

# Amis des Wagons-Lits - Newsletter

## December 2019

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### **Amis des Wagons-Lits Newsletter Supplement**

List of CIWL car manufacturers – edited by Chris Elliott	Pages 96-109
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- Editorial – Chris Elliott      ... En Voiture, s’il vous plait ...

Whilst reading again George Behrend’s excellent book ‘Grand European Expresses’ we were reminded that several CIWL trains had the name ‘Orient’ in their title and were for almost a century the image of CIWL’s international expresses.

So far in our first three newsletters we have concentrated on the home ground of CIWL in Belgium, France, The Netherlands and in our third edition Spain.

We now turn our attention to Central Europe and the name Orient reminds us that this was the destination of so many trains.

A friend once remarked that the Orient started on the eastern side of the fashionable Kärntner Strasse in Vienna so we looked again at the destinations between Vienna and Belgrade to the north of Istanbul.

Budapest and Bucharest

***Thanks to our friends in Vienna, Bernhard Graf and Mathias Slupetzky, we start just to the north west of Vienna at Ceske Velenice a once divided city, we then move on to Budapest and Bucharest. we are able to include some very interesting accounts of CIWL's trains that passed through these cities.***

We are particularly grateful to Octavian Udriste and Ilie Popescu from Bucharest for their contributions to the story of Romania's very active CIWL history and also to George Lovasz in Budapest for his excellent account of WR 4250

Ilie Popescue is author of the excellent book 'Orient Express' in two volumes



The Romanian railway network has been significantly expanded for well over a century, and is now the fourth largest in Europe in terms of length, comprising 22,298 km. Of these, some 8,585 km are electrified. The route length is 10,788 km. However, today Romania's railway system needs investment both in infrastructure, motive power and rolling stock. It has been the destination of fleets of ex SNCF, locos, railcars and rolling stock

Romania was a base for both the building of and maintenance of CIWL cars in the city of Aradin Transylvania

Back in 1883, the Austro-Hungarian Empire stretched from Trieste in the South West, Hof in the North West, Lviv, Ukraine in the North East and Bucharest in the South East, so it is no surprise that when the conference met in May 1883 to agree the route of The Orient Express, those who represented the railway networks to be crossed were the French Est Railway, the German Railways; Alsace Lorraine, Grand Duchy of Baden, Württemberg and Bavaria, The Imperial and state Railways of Austria and finally The Royal General Management of the Romanian railways.

Another essential story is that of CIWL's fraught relationship with its German rival Mitropa, which we will cover in length in a future issue. In particular we welcome Dirk Freilingsdorf to the newsletter's editorial board. He is well known to our readers and contributors to the online Wagonslits Homepage Forum. While the CIWL gradually lost its operating basis and atelier in Germany from 1916 onwards, Dirk has valuable information and excellent sources covering the historical CIWL 'teak' car period and the modern period, including the re-deployment of the modernised WL P type cars that serve several of

the current holiday trains from northern cities with their clientel for both winter sports and summer vacations in the south and Swizerrland. No doubt what looks like a renaissance in sleeping car services during the new decade wiil receive his research and writing attention. Welcome aboard Dirk.

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### **STOP PRESS – Announcement**

#### **Amis des Wagons-Lits Late Summer Meeting 2020 in Vienna and Budapest**

We are considering holding our first meeting of 'Amis des Wagons-Lits in September 2020

So far just an idea! perhaps we might plan our short stay as follows

Day One arrive Vienna, Days 2 & 3 in Vienna Heizhaus plus trams etc

Day 4 transfer to Budapest by train Days 5 & 6 in Budapest railway museum and railway park

Day 7 depart from Budapest

Wir überlegen, unser erstes Treffen von Amis des Wagons-Lits im September 2020 abzuhalten

Soweit nur eine Idee! Vielleicht planen wir unseren Kurzaufenthalt wie folgt

Tag 1 Ankunft in Wien, Tag 2 & 3 im Wiener Heizhaus plus Straßenbahn etc

Tag 4 Transfer nach Budapest mit dem Zug Tag 5 & 6 im Budapester Eisenbahnmuseum und Eisenbahnpark

Tag 7 Abfahrt von Budapest

**Please let the editors know if you would be interested – and what dates would help us make the plans – we are thinking about September**

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**CIWL WR 2057 a past like no others or is it? - Bernhard Graf, Mathias Slupetzky, Dirk Freilingsdorf and Hermann Heless, et al**

#### **CIWL WR 2057 eine Vergangenheit wie keine andere oder?**

What is little known outside of the circle of the CIWL enthusiasts' shows just how much still needs to be researched and published about more than 100 years of CIWL cars.

Yes everyone knows of the Orient Express, The Night Ferry and the Trans-Siberian Express, but there were a large fleet of CIWL Sleeping Cars, Restaurant Cars, Pullman Cars and Fourgons (baggage cars) that were built in several countries by many different companies and then went on to survive two world wars, but not quite all!

Many were either seized by occupying powers, destroyed by bombing or converted for other use and since the late 1960s sold on to the National Railway Companies such as SNCF, SNCB, OBB, FS and others

So we are very indebted to groups of friends for their detailed and painstaking research.

One of these groups based in Austria and Germany have been researching the history of a CIWL Wagon Restaurant 2057. This group of friends, Dirk Frielingsdorf, Bernhard Graf; Mathias Slupetzky; Rupert Gansterer; Hermann Heless; Franz Kamper; Arthur Meyer and Peter Sinka have now found a lot of historical information about this car and we have summarised their findings below, we hope that it might just inspire many others to do the same

Away from Western and Central Europe there are still CIWL cars in Iran, Greece and Turkey to be discovered..

Some would say what is the aim and point of this research? it is simple! it is industrial archaeology, much neglected in some countries and we owe it to future generations to set out what happened so many years ago. There are railway museums and archives scattered across Europe that have very interesting items relating to these cars. In the research referred to below our Austrian Friends found references to the Nesseldorf CIWL car manufacturer in the Archives in Opava Museum in the Czech Republic

Furthermore it is this sort of information that proves to be a great help to SNCF with their latest Orient Express Project based on the 13 NIOE CIWL cars now undergoing restoration at the ACC works in Clermont Ferrand. Now read on

Was außerhalb des Kreises der CIWL-Enthusiasten wenig bekannt ist, zeigt, wie viel noch über mehr als 100 Jahre CIWL Wagen erforscht und veröffentlicht werden muss.

Ja, jeder kennt den Orient Express, die Night Ferry und den Transsibirischen Express, aber es gab eine große Flotte von CIWL-Schlafwagen, Restaurantwagen, Pullman-Wagen und Fourgons (Gepäckwagen), die in mehreren Ländern von vielen verschiedenen Unternehmen gebaut wurden und überlebte dann zwei Weltkriege, aber nicht alle!

Viele wurden entweder von Besatzungsmächten beschlagnahmt, durch Bomben zerstört oder für andere Zwecke umgewandelt und seit den späten 1960er Jahren an nationale Eisenbahnunternehmen wie die SNCF, die SNCB, die OBB, die FS und andere weiterverkauft

Deshalb sind wir Gruppen von Freunden für ihre detaillierten und sorgfältigen Nachforschungen sehr dankbar.

Eine dieser in Österreich und Deutschland ansässigen Gruppen hat die Geschichte eines CIWL Wagon Restaurants 2057 untersucht. Diese Gruppe von Freunden, Dirk Frielingsdorf, Bernhard Graf; Mathias Slupetzky; Rupert Gansterer; Hermann Heless; Franz Kamper; Arthur Meyer und Peter Sinka haben jetzt viele historische Informationen zu diesem Auto gefunden und wir haben ihre Ergebnisse unten zusammengefasst. Wir hoffen, dass dies viele andere dazu inspirieren könnte, dasselbe zu tun

Außerhalb West- und Mitteleuropas gibt es immer noch CIWL-Fahrzeuge im Iran, in Griechenland und in der Türkei.

Einige würden sagen, was ist das Ziel und der Sinn dieser Forschung? es ist einfach! Es ist Industriearchäologie, die in einigen Ländern stark vernachlässigt wird, und wir sind es zukünftigen Generationen schuldig, darzulegen, was vor so vielen Jahren geschehen ist. Es gibt in ganz Europa verstreute Eisenbahnmuseen und -archive, die sehr interessante Gegenstände zu diesen Autos haben. Unsere österreichischen Freunde haben in den unten genannten Nachforschungen Hinweise auf den Nesseldorf CIWL Autohersteller im Archiv im Opava Museum in der Tschechischen Republik gefunden

Darüber hinaus sind diese Informationen für die SNCF eine große Hilfe bei ihrem jüngsten Orient Express-Projekt, das auf den 13 NIOE CIWL-Fahrzeugen basiert, die derzeit im ACC-Werk in Clermont Ferrand restauriert werden. Lesen Sie jetzt weiter

Bernhard Graf hat geschrieben

Liebe Freunde und Kollegen,

da das Erscheinen des Newsletters N° 4 der Amis des Wagons-Lits für Anfang Dezember angekündigt wurde, und dieser einen Schwerpunkt Österreich und Ungarn beinhalten wird, wollte ich mich noch einmal gründlich mit dem Thema "WR 2057" auseinandersetzen. Auch wenn dieser Wagen 2018 an die "Orient Express Paris"-Tochtergesellschaft der SNCF verkauft wurde, so hat er den Großteil seiner bisherigen Existenz, nämlich knapp 70 von insgesamt rund 110 Jahren, in Österreich verbracht.

Kurz zusammengefasst, was über diesen Wagen allseits bekannt ist:

1947 als DR 707300 Wn im Fernmeldebauzug in Wb registriert, 1951 in 992 000 umgezeichnet und fortan als Wohnwagen (mit Küche) im Fernmeldbauzug 102 eingesetzt. 1967 in 977 491 umgezeichnet und 1973 zum Bahnhofswagen 0330 für Hohenau degradiert, wurde er schließlich als historisch wertvoll erkannt und bekam die Museumswagennr. 956 918. Zum 150-Jahr-Jubiläum der ÖBB 1987 verpasste man dem Wagen wieder eine ISG-Nummer - "WR 2057".

Zwar handelt es sich laut ÖBB DB 834 bzw. dem Rihosek-Bahndienstwagenverzeichnis um einen "ISG WL4ü" mit Bj. 1911, allerdings ist an der Fensterteilung erkennbar, das es sich nur um einen ehemaligen WRS der Serie 1941 - 1943 (Bj. 1908/09) oder WR der Serie 2057 - 2061 (Bj. 1910) handeln kann. Weiters ist am Wagen noch die Hälfte des Nesselsdorfer Fabriksschildes mit einer Nr. 883 vorhanden, die sich auch in der Rihosek-Liste als vermeintliche Fabriknummer wiederfindet - siehe Anhang 01. "Vermeintlich" schreibe ich deshalb, weil die Nesselsdorfer Fabriknummern beriets irgendwann im Jahr 1898 von 4 auf 5 Stellen anwuchsen. Die eigentliche Fabriknummer sowie das Baujahr sind aber auf der vorhandenen linken Hälfte des Fabriksschildes nicht zu finden. Eines der beiden Drehgestelle trägt zudem ein Schild mit der Nr. U2989.

Da ich die Problematik einmal von einer für mich neuen Seite in Angriff nehmen wollte, fiel mein Augenmerk diesmal auf die ominöse Nr. 883, die ich bei vergangenen Überlegungen eher "links liegengelassen" hatte. Aber was kann die Nummer bedeuten, wenn sie nicht die Fa.Nr. sein kann? Vielleicht eine Auftrags- oder Order-N°?

Das nachzuprüfen scheint auf den ersten Blick schwierig, da in den einschlägigen Kreisen keine vollständige Nesselsdorfer Fabrikliste verfügbar ist.

Jedoch wurden vor nicht allzu langer Zeit im "Digitalen Archiv des Landesarchivs in Opava" zwei "Verzeichnisse der Glasplatten der Nesselsdorfer Wagenbau AG" veröffentlicht. Im Jahr 2016 das [Verzeichnis von 1911 bis 1921](#) samt einigen [Scans der Glasplatten Nr. 713 ff.](#) sowie im Jahr 2018 das [Verzeichnis von 1892 bis 1910](#) samt der [Scans fast aller Glasplatten der Nrn. 1 bis 712.](#)

Nun war meine Überraschung groß, als ich im älteren der beiden Verzeichnisse bei Pl.N° 533 und 534 mit (Aufnahme-)Datum 17.Mai 1909, "Object" Speisewagen (3 Stück) und "Ordre" (würde ich als Auftragsnummer interpretieren) 883 fand - siehe Anhänge 02 und 03. Der zugehörigen [Scan 533](#) zeigt den WRS 1942D, Scan 534 zeigt WRS 1942D, 1941D und mutmaßlich 1943D (von vorne nach hinten) - siehe auch die verkleinerten Anhänge 04 und 05. Als Vergleichsfoto zum letztgenannten Bild der Anhang 06, der den Wagen im Jahr 2016 von der selben Seite aus einem ähnlichen Blickwinkel zeigt. Mit Anhang 07 noch ein weiteres Vergleichsfoto aus Schwechat, daß die idente Fensteraufteilung im Küchen- und Office-Bereich gut veranschaulicht.

Der Vollständigkeit halber sei noch erwähnt, daß mit Glasplatte N° 626 der WL 2008 aus der Serie 2008 - 2009, Bj. 1909, Auftrag N° 948 und mit den Platten N° 721 - 722 auch die WR 2057, 2058 und 2059 aus der Serie 2057 - 2061 von 1910, Auftrag N° 987 im Digitalen Archiv des Landesarchivs in Opava verewigt ist.

Natürlich würde mich Eure Meinung dazu sehr interessieren, weshalb ich mich über die eine oder andere Rückmeldung sehr freuen würde!



Dear friends and colleagues,

Since the publication of the newsletter N ° 4 of the Amis of the Wagons-Lits was announced for early December, and this will include a focus on Austria and Hungary, I wanted once again to thoroughly deal with the topic "WR 2057". Although this car was sold to the "Orient Express Paris" subsidiary of SNCF in 2018, it has spent the majority of its existence, namely just under 70 out of a total of around 110 years, in Austria.

In a nutshell, what is well known about this car?

Registered as DR 707300 Wn in the telecommunications train in Wb in 1947, redesigned in 992 000 in 1951, and henceforth used as a caravan (with a kitchen) in the 102 Telecommunications train. Redesigned in 977 491 in 1967 and demoted to the station car 0330 for Hohenau in 1973, it was finally recognized as historically valuable and received the museum car number. 956 918. On the occasion of the 150th anniversary of ÖBB 1987, the car was again missing an ISG number - "WR 2057".

Although it is according to ÖBB DB 834 or the Rihosek-Bahnwagenwagenverzeichnis an "ISG WL4ü" with year 1911, but it is recognizable at the window division, it is only a former WRS series 1941 - 1943 (built in 1908 / 09) or WR series 2057-2061 (manufactured 1910). Furthermore, the car still half of the Nesselsdorf factory shield with a No. 883 is present, which is also in the Rihosek list as a supposed factory number again - see Appendix 01.



Appendix image 01

"Supposedly" I write because the Nesselsdorfer factory numbers beriets sometime in 1898 from 4 to 5 digits. The actual factory number and the year of construction can not be found on the existing left half of the factory sign. One of the two bogies also carries a sign with the number U2989.

Since I wanted to tackle the problem once from a new page for me, my attention this time fell on the ominous No. 883, which I had rather left behind in past considerations. But what can the number mean if it is not the Fa. can be? Maybe an order or order N °?

At first glance, it seems difficult to verify this because there is no complete list of Nesselsdorf factory lists in the relevant circles.

However, not so long ago two "directories of Nesselsdorfer Wagenbau AG's glass plates" were published in the "Digital Archive of the Provincial Archives in Opava". In the year 2016 the list from 1911 to 1921 together with some scans of the glass plates No. 713 ff. And in the year 2018 the list from 1892 to 1910 including the scans of almost all glass plates of the numbers 1 to 712.

Now my surprise was great, as I in the older of the two directories at Pl.N ° 533 and 534 with (admission) date 17.May 1909, "Object" dining car (3 pieces) and "Ordre" (I would interpret as order number 883 found - see Annexes 02 and 03. The associated scan 533 shows the WRS 1942D, scan 534 shows WRS 1942D, 1941D and presumed 1943D (from front to back) - see also the reduced attachments 04 and 05. As a comparison photo to the latter picture Appendix 06, which shows the car in 2016 from the same side from a similar angle. With attachment 07 yet another comparison photo from Schwechat that the identical window layout in the kitchen and office area well illustrated.



Image 02

Date		Description		Price	
10	1910	Salonwagen 1er	mit Parkett	Salon	777
20	1910	2er Salonwagen	chaise	St. B.	850
21	1910	3er Salonwagen	chaise	St. B.	915
22	1910	4er Salonwagen	chaise	St. B.	980
23	1910	5er Salonwagen	chaise	St. B.	1045
24	1910	6er Salonwagen	chaise	St. B.	1110
25	1910	7er Salonwagen	chaise	St. B.	1175
26	1910	8er Salonwagen	chaise	St. B.	1240
27	1910	9er Salonwagen	chaise	St. B.	1305
28	1910	10er Salonwagen	chaise	St. B.	1370
29	1910	11er Salonwagen	chaise	St. B.	1435
30	1910	12er Salonwagen	chaise	St. B.	1500
31	1910	13er Salonwagen	chaise	St. B.	1565
32	1910	14er Salonwagen	chaise	St. B.	1630
33	1910	15er Salonwagen	chaise	St. B.	1695
34	1910	16er Salonwagen	chaise	St. B.	1760
35	1910	17er Salonwagen	chaise	St. B.	1825
36	1910	18er Salonwagen	chaise	St. B.	1890
37	1910	19er Salonwagen	chaise	St. B.	1955
38	1910	20er Salonwagen	chaise	St. B.	2020
39	1910	21er Salonwagen	chaise	St. B.	2085
40	1910	22er Salonwagen	chaise	St. B.	2150
41	1910	23er Salonwagen	chaise	St. B.	2215
42	1910	24er Salonwagen	chaise	St. B.	2280
43	1910	25er Salonwagen	chaise	St. B.	2345
44	1910	26er Salonwagen	chaise	St. B.	2410
45	1910	27er Salonwagen	chaise	St. B.	2475
46	1910	28er Salonwagen	chaise	St. B.	2540
47	1910	29er Salonwagen	chaise	St. B.	2605
48	1910	30er Salonwagen	chaise	St. B.	2670
49	1910	31er Salonwagen	chaise	St. B.	2735
50	1910	32er Salonwagen	chaise	St. B.	2800
51	1910	33er Salonwagen	chaise	St. B.	2865
52	1910	34er Salonwagen	chaise	St. B.	2930
53	1910	35er Salonwagen	chaise	St. B.	2995
54	1910	36er Salonwagen	chaise	St. B.	3060
55	1910	37er Salonwagen	chaise	St. B.	3125
56	1910	38er Salonwagen	chaise	St. B.	3190
57	1910	39er Salonwagen	chaise	St. B.	3255
58	1910	40er Salonwagen	chaise	St. B.	3320
59	1910	41er Salonwagen	chaise	St. B.	3385
60	1910	42er Salonwagen	chaise	St. B.	3450
61	1910	43er Salonwagen	chaise	St. B.	3515
62	1910	44er Salonwagen	chaise	St. B.	3580
63	1910	45er Salonwagen	chaise	St. B.	3645
64	1910	46er Salonwagen	chaise	St. B.	3710
65	1910	47er Salonwagen	chaise	St. B.	3775
66	1910	48er Salonwagen	chaise	St. B.	3840
67	1910	49er Salonwagen	chaise	St. B.	3905
68	1910	50er Salonwagen	chaise	St. B.	3970
69	1910	51er Salonwagen	chaise	St. B.	4035
70	1910	52er Salonwagen	chaise	St. B.	4100
71	1910	53er Salonwagen	chaise	St. B.	4165
72	1910	54er Salonwagen	chaise	St. B.	4230
73	1910	55er Salonwagen	chaise	St. B.	4295
74	1910	56er Salonwagen	chaise	St. B.	4360
75	1910	57er Salonwagen	chaise	St. B.	4425
76	1910	58er Salonwagen	chaise	St. B.	4490
77	1910	59er Salonwagen	chaise	St. B.	4555
78	1910	60er Salonwagen	chaise	St. B.	4620
79	1910	61er Salonwagen	chaise	St. B.	4685
80	1910	62er Salonwagen	chaise	St. B.	4750
81	1910	63er Salonwagen	chaise	St. B.	4815
82	1910	64er Salonwagen	chaise	St. B.	4880
83	1910	65er Salonwagen	chaise	St. B.	4945
84	1910	66er Salonwagen	chaise	St. B.	5010
85	1910	67er Salonwagen	chaise	St. B.	5075
86	1910	68er Salonwagen	chaise	St. B.	5140
87	1910	69er Salonwagen	chaise	St. B.	5205
88	1910	70er Salonwagen	chaise	St. B.	5270
89	1910	71er Salonwagen	chaise	St. B.	5335
90	1910	72er Salonwagen	chaise	St. B.	5400
91	1910	73er Salonwagen	chaise	St. B.	5465
92	1910	74er Salonwagen	chaise	St. B.	5530
93	1910	75er Salonwagen	chaise	St. B.	5595
94	1910	76er Salonwagen	chaise	St. B.	5660
95	1910	77er Salonwagen	chaise	St. B.	5725
96	1910	78er Salonwagen	chaise	St. B.	5790
97	1910	79er Salonwagen	chaise	St. B.	5855
98	1910	80er Salonwagen	chaise	St. B.	5920
99	1910	81er Salonwagen	chaise	St. B.	5985
100	1910	82er Salonwagen	chaise	St. B.	6050
101	1910	83er Salonwagen	chaise	St. B.	6115
102	1910	84er Salonwagen	chaise	St. B.	6180
103	1910	85er Salonwagen	chaise	St. B.	6245
104	1910	86er Salonwagen	chaise	St. B.	6310
105	1910	87er Salonwagen	chaise	St. B.	6375
106	1910	88er Salonwagen	chaise	St. B.	6440
107	1910	89er Salonwagen	chaise	St. B.	6505
108	1910	90er Salonwagen	chaise	St. B.	6570
109	1910	91er Salonwagen	chaise	St. B.	6635
110	1910	92er Salonwagen	chaise	St. B.	6700
111	1910	93er Salonwagen	chaise	St. B.	6765
112	1910	94er Salonwagen	chaise	St. B.	6830
113	1910	95er Salonwagen	chaise	St. B.	6895
114	1910	96er Salonwagen	chaise	St. B.	6960
115	1910	97er Salonwagen	chaise	St. B.	7025
116	1910	98er Salonwagen	chaise	St. B.	7090
117	1910	99er Salonwagen	chaise	St. B.	7155
118	1910	100er Salonwagen	chaise	St. B.	7220

Image 03

Amis des





Image 04



Image 05



Image 06



Image 07

For the sake of completeness it should be mentioned that with glass plate N ° 626 the WL 2008 from the series 2008 - 2009, year 1909, order N ° 948 and with the plates N ° 721 - 722 also the WR 2057, 2058 and 2059 from the Series 2057 - 2061 of 1910, commission N ° 987 is immortalized in the Digital Archive of the State Archives in Opava.

Of course, I would be very interested in your opinion, which is why I would be happy about one or the other feedback!

LG Bernhard

This was followed up by a reply from Mathias Slupetzky

Die Wagen 1941-1943 wurden laut Bauplan auf Drehgestelle der Type U gesetzt. Das bestätigt die Nummer am Drehgestell. Weiters sind sie ohne WC ausgeführt worden. Der kleine Raum wurde als Lounge ausgeführt. (*La petite salle est aménagée en salon dans les WR [...]*)

Die Serie 1881 - 1883 wurde nach den selben Plänen ebenfalls ohne WC gebaut. Allerdings beide Räume als Speiseraum ausgeführt.

VR 1936, 1937, 1939, 1940, **1941 & 1942** wurden bis 1951 im Stand der CIWL geführt und in diesem Jahr umgebaut/aus dem Betrieb ausgeschieden (*Réformées 1951*).

Der 1938 & **1943** wurde hingegen bereits 1940 an die Deutsche Reichsbahn verkauft (*VR 1943 Vendue Reichsbahn 1940*). Da der "2057" bereits ab 1947 und noch dazu als DR 707300 Wn im Fernmeldebauzug in Wb registriert war spricht das dafür das wir hier den 1943 vor uns haben.

Eine Möglichkeit zur Überprüfung wären die Abmessungen Auftritte. Die Wagen 1936, 1937 und 1939 bis **1942** wurde für den Einsatz nach Spanien gebaut. Die Stufen waren breiter und hatten in Summe ein Außenmaß von unterster Stufe zu unterster Stufe von 3,30 Metern im Gegensatz zu 2,93 Metern bei den übrigen Wagen der Serie. Außerdem waren ihre Pufferabstände mit 2,00 Meter höher als üblich.

Das spricht für mich dafür, dass nur der **1943** in Frage kommen kann. Was meinst du dazu?

The cars 1941-1943 were set according to the blueprint on type U bogies. This confirms the number on the bogie. Furthermore, they have been run without a toilet. The small room was designed as a lounge. (*La petite salle est aménagée en salon dans les WR [...]*)

The series 1881 - 1883 was also built without WC according to the same plans. However, both rooms run as a dining room.

VR 1936, 1937, 1939, 1940, 1941 & 1942 were run until 1951 in the CIWL booth and rebuilt / ex-works this year (*Réformées 1951*).

The 1938 & 1943, however, was sold in 1940 to the German Reichsbahn (*VR 1943 Vendue Reichsbahn 1940*). Since the "2057" was already registered from 1947 and still as DR 707300 Wn in the telecommunications train in Wb speaks for the fact that we have the 1943 in front of us.

One way to check would be the dimensions appearances. The cars 1936, 1937 and 1939 to 1942 was built for use in Spain. The steps were wider and had a total outer dimension of the lowest level at the lowest level of 3.30 meters, as opposed to 2.93 meters in the other cars in the series. In addition, their buffer intervals were 2.00 meters higher than usual.

This speaks for me that only the 1943 can come into question. What do you think about?

Liebe Grüße, Mathias

So summing up it is clear that this research is invaluable, the evidence is there it needs a lot of patience and hard work as the above proves. Zusammenfassend ist es klar, dass diese Forschung von unschätzbarem Wert ist. Der Beweis dafür ist, dass sie viel Geduld und harte Arbeit erfordert, wie das oben Gesagte beweist

Zwei nützliche Adressen für Wien: Two useful addresses for Vienna:

[www.eisenbahnmuseum-heizhaus.com](http://www.eisenbahnmuseum-heizhaus.com) for a very interesting railway museum /

für ein sehr interessantes Eisenbahnmuseum

und [www.remise.wien.com](http://www.remise.wien.com) für das Wiener Straßenbahnmuseum / for the Vienna Tram museum



Some additional photographs and information about WR 2057 has just been received from Hermann Heless which also refers to the remarkable history of this car. Firstly a view of the car as ÖBB 0330 as a kitchen carin Hohenau on 19.5.1976 and a later one when the car was repainted for the film together with other anniversary trains celebrating 150 years of Austria's railways in 1987.



It would be interesting to know what happened to the partially restored car after the 1987 ÖBB celebrations. The editor was shown the 2057 in a storage building at Schwechat museum in July 2007 but because of the poor condition of the floor it was too unsafe to enter the actual car. This photograph is an important record as presumably when the car emerges from ACC Clermont Ferrand she will be close to the original condition was all the new windows in place.



Romania – a place of enduring railway interest and especially its significance since the first run of Nagelmacker's "Orient Express - Octavian Druiste

## AGENCES DE LA COMPAGNIE (\*)

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(\*) On pourra se procurer des places à l'avance en s'adressant, par écrit ou par telegraphe, aux Agences ci-dessus indiquées et en faisant accompagner la demande du montant de la place demandée.



