# Amis des Wagons-Lits - Newsletter #5 February 2020

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#### **Editoral**

Many of our readers will have several CIWL Books on their shelves. The list is long and many have understandably 'The Orient Express' in their title.

For those of our friends who carry out research, these books are a vital link to the past history of CIWL However there is always a need to search for more detailed information and that is where the problems start

In his excellent book 'La Compagnie des Wagons-Lits - Développement Spatial et Constitution d'un Réseau Multinational' Alban Guizol states that "In effect there was no policy of conservation of the archives of CIWL; without doubt because of the dual nationality of the company with its registered HQ in Brussels but executive HQ in Paris and if you add to this the many divisions - departments spread around the world all of which were given their autonomy" add to that the effect of two world wars in Europe and you are left what can be found here and there.

We share the view of the UK Pullman's Society philosophy 'that knowledge is to be shared and not left to gather dust and disappear'

There clearly is a need to find the details of those early CIWL trains

This is being given a great help by the very painstaking research carried out by our friend Jos Geilen whose 'Edelweiss Pullman Train' appeared in the Belgian 'Journal du Chemin de Fer' and is now able to announce his new book 'Etoile du Nord' that will be published shortly.

Another of our friends Jim Greaves has been researching 'The Club Train' for the past five years and finds it very difficult to establish the correct Pullman car numbers, there is in effect a difference between the various records and books.

A subject which is covered in detail in Alban Guizol's book is the history of its development, its competitors, its failures, financial intrigues and jalousies that effected the growth of the company. It is worth reading if only to learn about the way men from industry and the world of finance were appointed to the key jobs in the company. What we in English call 'the shenanigans' which went on when shares were traded, takeovers and the mistakes were made including the Thomas Cook episode. Alban concludes by stating that as is often the case when a brilliant innovator like George Nagelmackers dies, the vacuum is often never filled by anyone with the same foresight and depth of experience Alban Guizol's book is worth reading, but don't let it spoilt the image of ciwl's wonderful trains steaming east towards The Balkans and Istanbul.

This New Year is the 75<sup>th</sup> anniversary of the end of World War Two. After the struggles and losses that CIWL faced, it is perhaps fitting to devote some pages to The Simplon Orient Express' and its role of reopening the route of 'The Orient Express and a small mention of the military trains that operated under very difficult conditions to bring back over two million servicemen and women from Austria, France and Italy at the end of their active service in Europe and the Middle East.

We will also take the opportunity of congratulating two of our good friends who have been painstakingly researching CIWL's Pullman trains. Jos Geilen whose excellent articles on 'The Edelweiss Pullman' that appeared in the Belgian Journal du Chemin de Fer and now announces the publication of his new book 'Etoile du Nord'.. Considerable research has been put into researching 'The Club Train' that preceded the Golden Arrow by Jim Greaves. The depth of their research fills a considerable gap in the' history of CIWL. As the days, months and years pass the need to record this world of CIWL becomes even more pressing

Will Climate Change persuade the European railway companies to re-introduce night trains offering several classes of comfort? OBB! Austrian Railways certainly thinks so. The EU is to be congratulated in the way that they are helping several central European countries to bring their railway networks up to a Europe standard as good as that of SNCF, DB, CFF-SBB, CP, Mav, CD, Renfe, Trenitalia and our friends in the Netherlands, Scandinavia and Belgium

Our plans for this new year 2020 include further articles about 'The Simplon Orient Express', articles about the competition between George Mortimer Pullman's new Pullman Company, Mitropa and others. We will also dedicate one of our newsletters to Italy Chris Elliott

#### Bem Vindo a Portugal

#### An introduction to Spain and Portugal's railways

In 2020 Spain has a high speed network (AVE) of some 3100 kms. While in Portugal its Alfa Pendular Trains operate at 220 k/h.

However so to show just how far these two countries have advanced we thought that we would start by quoting a few paragraphs from 'The 1908 Red Baedeker Guide to Spain and Portugal'.

For Portugal; it reads "The arrangements of the RAILWAYS are similar to those in Spain though order and punctuality are better observed. Portuguese railway-time is 37 min behind that of Spain (i.e.

