

Amis des Wagons-Lits - Newsletter

June 2019

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Newsletter Editorial

AMIS DE WAGONS-LITS

Juin - June 2019

Bienvenue au deuxième bulletin d'Amis de Wagons-Lits. Cette édition est fortement influencée par le niveau d'activité actuel en France des anciennes voitures CIWL. On estime actuellement qu'environ 162 voitures existent en France sur un total estimé à plus de 370. Nous avons fourni notre analyse des statistiques du parc et des détails des principaux opérateurs et propriétaires des voitures. La création

d'amis de W-L s'explique en partie par l'aide mutuelle à affiner ces données aussi précisément que possible. Quelques articles ont été écrits en français et, en tant que rédacteurs en chef, nous abordons également les thèmes espagnol, italien et allemand dans ces langues dans les prochaines éditions. Jusqu'où nous pouvons aller, cette politique éditoriale dépend de la réponse du lectorat général et, bien entendu, des contributions futures reçues. Ce numéro se concentre sur plusieurs lignes et emplacements d'exploitation de voitures CIWL, ainsi que sur les développements du projet SNCF Orient Express, y compris le récent retour du Wagon Pullman 1ere Classe 4148 au statut d'exploitant avec la magnifique de 90 ans! Nous espérons que les articles présentent un intérêt, mais nous attendons avec intérêt davantage de contributions et de photographies, de manière à pouvoir élargir notre couverture à l'avenir.

Le mois dernier, nous avons appris le triste décès de Jean-Paul Caracalla. En plus de devenir un écrivain renommé, il est entré au CIWL en 1947, et devenu responsable des relations publiques en 1973 et a apporté une assistance considérable à ceux qui avaient la vision d'investir temps et ressources dans la VSOE et la NIOE, pour assurer autant de voitures survivent aujourd'hui.

Merci à tous ceux qui nous ont envoyé des informations, nouvelles et des articles et un merci spécial à Pierre-Yves Toussirot et Bernard Neveux pour leur aide dans leur connexion à AJECTA et à Éric Comont du Chemin de Fer de la Vendée, et Phil Marshall pour sa importante mise à jour et travail sur la WR 2975 situé au chemin de fer de la vallée de Nene proche de Peterborough à l'Est d'Angleterre, s'attaquant au problème de l'amiante en toute sécurité et protégeant à la fois les passagers et l'environnement.

Welcome to the second newsletter of *Amis de Wagons-Lits*. This edition is strongly influenced by the overall level of activity today in France involving former CIWL cars – some 162 cars are currently thought to exist in France out of an estimated total of over 370. We have provided our analysis of the parc statistics and details of the main operators and owners of the cars. Part of the reason for establishing 'Amis de W-L' is to assist each other to refine this data as accurately as possible. Many of the articles have been written in French and as editors we plan Spanish, Italian, German topics in these languages too in future editions. How far we can take this editorial policy depends on the general readership response, and of course what future contributions are received. This issue focusses on several operating lines and locations of CIWL cars, and on the developments of the SNCF Orient Express project including the recent return of Pullman 1ere Classe 4148 to operating condition with the magnificent of 90 years ago! We hope the articles are of interest, but we particularly look forward to more submissions and photographs, so that we can broaden our coverage in future.

Last month we learnt of the sad death of Jean-Paul Caracalla. As well as becoming a well-known writer joined the CIWL in 1947, he became the head of public relations in 1973 and gave considerable assistance the those who had the vision to invest their time and resources into the VSOE and NIOE, and had the foresight to ensure so many cars survive today,

Thanks to everyone who has sent us news and articles and a special thank you to Pierre-Yves Toussirot and Bernard Neveux for all of their help with their AJECTA connection and Éric Comont of the Chemin de Fer de la Vendée, and Phil Marshall for his valued update on the work WR 2975 on the Nene Valley Railway, tackling the problem of asbestos safely and protecting both passengers and the environment.

– Your editors: Chris Elliott and Brendan Martin

4148 RESTORED AND JOINS SNCF'S ORIENT EXPRESS – PRESENTATION Paris - 14TH MAY 2019

On 14th May 2019 under the auspices of the l'Association Patrimoine Wagons-Lits the most recent Wagon-Pullman to be added to the SNCF's 'Orient Express' train was displayed at Paris Gare de L'Est in immaculate condition having received running approval a few days previously – (RG 03.05.19)

WSP 4148



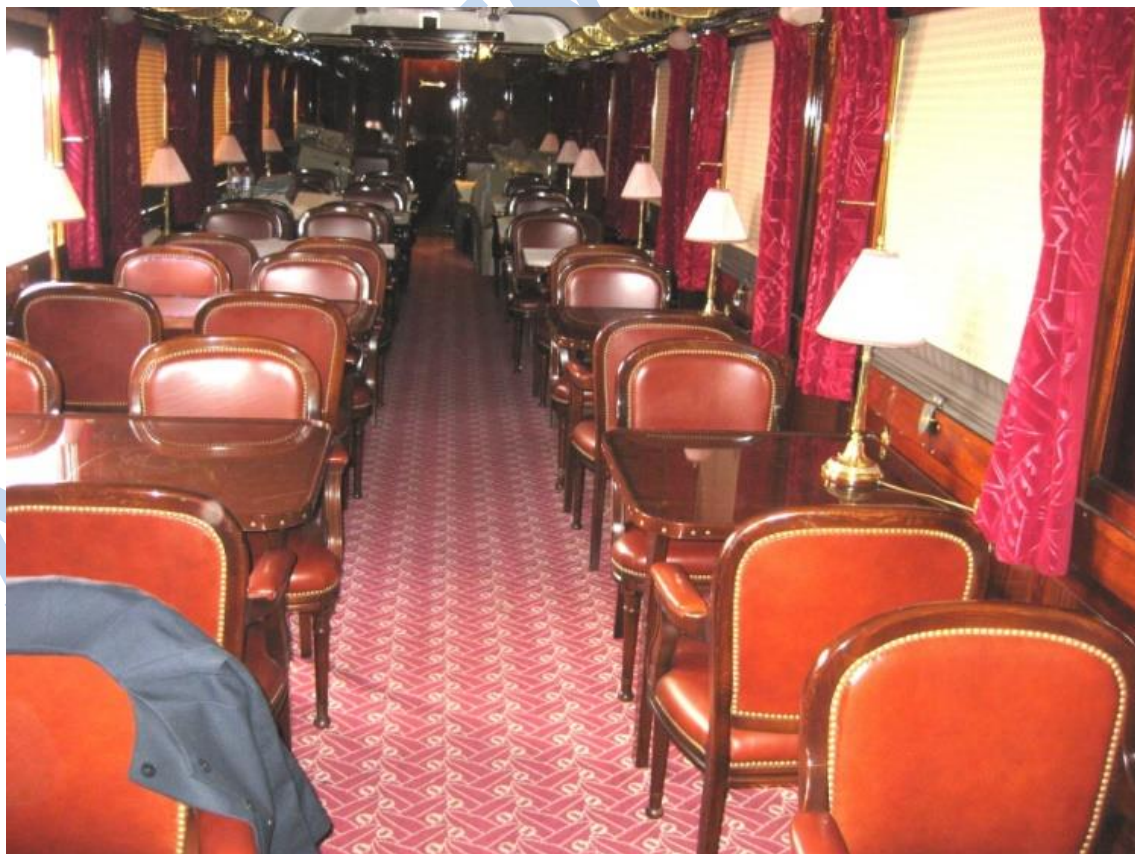
SNCF Orient Express presentation Paris Gare de L'Est 2019-05-14

The train stood on platform 4 as was composed of the following Voitures –Restaurant and Wagons- Pullmans 1ere Classe :

	machine	ex		
BB25236	VSG			in order as arrived
2869	Anatolie	Vre.-Restaurant	6187 0870 019-9	
4159	Fleche D'Or	Pullman 1ere Class	6187 0970 159-2	
2979	Riviera	Vre.-Restaurant	6187 0870 027-2	
4160	Train Bleu	Vre. Salon-Bar	6187 0970 190-0	
2976	Taurus	Vre.-Restaurant	6187 0870 026-4	
4148	Côte d'Azur	Pullman 1ere Class	5187 0970 148-7	ex Bar car - re-registered 2019-05-03
4151	Etoile du Nord	Pullman 1ere Class	6187 0970 151-9	

The restricted platform width and display boards made photography outside the cars difficult

WR 2869



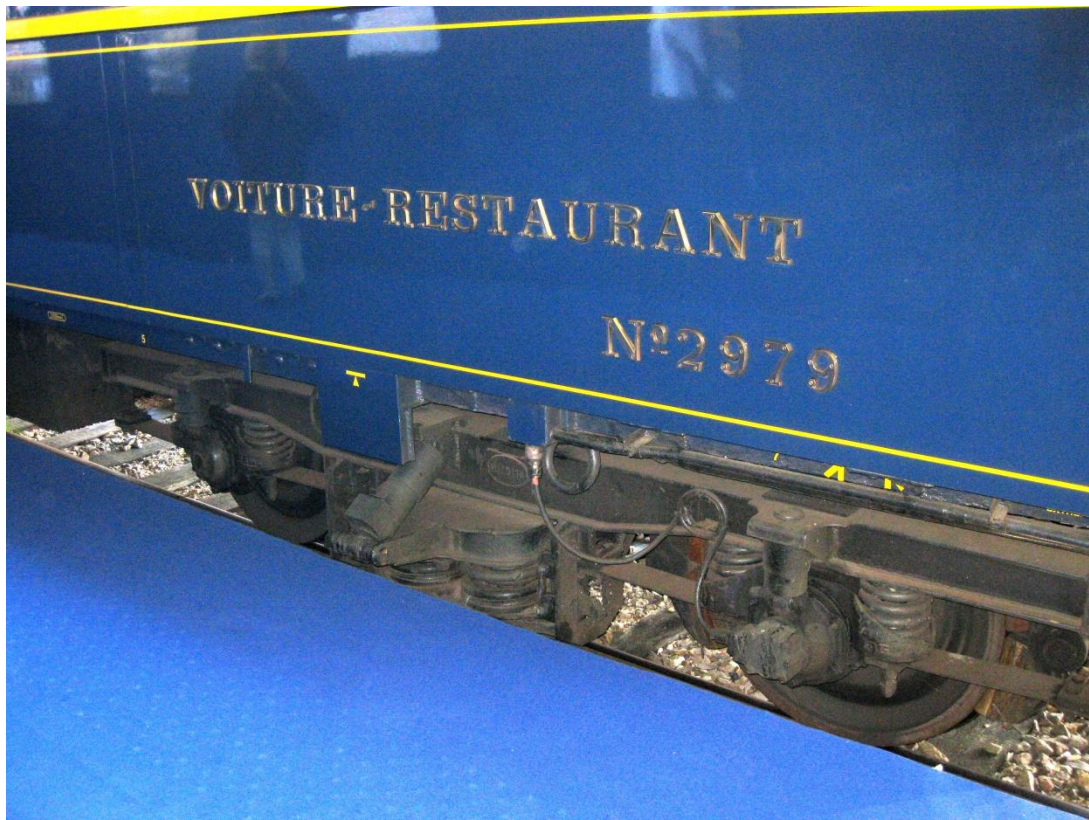
WSP 4159



WSP 4159



WR 2979

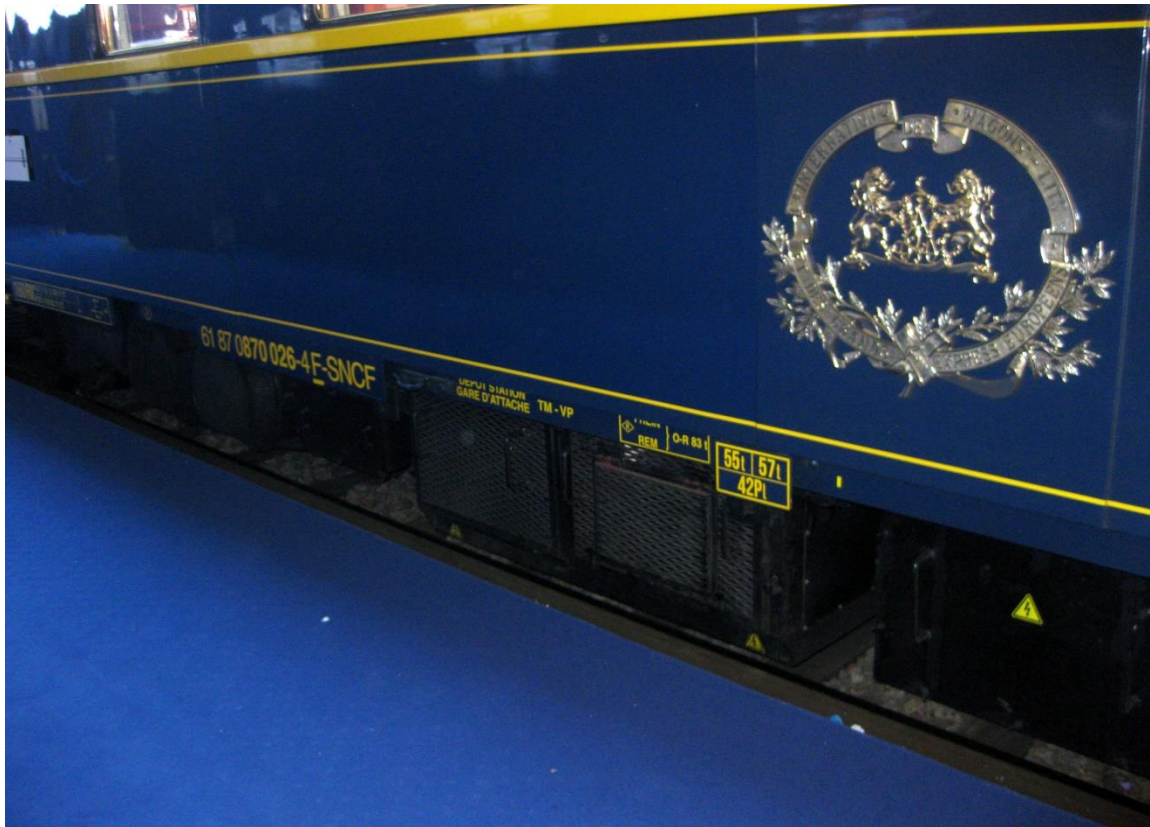


WSP 4160



Photo at ACC Clermont Ferrand – April 2016 – Chris Elliott

WR 2976



WR 2976



WSP 4148



Photo at ACC Clermont Ferrand – April 2016 – Chris Elliott

WSP 4148 and 4151



Photographs – Brendan Martin

HERITAGE 1 – AJECTA



The railway preservation association AJECTA is probably the best known standard gauge (1435mm) collection of French locomotives and rolling stock by enthusiasts throughout Europe and North America and attracts large numbers of visitors. The rolling stock collection includes many unique specimens including the former CIWL cars which date from 1926 to 1949, the golden age of luxury travel by train.

AJECTA Comme le montre notre liste de propriétaires de voitures CIWL en France, AJECTA possède l'une des plus grandes collections.

Sa collection comprend

Voitures Pullman N ° s 4024, 4038 et 4155

Voitures restaurant N ° s 4207, 4210

Voitures-lits 3519, 3815 et 3903

Et l'un des rares Fourgons N ° 1270

L'Association de Jeunes pour l'Entretien et la Conservation des Trains d'Autrefois (AJECTA) s'appelle "Association des jeunes pour le maintien et la conservation des trains des temps passés". Il y a des similitudes avec la philosophie du chemin de fer de la vallée de Nene, qui a son équipe de jeunes.

AJECTA a vu le jour en 1971 avec la rotonde de locomotives de Longueville, à 75 km au sud-est de Paris, dans le département de Seine-et-Marne. Ce site internet indique qu'il enregistre et restaure les locomotives de chemin de fer et le matériel roulant un musée ferroviaire vivant

Le J dans le nom indique que ses objectifs sont d'impliquer les jeunes avec une expérience pratique.

Elle entretient des liens étroits avec le Royaume-Uni et a ramené en 2009 une Nord Loco 6-62-230 D 116 (son numéro SNCF) après avoir fait circuler des trains à vapeur sur le Nene Valley Railway, à l'est de l'Angleterre, près de Peterborough pendant plusieurs années.

AJECTA exploite des trains à vapeur utilisant la locomotive à vapeur 140 C 231 du nord de la Grande-Bretagne.

Comme beaucoup de chemins de fer patrimoniaux, il a été créé il y a plus de 50 ans par un groupe d'amis passionnés par les lignes secondaires et la vapeur alors que la vapeur en France était sur le point de disparaître.

Comme ce fut le cas ailleurs, en France, il était urgent de prendre ces photos magiques avant la fin. Cela a conduit à l'achat de locomotives dans le but de les remettre en état de marche.

Enregistrée en 1968, elle avait pour objectif d'acheter une ligne à jauge métrique à Florac - Sainte Cécile d'Andorge dans le département de la Lozère (Cévennes). Cela ne s'est jamais concrétisé, alors l'idée est venue de trouver quelque chose en région parisienne et en écartement standard. Le groupe a d'abord examiné le dépôt à locomotives d'Esternay, mais c'est ce qui s'est passé lorsque l'on a découvert que la locomotive à vapeur 130 B 439 faisait actuellement l'objet d'une refonte majeure en vue du retour à la traction des trains touristiques, ce qui lui a donné l'idée d'adopter la même stratégie.

Ainsi, la collecte commencée il y a environ 50 ans et consistait à assembler une collection de locomotives de lignes secondaires et de matériel roulant, qui pourraient être restaurés par ceux qui disposaient de ressources techniques limitées. Alors, qu'est-ce qui était proposé autour de Longueville? Il est évident que les locomotives à trafic mixte, fret et passagers, ont été trouvées sur les lignes secondaires, un 140 C Est, un 130 B Est, une banlieue déclassifiée (141 TB Est), une locomotive de manœuvre 040 TA Etat) ou des locomotives industrielles (040, 030, 020). L'économiseur de locomotives à distance n'était pas envisageable, leur coût de déplacement, souvent plus onéreux que la machine elle-même ne valait que celui à la ferraille. La seule exception était le 141 TC Etat, stocké en Bretagne, car c'était la seule machine à pouvoir être sauvegardé en 2018,

La collection AJECTA comprenait 13 locomotives à vapeur d'importance variée et de dimensions allant des locomotives de manœuvre aux locomotives principales.



Les locomotives à vapeur ; 230 D 116 140 C 231 141 TC 19 130 B 476 130 B 348 040 TA 137 040 Nord 020 Cockerill « Suzanne » 020 T 105 Corpet Louvet 030 T 3032 « Rimaucourt » 030 TU 22 030 Schneider



Matériel roulant; En plus des locomotives, de quelques wagons de chemin de fer et de locomotives de manœuvre, la collection d'AJECTA se compose d'environ 60 véhicules, qui ont été sauvés de différentes époques et pour différentes raisons. Au début des années 1970, au moment du sauvetage intensif des locomotives, le matériel roulant n'était pas une priorité. Ensuite, il était facile de louer de vieilles voitures datant du début des années 1900 pour des trains spéciaux. On ne cherchait pas de belles ou rares voitures telles que la CIWL Pullman 4038, par exemple. La restriction prématurée du nombre de trains spéciaux sur les voies de la SNCF et le nouveau départ de trains touristiques tels que celui de 1974 (Chinon-Richelieu) ont marqué le début de la grande vague d'acquisitions. Les wagons en bois avec seulement deux ou trois essieux et des portes à ouverture de compartiment, d'autres en métal mais avec marchepied, étaient parfaits pour cet usage. C'était l'époque où les derniers survivants ont disparu en moins de 10 ans.

Une scission dans l'association en 1979 a entraîné un déclin à Longueville. L'aspect purement vivant du musée a été privilégié avec l'acquisition de matériaux rares, comme le soi-disant train Saint-Germain, le seul train historique français, réformé après avoir envoyé sa locomotive, la Crampton N ° 80, au musée de Mulhouse.

Avec la nouvelle autorisation de trafic sur le réseau SNCF au début de 1980, la remise en service du 140 C 231 a rendu nécessaire l'achat d'un train. Les voitures Talbot, idéales pour les déplacements en banlieue parisienne, ont été choisies pour leur caractère et leur empattement suffisamment court pour pouvoir être tournés sur le pont tournant du dépôt. Sept voitures ont été achetées, mais nous avons malheureusement été déçus. Le coût estimé de leur remise à neuf dépassait toutes les attentes et nous devons être satisfaits de la location de voitures modernes. Nous avons toutefois incorporé les voitures Pullman et Restaurant de l'association dans le train.

En quelques années, la nature des trains organisés par l'association a évolué. Les destinations étaient de plus en plus éloignées (St Lazare-Dieppe a commencé en 1984). La mort de voitures des anciens réseaux était prévue prochainement et il n'y aura bientôt plus que des voitures "Corail" à louer. La "jeune

génération", qui n'avait pas connu l'ère des pionniers, s'est lancée dans un programme de sauvetage ambitieux.

Lancé à partir d'une idée initiale consistant à conserver un seul wagon à intégrer dans les trains embauchés par la SNCF pour les spéciaux de la ligne principale, le projet s'est progressivement transformé en celui de l'assemblage d'un train complet, représentatif de l'équipement des anciens réseaux. Le temps s'épuisait, le renforcement suivant de près le rayonnement de ces services.

Les trésors dormaient toujours dans des dépôts plus ou moins bons, mais nous devions aller les chercher. C'était un véritable travail de fourmi qui a été porté dans toute la France pour trouver ces "oiseaux rares". Outre le bon état général du cadre et du roulement, deux critères semblaient importants: une vitesse aussi proche que possible de l'état d'origine et le chauffage à la vapeur assurant le confort des voyageurs. En dépit de quelques voitures "inhabituelles" (une Bacalan, par exemple, qui appartient à présent à l'association 141 R 840), la plupart des personnes sauvées concernaient des voitures OCEM et des voitures EST lisse, de type typique des trains circulant sur la ligne 4, de Paris à Longueville.

L'option a immédiatement été retenue d'appliquer une livrée «Vieux réseaux», colorée (nous sommes souvent loin du wagon vert) mais assez plausible dans les années 1930 pour les trains interurbains inter-réseaux. C'est finalement un train de six voitures qui a été remis en circulation, sélectionné dans un parc de quatorze, sauvé en un peu plus de trois ans.

En conclusion, il ne faut pas oublier qu'il est difficile de maintenir un train en état de marche, l'ampleur des travaux de maintenance et surtout financiers, des examens périodiques à effectuer dans un atelier agréé par la SNCF pour obtenir l'autorisation de circulation. Seule une partie des wagons en métal (les seuls autorisés à circuler pour les déplacements) pourrait être restaurée, les autres wagons en attente de recirculation devenant de plus en plus hypothétiques. Les voitures antérieures à 1930, constituées de panneaux de bois, ne peuvent actuellement pas être utilisées.

As our list of owners of CIWL cars in France below shows, AJECTA has one of the largest collections.

Its collection comprises

Pullman cars N°s 4024, 4038 and 4155

Restaurant cars N°s 4207, 4210

Sleeping cars 3519 owned by Christophe Bachmann, 3815 and 3903

And one of the rare Fourgons N° 1270

WSP 4155 - Longueville



Its name in full is L'Association de Jeunes pour l'Entretien et la Conservation des Trains d'Autrefois (AJECTA), loosely translated as 'The Association of Young People for the Maintenance and Conservation of Trains from Bygone Days'. There are similarities to the philosophy of the Nene Valley Railway which has its Youth team, see our special article on page 28.

AJECTA started life in 1971 at the locomotive roundhouse at Longueville, some 75 kms south east of Paris in the department of Seine-et-Marne.

Its website states that it saves and restores railway locomotives and rolling stock and has a living railway museum. The J in the name states its aims are to involve the **Young** with hands on experience.