(Fig. 10)

## Orient Express 1883 – 1983 100<sup>th</sup> anniversary commemorated in Romania



### Brief history of CIWL in Romania

March 26, 1875 - The company "Mann's Railway Sleeping Carriage Company-Limited (Compagnie des Wagons-Lits / Schlafwagen Gesellschaft)", whose managing director was Georgia Nagelmackers, concludes with the Romanian state an agreement by which 4 sleeping cars (CIWL WL 20-21; Maschinen und Waggonbau-Fabriks-Aktien Gesellschaft in Simmering, vormal's HD Schmid and CIWL WL 22-23; Hernalser Waggonfabrik Aktiengesellschaft, Wien; manufacture 1874) were introduced into circulation, in the summer of 1875, on the North line in Bucharest. -Ploiești-Buzău-Barboși-Tecuci-Roman (467 km) of the CFR Shareholders Society, whose lines were operated, from January 1, 1873, by the Austro-Hungarian company StEG, whose general manager in Romania was the engineer Léon Guilloux. The sleeping cars MANN / CIWL 20-24 circulated in the composition of the accelerated trains No. I / II, from the Bucharest-North (467 km) relation, introduced into circulation on 1/13 September 1872.

In the summer of 1875, the 14 services of the Mann's Railway Sleeping Carriage Company-Limited (Compagnie des Wagons-Lits / Schlafwagen Gesellschaft) in 1875 were: Paris Nord-Cologne (492 km), Berlin Ostbahnhof-Bromberg -Eydtkuhnen / German-Russian border (776 km), Berlin-Hamburg (286 km), Ostend-Brussels Nord-Luxembourg-Strasbourg-Basel (697 km), Bucharest Nord-Roman (467 km), Paris Est-Strasbourg-Stuttgart -Ulm-München-Linz-Vienna KEB (1,378 km), Berlin-Erfurt-Frankfurt am Main (537 km), Berlin-Frankfurt am Oder-Breslau (358 km), Strasbourg-Munich, London-Dover, Paris / Orléans- Bordeaux / St.Jean (585 km), Berlin Postdambahnhof-Postdam-Kreiensen-Barmen-Düsseldorf-Aix-la-Chapelle / French border (644 km), Cologne-BrusselsNord-Ostend (349 km) and a connection from Vienna to Prague or Eger / Franzensbad, the Vienna-Prague relation (348 km) for the winter walk and the Vienna Franz Joseph Bahnhof-Budweis-Pilsen-Eger-Franzensbad / saxon border (470 km) for summer travel.

In 1875, at the introduction of the first sleeping cars on the lines in Romania, the company MANN / CIWL - with a park of 53 sleeping cars - had 6 CIWL divisions in Paris, Berlin, London (since 1876, abolished), Vienna, Bucharest and Cologne, and the sleeping cars were only travelling only on the railway lines in France, Belgium, Germany, Austro-Hungary, England, Romania, Luxembourg and Switzerland.

In Austro-Hungary, the sleeping cars circulated only on the Vienna-Linz-Simbach services of the company. KEF (kkpriv. Kaiserin Elisabeth Bahn) and Vienna-Eggenburg-Gmünd-Prague and Vienna-Eggenburg-Gmünd-Budweis-Pilsen-Eger / Cheb of KFJB (kkpriv. Kaiser Franz Joseph Bahn). It should be noted that the Austrian-Hungarian company StEG introduced its own sleeping cars, StEG 51-52 (StEG-Simmering workshops; manufacture 1878), on the Vienna-Budapest-Timișoara-Orșova relationship, on May 20, 1878, in express trains " Courier-Zug "after the commissioning of the Timișoara-Lugoj-Caransebeș-Orșova line. For 1876, the company CIWL appreciated the introduction of sleeping cars and on the Bucharest-Pitești-Craiova-Turnu Severin-Vârciorova relationship (382 km), which did not materialize

1876-The sleeping cars of the CIWL Bucharest Division circulated on the Bucharest-Brăila-Barboși-Tecuci-Roman-Pășcani-Verrești-Suceava relationship (570 km) .

16 / 17 January -28/29 January 1877 (sn) CIWL WL 23 wagon lit up on the night of January 28/29, 1877 (sn), between the stations Hanu Conachi and Preval, on the Tecuci-Barboși line, due to the lack of water from the heating system of the wagon.1

1877-1878. After the launching, on April 12/24, 1877, of the Russian-Turkish War of the period 1877-1878, the wagons of the CIWL Bucharest Division (CIWL 20-22 on two axles and another sleeper car delivered by Simmering and replaced by the CIWL car WL 23, destroyed, the fire of 28/29 January 1877) circulated on the Bucharest-North-Ploiești-Buzău-Barboși-Tecuci-Bacău-Roman-Pășcani-Iași relationship (582.87 km). The Roman-Pășcani-Iași line (115.87 km) was operated by the company Lemberg-Czernowitz-Jassy-Eisenbahn-Gesellschaft (LCJE).

Summer of 1878. The cars of the Bucharest CIWL Division run on the Bucharest-Roman-Iași relations (582.87 km). and Bucharest-Pitesti-Turnu Severin-Vârciorova (382 km).

May 25, 1880. The cars of the CIWL Division Bucharest run on the Bucharest-Roman-Iasi relations (582.87 km). and Bucharest-Pitesti-Vârciorova-Orșova-Timișoara-Budapest-Vienna Staats-Bahnhof (1,155 km). The Bucharest-Pitești-Vârciorova relationship (382 km) was operated by the CFR Principle Directorate, and the Orșova-Timișoara-Budapest-Vienna Staats-Bahnhof (769 km) relationship by the Austrian-Hungarian company StEG. The Bucharest-Vienna-Paris East route, the future basic relationship of the luxury train "Orient-Express" could be made, starting May 20, 1880, the Bucharest-Vienna Staats-Bahnhof sleeping cars of the CIWL Division of Bucharest and Vienna KEB-Paris EST of the Vienna CIWL Division. Departing from Bucharest North (day 1) at 8.10 am, travellers arrived in Paris Est (day 4) at 5.15 am after a journey of 69 hours and 5 minutes. In Vienna, however, the passengers were stationed for 6 hours and had to reach the Wien Stbh train station of the company STEG in the station Wien K.E.B. of the company k.k.priv. Kaiserin Elisabeth Bahn

October 10, 1882. Luxury experimental train ("Eclair de Luxe") on the Paris-East Vienna West connection (1,360 km) consisting of 7 cars, namely 2 luggage cars on 2 axles, 4 sleeping cars (CIWL WL 77-79 on 3 axles and CIWL 75 on 4 axles) and a restaurant car (CIWL WR 107 on 3 axles).

June 5, 1883. Introduction of the first luxury train "Orient-Express" on the route Paris-Est - Munich-Simbach-Vienna-Budapest-Timișoara-Orșova-Vârciorova-Pitești-Bucharest North-Giurgiu-Smârda (2,606 km). The Paris-East Bucharest North connection (2,528 km) was carried out in 55 hours and 40 minutes.

1894. The first restaurant cars of the CIWL Bucharest Division were introduced, the CFR lines, in the summer of 1894, consisting of CIWL WR 107 on 3 axles, the first WR of CIWL and the one that was part, on October 10, 1880, from the seal of the first experimental luxury train ("Eclair de Luxe" on the Paris-Est Wien West connection) and CIWL WR 173 on 4 axles. In 1894, the CIWL Bucharest Division had 7



sleeping cars, namely 6 3-axle sleeping cars (CIWL WL 42, 91, 99, 100, 101 and 104) and a 4-bed sleeping car (CIWL WL 254; Rathgeber, Munich; manufactured 1889). The sleeping cars, 3 cars each had 12 or 14 seats, and the sleeping car on 4 axles had 18 places.

November 12, 1895. Extension of the luxury train "London / Ostend-Wien-Express" to Constanța Port. , once a week, between November 12, 1895-June 1909, under the name "Ostend-Constantza-Constantinople-Express" or "Ostend-Wien-Constantza-Express".

December 31, 1895. As of December 31, 1895, the wagon park of the CIWL Bucharest Division consisted of 12 wagons / 41 axles / 214 cl.I seats, namely:

- 6 sleeping cars on 3 axles, CIWL WL 42, 91, 99, 100, 101 and 104 , each with 12 seats;
- 3 sleeping cars on 4 axles, CIWL WL 127, 130 and 254, each with 18 seats;
- 1 wagon restaurant with 3 axles, CIWL WR 107, with 22 seats; Si2
- 2 restaurant wagons with 4 axles, CIWL WR 173 and 210, the first with 36 seats and the second with 30 seats.

21 February / 5 March 1899s.n. There is, on the Bârnova-Ciurea section, an accident of the accelerated train No.1 (Bucharest-Vaslui-Iasi), which resulted in 1 dead, 4 seriously injured and 15 slightly injured. As a result of the accident, the only less damaged car in the composition of the accelerated train No.1 was the four-axle CIWL WL 130 sleeping car, from the CIWL WL 127-130 series, which will cause the CIWL company to exhibit this photograph, in the monograph. CIWL, within the official General Catalogue of the Paris Universal Exhibition of 1900, to demonstrate to the public the soundness and safety of its cars.

September 1899. According to «Park of wagons and snow plows for the normal gauges, wide and narrow. September 1899 », edited by CFR, the CIWL car park in Romania was constituted in September 1899 from 11 sleeping cars (CIWL WL 42, 74, 91, 98.99, 100, 101, 104, 127, 130 and 254) and from 8 restaurant cars (CIWL WR 107, 173, 193, 210,292, 339, 389 and 483).

On March 31, 1906, the carriage park of the Bucharest CIWL Division consisted of 11 sleeping cars (CIWL WL 91, 99, 101, 127 , 130, 131, 132, 134, 135, 137 and 253) and from 7 restaurant cars (CIWL WR 173, 193, 210, 292, 336, 339 and 389).

January 1, 1915. On January 1, 1915, the carriage park of the Bucharest CIWL Division consisted of 24 sleeping cars (CIWL WL 133, 134, 136, 303, 307, 308, 309, 311, 342, 344, 347, 348, 349, 431 , 618, 619, 620, 901, 902, 903, 904, 913, 914 and 915) and of 19 restaurant cars (CIWL WR 338, 339, 359, 360, 361, 366, 389, 390, 391, 392, 443, 444, 445, 446, 447.1604, 2.344, 2.345 and 2.466).

July 1, 1929. The "Carpathian-Pullman-Express" train was put into operation on the Bucharest-Nord-Brașov relation and return

October 10, 1929. The train "Danube / Danube-Pullman-Express" was put into operation on the Bucharest-North-Galati relationship and return

July 1, 1932. The train was put into operation. "Lightning King Carol I-Pullman-Express" on Bucharest North-Constanța relationship and return

Pullman luxury trains of CIWL only circulated in 10 European countries, namely: Great Britain, France, Italy, Belgium, Switzerland ("Gothard-Pullman-Express" / Basel-Zurich-Milan, "Edelweiss" and "Golden Mountain-Pullman-Express"), Luxembourg (via "Edelweiss"), Holland, Romania, Spain ("Andalucia-Pullman-Express" / Seville-Grenada-Malaga) and Germany ("Ostend-Cologne-Pullman Express", the only CIWL Pullman train on the German route), as well as in Egypt ("Sunshine-Pullman-Express" on the C-relation that Romania has, with three Pullman trains, out of the 25 introduced, was the prestigious list with only 11 countries.



## Scurt istoric CIWL în România

26 martie 1875 - Compania «Mann's Railway Sleeping Carriage Company-Limited(Compagnie des Wagons-Lits / Schlafwagen Gesellschaft)», al cărei director general era Georges Nagelmackers, încheie cu statul român o convenție prin care 4 vagoane de dormit(CIWL WL 20-21; Maschinen und Waggonbau - Fabriks-Aktien Gesellschaft in Simmering, vormal H. D. Schmid și CIWL WL 22-23;

Hernalser Waggonfabrik Aktiengesellschaft, Wien; fabricație 1874) au fost introduse în circulație, în vara anului 1875, pe linia București Nord-Ploiești-Buzău-Barboși-Tecuci-Roman (467 km) a Societății Acționarilor CFR, ale cărei linii erau exploatate, de la 1 ianuarie 1873, de societatea austro-ungară StEG, al cărei director general în România era inginerul Léon Guilloux.

Vagoanele de dormit MANN/CIWL 20-24 au circulat în compunerea trenurilor accelerate Nr.I/II, de pe relația București Nord-Roman (467 km), introduse în circulație la 1/13 septembrie 1872. Vara anului 1875. Cele 14 relații pe care circulau în 1875 vagoanele de dormit ale Companiei «Mann's Railway Sleeping Carriage Company-Limited (Compagnie des Wagons-Lits / Schlafwagen Gesellschaft)» erau: Paris Nord-Köln (492 km), Berlin Ostbahnhof-Bromberg-Eydtkuhnen / frontiera germano-rusă (776 km), Berlin-Hamburg (286 km), Ostende-Bruxelles Nord-Luxembourg-Strasbourg-Base (697 km), București Nord-Roman (467 km), Paris Est-Strasbourg-Stuttgart-Ulm-München-Linz-Viena KEB (1.378 km), Berlin-Erfurt-Frankfurt pe Main (537 km), Berlin-Frankfurt pe Oder-Breslau (358 km), Strasbourg-München, Londra-Dover, Paris / Orléans-Bordeaux / St.Jean (585 km), Berlin Postdambahnhof-Postdam-Kreienzen-Barmen-Düsseldorf-Aix-la-Chapelle / frontiera franceză (644 km), Köln-Bruxelles Nord-Ostende (349 km) și o relație de la Viena spre Praga sau Eger / Franzensbad, respectiv relația Viena-Praga (348 km) pentru mersul de iarnă și relația Viena Franz Joseph Bahnhof-Budweis-Pilsen-Eger-Franzensbad / frontiera saxonă (470 km) pentru mersul de vară. În 1875, la introducerea primelor vagoane de dormit pe liniile din România, compania MANN / C.I.W.L. - cu un parc de 53 de vagoane de dormit - avea 6 divizii CIWL la Paris, Berlin, Londra (din 1876, desființată), Viena, București și Köln (Cologne), iar vagoanele de dormit circulau doar pe liniile de cale ferată din Franța, Belgia, Germania, Austro-Ungaria, Anglia, România, Luxembourg și Elveția. În Austro-Ungaria, vagoanele de dormit circulau doar pe relațiile Viena-Linz-Simbach ale companiei KEB (k.k.priv. Kaiserin Elisabeth Bahn) și Viena-Eggenburg-Gmünd-Praga și Viena-Eggenburg-Gmünd-Budweis-Pilsen-Eger/Cheb ale companiei KFJB (k.k.priv. Kaiser Franz Joseph Bahn). De semnalat faptul că societatea austro-ungară StEG a introdus propriile sale vagoane de dormit, StEG 51-52 (Ateliere StEG-Simmering; fabricație 1878), pe relația Viena-Budapesta-Timișoara-Orșova,

la 20 mai 1878, în trenurile expres „Courier-Zug” după darea în exploatare a liniei Timișoara-Lugoj-Caransebeș-Orșova. Pentru 1876, compania CIWL a preconizat introducerea vagoanelor de dormit și pe relația București-Pitești-Craiova-Turnu Severin-Vârciorova (382 km), fapt ce nu s-a concretizat.

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## LIGNES EN PROJET

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Petersbourg-Brydtkuhnen (frontière)	

## ROMAN-BUCAREST

		enl.	
Roman	D 8.45	>	
Tecuciu	A 12.20	147	
—	D 12.30	>	
Barboși	A 2.06	218	
—	D 2.26	>	
Brâila	A 2.58	238	
—	D 3.08	>	
Bucarest	A 8.30	467	

Prochainement les voitures circuleront jusqu'à Suczawa.

## BUCAREST-ROMAN

		enl.	
Bucarest	D 8.15	>	
Brâila	A 1.48	220	
—	D 1.53	>	
Barboși	A 2.25	249	
—	D 2.45	>	
Tecuciu	A 4.28	326	
—	D 4.38	>	
Roman	A 8.40	467	

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Prix du supplément : 1<sup>re</sup> cl. 12 francs.

Des places peuvent être réservées en s'adressant par télégraphe aux chefs de gare de BUCAREST et ROMAN.

1876- Vagoanele de dormit ale Diviziei CIWL București au circulat pe relația București-Brâila-Barboși-Tecuci-Roman-Pășcani-Verești-Suceava (570 km).16/17 ianuarie -28/29 ianuarie 1877(s.n.) Vagonul CIWL WL 23 s-a aprins în noaptea de 28/29 ianuarie 1877 (s.n.), între stațiile Hanu Conachi și Preval, pe linia Tecuci-Barboși, din cauza lipsei apei din instalația de încălzire a vagonului.1

1877-1878. Dupădeclanșarea, la 12/24 aprilie 1877 a Războiului ruso-turc din perioada1877-1878, vagoanele Diviziei CIWL București (CIWL 20-22 pe două osii și un alt vagon dedormit pe 3 osii livrat de firma Simmering și care-l înlocuia pe vagonul CIWL WL 23, distrus, înincendiul din 28/29 ianuarie 1877)

au circulat pe relația București Nord-Ploiești-Buzău-Barboși-Tecuci-Bacău-Roman-Pășcani-Iași (582,87 km). Linia Roman-Pășcani-Iași (115,87 km) era exploatată de compania Lemberg-Czernowitz-Jassy-Eisenbahn-Gesellschaft (L.C.J.E.). Vara anului 1878. Vagoanele Diviziei CIWL București circulă pe relațiile București-Roman-Iași (582,87 km) și București-Pitești-Turnu Severin-Vârciorova (382 km). 25 mai 1880. Vagoanele Diviziei CIWL București circulă pe relațiile București-Roman-Iași (582,87 km) și București-Pitești-Vârciorova-Orșova-Timișoara-Budapesta-Viena Staats-Bahnhof (1.155 km). Relația București-Pitești-Vârciorova (382 km) era exploatată de Direcția Princiara CFR, iar relația Orșova-Timișoara-Budapesta-Viena Staats-Bahnhof (769 km) de către compania austro-ungară StEG. Parcursul București-Viena-Paris Est, viitoarea relație de bază a viitorului tren de lux „Orient-Express” putea fi efectuată, începând de la 20 mai 1880, prin vagoanele de dormit București Nord-Viena Staats-Bahnhof al Diviziei CIWL București și Viena KEB-Paris EST al Diviziei CIWL Viena.

Plecați din București Nord (ziua 1) la orele 8.10, călătorii ajungeau la Paris Est (ziua 4) la orele 5.15 după un parcurs de 69 de ore și 5 minute. La Viena, călătorii staționau, totuși, 6 ore și trebuiau să ajungă din gara Wien Stbh. a companiei StEG în gara Wien K.E.B. a companiei k.k.priv. Kaiserin Elisabeth Bahn.

depuis 25 Mai 1880

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**Bucarest — Jassy.**

	dép.
Bucarest.....	9. S.
Braila.....	2.28 »
Barboși.....	3.30 »
Tecuciu.....	5.20 »
Roman.....	9.15 »
Paskani.....	10.16 »
Jassy.....	12.45 s.

**Jassy — Bucarest**

	dép.
Jassy.....	4.29 s.
Paskani.....	7.10 »
Roman.....	8.30 »
Tecuciu.....	12.50 m
Barboși.....	1.51 »
Braila.....	2.31 »
Bucarest... arr.	7.50 »

**Vienne-Orsova-Bucarest.**

	dép.
Vienne.Staatsbhf.	3.30 s.
Budapest... arr.	9.45 »
Budapest... dép.	10.5 »
Orsova... arr.	9.27 m
Bucarest... »	8.40 s.

**Bucarest-Orsova-Vienne.**

	dép.
Bucarest.....	8.10 m
Orsova.....	7.5 s.
Budapest... arr.	7.30 m
Budapest... dép.	8.10 »
Vienne. Stbhf. arr.	2 » s.

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principales destinations de l'Europe.

**Paris. — Vienne.**

(Gare de l'Est).	dép.
Paris.....	8.30 s.
Châlons-s.-M...	12.4 m.
Nancy.....	4.02 »
Strasbourg. Dîner	8.27 »
Carlsruhe.....	11. »
Stuttgart.....	1.35 s.
Augsbourg.....	6.15 »
Munich.....	8.05 »
Simbach. Souper	11.17 »
Vienne.... arr.	6.15 m

(Kaiserin-Elisabeth-Bahnhof.)

Les agences de la Compagnie  
sont chargées de la vente des billetes  
du chemin de fer pour les princi-  
pales destinations de l'Europe.

**Vienne. — Paris.**

(Kais. Elis. Bahnh.)	dép.
Vienne.....	8. S.
Simbach.....	3.07 m
Munich.....	5.55 »
Augsbourg.....	7.53 »
Stuttgart... Dîner	11.52 »
Carlsruhe.....	2.35 s.
Strasbourg.Souper	5.17 »
Nancy.....	9.33 »
Châlons-s.-Mar.	1.27 m
Paris..... arr.	5.15 »

(Gare de l'Est.)

10 octombrie 1882.

Tren experimental de lux („Eclair de Luxe”) pe relația Paris Est-Viena Vest (1.360 km) având în componere 7 vagoane și anume 2 vagoane de bagaje pe 2 osii, 4 vagoane de dormit (CIWL WL 77-79 pe 3 osii și CIWL 75 pe 4 osii) și un vagon-restaurant (CIWL WR 107 pe 3 osii). 5 iunie 1883. Introducerea în circulație al primului tren de lux „Orient-Express” pe relația Paris Est-München-Simbach-Viena-Budapesta-Timișoara-Orșova-Vârciorova-Pitești-București Nord-Giurgiu-Smârda (2.606 km). Relația Paris Est-București Nord (2.528 km) era efectuată în 55 de ore și 40 de minute.

(Fig.10 see above)

1894. Primele vagoane-restaurant ale Diviziei CIWL București au fost introduse, peliniile CFR, în vara anului 1894, fiind constituite din CIWL WR 107 pe 3 osii, primul vagon-restaurant al companiei CIWL și cel care a făcut parte, la 10 octombrie 1880, din garnituraprimului tren de lux experimental („Eclair de Luxe” pe relația Paris Est-Wien West) și CIWLWR 173 pe 4 osii. În 1894, Divizia CIWL București avea 7 vagoane de dormit și anume 6vagoane de dormit pe 3 osii (CIWL WL 42, 91, 99, 100, 101 și 104) și un vagon de dormit pe 4osii (CIWL WL 254; Rathgeber, München; fabricație 1889). Vagoanele de dormit pe 3 osiiaveau câte 12 sau 14 locuri, iar vagonul de dormit pe 4 osii un număr de 18 locuri.12 noiembrie 1895. Prelungirea până la Constanța Port a trenului de lux „London / Ostende-Wien-Express” care a circulat, o dată pe săptămână, în perioada 12 noiembrie 1895-iunie 1909, sub denumirea „Ostende-Constantza-Constantinople-Express” sau „Ostende-Wien-Constantza-Express”.31 decembrie 1895.

La 31 decembrie 1895, parcul de vagoane al Diviziei CIWLBucurești era constituit din 12 vagoane / 41 osii / 214 locuri cl.I și anume:•6 vagoane de dormit pe 3 osii, CIWL WL 42, 91, 99, 100, 101 și 104, fiecare cu 12locuri;•3 vagoane de dormit pe 4 osii, CIWL WL 127, 130 și 254, fiecare cu 18 locuri;•1 vagon-restaurant pe 3 osii, CIWL WR 107, cu 22 de locuri; și2

•2 vagoane-restaurant pe 4 osii, CIWL WR 173 și 210, primul cu 36 de locuri și al doileacu 30 de locuri.21 februarie / 5 martie 1899s.n. Are loc, pe tronsonul Bârnova-Ciurea, un accident de cale ferată al trenului accelerat Nr.1 (București-Vaslui-Iași), soldat cu 1 mort, 4 răniți grav și 15 răniți ușor. În urma accidentului, singurul vagon mai puțin deteriorat din compunerea trenului accelerat Nr.1 a fost vagonul de dormit CIWL WL 130, pe patru osii, din seria CIWL WL 127-130, ceea ce va determina compania CIWL să expună această fotografie, în monografia CIWL, din cadrul Catalogului general oficial al Expoziției Universale de la Paris din 1900, pentru a demonstra publicului soliditatea și siguranța vagoanelor sale.





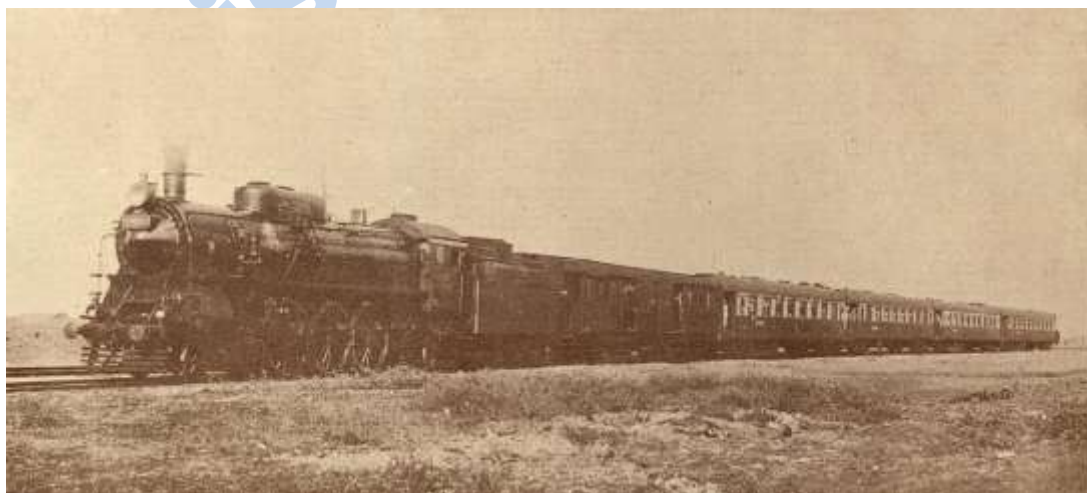


(Fig.11-12)

Septembrie 1899. În conformitate cu «Parcul de vagoane și pluguri de zăpadă pentru calenormală, largă și îngustă. Septembrie 1899», editat de CFR, parcul de vagoane CIWL din România era constituit în septembrie 1899 din 11 vagoane de dormit (CIWL WL 42, 74, 91, 98,99, 100, 101, 104, 127, 130 și 254) și din 8 vagoane-restaurant (CIWL WR 107, 173, 193, 210,292, 339, 389 și 483).31 martie 1906.

La 31 martie 1906, parcul de vagoane al Diviziei CIWL București era constituit din 11 vagoane de dormit (CIWL WL 91, 99, 101, 127, 130, 131, 132, 134, 135, 137 și 253) și din 7 vagoane-restaurant (CIWL WR 173, 193, 210, 292, 336, 339 și 389). 1 ianuarie 1915.

La 1 ianuarie 1915, parcul de vagoane al Diviziei CIWL București era constituit din 24 de vagoane de dormit (CIWL WL 133, 134, 136, 303, 307, 308, 309, 311, 342,344, 347, 348, 349, 431, 618, 619, 620, 901, 902, 903, 904, 913, 914 și 915) și din 19 vagoane-restaurant (CIWL WR 338, 339, 359, 360, 361, 366, 389, 390, 391, 392, 443, 444, 445, 446, 447,1.604, 2.344, 2.345 și 2.466).1 iulie 1929. Se introduce în exploatare trenul „Carpați-Pullman-Express” pe relația București Nord-Brașov și retur



(Fig.13)

10 octombrie 1929. Se introduce în exploatare trenul „Dunărea / Danubiu-Pullman-Express” pe relația București Nord-Galați și retur. 1 iulie 1932. Se introduce în exploatare trenul „Fulger Regele Carol I-Pullman-Express” pe relația București Nord-Constanța și retur.



(Fig.14)

Trenurile de lux Pullman ale companiei C.I.W.L. au circulat doar în 10 țări europene și anume: Marea Britanie, Franța, Italia, Belgia, Elveția („Gothard-Pullman-Express” / Basel-Zürich-Milano, „Edelweiss” și „Golden Mountain-Pullman-Express”), Luxemburg (tranzitat de „Edelweiss”), Olanda, România, Spania („Andalucia-Pullman-Express” / Sevilla-Grenada-Málaga) și Germania („Ostende-Köln-Pullman Express”, singurul tren Pullman CIWL pe parcurs german), precum și în Egipt („Sunshine-Pullman-Express” pe relația Cairo-Luxor). Este un fapt remarcabil că România figurează, cu trei trenuri Pullman, din cele 25 introduse în circulație, în această listă prestigioasă cu do11 țări.

