-Express" a section of direct cars for Clermont-Ferrand (routed by the line via Gannat). This detached addition during the stop at Saint-Germain-des-Fossés station made it possible to serve the spa town of Royat more directly. Remaining on a tri-weekly schedule, the train was then designated "Vichy-Royat-Express". Retaining the main section of lounge cars going to Vichy, an additional lounge car was added to serve Clermont-Ferrand and Royat, a few kilometres away. Rival of Vichy, the latter city connected to Clermont-Ferrand by an electric tramway (travel time 12 minutes) had four thermal springs with variable mineralization.

Outre Gannat, un autre arrêt était aussi prévu à Riom pour les voyageurs se rendant vers l'établissement de cure situé à Châtelguyon. Cette localité proposait un ensemble de vingt-huit sources chaudes fortement minéralisées et de saveur légèrement salée. Ces eaux étaient notamment recommandées pour le traitement de certaines maladies des voies digestives.

Peu de voyageurs utilisèrent en définitive ces nouveaux services vers Clermont-Ferrand via Gannat, et l'on revint à la situation antérieure après 1909. Le PLM avait en effet placé en concurrence un rapide réservé aux seuls voyageurs de 1^{ère} classe ; ce convoi comportait en outre des voitures à lits-salon ainsi qu'une voiture-restaurant de la CIWL ; il quittait Paris à 11 h 10 pour une arrivée moins tardive dans les villes thermales d'Auvergne.

Besides Gannat, another stop was also planned in Riom for travellers going to the spa located in Châtelguyon. This locality offered a set of twenty-eight hot springs that were highly mineralized and had a slightly salty flavour. These waters were particularly recommended for the treatment of certain diseases of the digestive tract. Few travellers ultimately used these new services to Clermont-Ferrand via Gannat, and we returned to the previous situation after 1909. The PLM had in fact placed in competition a 'Rapide' reserved only for 1st class travellers; this convoy also included lounge bed cars as well as a CIWL dining car; it left Paris at 11:10 a.m. for a less late arrival in the spa towns of Auvergne.

En été 1911, le « Vichy-Royat-Express » avait ainsi repris son appellation initiale de « Vichy-Express », nom qu'il garda jusqu'à l'été 1914. Depuis l'été 1912, il circulait de façon journalière durant les mois de juillet et août. Des correspondances rapides étaient offertes pour Riom, Châtelguyon et Clermont-Ferrand. Pour les voyageurs souhaitant se reposer durant le trajet, une voiture-lits était de plus incorporée dans les rames.

Pour la saison de l'été 1914, il était remis en circulation le 22 juin sur le parcours de Paris-Lyon à Vichy. Ses prestations initialement envisagées jusqu'au 8 septembre furent hélas écourtées par le déclenchement en août de la guerre mondiale de 1914-1918.

Dans les années 1920, un nouveau train Pullman fut lancé depuis Boulogne pour la direction de Vichy, nous en reparlerons ultérieurement.

In the summer of 1911, the "Vichy-Royat-Express" had thus resumed its initial name of "Vichy-Express", a name which it kept until the summer of 1914. Since the summer of 1912, it had been running daily for the months of July and August. Fast connections were offered to Riom, Châtelguyon and Clermont-Ferrand. For travellers wishing to rest during the journey, a sleeping car was also incorporated into the trains.

For the summer 1914 season, it was put back into circulation on June 22 on the route from Paris-Lyon to Vichy. His performances, initially planned until September 8, were unfortunately cut short by the outbreak of the 1914-1918 world war in August. In the 1920s, a new Pullman train was launched from Boulogne for the direction of Vichy, we will talk about it later.

Annexe sur les matériels CIWL

Eté 1909 : Vichy-Express

- WR n° 1727,
- WS n° 772, 773, 1546, 1549 à 1553 (parc commun avec « Savoie-Express »),
- F n° 1065,

Eté 1910 : Vichy-Express

- Paris WS n° 1549, 1551 à 1553,
- WR n° 1735, 1736,
- F n° 1055, 1056,

Eté 1913 : Vichy-Express (1^{er} juillet au 31 août)

- Paris WS n° 1549, 1551 à 1553,
- WL n° 2124, 2125,
- WR n° 1735 à 1737,
- F n° 1055, 1056,

Eté 1914 : Vichy-Express (22 juin au 8 septembre, mais arrêté le 2 août)

- Paris WS n° 1549, 1551 à 1553 (transférées de Gênes fin mai),
- WR n° 2127, 2128,
- WL n° 1628, 1629,
- F n° 1055, 1056, 1065, 1066,

« Paris-Bordeaux-Express »

Lors de l'Assemblée générale des actionnaires de la CIWL se tenant au début de 1889, la direction de la société avait fait part de son projet d'ouverture d'une nouvelle liaison de luxe quotidienne entre Paris et Bordeaux.

Cette décision faisait suite au vif succès du Sud-Express qui effectuait ce trajet de près de 600 kilomètres en neuf heures en proposant, depuis la capitale, un départ en soirée pour une arrivée aux aurores sur les bords de la Garonne.

At the CIWL General Meeting of Shareholders held at the beginning of 1889, the company's management announced its plan to open a new daily luxury connection between Paris and Bordeaux.

This decision followed the great success of the Sud-Express which completed this journey of nearly 600 kilometres in nine hours by offering, from the capital, an evening departure for an arrival at dawn on the banks of the Garonne.

Pour ce nouveau convoi, la CIWL, en accord avec la compagnie du PO, avait choisi, pour relier ces deux villes, des horaires de milieu d'après-midi et de soirée (aller : Paris-Austerlitz 15 h 25 - Bordeaux 23 h 59,

retour : Bordeaux 15 h 24 - Paris-Austerlitz 23 h 59). Des arrêts intermédiaires étaient prévus à Orléans, Tours, Poitiers, Angoulême et Coutras. Les voyageurs de 1^{ère} classe pouvaient seuls profiter de ce train ; son emprunt nécessitait en outre le paiement d'un supplément de 12,50 francs (parcours de plus de 300 kilomètres) et de 7,50 francs pour ceux inférieurs à 300 kilomètres. On notait que la marche du train était également plus rapide que celle du Sud-Express (gain de près de trente minutes sur Paris - Bordeaux).

For this new train, the CIWL, in agreement with the PO company, had chosen, to connect these two cities, mid-afternoon and evening times (outbound: Paris-Austerlitz 3:25 p.m. - Bordeaux 11 p.m. 59, return: Bordeaux 3:24 p.m. - Paris-Austerlitz 11:59 p.m.). Intermediate stops were planned in Orléans, Tours, Poitiers, Angoulême and Coutras. Only 1st class travellers could benefit from this train; its hire also required the payment of a supplement of 12.50 francs (journeys of more than 300 kilometres) and 7.50 francs for those less than 300 kilometres. We noted that the train travel was also faster than that of the Sud-Express (saving of almost thirty minutes on Paris - Bordeaux).

Les documents de l'époque mentionnent des circulations débutant le 3 juin 1889, l'inauguration officielle ayant seulement eu lieu avec retard le 1^{er} juillet. De plus, les mercredis et samedis, le train continuait au sud de Bordeaux en marche nocturne jusqu'à Dax et Luchon.

La formation des deux rames en roulement faisait théoriquement appel à des voitures-salon complétées par une voiture-restaurant ainsi que par les deux fourgons d'encadrement. Pour le prolongement vers la chaîne des Pyrénées, une voiture-lits intégrait le convoi.

En dépit des facilités de déplacements que cette relation pouvait offrir à une clientèle aisée, les résultats d'exploitation ne furent guère satisfaisants. Dans le rapport de l'année 1889, la direction de la CIWL en indiquait certaines des causes :

Documents from the time mention circulation beginning on June 3, 1889, the official inauguration only taking place late on July 1. In addition, on Wednesdays and Saturdays, the train continued south of Bordeaux at night to Dax and Luchon.

The formation of the two trains in rotation theoretically called for lounge cars supplemented by a restaurant car as well as the two management vans. For the extension towards the Pyrenees, a sleeping car was included in the train. Despite the travel facilities that this relationship could offer to a wealthy clientele, the operating results were hardly satisfactory. In the report for the year 1889, the management of the CIWL indicated some of the causes:

« Quant au « Paris-Bordeaux-Express », les retards que nous avons eu à souffrir de la part de nos constructeurs dans la livraison du matériel qui lui était destiné, nous ont forcé à inaugurer ce train dans des conditions absolument défavorables. Nous avons heureusement prévu la transformation possible en voitures-restaurant des voitures-salon qui devaient circuler entre Paris et Bordeaux ; devant les résultats douteux que nous avait donnés un essai de trois mois, nous n'avons pas hésité à faire faire cette transformation et à utiliser comme voitures-restaurant, du rendement desquels nous étions assurés, le matériel que nous avons commandé pour ce train de luxe. »

“As for the “Paris-Bordeaux-Express”, the delays that we had to suffer from our manufacturers in the delivery of the equipment intended for it, forced us to inaugurate this train in absolutely unfavourable conditions. Fortunately, we had foreseen the possible transformation into restaurant cars of the lounge cars which were to circulate between Paris and Bordeaux; Faced with the doubtful results that a three-

month trial had given us, we did not hesitate to have this transformation carried out and to use these converted dining cars, the performance of the equipment that we had ordered for this luxury train was assured.

Ne rencontrant donc pas le succès escompté auprès de la clientèle, il ne fut exploité que durant trois mois jusqu'au 3 septembre et ses éphémères circulations ne reprirent pas à l'été suivant.

Not meeting the expected success with customers, it was only operated for three months until September 3 and its short-lived circulations did not resume the following summer.

« Riviera-Express »

(1931-1939)

par Jean-Marc Dupuy (with English translation)

Créé à partir du 3 décembre 1900 et ne circulant que pendant la saison d'hiver entre Berlin et la Côte d'Azur, le train de luxe « Riviera-Express » avait été pendant la « Belle Epoque » l'un des principaux convois de la Compagnie Internationale des Wagons-Lits et des Grands Express Européens (CIWL). Facilitant les déplacements depuis l'Europe du nord et ne prenant cependant pas l'itinéraire le plus direct, ce convoi transitait ainsi par l'Alsace (Strasbourg et Mulhouse), Lyon et Marseille avant de rallier son terminus azuréen. L'antagonisme franco-allemand de l'époque avait toutefois altéré son image de marque, l'histoire préférant notamment le « Calais-Méditerranée-Express », symbole de l'entente cordiale entre la France et le Royaume Uni, à cette relation entre deux farouches ennemis. Ayant été arrêté en 1914, il fallut ensuite attendre de longues années pour voir réapparaître ce grand train de luxe.

Created from December 3, 1900 and running only during the winter season between Berlin and the Côte d'Azur, the luxury train "Riviera-Express" had been during the "Belle Epoque" one of the main trains of the Compagnie Internationale des Wagons-Lits et des Grands Express Européens (CIWL). Facilitating travel from northern Europe and however not taking the most direct route, this train passed through Alsace (Strasbourg and Mulhouse), Lyon and Marseille before reaching its terminus on the Riviera.

The Franco-German antagonism of the time had, however, altered its brand image, with history preferring in particular the "Calais-Mediterranean-Express", symbol of the cordial understanding between France and the United Kingdom, to this relationship between two fierce enemies. Having been stopped in 1914, it was then necessary to wait many years for this large luxury train to reappear.

Une difficile renaissance - A difficult rebirth

Les accords signés en octobre 1925 lors de la conférence se tenant à Locarno avait fait naître en Europe des espoirs significatifs d'apaisement entre la France et l'Allemagne. Dans ce cadre, les chemins de fer d'Alsace et de Lorraine (AL) et la Compagnie des chemins de fer de Paris à Lyon et à la Méditerranée (PLM) avaient soumis aux Chemins de fer allemands (DRG) une première proposition pour l'établissement d'une liaison directe par voiture-lits entre Berlin et Nice via Francfort-sur-le-Main, Lyon et Marseille. Si l'emploi de trains ordinaires existant à l'époque avait été envisagé pour son acheminement, on avait aussi évoqué le rétablissement éventuel du « Riviera-Express » d'avant 1914.

Cette question avait été débattue lors de la Conférence Européenne des Horaires (CEH) se déroulant à Prague en octobre 1927. La DRG ne put accepter cette première demande, car les trains réguliers circulant alors entre Berlin et Francfort-sur-le-Main étaient déjà à limite de charge et ne pouvaient donc pas remorquer des voitures-lits supplémentaires ; elle faisait aussi remarquer que l'on pouvait déjà effectuer ce trajet par des correspondances assez pratiques. En outre, au niveau administratif, le maintien de l'obtention d'un visa de passeport pour les voyageurs en provenance d'Allemagne et désirant se rendre en France ne favorisait pas le trafic entre Kehl et Strasbourg. Cette formalité handicapante n'existait pas entre l'Allemagne et la Suisse.

The agreements signed in October 1925 during the conference held in Locarno had raised significant hopes in Europe of appeasement between France and Germany. In this context, the railways of Alsace and Lorraine (AL) and the Compagnie des Chemins de Fer de Paris à Lyon et à la Méditerranée (PLM) had submitted to the German Railways (DRG) a first proposal for the establishment of a direct connection by sleeping car between Berlin and Nice via Frankfurt am Main, Lyon and Marseille. If the use of ordinary trains existing at the time had been considered for its transport, the possible reestablishment of the "Riviera-Express" before 1914 was also mentioned. This question had been debated during the European Timetable Conference (CEH) taking place in Prague in October 1927. The DRG could not accept this first request, because the regular trains then running between Berlin and Frankfurt am Main were already at load limit and therefore could not haul additional sleeping cars; it was also pointed out that this journey could already be made via fairly convenient connections. In addition, at the administrative level, continuing to obtain a passport visa for travellers coming from Germany and wishing to go to France did not favour traffic between Kehl and Strasbourg. This crippling formality did not exist between Germany and Switzerland.