AJECTA has had a strong links with the UK and back in 2009 repatriated a Nord Steam Loco 6- 628 – 230 D 116 (its SNCF number) after it had run steam hauled trains on the Nene Valley Railway in the east of England near Peterborough for several years.

It operates mainline steam trains using its North British Steam Locomotive 140 C 231

Like many heritage railways it was formed over 50 years ago by a group of friends who were passionate about the secondary lines and steam just as steam in France was about to disappear.

As was the case elsewhere, in France there was the rush to get those magic photos before it all came to an end. That progressed to the purchase of locomotives with the aim of getting them back into running order.

Registered in 1968, it started out with the aim of buying a metric gauge line from Florac – Sainte Cécile d'Andorge in the Lozère department of the Cevennes). This never came to fruition, so the idea took root

of finding something in the Paris region and in standard gauge. The group first looked at the loco shed at Esternay but as these things happen it was when discovering that steam loco 130 B 439 was undergoing a major overhaul for a return to hauling tourist trains that sparked off the idea of adopting the same strategy

So the collection started some 50 years ago was to assemble a collection of secondary line locomotives and rolling stock, which could be restored by those who had limited technical resources. So what was on offer around Longueville? Obviously mixed traffic locomotives, freight and passenger such as were to be found on the secondary lines, a 140 C Est, 130 B Est, suburban declassified (141 TB Est), shunting locos (040 TA Etat) or industrial locos (040, 030, 020). Saving locos from a distance was not considered possible due to the cost of moving them, often more expensive than the machine itself which only had scrap metal value. The one exception was the 141 TC Etat, stored in Brittany as this was the only machine of this class that could be saved.

This philosophy was considered sensible at the time, but a bit like 'Barry' in South Wales, one could but dream of the larger locomotives which were being stored pending their departure to the breakers yard. Some were visited where they were stored such as a 241 A à Noisy les Sec, a 150 P à Chaumont, 141 P at Neufchateau, a 231 K à Troyes, etc. But they could only be used as spares, despite an option on an American built 141 R in store close to Nevers. It seemed too heavy and complex to be restored. Ten years later with more experience and suitable equipment one could look back and think that it could have been different. No regrets however. In any event these latter purchasers would have only been achieved to the detriment of the earlier ones. One must take into account that even though the price was modest (scrap metal price by the ton), these purchases were only made possible by the sacrifices of the members and their families amongst others.

In 2018, the AJECTA collection included thirteen steam locomotives of various importance, and dimensions ranging from shunting locos to mainline express locos.

The steam locomotives are ; 230 D 116, 140 C 231, 141 TC 19, 130 B 476, 130 B 348, 040 TA 137, 040 Nord, 020 Cockerill « Suzanne », 020 T 105 Corpet Louvet, 030 T 3032 « Rimaucourt », 030 TU 22, 030 Schneider.

Rolling stock ; Apart from the locomotives, a few railcars and shunting locos, AJECTA's collection is made up of about 60 vehicles, which have been saved from different epochs and for different reasons. At the beginning of the 1970s, at the time of the intensive rescue of locomotives, rolling stock was not a priority. Then it was easy to hire old carriages dating from the start of the 1900s for special trains. One did not look for beautiful or rare carriages such as the CIWL Pullman 4038 for example. The premature restriction of special trains on SNCF's tracks and the new start of tourist trains such as the 1974 (Chinon-Richelieu) set off the start of the large wave of acquisitions. Wooden carriages with just two or three axles and compartment opening doors, others in metal but with step boards, were perfect for that use. It was the time when the last survivors disappeared in less than 10 years.

A split in the association in 1979 resulted in a decline at Longueville. The purely live museum aspect was privileged with the acquisition of rare materials, such as the so-called St Germain train, the only French historical train, reformed after sending its locomotive, the Crampton No. 80, to the museum in Mulhouse.

With the new authorization for traffic on the SNCF network at the beginning of 1980, the return to service of the 140 C 231 made it necessary to purchase a train. Talbot cars, well suited for trips in the Paris suburbs, were chosen for their character and their wheelbase short enough to be turned on the revolving bridge - turntable of the depot. Seven cars were bought, but AJECTA was unfortunately

disappointed. The estimated cost of refurbishing them exceeded all expectations and we had to be satisfied with hiring modern cars, however, incorporating the Pullman and Restaurant cars of the association into the train.

In a few years, the nature of the trains organized by the association evolved. The destinations were more and more distant (St Lazare-Dieppe started in 1984). The death of cars from the old networks was scheduled shortly and soon there will be more than "Corail" cars for rent. The "younger generation", who had not known the pioneering era, embarked on an ambitious rescue programme.

Launched from an initial idea to preserve a single car to be incorporated in the trains hired from SNCF for the main line specials, the project was gradually transformed into that of assembling a whole train, representative of the equipment of the old networks. Time was running out, the reinforcement following closely the radiation of these services.

Treasures were still sleeping in more or less good condition in the depots, but we had to go and find them. It was a real work of love that was carried throughout the whole France to find these "rare birds". In addition to the good overall condition of the frame and the bearing, two criteria seemed to be important, a speed as close as possible to the original state and steam heating to ensure the comfort of travellers. Despite some "unusual" cars (a Bacalan), for example, which is now owned by the 141 R 840 association), most of those rescued concerned smooth-clad OCEM cars and EST cars, typical of trains running on line 4, the line from Paris to Longueville .

The option was immediately taken to apply an "Old networks" livery, colourful (we are often far from the green wagon) but quite plausible in the 1930s for long-distance trains inter-network. It is finally a train of six cars that was been put back into circulation, selected from a park of fourteen, saved in just over three years.

In conclusion, it should not be forgotten that maintaining a train in running condition is difficult, the scope of maintenance work and especially financially, periodic reviews to be performed in a workshop approved by the SNCF to obtain permission of circulation. Only a part of the metal cars (the only ones to be allowed to circulate for travel) could be restored, the other cars awaiting recirculation more and more hypothetical. The cars of before 1930, made of wooden panels, cannot currently be used.

WR 4207 and WSP 4024 - Longueville





AJECTA's programme for 2019

Amis des Wagons-Lits

A J E C T A

Musée Vivant Du Chemin De Fer

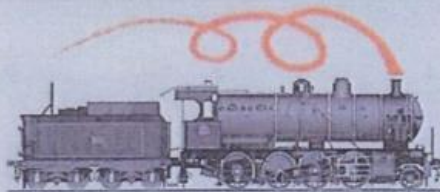


Tableau des circulations 2019		Samedi	Dimanche	Lundi	Parcours Aller Retour (Durée du parcours)	Tarif
Di 21 avril	Train des Œufs de Pâques		13h30		Provins - Villiers St Georges (3h00)	PT 25€ TR 10€
Lu 22 avril				13h30		
Sa 11 mai	Train Vapeur	13h30			Provins - Villiers St Georges (3h00)	PT 25€ TR 10€
Sa 18 mai	Nuit des Musées	19h00			Dépôt des Locomotives	PT 50€
Sa 15 juin	366 Médiévales de Provins	13h30			Provins - Villiers St Georges (3h00)	PT 25€ TR 10€
Di 16 juin			13h30			
Sa 29 juin	Festival du Patrimoine de Seine&Marne	13h30			Provins - Villiers St Georges (3h00)	PT 25€ TR 10€
Di 30 juin			13h30			
Sa 27 juillet	Train Vapeur	13h30			Provins - Villiers St Georges (3h00)	PT 25€ TR 10€
Sa 17 Aout	Train Vapeur	13h30			Provins - Villiers St Georges (3h00)	PT 25€ TR 10€
Sa 21 septembre	Journées Vapeur 2019	13h00			Longueville - Villiers St Georges (4h00)	PT 30€ TR 20€
		13h30			Provins - Villiers St Georges (3h00)	PT 25€ TR 10€
			13h00		Longueville - Villiers St Georges (4h00)	PT 30€ TR 20€
Di 22 septembre			13h30		Provins - Villiers St Georges (3h00)	PT 25€ TR 10€
Sa 2 novembre	Train spécial « Halloween »	10h30			Longueville - Provins (1h00)	PT 10€ TR 5€
		13h30			Longueville - Villiers St Georges (4h00)	PT 30€ TR 15€
Di 15 décembre	Train du Père Noël		13h30		Provins - Villiers St Georges (3h00)	PT 25€ TR 10€

PT : Plein Tarif TR : Tarif réduit pour les enfants de 6 à 11 ans et les membres AJECTA à jour de leur cotisation 2019.





HERITAGE 2 - CHEMIN DE FER VENDÉE RESTAURANT CARS

Le Chemin de Fer de la Vendée

Le **Chemin de fer touristique de la Vendée**, est un chemin de fer touristique et historique qui participe depuis 1992 à la sauvegarde du patrimoine [ferroviaire](#) de la [Vendée](#). Elle propose des animations et des parcours en trains historiques, [autorails](#) et [locomotive à vapeur](#), sur la section de [Mortagne-sur-Sèvre](#) aux [Herbiers](#) de l'ancienne [ligne de Vouvant-Cezais à Saint-Christophe-du-Bois](#).

Le **Chemin de fer touristique de la Vendée**, is a heritage and tourist railway that since 1992 has been involved in preserving the Vendée railway heritage. It offers entertainment and journeys in their historic train with steam locomotives, and railcars on the section of Mortagne-sur-Sèvre to Herbiers line of Vouvant-Cezais in Saint-Christophe-du-Bois.



La section exploitée représente une distance de 22 km. En partant de [Mortagne-sur-Sèvre](#) (129 m d'altitude), la ligne suit les ondulations du plateau Choletais, pour atteindre la vallée de la [Sèvre nantaise](#), qu'elle franchit par le viaduc de Barbin (situé à 135 m d'altitude). Elle entame ensuite sa première dure rampe, dans une profonde tranchée creusée dans la roche, pour atteindre [Saint-Laurent-sur-Sèvre](#) (159 m d'altitude). Après le palier de la gare, la ligne continue sa montée pour franchir une première colline avant de redescendre dans un petit vallon occupé par un ruisseau, le Blanc, qui va se jeter dans la Sèvre nantaise. Une fois le ruisseau franchi, la montée recommence jusqu'à la gare de [Chambreaud](#) (à 177 m d'altitude).

La ligne, en palier dans la gare, reprend sa montée jusqu'à atteindre le seuil qui lui permet de franchir les Monts de Vendée. Ce passage se fait dans une profonde tranchée franchie par un pont-route. Ce pont-route marque le point le plus haut de la ligne à 190 m d'altitude : on l'appelle « pont des soupirs », car une fois franchi, le travail du chauffeur devient moins harassant. Puis, la voie descend vers le viaduc de Coutigny qui permet de franchir un profond val envahi par un étang. Les ailes des moulins du château du [Puy du Fou](#) sont visibles sur la gauche, en haut de la colline. Puis la ligne franchit un vallon par le viaduc de la Haute-Maunerie, avant d'arriver à la gare des [Épesses](#) (155 m d'altitude). La gare est en palier et se situe à près de 3 km de la commune. Le trajet continu de descendre vers [Les Herbiers](#), où elle atteint la plaine. Elle laisse sur la gauche une large vue sur [Saint-Michel-Mont-Mercure](#), et sur la droite le [Mont des Alouettes](#) (230 m) et ses moulins, haut lieu des [Guerres de Vendée](#), sont visibles.



C F Vendée's popular dining trains currently rely on operating the service with WR 2750 originally built in 1926 by Reggio Emilia and WR 4216 built by Nivelles in 1940, with supporting converted vans providing additional working and storage space for the service brigade and plongeurs!

It also owns a CIWL Pullman car no 4150 currently undergoing refurbishment after many years as an French Army operations room based at the Versailles – Matelot Barracks under the command of the 5eme Reg. du Genie, and later as part of the regimental museum.

Today the C F Vendée's line is able to exploit a section of the former SNCF network and represents a distance of 22 km. Starting from Mortagne-sur-Sèvre (129 m altitude), and then the line follows the undulations of the Cholet plateau to reach the Sèvre valley of Nantes, where it crosses the Barbin viaduct (135 m altitude). It then begins the first hard ramp, in a deep trench dug into the rock, to reach Saint-Laurent-sur-Sevre (159 m altitude). After the station, the line continues its climb to cross its first

hill before descending into a small valley with its creek, the White, which will flow into the Sèvre Nantes. Once the brook has been crossed, the climb starts again until it reaches Chambretau station (at 177 m altitude).

The line, level in the station, resumes its climb to reach the starting point that allows it to cross the Monts de Vendée. This part of the line is in a deep trench crossed by a road bridge. This road bridge marks the highest point of the line at 190 m altitude: it is called "bridge of sighs" because once crossed, the work of the driver becomes less exhausting. Then, the line descends towards the Coutigny viaduct that makes it possible to cross a deep valley with its pond. The sails of the mills of Puy du Fou castle are visible on the left, at the top of the hill. Then the line crosses a valley by the viaduct of the Haute-Maunerie, before arriving at the station des Epesses at 155 m altitude). The station is level and is located 3 km from the town. The journey continues down to Les Herbiers, where it reaches the plain. There is a broad view of Saint-Michel-Mont-Mercure on the left, and on the right the Mont des Alouettes (230 m) and mills, the high place of the Wars of Vendée, are visible.



La ligne est composée de 4 gares : [Mortagne-sur-Sèvre](#) [Saint-Laurent-sur-Sèvre](#) [Chambretau](#) et [Les Herbiers](#) et d'une station : [Les Epesses](#)

The line's stations are; Mortagne-sur-Sèvre, Saint-Laurent-sur-Sèvre, Chambretau, Les Herbiers and Les Epesses

La partie Nord de la ligne, entre Mortagne-sur-Sèvre et [Saint-Christophe-du-Bois](#), non exploitée commercialement, permet de rejoindre [Cholet](#) par le rail. Un petit ouvrage d'art est cependant en attente de réparation et les échanges techniques de matériels sont actuellement bloqués pour cette cause. Les travaux de rénovation de la ligne Clisson-Cholet ont également provoqué le déferrement de deux passages à niveau exploités par la SNCF sur la commune de St Christophe du Bois ainsi que de plusieurs centaines de mètres de rails, isolant un peu plus la ligne du réseau national.

La partie Sud de la ligne, qui menait vers [Chantonnay](#) via [Mouchamps](#) et [Saint-Vincent-Sterlanges](#) est déposée au-delà du terminus des Herbiers. Son aménagement partiel routier et piétonnier permet néanmoins d'apprécier les paysages de la plaine bocagère Vendéenne.

The northern part of the line, between Mortagne-sur-Sèvre and Saint-Christophe-du-Bois, which isn't exploited commercially, has tracks as far as Cholet. A small railway structure is however waiting for repair and the technical exchanges of materials are currently blocked for this work. The renovation work on the Clisson-Cholet line has also led to the removal of two railway crossings operated by SNCF in the town of St Christophe du Bois and several hundred metres of rails, thus isolating even little more the line from the national network.

The southern part of the line, which led to Chantonnay via Mouchamps and Saint-Vincent-Sterlanges has had its track removed beyond the terminus of Herbarium. Its partial road and pedestrian layout nevertheless makes it possible to appreciate the landscapes of the plain Vendée.

Locomotives à Vapeur – Steam Locomotives

Une 030 T6 Fives Lille de 500 ch qui servait autrefois aux manœuvres de wagons d'argile et de charbon dans le bassin Nord Pas de Calais. Le CFV l'a rachetée en 1985, il fallut 5 ans pour la restaurer et depuis elle tracte le train touristique.

A 030 T6 Fives Lille of 500 hp, which was used for clay and coal wagon manoeuvres in the Nord Pas de Calais basin. The CFV bought it in 1985, it took 5 years to restore and ever since it has hauled the tourist train

Une 030T-8143 surnommée Hannibal de 500 ch construite sur plans allemands pour des Allemands. Elle fut livrée en 1945 après la Libération, et n'a donc servi qu'à divers réseaux industriels. Achetée en 2000 elle a été remise en état.

A 030T-8143 nicknamed Hannibal 500 hp built on German designs for the Germans. It was delivered in 1945 after the Liberation, and therefore only served to various industrial networks. Purchased in 2000, it was refurbished.

Locomotives Diesel – Diesel Locomotives

Une locomotive Diesel-électrique [C 61042](#). Cette locomotive était utilisée dans les buttes de triage à la SNCF. Elle sert principalement pour la traction du train restaurant. Elle fonctionne avec un moteur Sulzer 6 cylindres de 500 chevaux entraînant une génératrice courant continu qui alimente deux moteurs de traction.

A diesel-electric locomotive C 61042. This locomotive was used in SNCF marshalling yards. It is mainly used for hauling the restaurant train. It operates with a 500-horsepower, 6-cylinder Sulzer engine that drives a DC generator that powers two traction motors.

Un truck-moteur [TC 61112](#) (garé hors-service). • A TC 61112 truck-motor (parked out of service).

Une locomotive Diesel-électrique [BB 63866](#), assurant également la traction du train restaurant. Elle possède un groupe électrogène de 825ch MG0.

A diesel-electric locomotive BB 63866, which also hauls the restaurant train. It has a generator of 825ch MGO.

Autorails - Railcars

Un autorail Picasso, l'[X 3823](#). Il sert aux ballades touristique des groupes dans Vendéen Bocage.

A Picasso railcar l'X3823 used for groups visiting the Vendéen countryside

L'autorail [X 2139](#), qui est arrivé le 20 novembre 2018 en renfort du Picasso. The railcar X 2139 that arrived on the 20th November to back up the Picasso railcar

Locotracteurs – Shunting Locomotives

Un locotracteur [Y 7303](#) destiné aux manœuvres, secours et trains de travaux acquis en 2009. Il possède un moteur Diesel [Poyaud](#) 6 cylindres de 220 chevaux couplé à une boîte automatique [Voith](#) à 3 rapports. Livrée Bleu nuit. Un locotracteur [Y 7294](#), [Decauville](#) de 1962, en livrée Bleu nuit.

A Y 7303 locomotive designed for manoeuvres, rescue and work trains acquired in 2009. It has a 6-cylinder 220 horsepower Poyaud diesel engine coupled with a 3-speed Voith automatic transmission. Midnight blue livery. Y 7294 Decauville locomotive, 1962, in midnight blue livery.

Un locotracteur [Y 7771](#), mêmes fonctions que le précédent, • A Y 7771 locomotive, same function as the previous one,

Diesel Poyaud, boîte semi-automatique à 8 rapports, livrée Vert Printemps.

Un locotracteur BDR racheté à Michelin Cholet, servant aux manœuvres légères au sein du dépôt.

Le locotracteur [Moyse](#) racheté à Octel (Paimbœuf), qui servait aux manœuvres puis avait été garé sans être utilisé depuis 5 ans, a été vendu à l'AAATV Montluçon pour leur manœuvre dans la rotonde.

Diesel Poyaud, 8-speed semi-automatic gearbox, spring green livery. A BDR locomotives purchased from Michelin Cholet, used for light manoeuvres within the depot

The Moyse locomotive purchased from Octel (Paimbœuf), which was used for manoeuvring and was parked out of use for five years, was sold to AAATV Montluçon for manoeuvres in their rotunda.

Voitures et fourgons Passenger Carriages and Luggage Vans

La [voiture Pullman CIWL](#) n° 4150 de 1929 dite « Chef de Corps », longtemps stationnée au [5e régiment du génie](#) de Versailles [Classé MH \(2003\)](#)¹ en convention avec le musée du génie d'Angers.

Deux [voitures-restaurant](#) "Orient-Express" de la Compagnie Internationale des Wagons-Lits pouvant accueillir 42 et 46 convives. (WR 2750 et WR 4216)

Sept voitures "Boîtes à tonnerre", dont six provenant des chemins de fer autrichiens [ÖBB](#) et la septième similaire (ex-[DRG](#)) restaurée puis mise en service en 2018, toutes destinées au train touristique à vapeur.

Un [fourgon](#) mixte à deux essieux et à trois compartiments B3Dt SNCF ex A6t [Ouest](#), qui fournit l'énergie aux voitures-restaurant.

Un [ambulante postale](#) OCEM à bogies et lanterneau de toiture (PAz). An OCEM travelling post office van with bogies and roof lantern (PAz).

Pullman CIWL car no. 4150 of 1929 known as "Commander's carriage", stationed for a long time at the 5th Engineer Regiment at Versailles classified back in 2003 as a Monument Historique in agreement with the engineering museum at Angers.

Two "Orient-Express" restaurant-cars of the Compagnie Internationale des Wagons Lits with seating for 42 and 46 passengers. (WR 2750 and WR 4216). A two-axle, three-compartment luggage van B3Dt SNCF ex A6t Ouest combo that supplies energy to the dining cars.

Seven "Thunder Box" cars, six of them from the ÖBB Austrian Railways and the seventh similar (formerly East German) restored and put into service in 2018, all used in the tourist steam train.

INFRA- Infrastructure vehicles

Trois draines DU65, servant aux trains d'entretien et inspections de ligne. Deux en livrée rouge/crème d'origine, une autre redécouverte aux armes du [Festival de Poupet](#) de [Saint-Malô-du-Bois](#), commune voisine de la ligne.

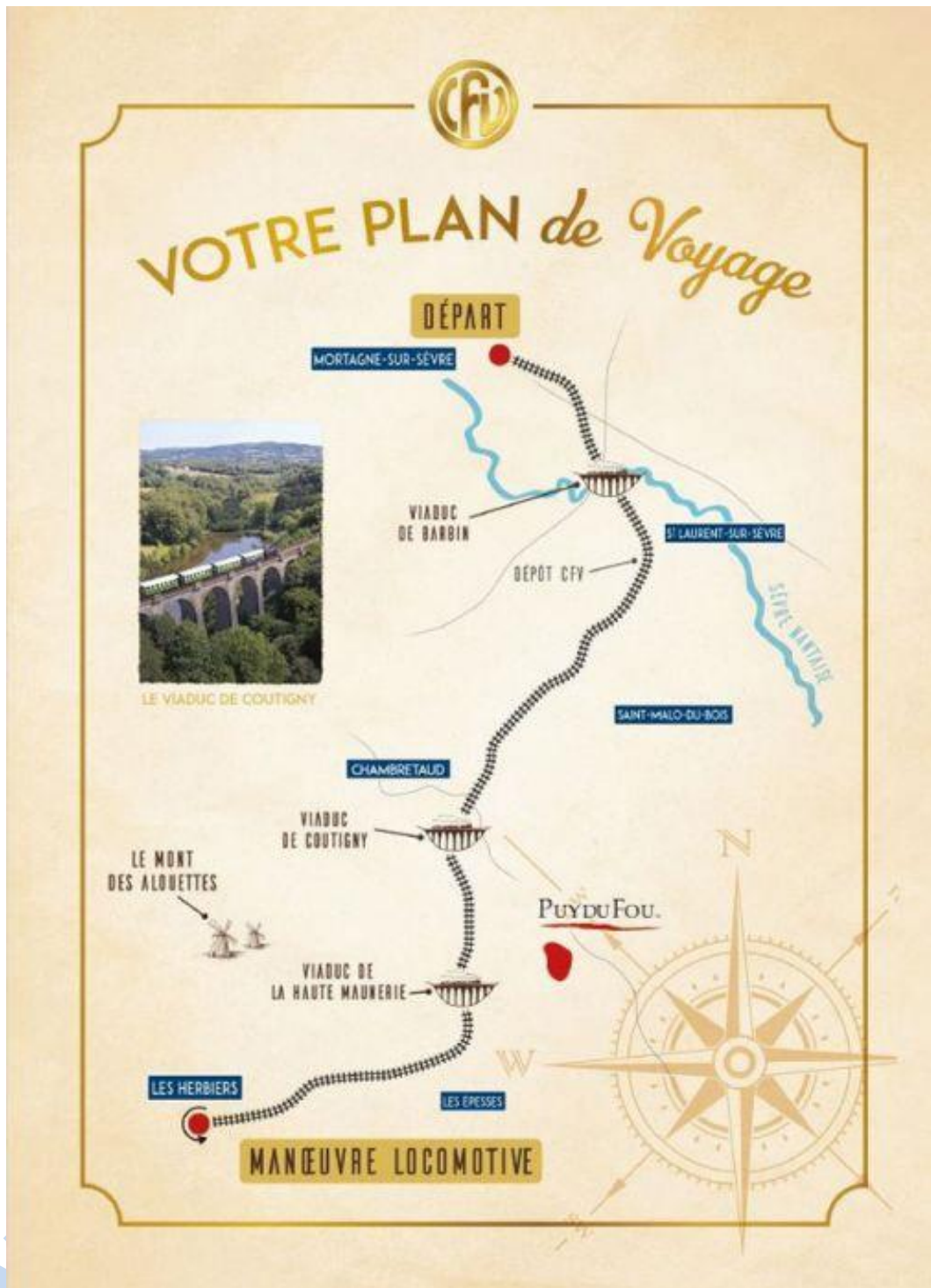
Deux wagons plats simples à deux essieux (anciens Ks), une plate grue à deux essieux, ex citerne type BR, un couplage Talbot (en location), une trémie à sable à deux essieux, 2 wagons plats bulgares R80.