Greenwich time). The clocks at the railway-stations (by which the trains start) are purposely kept 5 min. slow. Timetables see p .xv111. The stations are all primitive. The name-boards are by no means conspicuous, and the vocal announcements of the names are frequently indistinct. Many stations are situated at some distance from the towns they serve, and the *Diligencias* which maintain communication between them are inferior. Travellers, especially if several of them are travelling together, will find it more convenient to take a cab. In driving to a station cabs are usually the only available means of transport"

For Spain; it reads "The speed on Spanish railways is very slow. The express trains (*tren expreso*) on a few of the main lines (sometimes with first class carriages only) and even the '*trains de luxe*) seldom run faster than 25 M./40kh an hour; the ordinary trains (*tren correo, tren mixto* 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> class) never attain a speed of 15 M/25kh an hour and are often much behind time. In winter the carriages are provided with foot-warmers (*caloriferos*). The third class carriages, which sometimes have seats on the roof also, even these in the ordinary trains are by no means as comfortable as they should be. Every train with first-class carriages ought to have compartments reserved for ladies (*departamento reservado para senoras*) and others for non-smokers (*para non fumadores*), but the injunction in the latter is seldom heeded by Spanish travellers.

The 'trains de luxe' (trenes de lujo), however, justify their name. These carry first class passengers only (fares raised by 10 per cent) with sleeping-cars (vagones-camas) at night and generally restaurant-cars by day. The number of places is limited as the steep gradients among the mountains forbid long and heavy trains. Parties purchasing the requisite number of tickets may have special coaches attached to ordinary trains; as e.g. berlinas or coupé-carriages, saloon carriages (camas tocador) sleeping compartments with toilet accommodation; (asientos de butaca-cama, sleeping-compartment with sofa berths (sillones) sofa-seats etc."

#### 1908 Railway Time in Spain

Trains in Spain all run on West European (i.e. Greenwich) time which is 10 min behind Paris time. The use of this official time is gradually being introduced in other connections, especially in the larger towns. But as a rule, local time is generally authoritative, and the traveller should carefully mark the difference between the railway and the other clocks.

For those of our British friends the name Bradshaw conjures up images of Michael Portillo striding across the British and European network clutching his red coloured 1913 Bradshaw. We on the editorial team have an original Bradshaw 1925 and a reprint of the 1913 edition Sadly they do not promote CIWL and one needs a magnifying glass to be able to read the words 'sleeping car' as a footnote under a train time, either Bradshaw or ciwl did not see the significance of promoting their luxury trains which on many occasions brought success to CIWL's European operations. In our summer 2019 edition we concentrated on Spain and its CIWL services Several of those international services went on to serve Portugal and in this edition we take a close look at just how Portugal fits into the world of CIWL.

The maps show just how closely the two countries fit together



Taken from the Cooks Continental Timetable summer 1958

(collection chris elliott)

