

# Amis des Wagons-Lits - Newsletter

## September 2019

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Newsletter Editorial .... **En Voiture, s'il vous plait** .....

To all readers – welcome to our *Amis des Wagons-Lits* Newsletter number 3. The main focus of this issue is about the former CIWL cars that can be found in Spain today, whether offering a luxury hotel train or some stored former Coches-Camas/ Wagons-Lits, Carruagen-Restaurante/Wagons-Restaurants, Pullmans and Fourgons that appear too fragile to move or even consider restoring. We have examples of the excellent work done by RENFE (the state railway operator) and the organisations such AZAFT and people that we owe a debt of gratitude to for their efforts in recent years. The remarkable frontier station Canfranc, high in the Pyrenees, between Spain and France, features extensively in this issue because so many cars have been stored there for decades and offer much for the future. We have also covered a number of CIWL items unconnected with Spain which we hope are interesting and can be seen in list of contents below. Of course we are interested to hear from our growing group of CIWL enthusiasts particularly those who can provide future articles – short or long – and images are always well received. We modestly try to answer the questions we received and provide more information on occasions too! Thank you for your continuing support and interest.

As an example of the significance of Canfranc, the following has just been received:-

### ***Stop Press – Stop Press***

#### **Railway Line Zaragoza - Canfranc - Pau**

The President of the Region, Alain Rousset, reaffirms his desire to complete the reopening of the section of railway line between Béarn and Spain

« **Sud Ouest** » press asked the president !Where is the plan to continue the railway line from Bedous to Canfranc?

**Alain Rousset replied** The application for financing by Europe has been submitted by the Region of New Aquitaine and Aragon and the French and Spanish governments to the European Union.

The application is proceeding rather favourably and the decision is coming soon. This represents 40% of the financing, that is to say between 150 and 200 million euros. For the record, the Region fully funded the reopening between Oloron and Bedous.

News item supplied by Sébastien Légendre

This edition of the *Amis de Wagons-Lits* was produced by the editorial team:

Brendan Martin and Chris Elliott, with special thanks to Juan Delgado Luna and Mike Guerra, together with Phil Marshall, Francesco Bochicchio, Karl Chang, Xavier Guerra, Pierre Birgé, and the suppliers of many of the photographs.

#### **CIWL CARS REPORTED AS REMAINING IN SPAIN**

Summary of former CIWL cars existing – as at February 2019							
Countries	Cars	%	WL	WR	WSP	Fourgons	Others
Spain	58	15%	34	17	4	3	
Changes since February 2019							
	Cars		WL	WR	WSP	Fourgons	Others
Spain	+2		+3			-1	
Summary of former CIWL cars existing – as at September 2019							
	Cars	%	WL	WR	WSP	Fourgons	Others
Spain	60	15%	37	17	4	2	
Total number of all exCIWL cars		398					

Database has increased by the inclusion of the 20 WL AB30 ex P type cars from OBB and others.

CIWL Vre#	Renumbered as	Type	Location/Operating base	Operation	Preserved status	UIC#
1276		Fourgon	Canfranc		Stored	51 66 09-10 276-4
1296		Fourgon	Zaragoza - Casetas		Under restoration	51 66 09-10 296-2
2655		WL S	Canfranc? Aragon?			
2657		WL S3K	Canfranc		Stored-Unrestored	51 66 06-10 002-7
2739		WR	Zaragoza - Casetas		Stored - damaged	51 66 08-10 003-3
2745		WR	Canfranc		Stored in shed	51 66 08-10 005-8
2746	R12-12955	WR	Madrid – Abroñigal	Charters	Operating	50 71 88-78 055-9
2747		WR	Zaragoza - Casetas		Under repair/restoration	51 66 08-10 007-4
2955	SSV1011	WLS3K	Canfranc		Stored unrestored	60 71 99-29 396-2
2963	SSV1010	WL S3K	Canfranc	Stored	Dumped-scraped?	60 71 99-29 395-4
3361		WL S4U	Zaragoza Casetas		Operating - Charters	51 66 06-10 073-8
3370		WL S4U	Beasain	Cafeteria	Static	51 66 06-10 082-9
3372		WL S	Zaragoza - Casetas	Charters	Operating	51 66 06-10 084-5
3381		WL S4	Sierra de Avila/Camino Forestal, La Adrada, Castilla y León	Hotel/guest accommodation	Static without bogies	
3395		WR	Sevilla / Madrid	Al-Andalus Express	Operating - Charters	50 71 88-10 011-3 <i>ex50 66 88-10-011-0</i>
3396		WR	Zaragoza		Operating-Preserved lines	51 66 08-10 031-4
3490		WL Lx	Zaragoza - Casetas		Hulk	51 66 06-10 118-1
3500		WL Lx			Unconfirmed	51 66 06-10 128-0
3502	3502	WL Lx	Sevilla / Madrid	Al-Andalus Express	Operating - Charters	50 71 73-78 502-7 <i>ex50 66 70-10 223-1</i>
3506	3501	WL Lx	Sevilla / Madrid	Al-Andalus Express	Operating - Charters	50 71 73-78 501-9
3510		WL Lx	Zaragoza - Casetas		Hulk	51 66 06-10 138-9
3520		WL Lx	Canfranc	Stored	Unconfirmed	51 66 06-10 148-8
3522		WL Lx	Canfranc	Stored	Unconfirmed	51 66 06-41 149-6 <i>ex51 66 06-10 149-6</i>
3526		WL Lx	Canfranc			51 66 06-10 152-0
3536		WL Lx			Unconfirmed	51 66 06-10 162-9
3541	3504	WL Lx	Sevilla / Madrid	Al-Andalus Express	Operating - Charters	50 71 73-78 504-3
3545		WL Lx			Stored in shed	51 66 06-10 171-0
3547	3505	WL Lx	Sevilla / Madrid	Al-Andalus Express	Operating - Charters	50 71 73-78 505-0
3562		WR	Sevilla / Madrid	Al-Andalus Express	Operating - Charters	50 71 88-10 012-1
3565		WR	Zaragoza		Operating-Preserved lines	51 66 08-10 034
3566	R12-12951	WR	Madrid – Abroñigal	Charters	Operating	50 71 88-78 051-8
3567		WR	Zaragoza-Casetas		Operating - Charters	92 71 69-36 733-5
3568		WR	Callus	Restaurant	Static/ Restaurant	51 66 08-10 037 1
3569		WR	Madrid	Café	Restored Museum	51 66 08-10 038 9

3578		WR	Zaragoza		Operating - Charters	51 66 08-10 039 7
3579		WR	Sevilla / Madrid	Al-Andalus Express	Operating - Charters	50 71 88-10 016-2
3580	R12-12953	WR	Madrid – Abroñigal	Charters	Operating	50 71 88-78 053-4
3581		WR	Canfranc? Aragon?		Stored	51 66 08-10 042-1
3582		WR	Sevilla / Madrid	Al-Andalus Express	Operating - Charters	50 71 88-10 019-6
3968		WL LJ	Mulhouse, France (Temp?)		Preserved	
4067	R12-12952	WSP	Madrid – Abroñigal	Charters	Operating	50 71 88-78 052-6
4078	R12-12954	WSP	Madrid – Abroñigal	Charters	Operating	92 71 88-10 744-2
4101		WSP	Zaragoza		Operating - Charters	51 66 08-10 058-7
4165		WSP	Canfranc	Teak	Stored unrestored	
4502		WL P	Zaragoza ex Avaraca?		Stored-Unrestored	51 66 06-10 202-3
4504		WL P	Canfranc? Aragon?		Stored	51 66 06-10 204-9
4508		WL P	Zaragoza - Santurce	Scrapped?	Operating - Charters	51 66 06-10 208-0
4510		WL P	Canfranc	Stored	Unrestored	51 66 06-50 010 6 ex51 66 06-10 210-6
4512		WL P	Canfranc	Stored	Stored in shed	51 66 06-10 212-2
4513		WL P	Canfranc	Stored	Unrestored	51 66 06-50 013 0 ex51 66 06-10 213-0
4517		WL P	Canfranc? Aragon?		Stored	51 66 06-10 217-1
4519		WL P	Canfranc? Aragon?		Stored	51 66 06-10 219-1
4520		WL P	Canfranc? Aragon?		Stored	51 66 06-10 220-5
4648		WL YF	Zaragoza - Casetas		Operating - Charters	92 71 69-36 758-2 ex56 66 71-10 007-7
4654		WL YF	Monforte de Lemos		Restored Museum	51 66 08-10 254-4 ex50 66 71-10 013-5
4675		WL YF	Monforte de Lemos		Restored Museum	50 71 71-10 034-1
5409		WL T2	Bobadilla		Uncertain - stored	51 71 75-40 109-3
5417		WL T2	Monforte de Lemos		Restored Museum	51 71 75-40 117-6
5423		WL T2	Zaragoza, Casetas	Operation	Operating - Charters by AZAFT	92-71-69-40 759-4 ex51 71 75-40 123-4

The table below identifies the owning entities and operators of most remaining CIWL cars in Spain as at September 2019

**RENFE Al-Andalus Express** Operational  
3395 “Gibralfar”, 3502, 3506, 3511. 3541, 3547,3562 “Medina Azahara”, 3579 “Alhambra”, and 3582 “Giralda”, - (total 9 cars)

**RENFE conversions** Charters  
2746, 3566, 3580, 4067 and 4078 – (total 5 cars)

**RENFE preserved WL** Chartered to AZAFT  
5423 - (total 1 car)

**Asociación Zaragozana de Amigos del Ferrocarril y Tranvías (AZAFT)** Owners and custodians of exCIWL cars -Charters, tours and restoration  
1296, 2739, 2745, 2747, 3396, 3490, 3510, 3520, 3565, 3567, 3578, 4101, 4165 and 4648 – (14 cars)

**Museo del Ferrocarril de Galicia (MUFERGA)**

4654, 4675 and 5417 – (total 3 cars)

**Other exhibited exCIWL cars**

Locations see above

3370, 3381, 3568, 3569, 3968 (Temporally at Mulhouse railway museum, France) and 4502 - (total 6 cars)

**ExCIWL cars with unconfirmed ownership**

1276, 2655, 2657, 2955, 2963, 3361, 3372, 3500, 3522, 3526, 3536, 3545, 3581, 4504, 4508, 4510, 4512, 4513, 4517, 4519, 4520 and 5409 - (total 22 cars)

BTM – 2019-09

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**Al Ándalus Express - El último expreso. - Por Juan Delgado Luna.**

Han pasado muchos años desde julio de 1985, fecha en la cual se puso en explotación comercial este tren de lujo. Desde el punto de vista del autor, la nostalgia de aquellos años me trae a la memoria recuerdos de un tiempo pasado en el cual mi objetivo de una cámara réflex, captaba infinidad de composiciones de material convencional, luciendo una amplia diversidad de gamas de colores, muy diferente a la actual. Hoy en día la anodina y sencilla tonalidad corporativa, que luce el material motor y remolcado (exceptuando el Al Ándalus y los vehículos de museo), hace recordar que los viejos tiempos de luz y alegría para el material convencional nunca regresarán. Trasadándonos a la realidad, que nos trae a este artículo, hay que comentar que en un primer momento este producto turístico, como se dice ahora, se publicitó con el eslogan *“La magia de un tren y el hechizo de una tierra”*. Su razón tenía, ya que estábamos frente a uno de los trenes más lujosos que han tenido los ferrocarriles españoles, y ante una tierra la andaluza, en la cual su luz, folklore y la amabilidad *de sus gentes*, hacen que viajar en este tren sea una experiencia inolvidable (1). Los talleres madrileños de Ateinsa (Aplicaciones Técnicas Industriales S.A.), debieron trabajar a contrarreloj en el trascurso de los meses de mayo y junio de 1985, trasformando una primera y escueta composición que posteriormente ha sido ampliada progresivamente, hasta completarla en la actualidad con 15 coches. Las primeras “pruebas de homologación” sin viajeros, tuvieron lugar a primeros de junio. Una de ellas con material a vapor se realizó el 4 de julio. Una vez superados algunos que otros problemas técnicos y de circulación, el Al Ándalus estuvo listo para ser presentado en sociedad en el mes de julio de 1985. Seguidamente tuvieron lugar una serie de presentaciones por el territorio nacional. Madrid-Chamartín, Barcelona-Sants, Valencia, Bilbao, Zaragoza, La Coruña, Oviedo y algunas capitales de provincia andaluzas y otras estaciones como Fuengirola, tuvieron el honor de ser elegidas para dar a conocer tanto al público en general, como a las agencias de viaje, prensa nacional y extranjera, el expreso de lujo. Seguidamente el tren estuvo a disposición de un programa televisivo, que sirvió para publicitar a los telespectadores de Televisión Española el recorrido y las prestaciones del tren. La explotación comercial, fue asignada a las empresas FETURSA (Ferrocarriles Turísticos Sociedad Anónima) e IBERRAIL.

Many years have passed since July 1985, when this luxury train was put into commercial exploitation. From the author's point of view, the nostalgia of those years brings to mind memories of a past time in which the lens of my SLR camera, captured an infinity of compositions of conventional material, wearing a wide diversity of colours, Very different from the current ones. Today the bland and simple corporate tonality, which looks like multiple unts and towed material (except Al Andalus and museum vehicles),

reminds us that the old days of light and joy for conventional material will never return. Moving to the reality, which brings us to this article, it is necessary to comment that at first this tourist product, as it is now said, was advertised with the slogan "The magic of a train and the spell of a land". Its reason had, since we were in front of one of the most luxurious trains that Spanish railways have had, and the land the Andalusian, in which its light, folklore and the kindness of its people, make that trip in this train is an unforgettable experience (1). The Madrid workshops of Ateinsa (Aplicaciones Técnicas Industriales SA) had to work against the clock during the months of May and June of 1985, transforming at first a brief composition that later has been gradually extended, until completing in its present composition of 15 cars . The first "homologation tests" without travellers took place in early June. One of them with steam haulage was made on July 4. Having overcome some of the other technical and circulation problems, Al-Andalus was ready to be presented in July 1985. A series of presentations took place throughout the country. Madrid-Chamartín, Barcelona-Sants, Valencia, Bilbao, Zaragoza, La Coruna, Oviedo and some Andalusian provincial capitals and other stations like Fuengirola had the honour of being chosen to introducing it to the general public as well as the travel agencies, national and foreign press, a luxury express. The train was then available for a television programme, which served to publicize it to the viewers of Spanish Television, the route and the benefits of the train. Commercial exploitation was assigned to the companies FETURSA (Ferrocarriles Turísticos Sociedad Anónima) and IBERRAIL.

Los primeros trayectos se realizaron con tracción a vapor desde Madrid-Atocha hasta la cercana población de Aranjuez. Una vez visitado el Real Sitio, ya con tracción eléctrica, la siguiente parada era Linares-Baeza y Úbeda. Continuando con el itinerario establecido, le tocaba el turno a Córdoba, a la que seguían Sevilla, Jerez, El Puerto de Santa María, Málaga, Antequera y finalmente Granada. A continuación, el tren partía rumbo a la estación madrileña donde finalizaba viaje. En este fantástico recorrido eran visitados los lugares más pintorescos y sibaritas, acercando a los viajeros con un "*autocar climatizado de cinco estrellas*" a las visitas concertadas, a las cuales no podía llegar físicamente el tren. Las primeras expediciones tuvieron como material remolcado, algunos de los furgones generadores DDT 9455/66, los robustos y clásicos coches WR 3562/79/82 y el 3395. A continuación se describe de una forma simple y escueta la función de cada uno de estos últimos debido a su importancia en la lujosa composición.

The first routes made with steam traction were from Madrid-Atocha to the nearby town of Aranjuez. Once visited the Real Sitio, already with its electric traction, the next stop was Linares-Baeza and Úbeda. Continuing with the established route, it was the turn of Córdoba, followed by Seville, Jerez, El Puerto de Santa Maria, Malaga, Antequera and finally Granada. Then, the train departed and ended at the Madrid station. On this fantastic tour the most picturesque and sybaritic places were visited , taking travellers in a "five-star air-conditioned coach" to concerted visits, which could not be reached by the train. The first trips used hauled material, some of the DDT 9455/66 generator vans, the robust and classic cars WR 3562/79/82 and 3395. The following is a simple and brief description of the function of each of these due to its importance in the luxurious composition

#### Coche Medina Azahara WR-3562

Este coche data de 1930. Fue construido por la prestigiosa "NAVAL" de Sestao (Bilbao). En el transcurso de su dilatada vida desempeño la función de coche restaurante, circulando por toda la geografía nacional. Tras su reconstrucción en 1985, inició una nueva singladura, esta vez como coche recreativo. Su interior nos recuerda aquellos antiguos café-tertulia, en los que los intelectuales trataban sus temas de política, literatura o simplemente pasaban la tarde. Sus amplias y decoradas mamparas internas de

cristal dividen en diversas zonas sus más de 23 metros de longitud, teniendo un espacio reservado a recepción. Sala de vídeo y biblioteca, complementan la oferta de ocio del tren.

#### Car Medina Azahara WR-3562

This car dates back to 1930. It was built by the prestigious "NAVAL" of Sestao (Bilbao). In the course of his long life it performed the function of a restaurant car, circulating throughout Spain. After its reconstruction in 1985, it started a new journey, this time as a recreational car. Its interior reminds us of those old cafés-tertulia, in which the intellectuals chatted about their subjects of politics, literature or simply spent the afternoon. Its large and decorated internal glass partitions are divided into several zones, more than 23 metres in length, having a space reserved for receptions, a video room and library, complemented the train's leisure offer.

#### Coche Alhambra WR-3579

Este modelo de vehículo clásico fue construido en 1928 por Enterprises Industrielles Charentaises (Aytré/ La Rochelle-Francia), pasando a formar parte del parque español, en el año 1941. Reconstruido en el año 1985, fue redecorado al lujoso estilo clásico de los años 20. En la actualidad, cumple la función de coche comedor. Su "cálido ambiente", acoge a sus viajeros, trasladándolos a otros tiempos en los cuales el olor a carbonilla impregnaba el ambiente de las estaciones, y las pequeñas nubes que desprendía su calefacción a vapor, apenas nos dejaba despedir a familiares y amigos, en aquellas viejas y sombrías estaciones que quedaron grabadas en nuestra memoria. Disfrutemos de estos recuerdos sentados en sus amplios y cómodos butacones informándonos con el catálogo de los trenes de lujo de España que amablemente nos ha ofrecido una azafata. En su interior degustaremos un amplio abanico culinario de la cocina española, regada con finos y olorosos vinos de distintas denominaciones de origen. ¡Quién se puede resistir a un rollo de atún con guarnición asturiana, un codillo de ternera cocinado lentamente a baja temperatura acompañado de una salsa caramelizada, o los mejores jamones y quesos andaluces y extremeños! Que aproveche.

#### Car Alhambra WR-3579

This classic vehicle was built in 1928 by Enterprises Industrielles Charentaises (Aytré / La Rochelle-France), becoming part of the Spanish fleet in 1941. Rebuilt in 1985, it was redecorated with the luxurious classic style of the 1920s. At present it serves the function of a dining car. Its "warm atmosphere" welcomes its travellers, transferring them back to former times in which the smell of charcoal impregnated the atmosphere of the stations, and the small clouds that gave off its steam heating, barely keeping our relatives and friends warm, In those old and gloomy stations that were etched in our memory. Let us enjoy these memories sitting in their spacious and comfortable armchairs looking at the catalogue of the luxury trains of Spain that is kindly offered to us by the stewardess. In its interior we will taste a wide culinary range of the Spanish cuisine, washed down with fine and fragrant wines of different regions. Who can resist a tuna roll with Asturian garnish, a veal knuckle cooked slowly at low temperature accompanied by a caramelized sauce, or the best Andalusian and Extremadura hams and cheeses! Take advantage of them.

#### Coche Gibralfaro WR-3395

Orgullosa tuvo que estar la Metropolitan Cammel Carriage & Wagon de Saltley en Gran Bretaña, cuando en 1929 construyó esta joya rodante, para disfrute de aquellos viajeros de los felices 20, en los cuales el estilo Art Decó estaba a la orden del día. Los españoles pudimos viajar poco tiempo después en este vehículo al ser transferido a nuestro país. En los años 1985 y 1988 se transformó al igual que su hermano

Alhambra, estando al servicio de miles de viajeros que han disfrutado de las prestaciones y comodidades desde mediado de los años 80. ¡Qué bonita escena! Ver a dos enamorados entrecruzar sus miradas, bajo la tenue luz que proyecta la tulipa Art Decó sobre su mesa, disfrutando de unos momentos mágicos que permanecerán para siempre en su recuerdo. En el Al Ándalus, todo puede ocurrir.

#### Car Gibralfaro WR-3395

The Metropolitan Cammel Carriage & Wagon of Saltley in Great Britain had to be proud when in 1929 it built this rolling jewel, for the pleasure of those travellers of the happy 20s, in which the Art Deco style was the order of the day. The Spaniards were able to travel shortly afterwards in this vehicle when it was transferred to our country. In 1985 and 1988 it was transformed like his sister car Alhambra, serving thousands of travellers who have enjoyed the benefits and comforts since the mid-80's. What a beautiful scene! To see two lovers crisscross their eyes, under the dim light projected by the Art Deco tulip on their table, enjoying some magical moments that will remain forever in their memory. In Al-Andalus, anything can happen.

#### Coche Giralda WR-3582

Este antiguo coche restaurante de la Compañía Wagons-Lits fue construido en Francia por Charentaises, en la lejana fecha de 1928, para formar parte de las composiciones de lujo de su tiempo. A nuestro país llegó en el año que la RENFE iniciaba su andadura. Al igual que los tres vehículos comentados anteriormente, en 1985 fue sometido a una gran reparación. El coche discoteca (coche Piano-Bar actual), dispone de un amplio salón, mesas bajas y una gran pista de baile, con instalaciones acústicas y luminosas, que nada tienen que envidiar a las salas de baile de cualquier ciudad. Músicos y animadores, harán que la velada sea todo un éxito. Actuaciones en directo, alternadas con música clásica, o en momentos determinados la más animada dance, nos harán olvidar los problemas cotidianos por unos días. Es destacable su vidriera exterior, la cual le da un toque de glamour al vehículo.

#### Car Giralda WR-3582

This old restaurant car of the Wagons-Lits Company was built in France by Charentaises, in the distant date of 1928, to form part of the luxury compositions of its time. It was that year that the RENFE was formed in Spain. Like the three vehicles discussed above, in 1985 it underwent a major repair. The discotheque car (current Piano-Bar car), has a large lounge, low tables and a large dance floor, with acoustic and luminous installations, which have nothing to envy to the dance halls of any city. Musicians and entertainers which make the evening a success. Live performances, alternated with classical music, or at certain times the liveliest dance, will make us forget everyday problems for a few days. It is remarkable its exterior window, which gives a touch of glamour to the vehicle.

De cara a la comodidad del viajero, en la reforma de 1988, los cuatro vehículos comentados anteriormente, cambiaron sus carretones tipo Pennsylvania por unos prácticos y sencillos GC-3 (2). Para muchos de nosotros este cambio fue acertado si hablamos desde el punto de vista de comodidad del viajero, pero no desde el estético, histórico y museístico. Aquellas cajas de grasa, muelles, ballestas centrales y el característico sonido de sus carretones quedarán para el recuerdo de los más nostálgicos. La modernidad se impone, y con ella los Gran Confort, que son la perfección pura respecto a la suavidad en marcha. ¿Estarán guardados algún que otro juego de los antiguos carretones en un polvoriento rincón de alguno de los talleres de la RENFE? Soñemos por un momento y pensemos que algún día descubramos alguno de ellos tras una *niebla de ilusiones*, que permita reconstruirlos a su estado original.



For the comfort of the traveller, in the 1988 reform, the four vehicles discussed above, changed their Pennsylvania-type carriages by a practical and simple GC-3 (2). For many of us this change was successful if we speak from the point of view of traveler comfort, but not from the aesthetic, historical and museum. Those boxes of grease, springs, central crossbows and the characteristic sound of their carts will remain for the memory of the most nostalgic. Modernity imposes itself, and with it the Great Comfort, which are the pure perfection with respect to the smoothness on the move. Will some of the old cars be stored in a dusty corner of one of the RENFE workshops? Let us dream for a moment and think that someday we will discover some of them after a fog of illusions that will allow them to be rebuilt to their original state.

Además de los coches Art Decó, en la composición fueron utilizados los coches cama YFT WL 6101 a 6104 del año 1975. Frente a sus testeros se situaban los furgones DD 8136 y 8184, construidos entre 1964 y 1973 y que, debidamente adaptados, cumplían la función de coches ducha. Otro de los vehículos que formaba parte de la composición fue el literas BBL 9603, en el cual pernoctaba el personal de servicio. Este fue construido en el año 1984, por lo que prácticamente estaba a estrenar.

In addition to the Art Deco cars, the YFT WL cars 6101 to 6104 of the year 1975 were used in the composition. In front of their compartments were the vans DD 8136 and 8184, built between 1964 and 1973 and, duly adapted, fulfilled the car shower function. Another of the vehicles that formed part of the composition was the bunk bed BBL 9603, in which overnight the service personnel. This was built in 1984, so it was practically brand new.

A la lujosa composición se sumaron a partir de finales de los años 80, cinco vehículos clásicos de la CIWL, numerados como WL 3502/06/11/41 y 47 (Charentaises 1929). Se encontraban apartados desde 1986 y fueron rescatados por la RENFE de las desaparecidas instalaciones de Aravaca. A lo largo de 1989, los talleres que posee Sunsundegui en Alsasua (empresa dedicada mayoritariamente al carrozado de autobuses) y los que poseía la Compañía Internacional de Wagon Lits en Irún, se encargaron de restaurar los coches para el nuevo uso. Redistribución de interiores, tuvieron como fin de los trabajos, cuatro cabinas centrales convertidas en dos suites con aseo y baño, a la vez que se restauraban las restantes dependencias. Sus exteriores fueron pintados con los colores oficiales crema/marrón, añadiéndoles nuevos bogies GC-3 y convertidores estáticos de 55Kva, alargando los extremos de los testeros aprovechando la ocasión para condenar diversas puertas exteriores. Estas intervenciones transformaron unos viejos y descuidados vehículos en coches modernos, respetando su aire clásico de otros tiempos. Afortunadamente se salvaron del desguace, amargando la sonrisa de más de un chatarrero, que miraban con buenos ojos como aquellos "añejos" vehículos, podían transformarse en un buen fajo de billetes. Por esta vez la suerte se puso de nuestra parte. Los vehículos estuvieron listos para prestar servicio, en los primeros meses de 1990. Los LX, una vez dados de alta, sustituyeron a los cuatro YF, que pasaron a formar parte del parque comercial de la RENFE.

To the luxurious composition were added from the end of the 1980s, five classic vehicles of the CIWL, numbered as WL 3502/06/11/41 and 47 (Charentaises 1929). They had been separated since 1986 and were rescued by RENFE from the missing facilities of Aravaca. Throughout 1989, Sunsundegui's workshops in Alsasua (a company mainly dedicated to the coachbuilding of buses) and those owned by the International Company of Wagon Lits in Irún, were in charge of restoring the cars for the new use. Redistribution of interiors, had as end of works, four central cabins converted into two suites with toilet and bathroom, while restoring the remaining rooms. Their exteriors were painted in the official cream /

brown colours, adding new GC-3 bogies and 55Kva static converters, extending the ends of the cars taking advantage of the occasion to condemn various exterior doors. These interventions transformed old and neglected vehicles in modern cars, respecting its classic air of former times. Fortunately they were saved from the scrapping, embittering the smile of more than one scrap metal merchant, who looked with good eyes like those "old" vehicles, could be transformed into a good wad of notes. This time luck was on our side. The vehicles were ready for service in the early months of 1990. The LX, once discharged, replaced the four YF, which became part of the commercial park of RENFE.

A estos vehículos hay que sumar algún que otro coche de la serie 7100 Gran Clase que actualmente forman parte de los coches asignados a este lujoso tren.

To these vehicles must be added some other car of the series 7100 Grand Class which are currently part of the cars assigned to this luxurious train.

En el transcurso de los años, la composición del tren, su capacidad y sus prestaciones ha variado. En un primer momento se adaptaron diversos vehículos que en ese momento estaban en servicio comercial en la RENFE. Un claro ejemplo fueron los YFT o los 8100 duchas. Una vez dados de baja, estos fueron sustituidos por otros coches más modernos, que se beneficiaron de mejoras técnicas, estéticas y confort. En relación a su capacidad se ha pasado de 100 viajeros a los 64 actuales y de 11 coches utilizados en las relaciones de los años 80 a los 7 coches actuales (5 Suites superior y 2 estándar), a los que hay que sumar los coches de servicio. Como se puede ver ha primado la calidad del servicio ofrecido a sus clientes, en detrimento de la cantidad de plazas ofrecidas, adaptando los compartimentos a unos altos estándares de calidad. Suites con dos camas bajas, transformables de día en salón privado, dotados de un amplio armario ropero, baño independiente, servicio minibar, caja fuerte y una decoración exquisita, es ofrecida al viajero que desea viajar en suites estándar. Para los bolsillos "menos aligerados", la RENFE, ofrece una clase superior, formada por 20 suites con camas matrimoniales de 150x200 cm. En esta clase se amplían sus prestaciones y espacio útil, que es de agradecer por el viajero más sibarita.

In the course of the years, the composition of the train, its capacity and its benefits has varied. At first they adapted several vehicles that were then in commercial service in RENFE. A clear example were the YFT or the 8100 shower cars. Once withdrawn, these were replaced by other more modern cars, which benefited from technical improvements, aesthetics and comfort. In relation to its capacity it has gone from 100 travellers to the current 64 and 11 cars used in the relationships of the 1980s to the current 7 cars (5 Suites superior and 2 standard), which must be added the service cars. As can be seen, the quality of the service offered to its customers has prevailed, to the detriment of the number of seats offered, adapting the compartments to high quality standards. Suites with two low beds, transformable by day into private room, equipped with a large closet wardrobe, independent bathroom, minibar service, safe and exquisite decoration, is offered to the traveller who wishes to travel in standard suites. For "less lightened" pockets, RENFE offers a superior class, consisting of 20 suites with double beds of 150x200 cm. In this class the benefits and useful space are extended, which is to be thanked by the most sybarite traveller.

Desde finales de los años 80, hasta el 2000, el éxito del Al Ándalus no sufrió altibajos, estando prácticamente completa la oferta ofrecida por el operador. Los servicios chárter también formaban parte de oferta comercial, al igual que el programa de Golf, que combinaba el viaje con la alternativa de jugar a este deporte en los mejores y más prestigiosos campos andaluces (esta última opción fue

ofrecida en los últimos años). Desde principios de la década del siglo XXI, por diversas causas, el tren comienza una etapa de decadencia. Un claro ejemplo, se podía ver en el catálogo de 2005. Sus itinerarios se habían acortado. Se cubrían el itinerario Sevilla-Córdoba y Granada y su inverso en 4 días y 3 noches, por 1.480 euros la cabina doble y 2.100 euros en la individual, precios y recorridos que distan bastantes del recorrido habitual de este tren. Lamentablemente, poco tiempo después, el operador IBERRAIL deja de ofertar el tren y la composición es apartada del servicio comercial hasta que “es rescatada” en 2011, por la empresa estatal . El presidente de esta última compañía y el de la RENFE, ratificaron en FITUR de ese año, un convenio de colaboración por 6 años, que contemplaba la puesta en servicio del nuevo “Al Ándalus”. Tras una costosa intervención de restauración y puesta en servicio del material remolcado, una vez invertidos 2 millones de euros, en diversas actuaciones efectuadas en siete coches cama, por parte de distintas empresas asturianas en una nave cercana a Mieres, a las que hubo que sumar la intervención realizada por Integria al resto de los vehículos en sus talleres sevillanos. La factura ascendió a la nada despreciable cantidad de 3 millones de euros. Tras terminar los trabajos y realizar las pruebas de homologación, de nuevo estuvo lista para el servicio comercial el 6 de mayo de 2012. Desde entonces los más acomodados viajeros disfrutaban de este tren, por tierras andaluzas, en un viaje de seis días y cinco noches, visitando los lugares y parajes más pintorescos de esta comunidad, pudiendo saborear nuevamente comidas y cenas en los mejores paradores y restaurantes del itinerario andaluz, del servicio de acompañamiento ofrecido por azafatas-guía, las mejores actuaciones musicales, demostraciones ecuestres, viaje en barco por el río Guadalquivir, entradas y visitas a los lugares más relevantes de esta comunidad autónoma, como la increíble y fascinante Ronda (Málaga) o las bodegas de Jerez. A la prensa y revistas diarias, hay que sumar el buffet libre de los desayunos, el alojamiento en el tren y desplazamientos en un moderno y confortable autocar decorado con los colores del tren. Es de agradecer el servicio de lavandería, recepción, camareros, personal de limpieza, servicio médico, técnicos de mantenimiento, músicos animadores, los más selectos cocineros que bajo la atenta mirada de los Jefes de Expedición, que velan por que el servicio ofrecido sea a gusto del más selecto y exigente viajero. Si a todas atenciones sumamos un servicio de seguridad cualificado, que nos transmita un “ambiente de tranquilidad”, estaremos ante un viaje perfecto. ¡Que más se puede pedir” 2.550 euros/persona si se opta por una suite estándar o 4.450 euros/persona en la suite superior , si su bolsillo se lo permite, por lo menos una vez en la vida merece la pena. La experiencias acumuladas viajando en el transcurso de prácticamente una semana, en un palacio rodante de la “Belle Époque”, no tienen precio, alegrándose toda su vida de haber realizado cualquier de los dos itinerarios (Al Ándalus o Ibérico).