Une pelle Rail-Route de type SCHAEFF. Une pelle Rail-Route de type Case-Poclain. A road rail SCHAEFF mechanical shovel

A road rail Case-Poclain mechanical shovel Un locotracteur Y 7217, livrée Arzens.

Three DU65 tracklayers trolleys, used for maintenance trains and line inspections. Two in their original red - cream livery, another redecorated with the arms of the Poupet Festival of Saint-Malô-du-Bois, a district close to the line. A Shunting locomotive Y 7217 in its Arzens livery

Two single flat wagons with two axles (former Ks), one flat crane with two axles, former type BR tank, a Talbot coupling (rented), a two-axle sand hopper, two R80 Bulgarian flat wagons.



The Vendée is a French department on the west coast of France, south of Nantes and well to the west of Tours in the Pays de la Loire region and in the historic province of Poitou

HERITAGE 3 - NENE VALLEY RAILWAY (UK) WR 2975 AND WL 3916 – importance of financial support

Le chemin de fer de la vallée de la Nene (NVR) dispose de deux voitures CIWL, le WR 2975 et le WL 3916, qui sont en train d'être rénovées. A ce moment c'est une restauration majeure de la WR 2975 qui inclut l'enlèvement de l'amiante. Voici le premier de leurs rapports de travaux en cours, plus à suivre dans les prochaines éditions!



Phil Marshall Président de la NVR écrit « En incluant des photographies prises lors de la visite du Patrimoine des Wagons-Lits aux ateliers du AAC à Clermont-Ferrand, une de vos photographies a été particulièrement utile: celle du WR 2869 sans son plaque inférieure. Cette photo est arrivée le même jour, car nous devions décider quelle partie du côté du WR 2975 nous osions enlever pour éliminer l'amiante. Nous avons laissé la vieille plaque pour être sûr, mais nous avons également coupé au-dessus du rail.

Photo - Voir ci-dessous, SVP

La photo ci-dessus le montre après le retrait de l'amiante, composé d'une couverture en crin de cheval recouverte de papier d'amiante. C'était de l'amiante blanc; les entrepreneurs ont donc été autorisés à le retirer sans l'encapsuler.

Photo - Voir ci-dessous, SVP - La photo ci-dessus montre le désamiantage en cours.



WR 2975 – Asbestos removal on the Nene Valley Railway 2019

La cuisine était le principal défi. Pour ceux qui ne connaissent pas la voiture, elle avait perdu sa cuisine d'origine il y a 20 ans et le plafond s'était récemment effondré (en raison du poids des couvertures bleues d'amiante dans le plafond) et béton sur le sol se brisant.

Traiter avec le bleu est un peu plus complexe que le blanc, ce qui nécessite un boîtier complètement scellé.

Le plafond de la cuisine après décapage et test d'air. Fait intéressant, nous attendions à de l'amiante dans la cloison mais, à part un panneau d'amiante, le reste était dégagé, évitant ainsi la décimation du mur.

La dernière pièce du puzzle consistait à enlever le tuyau de vapeur traversant qui était recouvert d'amiante très friable. Le tuyau devait être sacrifié, sans quoi une enceinte complète aurait été nécessaire.

Tous les travaux ont été effectués par des professionnels et sous les auspices de l'agence de l'environnement, l'amiante bleu rendant les travaux à déclaration obligatoire. Pour plus de sécurité, la voiture a également été équipée de vérins, car si le travail sur panneau est manquant, la structure sera plus faible.

Nous disposons actuellement d'un budget de 80 000 £ (89,000 euros) pour les dépenses pour cette voiture. Nous avons l'intention d'avoir dans un état de roulement pour Noël 2020. Mon adjoint, Joel y travaillera presque à temps plein, avec le soutien de moi-même, des volontaires d'Overton (c'est une petite gare à l'est du dépôt et la gare principale) et de l'équipe de jeunes. LNER (la franchise ferroviaire de la côte est d'Angleterre) a fourni 24 000 £ (27.000 euros) pour développer un groupe de jeunes, car cela leur fournit du personnel apte au travail avec leur Société LNER. Cela profite indirectement à la voiture-restaurant en nous fournissant beaucoup plus d'équipements et de jeunes volontaires.

Le calendrier et le budget ne se prêtent pas à la restauration d'un musée "à l'état neuf", mais nous ne le voulons pas, il a eu 93 ans d'usure et nous voulons conserver la patine du temps, cela c'est son histoire, mais en même temps, il veut être agréable et bien soigné.

The Nene Valley Railway (NVR) has two CIWL cars a WR 2975 and a WL 3916 both of which are undoing a major restoration that includes the removal of asbestos. Here is the first of their 'work in progress' reports, more to follow in future editions!

Phil Marshall President de la NVR writes! In including photographs taken during the Patrimoine des Wagons-Lits visit to the ACC works in Clermont Ferrand in 2016 one of your photographs has been

particularly useful and that is of WR 2869 with its entire bottom plating removed. This photograph arrived the same day as we had to make the decision on how much of the side of WR 2975 we dare remove to clear the asbestos. We left a web of old plate to be sure but also cut away above cant rail.

The above picture shows it after the asbestos was removed, which was composed of a horsehair blanket faced either side with asbestos paper, this was white asbestos so the contractors were permitted to remove it without encapsulating.



The above photograph shows the asbestos removal taking place.

The kitchen area was the biggest challenge - for those that don't know the coach, it lost its original kitchen 20 years ago and of recent times the ceiling had collapsed (due to the weight of the blue asbestos blankets in the ceiling) and the concrete on the floor breaking up. Dealing with blue asbestos is rather more complex than white, requiring a completely sealed enclosure.

The kitchen ceiling after stripping and air test. Interestingly we had expected asbestos in the partition wall but other than one panel of asbestos board the rest was clear, therefore avoiding decimation of the wall. The final bit of the jigsaw was the removal of the through steam pipe which was lagged in very crumbly asbestos, the pipe had to be sacrificed otherwise a full enclosure would have been necessary. All work was carried out by professionals and under the auspices of the environment agency, due to the blue asbestos making the works notifiable.

To be on the safe side the coach has been additionally supported with jacks as with the panel work missing the structure will be weaker.

We currently have a budget of £80,000 for direct expenditure on the coach. We intend to have the coach in traffic for Christmas 2020. Joel will be working on it almost full time, supported by myself and the Overton volunteers along with the youth team. LNER (the east coast rail franchise) have provided £24,000 to develop youth group as it provides them with employable staff. This indirectly benefits the restaurant car by providing us with substantially more equipment and young volunteers. The time scale and the budget doesn't lend itself to restoration to an "as new" museum standard, but then we don't want to, it's had 93 years of wear and tear and we want to retain the patina of time, this is its history, but at the same time it wants to look pleasant and well cared for.

Care and protection around WR 2975 during asbestos removal work – Photos by Phil Marshall, NVR



WR 2975 – Cuisine roof after asbestos removal – Nene Valley Railway 2019



LES IFS

Les Ifs – Private collection for ex CIWL cars – WL, WR and WSP and other individual SNCF cars, some pre-dating the formation of C F Etat together with some industrial locomotives and other vehicles, all the property of F. Delahaye. The site includes the former station building at Tourville – Les Ifs on the remaining single track branch which diverges north-westwards from Rouen- Le Havre mainline and is about 7 kilometres from the coastal town of Fecamp. The site is thoroughly secure and M, Delahaye lives in the former station. On a visit to Les Ifs in 2003 I was able to make an inventory of the CIWL cars in the collection. On that occasion several of the cars had deteriorated considerably and some numbers were barely readable. The site consists of three siding in a cutting south of the Fecamp line. Some Picasso railcars were parked in the unused station platform at the time of my visit. Since 2003 some cars have been removed by buyers for restoration and others have arrived. Regrettably most of the exCIWL cars have no real future.



Tourville- Les Ifs Gare - March 2003 Fe (All photos Brendan Martin)



WR2761 and WR3662



WSP 4036 ex SNCF/Telecom France



WR 2762 – 61 83 88-80 802 – Withdrawn 1982



WL F type 3789 ex Night Ferry

FORMER CIWL CARS REPORTED AS REMAINING IN FRANCE, BELGIUM AND LUXEMBOURG – MAY 2019
 – Continuation from Newsletter 1.

Summary of former CIWL cars existing – as at February 2019							
Countries	Cars	%	WL	WR	WSP	Fourgons	Others
France	160	42%	68	65	23	4	
- Classification adjustment			+1	-1			
Belgium	10	3%	4	4	2		
France/Luxembourg	4	1%		3	1		
Adjusted total	174	46%	73	71	26	4	0
Changes since February 2019							
	Cars	0	WL	WR	WSP	Fourgons	Others
France	+2			1	1		
Belgium							
France/Luxembourg	-1			-1			
	1		0	0	1		0
Summary of former CIWL cars existing – as at May 2019							
	Cars	%	WL	WR	WSP	Fourgons	Others
France	162	43%	69	65	24	4	
Belgium	10	3%	4	4	2		
France/Luxembourg	4	1%		2	1		
	175	47%	73	71	27	4	0
Total number of exCIWL cars	377						
BTM	2019-05						

Former CIWL cars reported as remaining in France, Belgium and Luxembourg - 2019-05

1251	Fourgon	France	3473	WL Lx	France	3987	WL F	France
1253	Fourgon	France	3480	WL Lx	France	4018	WSP	France
1270	Fourgon	France	3482	WL Lx	France	4024	WSP	France
1286	Fourgon	France	3483	WL Lx	France	4036	WSP	France
2057	WR	France	3487	WL Lx	France	4038	WSP	France
2439	WR	France	3509	WL Lx	France	4047	WSP	France
2694	WL ST	France	3519	WL Lx	France	4048	WSP	France
2722	WL Z	France	3525	WL Lx	France	4095	WSP	France
2750	WR	France	3532	WL Lx	France	4110	WSP	France
2752	WR	France	3537	WL Lx	France	4118	WSP	France
2753	WR	France	3539	WL Lx	France	4119	WSP	France
2756	WR	France	3540	WL Lx	France	4138	WSP	France
2758	WR	France	3542	WL Lx	France	4141	WSP	France
2760	WR	France	3543	WL Lx	France	4144	WSP	France
2761	WR	France	3544	WL Lx	France	4148	WSP	France

2762	WR	France	3548	WL Lx	France	4149	WSP	France
2763	WR	France	3551	WL Lx	France	4150	WSP	France
2764	WR	France	3552	WL Lx	France	4151	WSP	France
2819	WR	France	3553	WL Lx	France	4155	WSP	France
2821	WR	France	3555	WL Lx	France	4156	WSP	France
2825	WR	France	3585	WL Y	France	4159	WSP	France
2827	WR	France	3634	WL Y	France	4160	WSP	France
2828	WR	France	3653	WL Y	France	4161	WSP	France
2831	WR	France	3662	WR	France	4163	WSP	France
2835	WR	France	3667	WR	France	4164	WSP	France
2838	WR	France	3670	WR	France	4201	WR	France
2852	WR	France	3674	WR	France	4203	WR	France
2853	WR	France	3676	WR	France	4205	WR	France
2854	WR	France	3680	WR	France	4207	WR	France
2860	WR	France	3681	WR	France	4208	WR	France
2861	WR	France	3729	WL Y	France	4210	WR	France
2869	WR	France	3738	WL Y	France	4211	WR	France
2871	WR	France	3789	WL F	France	4212	WR	France
2894	WL S2	France	3797	WL F	France	4216	WR	France
2896	WL S2	France	3815	WL Y	France	4217	WR	France
2947	WL	France	3828	WL Y	France	4221	WR	France
2969	WR	France	3830	WL Y	France	4229	WR	France
2970	WR	France	3835	WL Y	France	4230	WR	France
2971	WR	France	3851	WL Y	France	4245	WR	France
2976	WR	France	3876	WL Y	France	4246	WR	France
2979	WR	France	3878	WL Y	France	4521	WL P	France
2980	WR	France	3898	WL Y	France	4537	WL P	France
2981	WR	France	3903	WL Y	France	4550	WL P	France
3309	WL Y	France	3905	WL Y	France	22011	WR	France
3342	WR	France	3909	WL Y	France	3489	WL Lx	Belgium
3347	WR	France	3912	WL Y	France	3880	WL	Belgium
3348	WR	France	3915	WL Y	France	3884	WL	Belgium
3349	WR	France	3918	WL Y	France	3907	WL Y	Belgium
3351	WR	France	3922	WL Y	France	2881	WR	Belgium
3353	WR	France	3927	WL Y	France	2974	WR	Belgium
3356	WR	France	3928	WL Y	France	2982	WR	Belgium
3359	WR	France	3941	WL Y	France	4250	WR	Belgium
3425	WL S	France	3942	WL Y	France	4101	WSP	Belgium
3432	WL SG	France	3947	WL Y	France	4121	WSP	Belgium
3434	WL SG	France	3950	WL Y	France	3345	WR	Luxembg/Fr
3444	WL SG	France	3955	WL Y	France	3358	WR	Luxembg/Fr
3451	WL SG	France	3968	WL LJ	France	4044	WSP	Luxembg/Fr
3455	WL SG	France	3984	WL F	France			
3472	WL Lx	France	3985	WL F	France			

The table below identifies the owning entities and operators of most remaining CIWL cars in France, Belgium and Luxembourg as at May 2019

Ex CIWL cars in France - except where noted

Pullman Orient Express - SNCF	Operational
2869, 2976, 2979, 4148, 4151, 4159, 4160 - (total 7 cars)	
Orient Express project - SNCF	To be restored – located at ACC Clermont Ferrand
1286, 2057, 2761, 3472, 3480, 3487, 3537, 3542, 3551, 3851, 3909, 3922, 3927, 4149, 4161, 4164, 4205 - (17)	
SNCF departmental/system cars	Stored/out of service
1251, 2980, 3670, 3676, 3947, 3984, 4048, 4118 - (8)	
Mulhouse - Cité du Train	Museum
3348, 3532, 4018, 4550, 5176, 3968 temp. 3830 Mohon SNCF depot - (7)	
VSOE (Belmond/LVMH)	Operational
3309, 3425, 3473, 3482, 3483, 3525, 3539, 3543, 3544, 3552, 3553, 3555, 3674, 3912, 3915, 4095, 4110, 4141- (18)	
VSOE unrestored - Belgium	Stored/out of service
2974, 3489, 3909, 4101, 4121 - (5)	
AJECTA - Longueville	Some cars restored – Charters – see article above
1270, 3815, 3903, 4024, 4038, 4155, 4207, 4210 - (8)	
C F Vendee - Mortagne-sur-Sevre	Some cars restored - Tourism – see article above
2750, 3681, 4150, 4216, 4230 - (5)	
TVT - Train à vapeur thouarsais	Stored/out of service

2722, 2825, 3347, 3351 - (4)

CFT Vermandois

One car restored - Tourism

3585, 3987 (2)

Delahaye - Les Ifs

Private collection – unrestored – numbers not confirmed

2752, 2753, 2760, 2762, 2763, 2764, 2854, 2871, 2970, 2971, 3353, 3356, 3509, 3540, 3662,

3667, 3680, 3729, 3738, 3789, 4036, 4047, 4203, 4208, 4211, 4212, 4221, 4245, 4246 - (29)

Bachmann - Swisstrains

Private collection – various locations including Doubs

1253, 2756, 3519, 4138 - (4)

Late Hassan II of Morocco (Betz-Senlis)

Private collection

3548, 4163 - (2)

Compiègne and other museums

2439, 3434- (2)

Train des Rêves - Dracy St Loup 71400

Hotel

3898, 4537 - (2)

Former French army material

Versailles Matelot Barracks

2785, 2819, 2821, 2827, 2828,
2831, 2835, 2838, 2852, 2853,
2860, 2861, 2894, 2896, 2947,
2981, 3359, 3432, 3444, 3451,
3455, 3653, and 22011 (Army
number – original CIWL number
unknown) - (23)

CIER

Private collection – various locations

Fr. 3876, 3878, - Be. 3880, 3884, Lux. 3345, 3358 - (6)

Belgium

Stoomcenter Maldegem-Eeklo

One car restored - Tourism

2982, 4250 - (2)

The above cars have been assigned to owning entities over many years and therefore their current ownership or even existence is not guaranteed. The above list includes 151 cars but readers with more recent information that updates any of this information or can offer useful comments are asked to contact us at Amis des Wagons-Lits.

Additionally a further 25 cars recorded as remaining in France may or may not still exist and again the authors would welcome more information and of course copies of photographs for future issues. Please see above Car and Type list. Likewise omissions may exist too.

PLEA FOR REGULAR NEWS ABOUT PRESERVATION WORK IN FRANCE AND BELGIUM

The authors of the Newsletter welcome further information at about the cars covered in this issue and details of other cars elsewhere which we plan to record in future issues

ORIENT EXPRESS PROJECT – PARIS – WIEN – ISTANBUL: PARTNERSHIP WITH HOTEL-CHAIN ACCOR

WHAT ABOUT LVMH BELMOND VSOE IN THE FUTURE?

This project is now several years old and in the last months very interesting developments have begun including the SNCF's acquisition of the former NIOE CIWL cars previously detained in Poland. We will follow these closely and support the project where possible. Few of us had expected a project of such magnitude emerging from the Spring 2014 Paris exhibition at the Institut du monde arabe.

Chris Elliott has kindly tried to clear some misunderstandings about these two superb trains;

The Mystery of the two Orient Expresses

Our Hercule Poirot seemed to be confused by the appearance of the Pullman Orient Express when he thought that it was just about to board 'The Orient Express'.

Mais non mon cher Hercule! There are two such trains each with its plans for the future yet they are slightly different

Not only are they owned by different companies; SNCF is the owner of 'The Pullman Orient Express' (POE) and LVMH who since last December is now the owner of 'The Orient Express' launched by James Sherwood and his Sea Containers and latterly Belmond; but they have different plans for the future.

Confused, well you have reason to be! But the little grey cells have revealed that

Only a few days ago SNCF presented their POE at La Gare de L'Est, the 'Presse' were there. This Pullman train was there in all of its splendour. The plans are to join forces with The Hotel Accor Chain and to launch this train across Europe. Back in the late 1950s, the then Arlberg Orient Express left Calais at 1825 and arrived in Vienna the following day at 2055 so this new train can afford to amble along its route stopping in the East of France, Switzerland and Austria

Yet whereas LVMH's Orient Express is still operating with its fleet of some 15 luxury sleeping, saloon and restaurant cars. SNCF has only some seven Pullman Cars ready for this new venture. However SNCF brought back to France last November some thirteen cars of the former Nostalgie Istanbul Orient Express NIOE that were rotting away on the Polish-Byelorussian border. SNCF has also just bought another three cars to add to their fleet. So $7 + 13 + 3 = 23$

There is however a difference between the familiar blue coloured cars of La Compagnie des Wagons-Lits CIWL and LVMH's (Moët Hennessy Louis Vuitton) Orient Express and the SNCF Pullman cars; the photographs below show examples of each of these two different cars.

Pullman Car Trains were introduced into regular service in the UK back in the late 1800s by the American Entrepreneur George Mortimer Pullman, when they were first operated out of St Pancras to Bradford on the 1st June 1874, more recently and up until the opening of The Channel Tunnel they were the exclusive luxury cars of the famous 'Golden Arrow' train between London Victoria and Folkestone Harbour, referred to by one BR Continental ticket collector lovingly as 'The Flying Flea'

There are still a good number of Pullman Cars in use that have been restored in the UK by the very active Pullman Society

Back to Hercule Poirot's mystery however, sometime in the future SNCF will launch this new Pullman train in direct competition with the other train.

The Daily Mail the very newspaper that sponsored The First Powered Flight across 'The Channel' in 1909 by Louis Bleriot, published some comments on their Facebook page a few days ago when reviewing this new POE that reflected the dismay expressed by some readers that whereas this latest venture was a great effort in preserving railway heritage it was in fact only to be targeted at those with deep pockets.

And yet there is even more proof of the enthusiasm for these trains from the past; Olivier Demys president of La Patrimoine des Wagons Lits has launched his new hotel chain with a new Hotel OKKO close to the Gare de l'Est. Travellers breaking their journey there will see reminders of CIWL as they enter the hotel.

On the move

In the first issue we presented the 'On the move' section which we hope to improve the coverage and accuracy of the data. The editors were very grateful for the correction of the former SNCB AB30 number corrections concerning to UIC car numbers allocated to the five Belgian cars after conversion from CIWL WL P type cars. Dr. Norbert Müller provided the latest information about the cars' location as well correcting the mistake – many thanks.

4531 (SNCB 014/EETC) - NL-MSM 61 84 06-70 421-2 - MSM a Dornap-Hahnenfurth
4554 (SNCB 011/EETC) - NL-MSM 61 84 06-70 422-0 - MSM a Dornap-Hahnenfurth
4530 (SNCB 015/EETC) - 61 84 06-70 423-8 - MSM > EE a Münster
4532 (SNCB 012/EETC) - 61 84 06-70 424-6 - MSM > EE a Münster
4543 (SNCB 013/EETC) - 61 84 06-70 425-3 - MSM a Düsseldorf-Rath

WR 2057 - a teak bodied car which was built 1910 by Nesseldorf has been acquired by the SNCF as part of the 'Orient Express' project. The car became one of the ÖBB internal fleet of track maintenance vehicles after finishing work as a WR in Austria in the 1950s. After final retirement, the car became a registered museum piece (Austrian official catalogue entry: 22004 Pers. 4-Ach.) and was kept at the Schwechat railway museum. The car's condition had deteriorated and was considered to be at risk. In February WR 2057 was moved to ACC Clermont Ferrand for restoration. As yet the eventual location for the car's display is unknown.

On 5th April 2019 the SNCF moved **WSP 4161**, which had been bought from Christophe Backmann's Swisstrains organisation by the SNCF for the 'Orient Express' project, from Payerne, Vaud Canton, CH, to ACC Clermont Ferrand for restoration in due course; bringing the total to 16 including WR 4205 which has been at the works since 2015-2016.

In early May 2019 the Schweizer Eisenbahn Revue 5/2019 reported that five former ÖBB WL T2s type sleeping cars **61 81 75-71 450 to 454** have been sold to the Swiss RAlpin company.

The ÖBB had five identical wagons in use, the interior of which were completely redesigned and converted at the RSI Inzersdorf atelier in 1998-2000 and then designated as type AkB33s. RAlpin operate a 'rolling motorway' service for lorries from Freiburg-in-Breisgau north of Basel to the Italian rail-road interchange at Novara. No notification of carriage re-numbering or livery changes have been received. The ÖBB type AB33s, AB32s and MUn have been out of service since December 2016 when the ÖBB introduced the Night-Jet over-night services using the former DB sleeping cars. The ÖBB cars have been stored at TS Simmering, Wien.