CIWL wagons-lits sold to CP (Companhia dos Caminhos de Ferro Portugueses) in 1978								
CIWL#	Туре	Condition	Location	UIC#1969	UIC# 1974-01	UIC# 1974-10	UIC#1978	
			(Last Known)					
Cars curre Portugal	ently believed	to be in		51 66 06-10	51 94 06-29	51 66 06-10	51 94 72-10	
2796	WL S2U	Stored Restored	Entrocamento	014 51 66 06-10	001 51 94 06-29	005 51 66 06-10	101 51 94 06-29	Lisboa-Oporto Revised 51 94 72-
2893	WL S2	exhibit	Entrocamento	023 51 66 06-10	003	010 51 66 06-10	003	10 103
2965	WL S2	Stored Restored	Entrocamento	065 51 66 06-10	51 66 06-10	069	51 94 72-10	
3417	WL S	exhibit	Entrocamento	094 51 66 06-10	066		121 51 94 70-10	Turkey 1957 Converted for
3484	WL Lx	Stored	Entrocamento	113 51 66 06-10	Spain 1973-		101 51 94 07-10	rescue train Converted for
3486	WL Lx WL U-	Stored	Entrocamento	115	1978		102 61 94 71-70	rescue train Sold CP 1989-09
4595	Hansa WL U-	Stored	Entrocamento				003 61 94 71-70	Sud Ex Sold CP 1989-09
4598	Hansa WL U-	Stored Restored	Entrocamento				004 61 94 71-70	Sud Ex Sold CP 1989-09
4610	Hansa WL U-	exhibit Restored	Entrocamento				001 61 94 71-70	Sud Ex Sold CP 1989-09
4613	Hansa	exhibit	Entrocamento				002	Sud Ex
WL no lo	nger in Portug	al - sold or						
2800	WL S2U			51 66 06-10 016 51 66 06-10	51 94 06-29 002 51 66 06-10	51 66 06-10 006	51 94 72-10 102 51 94 70-10	Sud Express
2953	WL S1-S3			055	067		104	
2957	WL S1-S3			51 66 06-10	51 94 06-29	51 66 06-10	51 94 70-10	
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			059	006	068	106	
3425	WL S3		51 66 06-10 067 51 66 06-10			51 94 72-10 122 51 94 72-10	
3427	WL S3		068			123	
3429	WL S3		51 66 06-10 098 51 66 06-10			51 94 72-10 124	
3461	WL S3		117				
3553	WL Lx			51 94 06-29 008 51 94 06-29	51 66 06-10 153 51 66 06-10	51 94 70-10 153 51 94 70-10	VSOE sale conversion 1978 Scrapped accident
3554	WL Lx	Scrapped		009 51 94 06-29	154 51 66 06-10	154 51 94 70-10	1977-10-25 VSOE sale
3555	WL Lx			010	155	155	conversion 1978
EvWDC n	o longor in D	ortugal - sold			•		
or scrapp	_	ortugai - soid					
or scrapp	exWPC -		51 94 08-29	51 66 08-10			
4091	WR 38pl		003	004			Disposal by CIWL?
1031	exWPC -		51 66 08-10	001			Disposar by civil.
4094	WR 38pl		055				Disposal by CIWL?
	exWPC -		51 66 08-10				VSOE sale
4095	WR 20pl		056				conversion 1978
	exWPC -		51 66 08-10				
4096	WR 20pl		057				Disposal by CIWL?
							Accident 1965-12-
4100	exWPC	Scrapped	Not used	6337			18
	exWPC -		51 66 08-10				
4101	WR 20pl		058				To AZAFT 1996
	exWPC -		51 66 08-10				
4104	WR 20pl	Scrapped	059				Accident 1973
	exWPC -		51 66 08-10				VSOE sale
4110	WR 20pl		060				conversion 1978

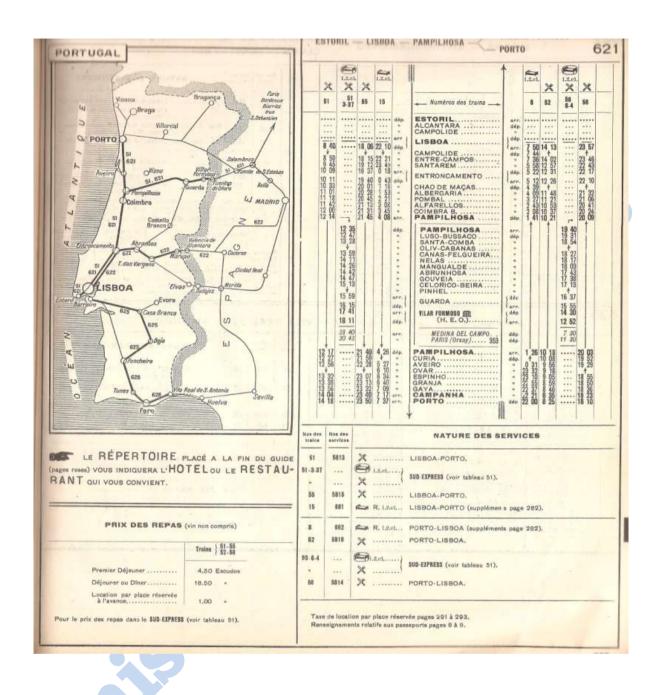
Data source - Brendan Martin, Javier Aranguren and VSOE