**Vagoane-restaurant CIWL construite la ASTRA-Arad** (fostă Johann Weitzer, înființată în anul 1891 la Arad ca o filială a Johann Weitzer-Graz) – in English below

**Mersul de iarnă 1932/1933.** Pe relația București-Oradea au fost introduse 3 vagoane-restaurant metalice (CIWL WR 3785, CIWL WR 3786 și CIWL WR 3787) din seria CIWL WL 3.778-3.787 (H. Cegielski GP, AKC, Poznan; fabricație 1932). Aveau lungimea peste tampoane de 23.452 mm, distanța între osiile extreme de 17.590 mm, ampatamentul boghiului tip PP de 2.500 mm, distanța între axele boghiurilor de 15.090 mm, tara de 54,50 tone și 56 de locuri. Erau echipate cu frână automată Westinghouse, cu frână de mână și cu frână directă (frână Westinghouse moderabilă tip P.L.M., impusă de liniile franceze Sud-Est și de liniile elvețiene), iar iluminatul era electric sistem Dick. Aveau denumirea atât în limba franceză (VOITURE -RESTAURANT), cât și în limba română (VAGON-RESTAURANT). Vagonul CIWL WR 3785 figurează într-o fotografie datorată fotografului polonez Stefan Kniat din Poznan. (Fig.1.)



6 septembrie 1939. Divizia CIWL București recepționează vagoanele-restaurant metalice CIWL WR 4201-4208 (Nivelles; 1939), din seria CIWL WR 4201-4218 (Nivelles; 1939-1940), care aveau lungimea peste tampoane de 23.452 mm, 46 de locuri și erau echipate cu boghiuri tip PLs (Paris-Londres). Aveau iluminat electric tip Dick și aveau un interior sobru, fiind placate cu lemn. Existau 34 de locuri pe scaune (sau în fotolii la WR 4.203) și 12 locuri pe șase banchete fixe a câte două locuri, dispuse în două săli egale cu dimensiunile de 6.720 x 2.640. Vagoanele WR 4.201-4.208 au circulat pe liniile CFR în perioada 1939-1947, după care au fost retrase de compania CIWL. În arhiva CIWL, se menționează faptul că vagonul CIWL WR 4.206 ar fi dispărut, în 1947, pe liniile din România.

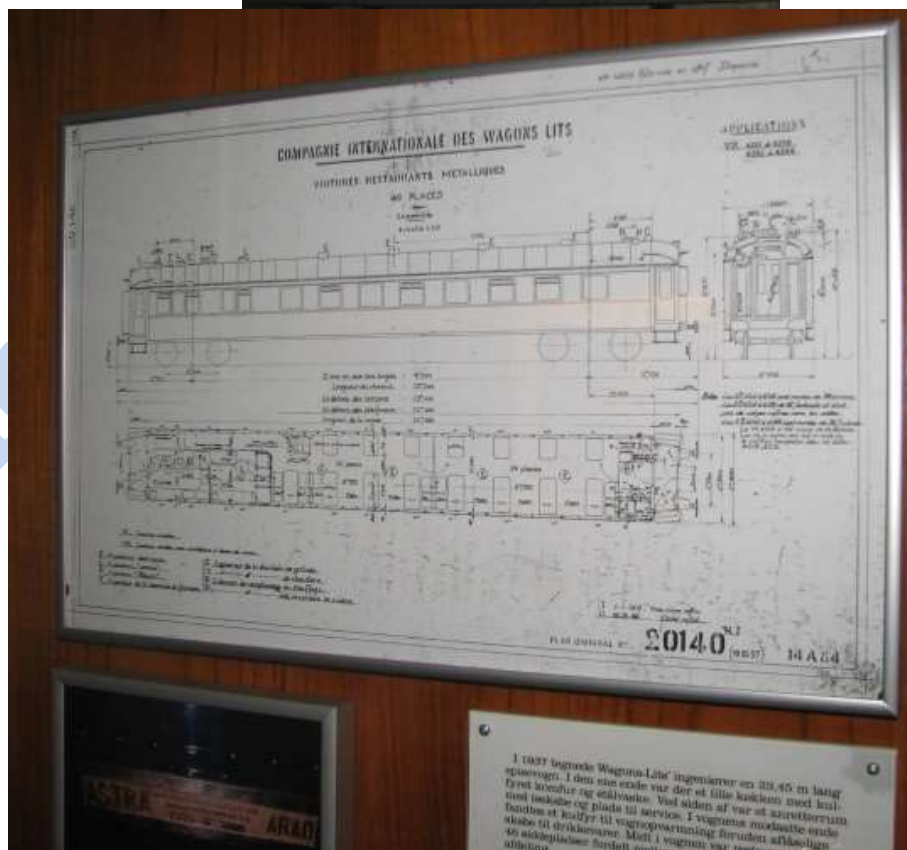
Nu se știe soarta acestui vagon, fiind posibil să fi fost preluat de trupele sovietice de ocupație. Vagoanele WR 4.202, 4.203 și 4.204 au fost utilizate în perioada 1955-1981 pe liniile din Olanda, având ca stații de domiciliu Amsterdam sau Hoek van Holland și remorcând diverse trenuri expres precum „Rheinfeil Express”. Vagoanele-restaurant WR 4.201 și 4.205 și, în special, WR 4.207 și 4.208, au fost utilizate în perioada iulie 1951-1962 în compunerea „Le Train Bleu” (London-Calais-Paris-Nice-San Remo), fiind, apoi, cumpărate, în 1962, de SNCF și intrând în compunerea mai multor trenuri expres sau turistice. Un vagon-restaurant din seria CIWL WR 4.201-4.218 și anume WR 4.217, cumpărat de SNCF în 1962, a fost reprodus, spre bucuria modeliştilor din lumea întreagă, de France Trains HO.

De menționat faptul că vagoanele CIWL WR 4.201, 4.203, 4.205, 4.207 și 4.208 există și astăzi, fiind păstrate în Franța de către diverși proprietari sau asociații. Vagonul WR 4.207 a fost utilizat în compunerea celebrului „Le Train Bleu” pe relația Paris / Gare de Lyon-Nice și figurează, în stare bună, la Longueville (Seine-et-Marne) în cadrul societății AJECTA, fiind restaurat în septembrie 2006 la Longueville. Vagonul CIWL WR 4.208 a fost achiziționat, în 1990, de „L'Association des Hautes Falaises (Ils-Calvados, Basse Normandie, Franța) și este utilizat în compunerea unor trenuri turistice. Planurile vagoanelor-restaurant din seria CIWL WR 4.201-4.218, definitivitate încă de la 19 octombrie 1937, aveau să fie utilizate și pentru seria CIWL WR 4.242-4249 (8 unități) ce avea să fie realizată, în 1943, de către firma ASTRA-Arad, denumită, atunci, „ASTRA-ARAD. Fabrică Română de Vagoane, Motoare, Armament și Munițiuni S.A.”.

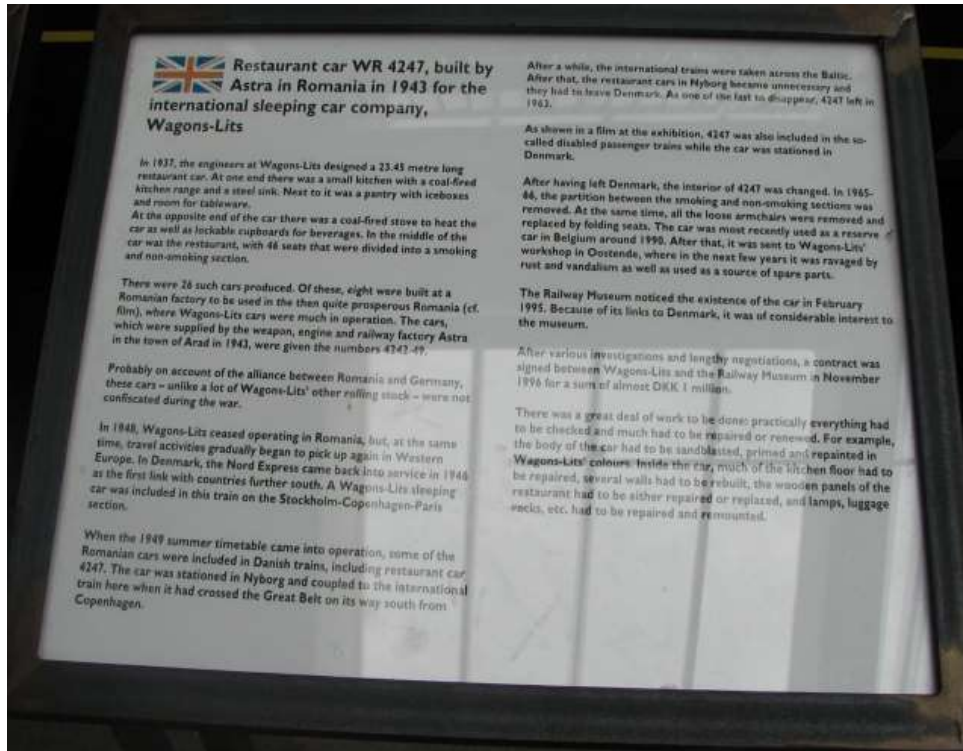
1943. ASTRA-Arad livrează companiei C.I.W.L. (Compania Internațională a Vagoanelor cu paturi și a Marilor Trenuri Expres Europene / Compagnie Internationale des Wagons-Lits et des Grands Express Européens) un număr de 8 vagoane-restaurant pe 4 osii (C.I.W.L. 4242-4249), care aveau să fie utilizate pe liniile de cale ferată române. Vagoanele din seria CIWL WR 4.242-4.249 erau identice cu vagoanele CIWL WR 4201-4218 (Nivelles; 1939-1940) și aveau lungimea peste tampoane de 23.452 mm, distanța între axele boghiurilor de 16.000 mm, ampatamentul boghiului de 2.500 mm, lungimea șasiului și distanța peste platforme de 22.200 mm, lungimea cutiei vagonului de 20.500 mm, tara de 54,7 tf, 46 de locuri, viteza maximă de circulație de 100 km/h (ulterior, după transformări, 140 km/h) și erau echipate cu frână Westinghouse combinată cu frână de mână și instalație de iluminat tip Stone. Vagoanele C.I.W.L. WR 4.242, 4.243 și 4.249 au fost înscrise în parcul CFR la 17 septembrie 1943. Vagonul WR 4.248 a făcut parte, la 23 septembrie 1943, din trenul special București-Brăila Port, cu ocazia vizitei la Brăila Port și la Șantierul Naval din Brăila a delegației germane conduse de Julius Heinrich Dorpmüller (1869-1945), ministrul german al transporturilor în perioada 1937-1945 și director general al DRB (Deutsche Reichsbahn) în perioada 1926-1945.

La 11 noiembrie 1943, cu ocazia deschiderii noii linii de cale ferată București-Urziceni-Făurei, a fost organizată plecarea din gara București Nord, la orele 8.30, a unui tren special care a avut în compunere 5 vagoane-restaurant, fabricate de ASTRA-Arad în 1943, și două vagoane-salon Pullman. În vara anului 1948, vagoanele-restaurant WR 4.243 și 4.246 circulau în compunerea trenului Nr.31/32 pe relația București-Oradea, vagoanele WR 4.242, 4.244 și 4.247 în compunerea trenului Nr.21/202-201/22 București-Sighișoara-Arad, iar vagoanele WR 4.245, 4.248 și 4.249 figurau în parcul de rezervă.

După cel de-al Doilea Război Mondial, la sfârșitul anului 1948, vagoanele-restaurant CIWL WR 4.245-4.249 au fost introduse, de compania CIWL, pe liniile de cale ferată din Danemarca (DSB), unde primele trei (WR 4.245-4.247) au fost în exploatare până în anul 1963, iar ultimele două (WR 4.248-4.249) până în anul 1954. În anul 1951, au fost introduse pe liniile daneze și vagoanele-restaurant CIWL WR 4.242-4.244, dintre care două (WR 4.242 și WR 4.244) au fost în exploatare în perioada 1951-1955 și unul (WR 4.243) în perioada 1951-1964. Astfel în perioada 1951-1954, pe liniile de cale ferată daneze a fost în exploatare întreaga serie de 8 vagoane restaurant CIWL WR 4.242-4.249, livrate de ASTRA-Arad. Au figurat, pe relația Padborg (frontiera germano-daneză) - Odense - Nyborg (Strâmtoarea Marele Belt / Store Baelt), în compunerea trenului «Nord Express» care lega Parisul de Scandinavia pe relația Paris Nord-Liège-Köln-Düsseldorf-Essen-Hamburg-Padborg-Odense-Nyborg-Copenhaga (1.312 km). În perioada 1973-1981, vagoanele CIWL WR 4.242, 4.245, 4.246 și 4.247 au fost în exploatare pe căile ferate din Olanda (NS), unde au fost înseriate ca 51 84 88-50 014-2 (CIWL WR 4.242), 51 84 88-50 015-9 (CIWL WR 4.245), 51 84 88-50 016-7 (CIWL WR 4.246) și 51 84 88-50 017-5 (CIWL WR 4.247). Au intrat în compunerea trenurilor internaționale „Scandex” (Hoek van Holland-Hannover) și „Nord-West Express”. La 25 aprilie 1998, vagonul CIWL WR 4.247 (ASTRA-Arad; fabricație 1943) a fost preluat, de la compania CIWL, de Muzeul Căilor Ferate Daneze din Odense (Danmarks Jerbanemuseum, Odense)







WR 4247 - DSB Museum Odense, Denmark



(Fig.2-7).

Și ca povestea vagonului arădean CIWL WR 4.247 să fie și mai frumoasă trebuie să amintim faptul că orașul Odense («Sanctuarul lui Odin» în nordica veche), din inima insulei Fyn, este și locul de naștere al scriitorului Hans Christian Andersen. Vagonul CIWL WR 4.249 (tara-54 tone, viteza maximă de circulație-140 km/h) avea să fie preluat de Muzeul Căilor Ferate Olandeze (Het Nederlands Spoorweg Museum) din Utrecht Maliebaan, unde a fost înregistrat ca «*monument național de cale ferată*» (Nationaal Register Railmonumenten, Status B) și este denumit „*Românu*l *Albastru*” („Blauwe Roemeen”).



(Fig.8-)

WR 4249 Nederlands Spoorweg Museum - Utrecht Maliebaan

Un al treilea vagon, CIWL WR 4.243, a fost restaurat de către CIWL, în 1977, la atelierele din Ostende și a făcut parte din trenul nostalgic oficial care avea să marcheze, în 1987, aniversarea a 150 de ani de la darea în exploatare a primei linii de cale ferată din Franța pe relația Paris-Pecq (Saint Germain). Ulterior, vagonul CIWL WR 4.243 a fost vândut companiei turistice TEAG-Nostalgie Istanbul Orient Express. Este remarcabil faptul că din seria CIWL WR 4.242-4.249 (ASTRA-Arad; fabricație 1943) mai există astăzi aceste 3 vagoane și anume CIWL WR 4.243, 4.247 și 4.249. CIWL restaurant wagons built at ASTRA-Arad (formerly Johann Weitzer, founded in 1891 in Arad as a subsidiary of Johann Weitzer-Graz)

The winter walk 1932/1933. On the Bucharest-Oradea relationship were introduced 3 metal restaurant cars (CIWL WR 3785, CIWL WR 3786 and CIWL WR 3787) of the series CIWL WL 3.778-3.787 (H. Cegielski GP, AKC, Poznan; 1932 manufacture). They had a length over 23,452 mm pads, the distance between the extreme axles of 17,590 mm, the wheelbase of the PP type of 2,500 mm, the distance between the axes of the 15,090 mm, the country of 54,50 tons and 56 places. They were equipped with Westinghouse automatic brake, handbrake and direct brake (moderate Westinghouse P.L.M. type brake, imposed by the South-East French and Swiss lines), and the lighting was Dick electric. They had the name both in French (VOITURE-RESTAURANT) and in Romanian (VAGON-RESTAURANT). The CIWL WR 3785 wagon is shown in a photograph due to the Polish photographer Stefan Kniat from Poznan (Fig.1.)

The fate of this wagon is unknown, as it may have been taken over by Soviet occupation troops. The WR 4,202, 4,203 and 4,204 wagons were used from 1955-1981 on the lines in the Netherlands, having their home stations in Amsterdam or Hoek van Holland and towing various express trains such as "Rheinpfeil Express". The restaurant wagons WR 4,201 and 4,205 and, in particular, WR 4,207 and 4,208,

were used during July 1951-1962 in the composition "Le Train Bleu" (London-Calais-Paris-Nice-San Remo), being, bought in 1962 by SNCF and joining several express or tourist trains. A wagon-restaurant in the CIWL series WR 4,201-4,418, namely WR 4,217, purchased by SNCF in 1962, was reproduced, to the delight of modelers worldwide, by France Trains HO.

It is worth mentioning that the CIWL WR 4.201, 4.203, 4.205, 4.207 and 4.208 wagons exist today, being kept in France by various owners or associations. The WR 4,207 wagon was used in the composition of the famous "Le Train Bleu" on the Paris / Gare de Lyon-Nice relationship and appears, in good condition, in Longueville (Seine-et-Marne) within the company AJECTA, being restored in September 2006 to Longueville. The wagon CIWL WR 4,208 was purchased in 1990 by "L'Association des Hautes Falaises (Iffs-Calvados, Basse Normandie, France) and is used in the composition of tourist trains. The plans of the restaurant wagons of the series CIWL WR 4.201-4.218, finalized from October 19, 1937, were to be used also for the series CIWL WR 4.242-4249 (8 units) to be realized, in 1943, by the company ASTRA- Arad, then called "ASTRA-ARAD. Romanian Wagon, Engines, Armament and Ammunition Factory S.A. ".

1943. ASTRA-Arad delivers to C.I.W.L. (International Company of Bed Wagons and Great European Express Trains / Compagnie Internationale des Wagons-Lits et des Grands Express Européens) a number of 8 four-axle restaurant wagons (CIWL 4242-4249), to be used on the lines by Romanian railway. The wagons in the CIWL WR series 4,242-4,249 were identical to the wagons CIWL WR 4201-4218 (Nivelles; 1939-1940) and had lengths over pads of 23,452 mm, the distance between the axles of the bogies of 16,000 mm, the wheelbase of the bogie of 2,500 mm, the length of the chassis and distance over platforms of 22,200 mm, box length of 20,500 mm, country of 54,7 tf, 46 places, maximum speed of 100 km / h (later, after transformations, 140 km / h) and were equipped with brake Westinghouse combined with handbrake and Stone lighting fixture. Wagons C.I.W.L. WR 4.242, 4.243 and 4.249 were registered in the CFR park on September 17, 1943. The wagon WR 4.248 was part, on September 23, 1943, of the special train from Bucharest-Brăila Port, on the occasion of the visit to Brăila Port and to the Shipyard of Brăila a to the German delegation headed by Julius Heinrich Dormmüller (1869-1945), German Minister of Transport between 1937-1945 and General Manager of DRB (Deutsche Reichsbahn) from 1926-1945.

On November 11, 1943, on the occasion of the opening of the new Bucharest-Urziceni-Făurei railway line, the departure from the Bucharest North railway station was organized, at 8.30 am, by a special train that had 5 restaurant-cars, manufactured by ASTRA-. Arad in 1943, and two Pullman saloon cars. In the summer of 1948, the restaurant cars WR 4.243 and 4.246 circulated in the composition of the train Nr.31 / 32 on the Bucharest-Oradea relationship, the cars WR 4.242, 4.244 and 4.247 in the composition of the train No.21 / 202-201 / 22 Bucharest-Sighișoara- Arad, and the cars WR 4.245, 4.248 and 4.249 were in the reserve park.

After the Second World War, at the end of 1948, the CIWL restaurant wagons WR 4.245-4.249 were introduced, by the CIWL company, on the railway lines in Denmark (DSB), where the first three (WR 4.245-4.247) were in operation until 1963, and the last two (WR 4.248-4.249) until 1954. In 1951, CIWL restaurant wagons and wagons WR 4.242-4.244 were introduced on the Danish lines and two (WR 4.242 and WR 4,244) were in operation in 1951-1955 and one (WR 4,243) in 1951-1964. Thus, between 1951-1954, the entire series of 8 wagons CIWL restaurant WR 4.242-4.249, delivered by ASTRA-Arad, was operating on the Danish railway lines. They appeared, on the Padborg (German-Danish border) - Odense - Nyborg (Grand Belt / Store Baelte) relationship, in the composition of the "Nord Express" train that linked Paris from Scandinavia to the Paris-Nord-Liège-Cologne-Düsseldorf-Essen- Hamburg-Padborg-Odense-Nyborg-Copenhagen (1,312 km). Between 1973-1981, wagons CIWL WR 4.242, 4.245, 4.246 and 4.247 were in operation on the railways of the Netherlands (NS), where they were fitted as 51 84 88-50 014-2 (CIWL WR 4.242), 51 84 88-50 015-9 (CIWL WR 4,245), 51 84 88-50 016-7 (CIWL WR 4,246) and 51 84 88-50 017-5 (CIWL WR 4,247). They joined the international trains "Scandex" (Hoek



van Holland-Hannover) and "Nord-West Express". On April 25, 1998, the wagon CIWL WR 4,247 (ASTRA-Arad; manufacture 1943) was taken, from the CIWL company, by the Danish Railways Museum in Odense (Danmarks Jerbanemuseum, Odense).

And for the story of the Aradian wagon CIWL WR 4.247 to be even more beautiful, we must remember that the city of Odense (the "Sanctuary of Odin" in the old north), in the heart of Fyn Island, is also the birthplace of the writer Hans Christian Andersen. CIWL WR 4,249 (country-54 tons, maximum speed-140 km / h) was to be taken by the Dutch Railways Museum (Het Nederlands Spoorweg Museum) in Utrecht Maliebaan, where it was registered as «national railway monument »(Nationaal Register Railmonumenten, Status B) and is called the " Blue Romanian "(" Blauwe Roemeen ").

A third wagon, CIWL WR 4,243, was restored by the CIWL in 1977 to the workshops in Ostend and was part of the official nostalgic train that would mark, in 1987, the 150th anniversary of the commissioning of the operation. the first railway line in France on the Paris-Pecq (Saint Germain) relationship. Subsequently, the CIWL WR 4.243 wagon was sold to the tour company TEAG-Nostalgie Istanbul Orient Express. It is remarkable that in these series CIWL WR 4.242-4.249 (ASTRA-Arad; manufacture 1943) there are still these 3 cars, namely CIWL WR 4.243, 4.247 and 4.249.

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### Romania railway on Imperial Austrian railway maps – Collection Chris Elliott

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**A more recent map of the CFR and locally administrated lines**

**Thomas Cook is no more – Chris Elliott**

The news that on the 23rd September the UK’s longest serving holiday tour company had ceased trading hit the UK and world’s media with great concern.

It was back in 1841 that the young Thomas Cook organised his first tour by train from Leicester to Loughborough.

You then need to skip some years until Cooks, as it was known, entered into the European travel market and offered its well-heeled clients holidays in Europe with Thomas leading the groups. That soon involved booking them on to George Nagelmackers International Sleeping Car company’s trains which offered the luxury that these Cook’s elite passengers expected.

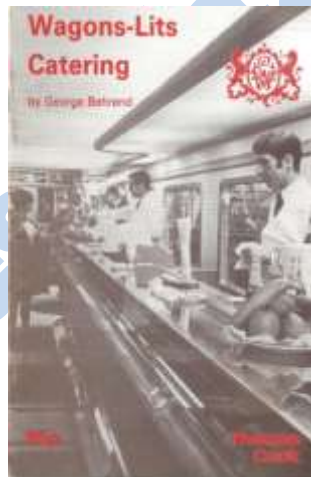
One needs to read the story in full and the writer had the luck to buy a copy of the book ‘The Romantic Journey’ by Edmund Swinglehurst a member of Cook’s team

It was in 1928 –1929(?) that Cooks was sold to CIWL, on the then retirement of Thomas and his son Mason. It was then requisitioned in 1942 by the war-time government in London as Cooks was considered as an enemy possession and absorbed into The British Transport Commission.

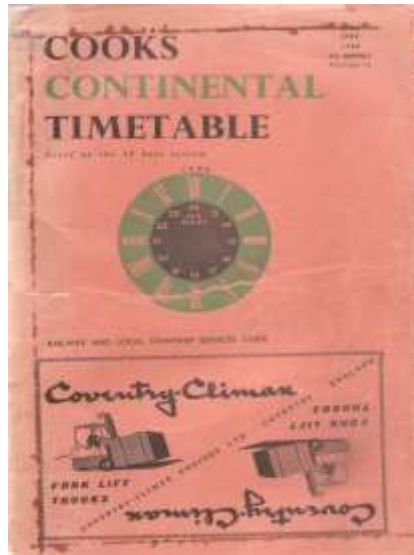
So for a number of years Cooks was part of CIWL. As an introduction to the CIWL sleeper cars, booklets were published, the Guide Bleu could be purchased from their branches in the High Streets of most sizeable towns in Britain until 1975. , the CIWL emblem, the gold WL was presented in the middle of the shop windows at least until the 1980s and even after Cooks’ retail facelift the ‘toothpaste’ logo was integrated into the door handle, which was admittedly more associated with CIWL’s tour and holiday business generally than any railway activities for about forty years longer.



The writer recalls buying 'Repas Bleu' meal and sleeping car tickets at Cook's head office in Berkeley Street just off London's Piccadilly in the late 1950s and then on arrival in Calais to see the very well dressed Cook's men.



These Cook's Men's photos were to found in the Cooks Continental railway timetable which was in itself an institution and very ably edited by JH Price



The autumn 2019 collapse of Cooks was due to a multitude of reasons and I am sure that Thomas if he were still with us today might have thought up some sort of rescue as he was extremely versatile and dreamt up some very ingenious ideas of attracting and keeping its clients

The story of the relationship between Cooks and CIWL is well worth reading in full; probably the best book to read is George Behrend's 'Grand European Expresses'.



The world of travel has changed through the years, buffeted by two world wars in Europe, and the latest changes have been brought about with the arrival of the internet, low cost airlines, hotel booking websites plus plus, but what is interesting is that, as often is the case, the wheel keeps on turning and the night trains that CIWL once operated are now returning to Europe!!

Thanks to Austrian Railways OBB

## Thomas Cook - snippets from the past

The book that we will review in our spring newsletter will be 'Night Train to Paris' by Manning Coles first published in 1952. The dedication reads 'To Jimmy Russell of Cook's - *The vagabond, when rich, is called a tourist*' and credited to P. Richard.

In the first few years after the end of World War Two there were severe currency restrictions for UK citizens visiting the continent and the only way to manage was to take the allowance of a five one pound notes plus Thomas Cook traveller's cheques.

In the story the main character an identical twin, after the death of his brother, decides to go to London from Paris to escape pursuit, but has a rather large amount of English pound notes so he asks his friend 'is there some rule I've forgotten' – the reply is 'I should consult Cook's'

The rest of the plot will be revealed in our next newsletter

Chris Elliott

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## CIWL cars reported as remaining in Austria, Czechia, Germany and Hungary – Brendan Martin, Bernhard Graf and Dirk Freilingsdorf

### Summary of former CIWL cars existing – existing as at February 2019

Countries	Cars	WL	WR	WSP	Fourgons	Others
Austria	17	10	5	1	-	1
Czech Republic	12	5	3	4	-	-
Germany	30	26	3	1	-	-
Hungary	11	1	4	-	-	-
Total	70	42	15	6	-	1

### Summary of former CIWL cars existing – existing as at December 2019

	Cars	WL	WR	WSP	Fourgons	Others
Austria	15	8	4	2		Akkulok
Czech Republic	11	5	4	1	1	
Germany	33	28	3	2		
Hungary	5	1	4			
Total	64	42	15	5	1	1

## List of cars in country and CIWL number order

Some cars may have been demolished but confirmation has not yet been confirmed. The WL AB30 and MU cars assigned to Germany are probably still owned by ÖBB but leased or hired to German tour train operators.