Finally, recent reports have emerged that some former CIWL cars have been removed from the closed railway works at Ceske Velenice, Czech Republic. These reports have not been verified but two exNIOE cars have been mentioned: fourgon 1283 and WR 3354 in sidings at Jesenica, Slovenia. This information has not been confirmed.

MALDEGEM FESTIVAL May 2019

Reports indicate the Stoomcenter Maldegem-Eeklo festival held at the beginning of May was very successful with a variety small and large steam and diesel locomotives providing haulage for the historical passenger vehicles at the Stoomcenter. Kevin Hoggitt, a member of the team had previously advised us that WR 4250 was not in a starring role this year and the recently acquired WR 2982 still required a considerable amount of work (and bogies) before making her debut at a later event. Soon hopefully

BOOK + FILM REVIEW

The Petersburg – Cannes Express,

One of the advantages of reviewing a book published back in 1975 is that whatever one writes it is not likely to affect future sales, rather that it might just spark a search on the book finder internet site

So the publisher's details for those searching on the web are: Title; The Petersburg – Cannes Express, Author; Hans Koning, Publisher; Hamish Hamilton; Date 1975; ISBN 241 89276 7. Copies are on offer on Amazon and the website www.bookfinder.com

As the book's flyleaf states 'Koning is the pen name of Dutch born New York author Hans Koningsberger, who has been writing in English ever since, as a student, he escaped from occupied Holland and served in the British Army during World War 11.

The reviewer's copy runs to 234 pages and sixty one short chapters and that means just under four pages per chapter. These very chapter titles set the scene, Marseilles, Saint Petersburg, the railroad station.....,Piotrkov – Granbitsa, Vienna Sud-Villach, Venice –Padua, Voghera- Genoa, Genoa – San Remo

Now to the plot; well just a taster as the dustcover suggests a 'A lot of Steam' The dustcover reads 'Two innocents of high purpose, Anna and Andrew, are at the centre of this beautifully expert 'entertainment'. The time is 1900*, the spirit is 1975. The scene is, mainly, an international luxury train speeding through Russia, Poland, Austria, and Italy to the French Riviera, playground of the rich and powerful.

- ***According to the Archiv Commault and reproduced in the book WAGONS-LITS Das Exquisite Reisen by Dr Fritz Stockl and published by Otto Slezak in 1984 ISBN 3-85416-091-7;***
- ***The St Petersburg – Cannes Express first left St. Petersburg at 2105 on 17th November 1901. Whereas other documents suggest a departure in 1898***

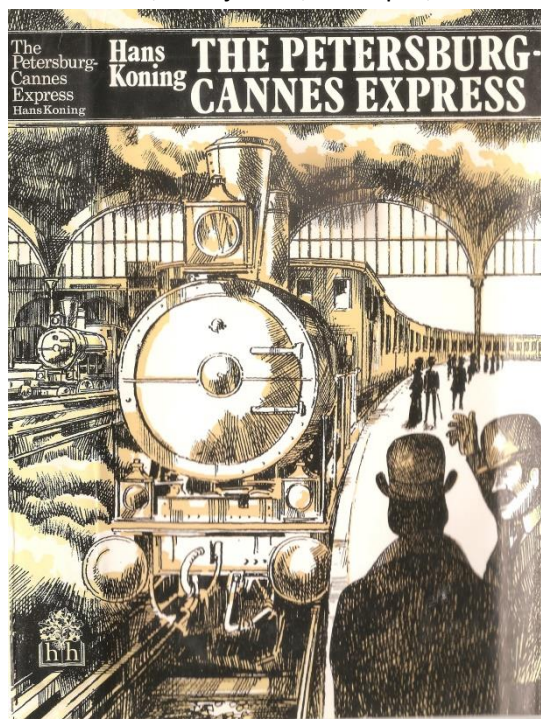
The writer provides a very relaxed description of life on board the Wagon-Lits and is worthy of an entry in the Wagons-Lits Attendant's 'livre d'ordre des conducteurs'.

Set before the Russian Revolution it tells the tale of two young socialists following a Russian Police Commissar on this magic train in an effort to stop him persuading the French Authorities from extraditing one of their group back to Russia and a fate worse than death. so read on.....

For CIWL enthusiasts the book describes every stage of the journey and although one might need a map to decipher the names of the cities and villages it passes through it is an excellent almost Bradshaw style guide to the train's journey.

There is a delightful purple patch which describes what the "peasants on their way to a café in Campofornio or Codroipo saw as the train flashed by, To them, the train flew by like an unreachable miracle, like a piece of a city or a street with its brightly lit shops and restaurants, a place they had been howing that they owned the earth. Seats of dark red velvet, tables with softly shining electric told about

but never seen. Ladies in low dresses, with jewels, fox capes, men in black and white with faces



lamps. They didn't see all of this, there was only time for an image here and there, a face in one car, a waiter filling a crystal wineglass near the window of another. It dissolved in to a streak of light. Every one of them who saw the train go by stood still, and looked after it until the red taillights had lost themselves in the hazy night. None of them thought of himself as ever travelling like that, they could not possibly have felt envy. They were mostly silent, though, as they walked on. The train was not their enemy, but, in an obscure way, it showed them the invincibility of an inimical world".

Reviewed by Chris Elliott

April 2019

YESTERYEAR 1 – DAILY MAIL NIGHT FERRY

MailOnline

Home

News

Sunday, Mar 17th 2019

<https://www.dailymail.co.uk/news/article-6794513/Vintage-photos-reveal-night-train-London-Paris-used-loaded.html>

D/I: 2019-03-17

Eurotunnel eat your heart out! Vintage photos reveal how the night train from London to Paris used to be loaded on to a FERRY to get it across the Channel

- The black and white images show the London to Paris night train as it is loaded on a large ferry boat at Dover
- In other pictures passengers are seen settling down for bed and having a meal in the dining carriage of train
- Night ferry operated by Compagnie Internationale des Wagons-Lits until it was taken over by British Rail

By [BHUSHYA PATEL FOR MAILONLINE](#)

PUBLISHED: 11:07, 11 March 2019 |

Recently unearthed vintage photographs from more than 50 years ago reveal how the night train from [London](#) to Paris operated in order to move across the Channel.

The black and white images show a passenger hanging his coat up in a compartment on the train, another settling down in her bed for the night and passengers waiting at Dover before taking the night train back to London Victoria.

Also among the collection are images showing the ferry boat from Dover to Dunkirk being loaded with passengers from the night train carriages, chefs in the kitchen serving a dining car on the London-Paris night train and passengers disembarking at the Gare du Nord in Paris.

The remarkable photographs that have now been brought back to life were taken aboard the London-Paris train service in 1952.



• **The London to Paris night train waits at the train platform in Dover before travelling back to London Victoria in 1952. The train service was introduced in 1936 and was operated by Compagnie Internationale des Wagons-Lits (CIWL) until January 1977**



• The night train is loaded on a large ferry boat at Dover as it continues its journey to the coastal city of Dunkirk in France. The seaport town lies along the Strait of Dover and was largely rebuilt after 1945. When the train was loaded onto the ferry it was split into sections and loaded equally on tracks on the port and starboard sides of the ship, to maintain its balance



• In another incredible black and white photograph, a group of commuters in coats and hats wait for their luggage to be loaded before boarding the London-Paris night train in 1952



Passengers disembark the London-Paris night train carriages at the Gare du Nord. The Gare du Nord, officially known as Paris-Nord, is one of six large railway stations in the city of Paris



Commuters onboard the London-Paris night train settle down for an evening meal before arriving at their destination. The incredible images show those inside the Compagnie Internationale des Wagons-Lits carriages in 1952



• **A porter dressed in a coat and hat stands on the train platform and assists a passenger before he boards the Compagnie Internationale des Wagon-Lits carriages**

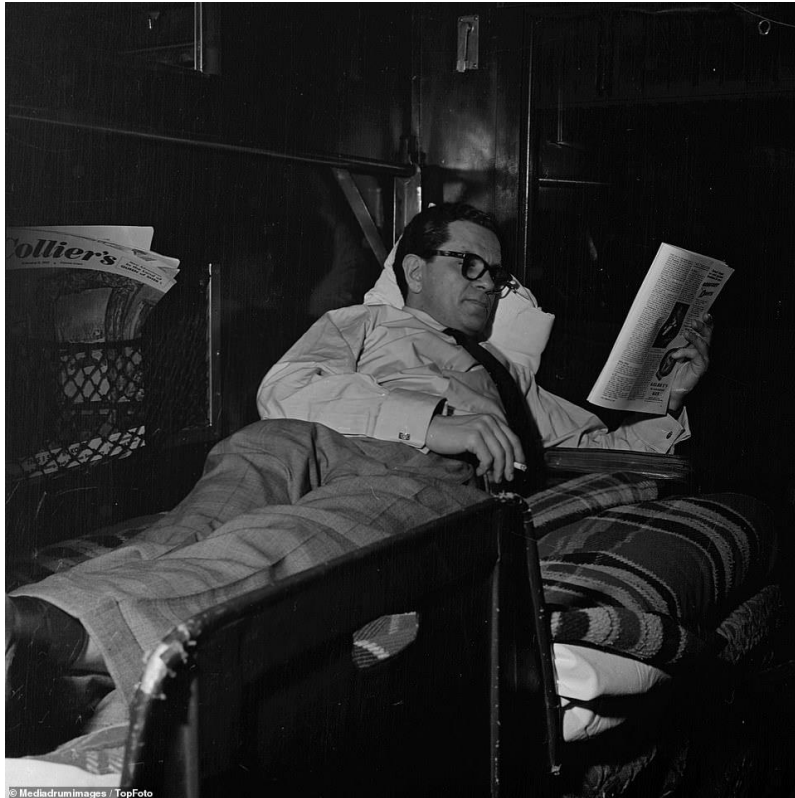
The night ferry was introduced on the night of October 14, 1936 and was operated by Compagnie Internationale des Wagons-Lits (CIWL) until January 1, 1977, when it was taken over by British Rail. Motive power was provided by the Southern Railway and later British Railways in England, SNCF in France and from 1957, by SNCB in Belgium.

When loaded onto the train ferry the train was split into sections and loaded equally on tracks on the port and starboard sides of the ship, to maintain its balance. It normally departed from and arrived at platform 2 at London Victoria where customs checks were performed.

The journey was split into two routes, one from London Victoria to Dover and the other from Dunkirk to Paris Gare du Nord, and first class sleeping cars and the baggage vans travelled the entire journey.



• **Train workers load post bags on the London to Paris night train carriages. Southern Railway and later British Railways provided power for the train in England**



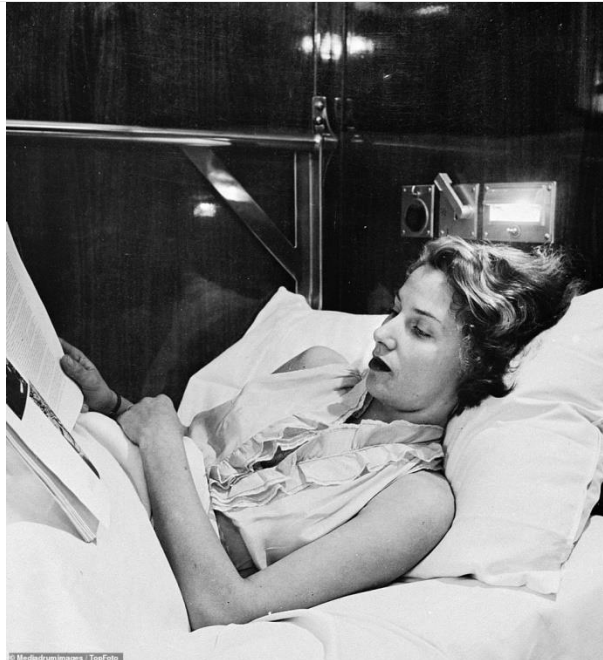
• A passenger stretches his legs and settles down in his bed for a spot of light reading in a compartment on the London-Paris Night Train in 1952. The journey was split into two sections, one from London Victoria to Dover and the other from Dunkirk to the Gare du Nord in Paris



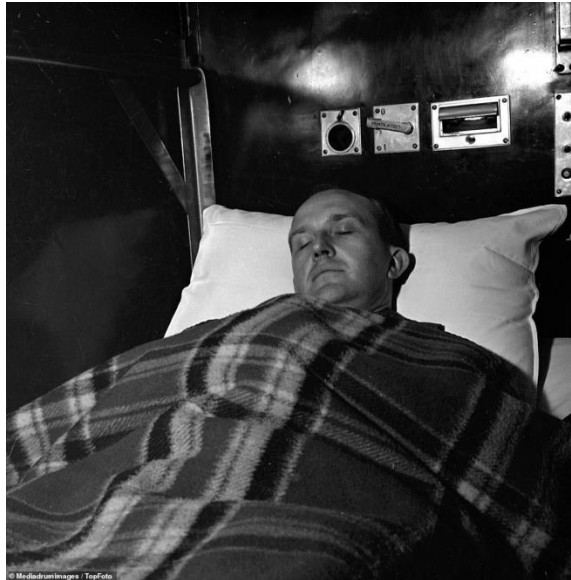
A waiter onboard the London to Paris night train train serves meals to a passenger in 1952. The picture is one of many showing how the incredible night train operated and how passengers were looked after by staff more than 50 years ago



- **A chef gets to work in the busy kitchen of the London-Paris night train before serving the food in the dining carriage of the locomotive**



- **A woman peacefully rests in bed with a book while onboard the London to Paris Night Train operated by Compagnie Internationale des Wagons-Lits (CIWL) until 1 January 1977**



• A tired passenger falls asleep in his bed as the night train he is on continues along its journey. The remarkable black and white photograph is among many that have recently been unearthed showing the inner workings of the London-Paris train service in 1952



• Two members of staff conduct the final checks and secure the chains on the ferry boat before the train crosses the Channel in 1952



• A man sits by the window to enjoy a cup of tea along his journey onboard the London-Paris night train. The train was taken over by British rail in 1977



• A passenger sits down for a drink and pays her bill while on her journey inside the night train. Until the Eurostar service began in 1994, the night ferry was the only passenger train between the United Kingdom and Europe

We acknowledge the above article published by the London newspaper Daily Mail's On Line edition for a feature on the London Paris "Night Ferry" Wagons-Lits service, as a remarkable suite of photographs that are too good to miss.

[BHVISHYA PATEL FOR MAILONLINE](#) PUBLISHED: 11:07, 11 March 2019

YESTERYEAR 2 – LUXURY TRAINS IN ITALY – 1920-1930 EPOCH

Luxury Trains in Italy

CIWL - From the 'Real Thing' to 'Modelling CIWL'

Those who know me well know how great my passion for the luxury trains of the 20s and 30s, and especially for those of the Compagnie Internationale des Wagons-Lits. And as you certainly know, these trains are still considered the luxury trains par excellence, the best ever built and designed in every respect. But how many of you really know them well? How many of you know how to build a CIWL model luxury train?

From year to year, I am increasingly aware that many people unfortunately remain completely unaware of the reasons that made these trains enter history. And this situation of historical blindness reverberates in the miniature world, preventing these trains from finding a new life through modelling. I must say that there is a great literary production on the history of CIWL trains but the model-related one is almost non-existent, which can be useful to those who ardently desire to reproduce a miniature luxury train. What I will try to do in this paper is to provide a small guide, and advice, on how to set up CIWL luxury trains that circulated in Italy at the turn of the 1920s and 1930s, with all the passion and the enthusiasm I have had over the years of collecting and setting up certain carriages and compositions.

So let's start from the beginning, with a historical contextualization. In the 1920s, the Compagnie Internationale des Wagons-Lits, better known by the acronym CIWL, was slowly renewing its rolling stock. Beginning in 1922, in fact, the new *Voitures* in metal casings appeared in Europe, marking a historic turning point with respect to the previous sister pioneers made of teak wood. The change was witnessed by the adoption of the splendid midnight blue livery, with gold inlays, compared to the teak brown that recalled so much the nineteenth century.

The first carriages that were dressed in this livery were the S-class *Voitures-Lits* (sleeping cars), the letter S stands for Steel, as the first *Voitures* were completely designed in a metal case. The new livery was also called *Bleu de France*, as well as *Bleu Royale*, or *Bleu Nuit*, with writing and inlays in yellow gold. As to the choice of *Bleu* as the colour of renewal, referring to Renzo Perret, there are at least three hypotheses: *Bleu* as the symbolic colour of France (the tricolour flag, or the ancient Bourbon crest); *Bleu* like the night, as the CIWL mainly operated connections with night trains; or Blue as the sea, since the first service on which the S Class Sleepers were used was the Paris-Lyon-Méditerranée night train. Perhaps we will never know for sure what prompted the Compagnie Internationale des Wagons-Lits to adopt this livery, but let us now consider the success that this choice had, remembering first that the Paris-Lyon-Méditerranée soon assumed, first in English literature, and in the society of the '30s then, the name of "Train Bleu", a name that it officially assumed in the late 1940s.

We recall that the CIWL, in the decades preceding the outbreak of the 1939 – 1945 Great War, had systematically developed its long-distance trains with sleeping cars and restaurants across the Old Continent, while very few were the daily connections made with the *Voitures-Salons*. The carriages that were used up until then were very different from each other, so they did not meet uniformity criteria universally shared or agreed with the Company but rather to those dictated by the competition, thus making their maintenance very expensive.

We must point out that the compositions, for those who intended to deal with luxury trains of the 10s and 20s of the 20th century, were composed of two or more Fourgons, which were carriages with a luggage transport function, an area for staff shelter and galley to support the Voiture-Restaurants – restaurant cars, which were in fact hooked immediately behind the luggage cars.

As reported by Renzo Perret, one of the greatest scholars of the CIWL luxury trains, some Voitures-Salons built before the Great War were also used, in addition to very few daytime trains, in the composition of the long-distance services of the Company itself, acting as living area, immediately hooked behind the Dining cars, a role that instead the Voitures-Pullmans of the 1920s would have been systematically lost.

Finally, in cascade, behind the Fourgon and the Dining Cars, followed the Voitures-Lits, which until the twenties of the twentieth century remained in teak bodies, and belonging to various orders. We recall that in 1905 the first group of carriages was built with unified standards throughout the history of the Company, the Class R sleeping coaches (or Reglé, as a rule).

However, many teak built cars could not yet be retired in the 1920s, as the supplies of the first metal-bodied carriages had not yet been completed. Consequently it was possible to admire all the long-distance trains of the CIWL composed of mixed material, that is with teak carriages and others with metal bodies. To avoid creating compositions with material not uniform from the chromatic point of view, it was decided to adopt the Bleu Nuit Midnight Bleu also on carriages in teak case. A surprising result that will surely ignite the appetite in any model maker.

Let us now look at the composition of the most important luxury train in the entire history of CIWL, and how it radically changed between the 20s and the 30s. In the years immediately following the end of the First World War, the Simplon-Orient-Express, was to replace the previous Orient-Express, mainly for punitive purposes against defeats Austria and Germany.

The Simplon-Orient was the link on which the Compagnie Internationale des Wagons-Lits, in the first post-war period, wanted to rebuild all its network of night and day connections that the war events had forced to suppress. And the new train would no longer pass via Strasbourg - Monaco but would reach the Balkans and then Constantinople, today's Istanbul, through the then-brand new Simplon Tunnel, from which it took its name. The first trip was made in 1921, and immediately achieved great success.

During the 1920s, the Simplon-Orient radically changed its colour, moving from the brownishness of the old teak carriages to the midnight blue of the then brand new metallic bodies, even if for a certain period it was possible to see, within the same composition, some carriages in metal casing, and others in teak casing, and not all recoloured in midnight blue. And we remember that, during its passage between Domodossola and Postumia - Postojna, the old border town between Italy and Yugoslavia (1919-1941), the train largely engaged the Italian railway infrastructure, as in some stations, such as Trieste, there were manoeuvres of coupling and uncoupling of cars and locomotive changes.

The Simplon-Orient was composed of as many as ten carriages, as reported in the diary of the conductor Jules Fradet (more precisely dating back to June 1931) and, according to what reported by the timetables of the time, arrived in the Domodossola station in the early hours of the morning, after leaving the French town of Calais, from where he had left, the previous day. The train appeared as follows: three Fourgons, one at the head of the train and two at the back, one of which was limited to

Postumia; a Voiture-Restaurant Paris-Trieste; six Voitures-Lits (WL Calais – Trieste, WL Paris-Trieste, WL Calais-Istanbul, WL Paris-Istanbul, WL Paris-Athens and WL Paris-Bucharest).

The Fourgons, during the twenties, would either have three axles, or with bogies with two boxes, which had already done their service in the years preceding the outbreak of the First World War; many of the Fourgon with two-door trolleys were recoloured in midnight blue, a fate also touched other Voitures-Restaurants and Voitures-Lits with teak bodies. Instead, starting from 1922, several carriages began to appear in metal casings, starting from the aforementioned Voitures-Lits Class S (built several times between 1922 and 1930), flanked by the 1926 Sleepers Class Z, the first conceived with compartments arranged in the shape of a letter z, or herringbone. From 1925 the first metal box carriages began to appear, precisely called Class 1925. Finally, starting from 1928 the new Fourgons arrived in a metal case (both four-door and three-door), to begin retiring the previous ones with teak bodies.

The Italian locomotives that were used to drive the Express were above all the Gr.691 Pacific (from 1928) and the Gr.685 (already delivered several times starting from the years immediately after the First World War), the fastest and most powerful of the Italian engine fleet. These locomotives could also be used for traction of other trains with long-distance CIWL material in Italy, such as the Wien-Cannes Express, Simplon-Express (Paris-Trieste) and the Rome-Express (Calais-Paris-Rome-Naples). However, I would like to point out that three-phase electric locomotives could also be used in the regions of Italy with electrified lines equipped with that system.

For all the following convoys of the 1920s and 30s, called Trains-Hotels, the composition scheme is always the same: Fourgon (at least two, for the service issues already listed above, positioned at the front and rear of the train), a Voiture-Restaurant and the Voitures-Lits. For modellers, the Fourgon in a three-door metal case Class 1928, produced by Rivarossi, is available on the market; and the Fourgon with two doors in teak case (trolleys), both in brown and in midnight blue, produced by Trix and Märklin.

Regarding the Dining cars, both Rivarossi and LS Models, considering the time span from the 70s to the present, have produced different versions of the 147 Class Carriages 1925 in a metal case, but there is an equally high production quality of dining cars in teak case (both in brownish and in Bleu Nuit) of the Trix and Märklin brands. Finally, as far as the Voitures-Lits are concerned, we recall the WL Class S and Class Z have been produced recently by LS Models in different examples; the Voitures-Lits Classe Luxor, produced by Rivarossi in numerous examples, characterized by the doors with the window in Calisson-Lozenged shape (which we will discuss later) and the ten compartments arranged in a herringbone pattern (or Z, taking up the previous Voitures-Lits Class Z), can be used for the construction of the famous Paris-Lyon-Méditerranée renovated in 1929; as regards the WL of the Y-Class (produced in 270 units between 1930 and 1950), we can count on the good models produced by LS Models.

The same carriages can be used in ordinary train compositions: for example, in a recently appeared video on Youtube, published by the Istituto Luce and dating back to December 1928, an interesting composition consisting of an Italian steam locomotive can be admired Gr.743 (then Gr.744) with a Travelling Mail Van FS, two Voitures-Lits in metal bodies (Rome-Catania and Rome-Syracuse), a Dining car with a teak body (Messina-Siracusa) and a FS carriage. This is an extremely interesting composition to be reproduced in modelling, as it fully represents the stratification and diffusion on the Italian territory of the relationships formed by the CIWL carriages, especially in an environment of great historical and landscape charm like Sicily.