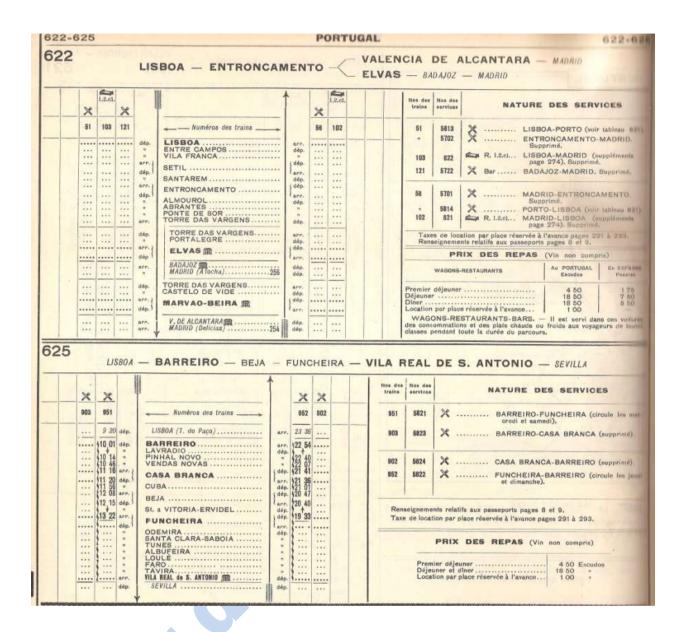
The UIC numbering of the CP-owned former CIWL cars has been revised several times for technical reasons and some cars have been used for maintenance cars including fitting with pantograph/overhead electric equipment.

Only 'Portugese' cars are listed: cars based in Spain that have operated through to Lisboa have not been included, February 2020

#### CIWL Guide Bleu 1st July - 7th October 1939

In our 3<sup>rd</sup> newsletter we published the CIWL map of Spain and Portugal and the timetables of both the international and national CIWL services. This time we concentrate on the map of Portugal, it s domestic services that show in the summer of 1939 most of these domestic services were operating normally. The international services were referred to by Xavier Guerra in his article The Sud Express on page 64 of our 3<sup>rd</sup> newsletter. CIWL 's Portuguese 'Direction' was at 'rampa de acesso a Estacao de Rossio in Lisbon





CIWL WL, WR and Fourgons – from Javier Aranguren 1996

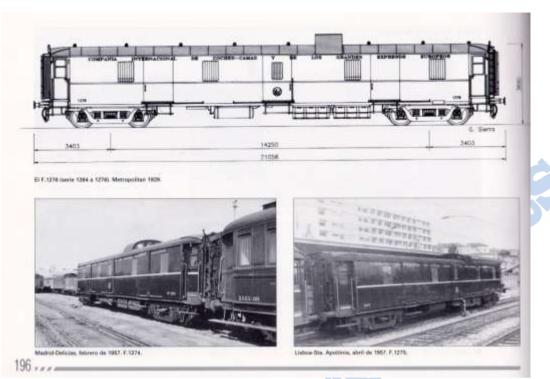
The principal international trains to and from Portugal crossed from France in to Spain at Hendaye in France and Irun in Spain. Because of the difference in gauge CIWL had workshops in Irun, where it seems they also maintained the CIWL cars operating into Portugal. CIWL also had workshops at Aravaca in Madrid. CIWL built and modified cars to operate in the Iberian Peninsular. Some were bought by James Sherwood to add to his fleet to form his V S O Express. The CIWL cars acquired were WL 3309, 3425 based in Lisbon as a spare 1958 3533 based in Lisbon and operated in the Sud Express 1967 – 1971 WR 4095 transferred to Lisbon 1951 Sud Express Lisbon to Medina del Campo there and back. Cars also listed by VSOE as having been based or worked in Spain and Portugal were WLs 3309, 3425, 3482, 3552, 3553 & 3555 and WRs 4095 & 4110.