From the end of the 80's until 2000, the success of Al Ándalus did not suffer from ups and downs, with the offer offered by the operator almost complete. The charter services were also part of the commercial offer, as was the Golf programme, which combined the trip with the alternative to play this sport on the best and most prestigious Andalusian courses. Since the beginning of the twenty-first century, for various reasons, the train began a stage of decline. A clear example, could be seen in the catalogue of 2005. Their itineraries had been shortened. The itinerary was covered Seville-Cordoba and Granada and its inverse in 4 days and 3 nights, for 1,480 euros the double cabin and 2,100 euros in the individual, prices and routes that are far enough from the usual route of this train. Unfortunately, shortly afterwards, the IBERRAIL operator ceases to offer the train and the composition is removed from the commercial service until it is "rescued" in 2011 by the state company . The president of this last company and the one of the RENFE, ratified in FITUR of that year, a collaboration agreement for 6 years, that contemplated the putting into service of the hauled material, once invested 2 million euros, in various performances carried out in seven car beds, by various Asturian companies in a hangar near Mieres, to which had to add the intervention made by Integria to the rest of the vehicles in their Seville

workshops. The bill amounted to a negligible amount of 3 million euros. After completing the work and carrying out the homologation tests, it was again ready for the commercial service on May 6, 2012. Since then, the most well-off travellers enjoy this train, for Andalusian lands, on a trip of six days and five nights, Visiting the most picturesque places and places of this community, being able to savour again meals and dinners in the best inns and restaurants of the Andalusian itinerary, the accompaniment service offered by guide hostesses, the best musical performances, equestrian demonstrations, boat trip by The river Guadalquivir, entrances and visits to the most important places of this autonomous community, such as the incredible and fascinating Ronda (Málaga) or the cellars of Jerez. To the press and daily magazines, we must add the free buffet breakfast, accommodation on the train and travel in a modern and comfortable coach decorated with the colours of the train. Thanks to the laundry service, reception, waiters, cleaning staff, medical service, maintenance technicians, entertainer musicians, the most select cooks that under the watchful eye of the Heads of Expedition, who ensure that the service offered is to Taste the most discriminating and demanding traveller. If we add a qualified security service to all, which will transmit us a "tranquil atmosphere", we will be on a perfect trip. What more can you ask for? € 2,550 / person if you opt for a standard suite or € 4,450 / person in the upper suite, if your pocket allows it, at least once in a lifetime is worth it. The experiences accumulated travelling in the course of practically a week, in a rolling palace of the "Belle Époque", are priceless, rejoicing all their life of having realized any of the two itineraries (Al Ándalus or Iberian).

El 1 de Enero de 2013, desaparece y su nuevo propietario RENFE se encarga de su gestión, afortunadamente el radio de acción del Al Ándalus se amplía y llega a otros rincones de España. En el trascurso de este verano podremos ver su bella estampa por los infinitos campos castellanos. De momento y para alegría de muchos fotógrafos, el tren empezó a circular camino de estas tierras en un viaje de presentación, que partió desde Madrid-Chamartín, el martes 2 de abril de 2013 a las 9:02 hacia las estaciones de Segovia, y Ávila. Hacia las ocho de la tarde quedó reflejada en las lunas de los coches la mágica imagen de las murallas de Ávila, encaminándose hacia Salamanca, llegando a esta última estación sobre las 21:30h. Tras pasar la noche en sus andenes, el miércoles 4 hacia las 11:00, tuvo lugar su presentación. Una vez concluida, dos locomotoras 319.3 se encargaron de traccionar los 15 coches, hacia Medina del Campo. Una vez sustituidas las locomotoras diesel por una potente 252, la locomotora siguió su itinerario hacia las estaciones de Burgos-Rosa de Lima y Miranda de Ebro. En este último nudo ferroviario pernoctó, esperando que llegase el jueves 4 de abril. Sobre las 9.00, una vez más comenzó viaje hacia Pamplona, ciudad que recibió esta lujosa composición hacia las 10:30h. Los pamploneses pudieron contemplar el tren hasta las 13:30, partiendo hacia Zaragoza-Delicias, sobre las tres de la tarde. Un día después ya como material vacío retorno viaje hacia Vicalvaro Clasificación y a continuación Sevilla-Santa Justa, estación que vio los llamativos colores del este tren sobre las 20:30h. (Estas marchas teóricas corresponden a las que fueron preparadas para la presentación del tren, en el itinerario ibérico y posterior traslado a Sevilla.). Las fechas de salida programadas para este verano son las siguientes: Estación de Chamartín, días 7 y 21 de julio, 4 y 18 de agosto la composición una semana después. Desde Zaragoza, marchará la composición una semana después. Por ejemplo, en Burgos se visitarán en autocar el Museo de la Evolución Humana, los yacimientos de Atapuerca, su catedral y como no su importante y monumental casco histórico. Durante la parada en Miranda, se aprovechará la ocasión para visitar una importante bodega riojana.

On January 1, 2013, disappeared and its new owner RENFE is in charge of its management, fortunately the radius of action of Al Ándalus widens and reaches other corners of Spain. In the course of this summer we will be able to see its beautiful print of the infinite Castilian fields. At the moment, and to the delight of many photographers, the train began to circulate on the way to these lands on a

presentation trip, which departed from Madrid-Chamartín on Tuesday, April 2, 2013 at 9:02 am to Segovia stations, and Avila. Towards eight in the afternoon was reflected in the moons shaped windows of the cars the magical image of the walls of Avila, heading towards Salamanca, arriving at this last station about 21:30h. After spending the night on their platforms, on Wednesday 4 at 11:00, its presentation took place. Once completed, two locomotives 319.3 were in charge of pulling the 15 cars, towards Medina del Campo. After replacing the diesel locomotives with a powerful 252, the locomotive continued its route to the stations of Burgos-Rosa de Lima and Miranda de Ebro. In this last railway junction it stayed overnight, waiting for it to arrive on Thursday, April 4. About 9.00, once again began trip to Pamplona, city that received this luxurious composition around 10:30. The Pamplonenses could admire the train until 13:30, leaving for Zaragoza-Delicias, about three o'clock in the afternoon. A day later as empty material the return trip to Vicálvaro Classification and then Seville-Santa Justa, station that saw the striking colours of this train about 20:30. (These theoretical marches correspond to those that were prepared for the presentation of the train, in the Iberian itinerary and later transfer to Seville.). Scheduled departure dates for this summer are as follows: Chamartín Station, July 7 and 21, August 4 and 18, the composition a week later. From Zaragoza, the composition will set off a week later. For example, in Burgos the Museum of Human Evolution, the deposits of Atapuerca, its cathedral and not its important historical monuments will be visited by coach. During the stop in Miranda, you will get the opportunity to visit an important Rioja winery.

Deberemos ir preparando las cámaras de foto y video para inmortalizar imágenes nada habituales *por estas tierras*. Atrás quedaron aquellos primeros momentos en los cuales las locomotoras a vapor Mikado 141F-2111/2413 y 240-2215 (tramo Madrid-Aranjuez), además de las diesel 2100, 333 o las eléctricas 7600/6900 (3), fueron las encargadas de traccionar aquellas primeras composiciones de este tren convencional desde la capital de España hacia tierras andaluzas. Hoy en día son utilizadas locomotoras serie 319.3 en doble tracción en los tramos sin catenaria, dejando la responsabilidad bajo los 3.000 v a las modernas locomotoras universales serie 252. ¡Ojala pudiésemos ver en cabeza de tren, la locomotora a vapor Confederación 242F-2009!, una de las maquinas de la élite española, arrastrando 15 coches como lo hacía en sus viejos tiempos, pero en esta ocasión con este tren especial. Buen escaparate de cara al turismo extranjero, que tanto sabe apreciar el costumbrismo español. La RENFE oferta además del Al Ándalus, los trenes turísticos Transcantábrico Gran Lujo y Clásico, El Expreso de la Robla y los Trenes Turísticos del Norte, pudiéndose utilizar en viajes programados, discrecionales, eventos empresariales o para el rodaje de documentales y películas. El diseño del viaje a la medida de las necesidades del viajero, forma parte de la acertada política comercial con la que se inicia una nueva etapa. Como decía un viejo anuncio de los años 80. *"Amabilidad a todo tren, para viajar con alegría, nuestro servicio es la cordialidad"*, en el Al Ándalus, y en los restantes trenes de lujo, le sorprenderá la cortesía y atención hacia al cliente. Gracias al esfuerzo y dedicación realizado desde la lejana fecha de 1985 por los trabajadores del tren, el equipo de tierra, las compañías IBERRAIL, RENFE, ADIF,

We must prepare the cameras and video to immortalize images not usual for these lands. Gone are the first moments in which the steam locomotives Mikado 141F-2111/2413 and 240-2215 (section Madrid-Aranjuez), in addition to the diesel 2100, 333 or 7600/6900 electric (3), were in charge of traction the first compositions of this conventional train from the capital of Spain to Andalusia. Nowadays, 319.3 series locomotives are used in double traction in the catenary-free sections, leaving the responsibility for the 3,000 universal modern locomotives of the 252 series. We wish we could see at the head of the train the steam locomotive Confederation 242F-2009! One of the machines of the Spanish elite, hauling 15 cars as he did in his old days, but this time with this special train. Good showcase for foreign tourism, which Spanish customs know so much. The RENFE offers, besides the Al Ándalus, the tourist trains

Transcantábrico Gran Lujo and Classic, the Expreso de la Robla and the Tourist Trains of the North, being able to be used in programmed trips, discretionary, business events or for the filming of documentaries and films. The design of the trip to the needs of the traveller, is part of the successful commercial policy with which a new stage begins. As an old advertisement from the 80s said: "Kindness to every train, to travel with joy, our service is cordiality", in the Al Ándalus, and in the other luxury trains, you will be surprised by the courtesy and attention to the customer. Thanks to the effort and dedication made since the distant date of 1985 by the train workers, the ground crew, companies IBERRAIL, RENFE, ADIF, and others.

y las personas e instituciones que de alguna que otra manera, aunque sea indirectamente se ha puesto al servicio del Al Ándalus y los restantes trenes turísticos, han hecho posible que nuestros trenes hayan pasado a formar parte de un restringido club, dentro de la élite mundial de los trenes de lujo trenes con encanto. El esfuerzo ha merecido la pena. Solo nos falta decir: *"Así es mi tren, tu tren, nuestro tren"*.

Hobbytren seguirá informando a sus lectores de los sucesivos viajes que se realizará con este tren. De momento disfruten de este artículo.

and the people and institutions that in some other way, although indirectly has been put at the service of Al Ándalus and the remaining tourist trains, have made possible that our trains have become part of a exclusive club, within the elite World-class luxury trains with charming trains. The effort has been worth it. We just have to say, "This is my train, your train, our train". Hobbytren will continue to inform its readers of the successive trips that will be made with this train. For now enjoy this article.

Tren Al Ándalus. Nostalgia y sueños de otros tiempos que se hacen realidad.

- (1) En esos momentos solamente se prestaba servicio en el itinerario andaluz.
- (2) Los bogies Gran Confort, carecen de traviesa bailadora, apoyando directamente sobre los muelles de la suspensión secundaria. Con el modelo básico se alcanzan velocidades de 160km/h.
- (3) En su primera época de circulación pudimos ver a las 6900 estrellas en cabeza de algunas circulaciones. Por su colorido y vistosidad, aportaba aun más glamour a la composición. Una de las locomotoras asignada fue la 269-330.

Train to the Ándalus. Nostalgia and dreams of other times that come true.

- (1) At that time only service was provided on the Andalusian itinerary.
- (2) Gran Confort bogies, lacking a dancer sleeper, directly supporting the springs of the secondary suspension. The basic model achieves speeds of 160km/h.
- (3) In its first period of circulation we could see the 6900 stars at the head of some circulations. Because of its color and visibility, it brought even more glamor to the composition. One of the assigned locomotives was the 269-330.

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POR INDICACIÓN DE MANUEL GALÁN ERUSTE, EN LOS PIÉS DE FOTOS LE GUSTA QUE LE PONGAN SUS INICIALES, MGE , YA TE LAS HE MARCADO EN SUS FOTOS. MGE

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#### RELACIÓN DE FOTOS

FOTO 1 Al Ándalus dirección Cádiz. (Lebrija, 18-04-2012) Manuel Galán Eruste.

FOTO 2 Foto 2 Al Ándalus dirección Sevilla. Viaje de pruebas. (Bifurcación de Utrera, 01-03-2012) Manuel Galán Eruste.

FOTO 3 Al Ándalus procedente de Ronda. (El Sorbito, 18042012) Manuel Galán Eruste.

FOTO 4 AL ANDALUS MIRANDA CON PERSONAL DEL MUSEO DEL FFCC Y EL JEFE DE EXPEDICIÓN 2º POR LA IZQUIERDA, CON LA CARPETA, AL FINAL EL AUTOR DEL TEXTO. JUAN DELGADO LUNA

FOTO 5 AL ANDALUS MIRANDA CON PERSONAL DE SERVICIO .FOTO JUAN DELGADO LUNA

FOTO 6 FACTORA AL ANDALUS MIRANDA FOTOS JUAN DELGADO LUNA

FOTO 7 COCHE MEDINA AZAHARA AL ANDALUS MIRANDA FOTOS JUAN DELGADO LUNA

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FOTO 22 INTERIOR COCHE ALHAMBRA AL ANDALUS MIRANDA FOTO JUAN DELGADO LUNA

FOTO 23 DETALLE AL ANDALUS MIRANDA FOTOS JUAN DELGADO LUNA

FOTO 24 DETALLE EXTERIOR COCHE GIRALDA MIRANDA FOTO JUAN DELGADO LUNA

FOTO 25 COCHE SUITE ESTANDAR AL ANDALUS MIRANDA FOTO JUAN DELGADO LUNA

FOTO 26 INTERIOR COCHE SALÓN RESTAURANTE FOTO MANUEL GALAN ERUSTE

I SEND YOU THE ADDRESS OF INFORMATION AND RESERVATIONS. Plaza de los Ferroviarios, s / n. 33012 Oviedo (Asturias). Phone 00 34 902 555 902 [trenesturisticosdelujo@.es](mailto:trenesturisticosdelujo@.es) [www.trenesturisticosdelujo.com](http://www.trenesturisticosdelujo.com)





**Al-Andalus Express - Photos by Juan Delgado Luna and others**





















# EXPRESO NONASPE

WWW.TRENAZUL.ES



Visitas al TREN AZUL de 12 a 15 horas

## ' ZARAGOZA → NONASPE → ZARAGOZA '

"Nonaspe: cuna de la ingeniería ferroviaria" 1892  
2 de Junio de 2019

### Horario:

ZARAGOZA Delicias: 8:57  
Goya: 9:02  
Caspe: 10:57  
Llegada a NONASPE: 11:31

Comida libre

Salida de NONASPE: 17:24  
Caspe: 17:57  
Goya: 19:50  
Llegada a DELICIAS: 20:08



### Actividades:

Visitas al Museo Etnológico  
Antigua Oficina de Correos  
Ayuntamiento - Iglesia Parroquial - La Presó - Ermita

### Billetes:

TARIFA GENERAL: 25€  
Coche Salón ZZ-1601: 30€  
Estafeta DGCT-1529: 20€  
\* SOV y actividades Incluidas

### Información y venta:

[www.trenazul.es](http://www.trenazul.es)  
[info@azaff.org](mailto:info@azaff.org)  
Teléfono: 656 37 88 49

Organiza:



Patrocina:



AZAFT Historia

El movimiento aficionado en torno al mundo de los caminos de hierro, de tan larga tradición en las naciones industrializadas, encuentra arraigo en España en épocas relativamente cercanas. Zaragoza se sumó a esta corriente a partir de la iniciativa de un pequeño grupo de aficionados allá por el año 1978. Los tramites para la legalización e inscripción en los registros correspondientes se alargaron hasta el año **1979**, en el que fue constituida como **entidad sin ánimo de lucro** la Asociación Aragonesa de Amigos del Ferrocarril y Tranvías (AZAFT). Con el fin de dotar a la recién nacida agrupación de local donde reunirse, RENFE cedió generosamente unas dependencias en la antigua estación de Delicias. Entre los fines de la Asociación destacaron desde el principio «agrupar, fomentar y desarrollar la afición a los ferrocarriles y tranvías en general, tanto en miniatura como reales» (del artículo tercero de los Estatutos). Para un mayor logro de tales objetivos, la AZAFT ha venido organizándose internamente a través de diversas secciones, lo que posibilita que cada asociado pueda participar en las áreas de su mayor preferencia: **tren real, modelismo, filatelia, fotografía, video, investigación, etc.** En la sede social se encuentran instaladas maquetas de las escalas más comunes, H0 y N, que pueden ser utilizadas libremente por los asociados. También se dispone de biblioteca y videoteca.

Una de las labores en las que AZAFT ha puesto más empeño ha sido la de promover acuerdos entre empresas e instituciones con vistas a la preservación del patrimonio histórico ferroviario. Este esfuerzo ha fructificado en diversos convenios de colaboración con la **Diputación Provincial de Zaragoza, la Fundación de los Ferrocarriles Españoles, ENDESA, la Compañía Internacional de Coches Camas (CIWL) y la S.E. Correos y Telégrafos**. Gracias a dichos convenios se ha conseguido rescatar del desguace o del olvido valiosas piezas ferroviarias, algunas de las cuales han sido ya restauradas y se encuentran en funcionamiento.

Entre el material recuperado se encuentran las veteranas locomotoras de vapor de ENDESA **Baldwin 130 «Aragón»** (EE.UU. 1920) y **Jung 242T «Escatrón»** (Alemania, 1953), así como las locomotoras eléctricas de RENFE **1005** (España, 1927) y **7702**(Inglaterra, 1952).

En cuanto a los coches de viajeros recuperados, son de destacar los coches salón **ZZ-201** y **ZZ-1601**, así como una composición de restaurantes de la Compañía Internacional de Coches Camas de los años veinte, entre los que destaca el **WR-2747** por conservar el lujoso interior que tanta fama dio a los trenes que los tuvieron en sus composiciones.

Con este y otro material ferroviario se han formado variados trenes de época con los que se llevan efectuando, desde el año 1987, múltiples **viajes especiales y conmemorativos**, que han contado en muchas ocasiones con el aliciente de la tracción vapor. Estos trenes han tenido como destino distintas localidades de la geografía aragonesa, en ocasiones traspasando sus límites en viajes conjuntos con otras asociaciones de amigos del ferrocarril y siempre dentro del espíritu de acercamiento a la ciudadanía de la **imagen histórica y lúdica** de este medio de transporte.

Uno de los proyectos impulsados desde tiempo atrás por la asociación es la firme resolución de la creación del **Museo Ferroviario de Aragón**, que acoja adecuadamente todo el fondo ferroviario histórico preservado (que es mucho y muy importante), convirtiéndose un **museo vivo** a la altura de los que ya existen en diversos enclaves europeos.

Se creía que gracias a esta labor de conservación llevada a cabo por la AZAFT y debido a la coyuntura de la llegada del Tren de Alta Velocidad a la ciudad de Zaragoza, sería posible que ese Museo se convirtiera en una realidad. **El museo fue aprobado por el Consejo de Ministros** en 1998 y comenzaron las obras en el año 2000, **llegándose a invertir más de 750.000 millones de pesetas** en instalaciones y espacios expositivos para el material. Pero...

Por desgracia se cruzó por el camino la sociedad **Zaragoza Alta Velocidad 2002**, encargada de desarrollar el entorno urbanístico de la nueva Estación de Zaragoza-Delicias, que **truncó nuestras esperanzas y dilapidó toda la inversión realizada** para la implantación del Museo en la Estación de Delicias.

Esperemos que finalmente la cordura reine y que con la ayuda de las Instituciones Aragonesas seamos capaces de constituir uno de los centros de la historia ferroviaria más importantes a nivel Europeo.

Las obras de la Estación de Delicias obligaron, en el año 2000, a desconectar de la vía general las vías de las naves donde estaba alojada la colección de la asociación, **imposibilitando la realización de viajes con el material histórico** y obligando además a trasladar el local social a unas precarias instalaciones dentro de las citadas naves.

Ocho años de penurias, polvo, obras y desperfectos en el material, que, tras la desilusión por la no construcción del Museo en Delicias, culminaron con el destierro de la colección ferroviaria a Casetas y la desaparición del local social.

El traslado del material a Casetas tampoco estuvo exento de polémicas, puesto que la sociedad Zaragoza Alta Velocidad 2002 no aceptaba trasladar todas las piezas de la colección y mucho menos hacerlo a un lugar adecuado para su conservación. Finalmente, tras unas duras negociaciones, se consiguió que fuera construida una nave en Casetas, en la que, en precarias condiciones, se reubicó el material en el año 2006.



Casetas - main shed 2015 (Chris Elliott)



CIWL WL 2955 / SSV1011 Canfranc 2015 (Chris Elliott)  
– formerly operated by RENFE Jefatura de Obras e Instalaciones

Tras diversas negociaciones infructuosas con ADIF para poder alquilar alguno de los locales sin uso existentes en la Estación de Casetas, se tomó la decisión de alquilar un local comercial, próximo a la estación, donde trasladar la sede social, consiguiendo recuperar la vida asociativa con alegría e ilusión. La inauguración de la nueva sede tuvo lugar en diciembre de 2006.

A pesar de todos estos avatares, la AZAFT nunca dejará su labor de recuperación del patrimonio ferroviario, con la idea de crear en algún momento el Museo del Ferrocarril de Aragón, para lo cual siguen haciéndose gestiones en todos los ámbitos, además de completar las diferentes colecciones con piezas interesantes que puedan ir recuperándose.

El año 2008 supuso finalmente un cambio de rumbo ya que, tras muchos esfuerzos y gracias a la colaboración y el patrocinio de **TURISMO DE ARAGÓN**, se pudo volver a realizar viajes con el material histórico. La firma de un convenio de colaboración entre ambas entidades, unido al trabajo realizado para la puesta a punto de la composición, permitió pasar todas las revisiones necesarias para **tener operativo el tren**.

El año 2009 significó la consolidación del **Tren Azul** como la composición histórica más bonita de entre todas aquellas en funcionamiento en España, siendo muy valorada entre los aficionados. Los diferentes viajes abiertos al público realizados durante ese año confirmaron el éxito de la propuesta, circulando completo el tren en todas las ocasiones.

*La vuelta a la vía*, el poder volver a viajar en nuestros trenes históricos rememorando los viajes de otras épocas y pudiendo transmitir esas sensaciones a las generaciones futuras, nos devuelve la ilusión y las ganas de seguir trabajando con la esperanza de que en algún momento será reconocida nuestra labor y finalmente la colección pueda estar expuesta en el **Museo del Ferrocarril de Aragón**.

Courtesy of AZAFT web-site



Fourgon 1276 Canfranc – undated



## History

The amateur movement around the world of railways, with such a long tradition in industrialized nations, finds its roots in Spain in relatively recent times. Zaragoza joined this current enthusiasm from the initiative of a small group of fans back in 1978. The procedures for legalization and registration in the corresponding registers were extended until 1979, when a non-profit entity of profit the Zaragozaana Association of Friends of the Railway and Tramways (AZAFT) was established. In order to provide premises for this newly born group to meet, RENFE generously ceded some buildings in the old station of Delicias. Among the aims of the Association, they highlighted from the beginning "to group, promote and develop the love of railways and trams in general, both in miniature and full size" (of the third article of the Statutes). For a greater achievement of these objectives, AZAFT has been organizing internally through various sections, which allows each partner to participate in the areas of their greatest preference: real train, modelling, philately, photography, video, research, etc. . Mock-ups of the most common scales, H0 and N, are installed in the head office, which can be freely used by members. There is also a library and video library. One of the tasks in which AZAFT has put more effort has been to promote agreements between companies and institutions with a view to the preservation of the historical railway heritage. This effort has borne fruit in several collaboration agreements with the Provincial Council of Zaragoza, the Spanish Railways Foundation, ENDESA, the International Company of Sleeping Cars (CIWL) and the SE Correos y Telegrafos . Thanks to these agreements, valuable railway vehicles have been rescued from scrapping or oblivion, some of which have already been restored and are in operation.



**CIWL fourgon 1296 2018 Adrian B. Lerma (with permission WWW.AZAFT)**

Among the recovered material are the veteran steam locomotives of ENDESA Baldwin 130 "Aragon" (USA 1920) and Jung 242T "Escatrón" (Germany, 1953), as well as the electric locomotives of RENFE 1005 (Spain, 1927) and 7702 (England, 1952). As for the passenger cars recovered, the saloon cars ZZ-201 and ZZ-1601 are noteworthy, as well as a collection of restaurant cars of the International Sleeping Car Company CIWL of the 1920s, among which the WR-2747 stands out for preserve the luxurious interior that gave such fame to the trains that had them in their compositions. With this and other railway material, several vintage trains have been formed with which they have been carrying out, since 1987, multiple special and commemorative trips, which have often had the incentive of steam traction. These trains have had as their destination different locations of the Aragonese geography, sometimes crossing their limits in joint trips with other associations of friends of the railway and always within the spirit of approach to the citizenship of the historical and playful image of this means of transport. One of the projects promoted by the association for a long time is the firm resolution of the creation of the Aragon Railway Museum, which adequately welcomes the entire preserved historical railway fund (which is very important), becoming a living museum to the level of those that already exist in various European cities. It was believed that thanks to this conservation work carried out by AZAFT and due to the juncture of the arrival of the High Speed Train to the city of Zaragoza, it would be possible for that

Museum to become a reality. The museum was approved by the Council of Ministers in 1998 and works began in 2000, reaching more than 750,000 million pesetas in facilities and exhibition spaces for the material. But... Unfortunately, the Zaragoza High Speed 2002 company crossed the lines needed for the development of the urban environment of the new Zaragoza-Delicias Station, which truncated our hopes and squandered all the investment made for the implementation of the Museum at the Delicias Station. Hopefully, sanity will finally reign and that with the help of the Aragonese Institutions we will be able to constitute one of the most important centres of railway history at European level. The works of the Delicias Station in 2000 forced, the tracks to be disconnected leading to the hangars where the association's collection was located making it impossible to carry out trips with the historical material and also forcing to move the premises social to precarious facilities within the aforementioned hangars. Eight years of hardships, dust, works and damage to the material, which, after disappointment at the non-construction of the Museum in Delicias, culminated in the banishment of the railway collection to Casetas and the disappearance of the social premises. The transfer of the material to Casetas was not exempt from controversies either, since the Zaragoza High Speed 2002 company did not accept to transfer all the pieces of the collection and much less do it to a suitable place for its conservation. Finally, after hard negotiations, it was possible to build a hangar in Casetas, in which, in precarious conditions, the material was relocated in 2006. After several unsuccessful negotiations with ADIF to be able to rent any of the existing unused premises in the Casetas Station, the decision was made to rent commercial premises, close to the station, where to move the headquarters, recovering the associative life with joy and illusion. The inauguration of the new headquarters took place in December 2006. In spite of all these issues, the AZAFT will never give up its work of recovering the railway heritage, with the idea of creating at some time the Aragon Railway Museum, for which efforts are still being made in all areas, in addition to completing the different collections with interesting pieces that can be recovered. The year 2008 was finally a change of course since, after many efforts and thanks to the collaboration and sponsorship of TURISMO DE ARAGÓN, it was possible to make trips with the historical material again. The signing of a collaboration agreement between both entities, together with the work carried out for the commissioning of the composition, allowed to pass all the necessary revisions to have the train operational. The year 2009 meant the consolidation of the Blue Train as the most beautiful historical composition among all those in operation in Spain, being highly valued among fans. The different trips open to the public made during that year confirmed the success of the proposal, circulating the train completely on all occasions. The return to the track, to be able to travel again in our historical trains recalling the travels of former times and being able to transmit those feelings to future generations, gives us back the illusion and the desire to continue working with the hope that at some point it will be our work is recognized and finally the collection may be exhibited at the Aragon Railway Museum.



WL T2 exRENFE 5423 2017 Adrian B. Lerma (with permission [WWW.AZAFT](http://WWW.AZAFT))

#### HERITAGE – SPAIN – Other collections

### Spain has a number of railway museums spread across the country

The 'Umbrella' organisation in Spain is La *Fundación de los Ferrocarriles Españoles* which is entrusted with the recovery, custody and dissemination of historical, cultural, scientific and technological heritage.

In almost every sizeable Spanish town there is an 'Amigos de Ferrocarril' a local railway society

In Madrid at the Madrid Delicias station is the Museo del Ferrocarril de Madrid, its collection is to be found at [www.museodelferrocarril.org](http://www.museodelferrocarril.org). it houses a CIWL WR (3569) and visiting ecCIWL Pullman cars belonging to RENFE, steam and diesel locos and other interesting items. Madrid Delicias station is only a ten minute walk from Madrid's principal station Madrid Atocha

In Catalonia, there is the Museum at Vilanova y la Geltrui a short distance south of Barcelona which houses a roundhouse of steam and an interesting collection of locomotives and Talgo cars

At Mora la Nova on the classic line south west of Tarragona is where ARMF carries out major restoration work [www.museoferrocarril.cat](http://www.museoferrocarril.cat)

In Aragon, AZAFT maintains its collection at Casetas a little to the west of Zaragoza and at Canfranc on the Spanish French frontier and helps operate the Tren Minero de Utrillas in the province of Teruel! More background to AZAFT's activities is to be found in our article.



In the north of Spain? There is the Museum of Gijon [www.museos.gijon.es](http://www.museos.gijon.es) and the museum of Azpeitia in the Basque country [www.euskotren.eus](http://www.euskotren.eus)

Museo Nacional del Ferrocarril de Alcazar de San Juan, Estación de Ponferrada, [www.ponferrada.org](http://www.ponferrada.org)

Muferga - Museo do Ferrocarril de Galicia at Montforte Lemos [www.muferga.es](http://www.muferga.es) The museum is home to two restored exCIWL YFt cars (4654 and 4675) and one former RENFE T2 (5417).

Some of these museums, especially the Madrid & Vilanova y el Geltrui museums publish lists of their collection, others need to be found by way of YouTube videos or Facebook.

Should you plan a visit to any of these museums, we strongly advise you to check opening times as most are very limited.

## HISTORY – SPAIN – CIWL 1894 Menu

C.I.W.L. menu from 1894    C.I.W.L. menú de 1894



Some time ago I did acquire a 125-year-old Spanish C.I.W.L. menu, version August 1894. Inside this brochure with 8 pages there was a handwritten menu of 23 August 1894.

Hace algún tiempo adquirí un C.I.W.L. español de 125 años. Menú, versión agosto 1894. Dentro de este folleto con 8 páginas había un menú manuscrito del 23 de agosto de 1894.

This menu was composed as follows: Este menú fue compuesto de la siguiente manera:

Potage Julienne	Soup Julienne
Truite saumoné gratin	Salmon trout cooked with melted cheese
Veau petits pois	Veal with garden peas
Chapon de grain à la Bresse	Grain fed cock à la Bresse
Entremet	Dessert
Salade	Salad
Dessert assortis	Assortment of sweets

Sopa Juliana  
Trucha De Salmón Cocida Con Queso Fundido.  
Ternera Con Guisante Gallo alimentado con granos a la bresse  
Postre – Ensalada - Surtido de dulces

The traveller had to pay 4,5 pesetas for his menu! Without wine of course  
¡El viajero tuvo que pagar 4,5 pesetas por su menú! Sin vino por supuesto ...

And if he did not prefer this menu, he could choose of dishes á la carte.

Y si no prefería este menú, podía elegir platos a la carta.

During studying this document some questions did arise and incited me to do some desk research.

Durante el estudio de este documento surgieron algunas preguntas que me incitaron a hacer una investigación de escritorio.

1. In which service between Madrid and Barcelona did run a restaurant car in the summer of 1894?

1. En qué servicio entre Madrid y Barcelona funcionó un vagón restaurante en el verano de 1894?

In the collection of my German friend Jürgen Klein I found the 'Guide Continental' of July 1895 (unfortunately none of Summer 1894), and in this guide on page 27 the time table of a service with wagons-lits (sleeping cars) and a restaurant car between Madrid and Barcelona was represented.

En la colección de mi amigo alemán Jürgen Klein, encontré la 'Guía Continental' de julio de 1895 (desafortunadamente, ninguna de verano de 1894), y en esta guía en la página 27 el horario de un servicio con carros-lits (coches de dormir) y un El coche restaurante entre madrid y barcelona estuvo representado.

This service was offered three times a week with departures from Madrid every Monday, Wednesday and Friday and from Barcelona every Tuesday, Thursday and Saturday. The journey started at 6:30 p.m. in Madrid and at 11:13 a.m. (Madrid time) next day Barcelona was reached, a journey of 16 hours and 43 minutes!

Este servicio se ofrece tres veces por semana con salidas desde Madrid todos los lunes, miércoles y viernes y desde Barcelona todos los martes, jueves y sábados. El viaje comenzó a las 6:30 p.m. en Madrid ya las 11:13 a.m. (hora de Madrid) al día siguiente se llegó a Barcelona, ¡un viaje de 16 horas y 43 minutos!