Another interesting chapter concerns the composition of Pullman Trains, whose cars were unique in their kind. The Voitures-Pullmans responded, as reported by Renzo Perret, to new transport requirements, dictated by the era in which they were designed: homogeneity, luxury, speed, comfort and adaptability.

The CIWL Voitures-Pullmans model was inspired by the coaches of the British Pullman Car Company, both for the revival of the classic window motifs on the sides, such as the oval shape of the toilet windows and doors, nicknamed "Calisson" from the name of the dessert Provençal, which so distinguishes our Voiture; both for the name, of course, which curiously was that of the rival company.

The Continental Voitures-Pullmans also adopted from their British sisters the livery: cream-white on the window band, brown for the rest of the case. This colouring scheme was used at least for the first built models, but starting from the subsequent orders, the brown was replaced by the classic midnight blue of the other CIWL carriages, although still maintaining the iconic white-cream band at the windows.

The design of continental Voitures-Pullmans was based on the standards established by the CIWL during the 1920s, which had their first examples on the first two classes of Voitures-Lits (Class S and Class Z) and on the first lot of Voitures- Restaurant from 1925: metal body, barrel roof, overall length of about 20.5 metres (total length 23.452 metres), Pennsylvania bogies for 140 km / h. Therefore the maximum levels of speed and comfort that a passenger car could attain at the time were guaranteed.

The CIWL also established that the Voitures-Pullmans would always have to travel in pairs, forming the so-called Couplage – Coupling (see footnote), the basis for the establishment of the homogeneous Coach Trains. A homogeneous Pullman train is composed only of Pullman cars, therefore there are no "contaminations" of saloon cars of other companies, from one or more Couplage. The Couplage met the precise technical requirements dictated by the Company and consisted of a saloon carriage and another twin with a kitchen department. Let us now examine these specific requirements in detail.

First, travellers could sit comfortably throughout the journey, and meals were served on the spot. This would have avoided the tasks of making travellers move to a Voiture-Restaurant, making the trip much more attractive. Secondly, on the Carriage Coach with the Couplage Kitchen, it was decided to place the kitchen area at one end, so that the waiters could easily reach the adjacent saloon car through the bellows.

- ***a 'Couplage' is when two Pullman cars and even a 'Triplage' is when Pullman cars are connected so that other passengers cannot pass through. So a Pullman Salon without a kitchen would be connected to a Pullman with a kitchen***

The Kitchen of the Pullmans in question was based on the model already patented on the first Voitures-Restaurant with a metal body of 1925: a real kitchen where only the cooks work, and another adjacent area where the waiters work, called the 'Office', which communicates, transmits orders, and picks up ready meals through a counter, so as to avoid confusion among the staff.

The layout of the interiors for travellers, as reported by Renzo Perret, met the precise rules imposed by the CIWL: both the Voitures-Pullmans of First and those of the Second Class, with or without a Kitchen, were equipped with two large rooms, while only the First Class Kitchen cars were equipped with two

exclusive compartments, placed at the ends of the carriages, called Coupés, whose furnishings were treated in detail.

Sometimes the strict regulation of the Couplage was not applied. In fact, if the Company deems it appropriate, Triplages- three coupled cars were set up, units composed of two saloon carriages among which a saloon carriage with a kitchen stood out in the sequence Pullman-Salon + Pullman-Salon avec Cuisine + Pullman-Salon).

Thanks to these innovative solutions, the CIWL Pullman services achieved great success, and even Italy experienced its glory period in the decade 1925-1935, marking important historical events also for the history of the Company itself at international level.

In 1925, in fact, the CIWL decided to experiment with the then brand new Pullman services, for the first time in Europe, on an itinerary that involved Italy: Milan - Ventimiglia - Nice. The route was designed to allow members of the upper middle class of the Lombardy Capital to reach the beautifully warm towns of the Côte d'Azur in one day, with a peak service equipped with all the comforts needed to complete customs formalities on the Italian / French border in a few moves.

Being an experimental train, the CIWL had hired a group of ten coaches from the British Pullman Company. For André Noblemaire, as reported by Renzo Perret, the then director of the CIWL, it was not difficult to obtain them, especially thanks to the intercession of the then President of the Company's Board of Directors: Davison Dalziel.

This interesting character, after having sealed his bond by marrying the last daughter of the mythical founder of the CIWL Nagelmackers, in 1908 had purchased the most important stock packages of the historic British railway company founded in 1882 by the enemy of all times, the American George Pullman, and in 1915 he presided over the new Pullman Car Company, born from the ashes of its historic rival.

In a few, simple, moves, in the 1920s the CIWL had eliminated a particularly dangerous commercial enemy, using channels that today may appear antiquated, similar in some ways to medieval customs, using a well-known economic and social weapon. Consolidated for over eight centuries: marriage. What we today would call the marriage of interest, using strongly negative terms and meanings of our present days.

And that marriage, on December 15th 1925 between Milan and Nice paid off. The Couplage of British Pullman-cars, framed between two baggage cars of the Italian State Railways, had the success that the CIWL hoped to obtain to launch these revolutionary trains on a larger scale. The British Pullmans coaches have been reproduced by the Hornby, in different versions. The baggage carriages of the Italian railways used in Pullman relations are very varied, from luggage to trolleys or two-axles, in wooden or metal bodies, all of which have the green FS wagon livery.

In 1926, as the greatest experts in the sector report, while many workshops were delivering the new Z-class Voitures-Lits with a metal body, and the CIWL started a massive programme of construction of the first sixty-nine Voitures-Pullmans of a different style. If we had been travellers of the 1920s, we could certainly have associated these first Pullman Carriages, of the "Sud Express" class (which were never seen in Italy), a group of fifteen examples, in the Voitures-Lits Z, in the first place for the windows, completely identical. We would therefore have been astounded to discover that in reality we did not it

was a sleeping-carriage, but something new. The "Sud Express" were a very small group, conceived for saloon services between France and Spain, and from the design point of view almost an intermediate stage between the first metal box carriages (obviously for the windows) and new Voitures-Pullmans (for interiors).

What we could easily have associated with a real Voiture-Pullman would have been the first carriages of the "Flèche d'Or" class because of their unmistakable toilet windows and the "Calisson" shaped vestibule doors, (a typical Provençal sweet with an oval shape). These would then become the Voitures-Pullmans par excellence, the most numerous ever built. These Pullman carriages represent one of the flagships of the Rivarossi Company, which has reproduced it in multiple specimens, therefore easy to find.

By 1926, fifty specimens were ordered, and will be the "prototype" for the construction of the other two classes. The "Flèche d'Or" cars were conceived with eight windows, and the livery adopted on thirty of the first fifty was cream-brown, replaced starting from 1932 with the definitive cream-midnight blue colouring, livery which had instead received the other twenty carriages of the 1926 lot. Four more coaches were commissioned for Egypt.

From the 1st July 1926 two other Pullman trains were set up in Italy that went to make the company Milan - Nice: the Milan - Venice, a Couplage, and the Milan - Livorno / Montecatini (important spa), a double Couplage. It is interesting to note that the Pullman train to Tuscany, in the Genoa - Livorno section, as reported by Perret, travelled in composition to the Rome - Express, an important luxury train Calais - Paris - Rome.

The Couplage Milano - Livorno was able to go back in the day, contrary to that of Milan - Montecatini. British coaches were still used for these services, while continental Pullmans slowly began to arrive in Italy.

Even the Ferrovie dello Stato, given the growing importance of the connections made by the CIWL, decided to set up some services with their own saloon carriages, which the Italian press mistakenly defined as "Pullman". As Perret reports in his book, these are isolated services, established to connect Rome with Genoa, Siena and Naples, which had a short life, around January to September of 1926.

I want you, at this point, to get acquainted with a theory, discussed with a friend, with the sole purpose of drafting new discussions about saloon services in Italy.

Let's start from this point: the greatest ambition of the CIWL, which Renzo Perret himself remembers several times in his work, was to create the coveted daytime luxury link Milan - Rome. On the other hand they were the most important cities of our country, the first the economic capital, the other the political one.

Let us now consider what was said above, namely that the double Couplage Pullman between Milan and Tuscany travelled between Genoa and Livorno linked to the Rome - Express, which arrived in Rome in the evening, and according to the Official Railway Schedule, at 19.55. This coincidence indirectly allowed the Milanese to reach the capital comfortably, transferring on the long-distance train from Calais.

We can try, at this point, to hypothesize a possible solution: bearing in mind that the Couplage Milano - Montecatini did not return to Milan during the day, unlike that for Livorno, perhaps CIWL could have

taken advantage of this opportunity by extending the Couplage Milan - Livorno on the Capital, making it the coveted "Milan - Rome Pullman Express"?

There is an important aspect that contributes to this theory: the choice of the route. Since the Direttissima Bologna - Prato does not yet exist; the Via Tirrenica undoubtedly represented the important and rapid route at that time for the transit of a convoy directed from Milan to the Capital.

If this were the case, CIWL would have anticipated the Pullman connection of the 1950s made with the legendary Blue Train by about thirty years. But why was a similar opportunity not taken to keep the Pullmans on Rome? On the other hand, in Europe there were already examples of CIWL "mixed" trains, so to speak, made up of coaches, day trains, and sleeping cars, for long-distance trains, first of all the famous "Flèche d'Or" "French Calais - Paris, which gathered in its interior the Voitures-Lits Calais - Rome (Rome - Express) and Calais - San Remo (Calais - Méditerranée Express) with the Pullmans.

The answer to why it was never seized a similar opportunity can perhaps be identified in the services with the FS saloon carriages (which we mentioned earlier), which also operated on the Tyrrhenian Line between Genoa and Rome. Could we assume an alleged rivalry between the FS and CIWL for the Tyrrhenian monopoly on luxury services? The arguments in favour of this affirmation can be, for example, traced back to a strong will on the part of our Railways not to allow the CIWL to expand further on the national territory, proposing against itself similar services made with own material.

Other enthusiasts, on the other hand, hypothesize that the services with Italian Ferrovie saloon carriages had been set up in purpose of integrating those already offered by the CIWL, thus confirming the hypothesis that there were no rivalries between the two companies, although nevertheless considering that the quality and comfort standards of the FS could not match those of the Pullmans.

What is certain, rivalry or not, according to what Perret reports, and confirmed by the Official Journal of 1926, is that the Genoa-Rome service with the FS saloon cars was short-lived, precisely between February and September of the same year. Perhaps this factor led the CIWL managers to renounce the establishment of a coach between Milan and Rome? **Your opinions please!!**

Let's go back to our Pullmans. In 1927 three other Pullman reports of great importance for Italy were established: the Couplage Milano - Ancona, the last to be carried out with British coaches; the Couplage Basel - Milan, which joined Arth-Goldau with the one coming from Zürich in the report "Gotthard Pullman Express" (train that will never succeed in fully establishing itself, as reported by Perret); and a Couplage Torino - Cannes.

And it was in 1927 that the saloon service from Northern Italy (Turin and Milan) to the French Riviera was extended from Nice to Cannes, thus reaching its maximum splendour. From Milan, the relationship for Cannes became from Couplage to Triplage, which joined the Couplage from Turin in the Genoa Piazza Principe station, forming a massive composition of five Pullmans. The travellers from the two cities of the Triangle could easily reach the sea resorts like Pegli (whose stop had been secured on the basis of some agreements made by the big families of the town with the railways), Arenzano and Varazze, with the arrival scheduled between 12.20 / 12.30 and the scheduled restart for 18.00 / 18.30 (it was practically possible to spend an afternoon at the beach and return in the evening). Another great possibility opened by this connection for the Italian upper middle class was to leave Cor to seaside tourism such as Ospedaletti, Bordighera, Mentone, Nice, Antibes and Cannes, where the leading

exponents of the society of the time met. It should also be remembered that, up until 1931, there was still steam traction in the railway section between Savona and Ventimiglia.

In 1927, another forty Voitures-Pullmans of a new class are delivered, very similar in some ways to the "Flèche d'Or". The new group is called "Etoile du Nord", and unlike the previous class it has nine windows instead of eight. The "Etoile du Nord" soon arrived also in Italy, in composition to the Pullman trains. On a modelling level, we recall that it was the French modelling house Jouef that reproduced the "Etoile du Nord" with very refined models but hard to find.

Let's go back to the events concerning Pullman carriages, the only important notes that take place in 1928 are the establishment of a new Turin - Venice service carried out with a Couplage and the ordering of another six "Flèche d'Or" class carriages, while the Turin - Cannes, considered unprofitable.

On March 16, 1929, another Pullman train was set up that did not have the expected success, the last one established in Italy: the Couplage Roma - Napoli. Due to the lack of follow-up, the train was short-lived, and after that failure the CIWL gave up establishing any other service in Italy, also starting to suppress several trains (Milan - Venice, Milan - Livorno / Montecatini, Milan - Ancona) .

But why does this renounce expansion? The world was changing fast, especially after the Wall Street crash in October 1929 which would have caused restrictions in the long run, with the subsequent retirement of other trains. The golden age of the Pullmans, as carriages turned almost exclusively to a middle-high class that had been heavily damaged by the Collapse, would have come to an end. The only Italian Pullman train that lasted longer than the others was the Milan - Cannes, the first real CIWL Pullman train, recently reduced to a Couplage, then suppressed in 1935.

On 10 December 1929 one of the last major Pullman trains was set up, with an Italian station as its point of arrival, Ventimiglia: the Côte d'Azur Train Rapid. For this convoy thirty-four new Voitures-Pullmans were built with seven windows, according to all the great scholars of the CIWL among the most beautiful ever made, called precisely Côte d'Azur, modelled by both Rivarossi and LS Models. In the two-year period 1932/1933, the terminus of the Côte d'Azur Train Rapid was demoted to Nice. Try to imagine, even if only briefly, the crossing of the Côte d'Azur with the "Milan - Cannes Pullman Express", two splendid Pullman trains along the Côte d'Azur, along with the other great long-distance CIWL express trains formed exclusively by carriages in midnight blue with gold inlays. An era that with the Second World War will disappear forever.

Noteworthy, for 1930, the inclusion of a service, which reports Perret, called "Gotthard - Oberland" which put Paris in communication for the first time via Milan via Belfort - Basel - Gottardo in less than twenty-four hours. With the "Gotthard - Oberland", the golden age of Pullman trains in Europe came to an end, as this link was short-lived. In 1935 the "Milan - Cannes" was also suppressed, and the car services still active moved to France.

It is from these trains, which characterized European railway history and Italian in the first place, that we can grasp the great legacy that CIWL left us. First of all, the idea turned into reality to realize both international and national daytime connections, for example to connect Italy and France, or Italy and Switzerland, who could handle customs formalities in a short time, that were comfortable, fast, and equipped with every type of luxury.

Translating this idea into reality was not easy, but it probably represented the ambition of many railway companies of the time. The CIWL was the only one who had the courage to try to translate this aspiration into reality, and to take credit for it, thanks above all to the foresight of its managers, combined with the great technical insights adopted to meet the needs of the society of the time.

With absolute certainty, we can say that there were no railway companies in Europe that had achieved the results that CIWL achieved in the 1920s, with such well-matched connections, appreciated by the public and well cared for. All the companies that came later, did not reach the authority and fame that the Company of Nagelmackers had gained, indeed they tried to collect, as far as possible, the crumbs, imitating the services, and some cases trying to present themselves as the legitimate heirs of the mythical CIWL.

Francesco Bochicchio.

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I treni di Lusso

Dal Reale al Modellismo

Chi mi conosce bene, sa quanto sia grande la mia passione per i treni di lusso degli anni '20 e '30, e in modo particolare per quelli della *Compagnie Internationale des Wagons-Lits*. E come di certo voi saprete, questi treni vengono considerati ancora tutt'oggi i treni di lusso per antonomasia, i migliori mai realizzati e concepiti sotto ogni aspetto. Ma quanti di voi li conoscono bene realmente? Quanti di voi sanno come ricostruire modellisticamente un treno di lusso CIWL?

Di anno in anno, mi rendo sempre più conto che molta gente purtroppo rimane completamente all'oscuro delle motivazioni che fecero sì che questi treni entrassero nella storia. E questa situazione di cecità storica si ripercuote nel mondo in miniatura, impedendo a questi treni di trovare una nuova vita attraverso il modellismo. Devo dire che esiste una grande produzione letteraria sulla storia dei treni della CIWL ma è quasi del tutto inesistente quella legata al mondo modellistico, che può essere utile a chi desidera ardentemente riprodurre un treno di lusso in miniatura. Quello che cercherò di fare, in questo scritto, è di fornirne una piccola guida, e dei consigli, su come allestire dei treni di lusso della CIWL che circolarono in Italia a cavallo fra gli anni '20 e '30, con tutta la passione e l'entusiasmo che ho avuto in questi anni nel collezionare e allestire determinate carrozze e composizioni.

Iniziamo dunque dal principio, con una contestualizzazione storica. Negli anni '20 del XX Secolo, la *Compagnie Internationale des Wagons-Lits*, più conosciuta con l'acronimo CIWL, stava lentamente rinnovando il proprio materiale rotabile. Cominciavano infatti, a partire dal 1922, ad apparire in Europa le nuove *Voitures* in cassa metallica, segnando una svolta storica rispetto alle precedenti pioniere consorelle realizzate in cassa di legno di teck. Il cambiamento fu testimoniato dall'adozione della splendida livrea blu notte, *Bleu Nuit*, con gli intarsi in oro, rispetto al marroncino di teck che tanto ricordava l'Ottocento.

Le prime carrozze che vestirono questa livrea furono le *Voitures-Lits* Classe S, e la lettera S sta per *Steel*, acciaio, in quanto furono le prime *Voitures* ad essere completamente concepite in cassa metallica. La

nuova livrea venne anche chiamata Bleu de France, oltre che Bleu Royale, o Bleu nuit, con scritte e intarsi in giallo oro. Sulla scelta del Bleu come colore del rinnovamento, riferendoci a Renzo Perret, esistono almeno tre ipotesi: Bleu come colore simbolo della Francia (la bandiera tricolore, o l'antico stemma dei Borbone); Bleu come la notte, in quanto la CIWL gestiva prevalentemente collegamenti con treni notturni; o Blu come il mare, visto che il primo collegamento su cui vennero impiegate le *Sleppers* della Classe S fu il notturno Paris-Lyon-Méditerranée. Forse non lo sapremo mai con certezza cosa spinse la *Compagnie Internationale des Wagons-Lits* ad adottare questa livrea, ma consideriamo ora il successo che ebbe questa scelta, ricordando in primo luogo che il Paris-Lyon-Méditerranée assunse ben presto, prima nella letteratura inglese, e nella società degli anni '30 poi, l'appellativo di "Train Bleu", nome che assunse ufficialmente alla fine degli anni '40.

Ricordiamo che la CIWL, nei decenni precedenti allo scoppio della *Grande Guerra*, aveva sviluppato in modo sistematico i suoi treni a lunga percorrenza con carrozze letto e ristorante lungo il *Vecchio Continente*, mentre ben pochi erano i collegamenti diurni effettuati con delle *Voitures-Salons*. Le carrozze che venivano impiegate fino ad allora erano molto diverse le une dalle altre, quindi non erano rispondenti a criteri d'uniformità universalmente condivisi o concordati con la Compagnia ma piuttosto a quelli dettati dalla concorrenza, rendendo così costosissima la loro manutenzione.

Dobbiamo sottolineare che le composizioni, da segnalare a chi avesse intenzione di occuparsi di treni di lusso degli anni '10 e '20 del XX Secolo, erano composte da due, o più, *Fourgon*, che erano carrozze con funzione di trasporto bagagli, zona per ricovero del personale e cambusa a supporto delle *Voiture-Restaurants*, che infatti venivano agganciate immediatamente dietro alle carrozze bagagliaio.

Come riporta Renzo Perret, uno dei più grandi studiosi dei treni di lusso della CIWL, alcune *Voitures-Salons* costruite prima della Grande Guerra venivano impiegate, oltre che su pochissimi convogli diurni, anche in composizione ai servizi a lunga percorrenza della Compagnia stessa, fungendo da zona soggiorno, immediatamente agganciate dietro alle *Dinings*, ruolo che invece le *Voitures-Pullmans* degli anni '20 avrebbero poi perduto sistematicamente.

Infine, a cascata, dietro ai *Fourgon* e alle *Dinings*, seguivano le *Voitures-Lits*, che fino agli anni '20 del XX Secolo rimasero quelle in cassa di teck, e appartenenti a varie ordinazioni. Ricordiamo che nel 1905 venne costruito il primo gruppo di carrozze con norme unificate in tutta la storia della Compagnia, le carrozze letti Classe R, (ovvero Reglé, a regola).

Molte vetture in cassa di teck, però, non potevano ancora essere mandate in pensione negli anni '20, in quanto non erano ancora state completate le forniture delle prime carrozze in cassa metallica. Conseguentemente si potevano ammirare tutti i convogli a lunga percorrenza della CIWL composti da materiale misto, ovvero con carrozze in cassa di teck con le consorelle in cassa metallica. Per evitare di creare delle composizioni con materiale non uniforme dal punto di vista cromatico, si decise di adottare il Bleu Nuit anche sulle carrozze in cassa di teck. Un risultato sorprendente che di sicuro accenderà l'appetito in ogni modellista.

Vediamo ora la composizione del treno di lusso più importante di tutta la storia della CIWL, e come cambiò radicalmente pelle fra gli anni '20 e '30. Negli anni immediatamente successivi alla conclusione del primo conflitto mondiale nacque, per volontà dei Paesi alleati vincitori e dei diplomatici elvetici e olandesi, che avevano avuto un ruolo di spicco nel processo di pace, il *Simplon-Orient-Express* che doveva sostituire il precedente *Orient-Express*, principalmente a scopo punitivo nei confronti delle sconfitte Austria e Germania.

Il *Simplon-Orient* era il collegamento su cui la *Compagnie Internationale des Wagons-Lits*, nel primo dopoguerra, voleva ricostruire tutta la sua rete di collegamenti notturni e diurni che gli eventi bellici

avevano costretto a sopprimere. E il nuovo treno non sarebbe passato più via Strasburgo - Monaco ma avrebbe raggiunto i Balcani e quindi Costantinopoli, l'odierna Istanbul, attraverso l'allora nuovissima galleria del Sempione, da cui prendeva il nome. Il primo viaggio venne compiuto nel 1921, e sin da subito ottenne un grande successo.

Nel corso degli anni '20, il *Simplon-Orient* cambiò radicalmente pelle, passando dal marroncino delle vecchie carrozze in teck al blu notte delle allora nuovissime vetture in cassa metallica, anche se per un certo periodo era possibile vedere, all'interno della stessa composizione, sia alcune carrozze in cassa metallica, sia altre in cassa di teck, e non tutte ricolorate in Bleu nuit. E ricordiamo che, durante il suo passaggio tra Domodossola e Postumia, vecchia città di confine fra Italia e Jugoslavia (1919-1941), il treno impegnava largamente l'infrastruttura ferroviaria italiana, in quanto in alcune stazioni, come Trieste, vi erano manovre di aggancio e sgancio vetture e di cambio locomotiva.

Il *Simplon-Orient* era composto da ben dieci carrozze, come riportato dal diario del conduttore Jules Fradet (più precisamente risalente al giugno 1931) e, stando a quanto riportato dagli orari dell'epoca, arrivava nella stazione di Domodossola alle prime ore del mattino, dopo aver lasciato la cittadina francese di Calais, da dove era partito, il giorno precedente. Il convoglio si presentava così composto: tre *Fourgon*, uno in testa al treno e due in coda, di cui uno limitato a Postumia; una *Voiture-Restaurant* Paris-Trieste; sei *Voitures-Lits* (WL Calais-Trieste, WL Paris-Trieste, WL Calais-Istanbul, WL Paris-Istanbul, WL Paris-Athènes e WL Paris-Bucarest).