Coimbra, Abril 1994 coche WL 51 94 70 10 101 – 4 (ex CIWL convertido de socorro en 1994



Lisboa-Sta. Apolonia; agosto de 1980 WL 51 94 72 10 102-0 (ex CIWL 2800 Vila Real se Sto. Antonio, julio de 1972. WL 51 94 72 10 101-2 (ex CIWL 2796 Oporto-Campanha. 21 de julio de 1995 Coche 51 94 72 10 103-8 (ex CIWL 2893)



El F 1276 (serie 1264 a 1276) Metropolitan 1929 Madrid-Delicias, febrero de 1957. F 1274 - Lisboa-Apolonia, abril de 1657. F 1275



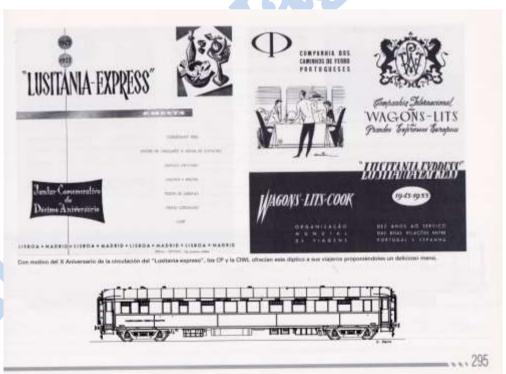
Factura de la CIWL. Por un almuerzo el 12 de abril de 1943 Lisboa-Sta. Apolonia, junio de 1963 WR 4098 Lisboa-Sta. Apolonia, junio de 1963 WR 4011



Vila Real de Sto Antonio, julio de 1992. WL 51 94 72 10 123-6 (ex CIWL 2957)

Oporto- Campanha, agosto de 1980 coche WL 51 94 72 10 124-4

Vila Real de Sto Antonio, julio de 1992. El "Combio Azul" con el WL 51 94 72 10 123-6 (ex CIWL 2957)



The above are from Brendan Martin's collection

There are three excellent books that tell the story of CIWL's operations in Spain and Portugal Coches, camas, restaurants y salones en los ferrocariles de la Peninsula Iberica by Javier Aranguren Coches CIWL y especiales de RENFE by Juan Delgado Luna and for the detailed account of the VSOE cars we recommend the book Venice Simplon orient-Express by Shirley Sherwood

#### Portugal - It's Train Services and CIWL

Portugal, we are told, has a land surface of 92, 212 kms<sup>2</sup> and a population of 10.29 million people whereas

Spain a land surface of 505,911 kms<sup>2</sup> and a population of 46.39 million.

We are also told that the **length** of **Portugal's railway system** is a total of: 2,786 km. broad gauge: 2,603 km; 1,668 mm gauge; 1,351 km electrified) metre gauge: 183 km 1,000 mm gauge as at 2006 Whereas Spain's total route length in 2012 was 16,026 km (10,182 km electrified). With an extensive 1,250 km system of metre gauge railways

Spain also has the longest route kilometres of standard gauge of High Speed lines 3100 kms some 500 kms more than France

Both Portugal and Spain's broad gauge are the same width 1,668 mm

The map of Portugal at the extreme west of the Iberian Peninsula reveals that the Portuguese Rail Network is almost in the perfect form of a tree

A series of trunk lines North South, connecting Lisbon, Porto, the Algarve and the frontier with France in the north

Then with several lines east and west leading away from the stations of Entrecamento, Pampilhosa, Porto Valença close to the northern frontier with France, the frontier stations of Vilar Formosa, Valencia de Alcantara, Badajoz and in the Algarve Real de Antonio

Perhaps the most famous line known outside of Portugal is the Douro Valley where steam persisted for many years and even now is not without the sight of a small steam locomotive.

Our special interest in CIWL is small in scale compared with other and neighbouring countries such as Spain and France.

The overnight CIWL services were essentially 'The Sud Express' and 'Iberia Express' from Paris and a direct service from Madrid to Portugal.