Second class passengers were only admitted without supplement during the meals and this points to the presence of also 2<sup>nd</sup> class C.I.W.L. sleeping cars and/or 2<sup>nd</sup> class M.Z.A. passenger cars.

Los pasajeros de segunda clase solo fueron admitidos sin suplemento durante las comidas y esto apunta a la presencia de la segunda clase C.I.W.L. Coches para dormir y / o 2da clase M.Z.A. carros pasajeros.



Guide Continental July 1895 Guía continental julio 1895

Wagons-Lits entre MADRID-BARCELONE (Trois fois par semaine)			
Départs les lundis, mercredis et vendredis. Departures every Monday, Wednesday and Friday.		Départs les mardis, jeudis et samedis. Departures every Tuesday, Thursday and Saturday.	
<b>Madrid</b> (1 <sup>re</sup> Abs.)	arr. 8 30 a.	<b>Barcelona</b> (1 <sup>re</sup> Abs.)	arr. 8 30 a.
Alcala	7 22	Gare de France	8 21
Guadalajara	7 15	Villa Nueva	7 59
Sigüenza	arr. 10 44	San Vicente	8 4
<b>Saragosse</b> Gare	arr. 3 30	Reus	arr. 8 49
po del Séptimo	arr. 3 50	Mora la Nueva	arr. 8 54
Caspe	arr. 3 59	Mora la Nueva	arr. 10 10
Mora la Nueva	arr. 6 34	Caspe	arr. 10 18
Reus	arr. 7 27	<b>Saragosse</b> Gare	arr. 11 30
Baza	arr. 8 33	po del Séptimo	arr. 1 36 a.
San Vicente	arr. 9 44	Sigüenza	arr. 2 43
Villa Nueva	arr. 9 45	Guadalajara	arr. 8 29
<b>Barcelona</b> (1 <sup>re</sup> du Madrid)	arr. 11 13	Alcala	arr. 10 25
2 <sup>de</sup> Barcel.	arr. 11 34	<b>Madrid</b> (1 <sup>re</sup> Abs.)	arr. 11 45

Correspondances : à Saragosse, ligne d'Oran, etc. ; à San Vicente, ligne Perpignan-France et ligne de l'interv. Tortosa, Valence, Carcassonne.

Remise des places aux Agences de Madrid, Alcala, et à (Equilata) Brnoze, Harrocco, Huel, etc. (Quatre-Ventures).

W.-Restaurant entre MADRID-BARCELONE (Trois fois par semaine)			
Départs les lundis, mercredis et vendredis. Departures every Monday, Wednesday and Friday.		Départs les mardis, jeudis et samedis. Departures every Tuesday, Thursday and Saturday.	
<b>Madrid</b> (1 <sup>re</sup> Abs.)	arr. 8 30 a.	<b>Barcelona</b>	arr. 8 30 a.
Alcala	7 19	France	8 31
Guadalajara	7 33	Villa Nueva	7 24
Zaragoza	8 3	San Vicente (Reus)	7 59
Sigüenza	arr. 10 44	Reus	arr. 8 4
Mora la Nueva	arr. 10 44	Mora la Nueva	arr. 8 34
Reus	arr. 8 57	Caspe	arr. 10 10
San Vicente (Kardar)	arr. 9 44	Sigüenza	arr. 8 21
Villa Nueva	arr. 9 45	Guadalajara	arr. 8 29
<b>Barcelona</b> (1 <sup>re</sup> du Madrid)	arr. 11 13	Alcala	arr. 10 25
(1 <sup>re</sup> Barcelone)	arr. 11 34	<b>Madrid</b>	arr. 11 45

PREUX DES REPAS (Via sans compris) : Premier Dîner, 1 fr. 50; Dîner à la carte, 3 fr. 50; Dîner, 4 fr. 50.  
M.M. les voyageurs de 2<sup>e</sup> classe sont admis sans supplément pendant la durée des repas.

Page 27 Página 27

Knowing that C.I.W.L. never owned locomotives to pull her trains, I now wanted to trace the railway company that did employ her steam locomotives for this service and so, I had to plunge into the early days of Spanish railways.

Sabiendo que C.I.W.L. Nunca tuvo locomotoras para sacar sus trenes, ahora quería rastrear a la compañía ferroviaria que empleaba sus locomotoras de vapor para este servicio y, por lo tanto, tuve que sumergirme en los primeros días de los ferrocarriles españoles.

The first line to be built in the Peninsula was a short link from Barcelona to Mataró opened on 28 October 1848 and although the Stevenson Standard Gauge of 1435 millimetres (4ft 8 1/2 in) had by then been adopted in several European countries, the new line used a broader gauge of 1672 mm (5 ft 5 13/16 in), the gauge of six Castilian feet. There are two reasons put forward for this, although the real reason is lost – either the broad gauge would allow for larger locomotives to pull trains through the country's mountainous terrain, or alternatively it was purely defensive. Tensions were high with France during the late 1800s, and if France invaded their rolling stock would be useless on the larger gauge track.

La primera línea que se construyó en la Península fue un breve enlace desde Barcelona hasta Mataró que se inauguró el 28 de octubre de 1848 y, aunque para entonces el Medidor Estándar Stevenson de 1435 milímetros (4 pies 8 1/2 pulg.) Había sido adoptado en varios países europeos, el La nueva línea utilizó un ancho más amplio de 1672 mm (5 pies 5 13/16 pulg.), el ancho de seis pies castellanos. Hay dos razones para esto, aunque la verdadera razón se pierde: o el ancho de vía permitiría que locomotoras más grandes arrastraran trenes a través del terreno montañoso del país, o alternativamente era puramente defensiva. Las tensiones fueron altas con Francia a fines del siglo XIX, y si Francia invadiera su material rodante sería inútil en la pista de gran calibre.

The Madrid-Aranjuez line was the second rail link on the Iberian Peninsula, put into operation in 1851. The lines to Zaragoza and Alicante were built in later years.

La línea Madrid-Aranjuez fue el segundo enlace ferroviario en la Península Ibérica, puesto en funcionamiento en 1851. Las líneas a Zaragoza y Alicante se construyeron en años posteriores.

Four great railway societies were created in Spain as a result of the Law of Railways of 1855; the first was the 'Compañía de los Ferrocarriles de Madrid a Zaragoza y Alicante' - M.Z.A. (The Railway Company from Madrid to Zaragoza and Alicante). This new Railway Company was constituted on 31 December 1856 with French majority capital, supported by the bankers Rothschild, the French Credit Society Gran Central and the Spanish Marqués de Salamanca. The M.Z.A. was born of the union of two already existing companies: the M.A. - 'Compañía del Ferrocarril de Madrid a Almansa' (Railway Company from Madrid to Almansa) and the A.Al. - 'Ferrocarril de Almansa a Alicante' (Railway from Almansa to Alicante). The second society was the 'Caminos de Hierro del Norte de España' (hereafter Norte) of 29 December 1858.

Cuatro grandes sociedades ferroviarias se crearon en España como resultado de la Ley de ferrocarriles de 1855; el primero fue la Compañía de los Ferrocarriles de Madrid a Zaragoza y Alicante - M.Z.A. (La empresa ferroviaria de Madrid a Zaragoza y Alicante). Esta nueva Compañía Ferroviaria se constituyó el 31 de diciembre de 1856 con capital de mayoría francesa, apoyada por los banqueros Rothschild, la Sociedad de Crédito Francesa Gran Central y el español Marqués de Salamanca. El M.Z.A. nació de la unión de dos empresas ya existentes: la M.A. - 'Compañía del Ferrocarril de Madrid a Almansa' (Compañía Ferroviaria de Madrid a Almansa) y la A.Al. - 'Ferrocarril de Almansa a Alicante' (Ferrocarril de Almansa a Alicante). La segunda sociedad fue el 'Caminos de Hierro del Norte de España' (en adelante Norte) del 29 de diciembre de 1858.

The third was the 'Compañía de los ferrocarriles de Madrid a Cáceres y Portugal' formed in December 1880 of the 'Ferrocarril del Tajo' (founded 1871) and 'Ferrocarriles de Cáceres a Malpartida y a la frontera de Portugal' (founded 1876). And on 15 November 1888 the fourth society was established, the 'Compañía del Ferrocarril Central de Aragón' (exploiting the lines of the 'Calatayud (Zaragoza) a Sagunto (Valencia) y Valencia' and the 'Caminreal a Zaragoza').

El tercero fue la "Compañía de ferrocarriles de Madrid a Cáceres y Portugal" formada en diciembre de 1880 del "Ferrocarril del Tajo" (fundada en 1871) y "Ferrocarriles de Cáceres a Malpartida y a la frontera de Portugal" (fundada en 1876). Y el 15 de noviembre de 1888 se estableció la cuarta sociedad, la "Compañía del Ferrocarril Central de Aragón" (explotando las líneas de la "Calatayud (Zaragoza) a Sagunto (Valencia) y Valencia" y la "Caminreal a Zaragoza").

In the middle of the 1880s, the main independent company in Catalonia, the 'Ferrocarriles de Tarragona a Barcelona y Francia', heir to the merger of more than ten small railway companies in the suburbs of Barcelona, decided to merge with the company 'Ferrocarriles Directos de Madrid y Zaragoza y Barcelona', aiming at breaking the Norte commercial monopoly in the south of the Ebro river. The emerging company would be called 'Nueva Compañía de los Ferrocarriles de Tarragona a Barcelona y Francia' (hereafter T.B.F.) (Tarragona-Barcelona-France Railway).

A mediados de la década de 1880, la principal empresa independiente en Cataluña, los 'Ferrocarriles de Tarragona a Barcelona y Francia', heredera de la fusión de más de diez pequeñas compañías ferroviarias en los suburbios de Barcelona, decidió fusionarse con la empresa 'Ferrocarriles Directos de Madrid y Zaragoza y Barcelona', con el objetivo de romper el monopolio comercial del Norte en el sur del río Ebro. La empresa emergente se llamaría Nueva Compañía de Ferrocarriles de Tarragona a Barcelona y Francia (en lo sucesivo, T.B.F.) (Ferrocarril Tarragona-Barcelona-Francia).

'T.B.F.', in sincere financial problems at the end of the 1880s, started conversations with the 'Norte' and 'M.Z.A.' to judge the best options for the sale of the company. The negotiations did result in an amalgamation with 'M.Z.A.' on 2 June 1891 and it was agreed that 'T.B.F.' was responsible for finishing the line Reus – Caspe – Puebla de Híjar and 'M.Z.A.' for the part from Puebla de Híjar to Zaragoza. On 1 July 1894 the line Reus – Caspe – Zaragoza was finished and the through line Madrid – Zaragoza – Barcelona could be put into use. From 1883 to 1894 C.I.W.L. offered a sleeping car service on the Madrid – Zaragoza – Lérida – Barcelona line.

"T.B.F.", en sinceros problemas financieros a fines de la década de 1880, inició conversaciones con "Norte" y "M.Z.A." para juzgar las mejores opciones para la venta de la compañía. Las negociaciones resultaron en una amalgama con "M.Z.A." el 2 de junio de 1891 y se acordó que "T.B.F." era responsable de terminar la línea Reus - Caspe - Puebla de Híjar y "M.Z.A." para la parte de Puebla de Híjar a Zaragoza. El 1 de julio de 1894, se terminó la línea Reus - Caspe - Zaragoza y se pudo poner en uso la línea Madrid - Zaragoza - Barcelona. De 1883 a 1894 C.I.W.L. Ofrece un servicio de coches para dormir en la línea Madrid - Zaragoza - Lérida - Barcelona.

From the above history we can conclude that the 'M.Z.A' did employ the steam locomotives for the service Madrid – Barcelona, but also that in the summer of 1894 C.I.W.L. offered for the very first-time sleeping cars and a restaurant car between both cities!

De la historia anterior podemos concluir que el 'M.Z.A' empleó las locomotoras de vapor para el servicio Madrid - Barcelona, pero también que en el verano de 1894 C.I.W.L. ¡Se ofrece por primera vez para los coches durmientes y un restaurante de coches entre ambas ciudades!

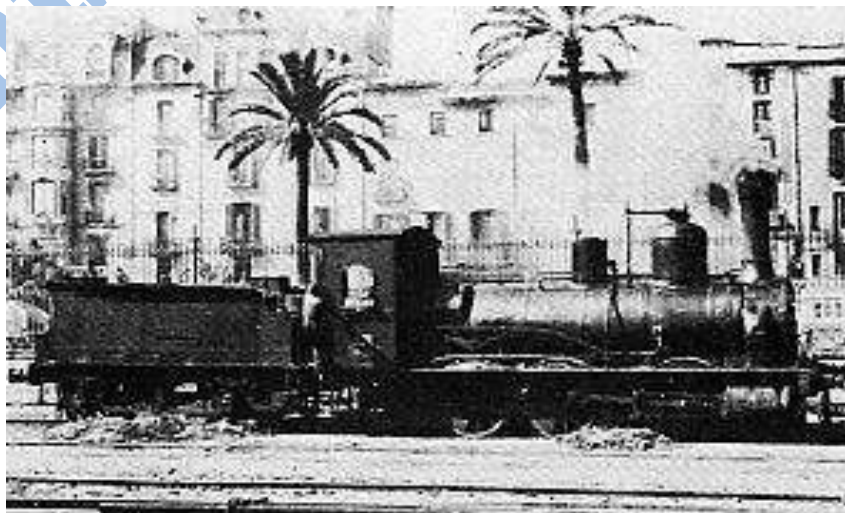


Railway map of Spain 1906

Mapa ferroviario de España 1906

One of the steam locomotives used for the Madrid – Barcelona service was originally constructed by the German company Hartmann (Sächsische Maschinenfabrik Vormalig Richard Hartmann, A.G., Chemnitz) between 1882 and 1890 for the T.B.F. (machines num. 227 to 258), 32 steam locomotives of this model 030 went to the M.Z.A. Company in 1891 (Nos: 454 to 485).

Una de las locomotoras de vapor utilizadas para el servicio Madrid - Barcelona fue construida originalmente por la compañía alemana Hartmann (Sächsische Maschinenfabrik Vormalig Richard Hartmann, A.G., Chemnitz) entre 1882 y 1890 para la T.B.F. (máquinas nº 227 a 258), 32 locomotoras de vapor de este modelo 030 fueron a la M.Z.A. Empresa en 1891 (Nos: 454 a 485).

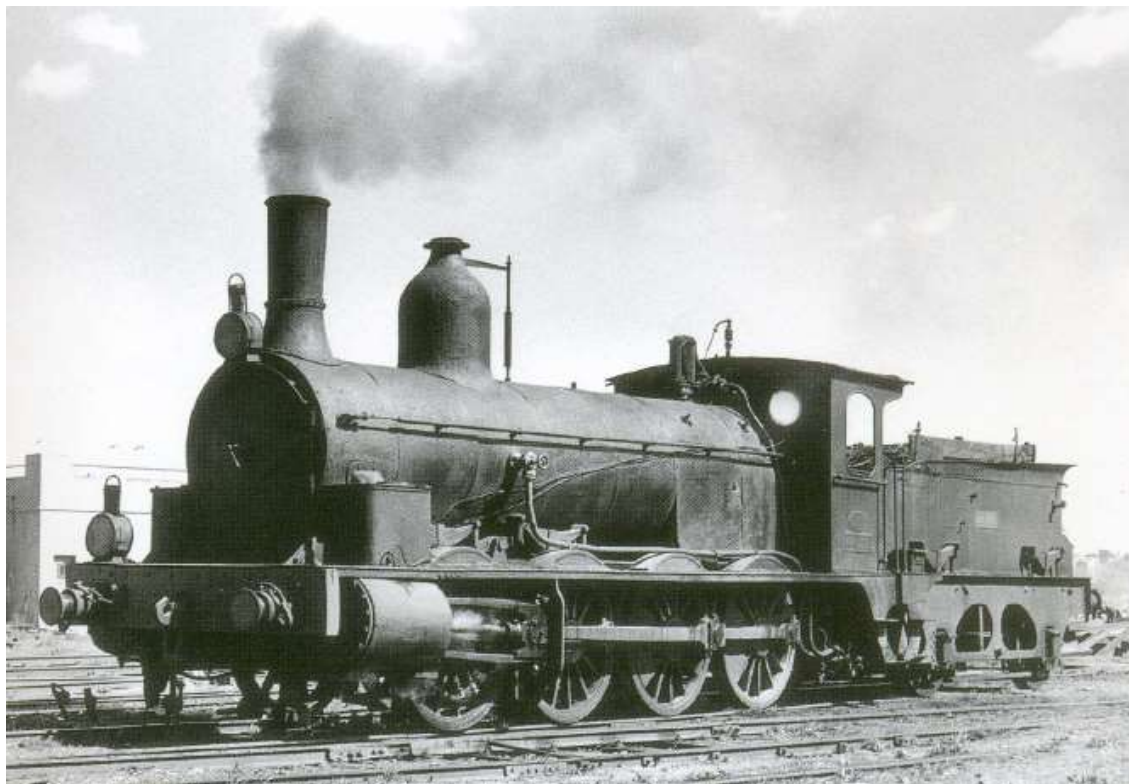


Steam locomotive Hartmann 030-474 (1883)

Locomotora de vapor Hartmann 030-474 (1883)

Another steam locomotive in service of the 'M.Z.A.' was No. 040-2019, built by Sharp, Stewart & Co. in 1879.

Otra locomotora de vapor en servicio de la "M.Z.A." fue la número 040-2019, construida por Sharp, Stewart & Co. en 1879



Steam locomotive Sharp 040-2019 (1879)

Locomotora de vapor Sharp 040-2019 (1879)

2. Which restaurant and sleeping cars were in service on the Madrid – Barcelona line?

2. Qué restaurante y autos de dormir estaban en servicio en la línea Madrid - Barcelona?

Cars-coches	Type-Tipo	Year-Año	Constructor	Notes-Notas
65-73	WL	1878	Desouches & David	No. 72-73 utilizado en España, 3 ejes
108-110	WL	1883	Rathgeber	3 ejes
117-120	WL	1883	Rathgeber	No. 120 utilizado en España, 3 ejes
154	WL	1883	Savigliano	4 ejes
229-231	WR	1888	Lyon	4 ejes
236-241	WL	1889	Desouches & David	No. 236 utilizado en España
262-268	WL	1889	Marly	No. 266 utilizado en España
297-299	WR	1894	CGC	4 ejes
331-335	WL	1892	Midland - Reino Unido Shrewsbury	Later on used in Spain Más tarde utilizado en España
353-354	WR	1893	WL workshop talleres Irun According to a register of CIWL	Según un registro de CIWL

Javier Aranguren gave more additional information: Javier Aranguren dio más y más información adicional:

Car coches	Type-tipo	Year-Año	Constructor	Notes - Notas
47-52	WL	1875	Simmering	No. 48-49 in Spain from April 1883, 2 axles en españa a partir de abril de 1883
65-73	WL	1878	Desouches & David	No. 72-73 used for Madrid – Hendaye from 1880; No. 65, 67, 69 and 70 from 1881 till 1908, registered at M.Z.A. in 1904 utilizado para madrid – hendaya desde 1880; No. 65, 67, 69 y 70 desde 1881 hasta 1908, registrado en M.Z.A. en 1904
76-106	WL	1881/82	Rathgeber	No. 78, 80, 108, 109 and 110 used together with the closed cars of the series 65-73 from April 1883 for the relations Madrid – Sevilla, Madrid – Lisbon and Madrid – Barcelona Junto con los coches cerrados de la Serie 65-73 desde abril de 1883 para las relaciones Madrid - Sevilla, Madrid - Lisboa y Madrid - Barcelona
108-110	WL	1883	Rathgeber	
114-116	WR	1883	Rathgeber	No. 114-116 used in Spain from 1887, No. 115 went to Tunis. In 1894 ‘fourgon-fumoir’ 1033, built by Ragheno in 1893, was converted into WR 115bis No. 114-116 utilizado en España desde 1887, el número 115 fue a Túnez. En 1894 el ‘fourgon-fumoir’ 1033, construido por Ragheno en 1893, se convirtió en WR 115bis
138-141	WR	1883	Rathgeber	No. 140 used by M.Z.A. in Sud- Express between 1908 and 1909 No. 140 utilizado por M.Z.A. en Sud-Express
145-147	WL	1884	Savigliano	No. 146 and 154 used in Spain from 1893 España desde used in Spain from 1893
154	WL	1884	Savigliano	
158-160	WL	1884	Rathgeber	No. 158 and 159 used at M.Z.A. line Madrid – Sevilla utilizado en M.Z.A. línea Madrid – Sevilla
173-176	WR	1885	Rathgeber	All four used on M.Z.A. line Madrid – Barcelona from 1893 Los cuatro utilizados en M.Z.A. línea Madrid - Barcelona desde 1893
183-186	WR	1886	Marly	No. 184 used from 1892, Nos. 183, 185 and 186 from 1893 on M.Z.A. line Madrid – Sevilla utilizado en M.Z.A. línea Madrid - Sevilla
236-241	WL	1889	Desouches & David	No. 236 used on M.Z.A. line Madrid – Sevilla utilizado en M.Z.A. línea Madrid - Sevilla
262-268	WL	1889	Marly	No. 266 for Spain para españa
297-299	WR	1894	CGC	Used in Spain Utilizado en españa
331-335	WL	1892	Midland - Shrewsbury	Used from 1896 Utilizado desde 1896
353-354	WR	1891	Desouches & David	Originally WRS converted into WR (by WL workshop Irun), used in Spain Originalmente WRS convertido en WR (por el taller de WL Irun), utilizado en España

Otto Dijkstra, one of my Dutch friends, did put this list of demolished cars at my disposal (three months after writing this article!):

Otto Dijkstra, uno de mis amigos holandeses, puso a mi disposición esta lista de autos demolidos (tres meses después de escribir este artículo!):



### LISTE DES VOITURES PAR ORDRE NUMÉRIQUE

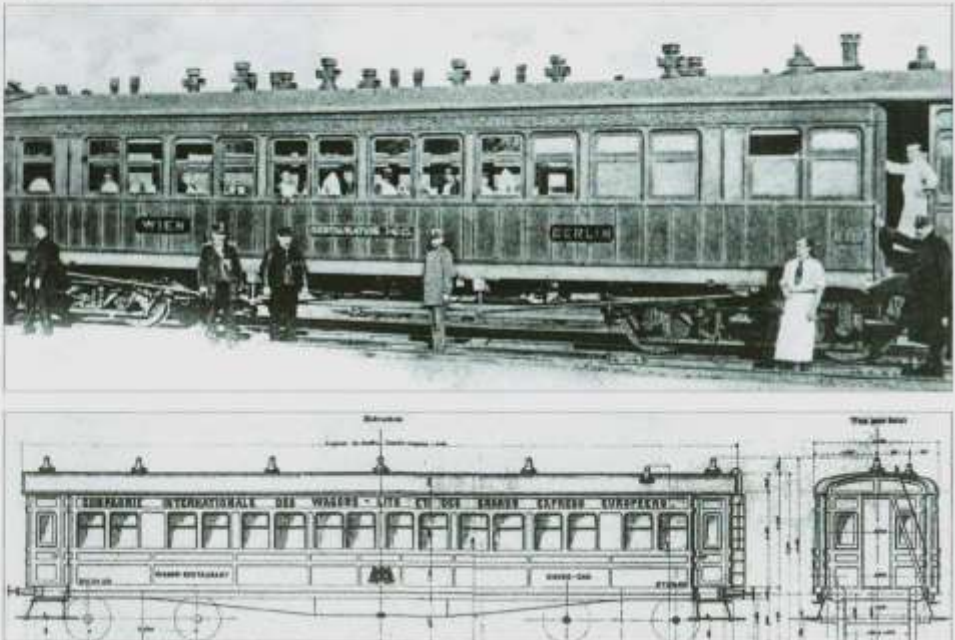
NUMÉROS des VEHICULES	DÉSIGNATION	NUMÉRO des PLANCHES	OBSERVATIONS	NUMÉROS des VEHICULES	DÉSIGNATION	NUMÉRO des PLANCHES	OBSERVATIONS	NUMÉROS des VEHICULES	DÉSIGNATION	NUMÉRO des PLANCHES	OBSERVATIONS
WAGEN NUMMER	BEZEICHNUNG	TAFEL NUMMER	BEMERKUNGEN	WAGEN NUMMER	BEZEICHNUNG	TAFEL NUMMER	BEMERKUNGEN	WAGEN NUMMER	BEZEICHNUNG	TAFEL NUMMER	BEMERKUNGEN
<del>40</del>	<del>Vendue 1918 à Agouard</del>	<del>WR 115</del>	<del>ou 496?</del>	<del>99</del>	<del>Vendue 1903</del>	<del>—</del>	<del>—</del>	<del>154</del>	<del>Vendue 1907</del>	<del>—</del>	<del>—</del>
<del>50</del>	<del>Vendue 1910</del>	<del>—</del>	<del>—</del>	<del>100</del>	<del>—</del>	<del>1908</del>	<del>—</del>	<del>153</del>	<del>WR</del>	<del>102</del>	<del>—</del>
<del>56</del>	<del>Déposée 1907 à Jun</del>	<del>—</del>	<del>—</del>	<del>101</del>	<del>WL</del>	<del>(5)</del>	<del>—</del>	<del>154</del>	<del>WL</del>	<del>(16)</del>	<del>—</del>
<del>66</del>	<del>—</del>	<del>—</del>	<del>—</del>	<del>102</del>	<del>Vendue</del>	<del>1908</del>	<del>—</del>	<del>155</del>	<del>WR</del>	<del>103</del>	<del>—</del>
<del>66</del>	<del>Reformée et démolie Niv. 1907</del>	<del>—</del>	<del>—</del>	<del>103</del>	<del>—</del>	<del>1904</del>	<del>—</del>	<del>156</del>	<del>WR</del>	<del>104</del>	<del>—</del>
<del>67</del>	<del>—</del>	<del>—</del>	<del>—</del>	<del>104</del>	<del>WR</del>	<del>101</del>	<del>—</del>	<del>157</del>	<del>WR</del>	<del>105</del>	<del>—</del>
<del>67</del>	<del>Déposée à Jun 1908</del>	<del>—</del>	<del>—</del>	<del>105</del>	<del>Vendue 1908 à Jun</del>	<del>—</del>	<del>—</del>	<del>158</del>	<del>WR</del>	<del>106</del>	<del>—</del>
<del>68</del>	<del>—</del>	<del>—</del>	<del>—</del>	<del>106</del>	<del>—</del>	<del>1912</del>	<del>—</del>	<del>159</del>	<del>WL</del>	<del>(16)</del>	<del>—</del>
<del>68</del>	<del>—</del>	<del>—</del>	<del>—</del>	<del>107</del>	<del>WL</del>	<del>—</del>	<del>—</del>	<del>160</del>	<del>WL</del>	<del>(16)</del>	<del>—</del>
<del>69</del>	<del>—</del>	<del>—</del>	<del>—</del>	<del>108</del>	<del>—</del>	<del>—</del>	<del>—</del>	<del>161</del>	<del>—</del>	<del>—</del>	<del>—</del>
<del>69</del>	<del>Déposée à Jun 1908</del>	<del>—</del>	<del>—</del>	<del>109</del>	<del>—</del>	<del>—</del>	<del>—</del>	<del>162</del>	<del>WL</del>	<del>(15)</del>	<del>—</del>
<del>70</del>	<del>—</del>	<del>—</del>	<del>—</del>	<del>110</del>	<del>Vendue</del>	<del>1914</del>	<del>—</del>	<del>163</del>	<del>—</del>	<del>—</del>	<del>—</del>
<del>70</del>	<del>Vendue à Hambourg</del>	<del>—</del>	<del>—</del>	<del>111</del>	<del>WR</del>	<del>101</del>	<del>—</del>	<del>164</del>	<del>WR</del>	<del>105</del>	<del>—</del>
<del>71</del>	<del>—</del>	<del>—</del>	<del>—</del>	<del>112</del>	<del>—</del>	<del>—</del>	<del>—</del>	<del>165</del>	<del>—</del>	<del>—</del>	<del>—</del>
<del>71</del>	<del>—</del>	<del>—</del>	<del>—</del>	<del>113</del>	<del>WL</del>	<del>1908</del>	<del>—</del>	<del>166</del>	<del>WR</del>	<del>105</del>	<del>—</del>

Starting from these lists WR 173-176 were probably the restaurant cars used in the service Madrid – Barcelona, but for the sleeping cars more numbers were considered.

A partir de estas listas, WR 173-176 fueron probablemente los autos de restaurante utilizados en el servicio Madrid - Barcelona, pero para los autos de dormir se consideraron más números.

**1885**

N° 173 à 176 construites par Rathgeber et terminées par WL Saint-Ouen.  
 Caisse en bois tôle ; puis le revêtement en tôle a été remplacé par un habillage avec panneaux et frises en teck ; avec lanterneau.  
 Longueur hors tampons : 16,780 m ; bogies : type Z.  
 Aménagements intérieurs : 33 places.  
 Chauffage : thermosiphon / Éclairage : gaz (lampes 3 becs).



N° 176 (coll. G. Coudert, R. Cornuault)

3. Who could afford such a dinner?

3. ¿Quién podría permitirse tal cena?

In the mid-19th century the Industrial Revolution began to change Spain. The first railway in Spain was built in 1848 and by the 1860s railways had spread across Spain. Mining and the iron and steel industries in Spain grew in the late 19th century. However, in 1900 Spain was still mainly an agricultural country and it was still poor. Illiteracy was common in Spain and in 1880-1882 there was a famine in the South. The average real GDP per capita (gross domestic product per person) went from 359 pesetas in 1860 to 487 in 1900 and less than 1,5 pesetas a day show very low average living standards. But considering 4,5 pesetas for a dinner it is clear that in the 1890s most Spaniards had to struggle for existence and only very rich passengers could afford using this service and having dinner in the train.

A mediados del siglo XIX, la Revolución Industrial comenzó a cambiar España. El primer ferrocarril en España fue construido en 1848 y en la década de 1860 los ferrocarriles se habían extendido por toda España. La minería y las industrias del hierro y el acero en España crecieron a finales del siglo XIX. Sin embargo, en 1900, España seguía siendo principalmente un país agrícola y aún era pobre. El analfabetismo era común en España y en 1880-1882 hubo una hambruna en el sur. El PIB real per cápita promedio (producto interno bruto por persona) pasó de 359 pesetas en 1860 a 487 en 1900 y menos de 1,5 pesetas por día muestran niveles de vida promedio muy bajos. Pero considerando 4,5 pesetas para una cena, está claro que en la década de 1890 la mayoría de los españoles tuvieron que luchar por la existencia y solo los pasajeros muy ricos podían permitirse el lujo de usar este servicio y cenar en el tren.

In 2017, according to measuringworth.com, the relative price worth of 4,5 Pts. from 1894 was: 17,48 Euros using the Consumer Price Index or 21,27 Euros using the GDP deflator (The GDP deflator, also known as the implicit price deflator, measures the impact of inflation on the gross domestic product during a specified period, usually a year.)

En 2017, según measuringworth.com, el precio relativo de 4.5 Pts. desde 1894 fue: 17,48 euros utilizando el índice de precios al consumidor o 21,27 euros utilizando el deflactor del PIB (el deflactor del PIB, también conocido como deflactor de precios implícito, mide el impacto de la inflación en el producto interno bruto durante un período específico, generalmente un año).

Sources: Fuentes de investigación

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- 'Coches-camas, restaurantes y salones en los ferrocarriles de la Península Iberica' by Javier Arranguren, Madrid 1996
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- [www.docutren.com](http://www.docutren.com)
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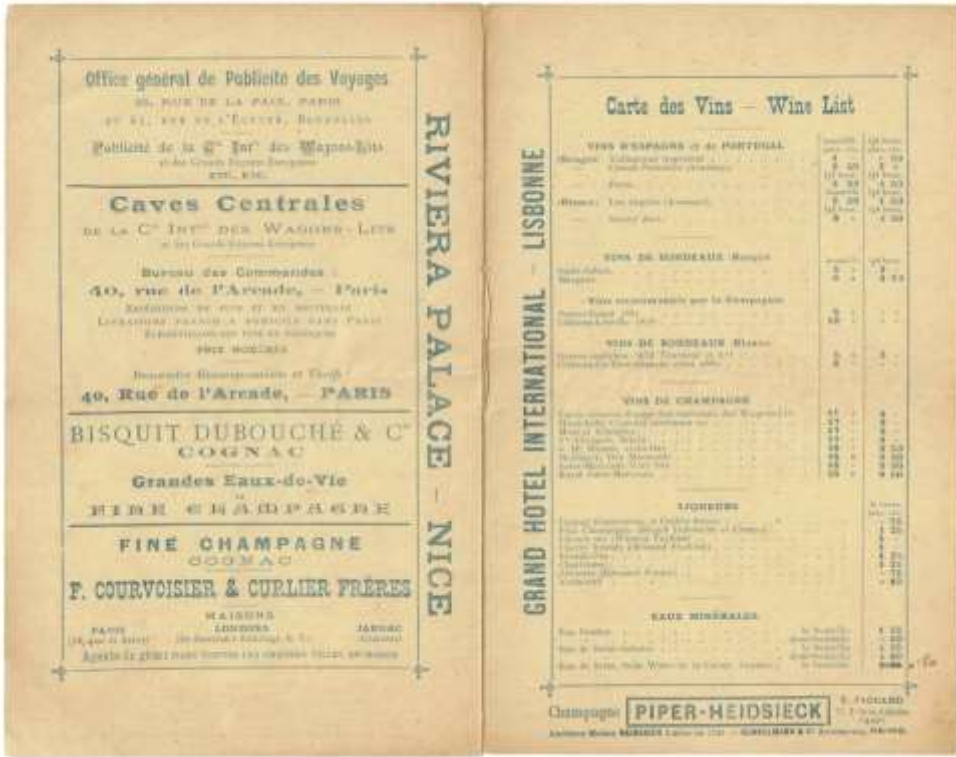
- [www.ateeme.net](http://www.ateeme.net)
- [www.measuringworth.com](http://www.measuringworth.com)
- And other Spanish websites

Readers who have remarks, corrections, questions etc. are kindly requested to send them to [josgeilen@outlook.com](mailto:josgeilen@outlook.com) Se ruego a los lectores que tengan comentarios, correcciones, preguntas, etc., que las envíen a [josgeilen@outlook.com](mailto:josgeilen@outlook.com)

Todas las páginas de este folleto: All pages of this brochure:



Page 1 – 8 Paginas 1 – 8 front and back covers cubiertas delanteras y traseras



Pages 2 – 3 Páginas 2 - 3



Pages 4 – 5 paginas 4 -5



Page 6 – 7 Paginas 6 – 7

### HISTORY – SPAIN – CIWL Guide bleu 1939

Perhaps we should set the scene against which that this particular issue appeared. It covers CIWL services from 1<sup>st</sup> July to 7<sup>th</sup> October 1939 – immediately just before and only one month after the declaration of war in Europe on the 1<sup>st</sup> September 1939.