Lors de la CEH ayant eu lieu à Vienne du 22 au 27 octobre 1928, les chemins de fer italiens (FS) avaient de leur côté proposé la création d'un nouveau train « Napoli-Express » permettant d'acheminer vers Naples, via la Suisse et le Saint-Gothard, les voyageurs du nord de l'Europe. L'étude des flux de transport entre les deux terminus avait toutefois été négative, le trafic espéré ne justifiant pas l'établissement d'une telle liaison spécifique. La solution plus économique d'un convoi se composant de deux branches divergeant après Milan, l'une pour la desserte des Riviera italienne et française, l'autre pour Bologne, Florence, Rome et Naples, fut rejetée, notamment par les délégués français.

Le dossier n'était cependant pas enterré. Durant la CEH se déroulant l'année suivante, du 21 au 26 octobre 1929, à Varsovie, le projet du « Berlin-Riviera-Napoli-Express » fut enfin adopté. Les délégués français ayant maintenu leur opposition de principe à l'itinéraire choisi (Berlin, Leipzig, Francfort-sur-le-Main, Mannheim, Bâle, Milan, Gênes, Vintimille) durent s'incliner et accepter le prolongement depuis Vintimille vers Nice et Cannes.

During the CEH (European Timetable Conference) which took place in Vienna from October 22 to 27, 1928, the Italian railways (FS) for their part proposed the creation of a new "Napoli-Express" train allowing transport to Naples, via the Switzerland and the Saint-Gothard, travellers from northern Europe. However, the study of transport flows between the two termini was negative, with the expected traffic not justifying the establishment of such a specific connection. The more economical solution of a train consisting of two branches diverging after Milan, one for serving the Italian and French Riviera, the other for Bologna, Florence, Rome and Naples, was rejected, notably by the French delegates.

However, the file was not buried. During the CEH taking place the following year, from October 21 to 26, 1929, in Warsaw, the "Berlin-Riviera-Napoli-Express" project was finally adopted. The French delegates, having maintained their opposition in principle to the chosen route (Berlin, Leipzig, Frankfurt am Main,

Mannheim, Basel, Milan, Genoa, Ventimiglia) had to bow down and accept the extension from Ventimiglia to Nice and Cannes.

Ses circulations étant prévues pour l'hiver 1930-1931, le nouveau train incorporait également, lors de son arrêt en gare de Mannheim, un groupe de voitures-lits venant d'Amsterdam et de Cologne. Cette mission supplémentaire renforçait sa rentabilité envisagée. Lors de l'escale de Milan, la tranche des voitures pour Naples était à son tour détachée. Suite aux évolutions des moyens de traction depuis la « Belle Epoque », on avait ainsi logiquement éliminé le transit par la France pour privilégier celui électrifié et plus court depuis Bâle vers le Gothard. La presse française s'en émeut et l'on put voir des articles regrettant ce futur détournement du « Riviera-Express » par la Suisse. En guise de compensation, dès le 15 mai 1930, une sensible amélioration était apportée sur le trajet de Francfort-sur-le-Main à Marseille grâce à une voiture-lits CIWL effectuant un service direct entre ces deux villes.

Its circulations being planned for the winter of 1930-1931, the new train also incorporated, during its stop at Mannheim station, a group of sleeping cars coming from Amsterdam and Cologne. This additional mission reinforced its planned profitability. During the stopover in Milan, the section of cars for Naples was in turn detached. Following developments in means of traction since the "Belle Epoque", we had logically eliminated transit through France in favour of the electrified and shorter one from Basel to the Gotthard.

The French press was moved by this and we could see articles regretting this future hijacking of the "Riviera-Express" by Switzerland. As compensation, from May 15, 1930, a significant improvement was made on the route from Frankfurt am Main to Marseille thanks to a CIWL sleeping car providing a direct service between these two cities.

Une carrière handicapée - A disabled career

Depuis le krach boursier d'octobre 1929, la crise économique mondiale sévissait dans tous les pays et plus particulièrement en Allemagne. Pour la classe aisée, dont la fortune s'était en partie évaporée, ce n'était pas alors une période propice aux déplacements d'agrément. Pour tenter d'améliorer le rentabilité du train, des voyageurs de 2^{ème} classe y étaient admis sans conditions.

Dans ces conditions plutôt défavorables, le train ressuscité quittait Berlin avant 13 h 00 après avoir relevé des correspondances en provenance de la Prusse Orientale, des Pays Nordiques et même de la Russie soviétique. Il transitait ensuite par Leipzig, où il recevait encore une correspondance d'un convoi venant de Dresde et de Breslau (Wroclaw), puis par Francfort-sur-le-Main et par Mannheim. A partir de cette gare, il était réuni avec la branche venant d'Amsterdam (départ vers midi) et qui desservait au passage les villes de Duisburg, Düsseldorf, Cologne, Coblenze et Wiesbaden.

Since the stock market crash of October 1929, the global economic crisis had raged in all countries and particularly in Germany. For the wealthy class, whose fortune had partly evaporated, it was not a period conducive to leisure travel. In an attempt to improve the profitability of the train, 2nd class passengers were admitted without conditions.

In these rather unfavourable conditions, the resurrected train left Berlin before 1:00 p.m. after noting connections from East Prussia, the Nordic countries and even Soviet Russia. It then transited through Leipzig, where it received further correspondence from a train coming from Dresden and Breslau (Wroclaw), then through Frankfurt am Main and through Mannheim. From this station, it was joined with

the branch coming from Amsterdam (departure around noon) and which served the cities of Duisburg, Düsseldorf, Cologne, Koblenz and Wiesbaden.

Les deux groupes de véhicules continuaient leurs courses en passant notamment par Karlsruhe, Freiburg, Bâle, le Gothard et Chiasso jusqu'à Milan où l'arrivée était prévue en matinée le lendemain. Après son rebroussement dans la capitale lombarde, la tranche vers la Riviera (italienne et française) continuait sa route en passant par Gênes, Vintimille et Nice pour arriver à son terminus cannois. Celle pour Naples transitait de son côté par Bologne, Florence, Rome (arrivée en début de soirée) et enfin Naples (arrivée peu après 20 h 00).

Un train intérieur des FS était alors en partance immédiate pour Reggio de Calabre et Palerme après la traversée par ferry du détroit de Messine. Lors de l'arrêt à Gênes, la voiture-lits pour Rapallo était détachée pour être acheminée en solo sur quelques kilomètres.

The two groups of vehicles continued their journeys, passing through Karlsruhe, Freiburg, Basel, the Gotthard and Chiasso to Milan where the arrival was scheduled for the morning of the next day. After turning back in the Lombard capital, the section towards the Riviera (Italian and French) continued its route via Genoa, Ventimiglia and Nice to arrive at its terminus in Cannes. The one for Naples transited through Bologna, Florence, Rome (arrival early in the evening) and finally Naples (arrival shortly after 8:00 p.m.).

A domestic FS train then left immediately for Reggio Calabria and Palermo after crossing the Strait of Messina by ferry. During the stop in Genoa, the sleeping car for Rapallo was detached to be transported solo a few kilometres.

Au départ de Berlin, la CIWL avait affecté des voitures-lits du modèle S1 n° 3421 à 3430 dont deux unités pour Cannes, une pour Naples et une pour Rapallo (détachée lors de l'arrêt à Gênes). Pour la tranche partant d'Amsterdam, on avait choisi les voitures-lits S1 n° 3416 à 3418 (une unité Amsterdam - Naples) et WL 3419, 3420 (une unité Amsterdam - Vintimille). Des voitures-restaurant accompagnaient le convoi sur des parcours intermédiaires (Berlin - Bâle WR n° 3401, 3402, Milan - Cannes WR n° 2762, 2763, Milan - Naples WR n° 2980 à 2982 et Amsterdam - Mannheim WR n° 2767). Sur le sol allemand, les parcours des voitures-restaurant avaient été déterminés en fonction des accords d'exploitation liant la CIWL et la compagnie Mitropa (la CIWL n'ayant pas le droit d'exploiter des relations intérieures en Allemagne).

A noter que dans la direction sud - nord, les deux rames étaient réunies à Milan-Centrale pour être amenées jusqu'à Darmstadt, ville de séparation des deux courants vers Amsterdam et Berlin.

Les premiers horaires en étaient les suivants (du 3 janvier au 25 avril 1931) :

On departure from Berlin, the CIWL had allocated sleeping cars of model S1 n° 3421 to 3430 including two units for Cannes, one for Naples and one for Rapallo (detached during the stop in Genoa). For the section leaving from Amsterdam, we chose S1 sleeping cars n° 3416 to 3418 (an Amsterdam - Naples unit) and WL 3419, 3420 (an Amsterdam - Ventimiglia unit). Dining cars accompanied the convoy on intermediate routes (Berlin - Basel WR n° 3401, 3402, Milan - Cannes WR n° 2762, 2763, Milan - Naples WR n° 2980 to 2982 and Amsterdam - Mannheim WR n° 2767) . On German soil, the routes of the dining cars had been determined according to the operating agreements between the CIWL and the company Mitropa (the CIWL not having the right to operate internal connections in Germany).

Note that in the south - north direction, the two trains were united at Central Milan to be taken to Darmstadt, the city where the two streams separate towards Amsterdam and Berlin.

The first schedules were as follows (from January 3 to April 25, 1931):

- L 293 : Amsterdam 12 h 10, Utrecht 12 h 43 - 12 h 46, Arnhem 13 h 37, Zevenaar 14 h 00, Duisburg 15 h 53, Düsseldorf 16 h 18, Cologne 16 h 55 - 17 h 02, Coblenz 18 h 18, Wiesbaden 19 h 43, Mannheim 20 h 50,

- L 20 : Berlin Anhalt 12 h 53, Leipzig 15 h 00, Erfurt 16 h 29, Francfort-sur-le-Main 19 h 56, Mannheim 20h 59 - 21 h 12, Karlsruhe 22 h 04, Bâle gare badoise 0 h 37 - 0 h 57, Bâle 1 h 05,

- BN : Bâle 1 h 17, Lucerne 2 h 44, Bellinzona 5 h 33, Lugano 6 h 08, Chiasso 6 h 32 - 6 h 43, Côme 6 h 49, Milan Centrale 7 h 40 - 7 h 50, Bologne 10 h 38 - 10 h 40, Florence 12 h 58 - 13 h 04, Rome Termini 17 h 25 - 17 h 35, Naples Mergellina 20 h 15,

- BR : Milan Centrale 8 h 00, Gênes Piazza Principe 10 h 30, San Remo 14 h 17, Vintimille 14 h 50 - 14 h 25 (heure Europe occidentale), Nice 15 h 37, Cannes 16 h 30.

Pourtant lancé en une époque peu favorable, sur un fond de crise économique mondiale, le « Riviera-Naples-Express » connut un certain succès de la part de la clientèle. En conséquence, la Direction DRG de Karlsruhe, gérant ce convoi, demanda la prolongation de sa durée de circulation jusqu'au 7 mai pour le service de l'année suivante 1932. Restant de périodicité trihebdomadaire, il démarrait ses prestations le 5 janvier. Le parc des voitures-lits avait été remplacé, les types S cédant leurs places aux modèles Y sur les deux branches (Berlin - Cannes et Berlin - Naples WL Y n° 3723 à 3733, Amsterdam - Naples et Amsterdam - Cannes WL Y n° 3734 à 3738). Quelques modifications étaient relevées dans la marche du train. La voiture-lits Berlin - Rapallo étant peu utilisée, son parcours avait donc été modifié ; elle était dorénavant dirigée vers Cannes. Il en advenait de même pour la voiture-lits Amsterdam prolongée depuis Vintimille jusqu'à Cannes.

A l'issue de la deuxième année d'exploitation, les responsables de la CIWL durent cependant se rendre à l'évidence qu'avec la persistance de la crise mondiale, les destinations d'Amsterdam et de Naples n'étaient pas des plus rentables.

However launched at a not favourable time, with a backdrop of global economic crisis, the «Riviera-Naples-Express» had a certain successes on the part of the clientèle. Consequently, the Direction DRG of Karlsruhe, manager of the convoy, demanded the extension of the circulation period until 7 May for the service of the year following 1932. Remaining on a tri-weekly basis, it started its benefits on January 5. The part of the vehicles was available for replacement, the S types giving way to the Y models on both branches (Berlin - Cannes and Berlin - Naples WL Y n° 3723 to 3733, Amsterdam - Naples and Amsterdam - Cannes WL Y n° 3734 to 3738). Some changes were noted in the running of the train. The vehicle-lits Berlin - Rapallo is not only used, it is available only for modifications; The train was now headed to Cannes. The same happened for the Amsterdam sleeping car extended from Ventimiglia to Cannes. To the issue of the second year of operation, those responsible for the CIWL nevertheless surrender to the evidence that the persistence of the global crisis, the destinations of Amsterdam and Naples are not the most profitable.

Seule la tranche de Berlin vers Cannes restant bénéficiaire avec une fréquentation satisfaisante, elle fut seule remise en route pendant l'hiver 1932-1933 (du 18 février au 29 avril) selon une périodicité hebdomadaire (départ depuis Berlin les samedis). Le train prit alors l'appellation plus simple de « Riviera-

Express ». Le parc alloué était réduit en conséquence, la Direction CIWL de Berlin n’y affectant désormais que les trois voitures-lits Y n° 3723 à 3725. Demeurant toujours proposé les samedis en 1934 à partir du 27 janvier, l’une des trois voitures-lits Y avait alors Rome comme destination finale ; lors de l’escale en gare de Milan-Centrale, elle était raccrochée sur un train rapide ordinaire des chemins de fer italiens (FS). Cette adjonction permit de pérenniser sa fréquentation et sa rentabilité. Il n’y eu ensuite peu de modification dans ce schéma de circulation, quelques changements de matériels ayant toutefois lieu au fil des services. Au départ de la capitale allemande, le train circula vers Cannes et la Côte d’Azur pour la dernière fois le samedi 22 avril 1939. Il fallut attendre le 2 juin 1957 pour revoir ce convoi.