As always, the compiler would appreciate reader's comments and better details where known.



Owner	Preserved Original owner	Vre#	Renumbered as	Type	Country	Location/Operating base	Operation
OSK	CIWL	1881	992 050	WR	Austria	Strasshof, Wien	Unrestored
OEM/OBB	CIWL	1953		WL	Austria	Strasshof, Wien	
CIWL/ÖBB?	CIWL	2001		WL MUn	Austria	TS Simmering	Stored
CIWL/ÖBB?	CIWL	2002		WL MUn	Austria	TS Simmering	Stored
CIWL/ÖBB?	CIWL	2003		WL MUn	Austria	TS Simmering	Stored
CIWL/ÖBB?	CIWL	2004		WL MUn	Austria	TS Simmering	Stored
Brenner & Brenner	CIWL	3707	Salon Rouge	WR ex WL Y	Austria	Wien Heiligenstadt	Majestic Emperor? Nostalgiezug.at
Plasser & Theurer	CIWL	3834		WLY/Saloon	Austria	Strasshof museum	For sale/Demo?
Brenner & Brenner	CIWL	3913		WL Y	Austria	Strasshof, Wien	Stored
Swiss Trains - Christoph Bachmann	CIWL	4013		WSP	Austria	Inzersdorf	
Strasshof, Wien	CIWL	4032		WSP	Austria	Strasshof, Wien	Stored - further/re-restoration?
Unknown	CIWL	4251		WR	Austria	Wien	B&B Tours/charters?
CIWL	CIWL	4543		WL AB30	Austria		Demo? 2017
Unknown	CIWL	4600		WL UH	Austria	Lengenfelder NW Wien near Krems	Golf club
Wien Technische Museum	CIWL	11001		Akkulok	Austria	Schwechat museum	Exhibit
TBN	SSG	402		WR	Czech Republic	Usti nad Labem? Or Hradec Králové	'Project 149' vintage train
Wymann Museum/IFA-Museum TBN	SSG	403		WR	Czech Republic	Usti nad Labem?	'Project 149' vintage train?
Orient Express Train de Luxe Betriebs GmbH	CIWL	1283		Fourgon	Czech Republic	Ceske Velenice	NIOE etc
	CIWL	1996		WL	Czech Republic		'Project 149' vintage train
	CIWL	2069		WL	Czech Republic		'Project 149' vintage train
	CIWL	2304		WR	Czech Republic		'Project 149' vintage train
CD?	CIWL	3026		WL P	Czech Republic	Plzeň	Stored in depot
Orient Express Train de Luxe Betriebs GmbH	CIWL	3354		WR	Czech Republic	Ceske Velenice	NIOE etc
Orient Express Train de Luxe Betriebs GmbH	CIWL	4080		WSP	Czech Republic	Ceske Velenice	NIOE etc
Orient Express Train de Luxe Betriebs GmbH	SBB	4777		WL MU	Czech Republic	Ceske Velenice	NIOE etc

Orient Express Train de Luxe Betriebs GmbH	SBB	<b>4782</b>		WL MU	Czech Republic	Ceske Velenice	NIOE
Eisenbahn-Kurier Verlag Freiburg	CIWL	<b>783</b>	DESG 0783	WR	Germany	Stiftung Historischer Eisenbahnpark Niederrhein	Dumped not under cover but protected with sheeting
Eisenbahn-Kurier Verlag Freiburg	CIWL	<b>1700</b>	918 Mitropa	WR	Germany	Moers near Duisburg Stiftung Historischer Eisenbahnpark Niederrhein	Stored
Eisenbahnmuseum Bochum- Dahlhausen	CIWL	<b>1883</b>	921 Mitropa	WR	Germany	Bochum Museum	Exhibit/stored
Unknown	CIWL	<b>3593</b>		WL Y	Germany	Photos Teltow, Potsdam	ex dortior
Unknown	CIWL	<b>3733</b>		WL Y	Germany	Photos Teltow, Potsdam	ex dortior
Unknown	CIWL	<b>3739</b>		WL Y	Germany	Photos Teltow, Potsdam	ex dortior
Verein Verkehrsamateure und Museumsbahn e.V.	CIWL	<b>3893</b>		WL Y	Germany	Schoenberg Strand (Baltic coast)	Dortoir Movie 007 "From Russia with love"
ex DR	CIWL	<b>4011</b>		WSP	Germany	Chemnitz	Converted/demo?
BWR Waggonreparatur GmbH	CIWL	<b>4152</b>		WSP	Germany	Rastatt, Baden	Stationary - hospitality?
CIWL	CIWL	<b>4528</b>		WL AB30	Germany	TRI	Charters
NS?	CIWL	<b>4529</b>		WL AB30	Germany	MSM	Charters
NS?	CIWL	<b>4530</b>		WL AB30	Germany	MSM	Stored
NS?	CIWL	<b>4531</b>		WL AB30	Germany	MSM	Stored
NS?	CIWL	<b>4532</b>		WL AB30	Germany	MSM	Stored
NS?	CIWL	<b>4535</b>		WL AB30	Germany	MSM	Stored
NS?	CIWL	<b>4536</b>		WL AB30	Germany	MSM	Charters
OBB? TRI/ MSM/	CIWL	<b>4538</b>		WL AB30	Germany	DB Not zug 2019-11-23	Support coach
OBB?	CIWL	<b>4539</b>		WL AB30	Germany	Europe Endless Express	Charters
OBB? MSM/TRI	CIWL	<b>4541</b>		WL AB30	Germany	DB Not zug	Support coach
OBB?	CIWL	<b>4544</b>		WL AB30	Germany	BTEEx	Charters
NS?	CIWL	<b>4552</b>		WL AB30	Germany	MSM	Charters
OBB?	CIWL	<b>4553</b>		WL AB30	Germany	TRI	Charters
NS?	CIWL	<b>4554</b>		WL AB30	Germany	MSM	Stored
OBB?	CIWL	<b>4555</b>		WL AB30	Germany	TRI	Charters
OBB?	CIWL	<b>4557</b>		WL AB30	Germany	TRI	Charters
NS?	CIWL	<b>4558</b>		WL AB30	Germany	MSM	Stored
OBB?	CIWL	<b>4559</b>		WL AB30	Germany	MSM	Charters
exEETC	CIWL	<b>4792</b>		WL MU	Germany	MSM	Stored
exEETC	CIWL	<b>4793</b>		WL MU	Germany	MSM	Stored
exEETC	CIWL	<b>4794</b>		WL MU	Germany	MSM	Stored

exEETC	CIWL	4795		WL MU	Germany	MSM	Stored
exEETC	CIWL	4796		WL MU	Germany	MSM	Demo?
exEETC	CIWL	4832		WL MU	Germany	MSM	Demo?
MAV	CIWL	2094	MAV 3414	WR	Hungary	Budapest	
MAV?	CIWL	2167		WL	Hungary		
MAV	CIWL	2347		WR	Hungary	Budapest	Trips on mainlines
MAV	CIWL	2354	MAV 3773	WR	Hungary		Budapest AW Eszaki
MAV	CIWL	4252		WR	Hungary	Budapest	MAV Nostalgie

B T M 2019-12-04

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### CIWL in Miniature: An Overview of manufacturers of models of CIWL cars by Fred Van der Lubbe

There are many ways one can practice interest in CIWL. One of these is connected with the hobby of model-railways by running CIWL model trains or collecting models of CIWL cars. As you can see on my website <http://snCF231e.nl/> I do exercise my interest in CIWL in this way. I run CIWL trains (<http://snCF231e.nl/compagnie-internationale-des-wagons-lits-et-grands-express-europeens/>) and I made a picture catalogue (e-book) of CIWL related items in my modeltrain collection (<http://snCF231e.nl/ciwl-carriages-by-fredsmall/>). So I thought it might be of interest to write an overview of manufacturers of models of CIWL cars for the Amis des Wagons-Lits – Newsletter.

The model railway hobby is practiced in many parts of the world and model railway companies are also located around the world. Since CIWL was for a large part present in continental European one can expect that European modeltrain companies did make some CIWL items. Germany was and is the country where the largest and most modeltrain companies are located, but knowing the history of the CIWL connection with Germany one can imagine that not many CIWL models came from that country. I cannot avoid to mention that the largest modeltrain manufacturer Märklin not only made a small amount of, but what they made were in general incorrect, CIWL models. Happily, makers from other European countries, especially France, Switzerland and Italy, made a large quantity of CIWL models available.

In this overview I only include models that are made to a correct scale and are an attempt to represent a real CIWL type of car. So, toy-like, not-to-scale and tinplate-style models are not included here (but are included in my [e-book](#)). The overview, which lists model manufacturers by gauge from large to small, includes models made previously which might not be available in the market anymore and recent still available models. I do not pretend that this overview is complete. Further, any assessment of quality or scale accuracy is just my own opinion.

#### Gauge 1: 45 mm

Trains for this gauge are in general made to a scale of 1:32. Most of the CIWL models in this scale are made in small series and are generally costly to acquire.

#### *Amati*

This Italian manufacturer of kits, known for their kits of model ships, made a kit for an LX sleeping car. This product is notable for the realistic interior.



### **David Leech**

This Canadian builder of "Gauge One Passenger Cars -Designed to be Used" made models of a Fleche d'Or WP and WPC and an LX sleeper. These cars are made of aluminum and plastic and not very detailed, but correctly scaled.

### **Dottori**

This Italian model maker made 0-gauge CIWL cars for Fulgurex but also a very small amount of gauge 1 teak cars including a sleeper and a dining car.

### **J&M Models**

Fulgurex of Switzerland is known for their commission of high-end high-price models. In the eighties they had a range of CIWL cars made by J&M Models from England. Later J&M Models marketed these models under their own name. The models are made of metal with a plastic roof and have interior and interior lights. The range is quite large and includes an S-type and an LX sleeper, a restaurant car and Fleche d'Or, Etoile du Nord and Cote d'Azur Pullman cars including a Train Bleu Bar-Salon. Also 6-door fourgons and fourgon-trucks are made in several CIWL liveries.

### **Wunder**

The German maker Wunder Präzisionsmodelle GbR of very detailed metal models in gauge 1 and gauge 0 made a very costly set called Orient Express with type S sleeping cars, a WR and 6-door baggage cars. They are now also making models of the Fleche d'Or, Edelweiss & Gotthard-Pullman-Express.

### **LGB**

Mentioned and shown here is also the correct model of a narrow-gauge Golden Mountain Pullman car made by LGB of Germany; this is running on a gauge of 45 mm and to a scale of 1:25. Note that LGB made a couple of other models with CIWL lettering and advertised as for instance Orient Express. These cannot be considered models and are just toys.





### **Gauge 0: 32 mm**

Gauge 0 trains are made to a scale of 1:43.5 or 1:45. For this gauge quite a number of different manufacturers made CIWL cars, these cars are popular with collectors I assume. Of course, for this gauge many toy-like or tinplate style CIWL cars were made; since these cannot be recognized as model of a specific car type they are not included in this overview. Further there are or were modelmakers like for instance Pierre Griveaux that made fine-scale CIWL cars in single copies; these are in generally not available on the market.

### ***DH-Präzisionsmodelle***

This maker from Germany planned to make a series of brass and metal CIWL carriages which were supposed to be highly detailed. As far as I know the only car of the series actually made is the restaurant type.



### ***Darstaed***

Darstaed from Switzerland produced model and tinplate style trains. Their models of CIWL cars are highly acclaimed and fetch high prices whenever they are sold. Modelmakers like Jardel, Lottiaux and Rossi

cooperated with Darstaed. I do not know what type of cars were made and in what quantities. In any case I have seen an LX and a Cote d'Azur WP.

### ***Elettren***

The Italian Ravasini family is in their third generation and still manufactures CIWL cars. Starting with tinplate style they made model types thereafter. They make a large range of sleeping (type LX, S, ST, Y, Z), restaurant, Pullman (SdEx, EdN, FdO, CdA) and baggage cars (6 and 8 door and fourgon truck) which can all be seen on their website <http://www.elettren.it/>. The cars are correct to scale made of metal with plastic roofs, nicely detailed interior and interior lights. They have been marketed previously under the Fulgurex and later Lemaco brands but were always recognizable as Elettren products.

### ***Fulgurex***

Fulgurex had products made by various builders; Fulgurex products are generally brass or other metal. Sometimes they used only the brand Fulgurex and at other times the brand of the maker was also given. The 0-gauge Fulgurex CIWL range (of which the builder was FM from Korea) consisted of a WR, WPc FdO in 2 liveries and WL LX. Further a type P sleeper was made by the Asian company SHS for Fulgurex. These are cars with very good detailing, also in the interior and having lighted interior and even lighted table lamps for the WP and WR.

The German manufacturer Hübner made some 40 years ago for Fulgurex a type P and a type MU sleeping car, apparently also in a shortened version.

Further Dottori made for Fulgurex a range of teak CIWL cars which were nicely detailed and of which the outer walls were made of wood, giving a good impression of teak. This range included a WR, WS, WL and Fourgon, also available in blue and available with German ISG lettering. The WR with CIWL number 2419 has the correct interior for the Armistice car.

The picture shows a Fleche d'Or couplage with an Elettren WP at the left and a Fulgurex WPc at the right.



### ***MTH***

The American toy and model manufacturer MTH expanded his range to European trains and made a number of CIWL cars (and more or less matching locomotives) to a correct scale of 1:43.5 for 2-rail and 3-rail running. These cars have plastic bodies and have the looks of blown up Jouef H0 cars. They have interiors and interior lights. These cars are only available in sets of 5 cars, all wrongly named Orient

Express. The car types in the sets, with bleu, bleu/crème and brown/crème liveries, are: WL LX, WR, WP FdO, WPc CdA, 6-doors fourgon and fourgon-truck.

### **Munier**

Munier, a small French company, made an 0-gauge model of a more modern WR from 1950. These models could be had in kits to be painted and lettered and, as far as I know, also ready-made. This is an example of one of the 0-gauge products from more than 50 years ago, like trains from Fournereau, Biaggi, BLZ, GMP etc. that were advertised as scale models. The Munier model is indeed a model to scale even if not very detailed.



### **Westdale**

The English kit manufacturer Westdale made only one CIWL car model, but a prominent one. It is the only gauge 0 model of a type F sleeping car.



### **Gauge H0: 16.5 mm**

The largest number of manufacturers making CIWL cars did this for H0 gauge to a scale of 1:87. Also in H0 there are makers of toy-like trains, which are not included here. Some manufacturers only made a small number or even one CIWL item. Some made a large range. ACME, LS Models and HobbyTrain are considered nowadays as makers of the best detailed and state of the art (plastic) carriages models. An internet list of many if not all CIWL H0 models issued can be found [here](http://traintamarre.tassignon.be/inventaire_H0/inventaire_H0_new1.php?type=CIWL):

[http://traintamarre.tassignon.be/inventaire\\_H0/inventaire\\_H0\\_new1.php?type=CIWL](http://traintamarre.tassignon.be/inventaire_H0/inventaire_H0_new1.php?type=CIWL)

### **ACME**

ACME (or A.C.M.E.) is a fairly recent Italian maker of H0 modeltrains of in general Italian prototypes. They make correctly scaled and nicely detailed plastic models of more modern CIWL sleeping cars like the MU and U Hansa sleeping cars in various correctly liveried versions.

### **Altaya**

Altaya is a publishing company that issues collectible items and associated booklets. They issued two Orient Express sets (modeltrains and booklets), one from 1910 and one from 1929, which were made in China. The 1910 train had cars that were copies of the Trix teak style cars while the 1929 train was a carbon copy of RivaRossi products.

### ***Bemo***

Bemo is known for their narrow-gauge railway items. They made models of the 4 cars with number 103-106 of the MOB Golden Mountain Pullman to a scale of 1:87 but running on a gauge of 12 mm. These are accurate and well detailed plastic models.

### ***Electrotren***

This Spanish brand is now owned by Hornby International and as such issues CIWL cars in Spanish liveries. Further, on request of author Javier Aranguren of the Spanish book on luxury trains "Coches camas, restaurantes y salones en los ferrocarriles de la península" Electrotren made a model of the 4-wheel Spanish Fourgon with number 1259, a wooden Spanish baggage car from 1926 used for CIWL supplies. This model was made for the introduction of the mentioned book and as far as I know not available for sale or presented in the Electrotren catalogue, definitely a collectors' item.

### ***France Trains***

A large range of plastic CIWL cars in H0 was made by France Trains, a company that existed between 1969 and 1981. These cars are, for the period they were made, nicely detailed and had correct scale proportions and correct lettering. The range included sleeping, restaurant and Pullman cars of various types and some specials like correct models of Transatlantique cars in CIWL livery.

### ***Heris***

The German model train company Heris has announced a number of CIWL items. As far as I know the only product delivered was a Type P sleeping car in various liveries. This plastic model is nicely detailed and good to scale, but has questionable colors, the Type P issued later by LS Models has better looks.

### ***HobbyTrain***

Recently HobbyTrain/Lemke issued highly detailed CIWL teak cars in sets with a sleeping car, restaurant car and 3-axle fourgon. These plastic cars are very detailed with nicely detailed multi-color interior and correctly scaled down and with a correct livery.



### ***Hornby International***

Hornby International is the owner of a number of brands of formerly independent H0 train firms like Electrotren, Jouef, Lima and RivaRossi. A number of former RivaRossi and Jouef CIWL cars are now distributed by them via these various brands.

### ***Jouef***



Jouef, now a brand of Hornby International, made during its lifetime CIWL cars from toys to models. From 1983 they made a WR, WL type Y and WP EdN that were correct in scale and lettering. Later they made some cars using ex-France Trains tooling and 10 years later some even more detailed models like a WP and WPc EdN which are good enough to be mixed and matched with contemporary LS Models cars.

### ***Liliput***

The Austrian company Liliput made, like other makers with a long lifetime, various generations of CIWL cars. Their last made and now some 20 years old Orient Express teak car set consists of nicely detailed and correctly scaled and lettered cars with interior and interior lights; their previous products, including a model of the Armistice WR 2419 are a bit coarse for the modern taste.

### ***LS Models***

LS Models CIWL cars are considered the best there is in H0 gauge. LS Models has a large, but not yet complete, range of cars. They were first to make a correct Type F sleeper model in H0 gauge but still missing from the range is an LX sleeper. The research on models they make proves to be very good. The models not only look good but are correct to scale with correct details and livery, they are however not cheap, prices are at the top of the market for plastic cars. LS Models issues various versions of the same cars with correct liveries for the different periods. The distributor Models World sells some special issues of LS Models products, some of these in sets.

### ***Märklin***

A long living company as Märklin has of course made some CIWL cars in their history. The current reasonably correct models they market are based on already 30 years old tooling made by Trix. These models of teak sleeping, restaurant and baggage cars are re-issued often but are certainly not up to the current standard in their looks. Technically they are however not outdated with LED interior lights. One would expect something better from the market leader.

### ***PMP***

PMP started making H0 trains in 1945. They introduced a large range of nice tinsplate scale-length passenger cars between 1951-1960 amongst others in CIWL livery. Although not a recent product they deserve a place in this overview since they are correctly scaled models with correct livery and certainly not toy-like. For those not interested in plastic H0 models the PMP models are a good choice.

### ***Pocher***

The Italian company Pocher is known for making realistic plastic H0 models already in the fifties. They made a couple of CIWL models, some better to scale than others; their type P sleeping car has been for many years the only reasonably model of this car type. Their most interesting model is the Armistice restaurant car 2419.

### ***Rateau***

Rateau made tinsplate passenger cars also in CIWL colors in a shortened and in a full-length version. The full-length version was, with JEP couplers, sold by JEP and is not unlike the PMP CIWL cars.

### ***Revell***

Revell made a plastic kit in H0 for a WR and a WP. These kits include interior and CIWL decals; it is an all plastic kit so I do not know about the running possibilities. This kit and the Jouef WR and WP seem to be based on the same tooling.

### ***Roco***

The Austrian company Roco makes models based on prototypes from many countries, but made only one CIWL item. Their U Hansa sleeping car is a nicely detailed scale model which is only available in a set of four cars.

### ***RivaRossi***

At the end of the seventies the Italian modeltrain company RivaRossi introduced a new series of CIWL cars; they had previously issued an MU and P type sleeper that were not exactly to 1:87 scale. These new cars were at that time highly praised and for good reason. The cars look very good with nice detailing, very good livery and interior with interior light. During the following years new CIWL models were added to the range which expanded to a very large range also including different versions of the same car type. Until LS Models came along RivaRossi CIWL cars were the top and they still are more than acceptable.

### ***RMA***

RMA started as a large layout, then a shop and distributor and finally a manufacturer; the history ran from 1951 - 1992. They made a large range of passenger cars, both in kit as well as ready to run, including CIWL cars like FdO and SudExpress Pullman cars in many versions and a WL type T2. The cars are correct to scale and do resemble the France Trains models; the ranges of the CIWL cars of these two companies are almost complementary. Their fourgon truck is one of the most sought-after RMA models.

### ***SMCF***

Cast bronze was the material for which SMCF passenger cars are famous. These cars are very heavy and were made between 1950 and 1960. The range included a CIWL WL type Y and WR which are correct in scale and acceptable in livery.

### ***TRAM***

Some of the France Trains cars were, after the demise of France Trains, marketed for a short period with the brand-name TRAM.

### ***Trix***

Trix made a couple of teak cars in the eighties including a baggage car, WL and WR. These cars were nicely detailed and correctly scaled and had interior and interior lights; they were then greeted with enthusiasm. The tooling of these cars was endlessly re-used by Trix and later Märklin in various liveries.

### ***Wabu***

The Fleche d'Or fourgon truck has been overlooked by most of the H0 manufacturers. This might have to do with the special tooling needed to produce this car. The small Swiss company Wabu made a model of the fourgon truck in small series of which the frame is plastic and the body is brass.



### **Gauge N: 9 mm**

Models to this gauge are to a scale of 1:160. Some manufacturers that make H0 as well as N gauge trains issued (part of) their range of H0 CIWL cars also for gauge N. RivaRossi, HobbyTrain, LS Models and Trix (under the name Minitrix) have such a gauge N CIWL range. These cars are of course smaller and a bit less detailed but in general have the qualities of their H0 gauge counterparts.

### **Arnold**

Arnold, known for their N gauge models, is now a brand owned by Hornby International and under that brand gauge N CIWL cars based on the former RivaRossi gauge N tooling are sold.

### **Kato**

Kato Precision Railroad Models is, since 1957, a Japanese manufacturer of model railway equipment in N and HO gauges. In HO they do not make any CIWL cars, but in N gauge they make a series of cars which are mostly sold in sets like a Train Bleu or Orient Express. Their models (including various sleeping, restaurant, Pullman and baggage cars) are very good to scale and have correct livery.

### **Gauge Z: 6.5 mm**

In this gauge, which uses a scale of 1:220, only one or two CIWL items are made, as far as I know.

### **Märklin**

Märklin made a Z gauge trainset being a model of the "Nostalgie Istanbul Orient Express" consisting of an LX sleeper and a WP, WR (or WPC) and an F. To complete this train a set of 3 additional WL LX cars with different running numbers were made. In contrast to their H0 CIWL items, these small cars are correctly scaled and detailed with regard to their small size.

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## **Carrozze di Lusso CIWL ... A che punto siamo? – Francesco Bochiccho**

### **CIWL LUXURY CARRIAGES ... WHERE ARE WE?**

Dopo le mirabili novità annunciate nella Fiera di Norimberga d'inizio 2019, c'è molta attesa per la consegna delle nuove carrozze CIWL da parte di *Hornby*, *Acme* e *LS Models*.

Alla fine del mese di settembre del 2019, si è svolto il più importante appuntamento modellistico italiano: l'*Hobby Model Expo di Novegro*, un'ottima occasione per noi appassionati dei mitici treni della Compagnie Internationale Des Wagons-Lits di poter ammirare le ultime novità modellistiche. Oltre al già discusso *Simplon-Orient-Express* di *Marklin/Trix*, presentato con entusiasmo nel mese di agosto, sono state presentate numerose carrozze di lusso presentate da *LS Models*.

After the wonderful innovations announced at the Nuremberg Fair in early 2019, there is much anticipation for the delivery of the new CIWL carriages by Hornby, Acme and LS Models.

At the end of September 2019, the most important Italian modelling event took place: Novegro's Hobby Model Expo, an excellent opportunity for us fans of the legendary Compagnie Internationale Des Wagons-Lits trains to be able to admire the latest news modelling. In addition to the already discussed Märklin / Trix Simplon-Orient-Express, presented with enthusiasm in August, numerous luxury cars presented by LS Models were presented.

Spicca nella fiera, la *Voiture-Pullman* classe Côte d'Azur n°4161<sup>1</sup>, consegnata da parte di LS Models appartenente al lotto di tre vetture (4151-4161-4163) modificate con l'aggiunta dei condizionatori Stone e i carrelli Schlieren per entrare in composizione al treno rapido francese *Mistral*. L'articolo LS99121 è stato proposto in versione Epoca IV-V quando la carrozza era stata immatricolata dalla *MittelTorgauBahn* con i treni d'agenzia. La carrozza si presenta molto bene, con il tetto a botte verniciato in grigio metallizzato, e la marcatura UIC.

The *Voiture-Pullman Côte d'Azur Class No. 4161* stands out in the fair, delivered by LS Models belonging to the lot of three cars (4151-4161-4163) modified with the addition of Stone conditioners and Schlieren bogies to enter into composition of the French fast train *Mistral*. The article LS99121 was proposed in Epoch IV-V version when the carriage had been registered by *MittelThurgauBahn* with the agency trains. The carriage looks very good, with the barrel-vaulted roof painted in metallic grey, and the UIC marking.



Inoltre, abbiamo avuto modo di entrare in contatto con alcune interessanti confezioni di partenza sempre di LS Models in collaborazione con il distributore italiano Pi.R.A.T.A. che riguardano il famoso AutoCuccette Parigi – Milano – Brindisi. La prima confezione ha il codice PI99110, e si compone di una *Voiture-Lits* Classe Yb 3878<sup>2</sup> (Ansaldo) e del carro TA 60 HZf, in livrea azzurra con la scritta STVA in giallo, ottima qualità e funzionamento. La seconda confezione è la PI99111 e si compone di una *Voiture-Lits* Classe P 4552<sup>3</sup> (Ansaldo) e del carro TA 60 HZf.

Furthermore, we were able to get in touch with some interesting starter packs, again from LS Models in collaboration with the Italian distributor Pi.R.A.T.A. concerning the famous AutoCuccette Paris - Milan - Brindisi. The first package has the code PI99110, and consists of a *Voiture-Lits* Classe Yb 3878 (Ansaldo) and the TA 60 HZf wagon, in blue livery with the word STVA in yellow, excellent quality and operation. The second package is the PI99111 and consists of a *Voiture-Lits* Classe P 4552 (Ansaldo) and the TA 60 HZf ..

La terza confezione PI99112 si compone di una *Voiture-Restaurant* 3356<sup>4</sup> (EIC) con carrelli PPs e a sua volta un altro carro TA 60 HZf. Annunciate alla fiera di Norimberga, verranno distribuite con il codice PI9900 la quarta uscita per riprodurre il treno, composto da due *Voitures-Lits* Classe S e Classe Z, ambientabili in Epoca III. Attendiamo l'uscita di questi start-set importanti.