The CIWL, Spanish services are also shown only three months after the end of the Spanish Civil War on the 1<sup>st</sup> April 1939 - So little surprise that there were no through services between Madrid and Lisbon

The Sud Express did operate as per table 51 and is referred to in detail by our article Sud Express by Xavier Guerra



## HERITAGE – UK - NENE VALLEY RAILWAY - WR 2975 AND WL 3916 progress report

Nene Valley Railway – Overton Station Museum and Workshop – a personal report from Phil Marshall, the railway's General Manager

In Newsletter number 2 the report centred on the work to eventually see WR 2975 running regularly on Nene Valley Railway along with an assortment of European coaches. Hopefully this will take place before the end of 2020. This time went photographing several scenes in the yard on 12<sup>th</sup> August 2019 with WR2975, WL3916 and Swedish railcar trailer 1987 all under restoration, while our previous project, the Danish Railway 1st /3<sup>rd</sup> coach is having an additional generator fitted. The Belgium coach masquerading as a Wagons-Lit bar car is visiting for roof repairs. While the TPO coaches are being repainted on the left.



We have been fortunate to secure funding from the London North Eastern Railway, serving nearby Peterborough, which has allowed the purchase of facilities and equipment, allowing the recruitment of an increasing numbers of young volunteers. We now have a youth group of 25 young people attracting press coverage, as those of you in the UK may have noticed in the August issue of Heritage Railway including a picture of the restaurant car 2975.



The great part about this project is that almost all the work is being carried out by the youth group or its past members who are now the leaders. While Joel is now a coded welder and deals with all the structural work while two 14 year olds Kyle and Rebecca are proving to be very competent welders when it comes to the plate work and window apertures.



This picture is of the majority of the team, NVR general manager Sarah and operating manager Tim. If you provide opportunity for young people they will respond, they will learn with enthusiasm, commitment and dedication, and many more coaches will be restored for the enjoyment of future





generations.

The original Window apertures would have been formed in a press and then riveted into place, the photograph above shows one of the originals (the only one that wasn't completely corroded) and then a new aperture. We don't have a press capable of forming the entire aperture, instead we had the profiles formed then welded them together in a jig as shown below. Once the profiles had been formed then the rolled inner corners were shaped and welded.



Having formed the Windows you might think the flat plate was easy, the difficult part is to do a good weld without distorting the steel. Originally it was riveted, but that was 1926 in 2019 we weld. The plate



that had been repaired during its years of service was also welded.

As we are having a very poor summer the temporary roof is in place to allow work to continue when it rains.

We often say we have commenced restoration just in time. Sometimes we think well actually 20 years too late! as its not just the plate that's life expired some of the structure is beyond the point of no return.

The picture above shows a structural pillar ( painted green ) that has been entirely replaced. The new pillar having been formed to identical profile to the original. All these works have to be completed to a



coded standard and signed off by our chief mechanical engineer, B.

The real issue that has caused the extensive bodywork rot is the failure of the window hoppers. These are constructed of copper sheet and brass profile soldered together, or at least they once were as the solder joint has failed completely allowing the water into the steel cavity of the coach. With no where to go it rots the steel plate and structural members and then the side of the coach fails and in some cases



the main structural members.

Although it's taken 93 years to get in this state, this is another case of using the progress of time and development of materials to come up with a better idea. The component parts are being reused but this time mastic is used as the seal and then the frame drilled and tapped and screwed together



Work continues on the interior the details of that in the next issue.

Just when you thought nothing would ever happen! WL YU 3916 having had most of the window .



But don't get too excited, other side and ends to do yet!

Just when you thought nothing would ever happen! 3916 having had most of the window apertures replaced as well as some of the plate. This is first coat of top coat and the roof work ongoing.

but while you wait, if your passing Peterborough, feel free to drop in, PE25UU on the SatNav and enjoy a cup of tea and cake in the tea room below.



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## **HISTORY/PUBLICATIONS - CIWL Pullman Train ‘The Edelweiss Express’**

The author of the above ‘Menu 1894’ article Jos Geilen has together with Willy Pattyn just released part five of their excellent series of articles about ‘The Edelweiss Express’.

The Edelweiss Express a CIWL Pullman train operated in the years 1928 - 1999 between various departure points in the Netherlands, Belgium and Switzerland mostly to Luzern, Zurich and Coire (Chur). This series of articles tells the story and is fully illustrated with some rare CIWL documents and photographs. It is extremely well researched and tells the tale of just how CIWL operated their luxury Pullman trains with total flexibility, as to how and deciding when any of their trains were not paying its way

All five parts of the story were published in The Belgian Railway Magazine ‘Journal du Chemin de Fer Spoorweg Journaal - and are available as separate pdfs in either French or in a Flemish/Dutch version

Anyone who would like a copy should first contact Chris Elliott at [christopher.elliott@club-internet.fr](mailto:christopher.elliott@club-internet.fr) and state which language edition they would

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### From our correspondents – Letters

**Olivier Gorce** kindly sent a message after receiving Newsletter #2 adding to our knowledge of the two former exCIWL WSP cars at Les Iles as follows : Car 4036 was a mosque car for the Déhé company and is located at Les Iles. The car was fully painted in blue as the 4047 was painted with two different blue (light blue up, dark blue down) and previously was used by France Telecom.

**Otto Dykstra** politely corrected one of the editor's mistakes – “By checking your lists I saw a little mistake: you mention the 4101 but that car still existst in Spain at the AZAFT inbad condition. The car that stands at Haine St Pierre in Belgium is the 4104 ( and belongs to the parc of the former VSOE).” Mea culpa – having visited Haine St. Pierre a few years ago, what can I say, except thanks Otto.

We have a number of ongoing enquiries which readers may have some gems of knowledge; the second-life of the London-Dover “Club Train” in the 1890s (**Jim Greaves**) and an expression of serious interest in CIWL fourgons (**Norbert Müller**) who wrote “I feel free to attract your attention to an area which is as far as I see not explored very well: The special services for cargo of non CIWL passengers in CIWL baggage & post cars. Please find attached a scan of the resp. pages in the time table year 1930 resp. 1937. In year 1937 CIWL offered their baggage car services to third parties to the following 7 relations:

- Paris – Bucuresti by the Orient Express
- Paris – Vienna by the Arlberg-Orient Express
- Paris – Athens / Istanbul – Teheran by the Simplon-Orient Express and Taurus Express
- Paris – Rome by the Rome Express
- Paris – Niegoreloje by the Nord Express
- Paris – Lisbon by the Sud Express
- Ostende – Bucarest by the Ostende-Vienne-Orient Express.”

(Editor: If I was a lot younger, this would be Ph.D to die for!)

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### On the move

**SNCF Orient Express project** – We understand the former NIOE operated cars detained in Poland until November-December 2018 are all undergoing technical inspections at ACC, Clermont Ferrand before any decisions are made about restoration work. The project is a long-term one and the development strategy is combined with the hotel group, Accor, and their plans for luxury hotels associated with the future Orient Express train.

**NIOE WR 1140** - A former DB restaurant car – type WR4ü (e) -35 was acquired for Nostalgie Istanbul Orient Express project in the 1980s, but was not in the formation that travelled to Japan or sent to Russia. For many years it was stored largely unprotected in a disused siding, adjacent to the Mittelthurgau-bahn from Konstanz to Wil, in Weinfelden, Canton Thurgau. So far there has been little

interest from other railway organisations with view to acquiring the car as other examples have already been preserved in Germany. Weinfeld is approximately 40km northeast of Zurich

**Romanian operator – Astra Trans Carpatic** – which has been operating passenger train services since 2014 has started its first overnight sleeping car service – Train IR 15594 between Arad and Constanța. Recent photographs on the <https://www.drehscheibe-online.de> website do not identify the recently painted green and yellow WLs which look curiously like former ÖBB AB32s cars – please advise us of any known developments.

**exSBB CNL dosto-schlafwagens** - In July it was announced that Baza wagonów had refurbished two retired SBB 'City Night Line' double deck/Dosto cars for use by [Progress Railways s.r.o.](http://www.progressrailways.com) of Bratislava. The vehicle is CH-PRW 61 85 76-71 303-5 WLABm 171.4 (ex-61 85 76-93 303-9). The other car is CH-PRW 61 85 76-94 316-0. Both are passed for use in SK, CZ, PL and H but not CH.

**OSE scrappage or recycling** - A recent YouTube video showed about 15 former SNCB and SNCF MU and T2 WL sold to OSE many years ago being removed from Thessaloniki, thought to be en route for a scrapyard locally or across the country in the Pireaus area, Graffiti makes identification virtually impossible. See <https://youtu.be/V7UvFTgoZR4>

**VOS Ceske Velenice and exCIWL/RSI atelier Inzersdorf, Wien** - A few recent reports suggest work has slowly restarted on a number of restoration projects involving CIWL cars including WSP 4032 and 4080. A recent look at Google Earth showed a single primer-painted WSP – presumably 4032, all alone!

**Growth of TRI** - The first two exCIWL AB30 sleeping cars acquired by the German rolling stock hirer Train Rental International have now appeared in a livery very similar to the original P type cars.



CIWL 4557 / A-TRAIN 61 81 70-70 003-2 WLAB 2019-07

Reports have circulated that German-independent train operator is commercially examining the feasibility of re-introducing sleeping cars in trains that could run within France or operate internationally – “Thello 2”?

Story so far Caledonian Sleepers – CAF or ... this story or saga will be reported in a later issue

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Models

Sorpresa da Märklin-Trix! – Francesco Bochicchio



***Un gran regalo, per un gran evento!***

1919-2019. Cento anni fa vedeva la luce uno dei più importanti collegamenti della *Compagnie Internationale des Wagons-Lits*, nato negli anni immediatamente successivi alla conclusione del primo conflitto mondiale 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*. Il nuovissimo, per l'epoca, *Train Hotel* della CIWL doveva sostituire il leggendario predecessore *Orient-Express*, nato nel 1883, principalmente a scopo punitivo nei confronti delle sconfitte Austria e Germania. Un treno entrato definitivamente nella leggenda, grazie alla penna di Agatha Christie.

Il *Simplon-Orient* era il collegamento su cui la *Compagnie*, nel primo dopoguerra, voleva ricostruire tutta la sua rete di collegamenti che gli eventi bellici avevano costretto a sopprimere. E il nuovo *Train Hotel* non sarebbe passato più attraverso le città Strasburgo-Monaco-Vienna-Budapest ma avrebbe raggiunto i Balcani e quindi Costantinopoli, l'odierna Istanbul, attraverso l'allora nuovissima galleria del Sempione, da cui prendeva il nome.

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.

Il *Simplon-Orient* era composto da ben dieci carrozze, come riportato dal diario del conduttore Jules Fradet (più precisamente risalente al giugno 1931), più precisamente composto da tre *Fourgon*, uno in testa al treno e due in coda, di cui uno limitato a Postumia; una *Voiture-Restaurant* Paris-Trieste (sostituita poi da un'altra Trieste-Istanbul); sei *Voitures-Lits* (WL Calais-Trieste, WL Paris-Trieste, WL Calais-Istanbul, WL Paris-Istanbul, WL Paris-Athènes e WL Paris-Bucarest). Durante il percorso, si aggiungevano *Voitures-Lits* provenienti da Ostenda, Berlino, Praga e Vienna, che venivano agganciate a Belgrado con destinazioni Athènes e Istanbul.

Nel corso degli anni '20 comparve la nuova livrea blu notte, *Bleu Nuit*, con gli intarsi in oro. 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.

Märklin e Trix hanno pensato di celebrare il Centenario del *Simplon-Orient-Express* con due confezioni importanti, rispettivamente per i sistemi AC e DC, con il primo start-Set (TRIX 23219 – Märklin 42790) composto da due *Fourgon* a carrelli Classe 1908 livrea Bleu nuit, due *Voiture-Lits* Classe 1908 livrea Bleu nuit, e una *Voiture-Restaurant* a 6 assi livrea Bleu nuit. Il convoglio è ambientabile negli anni '20.

Le carrozze del primo start-Set possiedono un decoder digitale per funzioni luminose e sonore, in particolare le luci posteriori rosse aggiuntive commutabili digitalmente, illuminazione interna a LED, accoppiatori che trasportano corrente tra le singole Carrozze, e decoder sonoro. Questo primo start-Set del *Simplon-Orient-Express* può essere integrato con un altro (TRIX 23220 – Märklin 42791), composto da altre tre *Voiture-Lits* Classe 1908 in livrea Bleu nuit.

Per tutti gli appassionati del mitico *Train Hotel* della *Compagnie Internationale des Wagons-Lits*, rappresenta senza dubbio un'uscita di grande prestigio, finemente dettagliata e curata nei minimi particolari per garantire il massimo del divertimento. In allegato, Märklin e Trix hanno pubblicato su Youtube un interessante filmato illustrativo del nuovo prodotto che vi lascerà senza fiato!

Ecco il Link: [https://www.youtube.com/watch?v=6C1\\_MzpWB4](https://www.youtube.com/watch?v=6C1_MzpWB4)





**Surprise from Märklin-Trix!  
A great gift for a great event!**

1919-2019. One hundred years ago one of the most important links of the Compagnie Internationale des Wagons-Lits was born in the years immediately following the end of the first world war by the will of the Allied countries and the Swiss and Dutch diplomats, who had played a leading role in the peace process: the Simplon-Orient-Express. This new brand at the time, a Train Hotel of the CIWL was to replace the legendary predecessor Orient-Express, born in 1883, the train definitively entered the legend, thanks to the pen of Agatha Christie.

The Simplon-Orient was the train which CIWL, in the first post-war period, wanted to rebuild its network that war had suppressed. This new train would no longer pass through Strasbourg-Monaco-Vienna-Budapest but would reach the Balkans Constantinople, today's Istanbul, through the then-brand new Simplon tunnel.

During the 1920s, the Simplon-Orient changed colour from the brownness of the old teak carriages to the midnight blue of the new metallic cars.

The Simplon-Orient was composed of as many as ten carriages, as reported in the June 1931 diary of the conductor Jules Fradet, composed of three Fourgon, one at the front and two at the back, one limited to Postojna; a WR Paris-Trieste (later replaced by another Trieste-Istanbul); six WLs Calais – Trieste, WL Paris-Trieste, WL Calais-Istanbul, WL Paris-Istanbul, WL Paris-Athens and WL Paris-Bucharest). Voitures-Lits were also added from Ostend, Berlin, Prague and Vienna, which were added to the Athens and Istanbul cars in Belgrade.

During the 1920s the new midnight blue livery, appeared with gold inlays. The first carriages that carried this livery were the S-class Voitures-Lits, and the letter S stands for Steel, as they were the first Voitures to be completely designed with a metal body. The new livery was also called Bleu de France, as well as Bleu Royale, or Bleu Nuit, with lettering and inlays in gold.

As to the choice of Blue as the new colour, according to Renzo Perret, there are at least three hypotheses: Blue as the symbolic colour of France (the tricolour flag, or the ancient coat of arms of the Bourbons); Blue like the night, as the CIWL mainly operated night trains; or Blue as the sea, since the first connection on which the S-Class Sleepers were used was the Paris-Lyon-Méditerranée night train.

Märklin and Trix have decided to celebrate the 100th anniversary of the Simplon-Orient-Express with two important packages for the AC and DC systems respectively, with the first start-set (TRIX 23219 - Märklin 42790) consisting of two Fourgon with bogie class 1908 midnight blue livery, two WLs Class 1908 and a 6-axle WR in midnight blue. The convoy can be set in the 1920s.

The carriages of the first start-set have a digital decoder for light and sound functions, in particular the additional red switchable rear lights, internal LED lighting, couplers that carry current between the individual carriages, and sound decoder. This first Simplon-Orient-Express start-set can be integrated with another (TRIX 23220 - Märklin 42791), composed of three other Voiture-Lits Class 1908 in midnight blue livery.

For all the fans of this legendary CIWL, it undoubtedly represents a highly prestigious, finely detailed and meticulous attention to detail to ensure maximum enjoyment. Märklin and Trix have posted on YouTube an interesting video of the new product that will leave you breathless!

Here is the link: [https://www.youtube.com/watch?v=6C1\\_MzpWB4](https://www.youtube.com/watch?v=6C1_MzpWB4)

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## **Wagons-Lits – Schlafwagen – Coches-Camas**

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## Francisco de Goya 2009 - Michael Guerra

Londres a Madrid- Por tierra

Desde el Coach 1 en el extremo más alejado de un Eurostar en Paris Nord, por lo general se tarda 8 minutos en llegar a las plataformas de Ligne 5 hacia Place d'Italie (siempre que haya comprado sus boletos de Metro en St Pancras). El 18 de julio no era un día habitual. Era el día en que todos los estudiantes de intercambio franceses regresaban a casa desde el Reino Unido. La plataforma se inundó con más de 500 adolescentes franceses y todas sus posesiones mundanas, formando grupos etiquetados, y más allá de las puertas de vidrio al final de la plataforma había alrededor de mil padres ansiosos esperando para recibirlos. Y así, 30 minutos después de llegar a la Plataforma 5 desde St Pancras, finalmente llegamos al Metro para llevarnos a Austerlitz (la estación en París, no la ciudad en Eslovaquia donde Napoleón derrotó a la 3ª Coalición en 1805).

Austerlitz no es la estación que una vez estuvo a la altura de Wagons Lits, y el hecho de que la reconstrucción aún no se haya completado (después de 8 años) es una triste reflexión sobre el estado de las líneas clásicas en Francia. Recientemente se han construido varios edificios de oficinas en el lado norte (río) de las plataformas, con un nuevo puente vial que cubre las plataformas 1-4 recién reconstruidas. Las plataformas 5-8 estaban en proceso de tener nuevas plataformas y de manera permanente cuando pasamos. Llegamos con tiempo suficiente para dejar nuestras maletas y trotar a la Mezquita de París para el té de menta dulce y pasteles. A menudo nos detenemos allí o en el Jardin des Plantes adyacente durante aproximadamente una hora antes de que caiga la noche y antes de que los trenes nocturnos se desvíen hacia las plataformas. Cualquiera que haya visitado una gran estación francesa recientemente habrá notado que los cheminots que solían subir y bajar por las plataformas para juntar locos o pasar mensajes a los conductores ahora usan esos extraños scooters eléctricos de 2 ruedas llamados Segways. Se ven un poco incongruentes, zumbando arriba y abajo, siempre a punto de caerse, pero ciertamente ahorran mucho cuero si tienes que subir y bajar los largos trenes continentales. Tal vez vayan a atacar un poco menos ahora.

Pero vivimos en una alta velocidad, después de la edad de los vagones Lits. En Francia, los viajes de media y larga distancia están dominados por los TGV, las líneas aéreas baratas y, para aquellos con menos tacones: los autocares de carretera nocturnos. El número de trenes nocturnos que parten de Austerlitz parece haberse reducido a la mitad en los últimos 10 años debido a que SNCF piensa que todo el mundo quiere la "comodidad" de la aerolínea (vista reducida, comida envuelta en plástico y asientos incómodos sin espacio para las piernas). Afortunadamente, todavía existe el Trenhotel.

Reservamos el pasaje en EN407, el Francisco de Goya, que sale de Austerlitz a las 19h45. El stock actual está mostrando su edad, a pesar de una renovación de la mediana edad y nuevos vinilos de Elipsos en el exterior. Sí, clunk terriblemente en la pista articulada y tamborilean ruidosamente en cualquier cosa, aparte de la nueva pista soldada. Pero tomamos el tren porque la vida es un viaje, y no un destino.

Además, vale la pena el precio de la entrada para poder ver a los camareros de los restaurantes realizar su baile cuando el Talgo se balancea en la pista curva.

Las existencias actuales París-Madrid / Barcelona y Ginebra / Milán-Barcelona se basan en las existencias diurnas Talgo 200 / Pendular (Serie 5) que se diseñaron a mediados de la década de 1980 y tienen la simple suspensión secundaria y el piso no flotante. El actual Francisco de Goya entró en servicio en el verano de 1992 y a los 17 años de edad se siente un poco "perdido". En Maquetren 198 hay una imagen que muestra el Trenhotel Barcelona-Cádiz (Antonio Machado - poeta español que murió en 1939) que sale el 24 de junio de 2009 y está formado por los nuevos autos de la Serie 7. Aparentemente, estos tienen una suspensión primaria y un piso flotante, y son más silenciosos que los anteriores Series 5 y 6. Sin duda, son bastante silenciosos cuando se usan en los trenes de Clase 102 y 120 Ave.

Supervisamos el paso de Les Aubrais (20h43) y Blois (21h08) desde la comodidad del Coche Restaurante mientras disfrutábamos de 3 platos de alta cocina (cocina-alta?), Y en Poitiers (22h09) nos cepillamos los dientes. Hay una serie de otras paradas no anunciadas (como Angulema cerca de Burdeos) para cambios de conductor, pero la próxima parada grande es en Hendaya / Irún, donde, entre las 02:00 y las 02:30, el tren pasa por el cambiador de ancho. El cobertizo de cambio de calibre se encuentra en el extremo norte del patio del norte de Irún (Transfesa), a unos 100 m dentro de España. Un SNCF BB7200 toma el tren de Austerlitz (en la red de 1500 V) a Hendaya, donde el destino de Madrid se encuentra con el de París de Francisco de Goya. El tren con destino a Madrid se detiene en el lado mar de la estación de Hendaya; un SNCF Y8400 viene detrás del Trenhotel desde el extremo norte hacia el frente. Luego, el BB7200 sale y avanza (hacia el sur) a través del puente internacional hasta el cambiador de indicadores para recoger el Trenhotel en dirección norte y llevarlo de vuelta a París. En el lado sur del cambiador de calibres, la Clase 252 de Renfe ha corrido detrás del tren en dirección norte, mientras que un shunter Renfe está acoplado y empuja el rastrillo con destino a París hacia el cobertizo. Una vez que el tren en dirección norte se ha ido, el tren en dirección sur se impulsa sobre la junta de deslizamiento en el cobertizo para ser recogido por la Clase 252.



#### Hendaye - Irún

Sueño con ver a Vitoria / Gasteiz a las 04h05, pero no estoy realmente despierto hasta Burgos (05h20) o vestido hasta Valladolid (06h22). El sol está saliendo y a las 0700 nos vamos a desayunar. En una 1ra clase T2, recibe vales para un desayuno de lujo, que es el desayuno continental (zumo de fruta, café / té, ensalada de frutas, chocolatería, brioche, croissant, tostadas, mantequilla, mermelada), más un plato de tocino y huevos revueltos. También tienes una vista fabulosa de Ávila en el sol de la mañana. Solías echar un vistazo a El Escorial, pero aparentemente el tren ahora toma una ruta diferente. Unos 30 minutos antes de Chamartín pasamos por Las Matas, donde se construyó nuestro tren. Fuera de los cobertizos de montaje principales hay 4 o 5 carros eléctricos Alvia recién entregados.

Notamos los enormes cambios en el depósito de Fuencarral. Hay una división entre el stock estándar y de ancho. En el extremo sur del patio domina un cambiador de medida, y pasamos una línea de coches Renfe / WL T2 tristes, en desuso, cubiertos de graffiti; tal vez la prueba de la pérdida de los viejos trenes nocturnos para los intrusos de alta velocidad o Talgo. Al igual que en Francia, el futuro es de alta velocidad, y todo lo que no se ajuste a ese modelo de negocios se considera adecuado para ser desechado. Las revistas ferroviarias españolas están repletas de servicios clásicos retirados y los problemas que traen los nuevos servicios de Ave. En Burgos nos dimos cuenta de lo estúpidas que fueron algunas de estas decisiones, pero al llegar a tiempo a Madrid Chamartín, estábamos ansiosos por la buena comida, el buen clima y quedarnos hasta tarde.

Llegamos a la Plataforma 15, una de las plataformas de calibre ibérico exterior (las del centro son de calibre internacional con conexión futura a través de los nuevos túneles a través de Atocha). Y una vez fuera de la plataforma, nos encontramos con mi hermanastro más joven y disfrutamos de nuestros primeros chocolates y churros del viaje.



**Francisco de Goya 2009 - By Michael Guerra**

**London to Madrid- By Land**

From Coach 1 at the far end of a Eurostar at Paris Nord it usually takes 8mins to reach the platforms of Ligne 5 towards Place d'Italie (provided you have bought your Metro tickets at St Pancras). July 18<sup>th</sup> was not a usual day. It was the day all the French exchange students return home from the UK. The platform was inundated with 500+ French teenagers and all their worldly possessions, milling around in labelled groups, and just beyond the glass doors at the end of the platform were around a thousand eager parents waiting to greet them. And so 30mins after arriving at Platform 5 from St Pancras we finally made it to the Metro to take us to Austerlitz (the station in Paris, not the town in Slovakia where Napoleon defeated the 3<sup>rd</sup> Coalition in 1805).

Austerlitz is not the station it once was at the height of Wagons Lits, and the fact that the rebuilding still hasn't been completed (after 8 years) is a sad reflection on the state of classic lines in France. A number of office buildings have been recently built on the North (river) side of the platforms, with a new road bridge covering the newly rebuilt platforms 1-4. Platforms 5-8 were in the process of having new platforms and permanent way when we passed through. We arrived in plenty of time to leave our bags and trot off to the Mosque de Paris for sweet mint tea and cakes. We often tarry there or in the adjacent Jardin des Plantes for an hour or so before night falls, and before the night trains are shunted into the platforms. Anyone visiting a large French station recently will have noticed that the *cheminots* that used to walk up and down the platforms to couple locos or pass messages to the drivers now use those strange 2-wheeled electric scooters called Segways. They look a little incongruous, whizzing up and down, always looking on the verge of falling over, but they certainly save a lot of leather if you have to walk up and down the long continental trains. Perhaps they will go on strike a little less now.

But we live in a high-speed, post Wagons Lits age. In France medium and long-distance travel is dominated by TGVs, cheap airlines, and for those even lesser-heeled: overnight road coaches. The number of overnight trains departing Austerlitz seems to have halved in the last 10 years as SNCF blinker themselves to the idea that everyone wants airline 'comfort' (little view, plastic-encased food and uncomfortable seats with no legroom). Fortunately, there is still the Trenhotel.

We booked passage on EN407, the *Francisco de Goya*, which departs Austerlitz at 19h45. The current stock is showing its age, despite a mid-life refurbishment and new Elipsos vinyls on the outside. Yes, they clunk terribly on jointed track, and drum noisily on anything apart from new welded track. But we take the train because life is a journey, and not a destination. Besides, it is worth price of admission to be able to watch the restaurant waiters perform their dance when the Talgo swings on curving track.

The current Paris-Madrid/Barcelona and Genève/Milan-Barcelona stock are based on the Talgo 200/Pendular day stock (Series 5) which was designed in the mid-1980s and has the simple secondary-only suspension and non-floating floor. The current *Francisco de Goya* entered service in the summer of 1992 and at 17yrs old feels a little 'loose'. In *Maquetren* 198 there is a picture showing the Barcelona-Cádiz Trenhotel (*Antonio Machado* – Spanish poet who died in 1939) departing on June 24<sup>th</sup> 2009 formed of new Series 7 cars. These apparently have primary suspension and a floating floor, and are quieter than the earlier Series 5 and 6. They are certainly quite quiet when used in the Class 102 and 120 Ave trains.

We monitored the passing of Les Aubrais (20h43) and Blois (21h08) from the comfort of the Coche Restaurante while enjoying 3 courses of haute-cuisine (cocina-alta?), and by Poitiers (22h09) we were brushing our teeth. There are a number of other unadvertised stops (such as Angoulême near Bordeaux) for driver changes, but the next big stop is at Hendaye/Irun where, between 02h00 and 02h30, the train goes through the gauge-changer. The gauge-changing shed is at the north-end of the Irun north (Transfesa) yard, about 100m inside Spain. An SNCF BB7200 takes the train from Austerlitz (on the 1500V network) to Hendaye where the Madrid-bound meets the Paris-bound *Francisco de Goya*. The Madrid-bound train pulls into the seaward side of Hendaye depot; an SNCF Y8400 comes in behind the Trenhotel from the north end headshunt. Then the BB7200 comes off, pulls forward (south) across the international bridge to the gauge-changer to pick-up the northbound Trenhotel and take it back to Paris. On the south side of the gauge-changer the Renfe Class 252 has run round behind the northbound train while a Renfe shunter is coupled on and pushes the Paris-bound rake forwards into the shed. Once

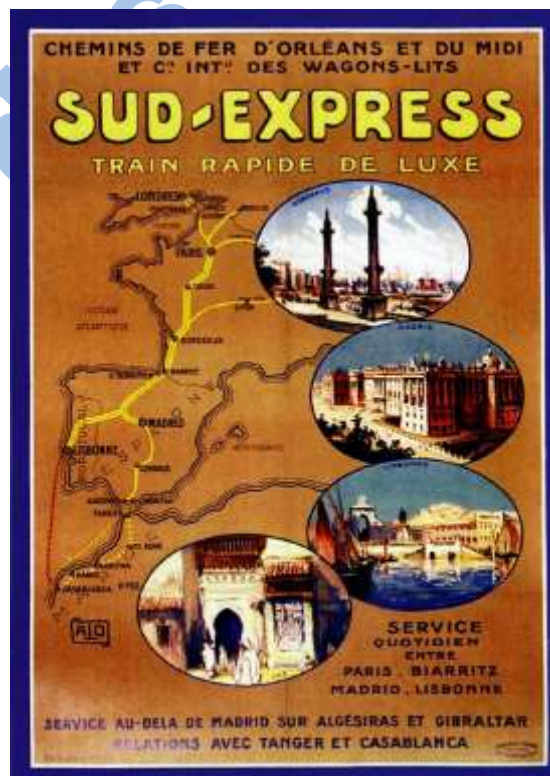
the northbound train has left, the southbound train is propelled over the slip joint into the shed to be picked up by the Class 252.

I dream seeing Vitoria/Gasteiz at 04h05, but I'm not really awake until Burgos (05h20), or dressed until Valladolid (06h22). The sun is coming up and at 0700 we wander down to breakfast. In a 1<sup>st</sup> Class T2 you get vouchers for a deluxe breakfast, which is the continental breakfast (fruit juice, coffee/tea, fruit salad, pain-au-chocolat, brioche, croissant, toast, butter, jam), plus a plate of bacon and scrambled eggs. You also get a fabulous view of Avila in the morning sun. You used to get a glimpse of El Escorial, but the train seemingly now takes a different route. About 30mins before Chamartin we pass Las Matas where our train was built. Outside the main assembly sheds are 4 or 5 newly-delivered Alvia power cars.

We note the enormous changes at Fuencarral depot. There is a split between the standard and broad gauge stock. At the south end of the yard a gauge-changer dominates, and we pass a line of sad, disused Renfe/WL T2 cars, covered in graffiti; perhaps testament to the loss of the old night trains to either high-speed or Talgo interlopers. As in France, the future is high-speed, and anything that does not fit that business model is considered fit to be scrapped. Spanish railway magazines are full of withdrawn classic services and the problems that the new Ave services bring. At Burgos we were to find out how stupid some of these decisions were, but arriving on time at Madrid Chamartin, we were looking forward to good food, good weather and staying up late.

We arrived at Platform 15, one of the outer Iberian gauge platforms (the centre ones are International gauge with future connection via the new tunnels through to Atocha). And once off the platform we meet my youngest half-brother and enjoy our first *chocolate y churros* of the trip.