Only the section from Berlin to Cannes remained profitable with satisfactory loading, it was the only one restarted during the winter of 1932-1933 (from February 18 to April 29) on a weekly basis (departure from Berlin on Saturdays). The train then took the simpler name “Riviera-Express”. The allocated fleet was reduced accordingly, with the CIWL Directorate in Berlin now only allocating the three Y sleeping cars nos. 3723 to 3725. Still offered on Saturdays in 1934 from January 27, one of the three sleeping cars then had Rome as its final destination; during the stopover at Milan Centrale station, it was attached to an ordinary fast Italian Railways (FS) train. This addition made it possible to sustain its attendance and profitability.

There was then little change in this traffic pattern, although some changes in equipment took place throughout the services. Departing from the German capital, the train travelled towards Cannes and the Côte d’Azur for the last time on Saturday April 22, 1939. It was not until June 2, 1957 that this train was seen again.

RIVIERA-EXPRESS
Train rapide hebdomadaire composé de
wagons-lits de 1^{re} et 2^e classes
entre BERLIN, BALE, NICE et CANNES.

12 50	dép. BERLIN (ANHALT).....	arr.	16 24
15 "	LEIPZIG.....	arr.	14 30
19 38	FRANCFORT-SUR-MEIN.....	arr.	9 36
21 23	KARLSRUHE.....	arr.	7 55
21 15	BADEN-BADEN.....	arr.	7 49
0 5	BALE.....	arr.	4 58
5 10	CHIASSO.....	arr.	23 50
6 10	MILAN.....	arr.	22 38
8 40	dép. GENÈS.....	arr.	19 46
11 10	arr. SAN REMO.....	dép.	16 55
11 40	arr. (H ^{re} Europe centrale).....	dép.	16 30
	VINTIMILLE (FS).....		
11 5	dép. (H ^{re} Europe occidentale).....	arr.	15 2
11 18	arr. MENTON.....	dép.	14 51
11 26	CAP-MARTIN-ROQUEBRUN.....	arr.	14 43
11 33	MONTE-CARLO.....	arr.	14 38
11 38	MONACO.....	arr.	14 33
11 44	CAP-D'AIL.....	arr.	14 28
11 53	BEAULIEU-SUR-MER.....	arr.	14 20
	St-Jean-Cap-Ferrat.....		
12 5	NICE.....	arr.	14 8
12 33	ANTIBES.....	arr.	13 36
12 45	arr. CANNES.....	dép.	13 21

Départ de Berlin : les samedis du 1^{er} février au 25 avril 1939 inclus. Départ de Cannes : les samedis du 1^{er} février au 25 avril 1939 inclus.

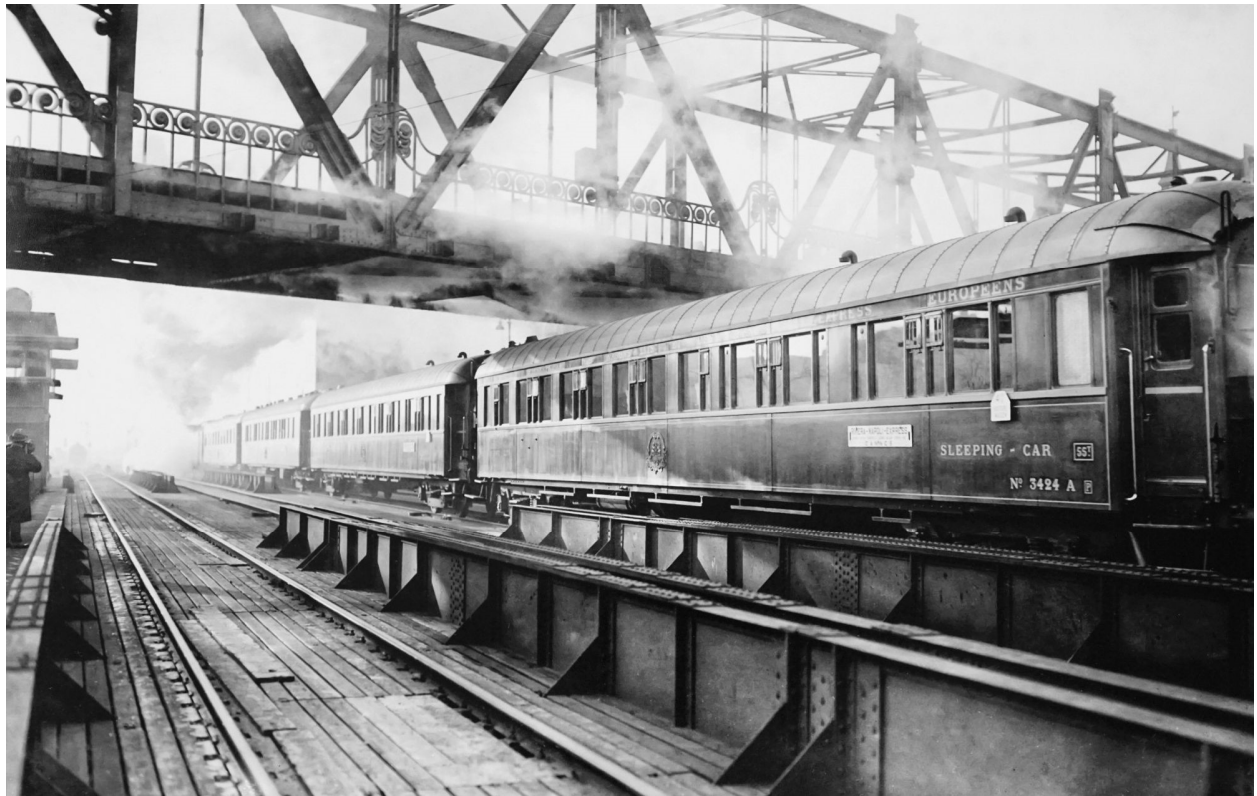
Ce train, qui assure les relations entre l'Allemagne, la Suisse, l'Italie et le Littoral de la Méditerranée, prend des voyageurs à et pour tous ses points d'arrêt dans la limite des places disponibles.

Hiver 1935-1936

Annexe sur les effectifs CIWL

Hiver 1930-1931 : (trihebdomadaire du 3 janvier au 25 avril) « Riviera-Napoli-Express »,

- Berlin WL type S1 n° 3421 à 3430 (2 Cannes, 1 Naples, 1 Rapallo), see picture next page...
- Berlin - Bâle WR n° 3401, 3402,
- Berlin - Mannheim - Cannes F n° 1273 à 1276,
- Milan - Cannes WR n° 2762, 2763,
- Milan - Naples WR n° 2980 à 2982,
- Amsterdam - Naples WL type S1 n° 3416 à 3418,
- Amsterdam - Vintimille WL type S1 n° 3419, 3420,
- Amsterdam - Mannheim WR n° 2767,
- Amsterdam - Mannheim F n° 1166, 1167.



Riviera-Express leaving Anhalter Bahnhof in Berlin, in the picture the WL S1 N° 3424 as sleeping car N°4 to Cannes, photo of the inaugural journey on 3 January 1931: RVM, Joachim Schmidt Railway Foundation Collection <https://eisenbahnstiftung.de/>

Hiver 1931-1932 : (trihebdomadaire du 5 janvier au 7 mai, puis bihebdomadaire à partir du 26 janvier)

« Riviera-Napoli-Express »,

- Berlin WL Y n° 3723 à 3733,
- Berlin WR n° 3401, 3402,
- Berlin - Cannes et Berlin - Mannheim F n° 1273 à 1276,
- Amsterdam - Naples et Amsterdam - Cannes WL Y n° 3734 à 3738,
- Amsterdam - Mannheim WR n° 2768,
- Amsterdam - Mannheim F n° 1165, 1207,
- Milan - Cannes WR n° 3639, 3640,
- Milan - Naples WR n° 3636 à 3638,

Hiver 1932-1933 : (hebdomadaire du 18 février au 29 avril) « Riviera-Express »,

- Berlin WL type Y n° 3723 à 3725,
- Berlin - Bâle WR n° 3401, 3402,
- Berlin - Cannes F n° 1273 à 1275,
- Berlin - Mannheim F n° 1276,
- Milan - Cannes WR n° 3638.

Hiver 1933-1934 : (hebdomadaire du 27 janvier au 28 avril) « Riviera-Express »,

- Berlin - Cannes - Rome WL type Y n° 3723 à 3725,
- Berlin - Bâle WR n° 3401, 3402,
- Berlin - Cannes F n° 1273, 1275,
- Berlin - Mannheim F n° 1276,
- Milan - Cannes WR n° 2750.

Hiver 1934-1935 : (hebdomadaire du 2 février au 27 avril),

- Berlin - Cannes - Rome WL type Y n° 3739 à 3741,
- Berlin - Bâle WR n° 3401, 3402,
- Berlin - Cannes - Rome F n° 1273, 1275, 1276,
- Milan - Cannes WR n° 2759.

Hiver 1935-1936 : (hebdomadaire du 1^{er} février au 25 avril),

- Berlin - Cannes WL type Y n° 3740, 3741,
- Berlin - Rome WL type Y n° 3742,
- Berlin - Bâle WR n° 3402,
- Berlin - Cannes F n° 1273, 1275, 1276,
- Milan - Cannes WR n° 2770.

Hiver 1936-1937 : (hebdomadaire du 30 janvier au 25 avril),

- Berlin WL type Y n° 3740 à 3742,
- Berlin - Bâle WR n° 2879,
- Berlin - Cannes F n° 1273, 1191 à 1193,
- Milan - Cannes WR n° 2970.

Hiver 1937-1938 : (hebdomadaire du 29 janvier au 23 avril),

- Berlin WL type Y n° 3740 à 3742,
- Berlin - Bâle WR n° 2879,
- Berlin - Cannes F n° 1273, 1191,
- Milan - Cannes WR n° 2880.

Hiver 1938-1939 : (hebdomadaire du 28 janvier au 22 avril),

- Berlin WL type Y n° 3722, 3741, 3742,
- Berlin - Bâle WR n° 2879,
- Berlin - Cannes F n° 1273, 1191,
- Milan - Cannes WR n° 2880.

Journal des Transports 23 juillet 1892

« Source gallica.bnf.fr / Bibliothèque nationale de France »

La cuisine des wagons-restaurants - *Dining car cuisine*

Nous avons reçu d'un voyageur mécontent, ils le sont tous, la plainte suivante contre la cuisine détestable que vous fait payer très cher la Compagnie Internationale des Wagons-lits qui a, comme on sait, le monopole des wagons-restaurant. Nous insérons la correspondance, sans penser un seul instant que l'administration germano-belge de la rue des Mathurins tentera le moindre effort pour donner satisfaction à ses clients malgré eux :

We have received from a dissatisfied traveller, they all are, the following complaint against the detestable cuisine that the Compagnie Internationale des Wagons-lits makes you pay dearly for, which has, as we know, a monopoly on restaurant cars. We insert the correspondence, without thinking for a single moment that the German-Belgian administration of rue des Mathurins will make the slightest effort to satisfy its customers in spite of themselves:

Paris, le 16 Juillet 1892.

« Où trouve-t-on un buffet, s'il vous plaît, entra Lyon et Paris ? » Il y en a plusieurs, Monsieur : Mâcon, Dijon, Tonnerre... . Mais où s'arrête le rapide pour dîner ? De deux heures à onze heures du soir, il faut bien... . Nulle part, Monsieur, mais il y a un excellent restaurant dans le train : le Dining-Car... . Alors, c'est la carte forcée, au profit de la Compagnie des Wagons-Lits ? Parfaitement ! Telle est la conversation que nous tenions ces jours derniers avec un des sous-chefs de la gare de Perrache, à Lyon.

"Where can we find a buffet, please, between Lyon and Paris?" There are several, Sir: Mâcon, Dijon, Tonnerre... . But where does the fast train stop for dinner? From two o'clock to eleven o'clock in the evening, you have to... . Nowhere, sir, but there is an excellent restaurant on the train: the Dining-Car... . So, is this the forced card, for the benefit of the Compagnie des Wagons-Lits? Perfectly! This is the conversation we had over the last few days with one of the assistant managers at Perrache station in Lyon.

Et cinq heures après, aux Laumes, où le rapide manque un arrêt « pour permettre aux voyageurs l'accès du wagon-restaurant », nous nous précipitions, au nombre de plus de 60 personnes, dans le Dining-Car.

J'ai parlé de carte forcée. Très forcée, en effet, on va le voir :

« Dîner, vin non compris : Potage, hors-d'œuvre poisson, deux plats de viande, légumes, entremets, dessert. Vin ordinaire, 1 francs,50 la bouteille, 1 franc la demi-bouteille. »

(Les enfants paient plein tarif.) »

And five hours later, at Laumes, where the rapid lacks a stop "to allow travellers access to the restaurant car", we rushed, more than 60 people in number, into the Dining Car.

I talked about a forced card. Very forced, in fact, as we will see:

"Dinner, wine not included: Soup, fish appetizers, two meat dishes, vegetables, desserts, dessert. Ordinary wine, 1 francs.50 per bottle, 1 franc per half bottle. »

(Children pay full price.) »

Le programme paraît assez séduisant pour le prix, mais à l'exécution, il faut en rabattre. Voici, sans exagération, le détail de mon dîner :

- Consommé au pain : Tellement consommé qu'il ne reste au fond d'une tasse qu'un peu d'eau rousse, dans laquelle nage un croûton douteux.

- Saumon sauce hollandaise : Une tranche comme le doigt, grillée outre mesure, avec une cuillerée de mayonnaise rance.

The programme menu seems quite attractive for the price, but in execution, you have to cut back. Here, without exaggeration, are the details of my dinner:

- Consommé au bread: So consumed that only a little red water remains at the bottom of a cup, in which a questionable crouton is swimming.

- Salmon with Hollandaise sauce: A slice like a finger, grilled excessively, with a spoonful of rancid mayonnaise.

- Pommes nature : Deux fragments de petites pommes de terre bouillies.