<sup>1</sup> Gérard Coudert/Maurice Knepper/Pierre-Yves Toussirot, *La Compagnie Des Wagons-Lits*, La Vie du Rail, 2010, pp. 303

<sup>2</sup> Gérard Coudert/Maurice Knepper/Pierre-Yves Toussirot, *La Compagnie Des Wagons-Lits*, La Vie du Rail, 2010, pp. 206

<sup>3</sup> Gérard Coudert/Maurice Knepper/Pierre-Yves Toussirot, *La Compagnie Des Wagons-Lits*, La Vie du Rail, 2010, pp. 212

<sup>4</sup> Gérard Coudert/Maurice Knepper/Pierre-Yves Toussirot, *La Compagnie Des Wagons-Lits*, La Vie du Rail, 2010, pp. 262



The third package PI99112 consists of a Voiture-Restaurant 3356 (EIC) with PPs carts and in turn another TA 60 HZf bogey. Announced at the Nuremberg fair, the fourth will be distributed with the code PI9900 to reproduce the train, composed of two Class S and Class Z Voitures-Lits, set in Epoch III. We await the release of these important starter-sets



#### **UN PARTICOLARE TRENO D'AGENZIA CIWL**

**Viaggi di lusso in scala 1:87 Luxury trips in 1:87 scale**

#### **A PARTICULAR TRAIN FROM THE CIWL AGENCY**

E' un'uggiosa mattina di novembre sulla linea direttissima Bologna – Firenze, e gli appassionati sono giunti qui da tutta la Toscana, per assistere ad un evento speciale. Questa linea ferroviaria, inaugurata nel lontano 1934, fu considerata per molti anni, un autentico prodigio dell'ingegneria ferroviaria, che permetteva ai treni italiani di poter facilmente superare la catena montuosa dell'Appennino per raggiungere Firenze e Roma.

*It is a sunny November morning on the Bologna - Florence direct line, and fans have come here from all over Tuscany to attend a special event. This railway line, inaugurated way back in 1934, was considered for many years, a veritable prodigy of railway engineering, which allowed Italian trains to easily overcome the Apennine mountain range to reach Florence and Rome.*



Siamo in attesa di un importante treno da agenzia proveniente dalla Svizzera diretto verso Roma, composto di carrozze di lusso costruite tra gli anni '20 e '30 dalla vecchia *Compagnie Internationale des Wagons-Lits*. Il convoglio è organizzato esattamente come un albergo ed è progettato per sopportare lunghi viaggi che possono durare anche più di quattro o cinque giorni, con ogni tipologia d'intrattenimento e di servizio necessario per i clienti che decidono di viaggiarci sopra.

*We are waiting for an important agency train from Switzerland bound for Rome, composed of luxury carriages built between the 1920s and 30s by the old Compagnie Internationale des Wagons-Lits. The convoy is organized exactly like a hotel and is designed to withstand long journeys that can last more than four or five days, with every type of entertainment and service necessary for customers who decide to travel on it.*

Il progetto per costituire questo importante treno da agenzia è nato intorno al 2016 quando Francesco Bochicchio, una volta completata la composizione del *Venice Simplon-Orient-Express* in scala 1:87, ebbe l'intenzione di creare un treno di lusso completamente nuovo. Il nuovo treno d'agenzia, completato nel 2019, non è soltanto il frutto della fantasia di un giovane ragazzo appassionato dei treni della *Compagnie Internationale des Wagons-Lits*, ma risponde anche al desiderio d'includere all'interno di un'unica composizione le carrozze più iconiche di tutta la storia della *CIWL*. Ecco finalmente entrare il treno d'agenzia nella stazione di Vernio, appena dopo l'uscita Sud della *Grande Galleria dell'Appennino*, composto da ben 17 carrozze con alla testa la locomotiva elettrica italiana E.636.117.

*The project to form this important agency train was born around 2016 when Francesco Bochicchio, once the composition of the Venice Simplon-Orient-Express in 1:87 scale was completed, had the intention of creating a completely new luxury train. The new agency train, completed in 2019, is not only the result of the imagination of a young train enthusiast of the Compagnie Internationale des Wagons-Lits, but also responds to the desire to include within a single composition the most iconic carriages in the entire history of the CIWL. Here the agency train finally enters the station of Vernio, just after the southern exit of the Grand Gallery of the Apennines, composed of as many as 17 carriages with the Italian electric locomotive E.636.117 at the head.*



Spicca subito all'occhio dei fotografi la *Voiture-Salon-Bar* 4160<sup>5</sup>, modificata insieme ad altre due *Voiture-Pullman* classe *Côte d'Azur* (4162, 4164) nel 1951 per entrare in composizione al *Train Bleu* Calais – Paris – Ventimiglia – Sanremo. Il modello, costruito da *Hornby – Rivarossi*, è stato illuminato e arredato esattamente come le carrozze impiegate tra il *Canale della Manica* e la *Riviera francese*.

*The Voiture-Salon-Bar 4160 immediately stands out for the photographers, modified together with two other Côte d'Azur Class 4 (4162, 4164) Voiture-Coaches in 1951 to enter the composition at the Train Bleu Calais - Paris - Ventimiglia - Sanremo. The model, built by Hornby - Rivarossi, was illuminated and furnished exactly like the carriages used between the English Channel and the French Riviera.*

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<sup>5</sup> Gérard Coudert/Maurice Knepper/Pierre-Yves Toussirot, *La Compagnie Des Wagons-Lits*, La Vie du Rail, 2010, pp. 303





Un'altra fotografia mostra una sezione molto interessante del treno d'agenzia di Francesco Bochicchio, ovvero tre classi di carrozze-letti diverse. A destra, c'è la *Voiture-Lits* 3651 Classe Z<sup>6</sup>, consegnata nel 1930 da parte delle *Officine Reggiane* (Reggio Emilia); seguita dalla *Voiture-Lits* Classe Yb 3878<sup>7</sup> (Ansaldo), modificata appositamente con l'eliminazione delle vecchie cabine e l'adozione di quattro *suites* di prima classe; infine, fa capolino la *Voiture-Lits Grand Luxor* Classe Lx 3473<sup>8</sup> (Birmingham), costruita nel 1929, oggi facente parte del *Venice Simplon-Orient-Express*.

*Another photograph shows a very interesting section of the agency train by Francesco Bochicchio, or three classes of different sleeping cars. On the right, there is the Voiture-Lits 3651 Class Z, delivered in 1930 by the Officine Reggiane (Reggio Emilia); followed by the Voiture-Lits Classe Yb 3878 (Ansaldo), specially modified with the elimination of the old cabins and the adoption of four first-class suites; finally, the Voiture-Lits Grand Luxor Class Lx 3473 (Birmingham) peeps out, built in 1929, today part of the Venice Simplon-Orient-Express.*

<sup>6</sup> Gérard Coudert/Maurice Knepper/Pierre-Yves Toussiro, *La Compagnie Des Wagons-Lits*, La Vie du Rail, 2010, pp. 194

<sup>7</sup> Gérard Coudert/Maurice Knepper/Pierre-Yves Toussiro, *La Compagnie Des Wagons-Lits*, La Vie du Rail, 2010, pp. 206

<sup>8</sup> Gérard Coudert/Maurice Knepper/Pierre-Yves Toussiro, *La Compagnie Des Wagons-Lits*, La Vie du Rail, 2010, pp. 201





Alla stazione del Vernio, ecco fare capolino la sezione centrale del convoglio, composto da ben quattro Voitures-Pullman<sup>9</sup> Classe Côte d'Azur, costruite nel 1929 da E.I.C..

*At the Vernio station, the central section of the convoy peeps out, made up of four Voitures-Pullman Classe Côte d'Azur, built in 1929 by E.I.C ..*

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<sup>9</sup> Gérard Coudert/Maurice Knepper/Pierre-Yves Toussiro, *La Compagnie Des Wagons-Lits*, La Vie du Rail, 2010, pp. 303



Figura nel treno d'agenzia una carrozza d'eccezione: la *Voiture-Pullman Classe Côte d'Azur 4163*<sup>10</sup>, equipaggiata nel 1965 con i carrelli *Schlieren* e i condizionatori *Stone* per il famoso treno rapido *Mistral*, entrata a far parte della scenografia del film *Assassino sull'Orient-Express* (1974).

*The Voiture-Pullman Classe Côte f d'Azur 4163 figures in the agency train an exceptional carriage:, equipped in 1965 with the Schlieren bogies and the Stone air conditioners for the famous Mistral fast train, which entered the scene of the movie Murder on the 'Orient-Express (1974).*



<sup>10</sup> Gérard Coudert/Maurice Knepper/Pierre-Yves Toussiro, *La Compagnie Des Wagons-Lits, La Vie du Rail*, 2010, pp. 303



Piccolo confronto tra le due *Voiture-Pullman* con Cucina<sup>11</sup>, Classe Côte d'Azur 1929, unità 4146 (a destra) e 4141 (a sinistra), costruite da E.I.C, che costituiscono la sezione salone e ristorante centrale, definite da Gérard Coudert come le più belle e le più spaziose fra le *Pullman CIWL* costruite. Iniziarono la loro carriera sul treno *Côte d'Azur Train Rapid*, Parigi – Ventimiglia.

*A small comparison between the two Voiture-Pullman with Kitchen, Classe Côte d'Azur 1929, unit 4146 (right) and 4141 (left), built by E.I.C, which constitute the central salon and restaurant section, defined by Gérard Coudert as the most beautiful and the most spacious among the CIWL Pullman built. They began their career on the Côte d'Azur Train Rapid train, Paris - Ventimiglia.*



Nella stazione del Vernio, ecco la *Voiture-Restaurant* 3348 Classe 1925<sup>12</sup> costruita da E.I.C. nel 1928, con 56 posti a sedere<sup>13</sup>.

*In the Vernio station, here is the Voiture-Restaurant 3348 Class 1925 built by E.I.C. in 1928, with 56 seats.*

<sup>11</sup> Gérard Coudert/Maurice Knepper/Pierre-Yves Toussiro, *La Compagnie Des Wagons-Lits*, La Vie du Rail, 2010, pp. 303

<sup>12</sup> Gérard Coudert/Maurice Knepper/Pierre-Yves Toussiro, *La Compagnie Des Wagons-Lits*, La Vie du Rail, 2010, pp. 262

<sup>13</sup> Gérard Coudert/Maurice Knepper/Pierre-Yves Toussiro, *La Compagnie Des Wagons-Lits*, La Vie du Rail, 2010, pp. 263



Dettaglio del *Couplage Pullman Côte d'Azur 1929*, con il cartello della Stazione del Vernio.

*Detail of the Couplage Pullman Côte d'Azur 1929, with the sign of the Station of the Vernio.*



Il treno prosegue poi la sua corsa verso Firenze, lungo l'Appennino Tosco-Emiliano.

*The train then continues its journey towards Florence, along the Tuscan-Emilian Apennines*





Piccolo dettaglio del *Fourgon CIWL 1263M*<sup>14</sup>, il primo della Classe *Orient-Express* costruito nel 1928 da parte di *Metropolitan*. Il *Fourgon 1263M* ha uno scopo preciso all'interno del treno d'agenzia: vado docce per il personale, inizialmente non previste, dormitorio per il personale e cambusa per la *Voiture-Restaurant*.

*Small detail of the Fourgon CIWL 1263M, the first of the Orient-Express class built in 1928 by Metropolitan. The Fourgon 1263M has a specific purpose within the agency train: for showers for the staff, initially not provided, dormitory for the staff and galley for the Voiture-Restaurant.*

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<sup>14</sup> Gérard Coudert/Maurice Knepper/Pierre-Yves Toussiro, *La Compagnie Des Wagons-Lits, La Vie du Rail*, 2010, pp. 328







Amis des Wagons-Lits



Amis des Wagons-Lits





Dettagli del transito del treno d'agenzia di Francesco Bochicchio in *Direttissima*, con i particolari delle varie carrozze nel convoglio.

*Details of the transit of the agency train by Francesco Bochicchio in Direttissima, with details of the various carriages in the train.*



Ecco una carrozza molto particolare, la Carrozza Servizi-Crociera 4013<sup>15</sup>, una ex *Voiture-Pullman Classe Flèche d'Or*, modificata a Milano nel 1968 con l'adozione di cabine letto per il personale, vano docce a disposizione dei passeggeri e un locale di lavanderia.

*Detail of a very particular carriage, the Carrozza Servizi-Crociera 4013, a former Voiture-Pullman Classe Flèche d'Or, modified in Milan in 1968 with the adoption of sleeping cabins for staff, a shower room available for passengers and a room for laundry.*

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<sup>15</sup> Renzo Perret, *Le Carrozze Pullman*, Edizioni Elledi, 1982, pp. 106





Il treno d'agenzia in transito nella stazione di Vaiano, e poi altre immagini tratte in piena linea.

*The agency train in transit in the Vaiano station, and then other images drawn in full line.*







"Ringrazio I soci dell'Associazione Fermodellisti Pratesi per avermi concesso l'opportunità di utilizzare il mio treno d'agenzia sul loro magnifico plastico"

Open the following video hyperlink <https://youtu.be/oYFGxL3xfE> to see the model in all its glory.

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**The AZAFT train -Tren Azul - departs to the wine region of Rioja - Juan Delgado Luna**

**El tren AZAFT -Tren Azul - parte hacia la región vinícola de Rioja**



Our correspondent Juan Delgado Luna sent us a selection of photographs he took during the recent trip from AZAFT's base at Casetas just west of Zaragoza to Haro in the heart of the Rioja wine growing region. Apart from the three Postal Vans there were four CIWL cars WR 2747, WR 3567, WL4648 and WL 5423 92 71 69-40 759-4 and Renfe car N° ZZ-1601.

The train was hauled by ASA's diesel loco 2150

Nuestro corresponsal, Juan Delgado Luna, nos envió una selección de fotografías que tomó durante el reciente viaje desde la base de AZAFT en Casetas, al oeste de Zaragoza, hasta Haro, en el corazón de la región vinícola de Rioja. Además de las tres furgonetas postales, había cuatro coches CIWL WR 2747, WR 3567, WL4648 y WL 5423 92 71 69-40 759-4 y el coche Renfe N° ZZ-1601.

El tren fue transportado por el diesel loco 2150 de ASA



A compartment in WL 4648

Nuestro corresponsal Juan Delgado Luna

Un compartimento en WL 4648

Our Correspondent Juan Delgado Luna



A taste of how the wine was transported back in the year 1863

Una muestra de cómo se transportó el vino en el año 1863

The inscription on the locomotive reads

**150 Aniversario de la inauguración del Ferrocarril**

**Miranda de Ebro – Haro**

**13 de Mayo 1863- 2013**

The inscription on the Wine Barrel Wagon reads

**Foudre**

**Cuba de roble Francés**

**Utilizado durante la época de la**

**Filoxera (1867 – 1903)**

**Para transportar el vino de la Zona de**

**Haro a Bordeaux**

The inscription on this French 'Wagon Foudre' is of particular interest as states that Spanish Rioja wine was transported to Bordeaux at the time of the Philoxera disease

The 'Treno de Vino' is slowly backed into the Haro Platform ready for its return journey to Casetas





**All photographs were taken and details were supplied by Juan Delgado Luna**

Todas las fotografías fueron tomadas y los detalles fueron suministrados por Juan Delgado Luna  
In the previous Newsletter (No.3) Juan Delgado Luna kindly supplied many pictures from his collection, some regrettably were incorrectly described and attributed to the correct owner, for which as editor we offer our apologies, but we understand Juan will be pleased to provide more details to readers if they contact him – his e-mail address is [tafter3005tt@yahoo.es](mailto:tafter3005tt@yahoo.es)

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#### **CIWL Blue Guide 1939 – Collection Chris Elliott**

Once again our Blue Guide strikes a momentous time in European politics

Austria no longer an independent country absorbed into The Third Reich on the 12<sup>th</sup> March 1938

The map shows the extent of Germany, little did anyone realise then that in a little less than ten years Germany would have been reduced to the Bundesrepublik Deutschland in the west, the Deutsche Demokratische Republik in the East and Austria back as an independent country albeit under occupation and divided into four zones

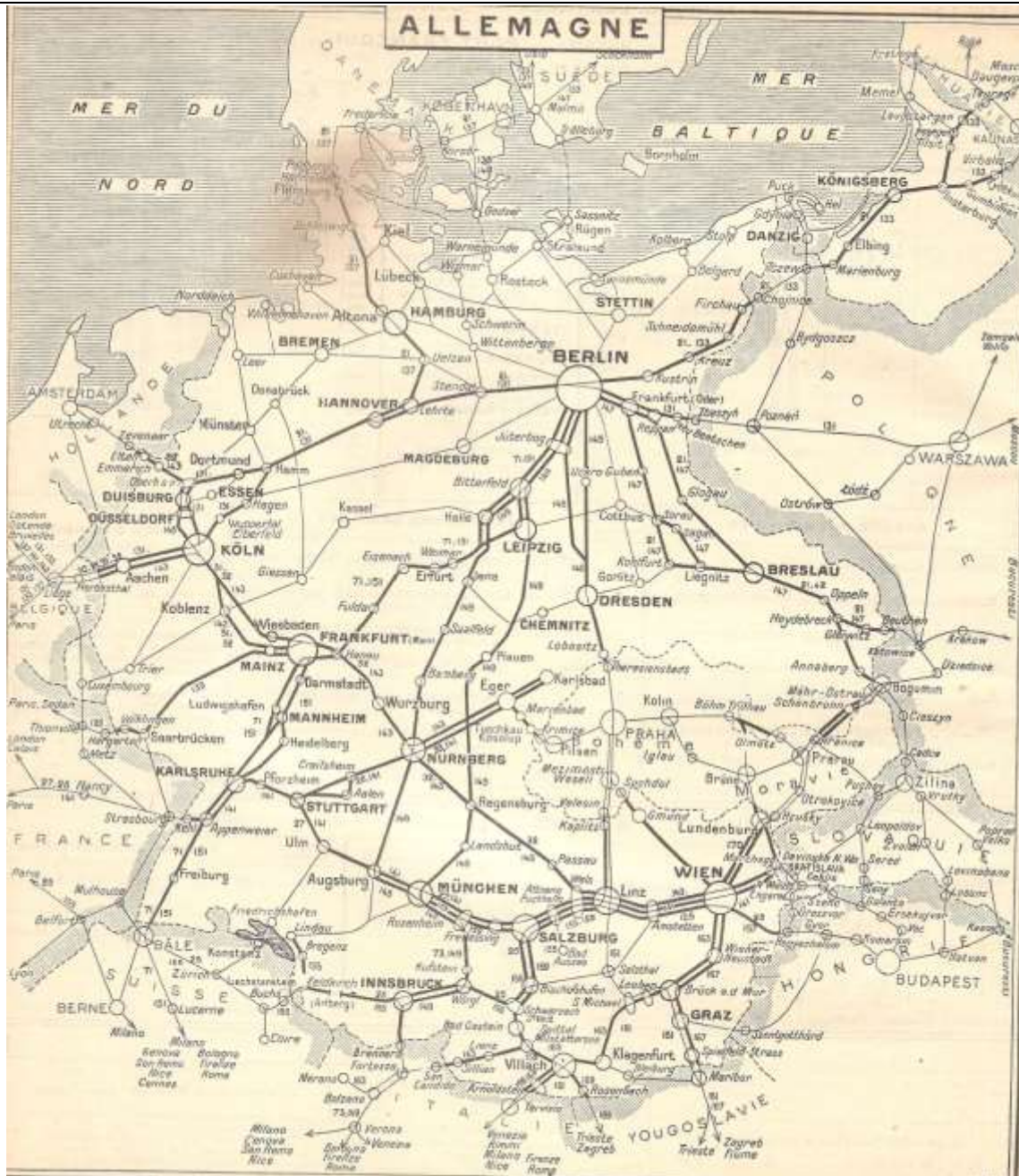
That part of Czechoslovakia known pre-war as Bohemia and Moravia was back inside the Czechoslovakian Republic from mid-1945 and destined to be on the wrong side of the Iron Curtain until 1989.

The principal CIWL international expresses listed in 1939 then were

Berlin–Istanbul–Berlin, Berlin-Breslau-Wien-Berlin, Berlin–Bucuresti-Berlin,

Berlin-Budapest-Berlin, Berlin–Daugavpils-Berlin, Berlin-Riga-Berlin,

Berlin-Athens-Berlin, Berlin-Nice-Berlin, Berlin-Cannes-Berlin, Berlin-Rome-Berlin



### DVD Berlin Express – Chris Elliott

Made in 1948 and like many films of that time in black and white, it captures well the railway scenes

A glimpse of a CIWL WR, not a genuine number 9280 but very good shots of the rolling stock of the time. Steam all of the way a mixed collection mostly German

The plot is a simple; a kidnap and assassination of Dr Bernhardt the German Peace Campaigner

A powerful reminder the even after the defeat of Nazi Germany there were Germans who did not accept their defeat and planned a new Germany based on the resurrection of the Nazis

Perhaps what is most interesting are the shots of Frankfurt/Main and Berlin just a couple of years after the end of the War. Ruins made starker yet again by being just in black and white.



Running time approx. 86 minutes and as you would expect available from [www.amazon.co.uk](http://www.amazon.co.uk)

**The dining car with the number WR 4252 is 100 years old. The role of dining cars in the history of the Hungarian railway - DR. GYÖRGY LOVÁSZ**

DR. GYÖRGY LOVÁSZ Transport systems engineer Liberatus Hungary Kft.





**DR. LOVÁSZ GYÖRGY**  
okleveles közlekedésmérnök  
Liberatus Hungary Kft.

## 100 éves a WR 4252 pályaszámú étkezőkocsi. Az étkezőkocsik szerepe a magyar vasút történetében.

**Csúszfóhéj**

A Vasútgépészeti Közösség figyelmébe küldi és megköszönjük a magyar vasút és a járműépítés körében a 100 éves kora megítélését a MÁV Hístorikus Múzeumának gondos munkája eredményeképpen megvalósított nyilvános járművetek kiállítását. A 2014-ben szervezett események keretében egyike a 100 éves a WR 4252 pályaszámú étkezőkocsi, amely a szerző, a XIX. század utolsó harmadában Európa szinte minden országában megjelent, mára már szinte teljesen eltűnt típusú járművet mutat meg az érdeklődőknek.

A WR 4252-es szériás pályaszámú járművet valóban sokan várták, Dr. Heller György – még a szerző barátjának is – írásai alapján a jármű történetéről és a korból felépült a szerzők közötti barátság. A szerzők közötti barátság a szerzők közötti barátság, Jacques STREBELLE és Philippe ALOYOL, a szerzők segítségére álltak.

**DR. GYÖRGY LOVÁSZ**  
Ingénieur des systèmes de transport  
Liberatus Hungary Kft.

**Le centenaire de la voiture restaurant WR 4252. Le rôle des voitures restaurants dans l'histoire des chemins de fer hongrois.**

**Résumé:**

Notre société et notre pays, avec un intérêt particulier, les célébrations typiques du wagon-restaurant de nos collègues, le centenaire, après qu'ils aient été servis et rénovés grâce au travail et aux instructions du Comité Historique de MAV (Chemins de Fer de l'Etat Hongrois). Une des voitures dont nous célébrons l'anniversaire en 2014 et que nous présentons cette année, est la voiture restaurant WR 4252 de CWL. Parallèlement, nous publions un résumé de l'histoire des voitures restaurants utilisées sur le réseau ferroviaire hongrois à partir du troisième quart du XIXème siècle jusqu'à nos jours "les voyages de luxe" actuels.

Cet anniversaire remarquable et la rénovation authentique de la voiture WR 4252 n'auraient pu se réaliser sans la dévouée coopération de M. Dr. Heller György, et sans l'assistance amicale des ingénieurs de la compagnie CWL, M. Jacques STREBELLE et M. Philippe ALOYOL.

**DR. ING. LOVÁSZ GYÖRGY**  
Dipl.-Ing. für Verkehr  
Liberatus Hungary GmbH

**Von 100 Jahren gebaut - der Speisewagen WR 4252  
Die Rolle der Speisewagen in der ungarischen Eisenbahngeschichte**

**Zusammenfassung:**

Unsere Gesellschaft, Eisenbahn-Mitarbeiter und die Eisenbahn-Gesellschaft, die Feierlichkeiten zum hundertsten Geburtstag des Speisewagens WR 4252 mit unseren Gedanken. Über die durch die Arbeitsgruppen für Eisenbahngeschichte der MAV vorbereiteten und revidierten 100-jährigen Fahrzeuge geben wir Zeit zu Zeit Nachrichten. Diese Jahr ist der Speisewagen WR 4252 der ehemaligen CWL 100 Jahre alt geworden. Unser Schriftsteller stellt die Geschichte des Fahrzeuges im Rahmen der Entwicklung der europäischen Eisenbahnen seit dem letzten Drittel des 19-ten Jahrhunderts vor.

Das 100-jährige Jubiläum des Wagens WR 4252 kann nicht gefeiert werden, ohne die Unterstützung von Dr.-Ing. Heller, György, über die Renovierung des Wagens sind ohne die Hilfe von Herrn Jacques STREBELLE und Philippe ALOYOL, die die originalen technischen Zeichnungen der CWL für uns geschickt hatten.

**DR. GYÖRGY LOVÁSZ**  
Transport systems engineer  
Liberatus Hungary Kft.

**The Dining Car No. WR 4252 is 100 Years Old. The Role of the Dining Cars in the History of the Hungarian Railways.**

**Summary**

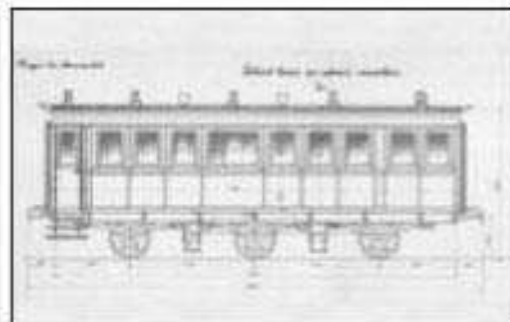
The history of the Hungarian rolling stock, that reached the age of 100 years, and are presented by the initiative of the Historical Committee of Hungarian State Railways (MAV), is regularly followed and published with special attention by our periodical, the Railway Engineering. One of these vehicles of the year 2014 is the dining car No. WR 4252. The author presents its history after giving an overview from the beginning of the luxury travel on our continent, starting in the last third of the 19th century.

The 100 Year Anniversary of existence and the renovation of the dining car No. WR 4252 could not come true without the revolutionary decision of Dr. György HELLER, the first president of MAV Historical Committee and the help of the engineers of CWL, Mr. Jacques STREBELLE and Philip ALOYOL.

**Előzmények:**

Az európai vasutak a II. világháború előtt szinte kizárólag különleges – udvari, kormányzati, miniszteri – utazások céljára tartottak állagukban étkezőkocsikat.

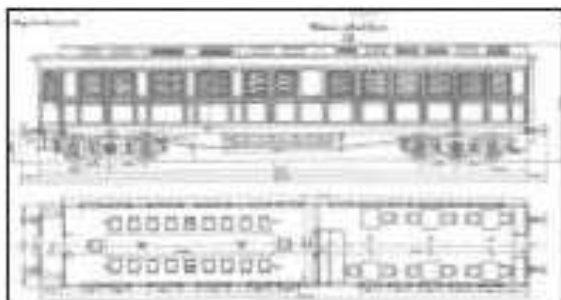
A hazai vasutak is az európai példát követték. Alig néhány kivétel akadott a „szokás” alól. A Kasza-Oderbergi Vasút 1894-ben a prágai Ringhoffer gyárból, majd 1895-ben a Ganz gyárból szerzett be 1-1 étkezőkocsit (A 10 és A 11 pax.), melyből az utasok meleg étel fogyasztása közben csodálhatták a Magsz-Tatra és a Fatra csodálatos táját. 1915-ben a Déli Vasút kettő, fele részben étköző teremmel berendezett 4-tengelyes kocsit szerzett be a Ganz gyártól. (ABau 11811 – 11812). A MÁV csakis különleges kocsijai között tartott állagban étkezőkocsikat, melyeket közforgalomban nem használtak.



1. ábra: Az 1884 évi MÁV udvari vonat 5 pax. étkező kocsija (a szerző gyűjteményéből)

Abb. 1: Hofzug der MÁV aus dem Jahre 1884 – Speisewagen Nr. 5  
Fig. 1: The dining car No. 5 of the MÁV Royal train in 1884





2. ábra: Az 1896 évi GANZ gyártmányú udvari vonat 22 pax. étkezőkocsija (a szerző gyűjteményéből)  
 Abb. 2: Hofzug aus dem Jahre 1896 – erbaut durch GANZ – Speisewagen No. 22  
 Fig. 2: The dining car No. 22 of the Royal train, built by the GANZ Co. in 1896

**A belga öletgazda**

Az európai közforgalmu vasuti közlekedésben használt étkezőkocsik története egészen a második világháborúig szinte teljesen egybefonódott a Nemzetközi Hálókocsi Társasággal.