### The Sud Express - Xavier Guerra





Una nota del escritor

Como mi padre, me interesa mucho los trenes internacionales. Aunque él entiende la ingeniería ferroviaria, parece que sé más sobre el material rodante que él y puedo distinguir la diferencia entre los autos; no se interesa en eso, solo se preocupa por si te da una buena noche de sueño o no. Después de escribir un cuaderno de viaje en nuestro viaje a la Cote D'Azur para la tarea, me pidió que escribiera un artículo sobre un tren nocturno ibérico. Con mi conocimiento de CIWL, el Sud Express fue la elección obvia.

### **Introducción**

Viajando desde París (o el Reino Unido) a Lisboa hoy es habitual tomar un avión y llegar unas horas más tarde lejos de la ciudad en la que desea estar, mal alimentado y sin sentido de la distancia recorrida. Pero antes de que se inventaran las ruidosas aves de metal, si querías viajar a Lisboa después de 1864 era en tren. Este artículo es el primero de una pequeña serie que describe la historia de los grandes trenes de larga distancia que cruzaron la Península Ibérica. Comenzamos con el Sud Express.

### **Inauguración**

En 1884, George Nagelmackers, fundador de la Compagnie International Des Wagons Lits - CIWL, estableció una sucursal de CIWL en España conocida como Compañía Internacional De Coches Camas. Su oficina estaba en el número 14 de la Puerta de Sol, Madrid. Nagelmackers tenía la ambición de dirigir un servicio de tren directo desde San Petersburgo a Lisboa y Madrid a través de Berlín y París. Implicaría cambiar los bogies del tren en las fronteras rusas y españolas, ya que Rusia y España tienen diferentes calibres para Europa occidental y central. Habría sido un viaje increíble, Rusia a Portugal en un tren. Pero la visión de los Nagelmackers nunca se hizo realidad, ya que en el siglo XIX no había una forma rápida o práctica de cambiar los bogies en un carro. En cambio, el 24 de octubre de 1887, los Nagelmackers dirigieron un tren especial para banquetes desde Valencia a Lisboa como prueba para el Sud Express.

### **Servicio a través de los años**

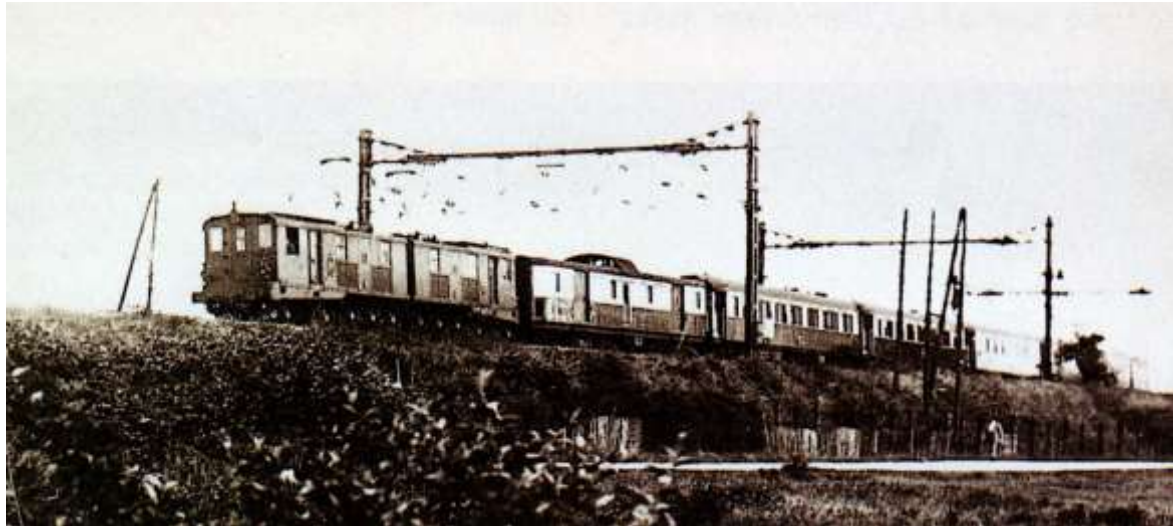
El 4 de noviembre de 1887, el Sud Express comenzó a funcionar una vez por semana entre Calais y Lisboa. Los pasajeros tenían que cambiar de tren en Hendaya cuando viajaban hacia el norte, y en Irun cuando viajaban hacia el sur. En ese momento, España tenía una escasez de coches Wagons Lits, lo que significa que el lado ibérico tenía solo un conjunto de entrenadores para el tren. Cualquier retraso a un lado significaba retrasos al otro. El conjunto español todavía utilizaba autocares viejos, anticuados y de seis ruedas, mientras que el conjunto francés tenía coches bogie de cuatro ruedas más nuevos alimentados desde toda Europa. Pero España no estuvo en la oscuridad por mucho tiempo. En 1895, recibieron algunos carros de teca tipo A y B. Esto permitió que la parte española tuviera carros adicionales para usar en una segunda división española del Sud Express a Madrid. El tren se dividió en Medina del Campo y el tren de Lisboa continuó por Salamanca hasta la frontera con el norte de Portugal, y la parte de Madrid siguió la ruta a través de Ávila hacia Madrid. En 1897, la parte de Madrid se separó, se extendió a Algeciras y pasó a llamarse Gibraltar Express. Fue retirado un año después.



1895 Sud Express with PO 220\_coll JP Geai

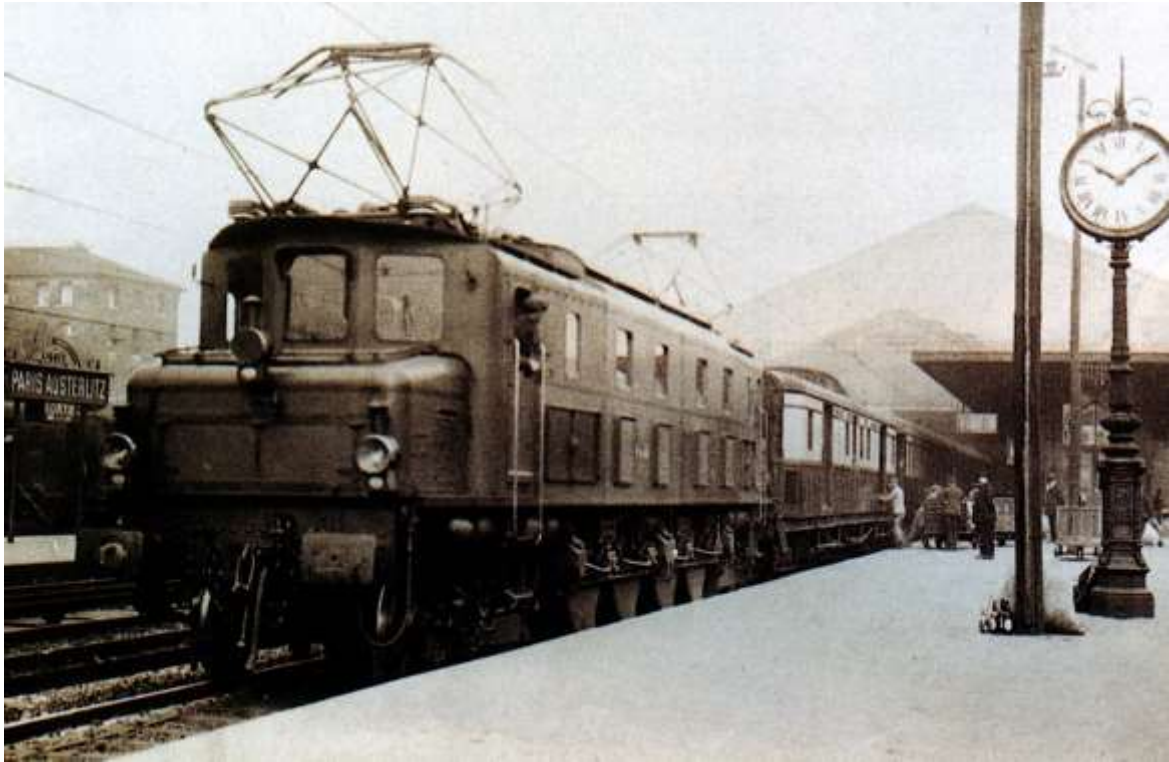
Cuando Paris Gare D'Orsay abrió sus puertas en 1900, el Sud Express ahora corría de París a Irún, donde los pasajeros intercambiaban trenes. Al ser acelerados, los coches de los durmientes se volvieron innecesarios (sería horrible tener que cambiar de tren en la frontera en medio de la noche), y fueron reemplazados por Wagons Lits Salons. Estos fueron algunos de los automóviles CIWL de nueva construcción originalmente suministrados para su uso en Bélgica en lugar de los salones de primera clase de los ferrocarriles estatales de Bélgica, por supuesto, esto no se hizo sin el permiso estricto del Jefe de Estado belga. Ocho de ellos se usaron diariamente en el Sud Express hasta 1904. Cada uno contenía un salón grande y varios compartimentos, lo que permite comer, "descansar" o la compatibilidad para dormir si es necesario. En este momento, el Sud Express era muy popular entre los ricos y famosos, junto con el Orient Express y el Train Bleu. Personas extraordinarias viajaron en el Sud Express. El 14 de mayo de 1902, entre los pasajeros se encontraban el Gran Duque Imperial de Rusia, el Príncipe Alberto de Prusia, el Conde Moltke, el Príncipe Cristiano de Dinamarca y el Príncipe de Mónaco. La razón de tal popularidad entre la realeza se debió a una conexión en Lisboa con transatlánticos con América del Sur. Los salones Wagons Lits se almacenaron durante la duración de WW1.

Los salones regresaron al Sud Express en 1921 junto con los nuevos autos Pullman. El Sud Express francés se redujo a Biarritz, ya que la región se hizo popular durante el reinado del rey Eduardo VII de Inglaterra, que lo prefería a la Costa Azul. Los pasajeros tenían que abrirse camino entre Biarritz y Hendaya. Para 1926, los Pullmans de acero habían destruido los carros de salón de teca. Probablemente habrían comenzado a pudrirse si no hubieran sido reemplazados. Fueron pintados con la librea de Pullman Chocolate and Cream, similar a la de Fleche D'Or. Sus números de CIWL fueron 2737 - 2748. A estos se unieron tres autos complementarios; Cada uno tenía una cocina y dos salones. Y a estas alturas, el Sud Express estaba funcionando con energía eléctrica entre París y Orleans, generalmente un SNCF 2CC2-3. Al sur de Orleans, el tren todavía estaba arrastrado por vapor (probablemente sería un 141-R). Al principio, el español Sud Express fue arrastrado por vapor, principalmente un 141F, y luego, desde la década de 1940, había diesel en el tren. La tracción diesel variaba, generalmente debido a la disponibilidad.



1926 nr Paris with PO 2BB2\_JP Geai

El Sud Express regresó a Irún a fines de 1926, conectando con el español Sud Express como antes. El set español ahora contenía autos tipo S para dormir y comedores, pero aún no hay Pullmans. Fueron repintados en azul CIWL después de mayo de 1932 cuando se agregaron Pullmans de segunda clase. En Francia en este momento, el tren consistía en tres autos Pullman; una cocina Pullman (WPC), un Pullman (WP) de primera clase y un Pullman (WPS) de segunda clase. También había un fourgon en cada extremo para llevar el correo. Cuando se introdujeron los SNCF 2D2 a mediados de la década de 1930, gradualmente asumieron el papel de 2CC2, incluido el servicio Sud Express. El servicio duró en este consistir hasta WW2. Los franceses y los españoles tuvieron mucha suerte de que estos coches no fueron destruidos por los bombardeos alemanes. Otros no tuvieron tanta suerte, los autos atrapados en Alemania fueron destruidos o "adquiridos" (más como robados) por Mitropa. La mayoría de los autos atrapados en Alemania habían desaparecido al final de la guerra.



1933 Austerlitz 2D2 prototype\_SNCF Soc

Desde 1921 hasta que comenzó la guerra civil española, en julio de 1936, el español Sud Express tenía dos partes. La primera parte dejó Irun para Lisboa con traviesas tipo S y un fourgon, el resto, Salons y Dining Cars, partieron hacia Madrid. Una vez más el tren se partió en Medina del Campo. El servicio a Madrid se detuvo en 1936. Durante la Guerra Civil Española, la parte de Lisboa fue uno de los pocos trenes CIWL para continuar en España. Después de "La Guerra Civil", CIWL dejó de suministrar a Pullmans a España, ya que había una escasez en Europa con tantas desapariciones. Entonces, los ferrocarriles andaluces (más tarde parte de RENFE) compraron de forma independiente seis autos Pullman de Metro en Birmingham, tres con cocinas. Fueron marcados con Compañía De Ferrocarril Andalucía y fueron numerados simplemente 1 - 6. Después de 1939, se agregaron entrenadores ordinarios al Sud Sud francés y el contenido de Pullman se redujo a dos autos, un WP y un WPS. Después de 1947, solo había un Pullman. Este coche se convirtió en el último Pullman en Francia gestionado por CIWL. El auto fue retirado en 1971 junto con todo el Sud Express francés.



1956 Sud Express Potiers\_Ramette LVDR\_CIWL vie de rail

El español Sud Express se convirtió en el último tren internacional en Europa occidental operado por CIWL. También fue el último tren de CIWL para llevar un cuatrogono utilizado para el transporte por correo. Pero el final no estaba lejos. Desde 1969, la Puerta de Sol corría entre París y Madrid con bogies cambiados en Hendaya. El tren de paso consistía en camillas SNCF y cuatro autos UH nuevos suministrados por Alemania para compensar los autos perdidos en la Segunda Guerra Mundial. Sin embargo, fueron los primeros autos suministrados a CIWL con capacidad de cambio de bogies. SNCF también suministró camillas para correr entre París y Lisboa. Viajaron a través de Francia unido a la Puerta de Sol y fueron trasladados al Spanish Sud Express en Hendeye. Esto duró hasta 1980. En 1978, los ferrocarriles portugueses se hicieron cargo de la operación comercial de Sud Express, comprando las acciones de CIWL. El Sud Express ya no era un tren CIWL.

### **Restos del Sud Express**

Desde 1978 hasta 1980, el Sud Express consistió en dos antiguos automóviles CIWL con el logotipo de CP (Ferrocarriles Portugueses), un automóvil para dormir y un restaurante, el resto del tren tenía vagones portugueses diurnos de acero inoxidable. A partir de 1980, ya no había autos CIWL. Fue el final de una era. El tren consistía en dos vagones portugueses diurnos de acero inoxidable, un vagón reconstruido reconstruido en UH, un vagón restaurante portugués y un vagón español. El tren tuvo un cambio de locomotora en la frontera española / portuguesa de Villar Formoso. En ese momento, la tracción era una Clase 269 de Irun a Medina del Campo, luego continuó por Diesel. En Portugal fue tirado principalmente por una Clase 2600, pero a partir de 2000 fue tirado por una Clase 5600 con un diseño idéntico a la Clase 252 de RENFE. Durante la segunda mitad del siglo 20 y en el nuevo milenio, el tren no fue tan Popular como lo había sido en su apogeo, incluso para los entusiastas del ferrocarril. El tren fue retirado a fines de 2009 cuando fue reemplazado por un Trenhotel directo de Irun.



CP WL U-Hansa - 24051994 Irun Sud Express international bridge\_Aranguren book

Sin embargo, el viejo tren no articulado se reincorporó brevemente en abril de 2010. La reserva fue reensamblada y utilizada como un tren de socorro para personas varadas en España y Portugal por la erupción del volcán islandés. Después de que el pánico terminó, el viejo Sud Express fue retirado, probablemente por última vez.

### **Tiempos de ruta y conexiones**

La atracción de Lisboa como destino no era solo el clima más cálido, la cocina y el canto de fado, sino que también era un puerto importante para los pasajeros que viajaban al Caribe, América del Sur y África. Al igual que el correo de India a Brindisi, el Sud Express era parte de una red de comunicación internacional, donde los contratos de correo rentables podían sostener un servicio incluso cuando el número de pasajeros era bajo durante una temporada baja. A principios de la década de 1930, el correo aéreo comenzaba a reducirse en el mercado del correo ferroviario, pero fue solo a partir de 1950 cuando los contratos de correo comenzaron a caer significativamente a medida que las nuevas compañías de transporte aéreo (utilizando el excedente de guerra DC-3 y DC-4) se derrumbaban. Contratos de correos exprés rentables.

Para los pasajeros la situación también cambió. A medida que los viajes en avión despegaban, la necesidad de cuatro vagones o vagones de paquetería disminuía a medida que disminuía la necesidad de transportar baúles para las personas que se conectaban con los grandes buques de pasajeros y la clientela pasaba a ser turistas. Al comienzo del servicio Sud Express, tomaría casi 3 días viajar a Lisboa desde Londres (o desde la mayor parte de Europa fuera de Francia o España), lo que requeriría una gran inversión de tiempo. Pero como el servicio fue diseñado para los adinerados capaces de pagar una temporada en Portugal, o para aquellos que emigran a América del Sur, una cuestión de un día o dos era irrelevante. Al estallar la Segunda Guerra, la clase media disfrutaba de estadías más cortas y los horarios de Londres a Lisboa se redujeron a las 24 horas que tenemos hoy, ayudados por la introducción de transbordadores regulares (durante la noche) y especialmente el servicio de Night Ferry.

Es normal cuando planifica un itinerario que utiliza trenes nocturnos para ver dónde se encuentra a la hora de las comidas y durante cualquier horario de día, y también verifique si hay un restaurante o un vagón buffet en el tren, de modo que pueda planificar tener suficiente tiempo para comprar Suministros

en estaciones en ruta. Una mirada a los horarios a lo largo de los años, mientras se imagina cómo sería viajar en uno de los grandes trenes, es una excelente manera de ver cómo se desarrollan los servicios.



La ruta parecía haber variado solo levemente a lo largo de los años (a pesar de las guerras) desde Hendaya / Irún a través de Vitoria, Burgos, Valladolid y Medina del Campo, donde se separó el servicio de Madrid, luego al oeste a Salamanca y finalmente a Portugal a través de Frontera de Villar Formoso / Fuentes de Oñoro (no podemos estar seguros de dónde se produjo el cambio de locomotoras) y luego muy lentamente hacia el sur a través de Portugal hasta Lisboa Santa Appolonia.

Como en cualquier tren CIWL, la comida es importante. Y el Sud Express no fue la excepción. Por supuesto, lo que comías y bebías dependía de dónde estabas, en qué país estabas pasando. Desde París, donde se suministró el tren, el menú reflejaba la típica tarifa limitada de un bistro. El menú en español es de alguna manera más simple y más robusto, pero nunca deja de satisfacer. Si estuviera viajando en el Sud Express español, probablemente encontraría una meseta de carnes curadas y quesos en algún lugar del menú. Durante años, los pasajeros que viajaban a Portugal dejarían el tren por la mañana en Lisboa sintiéndose hambrientos, ya que el único restaurante del automóvil fue retirado del consorcio en la frontera, y el tren continuó sin alimento para los pasajeros.

### **Modelando el Sud Express**

Modelar el Sud Express es una cuestión de en qué época eliges modelarlo. Porque si construyes un modelo de ferrocarril dedicado a ejecutar el Sud Express, eso tendría un gran impacto en el indicador que elijas. Desde el principio, no hay entrenadores de teca coincidentes con los de principios de 1900 en la escena del ferrocarril modelo. Sin embargo, estos pueden complementarse con un conjunto de cinco

autos CIWL de teca en escala HO hechos por Trix. Se basan en los carros de teca de principios de 1921 e incluyen dos cuartos, dos carros para dormir y un carro comedor. Este conjunto es muy raro y será muy costoso si se puede obtener. Sin embargo, si desea utilizar una escala más pequeña, hay un conjunto de 3 carros de teca CIWL en escala N fabricados por Kato / Hobbytrain. Una vez más, se basa en acciones de principios de la década de 1920 e incluye dos autos durmientes y un fourgon.



Coach-MK8108set-CIWL-WR4-Sud\_Express-2741D-08\_50\_151-Ep4

Al entrar en la era del acero, hay una gran variedad de opciones en el material rodante. Marklin ofrece algunos autos de escala Z en color marrón y crema Sud Express. Sólo hay un coche de cama y fourgon disponibles. La escala Z no es una escala de modelado muy utilizada, por lo que puede estar restringido en otras poblaciones y locomotoras en esta escala.

Para el stock de CIWL azul, no hay modelos dedicados al Sud Express. Rivarossi tiene la reputación de ser uno de los mejores fabricantes de modelos de acciones de CIWL. Y las posibilidades son enormes. Tienen carros para dormir, carros de comedor, carros de restaurantes y carros Pullman de muchas variedades. También tienen dos versiones de Bar car, una basada en el Venice Simplon Orient Express y la otra basada en el Pullman Orient Express. Sus sets incluyen Fleche D'Or, Train Bleu y Oostende - Wien express. Pero no hay sets basados en el Sud Express, en lugar de eso, puedes combinarlos con los autos que tienen disponibles. Arnold tiene un juego de cuatro autos CIWL en N gauge. Dos coches cama, un coche restaurante y un fourgon. Este conjunto es muy detallado pero los autos no se venden por separado.

Desafortunadamente, ningún productor modelo conocido fabrica automóviles portugueses de acero inoxidable, por lo que no es fácil armar un moderno Pre-Talgo Sud Express. Aunque los entusiastas de los ferrocarriles suelen tener un gran interés en la era de la CIWL, es totalmente posible armar rastrillos de los autos mencionados anteriormente, y otros autos que no sean de la CIWL, si es necesario.

### Conclusión

Un viaje en tren de Londres a Portugal será, por el momento, un viaje cómodo. A diferencia de la década de 1900, donde el tren era el medio de transporte de moda para llegar a tierras lejanas, volar es ahora el más popular; a pesar de sus desventajas para el medio ambiente (volar usa diez veces más energía que



el tren por pasajero-milla). Con suerte, los lectores de este artículo elegirán cruzar la Península Ibérica en tren diurno o por Trenhotel.

El futuro del actual Sud Express no es un hecho. Actualmente, hay dudas sobre el futuro de todos los servicios internacionales de Elipsos debido al escaso patrocinio de los servicios Suiza / Italia - Barcelona y la apertura del túnel Transpirenaico a Figueres en los servicios París - Madrid / Barcelona. Por el momento, París a Lisboa requiere al menos 2 trenes, y el Trenhotel Sud Express solo funciona en la Península Ibérica, pero podría cambiar. La construcción de la 'Y' vasca y la aceleración de los servicios a Burdeos y Hendaya, así como cualquier futura línea de alta velocidad Madrid - Lisboa podrían impactar aún más los servicios nocturnos; ya sea haciéndolos obsoletos o permitiendo la introducción de servicios nocturnos más rápidos, como un tren nocturno de París a Lisboa que podría hacer el viaje en menos de 12 horas. Aunque podría no viajar a través de Medina del Campo / Salamanca / Vila Formosa / Pampilhosa con buenas conexiones a Oporto, su franqueza sería atractiva. Imagine una salida a las 20:00 desde Austerlitz (cena en el tren) y llegada a Santa Appolonia a las 08:00 (primer desayuno ligero en el tren). O si el gobierno del Reino Unido se volviera un poco más ilustrado, un servicio directo Londres-Lisboa que dejaba St Pancras a las 18:00. Uno puede soñar?

The Sud Express - Xavier Guerra

### **A Note from the Writer**

*Like my father, I take a real interest in international trains. Although he understands railway engineering I seem to know more about rolling stock than him and I can tell the difference between the cars; he doesn't take interest in that, he only cares about whether it gives you a good night sleep or not. After writing a travelogue on our trip to the Cote D'Azur for homework, he asked me to write an article about an Iberian night train. With my knowledge of CIWL, the Sud Express was the obvious choice.*

### **Introduction**

Travelling from Paris (or the UK) to Lisboa today it is usual to take an aeroplane and arrive a few hours later far from the city you want to be in, badly fed and with no sense of distance travelled. But before the noisy metal birds were invented, if you wanted to travel to Lisboa after 1864 it was by train. This article is the first in a small series charting the history of the great long-distance trains that crossed the Iberian Peninsular. We start with the Sud Express.

### **Inauguration**

In 1884 George Nagelmackers, founder of the Compagnie Internationale Des Wagons Lits – CIWL, established a branch of CIWL in Spain known as Compania Internacional De Coches Camas. Their office was at 14, Puerta De Sol, Madrid. Nagelmackers had an ambition to run a through train service from St. Petersburg to Lisboa and Madrid via Berlin and Paris. It would involve changing the train's bogies at the Russian and Spanish borders, as Russia and Spain have different gauges to western and central Europe. It would have been one amazing journey, Russia to Portugal on one train. But Nagelmackers' vision was never made a reality as in the 19<sup>th</sup> Century there wasn't a fast or practical way of changing the bogies on a carriage. Instead, on 24<sup>th</sup> October 1887, Nagelmackers ran a special banquet train from Valencia to Lisboa as a trial run for the Sud Express.

## Service through the Years

On 4<sup>th</sup> November 1887, the Sud Express started running once a week between Calais and Lisboa. Passengers had to change trains at Hendaye when travelling north, and at Irun when travelling south. At the time, Spain had a shortage of Wagons Lits cars, meaning that the Iberian side had only one set of coaches for the train. Any delay to one side meant delays to the other. The Spanish set still used old, outdated, six-wheeled coaches, whereas the French set had newer, four wheeled bogie cars fed in from across Europe. But Spain was not in the dark for long. By 1895, they received some A and B type teak cars. This allowed the Spanish part to have extra cars added for use on a second Spanish division of the Sud Express to Madrid. The train split at Medina Del Campo and the Lisboa train continued via Salamanca to the Northern Portuguese border, and the Madrid part followed the route via Avila towards Madrid. In 1897 the Madrid portion was separated, extended to Algeciras and was renamed the Gibraltar Express. It was withdrawn a year later.

When Paris Gare D'Orsay was opened in 1900, the Sud Express now ran from Paris to Irun, where passengers swapped trains. Having been speeded up, the sleeper cars became unnecessary (it would be horrible to have to change trains at the border in the middle of the night), and were replaced with Wagons Lits Salons. These were some of the newly built CIWL cars originally supplied for use in Belgium in place of Belgium state railway first-class salons, this of course was not done without strict permission from the Belgian Head of State. Eight of them were used daily on the Sud Express until 1904. Each contained one large saloon and several compartments, allowing dining, "lazing about" or sleeping compatibility if necessary. At this time, the Sud Express was very popular with the rich and famous, alongside the Orient Express and the Train Bleu. Extraordinary people travelled on the Sud Express. On 14<sup>th</sup> May 1902, passengers included the Imperial Grand Duke Vladimir of Russia, Prince Albert of Prussia, Count Moltke, Prince Christian of Denmark and the Prince of Monaco. The reason for such popularity with royalty was because of a connection at Lisboa with ocean liners to South America. The Wagons Lits salons were put into storage for the duration of WW1.



c1910 Austerlitz PO 231-3659 Sud Express\_JP Geai

The salons returned to the Sud Express in 1921 along with brand new Pullman Cars. The French Sud Express was cut back to Biarritz, as the region became popular during the reign of England's King Edward VII, who preferred it to the Cote D'Azur. Passengers had to make their own way between Biarritz and Hendaye. By 1926, the all-steel Pullmans had wiped out the teak salon cars. They probably would have started to rot if they hadn't been replaced. They were painted in Pullman Chocolate and Cream livery, similar to that of the Fleche D'Or. Their CIWL numbers were 2737 – 2748. These were joined by three complementary cars; each had a kitchen and two saloons. And by now, the Sud Express was running under electric power between Paris and Orleans, usually a SNCF 2CC2-3. South from Orleans, the train was still hauled by steam (likely to be a 141-R). The Spanish Sud Express at first was hauled by steam, mostly a 141F, and then from the 1940s there was diesel on the train. Diesel traction varied, usually because of availability.

The Sud Express returned to Irun in late 1926, connecting with the Spanish Sud Express as before. The Spanish set now contained S type sleeping cars and dining cars but no Pullmans as yet. They were repainted in CIWL blue after May 1932 when second-class Pullmans were added. In France at this time, the train consisted of three Pullman cars; one Pullman kitchen (WPC), one first-class Pullman (WP) and one second-class Pullman (WPS). There was also a fourgon at each end to carry the mail. As SNCF 2D2's were introduced in the mid-1930s, they gradually took over the role of 2CC2's, including Sud Express duty. The service lasted in this consist until WW2. The French and Spanish side were very lucky that these cars were not destroyed by German bombing. Others were not so lucky, cars trapped in Germany were either destroyed or "acquired" (more like stolen) by Mitropa. Most of the cars trapped in Germany had disappeared by the end of the war.

From 1921 until the Spanish Civil war started in July 1936 the Spanish Sud Express had two parts. The first part left Irun for Lisboa with S type sleepers and a fourgon, the remainder, Salons and Dining Cars, departed for Madrid. Once again the train was split at Medina Del Campo. The service to Madrid stopped in 1936. During the Spanish Civil War, the Lisboa part was one of very few CIWL trains to continue in Spain. After the "La Guerra Civil", CIWL stopped supplying Spain with Pullmans, as there was a shortage in Europe with so many disappearances. So, Andalusian Railways (later part of RENFE) independently bought six Pullman cars from Metro in Birmingham, three with kitchens. They were branded with Compania De Ferrocarril Andalucia and were simply numbered 1 - 6. After 1939, the French Sud Express had ordinary coaches added and the Pullman content was reduced to two cars, a WP and WPS. After 1947, there was only one Pullman. This car became the last Pullman in France managed by CIWL. The car was withdrawn in 1971 along with the entire French Sud Express.

The Spanish Sud Express became the last international train in Western Europe operated by CIWL. It was also the last CIWL train to carry a fourgon used for mail transportation. But the end was not far. From 1969 the Puerta De Sol was running between Paris and Madrid with bogies changed at Hendaye. The through train consisted of SNCF couchettes and four brand new UH cars supplied by Germany to compensate for cars lost in WW2. However, they were the first cars supplied to CIWL with bogie changing capability. SNCF also supplied couchettes for running between Paris and Lisboa. They travelled through France attached to the Puerta De Sol and were transferred to the Spanish Sud Express at Hendaye. This lasted until 1980. In 1978, Portuguese Railways took over the commercial operation of the Sud Express, buying the stock from CIWL. The Sud Express was no longer a CIWL train.

### **Remnants of the Sud Express**

From 1978 to 1980 the Sud Express consisted of two former CIWL cars branded with CP (Portuguese Railways) logo, one sleeping car and a restaurant, the rest of the train had Portuguese stainless steel daytime cars. From 1980, there were no CIWL cars anymore. It was the end of an era. The train consisted of two Portuguese stainless steel daytime cars, one Portuguese rebuilt UH sleeping car, one Portuguese restaurant car and one Spanish couchette car. The train had a locomotive change at the Spanish/Portuguese border of Villar Formoso. At that time the traction was a Class 269 from Irun to Medina Del Campo, then it continued by Diesel. In Portugal it was mainly pulled by a Class 2600, but from 2000 it was pulled by a Class 5600 of an identical design to the RENFE Class 252. Through the latter half of the 20<sup>th</sup> Century and into the new millennium, the train was not as popular as it had been in its heyday, even for railway enthusiasts. The train was withdrawn in late 2009 when it was replaced by a direct Trenhotel from Irun.

However, the old non-articulated train was briefly reinstated in April 2010. The stock was reassembled and used as a relief train for people stranded in Spain and Portugal by the Icelandic Volcano eruption. After the panic was over, the old Sud Express was withdrawn, for probably the last time.

### **Route Timings and Connections**

The attraction of Lisboa as a destination was not just the warmer climate, cuisine and *fado* singing, Lisboa was also a major port for passengers travelling to the Caribbean, South America and Africa. Like the India Mail to Brindisi, the Sud Express was part of an international communication network, where profitable mail contracts could sustain a service even when passenger numbers were low during an off-season. By the 1930s air mail was starting to cut into the rail mail market, but it was only after 1950 that mail contracts started to fall off significantly as new air-freight companies (using war surplus DC-3s and DC-4s) creamed off the profitable express post contracts.

For passengers the situation also changed. As air travel took off the need for fourgons or parcel wagons decreased as the need to carry trunks for people connecting with the great passenger ships decreased and the clientele changed to holidaymakers. At the beginning of the Sud Express service it would take nearly 3 days to travel to Lisboa from London (or from most of Europe outside France or Spain), requiring a serious investment in time. But as the service was designed for the well-heeled able to afford a season in Portugal, or for those emigrating to South America, a matter of a day or two was immaterial. By the outbreak of the Second War the middle class were enjoying shorter stays and the London to Lisboa timings reduced to the just over 24 hrs we have today, helped by the introduction of regular (overnight) ferries and especially the Night Ferry service.

It is normal when planning an itinerary that uses overnight trains to see where you are at mealtimes and during any daytime running, and also check if there is a restaurant or buffet car on the train, so that you can plan to have enough time to purchase supplies at stations en-route. A look at timetables over the years, while imagining what it would be like to travel on one of the great trains, is a great way of seeing how services develop.

The route seemed to have varied only slightly over the years (wars notwithstanding) with running from Hendaye/Irun via Vitoria, Burgos, Valladolid and Medina del Campo, where the Madrid service was separated, then west to Salamanca and finally into Portugal via the Villar Formoso/Fuentes de Oñoro frontier (we cannot be certain where the loco change was) and then very slowly south through Portugal to Lisboa Santa Appolonia.