I *Fourgon*, nel corso degli anni '20, potevano essere sia a tre assi, sia a carrelli con due porte, i quali avevano già svolto il loro servizio negli anni precedenti allo scoppio della Prima Guerra Mondiale; molti dei *Fourgon* a carrelli da due porte vennero ricolorati in Bleu nuit, destino toccato anche ad altre *Voitures-Restaurant* e *Voitures-Lits* in cassa di teck. Invece, a partire dal 1922, iniziano a comparire diverse carrozze in cassa metallica, a partire dalle già sopracitate *Voitures-Lits* Classe S (costruite a più riprese fra il 1922 e il 1930), affiancate dal 1926 dalle *Sleepers* Classe Z, le prime concepite con gli scompartimenti disposti a forma di lettera zeta, o a spina di pesce. Dal 1925 iniziarono a comparire le prime carrozze ristorante a cassa metallica, appunto chiamate Classe 1925. Infine, a partire dal 1928 giungono i nuovi *Fourgon* in cassa metallica (sia a quattro che a tre porte), per iniziare a mandare in pensione i precedenti in cassa di teck.

Le locomotive italiane che vennero impiegate alla trazione dell'*Express* furono soprattutto le Gr.691 *Pacific* (dal 1928) e le Gr.685 (già consegnate a più riprese a partire dagli anni immediatamente successivi alla prima guerra mondiale), le più veloci e potenti del parco motore italiano. Queste locomotive potevano essere impiegate anche per la trazione di altri convogli con materiale CIWL a lunga percorrenza in Italia, come il *Wien-Cannes Express*, *Simplon-Express* (Paris-Trieste) e il *Rome-Express* (Calais-Paris-Roma-Napoli). Tengo comunque a precisare che potevano essere impiegate anche delle locomotive elettriche trifase nelle regioni d'Italia con le linee elettrificate con quel sistema.

Per tutti i seguenti convogli degli anni '20 e '30, definiti *Trains-Hotel*, lo schema di composizione è sempre lo stesso: *Fourgon* (almeno due, per le questioni di servizio già elencate sopra, posizionati in testa e in coda al treno), una *Voiture-Restaurant* e delle *Voitures-Lits*. Per i modellisti, sono disponibili sul mercato i *Fourgon* in cassa metallica a tre porte Classe 1928, prodotti dalla Rivarossi; e i *Fourgon* con due porte in cassa di teck (a carrelli), sia in marroncino che in Bleu nuit, prodotti dalla Trix e Märklin.

Per quanto riguarda le *Dinings*, sia Rivarossi che LS Models, considerando l'arco di tempo che va dagli anni '70 ad oggi, hanno prodotto diverse versioni delle 147 unità di Carrozze Classe 1925 in cassa metallica, ma esiste un'altrettanta produzione di alta qualità di *Dinings* in cassa di teck (sia in marroncino che in Bleu Nuit) dei marchi Trix e Märklin. Infine, per quanto riguarda le *Voitures-Lits*, ricordiamo le WL Classe S e Classe Z sono state prodotte recentemente da parte della LS Models in

diversi esemplari; le *Voitures-Lits* Classe Luxor, prodotte da Rivarossi in numerosi esemplari, caratterizzate dalle porte con il finestrino a Calisson (di cui parleremo più avanti) e dai dieci scompartimenti disposti a spina di pesce (o a zeta, riprendendo le precedenti *Voitures-Lits* Classe Z), possono essere impiegate per la realizzazione del famoso Paris-Lyon-Méditerranée rinnovato nel 1929; per quanto riguarda le WL della Classe Y (prodotte in 270 esemplari fra il 1930 e il 1950), possiamo contare sui buoni modelli prodotti dalla LS Models.

Le stesse carrozze possono essere impiegate in composizione a treni ordinari: per esempio, in un filmato recentemente comparso su Youtube, pubblicato da parte dell'Istituto Luce e risalente al Dicembre 1928, si può ammirare un'interessante composizione costituita da una locomotiva a vapore italiana Gr.743 (poi Gr.744) con Bagagliaio Postale FS, due *Voitures-Lits* in cassa metallica (realzioni Roma-Catania e Roma-Siracusa), una *Dinings* in cassa di teck (Messina-Siracusa) e una carrozza FS. Si tratta di una composizione estremamente interessante da riprodurre nel modellismo, in quanto rappresenta pienamente la stratificazione e la diffusione sul territorio italiano delle relazioni formate dalle carrozze CIWL, soprattutto in un ambiente dal grande fascino storico e paesaggistico come la Sicilia.

Un altro capitolo interessante riguarda la composizione dei Treni *Pullman*, le cui vetture erano uniche nel loro genere. Le *Voitures-Pullmans* rispondevano, come riporta Renzo Perret, a delle nuove esigenze di trasporto, dettate dall'epoca in cui furono progettate: omogeneità, lusso, velocità, confort e adattabilità.

Il modello delle *Voitures-Pullmans* della CIWL si rifaceva alle Carrozze della *Pullman Car Company* britannica, sia per la ripresa del motivo classico dei finestrini sulle fiancate, come la forma ovale dei finestrini delle toilettes e delle porte, soprannominate "Calisson" dal nome del dolce provenzale, che tanto contraddistingue le nostre *Voiture*; sia per il nome, ovviamente, che curiosamente era quello della compagnia rivale.

Le *Voitures-Pullmans* continentali riprendevano dalle consorelle britanniche anche la livrea: bianco-panna sulla fascia dei finestrini, marroncino per il resto della cassa. Questo schema di colorazione valse almeno per i primi esemplari costruiti, ma a partire dalle successive ordinazioni, il marroncino venne sostituito dal classico Bleu Nuit delle altre carrozze della CIWL, pur tuttavia mantenendo l'iconica fascia bianco-panna ai finestrini.

Il design delle *Voitures-Pullmans continentali* si rifaceva agli standard consolidati nel corso degli anni '20 dalla CIWL, che avevano avuto i loro primi esempi sulle prime due classi di *Voitures-Lits* (Classe S e Classe Z) e sul primo lotto di *Voitures-Restaurant* del 1925: cassa metallica, tetto a botte, lunghezza della cassa di circa 20,5 metri (lunghezza totale 23,452 metri), carrelli *Pennsylvania* atti ai 140 km/h. Perciò venivano garantiti i massimi livelli di velocità e di confort che una carrozza passeggeri poteva totalizzare all'epoca.

La CIWL stabilì inoltre che le *Voitures-Pullmans* avrebbero dovuto sempre viaggiare in coppia, formando il cosiddetto *Couplage*, la base per la costituzione dei Treni *Pullman* omogenei. Un treno *Pullman* omogeneo è composto solo, quindi non ci sono "contaminazioni" di carrozze salone di altre compagnie, da uno o più *Couplage*. Il *Couplage* rispondeva a delle precise esigenze tecniche dettate dalla Compagnia e si componeva di una carrozza salone e un'altra gemella con un reparto cucina. Esaminiamo ora nel dettaglio queste specifiche esigenze.

In primo luogo, i viaggiatori potevano rimanere comodamente seduti durante tutta la durata del viaggio, e i pasti venivano serviti direttamente sul posto. Si sarebbero così evitati le incombenze di far spostare i viaggiatori all'interno di una *Voiture-Restaurant*, rendendo il viaggio decisamente più appetibile. In Secondo luogo, sulla Carrozza Salone con Cucina del *Couplage*, la zona cucina si decise di posizionarla ad

una delle estremità, per far sì che i camerieri potessero giungere facilmente nella carrozza salone attigua attraverso il soffietto.

La Cucina delle *Pullmans* in questione era basata sul modello già brevettato sulle prime *Voitures-Restaurant* in cassa metallica del 1925: una cucina vera e propria dove lavorano solo i cuochi, e un'altra zona attigua dove operano i camerieri, chiamata Office, che comunica, trasmette ordini, e preleva le piatti pronti attraverso uno sportello, in modo tale da evitare confusione tra il personale.

La disposizione degli interni per i viaggiatori, come riporta Renzo Perret, rispondeva a delle regole precise imposte dalla *CIWL*: sia le *Voitures-Pullmans* di Prima che quelle di Seconda Classe, con o senza Cucina, vennero dotate di due Sale grandi, mentre solo le *Pullmans* di Prima Classe senza Cucina vennero dotate di due scompartimenti esclusivi, posti alle estremità delle carrozze, chiamati *Coupé*, i cui arredamenti erano curati nei minimi dettagli.

Talvolta il rigido regolamento del *Couplage* non veniva applicato. Infatti, qualora la Compagnia lo ritenesse opportuno, venivano allestiti dei *Triplage*, delle unità composte da due carrozze salone tra le quali spiccava, intercalata, una carrozza salone con cucina (Sequenza Pullman-Salon + Pullman-Salon avec Cuisine + Pullman-Salon).

Grazie a queste soluzioni innovative, i servizi *Pullman CIWL* ottennero un grande successo, e anche l'Italia conobbe il suo periodo di gloria nel decennio 1925-1935, segnando degli eventi storici importanti anche per la storia della Compagnia stessa a livello internazionale.

Nel 1925, infatti, la *CIWL* decise di sperimentare gli allora nuovissimi servizi *Pullman*, per la prima volta in Europa, su un itinerario che vedeva coinvolta l'Italia: Milano – Ventimiglia – Nizza. Il tragitto era pensato per permettere ai membri del ceto medio – alto del Capoluogo Lombardo di raggiungere in giornata le belle cittadine calde della Costa Azzurra, con un servizio di punta dotato di tutti i confort che sbrigasse le formalità doganali alla frontiera italo/francese in poche mosse.

Trattandosi di un treno sperimentale, la *CIWL* aveva preso a noleggio un gruppo di dieci carrozze dalla *Pullman Company* britannica. Per André Noblemaire, come riporta Renzo Perret, l'allora direttore della *CIWL*, non fu difficile ottenerle, soprattutto grazie all'intercessione dell'allora Presidente del Consiglio di Amministrazione della Compagnia: Davison Dalziel.

Questo interessante personaggio, dopo aver suggellato il suo legame maritandosi l'ultima figlia del mitico fondatore della *CIWL* Nagelmackers, nel 1908 aveva acquistato i più importanti pacchetti azionari della storica Compagnia ferroviaria britannica fondata nel 1882 dal nemico di sempre, lo statunitense George Pullman, e nel 1915 presiedette la nuova *Pullman Car Company*, nata dalle ceneri della storica rivale.

In poche, semplici, mosse, negli anni '20 la *CIWL* aveva eliminato un nemico commerciale particolarmente pericoloso, utilizzando canali che al giorno d'oggi potranno apparire antiquati, simili per certi versi alle consuetudini medievali, utilizzando un'arma economico-sociale ben consolidata da oltre otto secoli: il matrimonio. Quello che noi oggi chiameremmo il matrimonio d'interesse, usando termini e accezioni fortemente negativi del nostro presente.

E quel matrimonio, il 15 Dicembre 1925 tra Milano e Nizza diede i suoi frutti. Il *Couplage* di *Pullman-cars* britanniche, inquadrate fra due bagagliai delle Ferrovie dello Stato Italiane, ebbe il successo che la *CIWL* sperava di ottenere per avviare su più vasta scala questi treni rivoluzionari. Le carrozze *Pullmans* britanniche sono state riprodotte dalla Hornby, in diverse versioni. Le carrozze bagagliaio delle ferrovie

italiane impiegate nelle relazioni *Pullman* sono molto vari, da bagagliai a carrelli o a due assi, in cassa di legno o metallica, comunque tutti dotati della livrea verde vagone FS.

Nel 1926, come riportano i più grandi esperti del settore, mentre molte Officine stavano consegnando le nuove *Voitures-Lits* classe Z in cassa metallica, e la CIWL avviò un massiccio programma di costruzione delle prime sessantanove esemplari di *Voitures-Pullmans* ex novo. Se fossimo stati dei viaggiatori degli anni '20, avremmo potuto sicuramente associare queste prime Carrozze Pullman, della classe "*Sud Express*" (che non si videro mai in Italia), un gruppo di quindici esemplari, alle *Voitures-Lits* Z, in primo luogo per i finestrini, del tutto identici. Ci saremmo perciò sbalorditi di scoprire che in realtà non si trattava di una carrozza-letti, ma bensì di qualcosa di nuovo. Le "*Sud Express*" erano un gruppo molto ristretto, concepito per i servizi Pullman tra la Francia e la Spagna, e dal punto di vista progettuale quasi uno stadio intermedio fra le prime carrozze-letto a cassa metallica (ovviamente per i finestrini) e le nuove *Voitures-Pullmans* (per gli interni).

Ciò che invece avremmo potuto tranquillamente associare ad una *Voiture-Pullman* vera e propria sarebbero state le prime carrozze della classe "*Flèche d'Or*" per via dei loro inconfondibili finestrini delle toilettes e delle porte dei vestiboli a forma di "*Calisson*", un tipico dolce provenzale dalla forma ovale. Queste sarebbero divenute poi le *Voitures-Pullmans* per eccellenza, le più numerose mai costruite. Queste carrozze *Pullman* rappresentano uno dei cavalli di battaglia della ditta Rivarossi, che ne ha riprodotte in molteplici esemplari, perciò di facile reperibilità.

Per il 1926 ne vennero ordinate cinquanta esemplari, e faranno da "nave-scuola" per la realizzazione delle altre due classi. Le "*Flèche d'Or*" vennero concepite ad otto finestrini, e la livrea adottata su trenta delle prime cinquanta fu crema-marrone, sostituita a partire dal 1932 con la definitiva colorazione crema-blu notte, livrea che avevano invece ricevuto le altre venti carrozze del lotto del 1926. Altre quattro *Pullmans* vennero commissionate per l'Egitto.

Dal 01/07/1926 vennero istituiti in Italia altri due treni *Pullman* che andarono a far compagnia al Milano – Nizza: il Milano – Venezia, un *Couplage*, e il Milano – Livorno/Montecatini (importante stazione termale), un doppio *Couplage*. Interessante notare che il treno *Pullman* per la Toscana, nel tratto Genova – Livorno, come riporta Perret, viaggiasse in composizione al *Rome - Express*, importante treno di lusso Calais - Parigi - Roma.

Il *Couplage* Milano - Livorno riusciva a tornare indietro in giornata, contrariamente a di quello Milano - Montecatini. Per questi servizi venivano ancora impiegate anche le carrozze britanniche, mentre le *Pullmans* continentali iniziavano lentamente a giungere in Italia.

Anche le Ferrovie dello Stato, vista la crescente importanza dei collegamenti effettuati dalla CIWL, decisero di istituire alcuni servizi con proprie carrozze salone, che la stampa italiana definì erroneamente come "*Pullman*". Come riporta Perret nel suo libro, si tratta di servizi isolati, istituiti per collegare Roma con Genova, Siena e Napoli, che ebbero vita breve, all'incirca fra Gennaio e Settembre del 1926.

Vi voglio, a questo punto, mettere al corrente di una teoria, discussa con un amico, con l'unico scopo di imbastire nuove discussioni circa i servizi *Pullman* in Italia.

Partiamo da questo punto: la più grande ambizione della CIWL, che lo stesso Renzo Perret ricorda più volte nelle sue opere, era quella di realizzare l'ambitissimo collegamento diurno di lusso Milano – Roma. D'altronde erano le più importanti città del nostro paese, la prima la capitale economica, l'altra quella politica.

Consideriamo ora quanto detto sopra, ovvero che il doppio *Couplage Pullman* tra Milano e la Toscana viaggiava tra Genova e Livorno agganciato al *Rome – Express*, che giungeva in serata a Roma, e secondo l'Orario Ufficiale delle Ferrovie, alle ore 19,55. Questa coincidenza indirettamente permetteva ai milanesi di raggiungere comodamente la Capitale, trasbordando sul treno a lunga percorrenza proveniente da Calais.

Possiamo provare, a questo punto, ad ipotizzare una possibile soluzione: tenendo ben presente che il *Couplage* Milano – Montecatini non faceva rientro nel capoluogo lombardo in giornata, a differenza di quello per Livorno, forse la *CIWL* avrebbe potuto approfittare di questa occasione prolungando il *Couplage* Milano – Livorno sulla Capitale, tale da renderlo l'ambitissimo "*Milano – Roma Pullman Express*"?

C'è un aspetto importante che concorre a questa teoria: la scelta del tracciato. Non esistendo ancora la Direttissima Bologna – Prato, la via Tirrenica rappresentava senza dubbio la via importante e rapida a quel tempo per il transito di un convoglio diretto da Milano alla Capitale.

Se così fosse stato, la *CIWL* avrebbe anticipato di circa trent'anni il collegamento *Pullman* degli anni '50 fatto con il mitico *Treno Azzurro*. Ma perché mai non fu colta un'opportunità simile di far proseguire le *Pullmans* su Roma? D'altronde in Europa esistevano già degli esempi di treni *CIWL* "misti", per così dire, formati da Carrozze Pullman, per treni diurni, e Carrozze-Letto, per treni a lunga percorrenza, primo fra tutti il famoso "Flèche d'Or" francese Calais – Parigi, che raccoglieva al suo interno le *Voitures-Lits* Calais – Roma (*Rome - Express*) e Calais – Sanremo (*Calais – Méditerranée Express*) con le *Pullmans*.

La risposta al perché non fu mai colta un'opportunità simile può essere individuata forse nei servizi con carrozze salone delle FS (di cui abbiamo fatto menzione poco fa), che operavano anche sulla Linea Tirrenica fra Genova e Roma. Si potrebbe ipotizzare una presunta rivalità tra FS e *CIWL* per il monopolio dei servizi di lusso la Tirrenica? Gli argomenti a favore di questa affermazione possono essere, per esempio, ricondotti ad un'accesa volontà da parte delle nostre Ferrovie di non permettere alla *CIWL* di espandersi ulteriormente sul territorio nazionale, proponendo di contro dei servizi analoghi fatti con proprio materiale.

Altri appassionati, invece, ipotizzano che i servizi con carrozze salone delle Ferrovie Italiane fossero stati istituiti a scopo d'integrare quelli già offerti dalla *CIWL*, avvalorando quindi l'ipotesi che non esistessero affatto delle rivalità fra le due compagnie, pur tuttavia considerando che gli standard di qualità e comodità delle FS non potevano eguagliare quelli delle *Pullmans*.

Quello che è certo, rivalità o no, secondo ciò che riporta Perret, e confermato dall'Orario Ufficiale del 1926, è che il servizio Genova – Roma con le carrozze salone FS ebbe vita breve, precisamente fra il mese di febbraio e settembre del medesimo anno. Forse questo fattore indusse i dirigenti della *CIWL* a rinunciare ad istituire un treno Pullman fra Milano e Roma? A voi i pareri.

Torniamo alle nostre *Pullmans*. Nel 1927 vennero istituiti altre tre relazioni *Pullman* di grande importanza per l'Italia: il *Couplage* Milano – Ancona, l'ultimo ad essere effettuato con le carrozze britanniche; il *Couplage* Basel – Milano, che si univa a Arth-Goldau con quello proveniente da Zürich nella relazione "*Gotthard Pullman Express*" (treno che non riuscirà mai ad affermarsi pienamente, come riporta Perret); e un *Couplage* Torino – Cannes.

Ed è proprio nel 1927 che il servizio Pullman dal Nord Italia (Torino e Milano) per la Costa Azzurra venne prolungato da Nizza a Cannes, raggiungendo così il suo massimo splendore. Da Milano, la relazione per Cannes divenne da *Couplage* a *Triplage*, che si univa al *Couplage* proveniente da Torino nella stazione di Genova Piazza Principe, formando una massiccia composizione di cinque *Pullmans*. I viaggiatori

provenienti dalle due città del *Triangolo* potevano così raggiungere facilmente in giornata località di mare come Pegli (la cui fermata era stata assicurata in base ad alcuni accordi presi dalle grandi famiglie della cittadina con le ferrovie), Arenzano e Varazze, con l'arrivo previsto fra le 12,20/12,30 e la ripartenza prevista per le 18,00/18,30 (era praticamente possibile trascorrere un pomeriggio al mare e fare rientro in serata). Un'altra grande possibilità aperta da questo collegamento per il ceto medio - alto italiano era di partire per qualche giorno per importanti cittadine legate al gioco d'azzardo come Alassio, Sanremo, Montecarlo o al turismo balneare come Ospedaletti, Bordighera, Mentone, Nizza, Antibes e Cannes, dove si riunivano i massimi esponenti della società del tempo. Ricordiamo inoltre che, fino al 1931, nel tratto ferroviario fra Savona e Ventimiglia, continuava ad esserci la trazione a vapore.

Nel 1927 vengono consegnate altre quaranta *Voitures-Pullmans* di una nuova classe, molto simile per certi versi alle "*Flèche d'Or*". Il nuovo gruppo si chiama "*Etoile du Nord*", e a differenza della precedente classe possiede nove finestrini anziché otto. Le "*Etoile du Nord*" giunsero presto anche in Italia, in composizione ai treni Pullman. A livello modellistico, ricordiamo che è stata la casa modellistica francese Jouef a riprodurre le "*Etoile du Nord*" con dei modelli molto raffinati ma di difficile reperibilità.

Torniamo agli eventi riguardanti le carrozze *Pullman*, le uniche note importanti che avvengono nel 1928 sono l'istituzione di un nuovo servizio Torino – Venezia espletato con un *Couplage* e l'ordinazione di altre sei carrozze classe "*Flèche d'Or*", mentre scompare il Torino – Cannes, considerato poco redditizio.

Il 16 marzo 1929 venne istituito un altro treno Pullman che non ebbe il successo sperato, l'ultimo istituito in Italia: il *Couplage* Roma – Napoli. A causa dello scarso seguito, il treno ebbe vita breve, e dopo quel fallimento la CIWL rinunciò ad istituire qualsiasi altro servizio in Italia, iniziando, inoltre, a sopprimere diversi convogli (Milano - Venezia, Milano - Livorno/Montecatini, Milano - Ancona).

Ma perché questa rinuncia all'espansione? Il mondo stava cambiando velocemente, in modo particolare dopo il crollo di Wall Street dell'ottobre del 1929 che a lungo andare avrebbe provocato delle restrizioni, con il conseguente pensionamento di altri treni. L'epoca d'oro delle *Pullmans*, poiché carrozze rivolte quasi esclusivamente ad un ceto medio - alto che era stato fortemente danneggiato dal Crollo, sarebbe poi giunta al termine. L'unico treno Pullman italiano che resistette più a lungo degli altri fu il Milano – Cannes, il primo vero e proprio treno Pullman CIWL, ridotto negli ultimi tempi ad un *Couplage*, soppresso poi nel 1935.

Il 10 dicembre 1929 venne istituito uno degli ultimi treni Pullman di grande importanza che vede una stazione italiana come punto d'arrivo, Ventimiglia: il *Côte d'Azur Train Rapid*. Per questo convoglio vennero costruite trentaquattro nuove *Voitures-Pullmans* dotate di sette finestrini, a detta di tutti i grandi studiosi della CIWL tra le più belle mai realizzate, chiamate per l'appunto *Côte d'Azur*, riprodotte modellisticamente sia dalla Rivarossi che dalla LS Models. Nel biennio 1932/1933, il capolinea del *Côte d'Azur Train Rapid* venne retrocesso a Nizza. Provate ad immaginare, anche solo per poco, l'incrocio del *Côte d'Azur* con il "*Milano - Cannes Pullman Express*", due splendidi treni Pullman, lungo la Costa Azzurra, insieme agli altri grandi espressi della CIWL a lunga percorrenza formati esclusivamente da carrozze in *Bleu nuit* con intarsi in oro. Un'epoca che con la Seconda Guerra Mondiale sparirà per sempre.