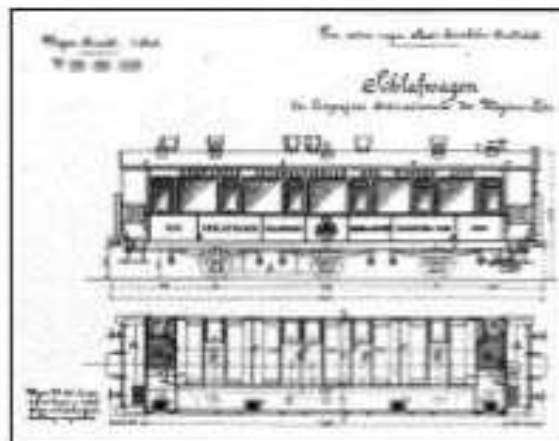
Georges NAGELMACKERS (1845-1905) lelkes fiatal vállalkozó amerikai utazását követően teremtette meg Európában a háló- és étkezőkocsikban történő utazás lehetőségét a közforgalomban. 1872-ben alapította meg Compagnie Internationale des Wagons-Lits (CIWL) Nemzetközi Hálókocsi Társaságot. 1873-ban megrendelte az első 5 hálókocsit (4 Hernals, 1 Simmering gyártmány). 1874-től – az útvonalban érintett vasúttársaságokkal történt megállapodás alapján – hálókocsi közlekedett Párizs – Bécs között. A CIWL hálókocsikat a vasúttársaságok menetrend szerinti vonatokban továbbították az utazóközönség kényelmére és azokra az első osztályú menetdíjon felül pótdíjat kellett fizetni, amely a CIWL-t illette. 1874 év végén már 42 hálókocsi volt a CIWL állományában. 1876-ban a CIWL 20 évre szóló szerződést kötött a francia, belga, osztrák, magyar és román vasutakkal.

A CIWL 1880-ban beszerelte az első étkezőkocsikat.

**A Luxusvonatok**

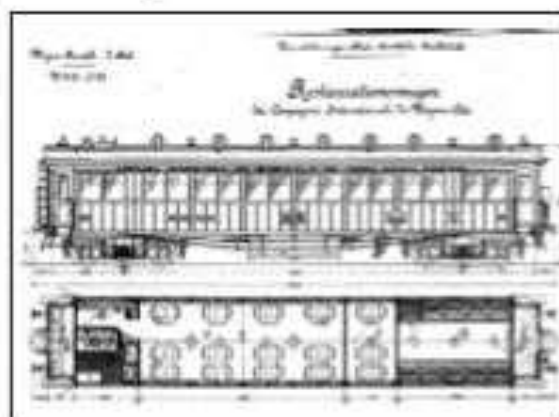
A nagy távolságokra utazók kényelmének biztosítására a CIWL 1883-tól kizárólag háló- étkező- és poggyászkocsikból álló luxusvonatokat is közlekedtetett nagy távolságokra. Ezek első és mindmáig legismertebbüke a legendás Orient Expressz 1883 júniusában közeledett először Párizstól Bécsen át Bukarestig. Ekkor még 2- és 3-tengelyes kocsikkal. Ez év októbertől már 4-tengelyes kocsikkal közeledett az Orient Expressz.

1884-ben a CIWL nevet kibővítették: Compagnie Internationale des Wagons Lits et des Grands Express Européens. Az új cégnev már a nagy távolságokra közlekedő, menetrendszerű CIWL luxusvonatokra utalt. 1889-re – az



3. ábra: A magyarországi MÁV / ÁVT vonatokon közlekedő első CIWL hálókocsi típus (a szerző gyűjteményéből)  
 Abb. 3: Der auf den MÁV/ÁVT-Strassen in Ungarn laufende erste CIWL-Schlafwagenzug  
 Fig. 3: The first type of the CIWL sleeping cars that ran on the MÁV lines in Hungary.

utolsó bulgáriai szakasz elkészültével – lehetővé vált a vasuti utazás – tengeri hajózás nélkül – Konstantinápolyig, így ettől kezdve az Orient Expresszvonatok egy része egészen Törökországig közlekedett Bécsen és Budapesten át, onnan pedig a MÁV elkészült zimonyi fővonalán majd Belgrádon és Nis-en keresztül. 1894-től közeledett a maig is ismert Oostende – Wien Expressz. Ebben az esztendőben a CIWL luxusszállókat nyitott Bordeauxban, Marseille-ben, Oostendében sőt később Pekingben is így megalakították a Compagnie International des Grands Hotels társaságot.



4. ábra: A magyarországi MÁV / ÁVT vonatokon közlekedő első 4-tengelyes étkezőkocsi (a szerző gyűjteményéből)  
 Abb. 4: Der auf den MÁV / ÁVT-Strassen in Ungarn laufende erste vierachsige Speisewagen  
 Fig. 4: The first night wheeled dining car that ran on the MÁV lines in Hungary.



3. ábra: A CIWL a 19. század végétől 4-tengelyes, lamina, malcfaburkolatú kocsikat üzemeltetett (a szerző gyűjteményéből)  
 Abb. 3. CIWL hat ab Ende des 19-ten Jahrhunderts vierachsige Wagen betrieblen - Ausstattung mit Teakholz-Außenverkleidung und Laternendach  
 Fig. 3. The CIWL ran eight wheeled coaches with lantern roof and covered by oak wood from the end of the 19<sup>th</sup> century



4. ábra: A WR 2010 utastere (a szerző gyűjteményéből)  
 Abb. 4. ábra. WR 2010 - Fahrgastraum  
 Fig. 4. The saloon of the coach No. WR 2010

A CIWL az első világháborúig Európán kívül is terjeszkedett, érkező- és halókocsikat közlekedtetett Algériában, Egyiptomban és a Transzszibériai Expresszen is.

1913 végén 1737 jármű volt állagában, ebből 942 halókocsi, 665 érkezőkocsi, 38 szalonkocsi és 192 poggyászkocsi. Ekkor menetrend szerint 31 huzavonatot közlekedett. 1914-től az első világháború miatt a nemzetközi vonatok leálltak.

1916-ban a németek megalakították a CIWL konkurenseként a MITROPA céget. Németország és Ausztria területén a CIWL kocsikat érte a MITROPA mintegy 2,4 M marka értékben. A MITROPA az Orient Expressz pótlására a Balkanzugot állította üzembe, mely azonban CIWL kocsikat is továbbított, mert a közbelső országokkal érvényben maradt a CIWL szerződése.

1918 novemberében a győztes Ferdinand FOCH marsall Compiègne-ben a CIWL 2419 pályaszámú érkezőkocsijában íratta alá a fegyverszünetet a németekkel.

1919 után a CIWL folytatta működését Ausztriában, Lengyelországban, Csehszlovákiában, majd Magyarországon is. Németországban 1924-ig bojkottáltak működését. 1920 után a társaság újra kiegészítette a hálózatát. 1921-től ismét közlekedett az Orient Expressz Párizsból München – Bécs – Budapest útirányon át. A 30-as évektől közvetlen kocsit továbbított Isztambulig.

A CIWL az első világháborúig tartós és esztétikus teakfa borítású, farváz kocsikat üzemeltetett. 1926-tól kizárólag acélcszekerűes kocsikat szereztek be. Az újabb kocsikat kék-krem színűre festették.

A Halókocsi Társaság eleinte a különböző vasúttársaságok főműhelyeiben javította járműveit, de 1881-től egyre több saját műhelyt rendezett be Európában, majd Európán kívül is. Látható törekvése volt, hogy kocsijait az általa érintett országok többségében legyen lehetősége karbantartani. Így Budapest külterületén – az akkor még különálló városként létező – Pestszentlőrincen – a ceglédi fővonal és a Gyömrői út között – többvágányos, igen korszerű üvegezett tetű acélcsarnokkal saját főműhelyt épített. (Az 1949 évi államosítást követően a FAU főmű-

Darabszám	Sor.	Pályaszám	Gyártó	Gyártási év	Gyári szám	Rendelési szám
10	WL	771-780	GANZ	1900		885
5	WR	791-795	GANZ	1900		886
3	D	1121-1123	GANZ	1900		887
1	WR	1765-1766	Gyár	1907	12015-12016	Ordnr. 410
6	WR	2010-2015	Gyár	1910	14672-14677	Ordnr. 353
8	WR	2109-2116	Gyár	1911	15412-15419	Ordnr. 381
5	WR	2162-2166	Gyár	1911	15769-15773	Ordnr. 390
8	WR	2282-2289	Gyár	1912	16552-16560	Ordnr. 617
6	WR	2305-2310	Gyár	1913	17714-17719	Ordnr. 639
6	WR	2471-2476	Gyár	1914	18456-18461	Ordnr. 684
5	WL	2556-2560	Gyár	1923	25444-25448	Ordnr. 519
10	WR	3693-3702	Gyár-GANZ	1930	27792-27801	Ordnr. 923
10	WL	3861-3870	Gyár-GANZ	1938	28019-28028	Ordnr. 23-18

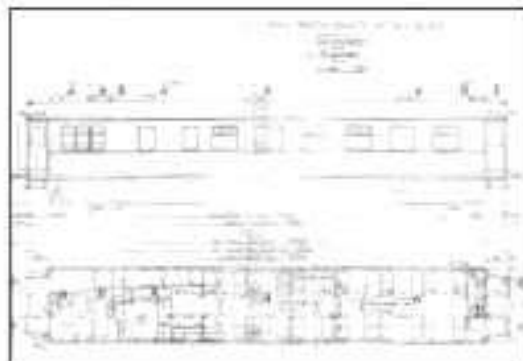
1. táblázat: A 86 Magyarországon gyártott CIWL érkező-, haló- és poggyászkocsi kivételése





7. ábra: A GANZ gyártmányú WL 3863 pász. hálókocsi (György József gyűjteményéből, Surányi Sándor úr szíves hozzájárulásával.)  
Abb. 7: Schlafwagen WL 3863 – Erbauer: GANZ (aus der Sammlung von Herrn György, József, mit freundlicher Zustimmung von Herrn Surányi, Sándor)

Fig. 7: Sleeping car No. WL 3863 built by GANZ Co. (Collection of József GYÖRGY with the kind permission of Mr. Sándor SURÁNYI)



8. ábra: Az anyagok során létrejött acélvázas kocsis jellegzetes (a szerző gyűjteményéből)

Abb. 8: ábra: Typenzeichnung des durch den Unfall entstandenen Wagens mit Stahlstängengruppe

Fig. 8: The sketch of the coach rebuilt with steel frame

helye lett, ahol 1960-ban az első hazai csuklós autóbusz is elkészült.)

A CIWL igyekezett lojális lenni azon országokhoz, amelyek területén üzemelt. Ilyen éven sok járművet szerzett be magyar gyaraktól is. A Győri Wagon és Gépgyár valamint a Ganz és Tarsa gyaraktól – részben ezek együttműködésében építve – összesen 86 kocsit rendeltek meg, utóljára 1938-ban.

A CIWL 1931-ben rendelkezett a legnagyobb járműparkkal, ekkor 2268 háló-, étkező-és poggyászkocsi volt az állományában. 1938-ban, az Anschluss után az egykori Ausztria területéről kivonult a CIWL, ott csak a METROPA üzemeltetett tovább. 1939-ban a CIWL Csehszlovákia maradvék területéről is kizorult. 1939-től a Simplon-Orient Expressz valamint a semleges Spanyolország és Törökország kivételével az összes európai nemzetközi luxusvonalat leállt. 1940-ban, Olaszország hadba lépésével a Simplon-Orient Express is leállt. 1940-ban, Párizs lerohanása után Adolf Hitler megkeresette a WR 2419 pász. étkezőkocsit és a franciákkal abban iratta alá a fegyverszüneti megállapodást. A CIWL a II. világháború idején utolsóként a WR 4242 – 4249 pász. étkezőkocsikat szerezte be 1943-ban az zradi ASTRA (egykori Weitzer) Vagongyárból. Ezt követően csak 1955-ben szereztek be újra étkezőkocsikat (4255 pályaszámotól). A II. világháborúban a CIWL 845 kocsit vesztett el, melyekből csak kevés került elő.

**Az „Unnepelt” 100 éves kocsik**

*Előjáróban: A világon kevés olyan jármű létezik, melynek megkezdett felújítása mintegy 50 év késéssel fejeződött be. A Mt. Unnepeltünk – egyebek mellett – ezért is különleges.*

A CIWL 1916-ban egy 9-tagú (WR 2501 – 2509 pász.), a kocsiparkjában kortársaihoz hasonló szerzet kezdett

építeni a Párizstól északra – gyönyörű katedrálisáról híres – Saint Denis-ben található főműhelyében. Bár a CIWL 1926-tól csak acélvázú kocsikat szerzett be, a meglévő fémvázú kocsik acélvázaztatását csak jóval később kezdték meg. 1943-ban elhatározták a WR 2501 – 2509 pályaszámú sorozat acélvázaztatását. A munkálatok elvégzésével saját, Pestszentlőrinc-i műhelyüket bízták meg a kocsik javítási esedékességének sorrendjében. Az acélvázaztandó kocsiknak a WR 4250 – 4258 új pályaszám csoportot jelölték ki.

Elsőként a WR 2506 pász. fémvázú kocsi átépítést kezdtek meg, mely 1943-ban készült el Pestszentlőrincen és WR 4250-es pályaszámmal helyezték forgalomba. Mintegy 50 évvel később az osztrák vasútbarátok is kiemelkedőnek tartották a jármű esztétikumát, így ma is üzemképes jármű Ausztriában.



9. ábra: A WR 4250 az WR 2506 pász. kocsik 2007-ben útközben Mürzzuschlag állomáson (a szerző gyűjteményéből)

Abb. 9: Wagon WR 4250 az WR 2506 im Bereich am Bahnhof Mürzzuschlag im Jahr 2007

Fig. 9: The coach No. WR 4250 (earlier No. WR 2506) in operation at Mürzzuschlag station, in 2007





10. ábra: A WR 4250-es kocsi lépcsőjénél 1943-ban Pestszentlőrincen felszerelt – akkor új, ma „patinásnak” mondható – gyártási tábla (a szerszámgyűjteményből)  
 Abb. 10: Werkschild bei der Treppe des Waggons 4250 – als neu angebracht in Pestszentlőrinc im Jahre 1943, heute schon „altgebekent“  
 Fig. 10: The patinated Factory plate, which was installed near the step of the coach No. 4250 in Pestszentlőrinc as now in 1943

1944-re elkészült a második kocsi, a WR 2505-ből átépített WR 4251-es.

Munkába vették a WR 2502-es majd a 2501-es kocsikat is. Előbbi acélszekrénye a korábbi két kocsival megegyezően felépült, de a szekrény berendezés nélkül, üresen állt, amikor 1944 év végén a szovjet hadsereg elfoglalta a pestszentlőrinci főműhelyt. A 2501-es kocsinak pedig csak fa szekrényvázat bontották le, ahhoz állapotban volt, az új kocsiszekrénye még nem készült el. A WR 2502-es kocsi kijelölt pályaszámra 1944-ben WR 4252 volt, a WR 2501-es pedig WR 4253 lett volna.

A CIWL hazai üzeme 1947-től ismét megindult, de 1949-ben – más kelet-európai országokhoz hasonlóan – a „rendszeridegen cég” tevékenységét és főműhelyét államosították, a Magyarországon található kocsikat a MÁV vette át.

Az 1916-ben épült WR 2502-es kocsi tehát az egyetlen Magyarországon tartózkodó acélszekrényvázas étkezőkocsi volt 1949-ben. A MÁV a fűvázos kocsik számára – amint ez a 2. sz. táblázatban is látható – a WR 201 – 223 pályaszámokat jelölte ki. Az egyetlen acélszekrényvázas kocsit pedig üzemképessé tételére – és az akkori lehetőségek között – étkezőkocsivá történő berendezése után WR 251 pályaszámmal látta el. A kocsit feltehetően még a pestszentlőrinci műhelyben üzemképessé tették, erre utal a kocsi lépcsőjéhez szerelt „Pestszentlőrinc – 1949” gyártási tábla.

A MÁV 1960-ban 30 darab korszerű étkezőkocsit szerzett be (lásd még bővebben alább) és ekkor a CIWL eredeti fűvázos étkező kocsikat a meglévő WR 202 – 223 helyett a WR 232-252 II pályaszámokkal látta el. (A 201-es és a 206-os kocsi ekkor már nem volt állagban.) Ezzel felzabadtították a WR 200 – 229 számcsoportot az új, győri szállítási kocsiknak. Mivel ekkor a 251-es és – az 1952-ben Dunakeszin a CIWL WR 2501-esből WR 252 pályaszámmal, de már Dunakeszin tervezett, Cak kocsikéhez hasonló felépítménnyel elkészült – 252-es „voltak

úrban”, ezeket WR 231 és 230 pályaszámra helyezték át, közvetlenül az új acélvázis kocsik fölé számozva. (E sorok írójának nem tiszta, hogy a MÁV akkor munkatársainak az utókor szeméből megítélve teljesen felesleges, költséges, minden nyitvatartásban csak az áttekinthetőséget zavaró átszámozási „kemyszertevékenységet” a fentieknél bővebben részletezse. Ezeket az átszámozásokat talán a „legújabbak a legalacsonyabb pályaszámokra” logikával magyarázhatjuk.)

A CIWL WR 2502-es, majd MÁV WR 251-es majd 1959-től WR 231-es kocsi 1967-ig vett részt a közforgalomban. Ekkor a MÁV Munkavédelmi szerszervény „Filmvetítő kocsijának” minősítették át Ye 3505 pályaszámmal, amely a 12-jegyű számszámrendszer bevezetése után, 1970-től Ye 30 55 117 0000-0-ra módosult. 1972-ben bizottsági kocsivá minősítették át 67 55 99-17 304-3 pályaszámmal. Megengedett legnagyobb sebessége még ekkor is 120 km/h volt. 1985-ben a Tapolcai Vontatási Főnökség szerezte meg a kocsit „Klubkocsinak” illetve önkéntes kocsinak. Ekkor ismét üzemi pályaszámot kapott, Ye 30 55 117 2530-4-et. A MÁV Historia Munkabizotti-

**ÁLLAGTARTÁS**  
a vasúti vasúti WR 2502-es kocsikról

Év	WR 2502-es kocsik száma	WR 2501-es kocsik száma	WR 2502-es kocsik száma	WR 2501-es kocsik száma
1	1279	191	1279	191
2	2194	292	2194	292
3	2213	343	2213	343
4	2145	394	2145	394
5	2144	445	2144	445
6	2195	496	2195	496
7	2246	547	2246	547
8	2297	598	2297	598
9	2348	649	2348	649
10	2399	700	2399	700
11	2450	751	2450	751
12	2501	802	2501	802
13	2552	853	2552	853
14	2603	904	2603	904
15	2654	955	2654	955
16	2705	1006	2705	1006
17	2756	1057	2756	1057
18	2807	1108	2807	1108
19	2858	1159	2858	1159
20	2909	1210	2909	1210
21	2960	1261	2960	1261
22	3011	1312	3011	1312
23	3062	1363	3062	1363
24	3113	1414	3113	1414
25	3164	1465	3164	1465
26	3215	1516	3215	1516
27	3266	1567	3266	1567
28	3317	1618	3317	1618
29	3368	1669	3368	1669
30	3419	1720	3419	1720
31	3470	1771	3470	1771
32	3521	1822	3521	1822
33	3572	1873	3572	1873
34	3623	1924	3623	1924
35	3674	1975	3674	1975
36	3725	2026	3725	2026
37	3776	2077	3776	2077
38	3827	2128	3827	2128
39	3878	2179	3878	2179
40	3929	2230	3929	2230
41	3980	2281	3980	2281
42	4031	2332	4031	2332
43	4082	2383	4082	2383
44	4133	2434	4133	2434
45	4184	2485	4184	2485
46	4235	2536	4235	2536
47	4286	2587	4286	2587
48	4337	2638	4337	2638
49	4388	2689	4388	2689
50	4439	2740	4439	2740
51	4490	2791	4490	2791
52	4541	2842	4541	2842
53	4592	2893	4592	2893
54	4643	2944	4643	2944
55	4694	2995	4694	2995
56	4745	3046	4745	3046
57	4796	3097	4796	3097
58	4847	3148	4847	3148
59	4898	3199	4898	3199
60	4949	3250	4949	3250
61	4999	3301	4999	3301
62	5050	3352	5050	3352
63	5101	3403	5101	3403
64	5152	3454	5152	3454
65	5203	3505	5203	3505
66	5254	3556	5254	3556
67	5305	3607	5305	3607
68	5356	3658	5356	3658
69	5407	3709	5407	3709
70	5458	3760	5458	3760
71	5509	3811	5509	3811
72	5560	3862	5560	3862
73	5611	3913	5611	3913
74	5662	3964	5662	3964
75	5713	4015	5713	4015
76	5764	4066	5764	4066
77	5815	4117	5815	4117
78	5866	4168	5866	4168
79	5917	4219	5917	4219
80	5968	4270	5968	4270
81	6019	4321	6019	4321
82	6070	4372	6070	4372
83	6121	4423	6121	4423
84	6172	4474	6172	4474
85	6223	4525	6223	4525
86	6274	4576	6274	4576
87	6325	4627	6325	4627
88	6376	4678	6376	4678
89	6427	4729	6427	4729
90	6478	4780	6478	4780
91	6529	4831	6529	4831
92	6580	4882	6580	4882
93	6631	4933	6631	4933
94	6682	4984	6682	4984
95	6733	5035	6733	5035
96	6784	5086	6784	5086
97	6835	5137	6835	5137
98	6886	5188	6886	5188
99	6937	5239	6937	5239
100	6988	5290	6988	5290

Tulajdoni, 1960. évi állományi állomány

2. táblázat: Kimutatás melyben láthatók az 1950. júniusi állapot szerint a MÁV állagban beszerzett CIWL étkező kocsik és a további átvett, de még be nem szerelték is. Jól látható a WR 2501-es kocsi mellett a „felépítendő vár” megjegyzés



11. ábra: A WR 2502 kocsi Tapoleán „oktató kocsiként” 1985-ben 30 55 117 2530-4 pályaszámmal (a szerző gyűjteményéből)  
 115-11: Wagonn WR 2502 als Schullungswagen in Tapolea (Lingam)  
 im Jahre 1985 – Reihe 30 55 117 2530-4  
 Fig 11: The dining car No. WR 2502 as an instruction car with No. 30 55 117 2530-4 in Tapolea station, in 1985

ság 1984 évi megalakulását követően összeállította a MÁV vonalain és az ország egyéb területein fellelhető muzeális védettségű erdemlő járművek listáját, amely először a MÁV Ertesítőben jelent meg 1985.12.1985 újságszámon. Tekintettel arra, hogy e sorok írója az egyedi járművet különösen értékesnek ítélte, az már ebben a legelső, védettségű elvezo járműveket tartalmazó újságszámban is szerepelt. Forgalmából történő kivonás illetve „historikus kocsivá átminősítés” esérére kijelölt pályaszám 80 55 117 9054-8 volt.

Dr Heller György, a MÁV Historia Munkabizottság első és legendás elnöke a CTWL tervei szerint soha be nem fejezett járművet – talán az európai sikarnak örvendő, tízemeletesen felújított favázas CTWL 2547-es kocsihímzetétől is vezérelve – az „első útemben felújítandó” kocsi közé sorolta. A kocsihoz azonban semmilyen dokumentációval nem rendelkezett a MÁV, hiszen állagában ez a jármű az egyetlen acélvázú CTWL étkezőkocsi lett volna, ha valaha is teljesen elke-

sztült volna. A kocsi életútját befolyásoló szerencsés véletlen, hogy e sorok írója 1991 őszén hosszabb időre Párizsba költözött és Dr Heller György megkérte, hogy a CTWL WR 2502-ből felépítendő acélvázú kocsi rajzait a CTWL rajztárában feltételként kérésre elő. 1991 őszén a CTWL már reggen nem egy jelentős járműfőttartó üzemeltető vasútállalat volt, de Párizs Levallois külvárosában található rajztárában Jacques STREBELLE és Philippe ALOYOL mérnök urak közreműködésével per nap alatt sikerült előkeríteni a legfontosabb rajzokat a rajztár pincejében. Ekkor tisztázódott az is, hogy a CTWL a sorozatból munkába vett WR 2502 és WR 2501 kocsiakra acélvázú után a WR 4252 és 4253 pályaszámokat jelölte ki. A megszerzett rajzok és adatok birtokában a Dr Heller György vezette Historia Munkabizottság a különleges sorsú étkezőkocsi mielőbbi felújítását – lényegében az 1943 évi terveknek megfelelő befejezését – már célul tűzöttbe. A kocsi felújítását 1993-ban a MÁV Debreceni Járműjavító Kft. végezte el és ekkor kapta meg a – kerekén 50 évvel korábban kijelölt – WR 4252 pályaszámát. A kocsi immár 100 évesen a 80 55 117 9019-0 üzemi pályaszámmal vesz részt a forgalomban és kijelenthetjük, hogy 100 évesen „jó egészségnek örvend.”

(folytatjuk)



12. ábra: A 2016-ban készült WR 4252 pályaszámú étkezőkocsi a Magyar Vasútmúzeumi Parkban (fotó: Fojta Antal)

**ETCS hírek**

A CD, ETCS berendezéssel látja el a személyszállító vontatójárműveket

A Cash Vasutak 2016. április 15-én bejelentette, hogy 662 különböző típusú vontatójárművet fog szerezni az ETCS 2-es berendezéssel. A berendezések szállítási és beszerzési értéke 6,6 milliárd euró (7,7 milliárd dollár), egyetlen szerződés alapján történik. Finanszírozását 85 százalékban az Európai Unió biztosítja.

A CD az ETCS 2-es berendezéssel fog szerezni tervezett járműtípusai: a 151,371 sorozat, valamint 380 db villamos mozdony, továbbá az InterPantur, Pendolino, CityElefant, RegioPantur, és a villamos mo-

zdonosok. Az ETCS0 berendezéseket a Railjet és más vezető vontatókocsikra is felszerelik.

A CD már felszerítette a 151 és 362 sorozatú mozdonyait, a 471 sorozatú villamos motorvonatát az ETCS 2-es berendezéssel, valamint egy 22 kilométeres kísérleti pályát szereltet ETCS berendezéssel Párizsban és Kolin között. Folyamatosan a rendszer installálása Köln – Bonn – Brnoval között.

A CD terve, hogy 2020-ig kb. 1250 kilométer vonalhibázására telepítse ETCS 2-es berendezéseket, ennek utódlását teljesen teszi az országot lefedő ETCS 2-es normatívai követelmény az ETCS üzemet.

The Dining Car No. WR 4252 is 100 Years Old.



The Role of the Dining Cars in the History of the Hungarian Railways.

**Original page 7 of Dr. Lovász's article in "VASÚTGÉPÉSZET" 2016/2 edition**

Summary The history of the Hungarian rolling stock, that reached the age of 100 years, and are protected by the initiative of the Historical Committee of Hungarian State Railways (MÁV), is regularly followed and published with special attention by our periodical, 'Railway Engineering'. One of these vehicles of the year 2016 is the dining car No. WR 4252. The author presented its history after giving an overview from the beginning the of luxury travels on our continent, starting in the last third of the 19<sup>th</sup> century. The 100 Year Anniversary of existence and the renovation of the dining car No. WR 4252 could not come true without the revolutionary decision of Dr. György HELLER, the first president of MÁV Historical Committee and the help of the engineers of CIWL, Mr. Jacques STREBELLE and Philip ALOYOL.

**European railways part II.**

Before World War II, dining cars were kept almost exclusively for special – court, government, and ministerial – travel. The domestic railways also followed the European example. There were only a few exceptions to the habit. The Kosice-Oderberg Railway purchased 1 of 1 dining cars (p. 10 and p. 11) from the Ringhoffer factory in Prague in 1895 and from the Ganz factory in 1895, from which passengers could admire the wonderful views of the High Tatras and the Fatra landscapes. In 1915, the Southern Railway acquired two 4-axle wagons fitted with a dining room from Ganz. (Abaü 11811 – 11812). MÁV only kept food cars in the consistency of its special purpose vehicles, which were not used in public traffic.