## Dining

Like on any CIWL train, dining is important. And the Sud Express was no exception. Of course, what you ate and drank depended on where you were, what country you were passing through. From Paris, where the train was supplied, the menu reflected typical limited bistro fare. The Spanish menu is in some ways simpler and more robust, but never fails to satisfy. If you were travelling on the Spanish Sud Express, you would probably find a plateau of cured meat and cheeses somewhere on the menu. For years passengers travelling to Portugal would leave the train in the morning at Lisboa feeling hungry, as the only restaurant car was removed from the consist at the border, and the train continued with no nourishment for the passengers.

## Modelling the Sud Express

Modelling the Sud Express is a question of which era you choose to model it from. Because if you build a model railway dedicated to running the Sud Express, then that would have a big impact on the gauge you choose. Starting from the beginning, there are no matching teak coaches to that of the early 1900s on the model railway scene. However, these can be supplemented by a set of five teak CIWL cars in HO scale made by Trix. They are based on early 1921 teak cars and include two fourgons, two sleeping cars and one dining car. This set is very rare and will be very expensive if obtainable. However, if you wish to use a smaller scale, there is a set of 3 CIWL teak cars in N scale made by Kato/Hobbytrain. Once again it is based on early 1920s stock and includes two sleeping cars and a fourgon.

Stepping into the steel era there is a wide variety of choices in rolling stock. Marklin offer some Z scale cars in Sud Express brown and cream livery. There is only a sleeper car and fourgon available. Z scale is not a very widely used scale of modelling and so you may be restricted in other stock and locomotives in this scale.

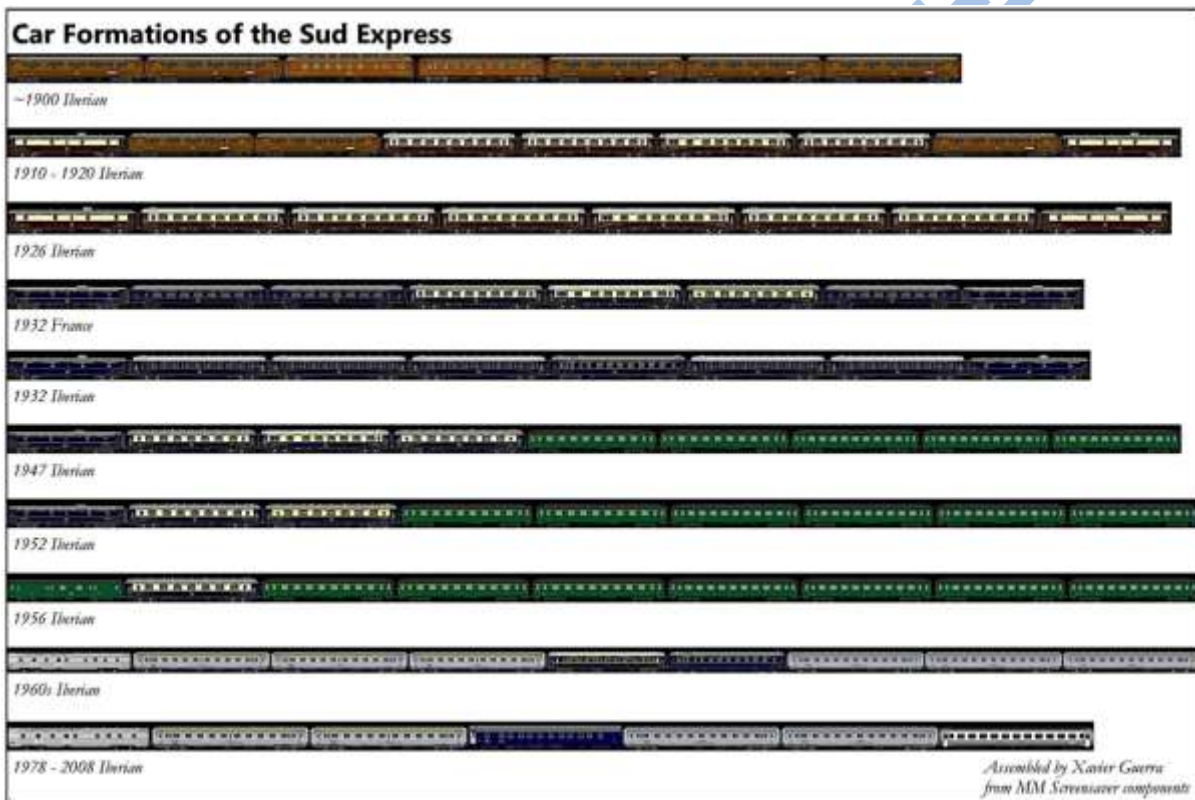
For CIWL blue stock, there are no models dedicated to the Sud Express. Rivarossi have a reputation for being one of the finest model makers of CIWL stock. And the possibilities are enormous. They have sleeping cars, dining cars, restaurant cars and Pullman cars of many varieties. They also have two versions of Bar car, one based on the Venice Simplon Orient Express and the other based on the Pullman Orient Express. Their sets include Fleche D'Or, Train Bleu and the Oostende – Wien express. But there are no sets based on the Sud Express, instead you could mix and match with the cars they have available. Arnold has a set of four CIWL cars in N gauge. Two sleeper cars, one restaurant car and a fourgon. This set is greatly detailed but the cars are not sold separately.

Unfortunately, no known model producer makes Portuguese stainless-steel cars, so a modern pre-Talgo Sud Express is not easy to assemble. Although, railway enthusiasts usually have a great interest in the CIWL era, it is entirely possible to assemble rakes from the cars previously mentioned, and other non-CIWL cars if necessary.

## Conclusion

A journey by train from London to Portugal will, for the time being, remain a comfortable trip. Unlike the early 1900s, where the train was the fashionable means of transport to reach far-off lands, flying is now the more popular; despite its disadvantages to the environment (flying uses ten times more energy than rail per passenger-mile). Hopefully, readers of this article will choose to cross the Iberian Peninsular by day train, or by Trenhotel.

The future of the current Sud Express is not a given. Currently there is doubt over the future of all the Elipsos international services due to poor patronage on the Switzerland/Italy – Barcelona services and the opening of the Trans-Pyrenean tunnel to Figueres on the Paris – Madrid/Barcelona services. For the moment Paris to Lisboa requires at least 2 trains, and the Trenhotel Sud Express only runs on the Iberian peninsular, but it might change. Construction of the Basque ‘Y’ and the speeding-up of services to Bordeaux and Hendaye, as well as any future Madrid – Lisboa high-speed line could further impact overnight services; either making them obsolete or allowing the introduction of faster overnight services, like a Paris to Lisboa overnight train that could make the trip in less than 12 hrs. Although it might not travel via Medina del Campo/Salamanca/Vila Formosa/Pampilhosa with good connections to Porto, its directness would be attractive. Imagine a 20:00 departure from Austerlitz (supper on the train) and arrival in Santa Appolonia at 08:00 (light first breakfast on the train). Or if the UK government were to become a little more enlightened, a direct London – Lisboa service leaving St Pancras at 18:00. One can dream?



**Bradshaw August 1914**

London to Lisboa 46hrs 08mins (return fare by luxury berth: £29 17s 6d!)

Station	Arr	Dep	Note
London Victoria	Day 1	11:00	Golden Arrow
Dover Marine	12:45	12:55	ferry
Calais Maritime	14:15	14:55	Fleche D'Or/Simplon/Engadine
Amiens	16:35	16:41	
Paris Nord		18:15	overnight in Paris

Paris Gare d'Orsay	Day 2	10:00	<i>Sud Express</i>
Paris Quai Austerlitz		10:10	
Potiers		14:03	
Bordeaux	16:54	17:01	
Dax	18:29	18:56	
Bayonne		19:33	
Biarritz	19:54		
Irun	20:49	21:20	<i>change trains</i>
San Sebastian		21:39	
Burgos	Day3	02:56	
Medina del Campo	05:26	05:33	<i>split from Madrid service</i>
Salamanca		07:26	
Villa Formosa		10:33	
Pampilhosa		15:20	
Entroncamento		17:37	
Lisboa		19:08	

Lisboa to London 53hrs 10mins

Station	Arr	Dep	Note
Lisboa	Day 1	13:00	<i>Sud Express</i>
Entroncamento		14:22	
Pampilhosa		16:08	
Villa Formosa		21:03	
Salamanca	Day 2	00:15	
Medina del Campo	02:01	02:16	<i>connect with service from Madrid</i>
Burgos		04h56	
San Sebastian		09:29	
Irun	09:50	09:52	<i>passengers change at Hendaye</i>
Biarritz		11:07	
Bayonne		11:31	
Dax	12:08	12:13	

Bordeaux	13:58	14:03	
Potiers		16:58	
Paris Quai d'Austerlitz		20:45	
Paris Gare d'Orsay	20:54		<i>overnight in Paris</i>
Paris Nord		<i>Day 3</i>	09:55 <i>Fleche d'Or</i>
Amiens	11:17	11:20	
Calais Maritime	13:10	13:25	<i>ferry</i>
Dover Marine	14:45		
London Victoria		17:10	

### Thomas Cook January 1968

#### London to Lisboa 42hrs 45mins

<i>Station</i>	<i>Arr</i>	<i>Dep</i>	<i>Note</i>
London Victoria		21:00	<i>GMT Night Ferry (departure time in Summer is 22:00 BST)</i>
Paris Nord		08:40	
			<i>transfer (and a decent lunch)</i>
Paris Austerlitz		14:00	<i>Sud Express. Pre-Puerto del Sol, carries Madrid passengers.</i>
Bordeaux	18:28	18:31	
Bayonne	20:12	20:15	
Hendaye	20:43	20:45	
Irun	20:50	21:45	<i>Madrid train leaves at 22:05</i>
Burgos	02:35	03:00	
Medina del Campo	05:00	05:15	
Salamanca		06:25	06:35
Vilar Formoso	09:25	09:35	<i>frontier</i>
Lisboa Santa Apolonia		15:45	

#### Lisboa to London 46hrs 25mins

<i>Station</i>	<i>Arr</i>	<i>Dep</i>	<i>Note</i>
Lisboa Santa Apolonia		14:45	<i>Sud Express</i>



Vilar Formoso	21:12	21:37	<i>frontier loco change</i>
Salamanca		00:25	00:40
Medina del Campo	01:54	02:05	
Burgos	04:32	04:37	
Irun	09:02	09:05	
Hendaye	09:10	09:55	<i>frontier. Hour and bogie change (Madrid cars arrive at 08:40)</i>
Bayonne	10:21	10:23	
Bordeaux	12:03	12:08	
Paris Austerlitz	16:40		

*transfer (and a decent supper)*

Paris Nord		22:00	<i>Night Ferry</i>
London Victoria	09:10		

#### **Thomas Cook May/June 1974**

##### London to Lisboa 37hrs 45mins

<i>Station</i>	<i>Arr</i>	<i>Dep</i>	<i>Note</i>
London Victoria		22:00	<i>Night Ferry (Cooks recommend the 22:02 to Newhaven, then ferry to Dieppe arriving St Lazare 06:25)</i>
Paris Nord		08:40	<i>tight transfer</i>
Paris Austerlitz	09:15		<i>Sud Express. Puerto del Sol is a separate TalgoRD leaving at 18:04.</i>
Bordeaux	13:59	14:05	
Dax	15:20	15:24	
Bayonne	15:54	15:59	
Biarritz	16:20		
Hendaye	16:49	17:03	
Irun	17:08	19:30	<i>Bogie change on through sleeper cars. Hour change (+1) to Spanish time</i>
San Sebastian	19:48	19:53	
Burgos	23:34	23:39	
Valladolid		01:10	

Medina del Campo	01:42	02:05	<i>(a relief service 20mins behind - )</i>
Salamanca		03:19	03:34
Vilar Formoso	05:20	05:35	<i>frontier</i>
Pampilhosa		08:30	08:43 <i>change for Porto (Porto couchettes started from Hendaye 25mins later)</i>
Lisboa Santa Apolonia		11:45	

Lisboa to London 40hrs 40mins

<i>Station</i>	<i>Arr</i>	<i>Dep</i>	<i>Note</i>
Lisboa Santa Apolonia		16:30	<i>Sud Express</i>
Pampilhosa		19:17	19:41 <i>pick up cars from Porto</i>
Vilar Formoso	23:12	23:32	<i>frontier loco change</i>
Salamanca		03:12	03:20
Medina del Campo	04:33	04:53	
San Sebastian	10:58	11:03	
Irun	11:22	11:25	<i>couchette passengers 25mins later</i>
Hendaye	10:30	11:45	<i>frontier. Hour and bogie change</i>
Biarritz	12:04	12:06	
Bayonne	12:12	12:14	
Dax	12:43	12:45	
Bordeaux	13:59	14:08	
Paris Austerlitz	19:25		
			<i>transfer</i>
Paris Nord		22:00	<i>Night Ferry</i>
London Victoria		09:10	

**Thomas Cook September 1986**

London to Lisboa 28hrs 15mins

<i>Station</i>	<i>Arr</i>	<i>Dep</i>	<i>Note</i>
London Victoria		20:40	<i>this is apparently the quickest route!</i>
Newhaven Harbour	21:54	22:30	<i>transfer to ferry</i>
Dieppe Maritime	03:30	04:05	<i>SNCF 200 via Rouen</i>

Paris St Lazare	06:25		
			<i>transfer</i>
Paris Austerlitz	09:00		<i>Sud Express (France)</i>
Bordeaux	13:24	13:28	
Dax	14:40	14:43	
Bayonne	15:11	15:14	
Biarritz	15:24	15:26	
Hendaye	15:53	16:00	
Irun	16:05	17:50	<i>change to Sud Express (Iberia)</i>
San Sebastian	18:06	18:07	
Medina del Campo	00:06	00:32	<i>split with Puerto del Sol</i>
Salamanca	01:19	01:25	
Fuentes d'Onoro	03:49	04:04	<i>frontier (change from Spanish to Portuguese time)</i>
Pampilhosa	07:05	07:20	
Lisboa Santa Apolonia	09:55		

Lisboa to London 39hrs 33mins

<i>Station</i>	<i>Arr</i>	<i>Dep</i>	<i>Note</i>
Lisboa Santa Apolonia		15:10	<i>Sud Express</i>
Pampilhosa		17:41	17:53
Vilar Formoso	21:10	21:56	<i>frontier loco change</i>
Fuentes d'Onoro	23:00	23:55	
Salamanca	01:59	02:02	
Medina del Campo	03:01	03:21	<i>join with Puerto del Sol</i>
San Sebastian	09:27	09:30	
Irun	09:53	10:10	<i>change to Sud Express (France)</i>
Hendaye	10:15	11:40	<i>frontier</i>
Biarritz	12:04	12:06	
Bayonne	12:16	12:20	
Dax	12:52	12:55	
Bordeaux	14:10	14:15	

Paris Austerlitz 19:15

*transfer*

Paris St Lazare 22:13 SNCF 201

Dieppe Maritime 00:44 01:15 *ferry*

Newhaven Maritime 04:45 05:25

London Victoria 06:43

### Thomas Cook March 2008

London to Lisboa 23hrs 58mins (note this is actually faster than 2011!)

Station	Arr	Dep	Note
London St. Pancras Int.		11:05	EST 9028
Paris Nord		14:20	
			<i>transfer</i>
Paris Montparnasse		15:50	TGV 8543
Bordeaux		18:55	
Hendaye		21:19	
Irun	21:25	22:00	<i>transfer to Sud Express EN 312/313</i>
San Sebastian		22:18	
Vitoria/Gastiez		00:14	
Burgos		01:57	
Valladolid Campo Grande		03:18	
Medina del Campo	03:52		
Salamanca		04:48	
Fuentes de Oñoro			<i>(border: stops for loco change)</i>
Vilar Formoso			<i>(note restaurant car comes off - no breakfast!)</i>
Coimbra-B		08:49	
Lisboa Santa Apolonia		11:03	

Lisboa to London 24hrs 31mins

Station	Arr	Dep	Note
Lisboa Santa Apolonia		16:06	<i>Sud Express EN 310/311</i>

Coimbra-B		18:26	
Vilar Formoso			<i>(restaurant car comes off - after supper?)</i>
Fuentes de Oñoro			<i>(border: stops for loco change)</i>
Salamanca		00:05	
Medina Del Campo	00:57		
Valladolid Campo Grande	01:30		
Burgos	02:54		
Vitoria/Gastiez	04:24		
San Sebastian	06:34		
Hendaye	07:10	07:58	<i>transfer to TGV 8524</i>
Bordeaux	10:21		
Potiers	12:11		
Paris Montparnasse	13:45		
			<i>transfer</i>
Paris Nord	15:07		<i>EST 9039</i>
London St. Pancras Int.	16:37		

**Current (2011) timings**

London to Lisboa 24hrs 6mins

Station	Arr	Dep	Note
London St. Pancras Int.		10:25	<i>EST 9018</i>
Ebbsfleet Int.		10:42	
Paris Nord Eurostar		13:47	
			<i>(late) luncheon &amp; transfer</i>
Paris Montparnasse		15:50	<i>TGV 8543</i>
Bordeaux-St-Jean	19:00	19:04	
Dax	20:15	20:18	
Bayonne	20:46	20:49	
Biarritz	20:58	21:01	
St-Jean-de-Luz-Ciboure	21:12	21:15	
Hendaye	21:24	21:29	

Irun 21:35

*transfer to Sud Express*

Irun 22:20 *HOT 313 (Sud Express)*

San Sebastian 22:37 22:39

Vitoria/Gasteiz 00:20 00:21

Miranda de Ebro 00:46 00:47

Burgos Rosa de Lima 01:47 01:49

Valladolid Campo G03:08 03:10

Medina del Campo 03:39 03:40

Salamanca 04:31 04:34

Fuente de S. Esteban 05:17 05:18

Ciudad Rodrigo 05:42 05:43

Fuentes de Onoro 06:07 06:09

Vilar Formoso 05:15 05:38

Guarda 06:05 06:07

Vila Franca das Nave 06:21 06:22

Celorico da Beira 06:32 06:33

Mangualde 07:02 07:03

Nelas 07:11 07:12

Santa Comba Dao 07:32 07:33

Pampilhosa 08:06 08:07

Coimbra-B 08:19 08:21

Pombal 08:47 08:49

Fatima 09:11 09:12

Entroncamento 09:25 09:26

Lisboa Oriente 10:21 10:22

Lisboa Santa Apolonia 10:31

Lisboa to London 25hrs 9mins (*though can be an hour quicker if you transfer via RER B from St Michel to Paris Nord*)

*Station Arr Dep Note*

Lisboa Santa Apolonia 16:30 *HOT 310 (Sud Express)*

Lisboa Oriente	16:37	16:38
Entroncamento	17:34	17:35
Fatima	17:49	17:50
Pombal	18:15	18:16
Coimbra-B	18:51	18:53
Pampilhosa	19:03	19:04
Santa Comba Dao	19:31	19:32
Nelas	19:58	20:00
Mangualde	20:09	20:10
Celorico da Beira	20:46	20:47
Vila Franca das Nave	20:59	21:00
Guarda	21:16	21:18
Vilar Formoso	21:45	22:05
Fuentes de Onoro	23:10	23:12
Ciudad Rodrigo	23:31	23:32
Fuente de S. Esteban	23:53	23:54
Salamanca	00:32	00:35
Medina del Campo	01:21	01:22
Valladolid Campo G	01:52	01:54
Burgos Rosa de Lima	03:14	03:16
Miranda de Ebro	04:17	04:18
Vitoria/Gasteiz	04:43	04:44
San Sebastian	06:34	06:36
Irun	06:59	07:00
Hendaye	07:10	
		<i>transfer to TGV</i>
Hendaye	08:00	TGV 8524
St-Jean-de-Luz-Ciboure	08:10	08:13
Biarritz	08:22	08:25
Bayonne	08:34	08:36
Dax	09:09	09:14

Bordeaux-St-Jean	10:22	10:27	
Angouleme		11:23	11:26
Poitiers	12:08	12:11	
Paris Montparnasse		13:50	
			<i>(late) luncheon &amp; transfer</i>
Paris Nord Eurostar		16:13	
Ebbsfleet Int.		17:18	
London St. Pancras Int.		17:34	

### Bradshaw August 1914

Lisboa to London 53hrs 10mins      London to Lisboa 46hrs 08mins (return fare by luxury berth: £29 17s 6d!)

<u>Note</u>	<u>Dep</u>	<u>Arr</u>	<u>Station</u>	<u>Arr</u>	<u>Dep</u>	<u>Note</u>
		17:10	<b>London Victoria</b>	<i>Day 1</i>	11:00	<i>Golden Arrow</i>
		14:45	<b>Dover Marine</b>		12:45	12:55 <i>ferry</i>
<i>ferry</i>	13:25	13:10	<b>Calais Maritime</b>	14:15	14:55	<i>Fleche D'Or/Simplon/Engadine</i>
	11:20	11:17	<b>Amiens</b>	16:35	16:41	
<i>Fleche d'Or</i>	09:55	<i>Day 3</i>	<b>Paris Nord</b>		18:15	<i>overnight in Paris</i>
<i>overnight in Paris</i>	20:54		<b>Paris Gare d'Orsay</b>	<i>Day 2</i>	10:00	<i>Sud Express</i>
	20:45		<b>Paris Austerlitz</b>		10:10	
	16:58		<b>Potiers</b>		14:03	
	14:03	13:58	<b>Bordeaux</b>	16:54	17:01	
	12:13	12:08	<b>Dax</b>	18:29	18:56	
	11:31		<b>Bayonne</b>		19:33	
	11:07		<b>Biarritz</b>	19:54		
<i>change at Hendaye</i>	09:52	09:50	<b>Irun</b>		20:49	21:20 <i>change trains</i>
	09:29		<b>San Sebastian</b>		21:39	
	04h56		<b>Burgos</b>	<i>Day3</i>	02:56	
<i>connect Madrid cars</i>	02:16	02:01	<b>Medina del Campo</b>	05:26	05:33	<i>split from Madrid service</i>
	00:15	<i>Day 2</i>	<b>Salamanca</b>		07:26	
	21:03		<b>Villa Formosa</b>		10:33	
	16:08		<b>Pampilhosa</b>		15:20	
	14:22		<b>Entroncamento</b>	17:37		



*Sud Express* 13:00 *Day 1* **Lisboa** 19:08

### Thomas Cook January 1968

Lisboa to London 46hrs 25mins      London to Lisboa 42hrs 45mins

<u>Note</u>	<u>Dep</u>	<u>Arr</u>	<u>Station</u>	<u>Arr</u>	<u>Dep</u>	Note
		09:10	<b>London Victoria</b>		21:00 <sup>GMT</sup>	<i>Night Ferry (Summer dep: 22:00<sup>BST</sup>)</i>
<i>Night Ferry</i>	22:00		<b>Paris Nord</b>		08:40	<i>transfer (and a decent lunch)</i>
<i>transfer (decent supper)</i>		16:40	<b>Paris Austerlitz</b>		14:00	<i>Sud Express; includes Madrid cars.</i>
	12:08	12:03	<b>Bordeaux</b>	18:28	18:31	
	10:23	10:21	<b>Bayonne</b>	20:12	20:15	
<i>Bogie change</i>	09:55	09:10	<b>Hendaye</b>		20:43	20:45
<i>(Madrid cars arr. 08:40)</i>	09:05	09:02	<b>Irun</b>		20:50	21:45 <i>Madrid train leaves at 22:05</i>
	04:37	04:32	<b>Burgos</b>	02:35	03:00	
	02:05	01:54	<b>Medina del Campo</b>	05:00	05:15	
	00:40	00:25	<b>Salamanca</b>		06:25	06:35
<i>frontier loco change</i>	21:37	21:12	<b>Vilar Formoso</b>		09:25	09:35 <i>frontier</i>
<i>Sud Express</i>	14:45		<b>Lisboa Santa Apolonia</b>		15:45	

### Thomas Cook May/June 1974

Lisboa to London 40hrs 40mins      London to Lisboa 37hrs 45mins

<u>Note</u>	<u>Dep</u>	<u>Arr</u>	<u>Station</u>	<u>Arr</u>	<u>Dep</u>	Note
		09:10	<b>London Victoria</b>		22:00	<i>Night Ferry (Cooks list 22:02 to Newhaven, ferry to Dieppe arr. St Lazare 06:25)</i>
<i>Night Ferry</i>	22:00		<b>Paris Nord</b>		08:40	<i>tight transfer</i>
<i>Transfer leaving at 18:04.</i>	19:25		<b>Paris Austerlitz</b>		09:15	<i>Sud Express. Puerto del Sol is now separate TalgoRD</i>
	14:08	13:59	<b>Bordeaux</b>	13:59	14:05	
	12:45	12:43	<b>Dax</b>	15:20	15:24	
	12:14	12:12	<b>Bayonne</b>	15:54	15:59	
	12:06	12:04	<b>Biarritz</b>	16:20		
<i>Bogie change</i>	11:45	10:30	<b>Hendaye</b>		16:49	17:03
<i>couchettes 25mins later</i>	11:25	11:22	<b>Irun</b>		17:08	19:30 <i>Bogie change on through cars</i>

11:03	10:58	<b>San Sebastian</b>	19:48	19:53	
<i>Served by Puerto del Sol</i>		<b>Burgos</b>	23:34	23:39	
<i>Served by Puerto del Sol</i>		<b>Valladolid</b>		01:10	
04:53	04:33	<b>Medina del Campo</b>	01:42	02:05	<i>(relief service 20mins behind)</i>
03:20	03:12	<b>Salamanca</b>	03:19	03:34	
<i>frontier loco change</i>	23:32	23:12	<b>Vilar Formoso</b>	05:20	05:35 <i>frontier</i>
<i>pick up cars from Porto started from Hendaye 25mins later)</i>	19:41	19:17	<b>Pampilhosa</b>	08:30	08:43 <i>change for Porto (Porto couchettes</i>
<i>Sud Express</i>	16:30	<b>Lisboa Santa Apolonia</b>		11:45	

### Thomas Cook September 1986

Lisboa to London 39hrs 33mins

London to Lisboa 28hrs 15mins

<u>Note</u>	<u>Dep</u>	<u>Arr</u>	<u>Station</u>	<u>Arr</u>	<u>Dep</u>	<u>Note</u>
		06:43	<b>London Victoria</b>		20:40	<i>this is apparently the quickest route!</i>
	05:25	04:45	<b>Newhaven Maritime</b>	21:54	22:30	<i>transfer to ferry</i>
<i>ferry</i>	01:15	00:44	<b>Dieppe Maritime</b>	03:30	04:05	<i>SNCF 200 via Rouen</i>
<i>SNCF 201</i>	22:13		<b>Paris St Lazare</b>	06:25		<i>transfer</i>
<i>transfer</i>		19:15	<b>Paris Austerlitz</b>		09:00	<i>Sud Express (France)</i>
	14:15	14:10	<b>Bordeaux</b>	13:24	13:28	
	12:55	12:52	<b>Dax</b>	14:40	14:43	
	12:20	12:16	<b>Bayonne</b>	15:11	15:14	
	12:06	12:04	<b>Biarritz</b>	15:24	15:26	
<i>change to Fr Sud Express</i>		11:40	10:15	<b>Hendaye</b>	15:53	16:00
	10:10	09:53	<b>Irun</b>	16:05	17:50	<i>change to Sud Express (Iberia)</i>
	09:30	09:27	<b>San Sebastian</b>		18:06	18:07
<i>join with Puerto del Sol</i>		03:21	03:01	<b>Medina del Campo</b>	00:06	00:32 <i>split with Puerto del Sol</i>
	02:02	01:59	<b>Salamanca</b>		01:19	01:25
	23:55	23:00	<b>Fuentes d'Onoro</b>	03:49	04:04	<i>frontier (change from Spanish to Portuguese time)</i>
<i>frontier loco change</i>		21:56	21:10	<b>Vilar Formoso</b>		
	17:53	17:41	<b>Pampilhosa</b>		07:05	07:20
<i>Sud Express</i>		15:10	<b>Lisboa Santa Apolonia</b>			09:55

**Thomas Cook March 2008**

Lisboa to London 24hrs 31mins

London to Lisboa 23hrs 58mins (note this is actually faster than 2011!)

<u>Note</u>	<u>Dep</u>	<u>Arr</u>	<u>Station</u>	<u>Arr</u>	<u>Dep</u>	<u>Note</u>
		16:37	<b>London St. Pancras Int.</b>		11:05	<i>EST 9028</i>
<i>EST 9039</i>	15:07		<b>Paris Nord</b>		14:20	<i>transfer</i>
<i>transfer</i>		13:45	<b>Paris Montparnasse</b>		15:50	<i>TGV 8543</i>
	12:11		<b>Potiers</b>			
		10:21	<b>Bordeaux</b>		18:55	
<i>TGV 852407:58</i>	07:10		<b>Hendaye</b>		21:19	
		7:00	<b>Irun</b>	21:25	22:00	<i>transfer to Sud Express EN 312/313</i>
		06:34	<b>San Sebastian</b>		22:18	
	04:24		<b>Vitoria/Gastiez</b>		00:14	
	02:54		<b>Burgos</b>		01:57	
		01:30	<b>Valladolid Campo Grande</b>		03:18	
	00:57		<b>Medina del Campo</b>	03:52		
	00:05		<b>Salamanca</b>		04:48	
<i>loco change</i>			<b>Fuentes de Oñoro</b>			<i>loco change</i>
<i>restaurant car off - after supper?</i>			<b>Vilar Formoso</b>			<i>restaurant car off - no breakfast!</i>
	18:26		<b>Coimbra-B</b>		08:49	
<i>Sud Express EN 310/311</i>	16:06		<b>Lisboa Santa Apolonia</b>		11:03	

**Current (2011) timings**

Lisboa to London 25hrs 9mins

London to Lisboa 24hrs 6mins

<u>Note</u>	<u>Dep</u>	<u>Arr</u>	<u>Station</u>	<u>Arr</u>	<u>Dep</u>	<u>Note</u>
		17:34	<b>London St. Pancras Int.</b>		10:25	<i>EST 9018</i>
<i>EST 9043</i>	16:13		<b>Paris Nord Eurostar</b>		13:47	<i>(late) luncheon &amp; transfer</i>
<i>(late) luncheon &amp; transfer</i>		13:50	<b>Paris Montparnasse</b>		15:50	<i>TGV 8543</i>
	10:27	10:22	<b>Bordeaux-St-Jean</b>	19:00	19:04	
	09:14	09:09	<b>Dax</b>	20:15	20:18	
	08:36	08:34	<b>Bayonne</b>	20:46	20:49	

	08:25	08:22	<b>Biarritz</b>	20:58	21:01
	08:13	08:10	<b>Jean-de-Luz-Ciboure</b>	21:12	21:15
<i>transfer to TGV 8524</i>	08:00	07:10	<b>Hendaye</b>	21:24	21:29
	07:00	06:59	<b>Irun</b>	21:35	22:20 <i>transfer to HOT 313 (Sud Express)</i>
	06:36	06:34	<b>San Sebastian</b>	22:37	22:39
	04:44	04:43	<b>Vitoria/Gasteiz</b>	00:20	00:21
	04:18	04:17	<b>Miranda de Ebro</b>	00:46	00:47
	03:16	03:14	<b>Burgos Rosa de Lima</b>	01:47	01:49
	01:54	01:52	<b>Valladolid Campo Grande</b>	03:08	03:10
	01:22	01:21	<b>Medina del Campo</b>	03:39	03:40
	00:35	00:32	<b>Salamanca</b>	04:31	04:34
	23:54	23:53	<b>Fuente de S. Esteban</b>	05:17	05:18
	23:32	23:31	<b>Ciudad Rodrigo</b>	05:42	05:43
<i>hour change</i>	23:12	23:10	<b>Fuentes de Onoro</b>	06:07	06:09
	22:05	21:45	<b>Vilar Formoso</b>	05:15	05:38 <i>hour change</i>
	21:18	21:16	<b>Guarda</b>	06:05	06:07
	21:00	20:59	<b>Vila Franca das Nave</b>	06:21	06:22
	20:47	20:46	<b>Celorico da Beira</b>	06:32	06:33
	20:10	20:09	<b>Mangualde</b>	07:02	07:03
	20:00	19:58	<b>Nelas</b>	07:11	07:12
	19:32	19:31	<b>Santa Comba Dao</b>	07:32	07:33
	19:04	19:03	<b>Pampilhosa</b>	08:06	08:07
	18:53	18:51	<b>Coimbra-B</b>	08:19	08:21
	18:16	18:15	<b>Pombal</b>	08:47	08:49
	17:50	17:49	<b>Fatima</b>	09:11	09:12
	17:35	17:34	<b>Entroncamento</b>	09:25	09:26
	16:38	16:37	<b>Lisboa Oriente</b>	10:21	10:22
<i>HOT 310 (Sud Express)</i>	16:30		<b>Lisboa Santa Apolonia</b>	10:31	

## **Moscow – Madrid - I Tren Nocturno de Moscú a Madrid - Michael Guerra**

No recuerdo cuando escuché por primera vez del servicio de Moscú a Madrid. Pensándolo bien, pensé que tenía algo que ver con La Guerra Civil y con la asociación que el grupo comunista dentro de la 2da alianza republicana tenía con los rusos. ¿Soñaban los rusos con un corredor ferroviario que uniera Rusia con España si los republicanos hubieran podido dejar de discutir y golpear a los fascistas? Uno puede imaginar las conversaciones, las extrañas miradas y la intriga que habría seguido al automóvil con las exóticas tablas de destino de rutas, mientras cruzaba un continente preparándose para una guerra total. Definitivamente algo para hacer una película en blanco y negro. No me había permitido considerar que en realidad podría tratarse de un servicio post-perestroika, diseñado para abarcar toda Europa.