- Noix de veau parisienne : Un petit morceau de viande nerveuse, baignant dans une sauce brune, avec quelques champignons sentant la cave.

- Haricots verts au beurre : Quelques échappés d'une boîte de conserve, évidemment au beurre, car il sentait fort.
- Chapon du Mans rôti : Un comble ! Ce malheureux volatile avait bien mal profité de sa condition de chapon, si chapon il était ; ce qui nous en est apparu consistait en quelques peaux sur des os, coupés à la cisaille, de sorte qu'il n'y avait ni cuisses, ni ailes, ni carcasse. Tous ces plats, du reste, servis à peu près froids.
- Entremets : Cinq cerises en compote dans un récipient de pâte dure, grand comme une pièce de cent sous.
- *Plain potatoes: Two fragments of small boiled potatoes.*
- *Parisian veal: A small piece of sinewy meat, bathed in a brown sauce, with a few mushrooms smelling of the cellar.*
- *Green beans with butter: A few escaped from a can, obviously with butter, because it smelled strong.*
- *Roasted Capon du Mans: A shame! This unfortunate bird had taken great advantage of his condition as a capon, if a capon he was; what appeared to us consisted of a few skins on bones, cut with shears, so that there were neither legs, nor wings, nor carcass. All these dishes, moreover, served almost cold.*
- *Desserts: Five cherries stewed in a container of hard paste, the size of a hundred sous coin.*

- Fromage et fruits : Fromage avancé et oranges hors de saison.

Le tarif porte : Eau de Saint-Galmier, 1 franc,25 la bouteille, 0 franc,80 la demi-bouteille. Un peu effrayé du prix de 1 franc,25, nous demandons une demi-bouteille. Il n'y en a point, répond le garçon, et il sert une bouteille entière que, par respect humain, nous ne renvoyons pas.

- *Cheese and fruit: Advanced cheese and out-of-season oranges.*

The price is: Saint-Galmier water, 1 franc.25 per bottle, 0 francs.80 per half-bottle. A little afraid of the price of 1 franc.25, we asked for half a bottle. There is none, replies the waiter, and he serves a whole bottle which, out of human respect, we do not send back.

Et le vin ! Un cahot, en passant sur une aiguille, nous en fait renverser sur la nappe. C'est désagréable, une nappe tachée ! Mais nous sommes vite rassurés : en séchant, la couleur a aussitôt disparu.

La conclusion ?

La conclusion est que lorsqu'il est créé un monopole, comme celui du Dining-Car, ce doit être en échange d'un cahier des charges sérieux et contrôlé. »

Veillez agréer, etc.

And the wine! A bump, passing over a point, causes us to spill it on the tablecloth. It's unpleasant, a stained tablecloth! But we were quickly reassured: as it dried, the colour immediately disappeared.

The conclusion ?

The conclusion is that when a monopoly is created, like that of the Dining Car, it must be in exchange for serious and controlled specifications. »

Please accept, etc.

J. du GUILLET, Chef d'escadron en retraite. Retired head of the division

Pullman Isolés

Part five of Jos Geilen and Willy Patten's special article arrived just a few weeks ago as published in the Belgian Railway Magazine 'Journal de Chemin de Fer' with editions in French and in Flemish as 'Sporwegjournal'.

As is our practice we have prepared a short résumé. This part 5 article concentrates on the Steam Locomotives that hauled the trains from SNCF, SNCB and NS.

Briefly the contents include: **"Sans chevaux, ça ne bouge pas"**

LA TRACTION VAPEUR À LA SNCF PARIS – FEIGNIES – BRUXELLES : LA TRACTION VAPEUR À LA SNCB BRUXELLES – ROOSEDAAL ; BRUXELLES – LUXEMBOURG ; BRUXELLES – FEIGNIES (F) ; LA TRACTION VAPEUR AUX NS AMSTERDAM – ROOSEDAAL ; LA TRACTION VAPEUR À LA SNCF PARIS – FEIGNIES – BRUXELLES ; LE 'CAS' DU 144 ; LUXEMBOURG – BÂLE ; LES 'PARTENAIRES' DU TRAIN 144

Journal du Chemin de Fer 256

Le magazine belge de l'amateur de trains



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The Steam Locomotives featured are

SNCF; 141 P 1'D' Mikado; 231 B 2'C1' Pacific; 231 E Pacific; 231 C 2'C1' Pacific; 232 R, S & U 2'C2' Hudson; 241 P 2'D1' Mountain; 231 G & 231 K 2'C1' Pacific; 231 A 2 D1' Mountain.

SNCB; Type 1 2'C1' Pacific; Types 60 & 62 2'C Ten Wheel ; Type 7 2'C Ten wheel; Type 10 2'C1' Pacific

NS; Séries 4000 D Eight Coupler; Séries 4000 2'C Ten Wheel ; Séries 3700 2'C Ten Wheel :

Séries 3900 2'C Ten Wheel

Several of the SNCF photos were supplied by the UK French Railway society. For copyright reasons we cannot include these, but can include a photograph of the 231 E 17 as featured in an oil painting by artist George Heiron and painted in 1989. This is included by permission of our editor Chris Elliott from his collection.



Mails from our correspondents

Several of our good friends and contacts carry out research into CIWL related topics which is invaluable as often documents, pamphlets and photos that have been gathering dust are to be found in many of the European countries that were served by CIWL.

Marc Stegemann wrote to tell us about his latest research.

First that “During Christmas holiday he was reading this book ‘Hummel ummel Züge en zo’ by Sander Ruys (published by De Alk in 2020). This book deals with the struggle by the Nederlandse Spoorwegen to get returned / repatriated their Dutch railway rolling stock in 1945 extending to 1948. A Dutch railways employee in March 1947 was sent to the French zone of Austria (Vorarlberg & Tirol) to investigate eventual locations of NS wagons. One of the sightings he had to check was for 4126 but this was not NS property but at inspection turned out to be CIWL 4126.

The book also mentions WL 2748 which was converted in 1947 by Beynes in Haarlem to SR7 of the Royal Train for our Queen Wilhelmina.

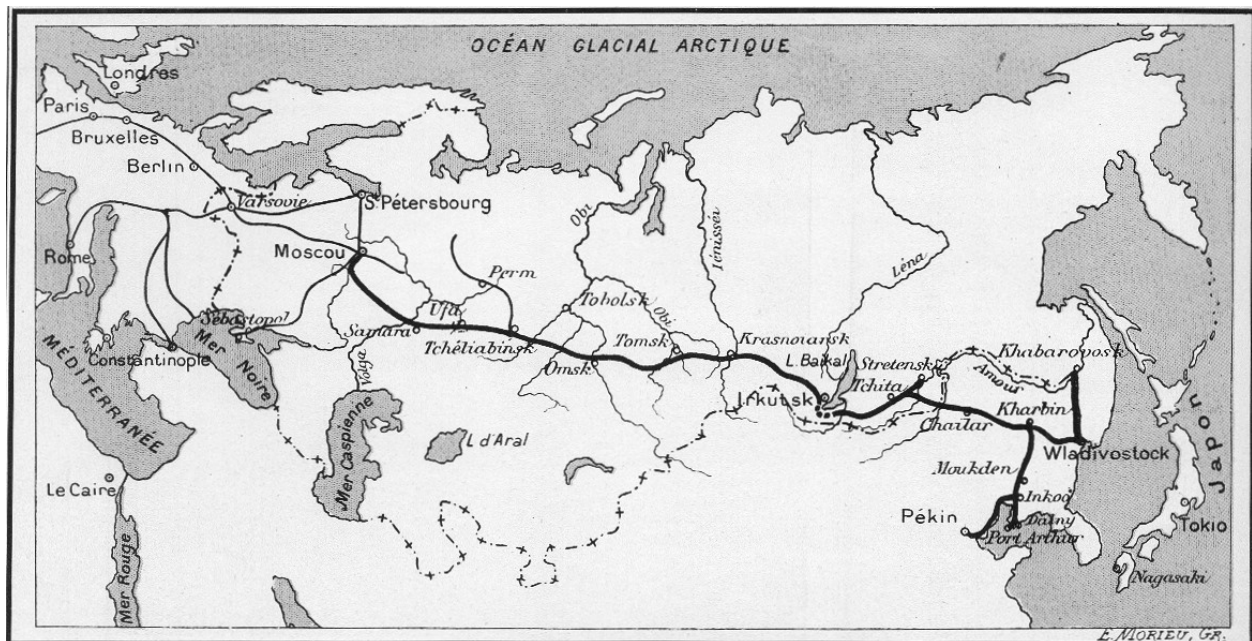
This was because their majesty's pre-war Royal Train was badly damaged during WW2 and partly demolished or vanished otherwise. This 2748 may have been (in)famous because it had been confiscated for use by General der Flieger Friedrich Christiansen during WW2. There is a photo of SR7 (by J.A.Bonthuis, of NVBS archive) with photo caption mentioning Pullman WSPcuis 2748.

Now to [https://nl.wikipedia.org/wiki/Koninklijke_trein_\(Nederland\)](https://nl.wikipedia.org/wiki/Koninklijke_trein_(Nederland)). Here it mentions that SR7 was commissioned in 1948 and decommissioned in 1959. It also mentions the refurbishment of 2748 by the Allan railway manufacturer (Rotterdam). Therefore I suppose Beynes lacked capacity and thus delegated work to Allan.

On this website I see that there was another WR or WL rented from CIWL by the NS for use in the temporary Royal Train 1946-1948. So far for this subject. - Marc

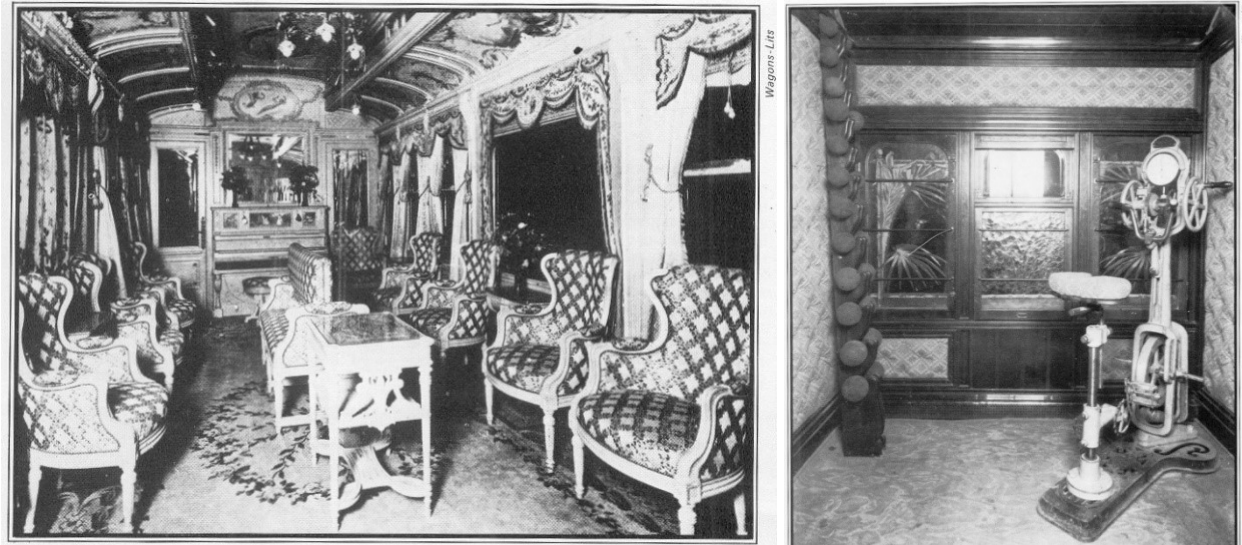
Then Marc wrote about "De eerste treinen nr.2" Recently I encountered a booklet in Dutch "De eerste treinen nr.2" which is a quite superficial introduction on early railways. The Dutch publisher of this was Classics Lektuur, 1979, originally BPC Publishing Ltd in London. Author H.Weaver, editors P.Kalla-Bishop, R. Willcox, F.Ainscough, etcetera, so of British origin.

Attached scans show a 1904 map of the Trans-Siberian Express line and two contemporary WL interiors. It is quoted the average speed of this train did not exceed 24 km/h, so what did the name Express stand for?



Foxwell & Farres in 1889 stated in their "Express trains of the World" that a minimum average of 64 km/h was required to deserve the name Express. Compare this to Italy (27 km/h, or 46 km/h for the fastest train in 1890), USA (mostly around 61 km/h, with some exceptions 66 and even 85 km/h). And in France there were about 20 express trains which ran at about 90 km/h with a 120 km/h top speed. This was all some years before the record breaking trains of the competing British railway companies reached top speeds of up to 160 km/h for an average of over 110 km/h.

The International Express on the Trans Sib ran once a week with luxury WL coaching stock from 1900 on. Due to the Russian-Japanese war this train was probably cancelled in 1904 and services not resumed. This train alternated with the State Express consisting of Russian built wagons (supposedly providing less luxury).



Inside the Trans Siberian Express, Salon car with Piano (left), Fourgon with « Gym » (right).

On other pages some pictures show the 1914 armistice wagon WR2419. Also mentioned was that in the early exploitation years these luxury WL trains lacked customers due to expensive tickets. Therefore some trains consisted of just a single WL (probably Pullman style) and a "fourgon".

Cheers, Marc

Francesco Bochicchio asked us about 'The Griebel Archivet as that has photos of the original Orient Express. Oh by the way Francesco likes to be known as Franz. Currently Franz is working with Walter Finkbohner on CIWL research in Italy. Walter was the key man who set Alby Glatt en-route to assemble his famous NIOE series of trains in the mid-1970s.

New Book:

El Ferrocarril de Mataró un Escenario Experimental

A few weeks ago our Spanish friends celebrated the 175th anniversary of the opening of Spain's very first railway line. Not from Madrid but from Barcelona and just some 31 kms north along the coast to Mataró. Nothing to do with CIWL but the story which is told in great detail in the book is an extremely interesting history of how the railway arrived in Spain.