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**The Belgian Brainchild**

The history of the dining carriages used in public rail transport in Europe was almost completely intertwined with the International Sleeper Car Company until the Second World War. Georges NAGELMACKERS (1845-1905), an enthusiastic young entrepreneur after travelling to the United States, created the possibility of traveling in sleeping and dining cars in public transport in Europe. In 1872 he founded the Compagnie Internationale des Wagons-Lits (CIWL) International Sleeper Car Company. In 1873 he ordered the first 5 sleepers (4 Hernalis, 1 Simmering). From 1874, according to an agreement with the railway companies involved in the route, a sleeping car was running between Paris and Vienna. The CIWL sleepers were transported by the railway companies on regular trains for the convenience of the travelling public and were subject to the premium for the first class fare payable to CIWL. By the end of 1874 there were 42 sleepers in CIWL's stock. In 1876, CIWL signed a 20-year contract with the French, Belgian, Austrian, Hungarian and Romanian railways. In 1880 CIWL acquired the first dining cars.

**Luxury Trains For long-distance comfort,**

CIWL has since 1883 only operated luxury trains consisting of sleeping and luggage cars. The first and most well-known of these, the legendary Orient Express, first departed from Paris through Vienna to Bucharest in June 1883. Then with 2 and 3-axle wagons. From October this year, the Orient Express operated with 4-axle wagons. In 1884 the name CIWL was expanded to include Compagnie Internationale des Wagons Lits et des Grands Express Européens. The new company name already



referred to the long-haul, scheduled CIWL luxury trains. By 1889 – that with the completion of the last Bulgarian section, rail travel was possible – without sea shipping – to Constantinople, so from now on some of the Orient Express trains travelled all the way to Turkey via Vienna and Budapest, from there to the MÁV main line in Zimony and Belgrade and Nis. From 1894 the present-day Ostend – Wien Express operated. This same year, CIWL opened luxury hotels in Bordeaux, Marseille, Ostend and later in Beijing to form Compagnie International des Grands Hotels.

Fig 2: The dining car No. 22 of the Royal train, built by the GANZ Co. in 1896

Fig 3: The first type of the CIWL sleeping cars that ran on the StEG lines in Hungary

Figure 4: The first 4-axle dining car on the StEG / ÁVT lines in Hungary (from the author's collection)

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Until World War I, CIWL expanded beyond Europe, transporting dining and sleeping cars in Algeria, Egypt and the Trans-Siberian Express. At the end of 1913 there were 1,737 vehicles, including 842 sleeping cars, 665 dining cars, 38 saloon cars and 192 luggage vehicles. At that time, 31 luxury trains were on schedule. From 1914, international trains stopped due to the First World War. In 1916 the Germans formed MITROPA as a competitor of CIWL. In Germany and Austria, CIWL wagons were taken over by MITROPA to the value of about 2.4 M. To replace the Orient Express, MITROPA commissioned the Balkanzug, which, however, also included CIWL wagons because the CIWL contract with the intermediate countries remained in force. In November 1918, the victorious Ferdinand FOCH signed a ceasefire with the Germans in Compiègne's CIWL dining car number 2419.

After 1919 CIWL continued to operate in Austria, Poland, Czechoslovakia, and later also in Hungary. Until 1924, Germany was boycotted. After 1920 the company rebuilt its network. From 1921 the Orient Express travelled again from Paris on the Munich – Vienna – Budapest route. From the 1930s there was a direct car to Istanbul. Until the First World War, CIWL operated long-lasting and aesthetically pleasing teak-lined cars. From 1926, only cars with steel bodies were purchased. The newer cars were painted blue-cream. The Sleeper Car Company initially repaired its vehicles at the main workshops of various railway companies, but from 1881 onwards, it established more and more of its own in Europe and beyond. It was a visible effort to have its cars serviced in most of the countries it affected. Thus, on the outskirts of Budapest, Pestszentlőrinc, then a separate city, between the Cegléd main line and Gyömrői út, it built his own main workshop with a multi-track, very modern glazed roof. (Following the nationalization of 1949, the FAU headquarters

Fig 5: The CIWL ran eight wheeled coaches with celestary roof and covered by teak wood from the end of the 19<sup>th</sup> century

Figure 6: The Saloon of the Coach No. WR 2010 (from the author's collection)

Table 1: List of 86 CIWL dining, sleeping and luggage vans (fourgons) manufactured in Hungary

Darabszám	Sor.	Pályaszám	Gyártó	Gyártási év	Gyári szám	Rendelési szám
10	WL	771-780	GANZ	1900		525
5	WR	791-795	GANZ	1900		526
5	D	1121-1125	GANZ	1900		527
2	WR	1765-1766	Győr	1907	12015-12016	Order 410
6	WR	2010-2015	Győr	1910	14672-14677	Order 358
8	WR	2109-2116	Győr	1911	15412-15419	Order 381
5	WR	2162-2166	Győr	1911	15769-15773	Order 500
8	WR	2282-2289	Győr	1912	16553-16560	Order 617
6	WR	2305-2310	Győr	1913	17714-17719	Order 639
6	WR	2471-2476	Győr	1914	18456-18461	Order 684
5	WL	2556-2560	Győr	1923	23444-23448	Order 819
10	WR	3693-3702	Győr/GANZ	1930	27792-27801	Order 923
10	WL	3861-3870	Győr/GANZ	1938	28019-28028	Order 23-12

1. táblázat: A 96 Magyarországon gyártott CIWL utasszék-, háló- és poggyászkocsi kimutatása

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The “Celebrated” 100-Year Car Premiere: There may have been few vehicles in the world whose initial refurbishment was completed about 50 years late. That is why We Celebrated, among other things, special. In 1916, CIWL launched a 9-member (WR 2501-2509) series similar to its contemporaries in its fleet. To be built north of Paris in its main workshop in Saint Denis, famous for its beautiful cathedral. Although CIWL only purchased steel-framed cars from 1926, steel framing of existing timber-framed cars began much later. In 1943, the steel chassis of the WR 2501 – 2509 series was decided. The works were entrusted to their own workshop in Pestszentlőrinc, in order of repairs to the cars. The cars with steel frame bodies were assigned new car numbers WR 4250 – 4258.

First, the WR 2506 psz. They started the reconstruction of a wooden frame carriage, which was completed in Pestszentlőrinc in 1943 and placed on the market under the number WR 4250. Approximately 50 years later, Austrian railroad enthusiasts also considered the vehicle’s aesthetics to be outstanding, making it an operational vehicle in Austria today.

Fig 7: Sleeping car No, WL 3863 built by GANZ Co. (Collection of József GYÖRGY with the kind permission of Mr. Sándor SURÁNYI)

Fig 8: The sketch of the coach rebuilt with steel body

Fig 9: The coach No. WR 4250 (earlikocsi, a WR 2506-ből átépített WR 4251-es.

Figure 9: WR 4250 ex WR 2506 psi. wagon in operation at Mürrzuschlag station 2007 (from the author’s collection)

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The coach No. WR 4250 (caravan, WR 4251 rebuilt from WR 2505. Hired WR 2502 then 2501- The former steel body was built in the same way as the previous two wagons, but the interior was empty without equipment when the Soviet Army occupied the main workshop at Pestszentlőrinc at the end of 1944. The 2501 wagon was only demolished, with a chassis. Your new chassis isn’t ready yet.

The designated car number for WR 2502 was WR 4252 in 1944 and WR 2501 became WR 4253. CIWL's domestic plant started up again in 1947, but in 1949 – like other Eastern European countries – the activities and headquarters of the “system foreign company” were nationalized and the cars in Hungary were taken over by MÁV. Built in 1916, WR 2502 was the only dining car with a steel body in Hungary in 1949. MÁV for wooden frame wagons – as shown in No. 2. As shown in Table II, WR 201 – 223 has assigned consecutive numbers. And, after making the only wagon with a steel body, it was numbered WR 251 after it was converted into a dining car, at that time.

The car was probably made operational at the workshop in Pestszentlőrinc, as indicated by the “Pestszentlőrinc – 1949” production plate mounted on the stairs of the car. In 1960, MÁV purchased 30 state-of-the-art dining cars (see more below), and then replaced the existing WR 202 – 223 with the numbers WR 232-252 II, replacing the existing WR 202 – 223 CIWL-derived dining cars. (The 201 and 206 wagons were then out of order.) The WR 200 – 229 numbers were released for new wagons in Győr. At that time, the 251 and the 252 “were built in 1952 from the CIWL WR 2501, but with a superstructure similar to the Cak wagon designed in Dunakeszi.

The CIWL WR 2502, then the MÁV WR 251 and then the WR 231 from 1959 to 1967 were in public service. At that time, MÁV was reclassified as the “Film Projector Car” of the Work Safety Assembly with Ye 3505, which was changed from 1970 to Ye 30 55 117 0000-0 after the introduction of the 12-digit number system. In 1972 it was reclassified as a committee car with the numbers 67 55 99-17 304-3. Even then, its maximum speed was 120 km / h. In 1985, the Tapolca Traction Directorate acquired the car as a “Club Car” or an educational car. At that time it was again assigned a production track number, Yg 30 55 117 2530-4. MÁV História Worker

On the road”, these were moved to WR 231 and 230, directly above the new steel wagons. (The writer of these lines did not realize that MÁV's staff was, at the time, in the eyes of posterity completely unnecessary, costly, to elaborate on the “forced action” of the recalculations, which only interfere with transparency in all registers.) The CIWL WR 2502, then the MÁV WR 251 and then the WR 231 from 1959 until 1967 were in public service. At that time, MÁV was reclassified as the “Film Projector Car” of the Work Safety Assembly with Ye 3505, which was changed from 1970 to Ye 30 55 117 0000-0 after the introduction of the 12-digit number system. In 1972 it was reclassified as a committee car with track numbers 67 55 99-17 304-3. Even then, its maximum speed was 120 km / h. In 1985, the Tapolca Traction Directorate acquired the car as a “Club Car” or an educational car. At that time it was again assigned a production track number, Yg 30 55 117 2530-4. MÁV História Worker

10. WR 4250 wagon stairs installed in Pestszentlőrinc in 1943 – then new, now known as “patina” (from the author's collection)

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Since its inception in 1984, the Association has compiled a list of vehicles eligible for museum protection on the lines of MÁV and other areas of the country, first published in MÁV Bulletin 109529/1986. Given that the writer of these lines considered the unique vehicle to be particularly valuable, it was already included in this very first file of protected vehicles. Its number was 80 55 117 9054-8 for scrapping or ‘historic car racing’. Dr György Heller, the first and legendary chairman of the MÁV Historical Working Committee, classified the never-completed vehicle – possibly also driven by the reputation of our CIWL 2347 wooden frame wagon, which is a European success – as one of the first-



stage wagons. However, MÁV did not have any documentation for the car, as the vehicle would have been the only steel-bodies CIWL dining car if it had ever been completed would have given birth. It is a coincidence that the writer of these lines moved to Paris for an extended period of time to influence the life of the car, and Dr György Heller asked that he produce the drawings of the steel bodies wagon to be built from the CIWL WR 2502 as per the CIWL drawings. In the autumn of 1991, CIWL was no longer a major railway company operating a major fleet of vehicles, but in a drawing room in the suburbs of Levallois in Paris, with the assistance of engineers Jacques STREBELLE and Philippe ALOYOL, they managed to find the most important drawings in the basement. It was then clarified that CIWL had assigned the WR 4252 and 4253 the numbers WR 2502 and WR 2501 wagons employed in the series after steel chassis. With the drawings and data he had obtained, the Historical Working Committee, chaired by Dr. György Heller, was already aiming at the immediate restoration of this special destined dining car – essentially the completion of its 1943 plans. The car was renovated in 1993 by MÁV Debrecen Automotive Repair Ltd. And was given the WR 4252 number, which was designated about 50 years earlier. The car is now in its 100<sup>th</sup> year with a running number of 80 55 117 9019-0 and we can say that it is “in good health” at the age of 100.

Figure 11: WR 2502 wagon in Tapolca as an “educational wagon” in 1985 with track numbers 30 55 117 2530-4 (from the author’s collection) :

Figure 11: The dining car No. WR 2502 as an instruction car with No. 30 55 117 2530-4 at Tapolca station, in 1985

Figure 12: The 100 year old dining car with WR 4252 track in 2016 in the Hungarian Railway History Park (photo: Antal Fejes)

#### **ETCS news**

CD, ETCS equips passenger transport vehicles The Czech Railways announced on 13 April 2016 that it will equip 663 different types of traction units with ETCS Level 2 equipment. The equipment is valued at \$ 6.6 billion (\$ 275 million) on a single contract basis. The European Union provides 85% of its funding. The CD is designed to be equipped with ETCS Level 2 equipment: the 151,371 series and 380 electric locomotives, as well as the InterPanter, Pendolino, CityElefant, RegioPanter, and electric trains.

ETCS2 units are also mounted on Railjet and other control trolleys. The CD has already installed ETCS Level 2 equipment on its 151 and 362 series locomotives, 471 Series electric trains, and operates a 22 kilometer experimental track with ETCS between Porícany and Kolín. Installation of the system between Kolín – Brno – Breclav in progress. The plan for the CD is to have 78pprox.. Install ETCS Level 2 equipment on its 1350 km line network, as part of which will complete the ETCS plant on four international corridors across the country.

The above extracts were kindly provided as a PDF file by Dr. Lovász for publication in the newsletter and an original PDF file can be obtained on request from György Lovász <george.lovasz@gmail.com> or the editors.

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## ŽOS České Velenice – Wagons-Lits cars yet to be saved – Xavier Guerra

### Introduction

ŽOS České Velenice is a now-defunct railway workshop complex in the town of České Velenice, formerly a sector in the self-governing settlement of Gmünd in the south Bohemian region, now in the south-east of the Czech Republic and the border town with Austria. There is no direct significance of the railway workshop with Wagons-Lits in a historical setting, not in the same way that strongholds like Oostende and Paris St. Denis might be, but has come to light in more recent times after a handful of historic cars became marooned in the grounds of the abandoned works after its closure and the demise of Transeurop Eisenbahn AG (TEAG), owners and operators of the Nostalgie Istanbul Orient Express brand and train since 2001 until 2014.

*01\_CK\_2016.jpg here: The abandoned workshop sheds of ŽOS České Velenice are seen on March 14<sup>th</sup> 2016 with vintage Swiss electric loco SBB Re 4/4 I 10032 left outside (K-Report).*



### The History of ŽOS České Velenice

Dates are hard to pin down but the construction of the workshops was probably started in 1868, opening for business in 1869. In 1871, the workshops, then in Gmünd, became the main workshops of Franz Joseph's Railway Company, a private railway company linking Prague with Austria via branches to Pilsen and Vienna. Josef Karel became the first head of the workshops, under the management of the parent railway company in Prague. In 1874, the workshops in Gmünd were expanded for the first time, increasing the indoor workspace, and in 1897, the workshops were assigned to the railway directorate in

Vienna. Workshop expansion did not stop even during the First World War. New sheds were built alongside the older sheds as well as maintaining them.

After World War I, on the basis of the Treaty of Saint-Germain-en-Laye which redefined the boundaries of the Austro-Hungarian provinces, the city of Gmünd was divided, the action coming to pass on 10<sup>th</sup> September 1919. The greater part remained in Austria, and the north-western part, containing most significantly the railway station, workshops and the area beyond the Lužnice River, were detached from Austria and affiliated to Czechoslovakia, despite not having been a historical territory in the Czech Kingdom. And once again the workshops fell under the control of Czech Railways in Prague in July 1921, only to be re-affiliated to Austria in 1938. As part of German annexation of the region, around 1,000 Czech workers were dispersed to the provinces of Bohemia and Moravia and workers of the German army took control. On 23<sup>rd</sup> March 1945, the workshops were a victim of allied bombing raids targeting Nazi-occupied territories, including České Velenice, leaving the workshops in ruins.



*02\_CK\_2017.jpg here: An aerial view of the ŽOS České Velenice workshops in 2017 (Roman Šollar).*

The Russian red army entered the city on 7<sup>th</sup> May 1945 to drive out the remaining axis forces, and the day after, took over the management of the workshops. When the Czechoslovak Communist Party came to power with support from the Soviet Union, operations returned to Czechoslovakia and their renewal began. Between 1956 and 1965, the works became a specialist for the repairs of high-speed steam locomotives. But its entry into other rolling stock began in 1969 when the works technical deputy Jiří Sedláček, later workshop director, rescued President Masaryk's presidential saloon car no.80 from disposal and placed it in the workshop area as a monument. The car is now part of the Czech National Collection and forms part of a modern Presidential train based at the Czech Railway Museum in Lužná.

*03\_car80.jpg here: The Presidential Saloon at the Museum of ČD in Lužná (František Kaplan).*





In 1974 a new workshop space opened, dedicated to the repair of wagons, and in 1979, as the last state-run workshop in Czechoslovakia, the official last steam locomotive repair for Czech Railways took place with the outshopping of 2D2 ČKD-built tank locomotive 477.043, which was later assigned to ŽOS České Velenice as an operational museum locomotive, and the rest of the employees were retrained to repair wagons and electric locomotives. Steam locomotive repair became only an occasional occurrence. Almost all Czech museum steam locomotives were overhauled in České Velenice.



*04\_CK\_2004.jpg here: Škoda-built ČSD 2-D-1 loco 475.179 undergoing overhaul at ŽOS České Velenice in 2004 (SŽND).*

On 1<sup>st</sup> October 1993, the railway repair shops and engineering works were privatised, as shadows were cast over the policies of the socialist government. The České Velenice railway repair shops and engineering works have been operating under the company brand ŽOS České Velenice CZ since December 2000. However, catastrophic mismanagement and costs started to bankrupt the workshops slowly, and so hundreds of staff were given notice or redeployed, and ŽOS entered a last-ditch contract with PMV Servis for the repair of wagons. PMV was dissolved within 2 years despite the repair contract. In 2012, the plant was bought by LEGIOS, who continued the tradition of railway repair and engineering at České Velenice, but made the decision to close the workshops in June 2014 due to company reorganization to mitigate the threat of insolvency that led into a serious fraud investigation by the Czech state against ŽOS. Nearly 100 people lost their jobs and the closure of the works had a negative impact on the whole town, having been one of the regions most established employers.



*05\_CK\_2011.jpg here: The yard at České Velenice in 2011, full of ex-OBB cars awaiting refitting for use with ČD, one of the last major contracts carried out at ŽOS (ŽelPage).*

#### **TransEurop Eisenbahn AG**

CIWL becomes significant in the story of ŽOS České Velenice with the formation of Transeurop Eisenbahn AG. The Swiss-based company (first registered in Basel and then in Bern from 2010) purchased the rolling stock fleet of Reiseburo-Mittelthargau after they dissolved in 2001, and those of K & K GmbH in Germany to create a series of luxury trains.

Through Reiseburo-Mittelthargau, TEAG inherited the cars of the infamous Nostalgie Istanbul Orient Express, and relaunched a train of the same name predominantly to run between Moscow in Russia and Eren Hot in China, with connections to Beijing. The infrequent special trip was also made between Germany (usually from Munich or Baden Baden) to Istanbul. This set of 13 cars were painted in classic CIWL and Pullman liveries but with the inscription “Nostalgie Istanbul Orient Express – Train De Luxe” inscribed above the windows. Operation of this train ended prematurely in 2008 when TEAG was subject to a lawsuit from SNCF over the trademark of “Orient Express” on trains, which they had recently acquired. The cars left Russia but a dispute over bogie storage fees with Belarusian Railways (BCH), operators of the bogie change shed at Brest near the Belarus/Poland border, meant that the standard-gauge bogies were not returned to the train and it was left stranded in the broad-gauge yard at Małaszewicze, just across the border in Poland, until November 2018 when SNCF stepped in and bought the train, shipping it back to France by road.





*06\_NIOE\_2015.jpg here: The Nostalgie Istanbul Orient Express in the yard at Mataszewicze in January 2015, three years before SNCF repatriated the train (Elyse Wanshel).*

The cars of TEAG's second enterprise operated in a limited basis in Switzerland out of Weinfeldern and Winterthur. The experimental SLM-modified BR52 steam loco 8055 was a favourite for haulage. Only three cars made up TEAG's domestic Swiss operation, all again with the same altered inscription despite the application of classic CIWL colours. Two cars, WR Sud-Express 2741 and Pullman Cote D'Azur 4161, were bought by private charter train operator Swisstrain in 2014, and Mitropa WR 1140 was left behind in Weinfeldern and is now in real danger of being cut up for scrap. 4161 was subsequently sold to SNCF in 2019 in an exchange for another Cote D'Azur Pullman 4138.



*07\_4161\_2014.jpg here: Pullman 4161 at Sulgen in April 2014 after rescue from Weinfeldern and on its way to a new home at Le Locle (Igschieneschweiz).*

The third operation involved a very mixed combination of cars operating out of Vienna, a city in which TEAG had opened a second office, running through Austria and Germany. Cars of CIWL, Rheingold and SNCF L'Aquitaine origin were repainted into a rich dark blue, white and gold livery, as an amalgamation of the Wagons-Lits Pullman livery and the Rheingold livery debuted in 1962. Once again, the modified inscription adorned the coaches, along with "Rheingold" in large gold letters on those cars of that ancestry. Cars in this set were dispersed at the demise of TEAG.



*08\_4080\_2006.jpg here: Pullman Saloon 4080 from the Wien-based Orient Express and Rheingold Express at Munich HBf in 2006 (Peter Specht).*

### **The Connection**

The link between TEAG and ŽOS České Velenice is as simple as this. ŽOS was (most likely) the closest repair works to Vienna that could handle the complexities of car overhaul, and ŽOS České Velenice was in contract with OBB and CD for repair and overhaul right up to the point of closure. Heavy maintenance was carried out at ŽOS České Velenice for TEAG, and also at BWR Waggonreparatur GmbH in Rastatt (10km north of Baden Baden) in Germany, as well as the Bahnbetriebswerk in Krefeld, also in Germany. Facilities close to Wien (Vienna) Südbahnhof were also made use of.

The choice for České Velenice may have also been influenced by the workshops profession at handling steam and electric locomotives. The powerful 2-3-1 streamlined BR01.1 steam loco 1102 was privately owned by the Klings family and Johannes Klings had been a managing director with Nostalgie Istanbul Orient Express since 1988. The loco occasionally appeared on the front of one of TEAG's Orient Expresses. In TEAG's possession as well were DR BR50 dampflok 3670 and SBB Re 4/4 I electric loco 10032.

At the time TEAG folded sometime around 2014, cars from the Austria-based operation were undergoing maintenance at České Velenice and those present elsewhere had their ownership transferred to “Transeurop Eisenbahn AG Holding Fürstentum Liechtenstein”, a holding company whilst TEAG underwent audit and insolvency proceedings. The cars then present at České Velenice were confiscated by the Czech State pending the conclusion of fraud investigation. All the cars that were present at the works are still there as far is known.



*09\_Aquitaine\_2006.jpg here: Ex-SNCF Aquitaine saloon undergoing remedial work at České Velenice in 2006 (Vlaky).*

The cars suspected to be at České Velenice are as follows:

- 1283 – Fourgon #
- 3354 – WR Presidentiale #
- 4013 – Pullman Bar Flèche D’Or\*
- 4080 – Pullman Flèche D’Or
- 4777 – VL MU
- 4782 – VL MU
- 10005/70011 – SNCF Salon L’Aquitaine/Grand Comfort
- 24506 – Rheingold Bar
- 24507 – Rheingold Salon

# Information may also suggest that these two cars had instead made their way to Jesenice in Slovenia, close to the southern border with Austria (thanks to Bernhard Graf).



\* 4013 was not a car owned by TEAG but sold in 2007 by Accor CIWL, a hotel group that became a holding company for CIWL assets and owners of the Pullman Orient Express prior to the SNCF takeover. It was sold and transferred to České Velenice by rail and it is presumed that work was undertaken and then the car either left the workshop to its new owners, Compagnie Internationale des Evénements sur Rail (CIER) in Luxembourg, but there's no evidence to show that the car came back to them, or still resides within the works. Either way, it has been impossible to trace since it arrived at České Velenice.

CIER bought another car from Accor CIWL at the same time, WR 2973, the work on which was contracted out to RSI Rail Services International GmbH in Vienna, and so is in safer hands.



*10\_4013\_2007.jpg here: Pullman Bar 4013 shortly after arriving at České Velenice in August 2007 (J.M. Thill).*

### **What happens now?**

With recent events it is apparent that saving the cars displaced by the collapse of TEAG is not impossible. SNCF bought the entire Russian set and has huge ambition for a touring Wagons-Lits sleeper train of its own. Their links with the ACC workshops in Clermont-Ferrand, who have become quite the CIWL specialist with VSOE as another client, mean that they have the resources to do the work. Swisstrain have been able to secure the future of two cars in Switzerland, but with Swisstrain director Christophe Bachmann having been a former board member of TEAG this makes it more straightforward. One car from TEAG's Austrian train, Pullman Cote D'Azur 4152, resides in safe hands as a conference coach at BWR in Rastatt.

However, hands are yet to touch the cars trapped in České Velenice. They are not secure and their future is uncertain. The exact condition of the cars there is unknown, whether relatively pristine or the

victims of vandals breaking and entering. České Velenice is a derelict site and it could take one fire incident, either by accident or foul play, and those cars could be destroyed, as has happened on occasion at Canfranc with derelict CIWL cars there. Investors and those with entrepreneurial spirit as well as a passion for CIWL history need to step in urgently and ask the difficult questions of the Czech state over their holding of the cars while criminal proceedings continue, and then get the cars moved to a safer location where work could begin to restore them and get them running again.

There are also many gaps in the story of Nostalgie Istanbul Orient Express. A fair bit of this story is speculation or missing. This requires an international effort to get the story documented, beginning with Intraflug and finishing where we are now, perhaps even compiling a book with the history of the company, the cars and the operations clearly outlined, to support SNCF and Swisstrain in efforts to prevent the contribution of Nostalgie Istanbul Orient Express to the preservation of Wagons-Lits falling into obscurity

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### **Book review Murder on the Night Ferry – Chris Elliott**

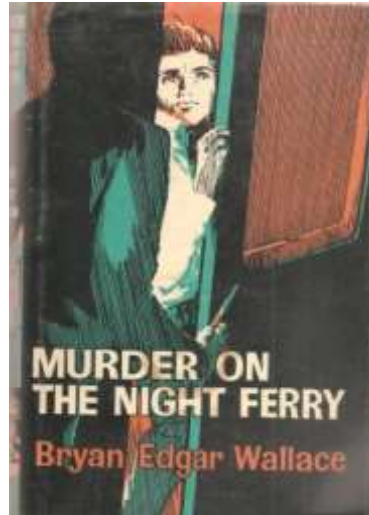
A few years back I bought a selection of railway hardbacks from Robert Humm the railway bookseller based in Stamford, near the home of the Nene Valley Railway in eastern England.

Today I guess that most of these titles would be offered in softback as they are almost pocket book size.

We have chosen well known author Bryan Edgar Wallace's book 'Murder on the Night Ferry, as it is of a special interest to us, authors of our own book, 'Night Ferry 1936- 1980' published in 2011

The Bryan Edgar Wallace book was published in 1965 by Hodder and Stoughton - no ISBN number but still available at [www.amazon.co.uk](http://www.amazon.co.uk)

The plot – read on -- as set out in the flap on the inside of the dust cover – Jules Rabout, a French student in Paris, having discovered what he believes to be the sinister purpose behind some planned international anti-American demonstrations, sets out, in fear of his life, to inform the British Secret Service, but, in spite of his precautions, when he arrives in London he is dead – murdered! The investigations of this murder leads to the uncovering of a largely successful anarchical plot to assassinate a famous international figure and to use his murder to change the power balance of the world.



Chapter two starts “ At ten minutes past nine that same evening four people arrived in front of the Gare du Nord, and on each of their bags was the oval, yellow and blue label of the Night Ferry to London.....

A good read and a plot set on the only train that CIWL operated in the UK

Chris Elliott

Autumn 2019

**From our correspondents .....**

**From Michel Brain éditeur of Editions de Cabri**

Je recherche des informations sur les wagons restaurants italiens qui faisaient la relation Torino – San Dalmazzo di Tenda – (Breil – Ventimiglia) de 1931 à 1935.