Degno di nota, per il 1930, l'inserimento di un servizio, che riporta Perret, denominato "*Gotthard – Oberland*" che metteva in comunicazione per la prima volta Parigi con Milano via Belfort – Basilea – Gottardo in meno di ventiquattro ore. Con il "*Gottard – Oberland*", l'epoca d'oro dei treni Pullman in Europa giunse al termine, in quanto questo collegamento ebbe vita breve. Nel 1935 venne soppresso anche il "*Milano – Cannes*", e i servizi Pullman ancora attivi si spostarono in Francia.

E' da questi treni, che hanno caratterizzato la storia ferroviaria europea, e italiana in primis, che possiamo cogliere la grande eredità che la CIWL ci ha lasciato. Innanzi tutto l'idea tramutata in realtà di realizzare collegamenti sia internazionali sia nazionali diurni, ad esempio per collegare fra loro Italia e Francia, o Italia e Svizzera, che sbrigassero le formalità doganali in poco tempo, che fossero comodi, veloci, e dotati di ogni tipologia di lusso.

Tradurre in realtà quest'idea non fu facile, ma probabilmente rappresentava l'ambizione di moltissime compagnie ferroviarie del tempo. La CIWL fu la sola che ebbe il coraggio di cercare di tradurre in realtà quest'aspirazione, e ad attribuirsi il merito, grazie soprattutto alla lungimiranza dei suoi dirigenti, unita alle grandi intuizioni tecniche adottate per rispondere alle esigenze della società del tempo.

Con assoluta certezza, possiamo affermare che non esistevano compagnie ferroviarie in Europa che avessero raggiunto i risultati che la CIWL conseguì negli anni '20, con collegamenti così ben assortiti, apprezzati dal pubblico e ben curati. Tutte le compagnie che vennero dopo, non raggiunsero l'autorevolezza e la fama che la Compagnia di Nagelmackers aveva guadagnato, anzi cercarono di raccogliergli, per quanto possibile, le briciole, imitandone i servizi, e alcuni casi cercando di presentarsi come i legittimi eredi della mitica CIWL.

Francesco Bochicchio.

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YESTERYEAR 3 - SCANDINAVIA –ITALIA EXPRESS

The Scandinavian-Italian Express in May 1959







Xavier Guerra provides an insight into the complexities of operating Wagons-Lits services from Stockholm to Roma involving two ferry crossings and precarious catering arrangements and scheduled to take nearly 48 hours to complete with steam, diesel and electric locomotives






















Fourteen years after the end of WWII, the European sleeper service was under serious threat from the expanding airline market and the introduction of the first jets that allowed city to city transport in hours, rather than days. And yet, looking through a December 1958 copy of Cooks Continental Timetable, it would seem that there had never been as many overnight routes or express day routes available, connecting almost anywhere in Europe to almost anywhere else. However, it was slow, and this is no better exemplified than in Table 41: the Scandinavian-Italian Express (SIE), which at the time of observation, made the journey between Stockholm and Roma. And this is a commentary attempting to visualise what the journey as recorded in Cook's timetables might have been like.

Table 41

SCANDINAVIAN - ITALIAN EXPRESS

For intermediate timings and other stopping places, see Tables 255, 268, 277, 368, 374, 519, 526, 649, 637, 658, 664, 669, 746, 750

arr.	dep.		arr.	dep.
..	2110	Stockholm (Central)	8 40	..
5 25	5 40	Malmö (Cent.)	2355	0 25
8 35	10 0	Copenhagen (Cent.)	1949	21 7
12 3	1220	Gedser 	1715	1751
1515	1615	Grossenbrode 	14 3	1430
1727	1738	Lübeck (Hbf.)	1234	1244
20 9	..	Hanover (Hbf.) .....	..	10 7
..	1726	Hamburg (Hbf.)	1243	..
1955	..	Hanover (Hbf.) .....	..	1013
..	2033	Hanover (Hbf.)	9 43	..
2339	2359	Bebra	6 33	6 54
2 28	3 0	Würzburg (Hbf.)	2 46	3 51
4 14	4 29	Nuremberg (Hbf.)	1 19	1 34
5 48	5 58	Regensburg	2348	2358
7 48	8 8	Passau 	2134	2154
9 40	9 50	Linz	1940	1952
1230	..	Vienna (West) .....	..	1635
..	2027	Hanover (Hbf.)	9 49	..
23 3	2321	Bebra	7 9	7 23
1 25	1 37	Frankfurt/Main (Hbf.)	4 45	4 57
2 41	2 43	Heidelberg	3 33	3 37
3 20	3 23	Karlsruhe	2 51	2 56
4 46	4 48	Freiburg (Breisgau)	1 26	1 29
5 31	5 54	Basle (Bad Bf.) 	0 13	0 44
6 0	..	Basle (S.B.B.) 	..	0 7
..	7 0	Basle (S.B.B.) 	23 5	..
8 17	8 28	Zürich (Hbf.)	2134	2145
1019	..	Chur (Coire) .....	..	1943
..	e6 25	Basle (S.B.B.) 	2347a	..
7 42c	e7 50	Lucerne	2225e	e2234
1039c	e1042	Lugano	1923e	e1927
11 5c	e1125	Chiasso 	1833e	e19 0
1210c	13 5	Milan (Cent.)	1640	e1730
1543	1551	Bologna	1347	1355
17 2	1712	Florence (S.M.N.)	1226	1236
2045	..	Y Rome (Term.) .....	..	8 50

Daily:  1, 2 cl. Stockholm-Rome and v.v.
 Copenhagen-Rome and v.v.
 Hamburg-Rome and v.v.
 1, 2 cl. Grossenbrode-Chur and v.v.
 1, 2 cl. Hamburg-Vienna and v.v.
 Hamburg-Vienna and v.v.
 and  Basle-Rome and v.v.
 and  (Swiss) Basle-Chur and v.v.
 Grossenbrode-Bebra and v.v.
 Hamburg-Bebra and v.v.
 Passau-Vienna and v.v.
 1, 2 cl. Copenhagen-Milan (Copenhagen-Basle, Oct. 31-March 13).
 1, 2 cl. Milan-Copenhagen (Basle-Copenhagen, Nov. 1-March 14).
 Grossenbrode-Chur (Copenhagen-Chur, Dec. 14-Jan. 13 and from March 20).
 Chur-Grossenbrode (Chur-Copenhagen, Dec. 12-Jan. 11 and from March 18).
 Grossenbrode-Vienna (Copenhagen-Vienna, Dec. 14-Jan. 13 and from March 20).
 Vienna-Grossenbrode (Vienna-Copenhagen, Dec. 15-Jan. 14 and from March 21).
Daily from March 15:  1, 2 cl. Copenhagen-Basle and v.v.
Daily to Oct. 31 and from March 15:  Basle-Rome and v.v.
c-From Nov. 1 to March 14, depart Basle 6.42, Lucerne arr. 8.3/dep. 8.13, Lugano arr. 11.4/dep. 11.7, Chiasso arr. 11.31/dep. 11.54, Milan arr. 12.41.
e-From Nov. 1 to March 14, depart Milan 17.7, Chiasso arr. 18.2/dep. 18.28, Lugano arr. 18.52/dep. 18.56, Lucerne arr. 21.57/dep. 22.7, Basle arr. 23.24.

Photo/Insert: Table 41 from sr1959TT.pdf

The planning and logistics of running even a single car across five countries is not trivial and starts with one or more parties (Swedish operator SJ and CIWL) proposing a service, and looking at the operating timetables of the time to see where an additional set of cars could be added, and when. Running through cars from Sweden into mainland Europe at the time inevitably required using train ferries, of which some new ones had been built to replace pre-war ships. Capacity and timings would require negotiation with the ferry companies, the established customs and borders authorities and joint train operating companies like DB, SBB and FS. It is probable that CIWL would have completed most of the negotiations with the stakeholders before going to the annual International Timetable Conference in Bern hosted by the UIC, now Rail Net Europe. So what was the experience for a passenger deciding to take the 2-day trip between Stockholm and Roma in May 1959, rather taking the more expensive 7-8hr flight? It is notable that in 1959, the Stockholm-Roma car was seasonal, running between March and October. This is supported by George Behrend's observations in his 1962 book "Grand European Expresses" in which he writes that the SIE service ran as part of another overnight train, the "Komet", in the winter months, coming to an abrupt halt in Hamburg on the journey north. This is possibly because of the unreliability of the connecting ferry services during winter.



Caption: The Scandinavian-Italian Express with two UH sleepers and one YT sleeper at Rødby in 1963. (R. Spark).

In 1958-59, the SIE as a through train was not a lone working but worked through Scandinavia in combination with other services such as Stockholm-Hamburg, Stockholm-Wien, Stockholm-Zurich/Chur and Stockholm-Paris, aka the Nord Express. It is not clear exactly when the service was first instigated as through cars, and which services were paired at which time, since not all the mentioned services worked on the same days. However, introduction was definitely post-war and appears in the Oct/Nov 1949 Cooks as Table 47 - the Scandinavian-Swiss-Italian Express, with direct cars between Stockholm-Chur and Stockholm-Roma. By 1962, Table 41 has become shortened to Italia Express, with connections from Oslo, but only direct sleepers between Stockholm-Milano, København-Roma, (DSG) Puttgarden-Ventimiglia and Puttgarden-Milano. By the 1986 timetable, direct sleepers had been cut from

Scandinavia altogether, with the direct sleeper to Roma only starting in Frankfurt (Main), and with connecting sleepers from København. Also, by 1968 the Gedser-Großenbrode ferry across the Fehmännbelt had changed to operating between Rødby and Puttgarden. It is unknown how many cars would have been in the formation departing Stockholm, it varied with demand and season. The timetable would suggest a car each for Roma, Hamburg, Chur and Wien, at least two cars for Malmö (1st and 2nd class seated cars are listed) and at least two cars for København, eight in total.



Caption: A YT (3818) on the SIE with the destination board in full view, 1963. (R. Spark).

The SIE paralleled another service, called the Alps Express, already in existence that ran pre-war between København and Roma via München and the Brenner. And so, the interfaces would already be in place for the SIE that took a more westerly route via Frankfurt, Basel and the Gotthard. It is important to remember that, unlike planes, trains can pick-up and set-down at any station en-route, making the choice of route important. This made it easier for the service planners, so much so that instead of the two-year pre-planning for a brand-new regular-interval cross-border service, the SIE could have been given the OK as little as 6 months prior to inauguration. This is enough time to source the necessary rolling stock, allocate car staff, prepare and agree the necessary shunting movement orders and to issue the timetable marketing and ticketing.

Sunset in Stockholm in May coincides with the 21:11 departure time of SJ train 1 from Stockholm Central. Passengers will have had their evening meal before boarding the train (up to 25mins before departure), with an on-board welcome by the conductor, who would have checked the ticket and requested the passenger's passport. In 1959, the car might have been a brand new U or UH-type sleeper (also classed as Y/YC), built by Hansa in Germany, replacing the YT sleepers that were still used infrequently until the late 70s. They had 11 compartments of up to 3 berths with a small pantry at one end. Cars may have adorned the standard orange livery of the time, inherited from DB, but many were

also given the standard CIWL livery. The timetable denotes both 1st and 2nd class sleeper berths, which usually means that 1st class has a single private berth, while 2nd class were shared. In a standard U-type the partitions between compartments were angled to fit a standard porcelain basin enclosed by a door. The windows could be raised and lowered using the spring-loaded handle, which in summer would be useful, except that in May biting insects could be expected! The Stockholm-Göteborg mainline was electrified at 15kV AC in 1932, so the loco in charge was likely to be an SJ Ra, the Alco-resembling round-nose electric locos built by ASEA from 1955.



Caption: The Nord Express and Scandinavian-Italian Express between Malmö and Stockholm in the early 1950s, one CIWL sleeper for each at the front of this train. (J.J.B).

SJ Train 1 is on the timetable as an Express, though at such speeds it is probably a contradiction in terms, as it stopped at all but 2 stations before Malmö, changing drivers at Nässjö, if typical shift limits were followed. The train would have arrived in Malmö Central at 05:25 (an hour after dawn) before being split and shunted (possibly by steam traction) into the adjacent ferry waiting less than 200m from the station. The timetable gives 1h05 for the 17km trip between Malmö Havn and København Fri Havn, also leaving room for loading and unloading. There was probably only a cursory passport inspection on-board, and passengers would have been free to get a quick breakfast on the ferry or in the berths from the conductor's pantry. Availability of meals on the SIE seems to be a bit haphazard, at least until Switzerland, as there are no CIWL diners in the formation before Basel, meaning that either passengers had to depend more on the conductor, being savvy enough to stock up on dried fruit, biscuits and sandwiches, or take a chance with leaping out at a big station to grab something off a platform kiosk.



Caption: The Nord Express and Scandinavian-Italian Express during loading on to the "FYN" ferry at København, 1947. (J.J.B).

Once in København Central, the Roma, Hamburg, Wien and Chur cars were assembled in a short, mixed train for the short trip to Gedser. Gedser used to be the main train-ferry port for Germany until 1963, when the passenger train ferries moved over to the Rødby-Puttgarden route (Gedser closed to freight in 1994 and is now only served by infrequent locals). In Gedser, passenger passports would have been given Danish exit stamps before being allowed to find lunch on board the ferry for the 68km trip across the Fehmarnbelt. On arrival at Großenbrode, after the German passport and customs inspection, the Hamburg car would be shunted on to a separate train to those for Roma, Chur and Wien, and attached to the rear of train DB F212 along with a DSG sleeping car to Chur, allegedly a reservation-only seating-only express to Basel. It is likely that any spare berths in the sleepers (e.g. from passengers leaving at København) would be cleaned and prepared for passengers wishing a bed from Germany to Roma, Chur or Wien. The train may have been steam-hauled between Großenbrode and Hannover, possibly a ubiquitous BR44. From the timetable, it appears that the loco would have been changed at Hannover (18min stop), and the stop facilitated a reversal to circumnavigate around Berlin. Although electrification of many of the trunk routes had just begun by 1959, it is likely that F212 would have been taken to Frankfurt (Main) by either one of the new diesel hydraulics (e.g. Class 230) or another mainline pacific. For passengers from Stockholm, this would be the start of a second night on the train, which within a decade would be the only direct sleeper service of CIWL origins, apart from the Orient Express, to have more than one night's journey. It is also probable that the conductors would have been changed at Großenbrode or Hannover to limit their working hours. At Bebra, the Wien car would be taken off to run to Wien via Nürnberg and the Austrian border at Passau.

There would have been another reversal and loco change at Frankfurt during the early hours, probably to a Class 110 electric loco all the way to the border at Basel Bad, where there would have been a German exit passport inspection on arrival at 05:45 before the train took the long curve west into Basel SBB for Swiss customs. This would have been fairly thorough and not with the conductor handling the passport inspection. Luggage would have been checked (politely in at least 3 languages) before passengers could escape to the new SBB restaurant car, welcoming them with fresh hot rolls and coffee. After a long overnight there is nothing better in getting the day going than watching the world go by from inside a well-stocked restaurant car. There would have been fresh fruit and cheeses, rolls, even muesli and yoghurt; perhaps eggs or even a 'meat' breakfast.

At Basel the Zürich/Chur car would be shunted off to one of the domestic intercities. The train from Basel to Luzern would have been electric, and in 1959 probably a 'Krokodil' or a pair of the then new RE 4/4 I locos at the helm. Certainly from Luzern the train would have needed serious traction to climb the old Gotthard. For the passenger it would have been a treat to see in daylight, spiralling around lakes and picturesque villages, possibly with a banking loco on the rear, as used for Gotthard freights. Arrival at Chiasso would mean Italian customs and change to an Italian loco, possibly an E424 or later E636 in FS brown, articulated to cope with the tight curvatures and steep gradients of the Italian system.



Caption: The SIE crossing the viaduct at Sant'Angelo in Vado in Italy, 1972. (Trains-WorldExpresses).

Milano was a reversal at lunchtime, and it seems that the Swiss restaurant car was taken off there (if not before at Chiasso), leaving passengers with 24mins to find something to eat away from the exhausted pantry. Perhaps a cart or kiosk was available on the platform, as the FS Express Train 17 does not have a restaurant car listed, though they usually had an attendant with a trolley. However, by now, our

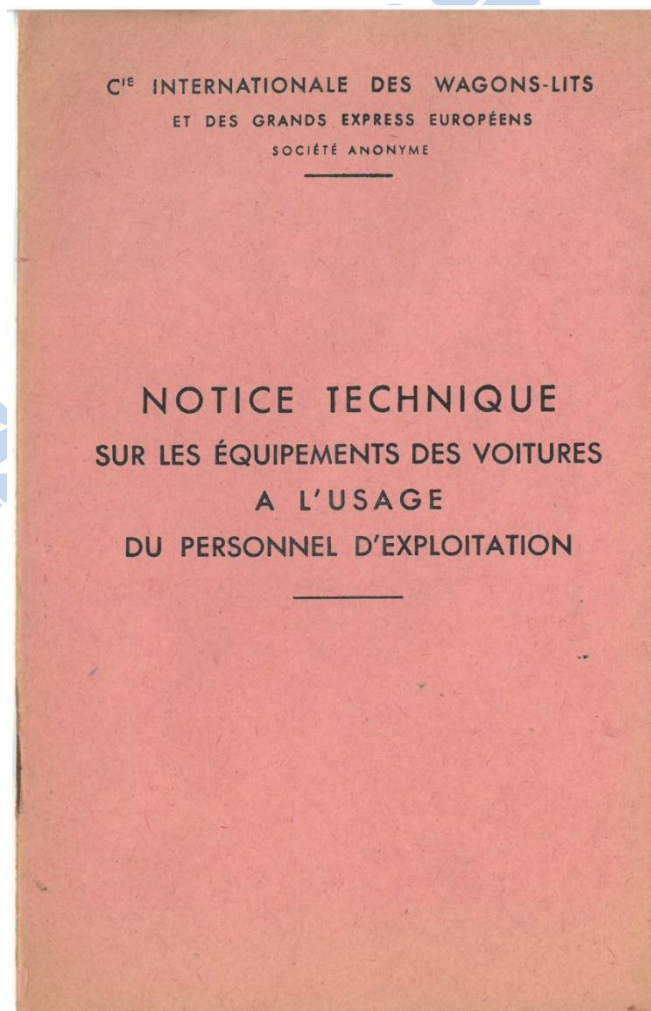
Stockholm-Roma car is at one end of the formation or the other and so unlikely to see any refreshment promptly. In 1959, Milano-Roma would have been nearly 8hrs, even on an express, and so passengers would have arrived at the Termini station tired, very hungry and in need of a shower. What a way to travel!

The timetabled journey was 2h 25mins short of 48hrs from Stockholm, a distance of 2792km, and so an average speed of under 59km/h. In fact, over those 2 days, the train was stationary (not including on a ferry) for exactly 8hrs and stopped at 42 stations. In 1959, the plane fare was more than twice the 2nd class train fare, and so there was still a limited market, especially for those who travelled with heavy luggage, or wanted to travel between intermediate stations, and didn't mind the frequent passport inspections. It would certainly be a welcome service today, and fortunately thanks to the EU, most of the passport checks wouldn't be necessary anymore, allowing for a good night's sleep.

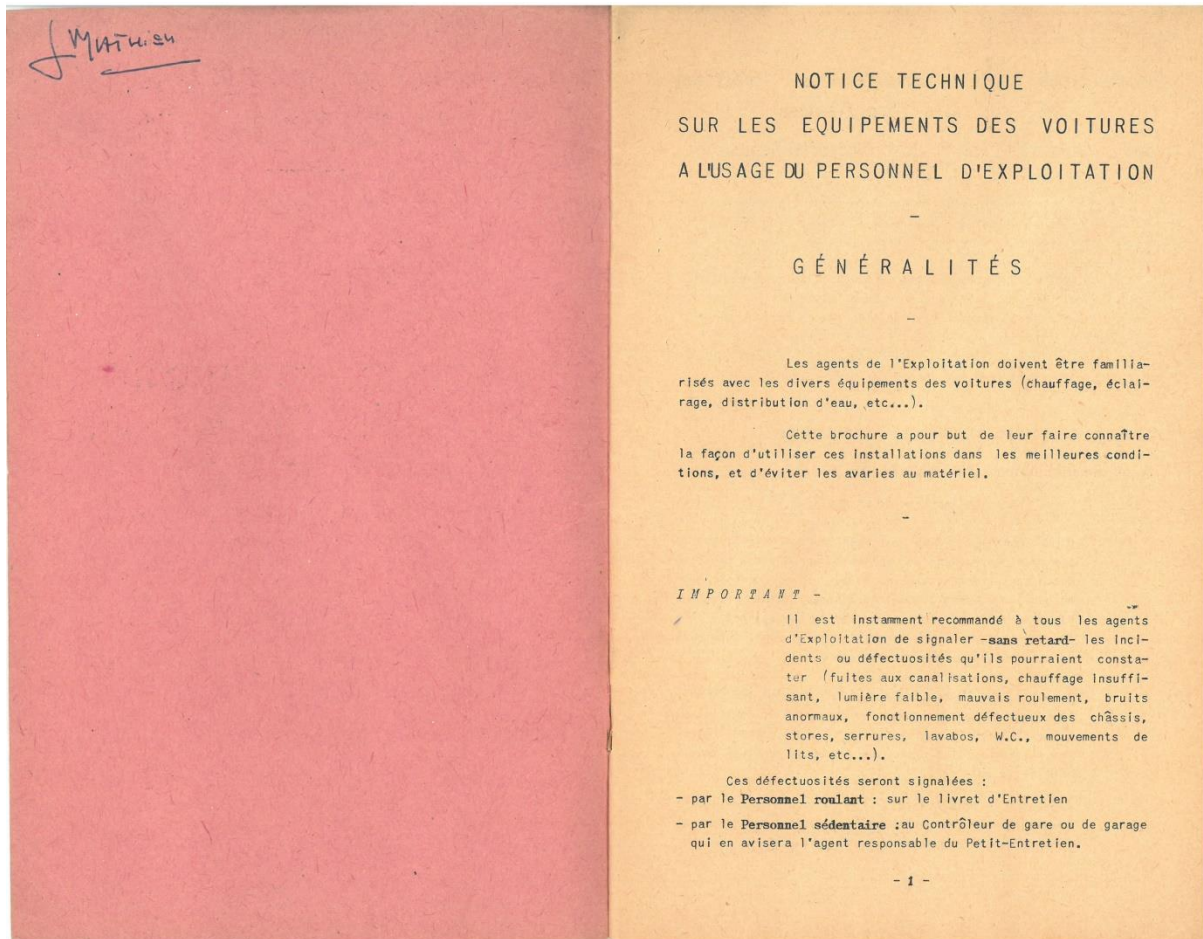
YESTERYEAR 4– CIWL MAINTENANCE MANUAL - Notes by Pierre Birgé

CIWL Notice technique sur les équipements des voitures à l'usage du personnel d'exploitation

A copy of small gem from CIWL's past, from the collection of Pierre Birgé, covering daily inspection of on-board equipment of all types of cars – although undated was in use until 1954



Voici un petit livret sur l'utilisation courante des divers équipements des voitures-lits, restaurant, et Pullman, concernant le chauffage, l'éclairage, la distribution de l'eau, etc...



Ce livret ne comporte pas de date évidente, sauf éventuellement la mention 11/53 en dernière page. Novembre 1953 pourrait être une date plausible. En effet, il n'est pas fait mention de matériels modernes comme les voitures-lits type P (1955) ou type U Hansa (1957), alors que page 11 il est question de l'éclairage fluorescent des voitures-lits de grand luxe, qui date de l'après-guerre.

Instructions sur la conduite du chauffage
et sur les remplissages
des Voitures-Lits et Voitures-Restaurants

Les indications qui vont suivre ne sont données qu'à titre de **généralités** sur la façon dont il convient d'exécuter au mieux les manœuvres de : remplissage, vidage, conduite du feu, etc...