Whereas our Spanish is so so, not good enough to sit down and read it cover to cover but with some 294 photographs we were able to follow the story. It will come as no great surprise to learn that the UK's first great railway engineers were heavily involved and many of the first steam locos were built in the UK as well as other critical material.



This anniversary book was published by 'Centro de Estudios Historicos del Ferrocarril Espanol' , ISBN 84-617-1745-7 back in 2014 copies are still for sale at 40 euros but the postage from Spain is about 20 euros.

See also the annex to this newsletter with a lot of Spanish public transport!

Train de Reves for Sale - let's just call it 'The Train of Dreams'

Based close to the town of Autun just 50 kms from the wine city of Beaune in the centre of France.

Owner and Operator Greg Marshall and his wife are now approaching retirement and have decided to sell it as a 'going concern'.

What is not spelt out in Greg's announcement is that it is an Orient Express style railway that he has worked to produce what can be best described as an excellent preserved railway with Orient Express associations.

What is on offer is:

A small office with internet -- perfect for someone to relocate to!

Greg tells us 'of course, it has been fun saving and restoring the 1882 PLM station and acquiring the historic locomotives and railway cars : The 1948 Orient Express (Type Y 3898), the 1955/56 CIWL P class Wagon-Lits (4537), the 1950 TEE (Trans-Europe Express), Le Mistral restaurant car, the two steam locomotives (1910 Cockerill and 1916 la Meuse), plus four other wagons ready to convert to an additional 10-25 cabins or deluxe private railway cars -- the oldest being the 1896 wagon used for the cuisine of the restaurant -- plus more than six-hundred pieces of authentic memorabilia of the PLM and CIWL Orient Express (books, silver service, accessories, lamps, etc.).





There is a small museum in an original 1929 8/40 railway car. The 1989 DB-747 Deutsche-Bahn two-level railway car seats 122 persons, and the nearly new seats are easily removed to convert all or part to private cabins, or to use one level for business seminars. It is the largest railway car in France (27 meters -- larger than the TGV).



There are two full kitchens for 20 and 50 persons respectively; plus a small kitchen in the private Hercule Poirot railway car; a separate annex with freezers; air conditioning and/or heating in most of the railway cars and the station; video-surveillance; large new in-ground gas and electric, and waste treatment. There are monogrammed (Orient Express, PLM, TdR) sheets, towels, and tablecloths for up to 100 guests. There are Original Orient Express (CIWL) blue and/or red wool blankets for all beds; and original Orient Express silver cutlery, plates, cups, etc. for up to 75 guests. There are two modern stainless steel kitchens; two standard plus two bar refrigerators and tap beer refrigerator/dispenser and a wine refrigerator. The exterior of the sleeping cars are lit by four circa 1850 original Gustave Eiffel lamps rescued from another station.

The Train des Rêves is fully licensed as a hotel with restaurants, plus two bars with a full Class IV liquor license (all alcohols). It could also function well as a B&B for a live-in couple. As a hotel, it currently has 48 fully restored (with original appointments) cabins in the Orient Express and the Grand Lignes European CIWL P Class Wagon-Lits (built under the Marshall Plan at the end of WW II), plus two deluxe rooms (each with 2-person jacuzzis) in the station, plus the private Hercule Poirot railway car (also with jacuzzi). There is a separate signal box house, with the interior converted to a more practical 8-person jacuzzi !

Virtually all improvements have been done with two things in mind: To maintain the property as a Historic Monument and to provide handicapped access where possible.

Aside from the station and the two locomotives and nine railway cars, nearly half of the pristine land is still available for multiple uses, such as camping cars or additional structures.



The Train des Rêves is in a rural area, surrounded on all four sides by farmland. However, shopping of all types is available only six miles (9 km) away in the historic French town of Autun. We use the existing PLM rails in front of the station for Velorails (pedal-bicycles) and we have the only fully-functioning railway handcar in Europe, built with parts from an 1895 California museum.

It is possible to negotiate for the use of an additional 500 meters of railway track for this use.

There is internet that covers the full property.

More than €1.6 million has been invested in this project, but we are offering to the right persons for €1.15 million.

To know more, contact Greg Marshall at 33 6 33 16 10 29 www.TrainDesReves.com



LA ENAJENACIÓN DEL RECUERDO

THE MEMORY AND DISPOSAL

Metropolitano Madrileño – Madrid Metro Service

Por Juan Delgado Luna (Historiador)

By Juan Delgado Luna (Historian)



MR-9. Servicios Auxiliares. Depósito de Ventas. Julián García- Moreno Robledillo.
MR-9. Auxiliary services. Sales Warehouse. Julián García- Moreno Robledillo.

El pasado 25 de septiembre de presente año 2023, la División de Material Móvil de Metro de Madrid (Área de Ingeniería) dio a conocer mediante dos circulares, la triste noticia de la baja y enajenación para desguace de una gran cantidad de vehículos.

On September 25 of this year 2023, the Rolling Material Division of Metro de Madrid (Engineering Area) announced, through two circulars, the sad news of the deregistration and disposal and scrapping of a large number of vehicles.

La primera de ellas corresponde a la **Circular 033/2023** que afecta a la series 2000A (128 coches motores y remolques de 1ª, 2ª y 3ª remesa) 2 coches 2000B MR de 8ª remesa, además de 130 coches motor 5000 de 1ª serie, al que acompañan la misma cantidad de vehículos pero esta vez de 2ª serie y 20 coches de la 3ª.

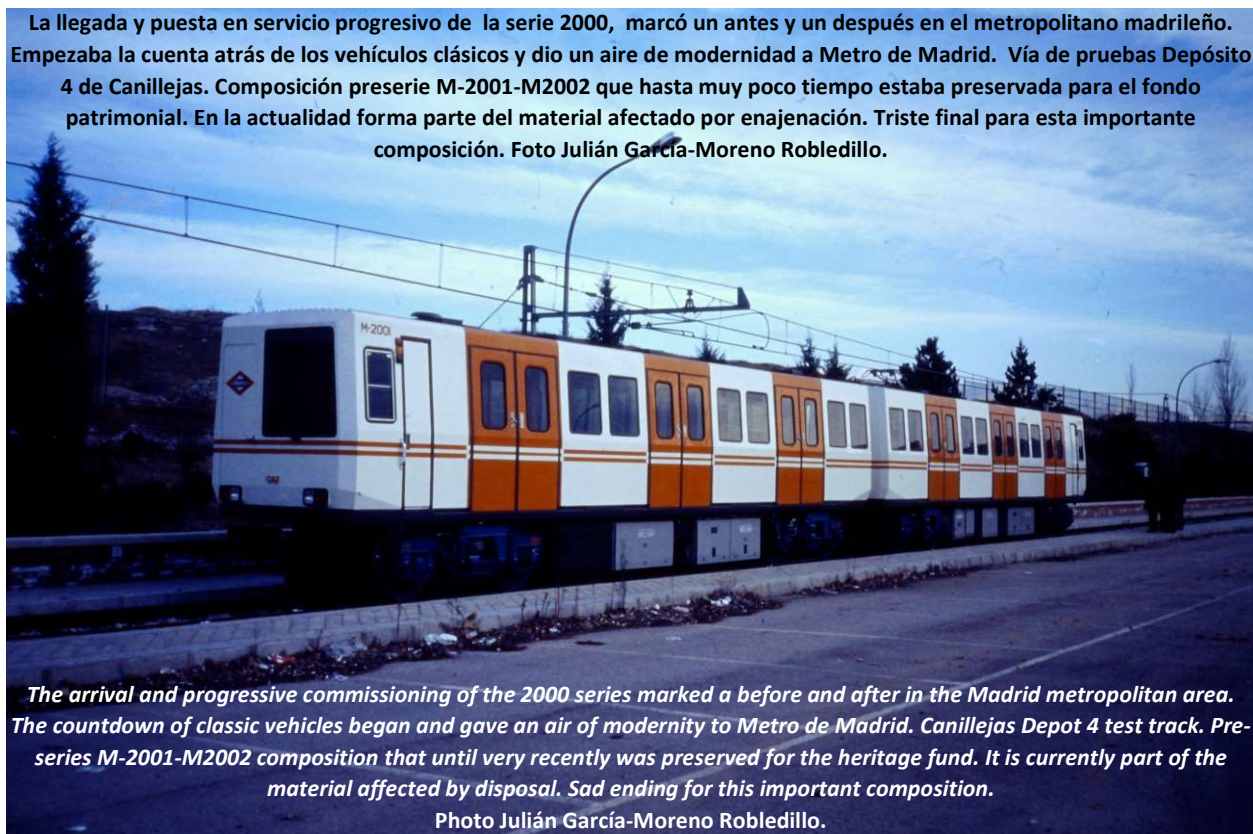
The first of them corresponds to Circular 033/2023 that affects the 2000A series (128 motor cars and trailers of 1st, 2nd and 3rd consignment) 2 2000B MR cars of 8th consignment, in addition to 130 5000 motor cars of 1st series, that accompany the same number of vehicles but this time from the 2nd series and 20 cars from the 3rd.



**Recreación de una escena de los años 1920/1930 del metropolitano madrileño. Dibujo Juan Delgado Luna.
Recreation of a scene from the 1920s/1930s of the Madrid underground. Drawing Juan Delgado Luna.**

En este lote sorprende que estén incluidos por su valor patrimonial los coches M-5001/M 5002 de 1974 de equipo de tracción convencional que tuvieron el honor de ser las primeras composiciones de galibo ancho de Metro de Madrid y la compuesta por el M-2001/M-2002 preserie de 1984 con equipo de tracción trifásico con electrónica de potencia, conocidos en el argot popular como “Pandas”. Estos últimos fueron los encargados de comenzar a sustituir progresivamente a la gran familia de coches clásicos que venían circulando desde la lejana fecha de 1919.

In this lot it is surprising that the M-5001/M 5002 cars from 1974 with conventional traction equipment are included due to their heritage value, which had the honour of being the first wide gauge compositions of the Madrid Metro and the one composed of the M-2001 /M-2002 pre-series from 1984 with three-phase traction equipment with power electronics, known in popular slang as “Pandas”. The latter were responsible for beginning to progressively replace the large family of classic cars that had been circulating since the distant date of 1919.



La llegada y puesta en servicio progresivo de la serie 2000, marcó un antes y un después en el metropolitano madrileño. Empezaba la cuenta atrás de los vehículos clásicos y dio un aire de modernidad a Metro de Madrid. Vía de pruebas Depósito 4 de Canillejas. Composición preserie M-2001-M2002 que hasta muy poco tiempo estaba preservada para el fondo patrimonial. En la actualidad forma parte del material afectado por enajenación. Triste final para esta importante composición. Foto Julián García-Moreno Robledillo.

The arrival and progressive commissioning of the 2000 series marked a before and after in the Madrid metropolitan area. The countdown of classic vehicles began and gave an air of modernity to Metro de Madrid. Canillejas Depot 4 test track. Pre-series M-2001-M2002 composition that until very recently was preserved for the heritage fund. It is currently part of the material affected by disposal. Sad ending for this important composition.

Photo Julián García-Moreno Robledillo.

Nos extraña también que se haya incluido en la enajenación la composición VAI (Vehículo Auscultador de Instalaciones) formada por los coches AR101/AR102 por su importancia y valor de equipos.

We are also surprised that the VAI (Facilities Monitoring Vehicle) composition made up of the AR101/AR102 cars has been included in the sale due to their importance and value as equipment.

En relación a la **Circular 034/2023** firmada y expedida por la misma entidad citada con anterioridad, en cambio hace referencia a la baja y enajenación de una gran parte material antiguo perteneciente al parque de Vehículos Auxiliares (anexo 1).

In relation to Circular 034/2023 signed and issued by the same entity mentioned above, however, it refers to the deregistration and disposal of a large part of old material belonging to the fleet of Auxiliary Vehicles (annex 1).

Son los siguientes:

Vehículos Auxiliares: AT-1 (intervención 1924), AT-2 (intervención 1924), VR-111 (remolcador 1964), VR-112 (remolcador 1956), VR-15 (remolcador 1959), VR-16 (remolcador 1962). D-20 (plataforma 1985), DG-3 (plataforma y grúa 1982), DT-216, E-1 (esmeriladora 1960), DT-217 (1985-2011), DT-201(1986/2012), G-1 (plataforma rebajada con grúa) y las composiciones clásicas M-16, MR-18, MR-31, MR-39 y MR-50.

They are the following:

Auxiliary Vehicles: AT-1 (intervention 1924), AT-2 (intervention 1924), VR-111 (tugboat 1964), VR-112 (tugboat 1956), VR-15 (tugboat 1959), VR-16 (tugboat 1962). D-20 (platform 1985), DG-3 (platform and crane 1982), DT-216, E-1 (grinder 1960), DT-217 (1985-2011), DT-201 (1986/2012), G-1 (low platform with crane) and the classic compositions M-16, MR-18, MR-31, MR-39 and MR-50.



Esta imagen tiene los días contados, El Cuatro Caminos alargado M-16 y la composición M-2001/2002 por su valor patrimonial no deberían haber estado incluidos en el listado de enajenación y desguace.

Foto Julián García- Moreno Robledillo.

This image has its days numbered, the elongated Cuatro Caminos M-16 and the composition M-2001/2002, due to their heritage value, should not have been included in the list of disposal and scrapping. Photo Julián García- Moreno Robledillo.

El segundo anexo incluye vehículos clásicos destinados a servicios ecológicos, remolcadores, dresinas grúa, plataforma y torre, vagones de bordes, y coches de Vías y Obras que fueron dados de baja anteriormente mediante circulares anteriores 20/12 - 89/17 - 85/15 - 44/19 - 24/19 y 20/12 y que ahora se unen a este lote. Se detallan a continuación.

The second annex includes classic vehicles intended for ecological services, tugboats, crane, platform and tower trains, edge wagons, and Roads and Works cars that were previously decommissioned by previous circulars 12/20 - 89/17 - 85/15 - 44/19 - 24/19 and 20/12 and which now join this lot. Are detailed below.