Nacido por voluntad política y abrumadoramente por las dificultades burocráticas, el entrenador de Moscú fue un experimento interesante, aunque finalmente condenado, en los viajes intercontinentales. Los rusos proporcionaron un par de sus autos durmientes 01-T de fabricación polaca (WLABm), pero la ruta y los tiempos finalmente acordados (a través de la UIC en Suiza) tomaron una ruta extraordinariamente tortuosa, pero interesante. Menos de la mitad de la longitud de la ruta del Transiberiano, lleva más de la mitad de la longitud, y se desvía infinitamente entre los diferentes trenes diurnos y nocturnos.

En 1990 habría tomado 90.5 horas (recordando que Moscú está 2 horas por delante de Madrid). El tiempo más rápido posible en mayo de 2019 es de 50h31m con 6 cambios, sin embargo, con solo 3 cambios es posible en 53h56m: Moscow Belorusskaja 18:14 - Paris-Est 09:40 [39h26m] (D23JI/EN452)

Paris-Lyon 11:07                      Montpellier-St Roch 14:36 (TGV6209)

Montpellier-St Roch 16:25        Barcelona-Sants 19:30 (AVE9743)

Barcelona-Sants 20:00            Madrid-Atocha 23:10 (AVE3202)

Por supuesto, si el antiguo Trenhotel Elipsos Francisco de Goya estuviera funcionando, entonces el viaje solo habría necesitado 2 trenes, con un extra de 12 horas (aunque un día en París ...).

Cuando regresábamos de Japón, tomamos el Ost-West Express desde Moscú Belaruskaja a Frankfurt (Main). En Brest experimentamos el cambio de bogies. El cronograma requiere 2.5 horas para este procedimiento, pero entramos y salimos en menos de 30 minutos (aunque este fue un tiempo suficiente para que los locales oportunistas traten de vendernos cualquier cosa, desde tabaco de contrabando hasta pollo cocinado - el restaurante del restaurante no está conectado hasta Warszawa ). Primero, el tren se divide en juegos de 4 autos y se propulsa en el cobertizo de bogies de 3 caminos. Los coches están desacoplados y levantados en tomas. A continuación, se cambiaron los acopladores de los buckeyes rusos de alto nivel a los acopladores europeos de gancho y cadena, lo que permitió el paso entre los automóviles sin tener que pasar por encima del acoplador. Luego, los bogies de calibre estándar con freno de disco son empujados debajo de los coches desde el extremo polaco, impulsando los bogies rusos de la banda de rodadura al este. Los autos vuelven a colocarse en sus bogies, se juntan en cuatro y luego se desvían hacia el oeste en los metales de calibre estándar para que se formen de nuevo en un solo rastrillo, y luego se invierte de nuevo en la plataforma de calibre internacional de Brest. Un hecho interesante es que los cobertizos solo tienen pistas de calibre ruso, con la sección de calibre estándar comenzando justo al oeste del cobertizo, reduciendo los 43 mm a cada lado de las pistas rusas de 1520 mm. En Hendaya, el par de 1435 mm se encuentra dentro del conjunto de 1668

mm. En Brest se necesitan 2.5 horas para esta transformación porque se busca en todo el tren de un extremo a otro, incluidos todos los paneles de acceso de servicio en los pasillos y compartimentos. Hay un pasaporte y una verificación de visa muy largos antes de que la locomotora polaca esté finalmente acoplada.

En 1990, cuando se ejecutó por primera vez el servicio Moscú-Madrid, habría sido necesario que los ciudadanos rusos tuvieran una visa para cada país que pasara (excepto, creo que para Bielorrusia). Eso significa que un ruso que desee viajar a Madrid en el tren debería haber visitado no menos de 5 embajadas en Moscú antes de la salida. Sin embargo, en realidad, la mayoría de los rusos que viajaban en el tren tenían pasaportes diplomáticos y usaban el carro de dormir para regresar a sus compras. El tren solo funcionó en los meses de verano, y aparentemente solo hasta el final de la temporada de 1996. Probablemente tiene el récord del servicio internacional de pasajeros más lento. Es difícil calcular la distancia de la ruta sin conocer la ruta específica, pero según mi cálculo es de alrededor de 4250 km, lo que da una velocidad promedio de 47 km / h, comparándola con los 9289 km del Transiberiano que se cubre en 148 horas a una hora. Velocidad promedio de 62.7km / h, y créeme que me sentía lento! Eventualmente, cuando todas las secciones de alta velocidad desde Madrid hasta Alemania estén completas, es posible ejecutar un tren de alta velocidad de Madrid a Moscú en mucho menos de 2 días; Talgo ya produce un ensamblaje RD de 1435/1520 mm para Kazajstán que podría realizar el viaje.

El horario era:

Moscú (viernes) 16:02 (adjunto al tren nocturno Moscú-Varsovia)

Minsk (sábado) 01:02

Varsovia (sábado) 12:05 (¿Varsovia-Dresde vía Berlín o Praga?)

Dresde (sábado) 22:37

Frankfurt (domingo) 06:19 (Dresden-Frankfurt vía Liepzig y Fulda)

Basilea (domingo) 10:23 (Frankfurt-Basilea vía Karlsruhe)

Ginebra (domingo) 14:06 (a través de Lausana)

Hendaya (lunes) 10:37 (a través de Lyon, Limoges y Burdeos) 10 horas para cambiar bogies y esperar a Costa Vasca

Madrid (martes) 08:30

Madrid (martes) 22:35 (detrás de Costa Vasca)

Irun (miércoles) 08:10

Hendaya (miércoles) 18:00 10 horas para cambiar bogies y esperar el tren nocturno de Ginebra

Ginebra (jueves) 13:24

Basilea (jueves) 17:33

Frankurt (jueves) 22:16

Dresden (viernes) 07:53

Varsovia (viernes) 18:35

Minsk (sábado) 01:51

Moscú (domingo) 19:07

Pictures:



SZD\_WLABm\_Hendaye\_1.jpg

WLABm Sleeping-car de SZD (017-04139; 56-20-70-80-452-0), visto en Hendaya, mientras que se desvía hacia el patio de cambio de bogies. Ese día, fue para obtener bogies de calibre ibérico, bajo un programa de prueba requerido para introducir el (de corta duración) temporada a través del automóvil de Moscú. La señalización mecánica francesa (BMU, por sus siglas en inglés) y la catenaria de 1.5kV DC formaron un ambiente exótico e inesperado para este tipo de automóvil. 26 de marzo de 1990

Foto de Jean-Claude Perreaud, comentarios de P.L.Guillemin



SZD\_WLABm\_Hendaye\_2.jpg

WLABm Sleeping-car de SZD (017-04139; 56-20-70-80-452-0), visto en el patio de cambio de bogies de Hendaye, que albergaba vagones franco-ibéricos desde 1968 hasta 1996. 26 de marzo de 1990 .

Foto de Jean-Claude Perreaud, comentarios de P.L.Guillemin



SZD\_WLABm\_Madrid\_1.jpg

WLABm Sleeping-car de SZD (017-04139; 56-20-70-80-452-0), visto en Madrid-Chamartin.



Este coche durmiente funcionó en Moscú-Madrid en los veranos 1990, 1991 y 1992, pasando por Berlín, Karlsruhe, Basilea, Berna, Ginebra, Lyon, Irún y Valladolid. Cambiaría bogies dos veces (Brest-Litovsk y Hendaya). Se ve en la parte trasera del Consorcio Estrella 204 "Costa-Vasca" (Madrid-Bilbao / Hendaya), alrededor de las 09:30 p.m. Madrid-Chamartin. Junio de 1990.

Fotos de Perolo (perolo@tranvia.org); comentarios de P.L.Guillemin



SZD\_WLABm\_Madrid\_2.jpg

WLABm Sleeping-car de SZD (017-04139; 56-20-70-80-452-0), visto en Madrid-Chamartin.

Este coche durmiente funcionó en Moscú-Madrid en los veranos 1990, 1991 y 1992, pasando por Berlín, Karlsruhe, Basilea, Berna, Ginebra, Lyon, Toulouse, Irún y Valladolid. Cambiaría bogies dos veces (Brest-Litovsk y Hendaya). Madrid-Chamartin. Junio de 1990

Fotos de Perolo (perolo@tranvia.org); comentarios de P.L.Guillemin



SZD\_WLABm\_Madrid\_3.jpg

WLABm Sleeping-car de SZD (017-04139; 56-20-70-80-452-0), visto en Madrid-Chamartin.

Este coche durmiente funcionó en Moscú-Madrid en los veranos 1990, 1991 y 1992, pasando por Berlín, Karlsruhe, Basilea, Berna, Ginebra, Ginebra, Lyon, Irún y Valladolid. Cambiaría bogies dos veces (Brest-Litovsk y Hendaya). La numeración SZD, así como los emblemas soviéticos son muy evidentes en esta foto. Madrid-Chamartin. Junio de 1990.

Fotos de Perolo (perolo@tranvia.org); comentarios de P.L.Guillemin



SZD\_WLABm\_Madrid\_4.jpg

WLABm Sleeping-car de SZD (017-04139; 56-20-70-80-452-0), visto en Madrid-Chamartin.

Este coche durmiente funcionó en Moscú-Madrid en los veranos 1990, 1991 y 1992, pasando por Berlín, Karlsruhe, Basilea, Berna, Ginebra, Ginebra, Lyon, Irún y Valladolid. Cambiaría bogies dos veces (Brest-Litovsk y Hendaya). Esta imagen presenta una mezcla interesante: material rodante soviético, con un Panel de ruta en alemán y pantalla de número de entrenador en español. Madrid-Chamartin. Junio de 1990.

Fotos de Perolo (perolo@tranvia.org); comentarios de P.L.Guillemin

Brest

Cobertizo de cambio de calibre de Brest 18/04/07. photo by M. Guerra

### **The Moskva to Madrid Sleeper - By Michael Guerra**

I can't remember when I first heard of the Moskva to Madrid service. Thinking back, I thought it was something to do with La Guerra Civil, and with the association the Communist group within the loose 2<sup>nd</sup> Republican alliance had with the Russians. Did the Russians dream of a rail corridor linking Russia with Spain if the Republicans had been able to stop arguing and beaten the Fascists? One can imagine the conversations, the strange looks and intrigue that would have followed the car with the exotic route destination boards, as it crossed a continent preparing itself for all-out war. Definitely something to make a black and white movie out of. I hadn't allowed myself to consider that it might actually be a post-perestroika service, designed to span the whole of Europe.

Born out of political will overwhelming bureaucratic difficulties, the through coach from Moskva was an interesting if ultimately doomed experiment in cross-continental travel. The Russians provided a pair of their Polish-built 01-T sleeping cars (WLABm), but the route and timings finally agreed (via the UIC in Switzerland) took an extraordinarily tortuous, but interesting route. Under half of the route length of the Trans-Siberian, it takes over half as long, being shunted endlessly between different night and day trains.

In 1990 it would have taken 90.5 hrs (remembering that Moskva is 2hrs ahead of Madrid). The fastest time possible in May 2019 is 50h31m with 6 changes, however with only 3 changes it is possible in 53h56m: Moskva Belorusskaja 18:14 Paris-Est 09:40 [39h26m] (D23JI/EN452)

Paris-Lyon 11:07                      Montpellier-St Roch 14:36 (TGV6209)

Montpellier-St Roch 16:25        Barcelona-Sants 19:30 (AVE9743)

Barcelona-Sants 20:00

Madrid-Atocha 23:10 (AVE3202)

Of course, if the old Ellipso Francisco de Goya Trenhotel were running then it would the journey would have only needed 2 trains, with an extra 12hrs (though a day in Paris...).

When traveling back from Japan we took the Ost-West Express from Moskva Belaruskaja to Frankfurt (Main). At Brest we experienced bogie-changing. The timetable calls for 2.5hrs for this procedure, but we were in and out in less than 30mins (though this was enough time for opportunistic locals to try to sell us anything from contraband tobacco to cooked chicken – the restaurant car is not attached until Warszawa). First the train is split into 4-car sets and propelled into the 3-road bogie-changing shed. The cars are uncoupled and lifted on jacks. Next the couplers were changed from Russian high-level buckeyes to European hook and chain couplers which allowed passage between cars without having to step over the coupler. Then the disc-braked standard-gauge bogies are pushed under cars from the Polish end, propelling the tread-brake Russian bogies East. The cars are dropped back on to their bogies, coupled together in fours and then shunted West on standard gauge metals to be formed back into a single rake, and then reversed back into Brest's International gauge platform. An interesting fact is that the sheds only have Russian gauge tracks, with the standard gauge section starting just West of the shed, tapering the 43mm each side from the 1520mm Russian tracks. At Hendaye the 1435mm pair sit inside the 1668mm set. At Brest it takes 2.5hrs for this transformation because the whole train is searched from end to end, including all the service access panels in the corridors and compartments. There is a very long passport and visa check before the Polish loco is finally coupled on.

In 1990 when the Moskva-Madrid service first ran it would have been necessary for Russian nationals to carry a visa for each country passed through (except, I think for Belarus). That means that a Russian wishing to travel to Madrid on the train, would have to have visited no less than 5 embassies in Moskva prior to departure. In reality though, most of those Russians traveling on the train had diplomatic passports, and used the sleeping car to carry their shopping back. The train only ran in the summer months, and apparently only until the end of the 1996 season. It probably holds the record for the slowest international passenger service. It is difficult to calculate the route distance without knowing the specific route, but by my calculation it is around 4250km, which gives an average speed of 47km/h, compare that to the 9289km of the Trans-Siberian which is covered in 148hrs at an average speed of 62.7km/h, and believe me that felt slow! Eventually, when all the high-speed sections from Madrid through to Germany are complete it may be possible to run a high-speed gauge-changeable train from Madrid to Moskva in much less than 2 days; Talgo already produce a 1435/1520mm RD assembly for Kazakhstan that would be able to make the trip.

The schedule was:

Moskva (Friday) 16:02 (attached to Moskva-Warszawa sleeper)

Minsk (Saturday) 01:02

Warszawa (Saturday) 12:05 (Warszawa-Dresden via Berlin, or Praha?)

Dresden (Saturday) 22:37

Frankfurt(Sunday) 06:19 (Dresden-Frankfurt via Leipzig & Fulda)

Basel (Sunday) 10:23 (Frankfurt-Basel via Karlsruhe)

Geneve (Sunday) 14:06 (via Lausanne)

Hendaye (Monday) 10:37 (via Lyon, Limoges & Bordeaux) 10 hours to change bogies & wait for Costa Vasca

Madrid (Tuesday) 08:30

Madrid (Tuesday) 22:35 (behind Costa Vasca)

Irun (Wednesday) 08:10

Hendaye (Wednesday) 18:00 10 hours to change bogies and wait for Genève sleeper

Genève (Thursday) 13:24

Basel (Thursday) 17:33

Frankfurt (Thursday) 22:16

Dresden (Friday) 07:53

Warszawa (Friday) 18:35

Minsk (Saturday) 01:51

Moskva (Sunday) 19:07

Pictures are shown at the end of the Spanish text

SZD\_WLABm\_Hendaye\_1.jpg

*WLABm Sleeping-car of SZD (017-04139 ; 56-20-70-80-452-0), seen at Hendaye, while being shunted towards the bogie-changing yard. On that day, it was to get Iberian-gauge bogies, under a testing program required to introduce the (short-lived) Moscow-Madrid seasonal through-car. French mechanical signalling (BMU) and 1.5kV DC Catenary formed quite an exotic and unexpected environment for such car! 26th March 1990*

*Photo by Jean-Claude Perreaud, comments by P.L.Guillemin*

SZD\_WLABm\_Hendaye\_2.jpg

*WLABm Sleeping-car of SZD (017-04139 ; 56-20-70-80-452-0), seen at the bogie-changing yard of Hendaye, which accommodated French-Iberian through-cars from 1968 until 1996. 26th March 1990.*

*Photo by Jean-Claude Perreaud, comments by P.L.Guillemain*

SZD\_WLABm\_Madrid\_1.jpg

*WLABm Sleeping-car of SZD (017-04139 ; 56-20-70-80-452-0), seen at Madrid-Chamartin.*

*This sleeping-car ran a through service on Moscow-Madrid in Summers 1990, 1991 and 1992, via Berlin, Karlsruhe, Basel, Bern, Genève, Lyon, Toulouse, Irun and Valladolid. It would change bogies twice (Brest-Litovsk and Hendaye). It is seen in the rear part of the consist of Estrella 204 "Costa-Vasca" (Madrid-Bilbao/Hendaye), at around 09:30pm. Madrid-Chamartin. June 1990.*

*Photos by Perolo (perolo@tranvia.org); comments by P.L.Guillemain*

SZD\_WLABm\_Madrid\_2.jpg

*WLABm Sleeping-car of SZD (017-04139 ; 56-20-70-80-452-0), seen at Madrid-Chamartin.*

*This sleeping-car ran a through service on Moscow-Madrid in Summers 1990, 1991 and 1992, via Berlin, Karlsruhe, Basel, Bern, Genève, Lyons, Toulouse, Irun and Valladolid. It would change bogies twice (Brest-Litovsk and Hendaye). Madrid-Chamartin. June 1990*

*Photos by Perolo (perolo@tranvia.org); comments by P.L.Guillemain*

SZD\_WLABm\_Madrid\_3.jpg

*WLABm Sleeping-car of SZD (017-04139 ; 56-20-70-80-452-0), seen at Madrid-Chamartin.*

*This sleeping-car ran a through service on Moscow-Madrid in Summers 1990, 1991 and 1992, via Berlin, Karlsruhe, Basel, Bern, Genève, Lyon, Toulouse, Irun and Valladolid. It would change bogies twice (Brest-Litovsk and Hendaye). The SZD numbering as well as the Soviet emblems are very much in evidence on this pic. Madrid-Chamartin. June 1990.*

*Photos by Perolo (perolo@tranvia.org); comments by P.L.Guillemain*

SZD\_WLABm\_Madrid\_4.jpg

*WLABm Sleeping-car of SZD (017-04139 ; 56-20-70-80-452-0), seen at Madrid-Chamartin.*

*This sleeping-car ran a through service on Moscow-Madrid in Summers 1990, 1991 and 1992, via Berlin, Karlsruhe, Basel, Bern, Genève, Lyon, Toulouse, Irun and Valladolid. It would change bogies twice (Brest-*

*Litovsk and Hendaye). This picture features an interesting mix: Soviet rolling-stock, with a Route Panel in German, and coach number display in Spanish. Madrid-Chamartin. June 1990.*

*Photos by Perolo (perolo@tranvia.org); comments by P.L.Guillemín*

Brest

*Brest gauge-changing shed 18/04/07. photo by M. Guerra*



### **Estrellas en sus ojos - La historia de Estrella - Xavier Guerra**

Los servicios domésticos nocturnos en España han estado funcionando desde finales del siglo XIX, algunos incluso con autos convertibles bastante rudimentarios. Las grandes distancias recorridas desde las provincias exteriores y las bajas velocidades medias significaron que un tren directo desde, por ejemplo, Barcelona a Madrid en 1914 tomaría alrededor de las 18.5 horas y desde Irún a Madrid, ¡casi las 24 horas! Afortunadamente, la infraestructura y el material rodante ha mejorado significativamente, pero debido al aumento de la competencia de las aerolíneas, y en una época anterior, AVE Renfe sintió la necesidad de consolidar los servicios de la noche a la mañana restantes en una nueva marca: Estrella.

Estrella es un servicio de tren nocturno operado por Renfe. Su nombre significa "estrellas" en español, lo que significa que dormirías debajo de ellas. Los trenes nocturnos Estrella fueron los servicios nocturnos domésticos de España, y han existido desde 1982, siempre que la marca Renfe Operador.

Antes de 1900, los ferrocarriles de España estaban creciendo a buen ritmo. Pero vino la necesidad de un mejor viaje de larga distancia. Hubo tres problemas a los que se enfrentaron los ferrocarriles españoles

que retrasaron el desarrollo. Eran el terreno: montañas, tierra seca y muchas colinas sinuosas, la temperatura, especialmente en el sur, el clima es muy caluroso y seco, y la tecnología: en ese momento solo Gran Bretaña y los Estados Unidos tenían el mejor material rodante, esto también restringía el Capacidad para correr trenes más rápidos. Pero eso cambió cuando Compañía Internacional De Coches Camas (CIWL) llegó a España, con su nuevo y mejorado material rodante, basado en el material rodante Pullman de Gran Bretaña y los Estados Unidos.

Después de la desaparición de CIWL en 1971, Renfe heredó el material rodante para su uso en sus trenes nacionales españoles. Se dejaron en sus colores CIWL Azul y Dorado con todas las marcas de CIWL. Estos trabajaron con el stock nacional de Renfe de la época, de 8000 entrenadores de la serie. Después de que las acciones clásicas de CIWL, como el tipo LX, tipo S, tipo Z, tipo YT y los antiguos Pullman, quedaran obsoletas, fueron retiradas, desechadas o desechadas y se dejaron pudrir, el sitio más famoso es Canfranc, la frontera francesa / española ciudad en los pirineos. Pero algunos fueron preservados por la Asociación de Amigos del Ferrocarril y Tranvías (AZAFT).

Por supuesto, sobrevivieron coches ex-CIWL más modernos. Los coches fueron privados de sus logotipos y marcas de CIWL, y adoptaron el logotipo y las marcas de Renfe, pero aún conservaban su azul de CIWL con la librea de franjas doradas, antes de que se volvieran a pintar con la librea azul y gris de Renfe a finales de los años ochenta. Estos incluían el tipo T2, el tipo YF y el tipo UH. Estos autos fueron reincorporados a sus servicios de trenes nocturnos domésticos, como en el apogeo de CIWL, para trabajar con los nuevos coches de las series 9000 y 10000, así como con los coches de la serie 8000 que están envejeciendo. Los servicios se conocerían como Estrella, un plan de mercadeo introducido por Renfe para impulsar los viajes nocturnos en competencia con las aerolíneas, en un momento en el que no se conocían las principales redes de alta velocidad. Los antiguos coches WL tipo P nunca recibieron un repintado, ya que se retiraron inmediatamente después de una colisión grave en Valladolid. El 3 de marzo de 1988, la Estrella "Costa Vasca" chocó con el expreso "Cantábrico" en la estación de Valladolid; se cree que el tipo P en la parte posterior de la Estrella se dividió a la mitad durante la colisión, lo que llevó a su retiro inmediato.

Como beneficio adicional, el esquema Estrella incluía algunos servicios con los transportistas de automóviles. Esto creó un gran impulso para Renfe; Los pasajeros podrían llevar sus autos con ellos. A veces los servicios incorporarían un vagón postal en asistencia con correos. Y para resolver el problema de la disponibilidad de locomotoras, los servicios se fusionarían con los expresos diurnos de larga distancia, conocidos como Diurno. Los trenes automóviles existían antes del lanzamiento de Estrella, tanto como un servicio separado donde los automóviles se depositaban en una ciudad, se transportaban a su destino para ser recogidos más tarde por el propietario, así como los trenes de larga distancia donde el propietario viajaba en el mismo tren. Con la introducción de la marca Estrella, algunos trenes de automóviles acompañados se incorporaron a Estrella, sin embargo, a lo largo del período Estrella, algunos trenes dejaron a los transportistas de automóviles, mientras que otros los probaron durante un período. Por supuesto, los trenes automóviles solo pueden operar desde ciertas estaciones (generalmente terminales) y requieren períodos de carga prolongados que a menudo requieren largas ocupaciones de plataforma. El aumento en el uso de automóviles de alquiler redujo el deseo de algunos clientes de llevar sus automóviles en el largo viaje, reduciendo así el mercado de trenes de automóviles.

Y el agregado a la disponibilidad de locomotoras fue la asignación de un puñado de clase 269 y clase 250 para su uso en los servicios Estrella desde 1989. Estos se tomaron de sus servicios de carga, se



repintaron con los colores Estrella Brown y Cream y se colocaron en diagramas de pasajeros que involucraban principalmente Servicios estrella. Duraron hasta finales de 2002, cuando el material rodante nocturno se incorporó a la Reserva Renfe Gran Líneas. Los locos luego regresaron a sus diagramas de carga.

Cuando Talgo produjo un rastrillo de 16 autos diseñado para uso nocturno, conocido como Talgo Trenhotel, el final para Estrella no estaba lejos. Talgo Trenhotel, y la red de expansión de alta velocidad, reemplazaron gradualmente la mayoría de los servicios de Estrella. Estrella tenía competencia de otro lado de España; Renfe tenía una línea de alta velocidad. Cuando la línea AVE de Madrid a Sevilla y Córdoba, los servicios en esa ruta, especialmente la Estrella Giralda, tenían entrenadores equipados con bogies tipo GC (Gran Comfort) para uso en la línea de alta velocidad a 160 km / h. Estos trabajaron con locos clase 252 en la sección de alta velocidad.

Los últimos servicios aún en funcionamiento en 2011:

- Estrella Costa Brava: Madrid-Chamartín (2250) · Alcalá de Henares (2312) · Guadalajara (2327) · Sigüenza (0019) · Arcos de Jalón (0046) · Calatayud (0130) · Zaragoza-Delicias (0249) · Reus (0620) · Tarragona (0633) · Sant Vicenç de Calders (0652) · Barcelona-Sants (0812) · Granollers Centre (0854) · Caldas de Malavella (0931) · Girona (0944) · Flaçà (1001) · Figueras (1020) · Llançà (1037) · Portbou (1046) · Cerbere (1055)
- Estrella Picasso: Bilbao-Abando (2125) · Miranda de Ebro · Burgos-Rosa de Lima · Valladolid Campo Grande · Medina del campo · Ávila · Manzanares (0535) · Valdepeñas · Linares Baeza (0650) · Córdoba Central (0824) · Puente Genil (0938) · Bobadilla (1013) · Málaga-María Zambrano (1115)

Servicios reemplazados o retirados:

- Estrella Costa Vasca: Madrid (2335) – Bilbao (0937) / Hendaya (0950) (Sustituido por Alvia en las mañanas y tardes.)
- Estrella Costa Verde: Madrid (2330) – Gijón (0800) / Santander (0840) (Sustituido por Alvia por las mañanas y las tardes con un extra a Alicante.)
- Estrella del Estrecho: Madrid (2020) – Algeciras (0830) (Sustituido por un servicio de Alvia y AVE a Antequera.)
- Estrella Sol del Levante: Alicante (1935) – Bilbao (1142) (no hay servicio de reemplazo directo)
- Estrella Naranco: Alicante - Gijón (replaced by Alvia)
- Estrella Puerta del Sol: Madrid (1810) – París (1027) (reemplazado por Trenhotel Francisco de Goya)
- Estrella Guadiana: Madrid (2335) - Badajoz (0815) (Sustituido por un regional 592 vía Ciudad Real.)
- Estrella Ciudad Condal: Madrid (2230) - Barcelona (0749) (reemplazado por AVE)

- Estrella Costa de la Luz : Madrid (2145) – Cádiz (0855) (Sustituido por Alvia y AVE vía Sevilla y Córdoba.)
- Estrella Costa Cálida: Madrid (2310) – Cartagena (0845) (reemplazado por Altaria)
- Estrella Mar Menor : Barcelona – Cartagena (0850) (reemplazado por un talgo diurno)
- Estrella Sierra Nevada : Madrid (2305) - Granada (0800) (reemplazado por Altaria y AVE)
- Estrella Costa de Almería : Madrid (2230) – Almería (0815) (reemplazado por un talgo diurno a través de Linares-Beza)
- Estrella Alcazaba : Cádiz - Almería (no hay servicio de reemplazo directo)
- Estrella Giralda : Madrid (2035) – Sevilla (0618) (reemplazado por un AVE)
- Estrella Media Luna : Irún / Portbou - Algeciras (No hay servicio de reemplazo directo, ya que era el viaje en tren más largo del país)
- Estrella Sol de Europa : Santander - Málaga (no hay servicio de reemplazo directo)
- Estrella Costa del Sol : Madrid (2145) – Málaga (0750) (Sustituido por un AVE y un Talgo de alta velocidad.)
- Estrella Gibralfaro : Barcelona (2120) - Málaga (0733)/ Granada (0745) (reemplazado por Trenhotel Gibralfaro)
- Estrella Guadalquivir : Barcelona - Cádiz (reemplazado por Trenhotel Antonio Machado)
- Estrella Mediterráneo : Barcelona (2120) – Sevilla (0853) (reemplazado por AVE)
- Estrella Atlántico: Madrid (2205) – Ferrol (1048) (reemplazado por Trenhotel Atlántico)
- Estrella Rías Altas: Madrid (2205) - La Coruña (1024) (reemplazado por Trenhotel Rías Gallegas)
- Estrella Rías Bajas: Madrid (1950) – Vigo (1130) /Pontevedra (1040) (reemplazado por Trenhotel Rías Gallegas)
- Estrella Pío Baroja and its relations: (reemplazado por Trenhotel Pio Barojas)
- o Barcelona (2230) - Zamora (1055) (no hay servicio de reemplazo directo)
- o Barcelona (2230) – Bilbao (0755) / Hendaya (0810) (Sustituido por un Alvia y un Talgo.)
- o Barcelona (2230) - Gijón (1150) (reemplazado por el mencionado Trenhotel)
- o Barcelona (2230) - Salamanca (1029)(Sustituido por un AVE a Zaragoza y un 599 a Salamanca)
- Estrella Galicia: Barcelona (1735) – Vigo (1556) /La Coruña (1540) (reemplazado por Trenhotel Galicia),
- Sud Express: Lisboa (1510) - Irún (1010) – Hendaya (1140) (No era una Estrella, pero a veces usaba acciones de Estrella, reemplazadas por Trenhotel Surexpreso en 2010)

Al igual que en Francia, la marcha hacia adelante de la alta velocidad ha destruido efectivamente la operación del tren nocturno en España. Francia y España tienen topografías muy similares, con la demografía de España más polarizada alrededor de las zonas urbanas. España ha sido (en su mayoría) inteligente en el acceso a la financiación de contrapartida de la UE para desarrollar la red LAV de ancho estándar, centrada en Madrid. Al igual que en Francia, la red clásica ha sufrido, lo que significa que incluso los servicios de Talgo Trenhotel de calibre variable han sufrido, con todos los juegos de la Serie 5 y 6 suspendidos y los casi nuevos autos de la Serie 7 que se convierten al uso diario. Los servicios Estrella se han consignado a la historia, de la misma manera que los servicios francés y alemán. Sin embargo, es probable que en el futuro, debido a que la aviación se reduzca (comenzando con los operadores de bajo costo) debido a las presiones sobre la disponibilidad de combustible y el cambio climático, es probable que los trenes nocturnos reaparezcan, comenzando inicialmente con acceso abierto. Los operadores privados (como los de los Países Bajos, Alemania, etc.) y (con suerte) se están convirtiendo nuevamente en una red transcontinental adecuada.

Photos:



Estrella01: Clase 10000 Coche de Sleeperettes de clase preferente (A8lv-10500) de Renfe-LD. Estrella 933/2 "Pío Baroja" (Barcelona-Sants - Gijón-Cercanías, con coches de paso a Salamanca). Barcelona-San Andreu Comtal. 8th June 2009. Foto P.L. Guillemin



Estrella02: Clase 250 605 en librea Estrella se toma un descanso en el depósito de Barcelona Can Tunis el 23 de febrero de 2002. Foto Javier Peña



Estrella03: Renfe Class 269-307 en librea Estrella en Barcelona França 10 de junio de 2005. Foto Salim Virji



Estrella04: Ex-CIWL tipo T2 en el Depósito de Fuencarral de Madrid el 2 de enero de 2005. Foto Jorge García Cuevas.



Estrella05: Renfe Estrella YF 4683 tirado en Fuencarral 21-04-2003. Foto Javier Peña



Estrella06: Coche de segunda clase de la serie 10000 en el depósito de Fuencarral de Madrid en 1988. Foto R.Melendez



Estrella07: La clase 269 029 espera salir de Chamartín con la Estrella a las Algercias 13.11.1993. Foto Adrian Nicholls



Estrella08: La clase 269 407 se encuentra en Santander con el material rodante Estrella para Málaga en 1998. Foto Aturovega Roldan



Estrella09: Estrella Picasso pasa Pizarra detrás de la Clase 269 908 en 2008. Foto Etc3 03



Estrella10: Gran Clase coche camas WL26x-7107, Pio Baroja (Barcelona - Salamanca)

Salamanca, 24/03/2008. Foto: Manuel Marcos.





Estrella11: Renfe - segunda clase coche camas B10x-9650. Salamanca, 11/07/2008. Foto: Manuel Marcos.



Estrella12: Ex CIWL T2 en la parte trasera de Estrella Gibralfaro, Tarragona, Mayo 1991. Foto M. Guerra

## **Stars in Their Eyes – The Story of Estrella - Xavier Guerra**

Domestic overnight services in Spain have been running since the end of the nineteenth century, some even with rather rudimentary convertible stock. The large distances covered from the outer provinces and the low average speeds meant that a direct train from say Barcelona to Madrid in 1914 would take around 18.5hrs and from Irun to Madrid nearly 24hrs! Fortunately, the infrastructure and stock has improved significantly, but due to increased competition from the airlines, and in an age before AVE Renfe felt the need to consolidate the remaining overnight services into a new brand: Estrella.