Pour la manœuvre des robinets, l'agent chargé de la conduite du chauffage devra prendre connaissance des instructions consignées sur la plaque en tôle émaillée placée sur la porte de la cabine de chauffage, ou dans le livret d'instructions de chauffage de la voiture, le nombre, le numérotage, l'emplacement de ces robinets étant variables pour chaque série de voitures.

OPERATIONS DE REMPLISSAGE

A - Remplissage du chauffage

- 1°) Fermer tous les robinets de vidage.
- 2°) (**Très important**) S'assurer que tous les robinets de commande des radiateurs et les vannes d'arrêt des circuits sont ouverts. Si l'un de ces organes restait fermé pendant l'opération de remplissage, l'air contenu dans les radiateurs ou tuyauteries ne pourrait être évacué. Le remplissage serait incomplet et le chauffage ne pourrait fonctionner normalement.
- 3°) Brancher le boyau sur la bouche marquée "CHAUFFAGE". (Les bouches de remplissage du chauffage et des toilettes sont pour les voitures-lits et les voitures Pullman, placées côte à côte, sous le longeron et de chaque côté de la voiture).
- 4°) Commencer le remplissage. Si l'eau coule immédiatement sous la voiture, un robinet de vidage est resté ouvert; procéder à sa fermeture.

- 2 -

Il est préférable pour assurer un bon remplissage de l'effectuer **lentement** (10 à 15 minutes) en modérant le débit de l'eau.

Le remplissage est terminé lorsque l'eau coule par le trop-plein sous la voiture.

- 5°) S'assurer que le remplissage est complet en examinant les niveaux d'eau (niveaux à tubes de verre placés dans la niche au-dessus de l'entrée, ou niveaux-cadrans à aiguilles placés dans les cabinets de toilette côté chauffage).
- 6°) Procéder à une seconde vérification cinq minutes après la première. Si l'on constate une baisse du niveau de l'eau, compléter le remplissage.

Le chauffage est prêt à fonctionner.

B - Remplissage des réservoirs de toilettes -
(VL et Voitures Pullman)

- 1°) Fermer tous les robinets de vidage.
- 2°) S'assurer que tous les robinets d'arrêt et de communication des réservoirs sont ouverts.
- 3°) Procéder au remplissage et vérifier les niveaux comme indiqué plus haut.

C - Remplissage des réservoirs de la cuisine -
(VR et VPC)

- 1°) Fermer tous les robinets de vidage ainsi que les robinets du bain-marie, des plonges d'office et de cuisine.
- 2°) Procéder au remplissage et vérifier les niveaux..

- 3 -

Pour la petite histoire, j'ai trouvé ce document au début des années 1980, dans un tiroir de l'inspection CIWL de PARSE (= Paris Sud Est, mais se prononce « PLM » !). Un grand merci à J Mathieu, dont je ne connais malheureusement pas l'histoire.

Précautions spéciales à prendre pour
le remplissage en cas de fortes gelées:
(températures inférieures à - 10°)

- 1° - Fermer les robinets de vidage du chauffage
Ouvrir les robinets des radiateurs (voitures-lits)
Fermer les vannes d'arrêt des circuits: du couloir et des compartiments (VL), ou des 2 circuits de salles (VR et VP).
- 2° - Allumer la chaudière en même temps que l'on commence le remplissage.
- 3° - Quand l'eau est très chaude, ouvrir les vannes du circuit des compartiments (VL) ou d'un des circuits de salles (VR ou VP).
- 4° - Remplir à nouveau complètement le réservoir du chauffage (pour compenser l'eau ayant rempli le circuit ci-dessus).
- 5° - Quand l'eau est de nouveau très chaude, ouvrir les vannes du circuit du couloir (VL) ou du second circuit de salles (VR ou VP).
- 6° - Remplir à nouveau complètement le réservoir du chauffage.
- 7° - Quand la voiture est suffisamment chauffée, procéder au remplissage des toilettes.

Remplissage en cours de route :

Dans le cas particulier des VL "Y" ou "F" on peut réalimenter le chauffage en cours de route si on vient à constater une diminution importante de son volume d'eau. Il suffit pour cela d'ouvrir le robinet (designé par une plaque émaillée rouge) qui met en communication un des réservoirs d'eau froide avec le circuit du chauffage. (se reporter au livret d'instructions sur le chauffage).

- 4 -

Ce mode de réalimentation ne doit du reste être utilisé qu'en cas de réelle nécessité et avec précaution pour les chaudières en tôle (feu très modéré). En aucun cas avec les chaudières en fonte "IDEAL CLASSIC".

CONDUITE DU CHAUFFAGE

Allumage et conduite de la chaudière

On utilise pratiquement du charbon gras tout-venant, dont l'usage a été étendu, depuis plusieurs années, à tous les types de chaudières existant sur les voitures.

- 1° Procéder au chargement du foyer avec du papier ou des copeaux de bois, ajouter quelques petits morceaux de bois ou ligots, allumer le feu et faire de petits chargements successifs au charbon.

(pour gagner du temps, on peut allumer la chaudière pendant que s'effectue le remplissage des toilettes)

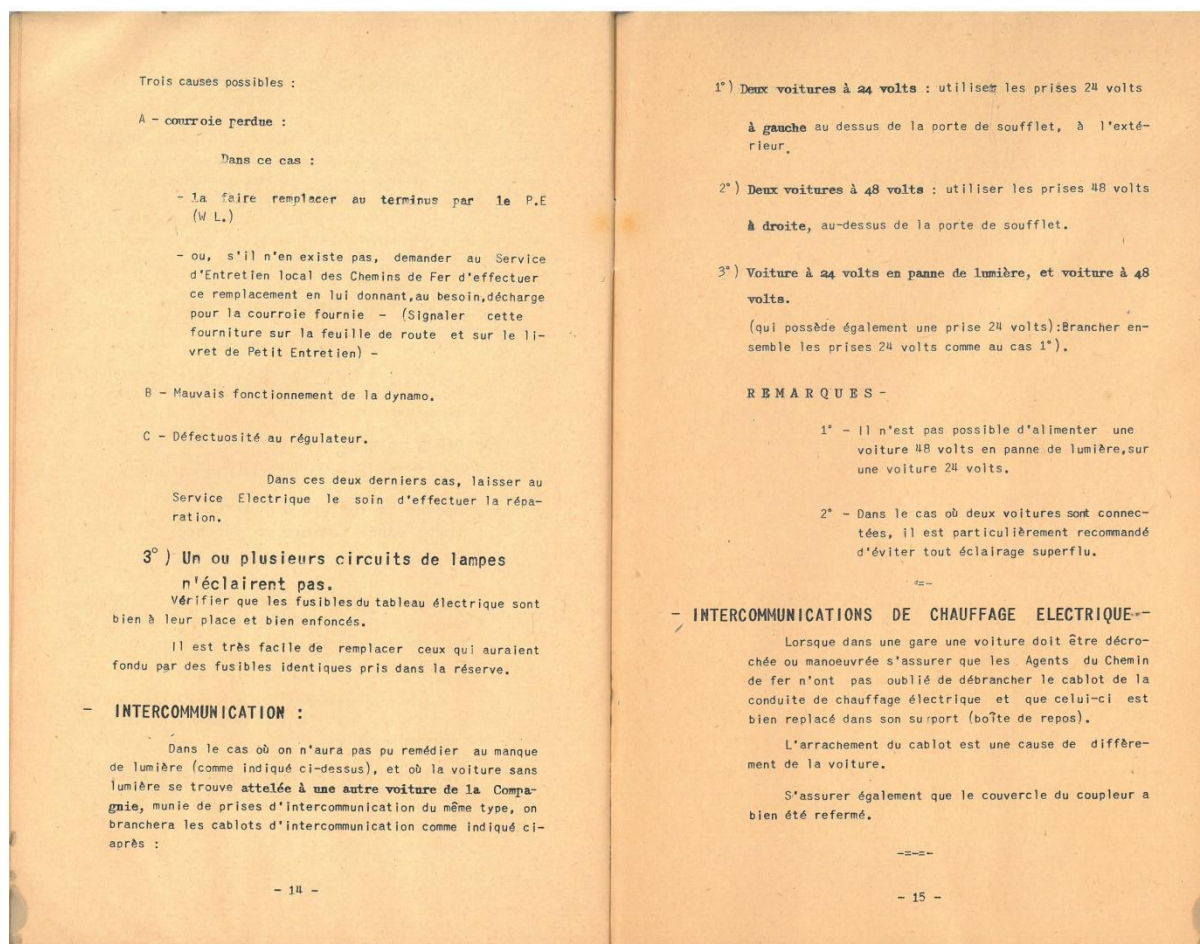
- 2° Maintenir le feu vif en ayant soin de charger **per à la fois et souvent**. Une hauteur de feu de 12 à 15 centimètres est normale, et ne devrait jamais être dépassée.

Les morceaux de charbon que l'on utilise ne doivent pas être plus gros que le poing. Casser les morceaux les plus volumineux avant de les introduire dans la chaudière. Crocheter le feu avant chaque rechargement, de façon à décoller le charbon qui, sous l'action du feu, s'est aggloméré.

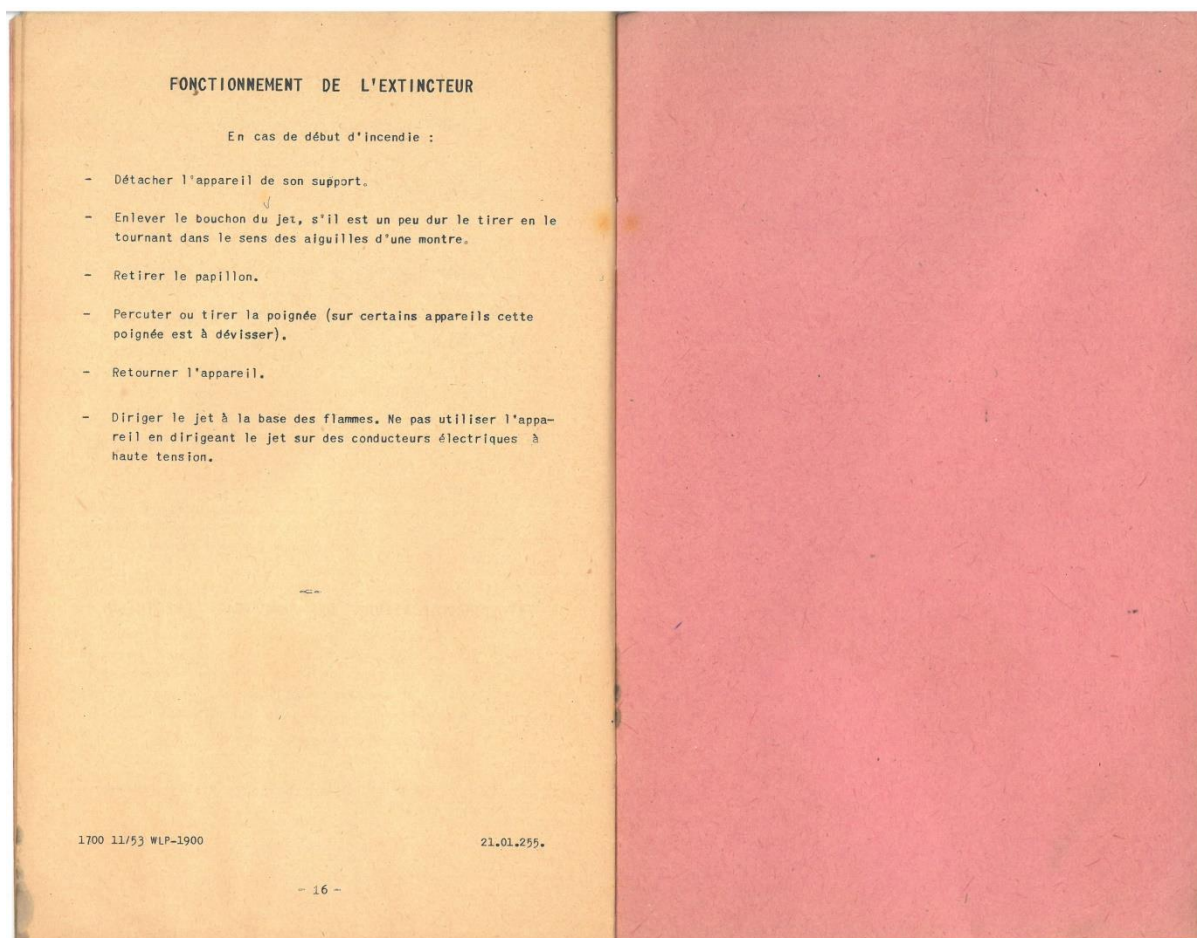
- 3° Maintenir le cendrier très propre. Ne pas laisser les cendres s'accumuler. Un dépôt de cendres très important

- 5 -

This is a booklet on the day to day use of various pieces of equipment to be found on the sleeping-cars, dining-cars, and Pullman coaches of the CIWL, mainly regarding heating, lighting, and water distribution, etc.



I don't see any obvious date, except maybe 11/53 on the last page. November 1953 could be likely, as there is no mention of more modern sleeping-cars, such as type P (1955), and type U Hansa (1957). On the other hand there is mention of fluorescent lighting in "Grand Luxe" sleeping cars (type LX), which was a post war modification.



I found this booklet in the early 1980's, in a drawer in the offices of the CIWL Inspection PARSE (= Paris Sud Est, however always pronounced "PLM"!). Many thanks to J Mathieu, whose story I unfortunately do not know.

Pierre Birgè

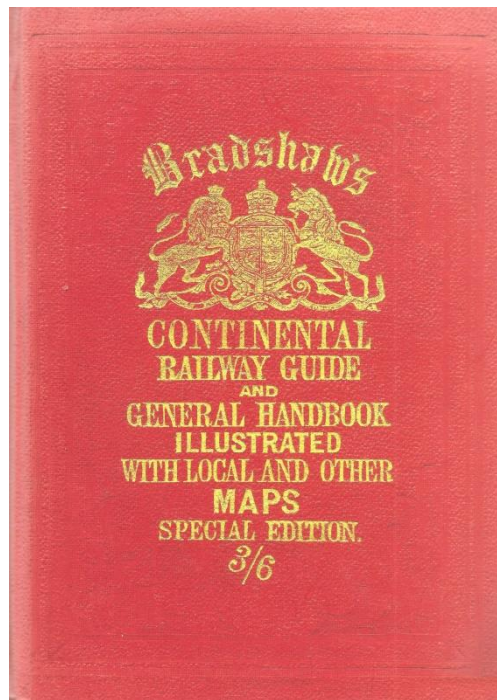
YESTERYEAR 5 – GUIDE BLEU 1939 pt2

Come on Bradshaw what about CIWL?

For the many who have sat through a long series of our friend Michael P's many railway programmes clutching his red coloured 1913 Bradshaw Continental Guide they will be disappointed to learn that after a glance and even after a search through the writer's 1913 reproduction and even his 1924 edition that there is no reference to CIWL sleeping cars, except that they are mentioned as little footnotes at the bottom of several timetables. The Bradshaw is without doubt a very good guide but it is surprising even so that no reference is made to the many trains with sleeping cars. Oh, you might well say but the Bradshaw is destined for the average traveller and not for those who travel on luxury trains.

One little mention is in the advertisement for the town of Vernet les Bains, the starting point for The Little Yellow train. One reads that couchettes and lits-toilettes are available on the train from Paris

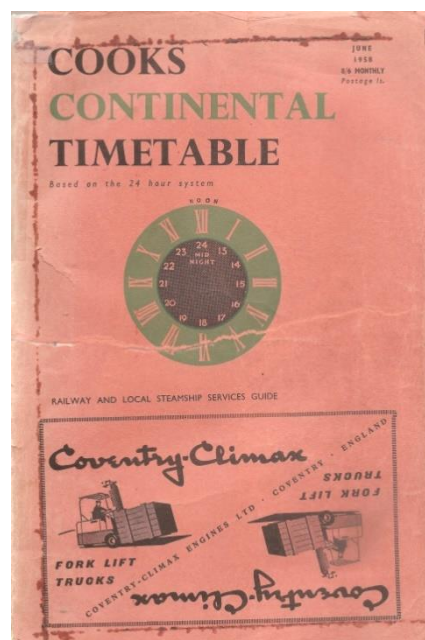
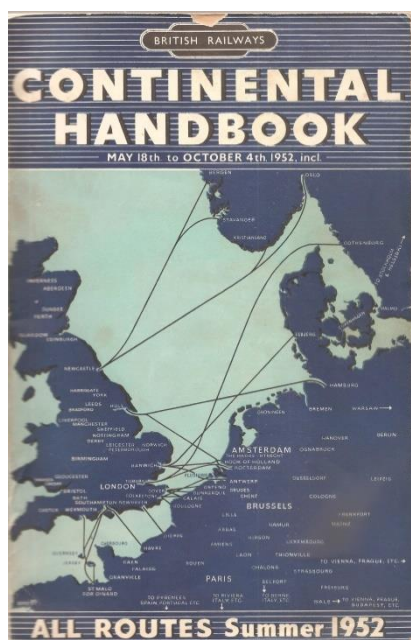
Bradshaw ceased publication in 1939, the very date when our 1939 CIWL guide bleu was issued, see elsewhere in our news letter



However as this is the 2019 French edition of our CIWL Amis des Wagons-Lits it is interesting to read that in the 1913 the traveller to France is told that

"The appropriate season for travel in France will be decided by the purpose of the traveller. Spring, summer and early autumn for the north and west, summer and early autumn for the Pyrenees, winter for the Mediterranean coast; all the year round for Paris. A special interest attaches to Normandy and Picardy, those parts of France nearest to England; there is no wonderful scenery, but a country very like Kent and Surrey, with constant suggestions of a common history, - castles, the grandest in the land, erected by men with whom the medieval Englishman was close kin. In Brittany there is a wild weird coast, old world towns, druidical remains, and a region of legend. Along the Pyrenees the scenery is ruggedly magnificent, forest, torrent, broken and towering mountain, with health resorts crushed in gorges or; perched on ridges where the curative springs are most accessible"

However when one looks into the British Railways Continental Handbook Summer 1952 edition there is a good guide to the trains with both CIWL and then DSG (Mitropa) sleeping cars. Even more information is on offer in The Cooks Continental timetable.



Chris Elliott

Spring 2019

MAILBOX

Our mailbox has quickly become surprising source of new ideas about the aspects of CIWL history and evolution which we will attempt to summarise in future issues. Among the authoritative correspondence we have received have been information about the Club Train services from London to Dover, fostered by CIWL and the competing companies connecting with the relatively primitive cross-Channel ferries in the 1880s, especially the later use of the saloon and smoking-fourgon cars after the service ceased in the 1890s.

The original routings of the variants of the 'Orient Express' especially in the early days of travel beyond Turkey and onwards towards Egypt provide a fertile area for further exploration. The movements of national boarders in the early 20th century created a new set of operational requirements not foreseen when Nagelmackers concluded his initial agreements in 1883.

Another reader who is currently building a model of an early Soviet Su class steam locomotive in 1/8 (7½ inch) scale was interested in following the project with a Trans-Siberian Railway CIWL teak carriage – a number of cars are under consideration, and eventually accurate drawings will be essential – watch this space!

More info on Inzersdorf and Ceske Velenice, and of course Clermont Ferrand

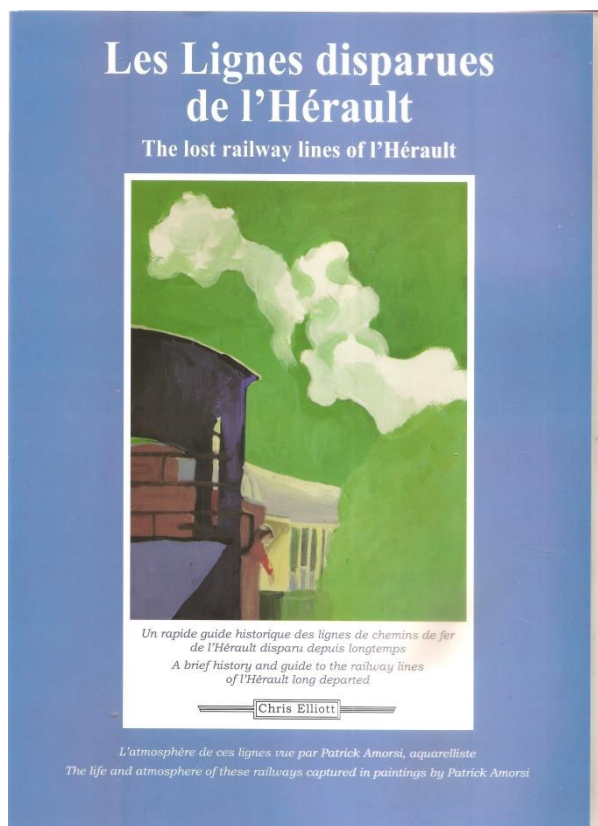
On Offer 'Les Lignes disparues de l'Hérault –The lost railway lines of l'Hérault'

To mark this French edition of our newsletter, we are offering a limited number of copies of this book. It has parallel texts in English and in French. It covers the department of l'Hérault which includes the

cities of Montpellier and Beziers with its cross country lines at one time built by The Chemin de Fer Du Midi and the standard gauge lines of the Chemin de Fer de l'intérêt local de l'Hérault.

Many of these lines have now been converted into Voies Verts, walking tracks.

The book is fully illustrated and has copious maps



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IDEAS FOR FUTURE TOPICS – to be included in future newsletters

New Caledonian Sleepers: London – Edinburgh – Glasgow – the Highlands

WL T2 in Morocco

Stadler cars for Turkey-Azerbaijan services

The market for CIWL artefacts, books and collectors' items

A review of the latest new models released by the European suppliers

Thank you, Merci, Danke, Gracias, Bedankt, Grazie, Mulțumesc, ευχαριστώ

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BERNARD pilotant

Gnôme-Rhône, 750 c mc Type X
Side-car Bernardet

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soit à la moyenne de **65 km.** heure

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Max COURTEAU (imp. PARIS)

Encyclopédie de l'Affiche

Collection Musée Yacco

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Amis des Wagons-Lits - Our Aims and objectives:

We are a dedicated group of friends from France, Belgium, Spain, Austria, The Netherlands, Denmark, Germany, Romania, Ukraine, and the United Kingdom whose specialist knowledge of CIWL allows us to:

Keep in contact with owners of CIWL cars –

Monitor the movement, transfers, sales of CIWL cars world-wide -

Keep alive the interest in CIWL cars; their history and evolution and future developments by today's operators –

Review new books and films with their special CIWL interest –

Publish a regular feature on a Heritage Railway that operates one or more CIWL cars –

Report progress on the restoration of existing CIWL cars –

Report on current Night Train and tour train operations throughout Europe -

Set out just how CIWL car attendants did their work –

We believe that there is an ongoing interest in what has happened to the many hundreds of CIWL carriages and especially those that are scattered around Europe and beyond. There is still a substantial interest in the world of these iconic trains and their blue coloured carriages, sleeping cars, restaurant cars and Pullman cars.

We also recognise the considerable effort by colleagues in Europe who in turn have contributed a lot over the years.

We plan to include one article every issue in the language of one of our member countries. Space will not allow us to produce it with a bilingual text even so Danish, French, German, Spanish, Italian, Romania, the possibilities are limitless.

In conclusion, yes we are excited about this magazine, but simply ask you to pass on the word and then if you would like to receive a copy regularly to mail us. Under the data Protection Act we will need your agreement to keep a note of your e-mail address.

We will run on a not-for-profit basis, hopefully with some sponsorship funding from railway museums and study organisations. Costs will be controlled and will inevitably include printing and postage expenses that will entail a subscription charge for members.

Thank you for your interest and support.

Wagons-Lits – Schlafwagen – Coches-Camas