Vehículos Auxiliares: L-1 (1961) L-2 (1961), L-3 (1962), L-4 (1962), VR-1 (1955), VR-2 (1962), VR-7 (1964), VR-8 (1964), las dresinas grúa DG.1 (1980), DG-4 (1983), DG-6 (1985), DT-211 (dresina torre), DC-1 (registro video digital), los basculantes de bordes abatibles W7 (1982) y W11 (1983), la esmeriladora numerada como E-2 que dispone de 16 muelas rotativas fabricada en 1983, DG-2 (1980), DG-5 (1985), DT-212 (dresina torre de 1979), T1 (bordes abatibles 1941) y el W10 de bordes originario del Ferrocarril -Madrid-Almorox.

Auxiliary Vehicles: L-1 (1961) L-2 (1961), L-3 (1962), L-4 (1962), VR-1 (1955), VR-2 (1962), VR-7 (1964), VR-8 (1964), the crane drives DG.1 (1980), DG-4 (1983), DG-6 (1985), DT-211 (tower drive), DC-1 (digital video recording), the folding edge tilters W7 (1982) and W11 (1983), the grinder numbered E-2 that has 16 rotating wheels manufactured in 1983, DG-2 (1980), DG-5 (1985), DT-212 (dresina tower from 1979), T1 (folding edges 1941) and the W10 with edges originating from the Madrid-Almorox Railway.

Composiciones y vehículos de gran valor patrimonial Compositions and vehicles of great heritage value

Desde estas líneas tras diversas consultas a expertos, trabajadores de Metro de Madrid hemos podido seleccionar algunos de ellos **“cuyo valor patrimonial es considerable”**.

Además de las dos composiciones citadas con anterioridad **M-2001/M-2002- M-5001/M-5002** pensamos que también habría que conservar para un futuro museo de Metro, las relacionadas a continuación:

Following various consultations with experts and Metro de Madrid employees, we have been able to select some of them "whose heritage value is considerable".

In addition to the two compositions mentioned above M-2001/M-2002- M-5001/M-5002 we think that those listed below should also be preserved for a future Metro museum:

Coches de Intervención AT-1 o AT-2 - AT-1 or AT-2 Intervention Cars

Forman parte de una composición MR (M-102/R-102) construida por Euskalduna en el año 1924 según contrato nº108 de marzo de 1922. Fue transformada en 1956 a tres puertas por lateral y retirada en 1977 del servicio de línea para crear dos vehículos Autotractores AT-1 y AT-2 en 1980 por la MTM de Barcelona.

They are part of an MR composition (M-102/R-102) built by Euskalduna in 1924 according to contract No. 108 of March 1922. It was transformed in 1956 to three doors per side and removed from line service in 1977 to create two Autotractor vehicles AT-1 and AT-2 in 1980 by the MTM of Barcelona.



Autotractor AT2 preparado para prestar servicio. AT2 autotractor ready to serve.
Foto cortesía Julián García-Moreno Robledillo - Photo courtesy Julián García-Moreno Robledillo.

Composiciones clásicas M-16, MR-18, MR-31, MR-39 y MR-50

Classic compositions M-16, MR-18, MR-31, MR-39 and MR-50

M-16

Coche del tipo Cuatro Caminos, construido por Carde y Escoriaza en 1921. 2ª serie. Contrato nº 80 de marzo de 1920. Fue alargado en 1936 a tres puertas y ampliada su cabina. La composición MR-16 fue retirada del servicio de viajeros y dada de baja en la red en noviembre de 1987. En la actualidad (octubre de 2023) solo se conserva el coche motor.

M-16

Car of the Cuatro Caminos type, built by Carde y Escoriaza in 1921. 2nd series. Contract No. 80 of March 1920. It was lengthened in 1936 to three doors and its cabin enlarged. The MR-16 composition was withdrawn from passenger service and deregistered from the network in November 1987. Currently (October 2023) only the motor car remains.

MR-18

Composición del tipo Cuatro Caminos, construida por Carde y Escoriaza en 1921. 2ª serie. Contrato nº 80 de marzo de 1920. Fue alargada a 4 puertas en 1941 y ampliada sus cabinas. En febrero de 1985 se destina a Formación Profesional y prácticas para conductores, liberando de esta tarea a la composición M-137/R58 tarea que venía realizando desde julio de 1979.

MR-18

Composition of the Cuatro Caminos type, built by Carde y Escoriaza in 1921. 2nd series. Contract No. 80 of March 1920. It was lengthened to 4 doors in 1941 and its cabins expanded. In February 1985, it was allocated to Vocational Training and internships for drivers, freeing the M-137/R58 composition from this task, a task that it had been carrying out since July 1979.

MR-31

Composición del tipo Cuatro Caminos, 2ª serie. Contrato nº80 de marzo de 1920. Constructor Carde y Escoriaza.

Según consta en el documento de Parque General de Material Móvil 22500 de fecha 1 de enero de 1989, se alargan los vehículos M-31 y R-20 según contrato nº 411 de febrero de 1934 y pasan a ser pareja el M-20 y el R-31 y M-20 pasan a ser pareja M-31 y R-31. En 1961 se reforma el M-31.

Con fecha 1.1-88 la composición MR-31 pasa por talleres para adaptar su circulación por líneas de gálibo ancho. En julio de 1987 fue cambiada la pértiga por un pantógrafo suplementado además de dotarle a sus laterales de plataforma a lo largo del todo el vehículo. Se utilizó para transporte de personal tramo Herrera Oria y el depósito de Sacedal.

MR-31

Composition of the Cuatro Caminos type, 2nd series. Contract No. 80 of March 1920. Builder Carde y Escoriaza.

As stated in the General Park of Mobile Material document 22500 dated January 1, 1989, the M-31 and R-20 vehicles were lengthened according to contract No. 411 of February 1934 and the M-20 and the R-31 and M-20 became a couple M-31 and R-31. In 1961 the M-31 was reformed.

On date 1.1-88, the MR-31 composition passed through workshops to adapt its circulation on wide gauge lines. In July 1987 the pole was changed for a supplemented pantograph in addition to providing its sides with a platform along the entire length of the vehicle. It was used to transport personnel, the Herrera Oria section and the Sacedal depot.

MR-50

Composición del tipo Quevedo, 2ª serie. Contrato nº 374 de abril de 1930. Ampliación M-50 al M-56 y R-50 al R-56 de enero 1931 NERVIÓN (ventilación por trompas) Constructor S.E.C Naval. Sus cabinas fueron ampliadas pasando a formar parte a Servicios Auxiliares con fecha 1 de enero de 1988.

MR-50

Composition of the Quevedo type, 2nd series. Contract No. 374 of April 1930. Extension M-50 to M-56 and R-50 to R-56 of January 1931 NERVIÓN (ventilation by tubes) Constructor S.E.C Naval. Its cabins were expanded and became part of Auxiliary Services on January 1, 1988.

T-1 (bordes abatibles 1941) y el **W-10** de bordes

El T-1 junto con el W-10 fueron catalogados por Metro como vehículos patrimonio a conservar. El T-1 fue fabricado por Metro de Madrid C.M.M serie T con 300kW de potencia y enganches Tomlimson. Prestó valiosos servicios y era normal verle cargado con cualquier tipo de material "aguantando su reforzados largeros hasta 15Tm". En relación al W-10, tuvo como origen el Ferrocarril Madrid-Almorox. Su segunda

vida la tuvo en el Suburbano tras ser adaptado por el Ministerio de Obras Publicas. Últimamente se le podía ver en el depósito de Canillejas y constituye junto con el T-1 unos vehículos dignos de ser conservados.

T-1 (folding edges 1941) and the **W-10** edge

The T-1 along with the W-10 were classified by Metro as heritage vehicles to be preserved. The T-1 was manufactured by Metro de Madrid C.M.M T series with 300kW of power and Tomlimson couplings. It provided valuable services and it was normal to see it loaded with any type of material “with its reinforced beams supporting up to 15Tm”. In relation to the W-10, it originated from the Madrid-Almorox Railway. Its second life was in the Suburbano after being adapted by the Ministry of Public Works. Lately it could be seen in the Canillejas depot and together with the T-1 it constitutes vehicles worthy of being preserved.



En 1941 se incorporó al Servicio Auxiliar el vehículo T-1, otros de ellos como el T-2 lo hicieron en 1959, el T-3 en 1956 y por último el T-4 en la lejana fecha de 1943. En esta instantánea podemos ver al T-1 ya fuera de servicio. Año 1980. Foto archivo José Luís García Salazar.

In 1941 the T-1 vehicle was incorporated into the Auxiliary Service, others such as the T-2 did so in 1959, the T-3 in 1956 and finally the T-4 in the distant date of 1943. In this snapshot we can see the T-1 already out of service. Year 1980. Photo archive José Luís García Salazar

DC-1

En un primer momento fue destinada a prestar servicio de control de vía y posteriormente en catenaria. Desde 2004 fue modificada y destinada a prestar servicio como registro vídeo digital en túnel. En el inventario de 2019 consta como dada de baja un año antes.

DC-1

At first it was intended to provide track control service and later as a catenary. Since 2004 it was modified and intended to provide service as a digital video recorder in the tunnel. In the 2019 inventory, it appears as having been discharged a year earlier.

CONCLUSIONES - CONCLUSIONS

Estamos ante una oportunidad única de crear uno de los mejores museos de metro a nivel mundial.

No todos los metropolitanos han tenido la suerte de poder conservar tal cantidad de vehículos históricos, de Servicios Auxiliares y especiales como Metro de Madrid.

We are facing a unique opportunity to create one of the best metro museums in the world.

Not all metropolitan areas have been lucky enough to be able to preserve such a large number of historic vehicles, Auxiliary Services and special vehicles such as the Madrid Metro.

Otros países, aun con menores fondos pero con mayor arraigo cultural y patrimonial hacia su pasado han creado museos y espacios expositivos en cocheras y talleres visitables en los que poder ver la cronología histórica de este tipo de ferrocarril tan especial y a la vez tan curioso.

Other countries, even with less funds but with greater cultural and heritage roots in their past, have created museums and exhibition spaces in garages and workshops that can be visited in which to see the historical chronology of this type of railway, so special and at the same time so curious.

Es destacable el esfuerzo que realizó Metro de Madrid en su Centenario, para poder crear la exposición de coches históricos restaurados de Chamartín, pero ya que se ha llegado a este punto, impensable hace unos pocos años, no estaría de más ir preservando y añadiendo aunque no se puedan restaurar de momento a esta colección, algunos de los vehículos que hemos tratado en estas líneas.

The effort made by Metro de Madrid in its Centennial is notable, to be able to create the exhibition of restored historical cars of Chamartín, but since this point has been reached, unthinkable a few years ago, it would not hurt to preserve and add although Some of the vehicles that we have discussed in these lines cannot be restored to this collection at the moment.

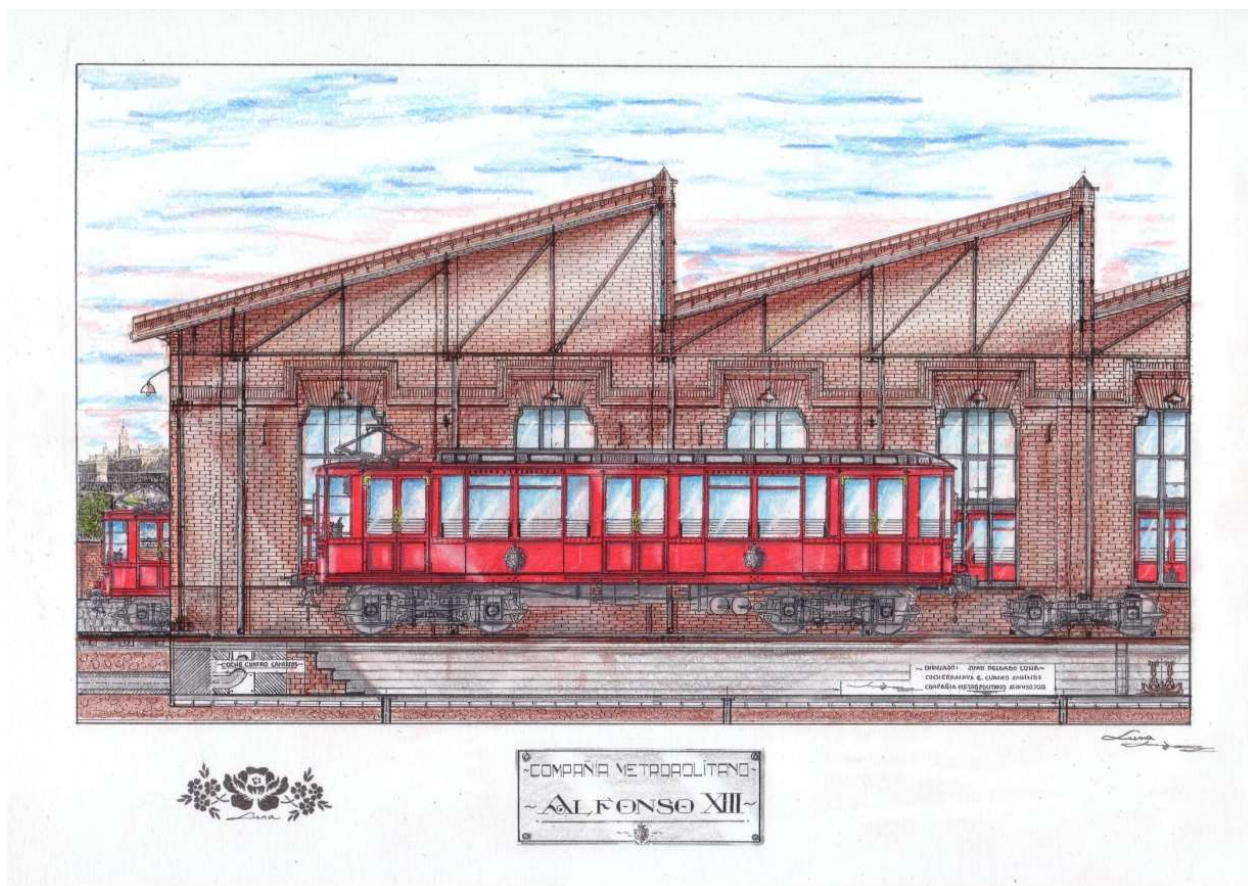


Vagón cerrado de madera V2, destinado a Servicios Auxiliares. Obsérvese que disponía de pértiga para grupo electrógeno – soldadura eléctrica. Año 1978. Instalaciones del depósito I de Cuatro Caminos. Actualmente desguazado.