Estrella is a night train service operated by Renfe. Its name means “stars” in Spanish, meaning that you would sleep under them. Estrella night trains are the domestic night services of Spain, and have been around since 1982, as long as the Renfe Operador brand.

Before 1900, the railways of Spain were growing apace. But the crying need for better long-distance travel came. There were three problems facing Spain’s railways that slowed development. They were the terrain – mountains, dry land and many winding hills, the temperature – especially in the south the climate is very hot and dry, and technology – at the time only Britain and the US had the best rolling stock, this also restricted the ability to run faster trains. But that changed when Compania Internacional De Coches Camas (CIWL) came to Spain, with their new and improved stock, based on the Pullman Stock of Britain and the US.

After the demise of CIWL in 1971, Renfe inherited the stock for use on their Spanish domestic trains. They were left in their CIWL Blue and Gold livery with all the CIWL markings. These worked with the domestic Renfe stock of the age, of 8000 series coaches. After classic CIWL stock, like type LX, type S, type Z, type YT and former Pullman Cars, became outdated, they were withdrawn, scrapped, or dumped and left to rot – the most famous site being Canfranc, the French/Spanish border town in the Pyrenees. But some were preserved by the Asociación Zaragozana De Amigos Del Ferrocarril Y Tranvías (AZAFT).

Of course, more modern ex-CIWL cars survived. The coaches were de-branded of their CIWL logos and markings, and adopted Renfe logo and markings, but still retained their CIWL blue with gold stripe livery, before they were repainted into Renfe domestic blue and grey livery in the late 1980s. These included type-T2, type-YF and type-UH. These cars were reinstated onto their domestic night train services like in the CIWL heyday, to work with the new 9000 and 10000 series coaches, as well as aging 8000 series coaches. The services were to be known as Estrella, a marketing scheme introduced by Renfe to boost night-time travel in competition with the airlines, at a time when major high-speed networks were unheard of. Former WL type P cars never received a repaint, as they were immediately withdrawn after a serious collision in Valladolid. On March 3<sup>rd</sup> 1988, the Estrella ‘Costa Vasca’ collided with the ‘Cantabrico’ express in Valladolid station; it is believed that the P-type on the rear of the Estrella was split in half during the collision, which led to their immediate withdrawal.

As a bonus, the Estrella scheme included some services with car transporters. This created a major boost for Renfe; passengers could take their cars with them. Sometimes the services would incorporate a postal wagon in assistance with Correos. And to solve the locomotive availability problem, services would merge with long-distance daytime expresses, known as Diurno’s. Auto trains did exist before the Estrella launch, both as a separate service where cars were deposited in one city, transported to its destination to be picked up later by the owner, as well as long distance trains where the owner travelled in the same train. With the introduction of the Estrella branding some accompanied auto trains were

incorporated into Estrella, however, throughout the Estrella period some trains dropped the car carriers, while some tried them for a period. Of course, auto trains can only operate from certain (usually terminal) stations and required extended loading periods which often required long platform occupations. The increase in the use of hire cars reduced the desire of some customers to take their cars on the long journey, so reducing the market for auto trains.

And add-on to loco availability was the allocation of a handful of class 269 and class 250 for use on Estrella services from 1989. These were taken from their freight services, repainted in the Estrella Brown and Cream livery and placed on loco diagrams mostly involving Estrella services. These lasted until the end of 2002, when the coaching stock was incorporated into the Renfe Gran Lineas Pool. The locos then returned to their freight diagrams.

When Talgo produced a 16-car rake designed for night-time use, known as Talgo Trenhotel, the end for Estrella was not far. Talgo Trenhotel, and the high-speed expansion network, gradually replaced most of the Estrella services. Estrella had competition from another side of Spain; Renfe had a high-speed line. When the AVE line from Madrid to Seville and Cordoba, services on that route – especially the Estrella Giralda, had coaches fitted with GC (Gran Comfort) type bogies for use on the high-speed line at 160km/h. These worked with class 252 locos on the high-speed section.

The last services still running in 2011:

- **Estrella Costa Brava:** Madrid-Chamartín (2250) · Alcalá de Henares (2312) · Guadalajara (2327) · Sigüenza (0019) · Arcos de Jalón (0046) · Calatayud (0130) · Zaragoza-Delicias (0249) · Reus (0620) · Tarragona (0633) · Sant Vicenç de Calders (0652) · Barcelona-Sants (0812) · Granollers Centre (0854) · Caldas de Malavella (0931) · Girona (0944) · Flaçà (1001) · Figueras (1020) · Llançà (1037) · Portbou (1046) · Cerbere (1055)
- **Estrella Picasso:** Bilbao-Abando (2125) · Miranda de Ebro · Burgos-Rosa de Lima · Valladolid Campo Grande · Medina del campo · Ávila · Manzanares (0535) · Valdepeñas · Linares Baeza (0650) · Córdoba Central (0824) · Puente Genil (0938) · Bobadilla (1013) · Málaga-María Zambrano (1115)

Services replaced or withdrawn:

- **Estrella Costa Vasca:** Madrid (2335) – Bilbao (0937) / Hendaya (0950) (replaced by Alvia in mornings and afternoons)
- **Estrella Costa Verde:** Madrid (2330) – Gijón (0800) / Santander (0840) (by Alvia in mornings and afternoons with one extra to Alicante)
- **Estrella del Estrecho:** Madrid (2020) – Algeciras (0830) (replaced by an Altaria and AVE service to Antequera)
- **Estrella Sol del Levante:** Alicante (1935) – Bilbao (1142) (no direct replacement service)
- **Estrella Naranco:** Alicante - Gijón (replaced by Alvia) – **timings not found**
- **Estrella Puerta del Sol:** Madrid (1810) – París (1027) (replaced by Trenhotel Francisco de Goya)
- **Estrella Guadiana:** Madrid (2335) - Badajoz (0815) (replaced by a regional 592 via Ciudad Real)
- **Estrella Ciudad Condal:** Madrid (2230) - Barcelona (0749) (replaced by AVE)
- **Estrella Costa de la Luz :** Madrid (2145) – Cádiz (0855) (replaced by Alvia and AVE via Sevilla and Cordoba)
- **Estrella Costa Cálida:** Madrid (2310) – Cartagena (0845) (replaced by Altaria)

- **Estrella Mar Menor** : Barcelona – Cartagena (0850) (replaced by a daytime Talgo) – **timings not found**
- **Estrella Sierra Nevada** : Madrid (2305) - Granada (0800) (replaced by Altaría and AVE)
- **Estrella Costa de Almería** : Madrid (2230) – Almería (0815) (replaced by a daytime Talgo via Linares-Beza)
- **Estrella Alcazaba** : Cádiz - Almería (no direct replacement service) – **timings not found**
- **Estrella Giralda** : Madrid (2035) – Sevilla (0618) (replaced by an AVE)
- **Estrella Media Luna** : Irún / Portbou - Algeciras (no direct replacement service as it was the longest train journey in the country) – **timings not found**
- **Estrella Sol de Europa** : Santander - Málaga (no direct replacement service)
- **Estrella Costa del Sol** : Madrid (2145) – Málaga (0750) (replaced by an AVE and a high speed Talgo)
- **Estrella Gibralfaro** : Barcelona (2120) - Málaga (0733)/ Granada (0745) (replaced by Trenhotel Gibralfaro)
- **Estrella Guadalquivir** : Barcelona - Cádiz (replaced by Trenhotel Antonio Machado)
- **Estrella Mediterráneo** : Barcelona (2120) – Sevilla (0853) (replaced by an AVE)
- **Estrella Atlántico**: Madrid (2205) – Ferrol (1048) (replaced by Trenhotel Atlántico)
- **Estrella Rías Altas**: Madrid (2205) - La Coruña (1024) (replaced by Trenhotel Rías Gallegas)
- **Estrella Rías Bajas**: Madrid (1950) – Vigo (1130) /Pontevedra (1040) (replaced by Trenhotel Rías Gallegas)
- **Estrella Pío Baroja** and its relations: (replaced by Trenhotel Pío Barojas)
  - Barcelona (2230) - Zamora (1055) (no direct replacement service)
  - Barcelona (2230) – Bilbao (0755) / Hendaya (0810) (replaced by an Alvia and a Talgo)
  - Barcelona (2230) - Gijón (1150) (replaced by the aforementioned Trenhotel)
  - Barcelona (2230) - Salamanca (1029)(replaced by an AVE to Zaragoza and a 599 to Salamanca)
- **Estrella Galicia**: Barcelona (1735) – Vigo (1556) /La Coruña (1540) (replaced by Trenhotel Galicia),
- **Sud Express**: Lisboa (1510) - Irún (1010) – Hendaya (1140) (Was not an Estrella, but sometimes used Estrella stock, replaced by Trenhotel Surexpresso in 2010)

As in France, the onward march of high-speed has effectively destroyed night-train operation in Spain. France and Spain have very similar topographies, with Spain's demographic more highly polarised around urban conurbations. Spain has been (mostly) clever in accessing EU match-funding to develop the standard-gauge LAV network, centred around Madrid. As in France the classic network has suffered, meaning that even the variable-gauge Talgo Trenhotel services have suffered, with all the Series 5 and 6 sets mothballed and the almost new Series 7 cars being converted to day use. The Estrella services have been consigned to history, in the same way as the French and German services have. However, it is probable that in the future, as aviation is scaled-down (starting with the low-cost operators) due to pressures on fuel availability and climate change, it is probable that night trains will reappear, initially starting with open-access private operators (like those in the Netherlands, Germany etc.) and (hopefully) developing into a proper trans-continental network again.

Photos – shown after the Spanish text version above:

Estrella01: Class 10000 Preferente-class Sleeperettes-car (A8lv-10500) of Renfe-LD. Estrella 933/2 "Pío Baroja" (Barcelona-Sants - Gijón-Ceránias, with through-cars to Salamanca). Barcelona-San Andreu Comtal. 8th June 2009. P.L. Guillemin

Estrella02: Estrella liveried Class 250 605 takes a break at Barcelona Can Tunis depot on 23rd February 2002. Photo Javier Peña

Estrella03: Renfe Class 269-307 in Estrella livery at Barcelona França 10 June 2005. Photo Salim Virji

Estrella04: Ex-CIWL type T2 in Madrid Fuencarral Depot on 2nd January 2005. Photo Jorge García Cuevas.

Estrella05: Renfe Estrella YF 4683 dumped at Fuencarral 21-04-2003. Photo Javier Peña

Estrella06: 10000 series second class couchette car at Madrid Fuencarral Depot in 1988. Photo R.Melendez

Estrella07: Class 269 029 waits to leave Chamartin with the Estrella to Algeracias 13.11.1993. Photo Adrian Nicholls

Estrella08: 269 407 stands at Santander with the Estrella stock for Malaga in 1998. Photo Aturovega Roldan

Estrella09: Estrella Picasso passes Pizarra behind Clas 269 908 in 2008. Photo Etc3 03

Estrella10: Gran Clase sleeper car WL26x-7107, Pio Baroja (Barcelona - Salamanca) Salamanca, 24/03/2008. Photo: Manuel Marcos.

Estrella11: Renfe - 2nd class sleeper B10x-9650. Salamanca, 11/07/2008. Photo: Manuel Marcos.

Estrella12: Ex CIWL T2 at the rear of the Estrella Gibralfaro, Tarragona, May 1991. Photo M. Guerra

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### **Special feature – Talgo: Past, present and future – Mike Guerra**

#### **Talgo: The Beginnings**

This is the first of a couple of articles about what I believe to be the most innovative train builder in existence: Patentes Talgo SA. The first article will track the early history of Talgo from inception to the introduction of the first sleeper train in around 1969. The second article will deal with the cars and routes of Talgo Trenhotel operations, some of which have CIWL connections.

I have a very personal relationship with Talgo that goes back to 1960, when less than a year old, because I believe (from what my mother could remember) that she took me from New Haven Conn. to New York by train on the New Haven Railroad probably on a ACF Talgo II (my father was teaching at Yale at the time). As a professional engineer (a little) later, I came to consider Talgo as the only 'original thinker' in rolling stock design since the invention of the bogie coach in the 1860s. My perspective is that of an engineer, rather than that of aesthete, so please forgive me if these articles become a little technical.

Historically, the Talgo story goes back to 1936 and the experiments of Spanish army engineer Alejandro Goicochea Omar who had approached his employers first on La Robla railway in Northern Spain in 1936 and then MZA in 1939 (after the Spanish Civil War) with his ideas. The first test of concept was the construction of a series of interconnecting trailer frames using the wheel-hubs, including drum brake, from abandoned Russian trucks. The triangular self-steering frames were first tested on La Robla behind a steam locomotive. Finally, in 1941, he approached wealthy banker-philanthropist José-Luis Oriol

Urigüen in Madrid for a loan, impressed him and with Oriol's sons incorporated Patentes Talgo SA in October 1942 to develop a new kind of lightweight train that could revolutionise and improve the cost-effectiveness of railways, especially at a time when Spanish railways (and the industrial base on which they had depended) had been destroyed by la Guerra Civil (1936-39). Talgo, of course, is the company acronym for Tren Articulado Ligero Goicochea Oriol, or 'the Lightweight Articulated Train of Goicochea and Oriol'.

Goicochea's sound ideas were that if you reduced the weight and roll-centres of railway rolling stock then it would exert lower forces on the track, could accelerate more effectively using less power (saving energy) and negotiate curves at higher speed (reducing travel times). Goicochea then took his cues from airplane design, with the use of aluminium monocoque shell construction (the use of a lightweight stiff tube, rather than a separate heavy chassis frame supporting a body) and articulation so that each pair of wheels were positioned mid-way between each car, equalising the suspension forces between each car.

The first short, experimental 7-car formation was developed quickly in 1944 to test the idea. It consisted of short (4.44m) cars connected together using the same principle of the triangular test-rig, so that each car behaved dynamically like a 2-wheel caravan trailer behind the car in front. The suspension was pretty rudimentary: a single spring and shock absorber at each wheel, but it worked, if very noisy. The same truck wheel-hub with drum brake and railway flanged tyre was used. Traction was a small low-profile re-bodied locomotive (converted from an early Ganz railcar at the Renfe depot at Valladolid), but was still capable of taking the lightweight formation to 135km/h.

1945 in Spain was not a good time to try and build anything 'hi-tech', so Talgo went to the US to find a builder for the 2<sup>nd</sup> prototype which they hoped to take to market. With so many industries winding down military production at the end of WWII, this was a wise move, with American Car and Foundry (ACF) willing to take on the contract, also undertaking to some of the detail design (to suit their methods of production). The first Talgo II sets (32no. cars & 3no. locos) were mostly built at the Berwick, Pennsylvania and Wilmington, Delaware plants, with locos designed principally by ACF. The first 2no. sets were ready for testing in 1947, initially around US east coast (where there was little initial interest) before being moved to Spain, first operating between Hendaye and Madrid from 1950.

The early 1950s was also a time when a number of industrial designers and manufacturers (notably General Motors with the Aerotrain and NY Central's Xplorer) were looking at the possibility of the lightweight, aerodynamic modular train designs revolutionising the passenger railways of the US. Unfortunately, these designs suffered from a poor understanding of rail dynamics, suspensions and aerodynamics (e.g. the Aerotrain's nose actually increased drag as the lower spoiler acted as an air dam). The Talgo did not really succeed in the US until many years later (in the 1990s on the west coast). Prospective customers complained of the poor noisy ride (a problem with both the Xplorer and the Aerotrain, despite more complex hydro-pneumatic elements). On standard heavy bogie cars the passenger is separated from the track by two suspension systems. The primary suspension is a spring between the axle-boxes and the bogie frame, while the secondary suspension is a spring between the bogie frame and the cross-bogie bolster that pivots with respect to the car underframe. With leaf springing (think Pennsylvania Patent – PP bogies) the friction of the leaf springs rubbing together provides some energy dissipation, however when coil springs (think Minden-Deutz) are employed separate shock absorbers are used for vibration energy dissipation.

In bogie suspension design it is really important to make the resonant frequency of the primary and secondary suspensions quite different (and not harmonically related) so that the car does not experience resonant amplification at speed. Typically, the primary suspension is set to a higher frequency than the secondary, and in the case of most US heavy cars, the high car mass inertia results in the passenger experiencing a smooth ride, even if the car is full or empty, or running on indifferent (US) track. With lightweight cars like the Talgo, which only have a single set of springs (primary suspension) there is always going to be a compromise in suspension characteristics that keep the wheel in contact with the track and that required to keep the passenger comfortable, especially when the car is relatively unloaded (when it can become quite lively). The problem that the automobile designers had when designing train suspensions is that although a car only has a single spring at each corner, a car wheel has an inflated tyre, which actually provides the 'primary' suspension. There are other suspension elements required to 'steer' the wheels (actually moving the car body in line with the wheels), and on some designs compensatory elements to limit body roll on curves. I would love to write an article on train car suspensions, but we need to move on.

Talgo (or rather Talgo's ACF representative James MacVeigh) was eventually able to sell modified Talgo II sets to the Rock Island (for use with their 'Aerotrains'), Boston & Maine, and the New Haven Railroads for their semi-express inter-city services. Instead of the ACF locomotive, pairs of low-profile Fairbanks-Morse locos were used for each train. In Spain the original Talgo II needed to be turned on a 'wye' or loop in order to change direction due to the single-ended loco at one-end-only. The Talgo II cars were wide at 3m, but only 6.147m long. The New Haven trains only lasted until 1969, when some cars were reused on the (nearly) standard-gauge Langreo railway.

It was the 1964 Talgo III design that really made Talgo mainstream in Spain. Suspension development at ACF led to the first proper modern Talgo car, where each wheelset was connected to a cranked pair of steering arms attached to the cars on either side, greatly improving steering stability. This ensured that the independent wheels were always positioned midway between each car when going around bends, and not being connected with an axle could run at their own speed resulting in far less track wear. A more sophisticated twin spring system also ensured a better compromise between wheel stability and passenger comfort (but you could still feel every track joint!). The Talgo III cars were now 11.1m long, improving stability at speed, reducing the suspension component count and with an access door and lobby in each car (the Talgo II had a single access door for each 3-4 cars).

It was the Talgo III that provided the intermediate format towards the modern Talgo. It was fully bidirectional, using either Renfe electric locos coupling to the end generator cars, or a series special low-profile Krauss-Maffei locomotives (originally classified as Class 2000T, but renumbered to Class 352, followed by Class 353 & 354). The generator cars enabled modern air-conditioning as well a high level of independence, vital when used on sleeper trains. The 75 Talgo III carbodies were built by Spanish aeronautic firm CASA at Getafe (south of Madrid) because the small Talgo facility at Aravaca (now a housing estate) was not equipped for mass production, only assembly and maintenance.

Talgo III trains were the first to exceed 200km/h in Spain (1966), regularly running at 180km/h on the express mainlines. From 1968 Talgo was a regular feature in the timetables, listed on express services that required a supplement: Madrid-Hendaya, Madrid-Valencia-Barcelona, Madrid-Lerida-Barcelona etc. Talgo IIIs ran for many years until 2002 (some were exported to Argentina), but the real key development during this period was the Talgo RD (Ruedas Desplazadas – displaceable wheels).

In 1957 a new railway club was born in Europe – Trans-Europe-Express (TEE). Instigated by NS president F.Q. den Hollander, it was a business-class network of named international expresses that ran with limited stops between major cities. It was a club that Spain could not join due to the required change of gauge at the border, until the 1966 invention of Talgo engineer Ángel Torán of a means of unlocking the Talgo wheels, sliding them sideways on their stub shafts using a series of curved rails before locking them in their new position. After a much-publicised run from Paris to Madrid (via a temporary gauge-changer at Hendaye) in 1967, the Catalan Talgo began its listing as a named TEE train running between Genève and Barcelona in 1968, departing Genève Cornavin at 10:40, running via Aix-les-Bains, Chambéry, Grenoble, Valence, Avignon, Nîmes, Montpellier, Béziers, Narbonne, Perpignan, Cerbère, Port Bou, Girona, and arriving in Barcelona Termino at 21:41 (actually 20:41 French time). At a running time of 10hrs, this would have been ideal as a night train, however the TEE listing required it to be a day train.

Of course, the TEE dream did not last and by 1991 had been supplanted by a wide range of day and night trains that included both 1<sup>st</sup> and 2<sup>nd</sup> class accommodation.

In the meantime, Talgo had not stood still. A company that has always devoted 10-12% of its budget to R&D it was not one to rest on its laurels and so was always looking forward. Experiments with a modified Talgo III resulted, in 1980, with the launch of the Talgo Pendular; a train that used a spring atop a suspension tower, and with drop-links allowed the cars to swing passively outwards on a bend (up to 6°) to provide additional passenger comfort at higher cornering speeds. The Pendular set the format for every iteration of the Talgo passenger car from 1980 to the present day. And it is the operation of the Pendular (series 5, 6 and 7) that will feature mostly in the next article – Talgos: Camas.

Photos (all FFES or Talgo unless otherwise acknowledged):





Talgo01\_01 La Robla 1941. Goicochea's proof-of-concept rake formed of triangular trailers built between Russian truck hubs.



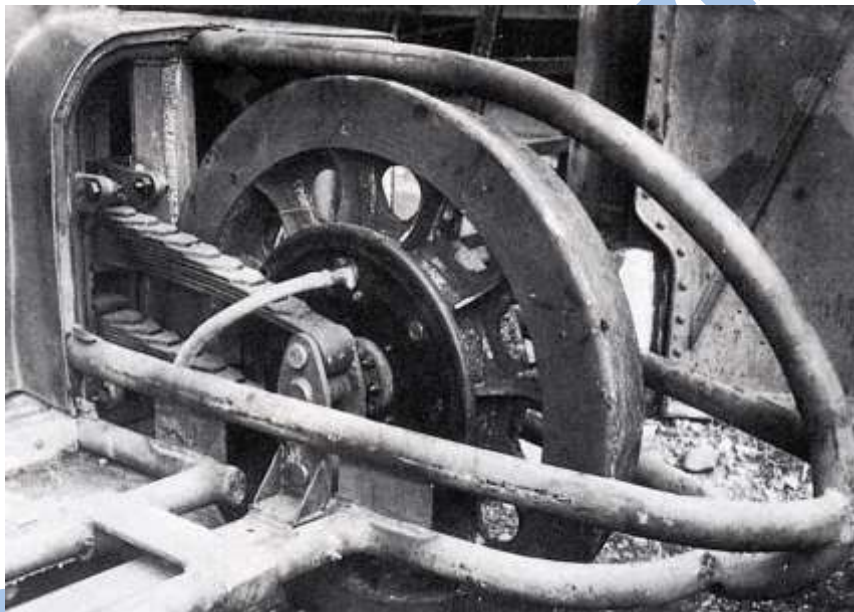
Talgo01\_02 Aranjuez 1944. Talgo I prototype during testing between Madrid and Aranjuez with the Ganz railcar chassis hidden by 'streamlining'.



Talgo01\_03 Aranjuez 1944. Rear of Talgo I prototype.



Talgo01\_04 Valladolid 1944. Detail of rudimentary intermediate car suspension of Talgo I



Talgo01\_05 Valladolid 1944 Leaf springs and drum brake of rear car would make for a lively ride in Talgo I



Talgo01\_06 Madrid 1950. Talgo II with single ACF loco at start of service between Madrid and Hendaye.



Talgo01\_07 Madrid 1950. Rear of Talgo II



Talgo01\_08 Museo del Ferrocarril Madrid Delicias: Interior of Talgo II



Talgo01\_09 Irun 1963. Talgo II awaiting departure on service to Madrid



Talgo01\_10 Connecticut 1955: New Haven Railroad Talgo II with service to New York with Fairbanks-Morse locos at each end. Photo NHRR



Talgo01\_11 Gijon 1969. NH Talgo II cars being unloaded for use on the Langreo



Talgo01\_12 Spain 1965. Talgo III with Krauss-Maffei 2000T at head



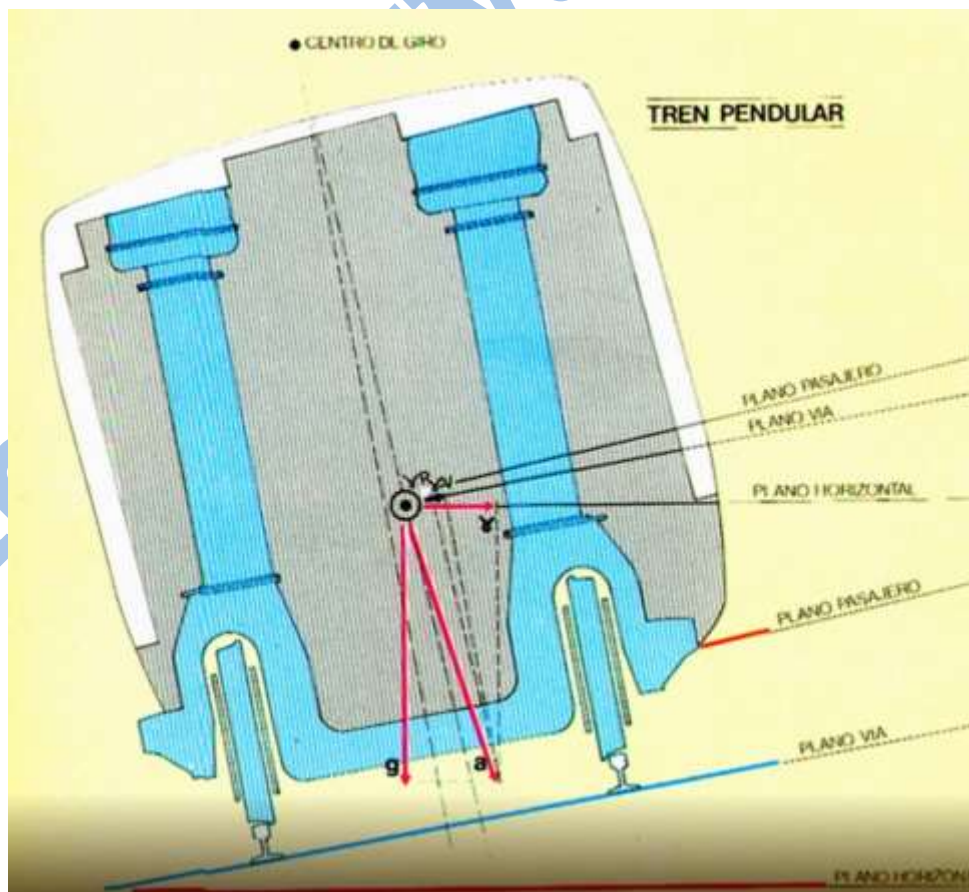
Talgo01\_13 Madrid 1967. Prototype Talgo RD mechanism



Talgo01\_14 Madrid 1977. Prototype Pendular suspension was fitted to a Talgo II rake.



Talgo01\_15 Madrid 1977. Prototype Pendular rounding curve, showing a potential coupling angle problem at rear.



Talgo01\_16 The Talgo principle of passive tilt



Talgo01\_17 Typical Talgo Pendular suspension arrangement (Series V) note disc brakes.



Talgo01\_18 Madrid Chamartin 1984. Pre-HSL Talgo service to Zaragoza



## DVD Review - Gavin Stamp's 'Orient Express'

For once a film that really does retrace the route of the late Orient Express. Gavin starts on board the luxury of the modern luxury train as far as Innsbruck but from there on it goes downhill.

To be fair it is the reverse as Gavin follows the route that the train took stopping off in Vienna, Budapest, Bratislava, Budapest, Sarajevo, Belgrade, Bucharest to finally arrive in the western part of Istanbul, in effect the European part of Istanbul.

Gavin Stamp, an architectural historian, balances his visit from Baroque Churches to familiar tourist sites and even an overnight stay on a farm in Serbia, as he said not his style! but the food all produced on the farm was excellent.

This film produced by WAGtv for 'Five 'back in 2007 is a great introduction to the route and the changing cultures in central Europe and an excellent antidote to those who have mistakenly thought that for the whole of its almost 100 years of operation it was a train for only those with deep pockets, a spy or two or even a murder en-route. Gavin's comments are a breath of fresh air especially when it comes to commenting about the way the Slovaks have driven a motorway alongside the cathedral in Bratislava and through what was then the ghetto.



This film is at the top of the my list when I am introducing CIWL to students for the first time, We then move on to the other nine films on my list of recommended viewing.

This DVD can be ordered from Amazon or direct from the producers WAGtv

Chris Elliott

## **Book review – Le train special magazines perhaps more accurately called bookazines**

### **Les Grands Trains Tome 6 and Les Archives des Voitures-Lits et restaurant Ex-CIWL, DEV Vru rouges et Gril-Express, MU, T2.'**

It will come as no surprise that the French railway publishing company 'Le Train' timed the publication of their latest special magazine book 'Orient-Express, Simplon-Orient Express, Arlberg-Orient Express, VSOE' to coincide with SNCF's presentation of their Pullman Orient Express in Paris on the 14th – 15th May last.

This book is a useful edition to their equally excellent magazine book Les Archives des Voitures-Lits et restaurant Ex-CIWL, DEV Vru rouges et Gril-Express, MU, T2.' Both books written by Jean-Marc Dupuy are a mine of information following the all too frequent changes of sleeping car designs in an attempt to keep the travelling public enjoying a comfortable night sleeping en-route

What is often forgotten by the French Railway enthusiast is that CIWL a Belgian Company with its headquarters in Paris not only ran prestigious luxury trains throughout Europe but provided an essential service of sleeping cars, restaurant cars and Pullman cars for almost 100 years.

With journey times over long distances so much slower than those of the TGVs of present day railway traveller, their cars fulfilled a vital role.

The history of CIWL fills many books but scarce attention has been given to what happened to the CIWL fleet in the early 1970s. the book 'Les Archives ..... Its editorial explains that in 1960 SNCF decided to buy the restaurant cars WRs of CIWL and so follows the story of the cars in question and its successors such as the Gril-Express. It was only in 1975 that SNCF bought the sleeping cars WLs, so the accounts do not run parallel. The WL story then covers the acquisition of the last of the series, the P, MU, U-Hansa and T2 type cars.

The Orient Express is regarded today as that luxury train for only those with deep pockets and a glamorous life style, but it was the only way to travel across Europe before Ryanair and the like filled our skies.

What is often also overlooked is that 'The Orient Express' had a chequered career with two world wars and fierce competition inside Germany, and Switzerland from rival companies Mitropa, DSG and the Swiss Dining Car company not forgetting the Yugoslav Sleeping and Restaurant Car Company.

The cover of the Les Grands Trains Orient Express magazine book is identical to a 2008 magazine published by the German Railway Publisher Eisenbahn Kurier, whereas there are some photographs and maps that are identical, the greater part of the contents of the two are different and complementary. The 'Voitures-Lits et restaurant' magazine book fills in the gaps and the time when SNCF took over the CIWL Fleet, first the WRs and some years later the WLs and introduced their own extra comfortable trains with the ultra-modern Gril Express. Whereas the writer could be accused of nostalgia, a meal in a self-service Gril express offered no competition to a four course meal served in a CIWL restaurant car; in the years 1955 - 1960 the writer worked on special trains and helped the CIWL crew in the WR! This book relates the development of the newest WLs, the Ps, MUs, UHs, and T2 types right up to the arrival of the TGVs and the demise of Night Sleeper trains

Just before our English friends shout that we cannot spell Gril, sorry but like lots of words taken from English by our French friends, they are sadly misspelt and it really is Gril-Express So much for marketing!!----- go to Le Coiffure and have a brusching!!



To order copies of either book (texts in French) in the UK they are stocked by Platform 5 mail order @£17.50 (£15.50 to TR subscribers) 0114 255 2471 whereas in Europe they can be ordered direct from Le Train at [www.lettrain.com](http://www.lettrain.com), each at the same price of 16.50 Euros

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### El misterio de los dos expresos orientos - 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 1<sup>st</sup> 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.

We humbler folk will have to make do with a YouTube video but there is still a 'Tren Azul' in northern Spain that operates day excursions from its Zaragoza base, [www.trenazul.es](http://www.trenazul.es). Here in France there are still some 160 cars in various states of repair and list of where they can be found will very shortly be published in the second edition of the Amis des Wagons-Lits newsletter

For anyone who would like a copy of this interesting newsletter should apply to [christopher.elliott@club-internet.fr](mailto:christopher.elliott@club-internet.fr).

Chris Elliott a former instructor on the Longmoor Military Railway and now the Amis des Wagons-Lits CIWL roving correspondent in Europe and author of The Lost Railway Lines of l'Hérault.

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**Tail piece**

**Try a Taiwan Locomotive Railway Lunch Box**

If a trip on The Orient Express is outside of your budget, do what the Japanese Tourists do when visting Taiwan Enjoy a Taiwanese Locomotive Railway Lunch Box, even better than Mac Dos!!

Bon Appétit, Guten Appetit, Buon Appetito, Buen provecho

Our Taiwanese correspondent Karl Chang writes. On the way home, I bought a "Taiwan Locomotive Railway Lunch Box," a popular lunch option for Taiwanese, especially those who are on a train ride. Some Japanese tourists come to Taiwan just to have this kind of lunchbox



## **Wagons-Lits – Schlafwagen – Coches-Camas**