Il s’agit des séries 2400÷2439, ou 2501÷2509/2526÷2555 en teck 1922. Séries 2750÷2758 de 1934.

Auriez-vous dans vos archives des horaires des relations CIWL de cette époque ou des photos de wagons restaurants à cette époque ?

Merci

.....

**Audouin de Forrester** wrote about Jack Birn’s Simplon Orient Express Time Life Photos *and found these photos by looking for images of the Orient-Express via Google as follows -*

Mr. Arjan den Boer made a kind of e-book about the photos taken by Jack Birns of the Simplon Orient-Express. You can find it with following link; <https://retours.eu/en/01-simplon-orient-express-1950-england/#> . How he got permission to use these photos I do not know.

It is also interesting to note that on the site of Wagons-Lits-Diffusion you find also some of Jack Birns’ photos, among others WL Courrier diplomatique US en Italie 1950, WL débarquement voyageur Calais 1950, WL photo archive (7), WL photo archive (10), WL photo archive (11), WL photo archive (13), WL photo archive (26), WL photo archive (29), WL photo archive (30) and WL photo archive (31). There are maybe some others. Your contact persons at Wagons-Lits-Diffusion could maybe help you to get access to the Jack Birns’photos they have.

Best regards. Audouin

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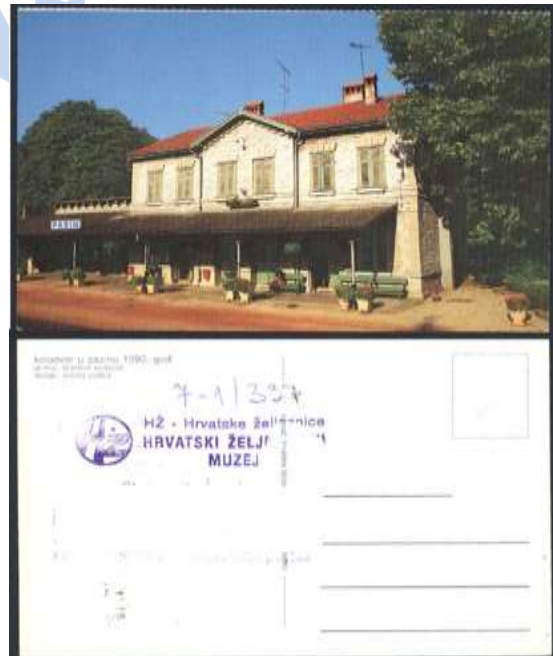


**News from Croatia**

Likewise I was sent some postcards by Janka-Fucic of the Croatian Railway Museum in Zagreb



Zagreb Station Croatia



Pazin Station Croatia



Slatinj Station at the time when it was a station in the Austro Hungarian Empire now in Albania

**We also received the following Swiss research tips from Jean-Michel CROS**

Quelques documents (en allemand et certain en français) sur l'Edelweiss Express et son cousin le Rheingold : <https://www.e-periodica.ch/digbib/view?pid=swz-001:1928:0::871#871>

Gotthard Pullman Express: <https://www.e-periodica.ch/digbib/view?pid=swz-001:1930:4::673#673>

1950 Arlberg Orient-Express : <https://www.e-periodica.ch/digbib/view?pid=swz-003:1950:0::484#484>

Et d'autres articles sur la CIWL :

75 ans de la CIWL <https://www.e-periodica.ch/digbib/view?pid=swz-003:1952:25::427#427>

100 ans de la CIWL <https://www.e-periodica.ch/digbib/view?pid=swz-003:1976:49::1516#1516>

Express <https://www.e-periodica.ch/digbib/view?pid=pri-001:1952:7::175#175>

Plus récent 2001 : <https://www.e-periodica.ch/digbib/view?pid=zlp-002:2001:79::143#143>

En couleur : <https://www.e-periodica.ch/digbib/view?pid=zlp-002:2001:79::277#277>

***For Sale - A Vendre – Zu Verkaufen - En Venta - In Vendita***

***Eladó - De Vânzare***

**More background information from Märklin G (garden) gauge Locomotive**

**Thus superb model is being offered by the owner at 450 euros**

**plus carriage ex France**



**More background information from Märklin G (garden) gauge Locomotive**

**Thus superb model is being offered by the owner at 450 euros**

**plus carriage ex France**

**[elliott.chris@gmx.com](mailto:elliott.chris@gmx.com)**

**This loco was bought by the owners some 20 years ago in Hamburg**

**It was on display in a model railway shop**

**It has never been in use, so far it has only been checked to make sure that it is a working model, but needs to be stripped down, to check that the manufacturers Märklin have not fitted any extra pads to stop it moving whilst on its display track, so it comes as it is.**

**However the asking price reflects this 'state of play' and is 450 Euros net of carriage, a similar loco is on offer on E-Bay at 599 euros**

**Also for sale is a collection of railway books, mostly British with English text, list from**

**[elliott.chris@gmx.com](mailto:elliott.chris@gmx.com)**

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

Brendan Martin (contact e-mail: [btmartin@btinternet.com](mailto:btmartin@btinternet.com) ), and Chris Elliott ([elliott.chris@gmx.com](mailto:elliott.chris@gmx.com) ), with special thanks to Dirk Freilingsdorf, Bernhard Graf and Mathias Slupetzky, together with Fred Van de Lübbe, Francesco Bochicchio, Xavier Guerra, Juan Delgado Luna and the suppliers of many of the photographs.



## Tail piece

As the British say 'with one's tongue in one's cheek' .....

### ORIENTATION ON THE MORD EXPRESS - A story by Rabbi Walter Rothschild

It was almost seven o'clock at the Gare du Mord and the long train waited impatiently, the mighty locomotive straining at the leash as the Mécanicien held it back, steam issuing from its steel throat, almost pawing the tracks with its mighty wheels. On the platform there was concern and much glancing at watches as the time for departure approached. At last the call went up – "Eet is 'ere!" and the hearse arrived at the station platform. One, two, three, four empty coffins were unloaded and packed gently in the Fourgon at the end of the train. On a journey such as this, one had to be well prepared. There were always going to be some passengers who started out in the First Class but who completed their journey – the earthly part of it at least – as Freight. The Compagnie preferred to define this as "Just in Case" and always refused demands for a refund for part of the journey.

In the third of the First Class Voiture Lits M. Poirot prepared his moustache for its journey, combing and stroking it gently, for it was nervous. It is a little-known fact that M. Poirot's moustachios have an aerodynamic function causing air to stream upwards over his face and cool the brain – this is why he is called 'Air-Cool Poirot' and is such a famous solver of impossible and foreign forensic problems. He himself was shaped rather like a Poire, for his late mother had been an au pair in London, and for some reason had never liked to mention the place as he grew, nor conferences nor, for some reason, King William. This was one mystery he had as yet still been unable to resolve.

He looked in the mirror, the mirror on the wall with disdain. Who was the cleverest and most modest detective of them all? He, a proud Belgian who spoke such impeccable French, clearly a Walloon, was in fact – he cleared his throat and spat into the sink – a Phlegm! Maybe this was why he was so phlegmatic. He had to be.

According to the schedule it should not take too long to reach Calais, where the Train Ferry awaited to convey the smart deep-blue carriages with their brass raised numbers across the smart deep-blue waters, each of them specially cleaned for the occasion; The carriages had been swept for bugs, the waters had been swept for mines. There should be no trouble from these quarters.

As for his own quarters, these comprised a fold-down bed, a sink, a mirror, a small Cabinet, several brass hooks and a rack for his travelling case. But the Voiture Restaurant awaited him, where he could sit in varnished splendour upon a seat also of varnished splendour, and order a Tisane, and observe the other passengers in their vanished splendour. Standards were definitely slipping these days, he thought; not a single Russian aristocrat on board, and yet surely there must be secret Russian influence somewhere? Had he not noticed snow on the boots of the Mécanicien M. Putin as he boarded the locomotive cab? There were no American diplomats either – these are always noticeable for their undiplomatic manner, even when not at work.

The conductor Pierre Boules in his smart uniform brought him the passenger list he had requested. "M. Davis from the Benighted Kingdom was to have travelled with us, but he has not turned up – it seems he was not adequately prepared for the trip. In any case, he was not prepared to pay for a ticket but had written a letter demanding a free outward journey. In Numéro Un is M. Junckers, in Numéro Deux Madame Merkel. M. Tusk I have placed in Numéro Trois. These days the Poles and the Germans

can co-exist quite well. M. Macron has of course a double berth, Cinque-à-Sept. We have a contingent of uncivil servants on the through carriage from Strasbourg via Luxembourg and also one from Bruxelles. I have put all the Secret Service into Voiture 007 which has the special connecting doors to the 'Compartiments des Blondines'. So far, no-one appears to have been murdered but I am concerned that some – notably the British Ambassador and his entourage - have only bought one-way tickets."

Poirot scanned the list. Apart from two South American drug barons, three Russian oligarchs (one in oil, one in aluminium, one formerly in prison), six Arabian Princes of different clans, an Imam, five jihadists travelling third-class as an introductory form of martyrdom, a disgraced American politician (my dear, you can get ten for a dollar), a well-known transgender actor/ess, a film producer on the run from various personal accusations and a British train-spotter who had been taking notes of the numbers of each of the carriages, had climbed aboard unnoticed to inspect the heating system and had been carried away when the doors closed, there was nobody suspicious. He felt relieved.

The train ground slowly to a halt. Outside steam rose in clouds and voices could be heard screaming as those standing on the platform were gently par-boiled, a form of Perronitis. "Calais! Calais!" came the cry.

Poirot opened a window and leaned gently outside, taking care lest his moustache blow off again. "What eez goin' on, heh?" he said as he preened his left moustachio rather gauchely as far as his arm could reach.

Pierre came up, concern written all over his face in red, white and blue ink. "Alas, M'sieur! Due to the new Brexit Regulations the train may go no farther! The Train Ferry has been withdrawn, unilaterally and without notice! The British Customs are to repel boarders at their borders! The Tunnel has been bricked up in the middle! Albion's Isle remains unattainable from the soil of Le Continong, and the Compagnie is taking urgent steps for us to board instead a larger ship for Dublin, from whence we can take the "Potato Peeler Express" to Belfast and so enter the Disunited Kingdom through the only Soft Border remaining to us! From there we can take a boat across, not the ENGLISH Channel but the IRISH Sea, to Liverpool, and so disembark at last on that green and peasant land. But since the Irish, not noted always for their broad-mindedness, have constructed their railway tracks to a broader gauge than ours, these Voitures must remain here, in Calais, a name which shall always be engraved upon our tickets as well as our hearts."

"Very well; then gather the passengers. There are things that need to be, shall we say, discussed, even negotiated, before we can move on."

"Oui, Monsieur Poirot." Pierre went to summon the others who were busily dressing, re-dressing, sniffing, phoning their agents, smiling for selfies or taking further notes of the signalling and track system of the Gare Maritime.

The passengers gathered in the Voiture Bar Salon, looking uncertain, almost sullen. M. Poirot paced up and down and spoke as he thought aloud. "British Politics used to be based on the principles taught to children for crossing the road: 'Look right, look left, look right again, then – if all is clear - go straight on.' They were not bad principles and it is a pity they have been neglected. But the Breetish wanted, as they say, to bring home their bacons, et maintenant we must all pay for the consequences of this rashness, oui?" His right moustachio began to droop and he quickly smeared a little clear gel upon it

to maintain symmetry. "I for one have decided that I should rather abandon my journey here and proceed instead to Oostende for some Pommes Frites and good Belgian 'Chocolat' rather than the shock o' late.

But first, we must ask ourselves, who eez eet who 'as murdered the European Ideal? Was it the Cameron, of his clan, facing the end of 'is career due to party divisions, privately seeking revenge upon the Eeenglish for the events of 1745? Was it that Farage of a red-faced beer-swilling loon who could speak a farago of arguments from his front and from his back side with equal impartiality, taking his gold from Brussels, ah, my so generous 'Bruxelles', whilst at the same time denouncing it? Was it the Maddammadame May, the lady whose lips always form an 'o' when she is speaking an 'a', who is proud to declare in public that she dreams of a hard Brexit, I might even say a May Pole, except that the Poles are no longer welcome to carry out even the menial tasks of growing food and caring for the demented? She says she desires the same conditions as Norway but I believe that when the Vikings last came to Britain with their axes and their longboats they were seen rather differently, despite the Dane Law. She would like to be a mixture of the Iron Lady and the Virgin Queen but she is just a Dis-May. And what is with this Monsieur Johnson, or, might I say, in the correct eenglish accent, "Mon Sewer Johnson", a man until now famous more for taking off his trousers at regular and frequent intervals or for recycling through the streets of London, grinning inanely all the time? A man of many mistresses, unwilling however to serve under one? A man noted for his interest in vital statistics and his ability to fake them? What did they all stand to gain from this division? And would it be paid in Pounds, not Euros? Or do such people still prefer to use Bitcoins in their Free Market?

There is a clue to be found in the different Timetables. Our European one shows a departure after 19.45 and steady progress forward with many connections into Southern and Eastern Europe, whereas the British timetable leaflet insists that we travel, not via Calais but via Dunkirk, leaving at 19.40 and returning at 19.44 to Caen and the Normandie before heading for Paris and then Berlin. But this route has not been taken for seventy years! From this we learn that the British have no idea of the way things work in Europe and, if anything, wish to turn back the clock even further than we who, when travelling towards England, have always had to turn our own clocks backwards by one hour. They dream of King Richard their Lionheart, fighting the Turks and the Europeans, they dream of their white cliffs, the chalk face they present to France, but since when does a Cliff Richard make for more than a mere summer holiday? A holiday they will soon no longer be able to afford, without a visit to their Eurologist first? Unable to bring their own unregistered medications any more, they shall have to buy all their sun creams and their tablets for embarrassing afflictions over here.

Mesdames, Messieurs, I for one shall not be braveing the Channel of St. George and seeking the Soft Border into Ulster. I propose we turn the locomotive round and head instead for Luxembourg where, as I know, there is a very good little restaurant across from the Gare. The Île is, shall we say, too ill for us right now. The Sick Man Outside Europe can at least try to fund his own health service. Prenez la Gare! These Christies..... they are prepared to sell their own Country!"

Pierre blew a part of the European Anthem on his whistle. The Express turned Eastward again, towards the Orient, as the sun sank slowly in the West.....

(Rabbi Walter Rothschild. 14.12.2017) - from Berlin, but so close to the truth! (Ed)

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# Amis des Wagons-Lits Newsletter Supplement

## List of CIWL car manufacturers

manufacturers	Full name	Country of origin
Ansaldo	Ansaldo S.p.a. Stabilimento Ferroviario, Genoa	Italy
Arad	Astra, Arad	Romania
Beasain	Cia. Auxiliar de ferrocarriles SA. Beasain	Spain
Bilbao	Sociedad Española de Construcciones Navales, Bilbao	Spain
Birmingham	The Birmingham Railway Carriage and Wagon Co, Smethwick Birmingham	UK
Blanc. Miss	Ateliers de Construction du Nord de la France Blanc Misseron Crespin	France
Braine-le-Comte	Usines Braine-le-Comte	Belgium
Breda	Società Italiana Ernesto Breda per Costruzione Meccaniche, Milan	Italy
Bres.	Breslauer Aktiengesellschaft für Eisenbahnwagen, Breslau	Germany
Brown Marshalls	(Precursor of the Company Metro)	UK
Brugeoise	Société La Brugeoise, Saint-Michel-lez-Bruges	Belgium
Carde	Carde y Escoriaza S A Zaragoza	Spain
Carel-Fouché	Carel-Fouché et Cie, Le Mans	France
Cegielski	H Cegielski GP, AKC, Poznan	Poland
CGC	Compagnie Générale de Construction, Saint Denis (Subsidiary of CIWL)	France
Crédé	Gebrüder Crédé Niederröhren, Kassel	Germany
Desouches	Desouches, David et Cie, Pantin, Paris	France
Diatto	Diatte S.A. Turin (absorbed into Fiat)	Italy
Dietrich	Sté Lorraine des Anciens Ets de Dietrich, Lunéville	France
Donauworth	Waggon & Maschinenbau, Donauworth	Germany
Dyle & Bacalan	Dyle & Bacalan S.A. Louvaine (2 factories) Dyle & Bacalan S.A. Bordeaux & Paris	Belgium France
E.I.C.	Enterprises Industrielles Charentaises Ayrté, La Rochelle ( today Brissonneau & Lotz)	
Eis Bedarf	Eisenbahn Bedarfs-Aktiengesellschaft, Berlin et Gorlitz ( 2 factories)	Germany
El ferr.	Officine Electro-ferroviarie Tallero, Milan	Italy
Evrard	Cie Belge pour la construction de Matériel Chemin de Fer Evrard Bruxelles	Belgium
Fiat	Fab. Ital. Auto, Turin	Italy
Ganz	Ganz & Co Budapest	Hungary
Gastell	Gebrüder Gastell Mainz	Germany
Gotha	Gotha Waggenfabrik Gotha	Germany
Gyor	Wagenfabrik Győr	Hungary
Hansa	Hansa Waggonbau Bremen	Germany
Hte-Volga	Ateliers de la Haute-Volga Twer (Today Kallinin)	Russia
Jackson Shp	Jackson Sharp & Co (today American Car & Foundry) Wilmington	USA
LCDR	Lo, Longhedge Works? London, Chatham, & Dover Railway	UK
Leeds	The Leeds Forge Co, Leeds ( later part of Metro)	UK
Linke Hof	Linke Hofman Werke , Breslau ( later at Salzgitter)	Germany
Lyon	Sté des Forges de l'Horme, Chantier de la Buire, Lyon	France
Man	Klett Maschinen Fabrik, Augsburg Nuremberg	Germany
Metro	Metropolitan Cammell Carriage & Waggon Co, Ltd Saltley Birmingham	UK
Mianai	Miani Sylvestri S.A. Milan	Italy
Midland	The Midland Railway & Carriage Co. Ltd Shrewsbury ( later Oldbury, Birmingham, subsidiary of Metro)	UK
MMCZ	Material Movil y Construcciones Zaragoza	Spain
Nesselsdorf	Nesselsdorf Waggonfabrik, Nesselsdorf & Koprivnice Czechoslovakia	Austria
Nivelles	Les Ateliers de Construction Métallurgique S.A Nivelles	Belgium
Off. Mech	A. Grondana & Cie (later Officine Mecaniche, (better know as OM Milan)	Italy
Off. Merid	Officine Meridionale Naples	Italy
PLM Alger	Ateliers d'Alger du Chemin de Fer de Paris, Lyon & Méditerranée, Alger	Algeria

Pullman	Pullman Car Palace Co. Inc (Illinois), & Detroit (Michigan)	USA
Pullman, Longhedge	Longhedge works ex LCDR Pullman Car Co London	UK
Pullman Preston Park	Brighton Works of the Pullman Car Co, Preston Park opened in 1928	UK
Ragheno	S.A. Ragheno Malines	Belgium
Rathgeber	Waggonfabrik Joseph Rathgeber A G Munci	Germany
Reggio	Officine Mechanniche Italiane, Reggio Emilia	Italy
Riga	Russiche-Baltische Waggonfabrik , Riga	Russia
Ringhoffer	Ringofferovy Zavody, Smichow Prague	Czechoslovakia
Savigliano	Soc. Naz. Delle Officine de Savigliano Turin	Italy
Scandia	Vognfabrik , Scandia Randers	Denmark
SIG	Schweizerische Indsutrie Gesellschaft, Neuhausen	Switzerland
Simmering	Waggon Fabriken at Simmering (Vienna) & Hernlas (Graz) (2 factories)	Austria
Saint-Petersburg	Ateliers du Chemin de Fer de l'Etat Russe	Russia
Van der Zyp	Van der Zypen & Charlier, Cologne-Duetz ( today Westwagon)	Germany
Weimar	Waggonfabrik Weimar	Germany
Weyer	Karl Weyer Waggonfabrik, Dusseldorf	Germany
WL-Budapest	Ateliers de Wagons-Lits Budapest	Hungary
WL-Greco	Ateliers Milanais de Wagons-Lits, Greco, Milan	Italy
WL- Irun	Ateliers de Wagons-Lits Irun	Spain
WL-Marly	Ateliers de Wagons-Lits, Marly-lès-Valenciennes (later CGC, Paris)	France
WL-Neu-Aubing	Ateliers de Wagons-Lits Neu- Aubing, Munich (formerly) ISG/DSG Werkstatte	Germany
WL-Ost	Ateliers de Wagons-Lits, Slykens Ostende	Belgium
WL-St Denis / WL –SD	Ateliers de Wagons-Lits Saint-Denis	France
WL St Ouen	Ateliers de Wagons-Lits, Saint ouen ( today closed) noiw only used as laundry and wine cellars	France
WL-Zossen	Ateliers de Wagons-Lits Zossen Berlin	Germany

### Manufacturers of CIWL WL –VL Cars – Voitures Lits Sleeping Cars

Year	CIWL Number	Description	Manufacturer	CIWL book page no
1872	1 & 2		Simmering	138
	3 & 4		Hermans WFAG Vienna	138
	5		Simmering	139
1873	6/10		Eisenbahn Bedarf FEBAG - berlin	139
	11/14		Ditto	139
1873	15	First Car Mann's Boudoir Sleeping Car Ltd	Simmering	140
	16		Evrard Bruxelles for MAN	141
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1927	4086-4090	VP	Metropolitan	298
	4091-4110	With kitchen	BRC	301
	4111-4130	Without kitchen (Etoile du Nord )	Metropolitan	301
1929	4131-4147 4148-4164	With kitchen Without kitchen all Type Cote d'Azur	EIC	303
1930	4165-4170		Carde y Escoriaza	307
1929	4171-4176	Type Egyptien 4171 Edfou 4172 Dendera, 4173 Rosetta, 4174 Tutankh-Amen 4175 Nefetari 4176 Rameses	BRC	308

**Manufacturers of CIWL – Voitures Fourgons Baggage Cars**

Year	CIWL Number	Description	Manufacturer	CIWL book page no
1883/84	1001-1004		WL Marly	310
1884	1005-1007		Rathgeber	310
1885	1008-1012		WL Marly	310
1885	1013-1015		WL Marly	310
1888	1016-1017	Built on the frame of WLS 18 &19	MAN	311
	1018	Built on the frame of WL 2	MAN	311
	1019-1021	Built on the frame of WLS 3,4,5	MAN	311
	1022-1023	Built on the frame of WLS 1 & 36	WL Saint Denis but finished by St Ouen	311
1889	1024-1026		WL Marly	311
	1027-1028, 1031-1033		Raghenò	312
	1029-1030		Braine de Comte	312
1892	1034-1035, 1041-1044		Brown Marshalls	312
1894	1050-1053		Dyle & Bacalan Louvain	312
1891	1037-1040	1038 –Orient Express	Jackson Shp USA	313
1894	1045-1048		CGC	314
	1054-1058		Dyle & Bacalan	314
1896 – 1900	1060-1061 1065 (postal)		MAN	314
	1059, 1062-64		MAN	314
1900	1116		Weimar	314
1896 – 1900	1066-1068		MAN	315
1896	1069-1072, 1095-1110		Ringhoffer	315
	1083-1088		CGC	315
	1117-1118		Weimar	315
1898	1073-1077		CGC	315
1906-07	1164-1166		Ringhoffer	315
1908	1202		Weyer	315
1898	1078 & 1103		CGC	316
1900	1079-1082, 1104-1108		CGC	316
	1120-1124		Ganz	316
	1125		Weimar	316
1898- 1900	1086-1088, 1105-06	Fourgons, Post & Baggages	CGC	317
1906-07	1089-1094, 1165 & 1206		Ringhoffer	317
1908	1178-1187		Raghenò	317
1900	1109-1110		CGC	317
	1126-1128		CGC	318
1900-02	1112		Ringhoffer	318
	1113-1115		CGC	318
1902	1136-1145		MAN	318
1900	1119	Fourgon, Post & Baggages	Weimar	319
1906	1131-1133, 1163, 1134 -1135	Ex PLM	CGC	319
1904	1146-1154		CGC	319
1906	1156-1162		Haut Volga	320
1902	1155	Rebuild on WL 61	WL Irun Spain	320
1906-07	1170-1172, 1176		Ringhoffer	320
1907	1173-1175, 1199		Ringhoffer	321
1908	1196-1198, 1201		Weyer	321
1906	1171	Ex VRS 744	CGC	321



1908	1178-1187	Fourgon, Post & Baggages	Ragheno	322
	1188-1195		Weyer	322
	1203-1207		Ringhoffer	323
1910	1208-1211		CGC	323
1909	1212-1221		CGC	323
	1235		Credé	324
1912-27	1222 & 1244		Beasain	324
1912-1913	1223 - 1234	1236 – 1243 not used	Credé	325
1926	1245-1256	1 <sup>st</sup> series with metal bodies	CGC	325
	1257	Ex WR 2092	CGC	326
	1258	Ex WL 1772	WL Greco	326
	1259		Beasain	327
1927	1260-1262	Fourgon Trucks Flèche D'Or	ANF	328
1928-1929	1263-1276		Metropolitan	328
1927-1930	1305 & 1139	Ex 1080 – 1133	CGC & Saint Denis	330
1930	1321 -1330	Only a project		330
1936	1320-1325	Ex WL 183-1897	CGC & Marly	331

#### Manufacturers of CIWL – Vehicules Utilitaires Special Cars

Year	CIWL Number	Description	Manufacturer	CIWL book page no
1899-1900	1001	Gas Storage Wagon built on the chassis of WL 37		332
1890 – 1092	1036	Gas Storage Wagon Ex WL 24	WL St Ouen	332
	1049	Gas Storage Wagon Ex WL 16	WL St Ouen	332
	1101-1102	Gas Storage Wagon Ex WL 139 & 191	Dyle & Bacalan	332
1900	1111	Gas Storage Wagon	Ringhoffer	332
	1129-1130	Gas Storage Wagons	CGC	332
1941		Wine Barrel Wagons ex SNCF	Saint Denis	333
1910-1911		Electric Shunting Loco for the CIWL works at Inzersdorf - Vienna	Brown Boveri Werke Vienna	333
1999	Fritzi	Diesel Shunting Loco for the CIWL works at Inzersdorf – Vienna – 70hp (PS)	Elin, Vienna	

#### Notes to explain the List of CIWL Car Manufacturers

The list of CIWL car manufacturers has been compiled from the book 'La Compagnie des Wagons-Lits' by authors 'Gerald Coudert', Maurice Knepper and Pierre Yves Toussiroit ISBN 13 978-2-915034-97-4 and cross referenced with the book 'FS CARROZZE Ex CIWL delle FS' by authors Fabio Cherubin and Luigi Voltan. ISBN 9788895096100 and JP Lepage's book 'Etat Numérique C.I.W.L. all of these sources are protected by copyright and as such cannot be quoted without reference to the authors and publishers.

The lists are; N° 1 Manufacturers of CIWL Sleeping Cars, N° 2 Restaurant Cars, N° 3 Pullman Cars,

N°4 Saloon Cars, N° 5 Fourgons and Utility Wagons.

Although it is for the readers to think through the history of how and when these thousands of cars were built, it is very interesting to note that for example the 'Fourgons' were an essential car in any CIWL luxury train fleet from the early days of George Nagelmacker's CIWL.

It is also interesting to note that many of the early cars were built in Austria and Germany, the reason was simply that George Nagelmackers needed cars for his Paris and Ostend to Vienna trains.

The history of which company built the early cars was very much part of the fierce battle between George Pullman's Company, Mann's Sleeping Car Company and George Nagelmacker's Compagnie des Wagons-Lits. George Pullman successfully introduced his Pullman cars into the UK and the sought to introduce them into Europe. The country that welcomed them was Italy.

Pullman Cars were to be seen in Italian luxury trains well before they formed part of any luxury train elsewhere in Europe. The fierce competition between the Mortimer Pullman's Company and George Nagelmackers Wagons-Lits was prominent in these trains into Italy.

If there are mistakes in these lists, it is simply a question of the writer misreading these excellent books.

Chris Elliott

December 2019

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