Foto cortesía José Luís García Salazar.

Closed wooden wagon V2, intended for Auxiliary Services. Note that it had a pole for a generating set – electric welding. Year 1978. Installations of Deposit I of Cuatro Caminos. Currently scrapped.

Photo courtesy José Luís García Salazar.



Representación gráfica de las instalaciones madrileñas de Cuatro Caminos. Deposito I. Esta era la imagen del depósito I en sus primeros años. Muchos de estos coches acabaron prestando valiosos servicios auxiliares en la compañía muchos años después. Dibujo Juan Delgado Luna.

Graphic representation of the Madrid facilities of Cuatro Caminos. Depot I. This was the image of Depot I in its early years. Many of these cars ended up providing valuable ancillary services to the company many years later. Drawing by Juan Delgado Luna.

Como consecuencia de la gran cantidad de material auxiliar del que se dispone, se podría realizar una exposición paralela basada en la cronología histórica de este tipo de vehículos y la importancia que han tenido para el buen desarrollo de los servicios de esta institución.

As a consequence of the large amount of auxiliary material available, a parallel exhibition could be held based on the historical chronology of this type of vehicles and the importance they have had for the proper development of the services of this institution.

Clásicos de Vías y Obras, como los tractores de carga, los Autotractores de intervención de incidencias, dresinas, bateadoras, esmeriladoras o simples vagones plataforma complementarían la colección actual, a su vez que Metro de Madrid sería un referente a nivel internacional. Aunque parezca una utopía, esta podría ser una realidad si hubiese una mayor sensibilidad patrimonial en la sociedad española.

Classics of Roads and Works, such as cargo tractors, Autotractors for incident intervention, trains, tamping machines, grinders or simple platform cars would complement the current collection, while Metro de Madrid would be an international reference. Although it may seem like a utopia, this could be a reality if there were greater heritage sensitivity in Spanish society.

Aquellas personas que trabajaron en el **“ambiente clásico del metropolitano”** lamentablemente no están en activo, e incluso muchas de ellas ya no están con nosotros. Todo aquel esfuerzo y sacrificio que tuvieron que pasar para que el metropolitano madrileño se convirtiese en un referente a nivel internacional, creemos que se vería recompensado con la creación de un museo en el que se recogiese todos esos testimonios, sus antiguas instalaciones y el material móvil comentado.

Those people who worked in the “classic metropolitan environment” are unfortunately not active, and many of them are no longer with us. All the effort and sacrifice that had to be made for the Madrid metropolitan area to become an international benchmark, we believe that it would be rewarded with the creation of a museum in which all these testimonies, its old facilities and the moving material would be collected. commented.

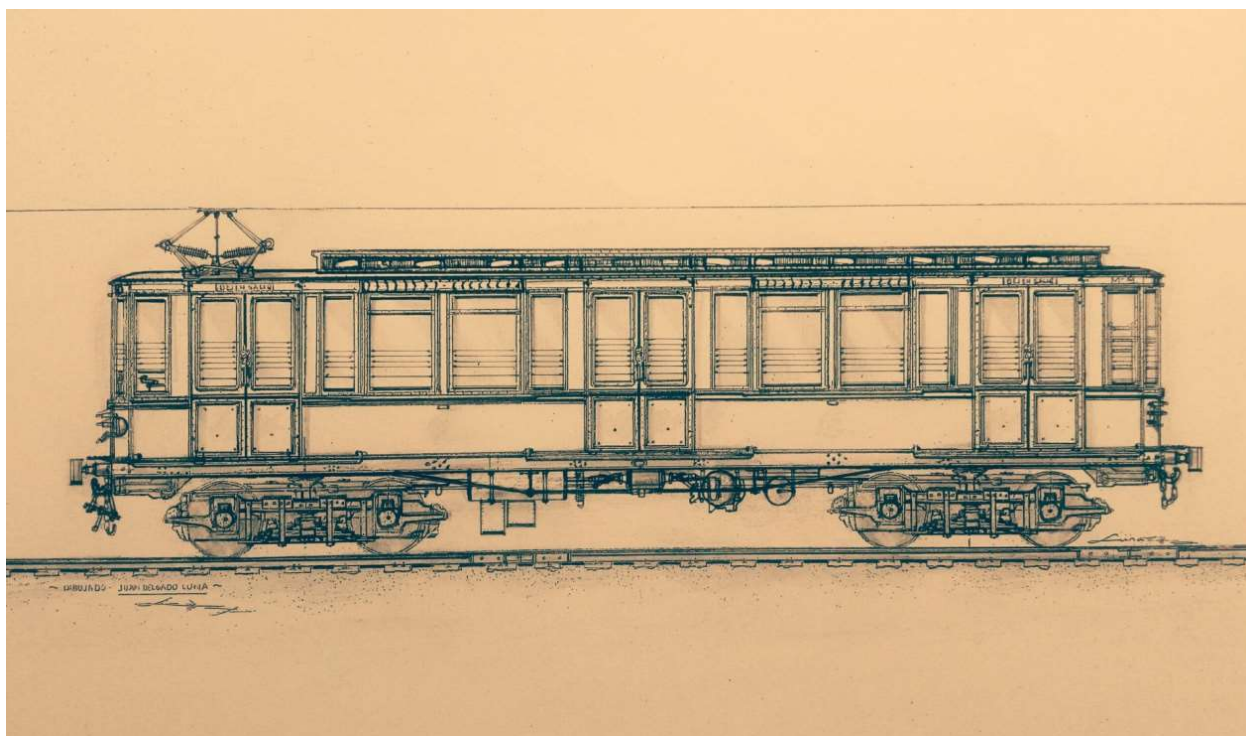


Diagrama simplificado de un coche motor del tipo Cuatro Caminos, con algunas transformaciones.
Realizado por Juan Delgado Luna.

Simplified diagram of a Cuatro Caminos type motor car, with some transformations.
Made by Juan Delgado Luna.

Puede ser un gran momento para empezar a cambiar la mentalidad y tendencia desmanteladora de las últimas décadas, e inculcar a las nuevas generaciones y nuevos trabajadores aquel **“espíritu de sentir la empresa como algo tuyo”** que repercutiría en la mejora del servicio y a su vez de la sociedad, esa en la que a nivel patrimonial vamos muy atrasados.

It can be a great moment to begin to change the mentality and dismantling trend of recent decades, and instil in the new generations and new workers that “spirit of feeling the company as something yours” that would have an impact on the improvement of the service and in turn of society, the one in which at the patrimonial level we are very behind.

Sirva de homenaje a todos aquellos trabajadores y usuarios que desde más de cien años han confiado en este gran medio de transporte. Esperamos que una vez más no seamos portada de noticias por

deshacernos de lo viejo y obsoleto, situándonos en una posición privilegiada de referencia cultural ferroviaria como se merece Madrid.

Serve as a tribute to all those workers and users who for more than a hundred years have trusted in this great means of transportation. We hope that once again we will not be the front page of the news for getting rid of the old and obsolete, placing us in a privileged position of railway cultural reference as Madrid deserves.

Es el momento, nunca habrá otra oportunidad...

It's time, there will never be another chance...

Para una mayor información sobre el material afectado de enajenación el lector puede consultar entre otros los siguientes trabajos:

- IV Congreso de Historia ferroviaria- Vitoria. "Los coches históricos del Metro de Madrid. Su historia y sus posibilidades de rehabilitación- Manuel González Márquez.
- Revista CARRIL, varios números entre ellos el N°12. "Los coches 2000 del Metro de Madrid" Junio 1985.
- Revista Vía Libre. Año 1980 "Nuevos vehículos Autotractores para el Metropolitano Madrileño" José Luís García Salazar.



Construcción de los primeros vehículos que prestaron servicio en el Ferrocarril Suburbano de Carabanchel (FCS) M.1 A M-10. Naves de CAF en Beasain.

- Revista Vía Libre. Año 1987. "Adiós a los veteranos coches MF" José Luís García Salazar.

- Libro "El material Móvil de Metro de Madrid" Manuel González Márquez, José Luís García Salazar, Manuel Melis Maynar y Francisco Javier González Fernández.
- Documentos de material 22500 de Metro de Madrid (diversos años)
- Revista Maquetren nº351. Manuel González Márquez
- Diario ABC del 17 de octubre de 2019. "Un siglo del Metro de Madrid" Juan Delgado Luna.
- Monográfico Tren Online Especial nº53. "Metro de Madrid. 101 años de historia. Depósito I de Cuatro Caminos/Material preservado. Juan Delgado Luna/Antonio Manuel Sanz Muñoz.
- <http://antoniomachines.blogspot.com> "Patrimonio vivo de Metro de Madrid: los autotractores AT-1 y AT-2
- Estudio: "Nuevos automotores del ramal Ópera-Norte del Metropolitano de Madrid. Eduardo Quiñonero Luna (Ingeniero Industrial, jefe de Tracción y subjefe de Explotación de Metro de Madrid)
- electrovia.blogspot.com -Madrid, Transportes Urbanos: Vehículos auxiliares del Metro. José A. Tartajo.

For more information on the material affected by disposal, the reader can consult, among others, the following works:

- *IV Congress of Railway History- Vitoria. "The historic cars of the Madrid Metro. Its history and its possibilities of rehabilitation - Manuel González Márquez.*
- *CARRIL Magazine, several issues including No. 12. "The 2000 cars of the Madrid Metro" June 1985.*
- *Vía Libre Magazine. Year 1980 "New Autotractor Vehicles for the Madrid Metropolitan Area" José Luís García Salazar.*
- *Vía Libre Magazine. Year 1987. "Farewell to the veteran MF cars" José Luís García Salazar.*
- *Book "The Mobile Material of Metro de Madrid" Manuel González Márquez, José Luís García Salazar, Manuel Melis Maynar and Francisco Javier González Fernández.*
- *Material documents 22500 of Metro de Madrid (various years)*
- *Maquetren Magazine nº351. Manuel González Márquez*
- *Diario ABC of October 17, 2019. "A century of the Madrid Metro" Juan Delgado Luna.*
- *Special Online Train Monograph nº53. "Madrid's Underground. 101 years of history. Deposit I of Cuatro Caminos/Preserved material. Juan Delgado Luna/Antonio Manuel Sanz Muñoz.*
- *<http://antoniomachines.blogspot.com> "Living heritage of Metro de Madrid: the AT-1 and AT-2 autotractors*
- *Study: "New railcars on the Ópera-Norte branch of the Madrid Metropolitan. Eduardo Quiñonero Luna (Industrial Engineer, Head of Traction and Deputy Head of Operations of Metro de Madrid)*
- *electrovia.blogspot.com -Madrid, Urban Transport: Auxiliary vehicles of the Metro. José A. Tartajo.*



Composición MR-9 preservada en la exposición temporal de la estación de Metro de Madrid-Chamartín. Recreación de cómo podía ser una foto antes de la reforma de algunas composiciones. A los mandos el Teniente del RMPFFCC.

-MR-9 composition preserved in the temporary exhibition of the Madrid-Chamartín Metro station. Recreation of what a photo could be like before the reform of some compositions. At the command is the Lieutenant of the RMPFFCC.

Coches Salones de los Ferrocarriles Económicos de Asturias y Vasco Asturiano

Show Cars of the Economic Railways of Asturias and Vasco Asturiano

EA Y1 y VA AS 1

Por - By Juan Delgado Luna



En esta instantánea podemos ver el buen aspecto exterior que ofrecen los dos coches de madera antes de su limpieza y restauración. Gracias al museo estas piezas no se perderán en el olvido y no serán pasto del soplete. El museo asturiano bien merece una visita por la calidad y variedad de vehículos preservados por esta institución.

En primer lugar el coche EA Y1 y detrás el VA AS 1 rescatados por el Museo del Ferrocarril de Asturias.

In this snapshot we can see the good exterior appearance that the two wooden cars offer before their cleaning and restoration. Thanks to the museum, these pieces will not be lost in oblivion and will not be fodder for the blowtorch. The Asturian museum is well worth a visit for the quality and variety of vehicles preserved by this institution.

Firstly the EA Y1 car and behind it the VA AS 1 rescued by the Asturias Railway Museum.

Gracias a la impecable labor patrimonial del equipo del Museo del Ferrocarril de Asturias y en especial al ímpetu y constancia de su director Javier Fernández, el día 4 de noviembre han podido pasar a los fondos patrimoniales de esta institución los coches de vía estrecha numerados como EA Y 1 de los Ferrocarriles Económicos de Asturias y el VA AS 1 del Vasco Asturiano. El primero de ellos fue construido en Patín por una empresa francesa en la lejana fecha de 1891 y estuvo en servicio en la línea Oviedo-Llanes.

Thanks to the impeccable heritage work of the team at the Asturias Railway Museum and especially the drive and perseverance of its director Javier Fernández, on November 4, the narrow gauge cars numbered as EA were transferred to the heritage funds of this institution. And 1 of the Economic Railways of Asturias and the VA AS 1 of the Vasco Asturiano. The first of them was built in Patín by a French company back in 1891 and was in service on the Oviedo-Llanes line.

Este coche a lo largo de la historia ha sufrido varias reformas, la primera tuvo lugar a principios del siglo XX, cuando SM Alfonso XIII realizó un viaje en el recorrido Oviedo-Infiesto. Desde entonces Salón ha sido utilizado en numerosas ocasiones especiales por el personal directivo de Económicos de Asturias y otras personalidades. Su última etapa la cubrió en FEVE.

This car throughout history has undergone several renovations, the first took place at the beginning of the 20th century, when HM Alfonso XIII made a trip on the Oviedo-Infiesto route. Since then, the Hall has been used on numerous special occasions by the management staff of Economías de Asturias and other personalities. Its last stage was in the ^protection of FEVE.

En relación al otro coche Salón numerado como VA AS 1. Del Vasco Asturiano, fue fabricado en 1904 en Bristol- Inglaterra. Este coche estuvo al servicio de esta compañía en los tramos comprendidos entre Oviedo-San Esteban de Pravia y Collanzo hasta la década de los años setenta, al igual que el anterior coche Salón comentado.

In relation to the other Salon car numbered as VA AS 1. From the Vasco Asturiano, it was manufactured in 1904 in Bristol- England. This car was at the service of this company on the sections between Oviedo-San Esteban de Pravia and Collanzo until the 1970s, like the previous Salon car mentioned.



Aspecto actual que lucen los coches antes de su restauración. Cortesía - Museo del Ferrocarril de Asturias.

Current appearance of the cars before their restoration. Courtesy - Asturias Railway Museum..

Lamentablemente en la década de los años 60 del pasado siglo sufrió actos vandálicos, aunque gran parte de su mobiliario original ha llegado hasta hoy. Este vehículo estuvo al servicio del personal directivo y autoridades, destacando algunos viajes realizados por el entonces Príncipe Alfonso o Primo de Rivera.

Unfortunately, in the 1960s it suffered vandalism, although much of its original furniture has survived to this day. This vehicle was at the service of management personnel and authorities, highlighting some trips made by the then Prince Alfonso or Primo de Rivera.

Los dos coches han pasado más de 50 años preservados en unos almacenes asturianos situados en la localidad de Pravia. Gracias a ello han podido preservarse en buenas condiciones, presentando en la actualidad un aspecto impecable. Próximamente el equipo del museo realizará distintas intervenciones de limpieza, reposición, restauración interior y exterior devolviendo a estas dos grandes piezas museísticas su primitivo aspecto. Si no hay ningún contratiempo el jueves 23 de noviembre será la fecha prevista para su presentación en público. La entrada al museo es libre hasta completar el aforo.

The two cars have spent more than 50 years preserved in Asturian warehouses located in the town of Pravia. Thanks to this, they have been able to be preserved in good conditions, currently presenting an impeccable appearance. Soon the museum team will carry out different cleaning, replacement, interior and exterior restoration interventions, returning these two large museum pieces to their original appearance. If there are no setbacks, Thursday, November 23 will be the scheduled date for its public presentation. Admission to the museum is free until capacity is reached.



**En esta instantánea se puede observar la ubicación de los coches en uno de los andenes principales de la estación-museo. Una vez finalizada la restauración se publicarán más fotos e información en este boletín.
Cortesía Museo del Ferrocarril de Asturias.**

**In this snapshot you can see the location of the cars on one of the main platforms of the museum-station. Once the restoration is complete, more photos and information will be published in this newsletter.
Courtesy Asturias Railway Museum.**

CONMEMORACIÓN DEL 175º ANIVERSARIO DEL PRIMER FERROCARRIL ESPAÑOL (PENÍNSULA) (28/10/1848 – 28/10/2023). ACTO DE MIRANDA DE EBRO

COMMEMORATION OF THE 175TH ANNIVERSARY OF THE FIRST SPANISH RAILWAY (PENINSULA) (10/28/1848 – 10/28/2023). ACT OF MIRANDA DE EBRO

Museo del Ferrocarril III Generaciones Railway Museum III Generations

5 de noviembre de 2023. Si bien desde el ámbito público ha tenido lugar en las últimas semanas la organización de algunas pequeñas actividades con motivo del 175.º Aniversario del Ferrocarril en la Península, circunscritas en su mayor parte a la localidad de Mataró (Barcelona), localidad natal de Miguel Biada, el **Museo del Ferrocarril III Generaciones** ha querido también que tan singular efeméride fuera conmemorada en España desde el ámbito privado. Para ello no dudó en programar una serie de conferencias de carácter histórico, a fin de dar a conocer lo que representó la llegada de este medio de transporte a nuestro país.

Las actividades programadas tuvieron lugar el 3 de noviembre de 2023 en el salón central de actos del Colegio Sagrados Corazones, de Miranda Ebro. Y ello tras el vino español ofrecido por gentileza de la Fundación Galletas Coral. Tras las presentaciones y las palabras de bienvenida de nuestro director, Julio A. García, dado que el 175.º aniversario que se conmemora coincide en el tiempo con el del 160.º del Ferrocarril de Tudela a Bilbao, las intervenciones se iniciaron con la interesante aportación hecha por parte de Carmelo Zaita, autor de la señalada obra editada sobre este ferrocarril, quien puso de manifiesto las principales circunstancias que rodearon el establecimiento de la línea férrea que logró conectar la capital vizcaína con el resto de España.

***November 5, 2023.** Although the organization of some small activities on the occasion of the 175th Anniversary of the Railway in the Peninsula has taken place in the public sphere in recent weeks, limited for the most part to the town of Mataró (Barcelona), Miguel Biada's hometown, the III Generaciones Railway Museum also wanted such a unique anniversary to be commemorated in Spain from the private sphere. To this end, he did not hesitate to schedule a series of conferences of a historical nature, in order to publicize what the arrival of this means of transportation to our country represented.*

The scheduled activities took place on November 3, 2023 in the central assembly hall of the Sagrados Corazones School, in Miranda Ebro. And this after the Spanish wine offered courtesy of the Galletas Coral Foundation. After the presentations and the welcoming words of our director, Julio A. García, given that the 175th anniversary being commemorated coincides in time with that of the 160th anniversary of the Tudela to Bilbao Railway, the talks began with the interesting contribution made by Carmelo Zaita, author of the noted published work on this railway, who highlighted the main circumstances surrounding the establishment of the railway line that managed to connect the capital of Biscay with the rest of Spain.



***Ponentes interviniendo en el acto. Sagrados Corazones de Miranda de Ebro. Foto Juan Delgado Luna.
Speakers taking part in the event. Sacred Hearts of Miranda de Ebro. Photo Juan Delgado Luna.***

La siguiente intervención ante la multitud que llenaba el salón de actos, fue la de Gonzalo Garcival, reconocido periodista y antiguo redactor jefe de *Vía Libre* (RENFE), quien hizo un repaso sobre las citas a Miranda de Ebro existentes en numerosas obras literarias, algunas de ellas de nuestros más eminentes autores. Citas referidas a la trayectoria y a la indisoluble ligazón con el ferrocarril que tuvo siempre este extraordinario núcleo ferroviario del Norte de España durante más de un siglo. Tras su intervención pasó la palabra a Iñaki Barrón, representante español ante Europa durante más de veinte años como responsable de la Alta Velocidad en la Unión Internacional de Ferrocarriles (UIC) y, actualmente, presidente de la Comisión de Investigación de Accidentes Ferroviarios (CIAF).

*The next talk before the crowd that filled the auditorium was that of Gonzalo Garcival, renowned journalist and former editor-in-chief of *Vía Libre* (RENFE), who reviewed the quotes to Miranda de Ebro that exist in numerous literary works, some of them from our most eminent authors. Quotes referring to the trajectory and the indissoluble link with the railway that this extraordinary railway hub in the North of Spain always had for more than a century. After his talk, he gave the floor to Iñaki Barrón, Spanish representative to Europe for more than twenty years as head of High Speed in the International Union of Railways (UIC) and, currently, president of the Railway Accident Investigation Commission (CIAF).*

La interesante intervención de Iñaki Barrón permitió a los presentes situarse ante lo que ha sido la evolución del ferrocarril europeo a lo largo de los últimos casi doscientos años y plantear los retos de futuro a los que se enfrenta en el momento actual. A este respecto, señaló cuáles pueden y deben ser, a su experimentado juicio, las claves con las que afrontar ese futuro. Terminada su intervención, le sucedió

en el uso de la palabra Miguel Muñoz, director del Archivo Histórico de la Fundación de los Ferrocarriles Españoles y uno de nuestros principales historiadores en la materia, autor de numerosísimos y profundos estudios sobre la historia de nuestros ferrocarriles.

The interesting talk by Iñaki Barrón allowed those present to consider what the evolution of the European railway has been over the last almost two hundred years and to raise the future challenges it faces at the present time. In this regard, he pointed out what can and should be, in his experienced opinion, the keys with which to face that future. Once his speech was over, he was succeeded by Miguel Muñoz, director of the Historical Archive of the Spanish Railways Foundation and one of our main historians on the subject, author of numerous and profound studies on the history of our railways.

Tras señalar Muñoz la importancia que a nivel social y de todo tipo tuvo la llegada del ferrocarril a nuestro país y la revolución que supuso para nuestra vida colectiva, pasó el turno de palabra a Carlos Guasch, quien, a pesar de la invitación formulada inicialmente no había podido confirmar su asistencia a los actos hasta el último momento. Ya en su intervención, que era la última, abordó Guasch la polémica cuestión del ancho de vía español desde unas visiones y unos conceptos realmente novedosos, reivindicando el concienzudo y responsable trabajo realizado en su momento por el Cuerpo de Ingenieros de Caminos a la hora de determinar el ancho de vía a establecer para nuestros ferrocarriles, en relación a los debates que en aquellos momentos continuaban a este respecto en otros países.

After Muñoz pointed out the importance that the arrival of the railway to our country had on a social and all-round level and the revolution that it meant for our collective life, he passed the floor to Carlos Guasch, who, despite the invitation initially made, was not able to confirm his attendance at the events until the last moment. Already in his speech, which was the last, Guasch addressed the controversial issue of the Spanish gauge from some truly innovative visions and concepts, vindicating the conscientious and responsible work carried out at the time by the Corps of Civil Engineers when determine the gauge to be established for our railways, in relation to the debates that were continuing in this regard in other countries at that time.

Precisamente, Carlos Guasch, como reconocimiento a la labor, encomiable a su juicio, que desde el ámbito privado lleva a cabo el **Museo del Ferrocarril III Generaciones**, quiso hacer donación al mismo, con ocasión de este 175.º Aniversario, de cien ejemplares de su reconocida obra *El ferrocarril de Mataró: Un escenario experimental* (2014). Gracias a ello, cada uno de los asistentes a los actos pudo ser obsequiado por nuestro **Museo** con un ejemplar de la misma, que no deja de ser, al día de hoy, la obra de referencia sobre la introducción del ferrocarril en la España peninsular. No hace falta decir que, con mucho gusto, Guasch dedicó a cuantos se lo pidieron los ejemplares correspondientes.

*Precisely, Carlos Guasch, in recognition of the work, commendable in his opinion, that the III Generations Railway Museum carries out from the private sphere, wanted to donate to it, on the occasion of this 175th Anniversary, one hundred copies of his renowned work *The Mataró Railway: An experimental scenario* (2014). Thanks to this, each of those attending the events was able to be presented by our Museum with a copy of it, which continues to be, to this day, the reference work on the introduction of the railway in mainland Spain. Needless to say, Guasch was happy to dedicate the corresponding copies to those who requested it.*

Finalizados los actos, los ponentes, sus acompañantes, patrocinadores e invitados de especial significación, se desplazaron hasta un céntrico y prestigioso restaurante mirandés donde pudieron disfrutar de la cena organizada por nuestro **Museo**, departiendo ampliamente y brindando por el futuro de nuestro ferrocarril. Entre otros, se hallaron presentes en la misma José Luis Solana, presidente de la citada Fundación Galletas Coral, los representantes de las formaciones políticas que habían dado su apoyo a los actos, el prestigioso autor ferroviario Juan Carlos Casas, otras señaladas personalidades, así como Juan Delgado Luna, incansable colaborador del Museo, y de nuestro boletín acompañado de su esposa María Jesús Sáez. Cabe destacar que los actos fueron posibles gracias, también, al patrocinio y la colaboración de la Junta de Castilla y León, la Diputación Provincial de Burgos, REDALSA y Bodegas Muga.

After the events, the speakers, their companions, sponsors and guests of special significance, traveled to a central and prestigious Miranda restaurant where they could enjoy the dinner organized by our Museum, chatting widely and toasting the future of our railway. Among others, present were José Luis Solana, president of the aforementioned Galletas Coral Foundation, representatives of the political groups that had given their support to the events, the prestigious railway author Juan Carlos Casas, other notable personalities, as well as Juan Delgado Luna, tireless collaborator of the Museum, and of our newsletter accompanied by his wife María Jesús Sáez. It should be noted that the events were also possible thanks to the sponsorship and collaboration of the Junta de Castilla y León, the Provincial Council of Burgos, REDALSA and Bodegas Muga.



Salón del Colegio Sagrados Corazones de Miranda de Ebro (Burgos) España. Foto Juan Delgado Luna.
Hall of the Sacred Hearts School of Miranda de Ebro (Burgos) Spain. Photo Juan Delgado Luna.

MIRANDA DE EBRO
Capital Ferroviaria del
Norte de España

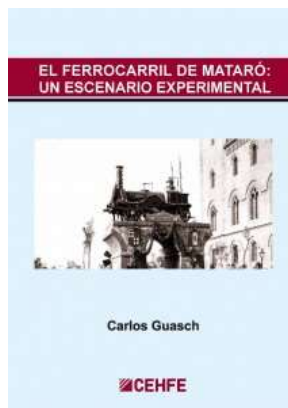
Tarjeta Conmemorativa
175 Aniversario del Ferrocarril en la España Peninsular
y
160 Aniversario del Ferrocarril Tudela-Bilbao
Celebración en Miranda de Ebro
3 de noviembre de 2023



175 Aniversario
Barcelona-Mataró
Celebración en Miranda de Ebro
3 de noviembre de 2023



**EL FERROCARRIL DE MATARÓ:
UN ESCENARIO EXPERIMENTAL**



Carlos Guasch

CEHFE