There has been a limited CIWL slow service between Lisbon and Porto. So for our research we have dipped into our copies of:

Reprint of Cook's First Continental Time Tables & Tourist handbook March 1873

Baedeker's Spain and Portugal Handbook for Travellers an original copy 1908

Bradshaw's Continental Guide Jan – Feb 1925 an original copy and not a reprint

Reprint of Cook's Continental Timetable August 1939

The British Railways Continental handbook May 18<sup>th</sup> to October 4<sup>th</sup> 1952 Cooks Continental timetable June 1958

Thomas Cook European timetable 'Winter Rail Services 1997
And of course our copy of the CIWL summer 1939 blue guide

and even the 'Guia Oficial Dos Caminhos de Ferro de Portugal CP timetable N° 957 setembro de 1954.

What is surprising is that the Cook's First Continental Time Tables & Tourist handbook does not contain anything about Spain and Portugal; it does however list Cooks Tours to Central Europe on pages 101 to 107. Now that may come as a surprise but if you then turn to the Baedeker 1908 Guide and read on page xviii in the paragraph that is headed Railways – The speed on Spanish railways is very low and even express trains seldom run faster than 25 miles per hour/40kh and the ordinary trains seldom exceed 15 miles per hour /20kh and are often much behind time! Likewise the number of places are limited as the steep gradients among the mountains forbid long and heavy trains even better some third class carriages have seats on the roof! One then understands why Cooks did not include their Spain or Portugal in their early guides

What is interesting is that in our regular close up on the Summer 1939 CIWL Blue Guide, this time - for **Portugal we find** 

Timetable 621 Lisboa to Porto two day time services with WRs and a night service with WL in

both directions

Timetable 622 Lisboa to Marvao-Beira no service

Timetable 625 Barreiro to Funcheira a WR serving lunch on the outward journey

and dinner on the return journey

If you then turn to the Cooks June 1958 Timetable

Timetable 472 International Services (Paris-Irun) Medina del Campo-Salamanca-Vilar Formosa-

Pampilhosa-Lisbon with overnight services The Sud Express and Iberia Express and a

connection at Fuente de San Esteban for Oporto

Timetable 488 Madrid-Plasencia-Valencia D'Alcantara –Lisbon with overnight services principally

The Lusitania Express

Timetable 489 Coruna – Vigo Oporto (Porto) – Lisbon daytime services with buffet and WRs and a

night service with a WL in both directions

Not surprisingly other Cross Frontier Services are very limited even to the extent that we see table 487 only showing services to and from Madrid to Badajoz with no direct onward service to Lisbon Today the Talgo Tren Hotel 'Lusitania Express' leaves Madrid Chamartin at 21:43 and arrives in Lisbon at 07:30.

#### www.seat61.com shows The Lusitania Express as

Madrid Chamartin depart:	21:43	Lisbon Santa Apolonia depart::	21:25
Coimbra-B arrive:	04:45	Lisbon Oriente depart	21:34
Entroncamento arrive:	06:05	Entroncamento depart:	22:30
Lisbon Oriente arrive:	07:20	Coimbra-B depart:	23:32
Lisbon Santa Apolonia arrive:	07:30	Madrid Chamartin arrive	08:40

#### On the move.

## **Brendan Martin**

This winter has been relatively quiet in terms of former CIWL cars moving around western Europe to locations where specialist craftsmen could either maintain cars that tend to be employed for luxury tours or day trips, compared with late 2018 when the SNCF, in conjunction with the French hotel group Accor, acquired the former NIOE cars and transported 13 cars from Malaszewič in Poland to Clermont Ferrand for full restoration to current operational standards; with indications of a luxury service from Paris to Wien and eventually to Istanbul. What dreams are made of, I suppose.

Readers have probably seen articles published by newspapers and magazines claiming that future travel around Europe for business people and tourists will be by train and in direct competition with seemingly, ever-expanding routes offered by airlines, particularly after the re-instatement of the Wien-Bruxelles service, and a possible Wien – Amsterdam train. It would be nice but is it honestly realistic even as fears about of global warming strengthen. However, one gets the feeling the journalists have followed the herd on this one. Looking at wagons-lits today, the financial results from ÖBB NightJet services have been successful, albeit only 34 of the former DB 43 schlafwagens purchased in 2016 are operational and further investment is new cars is in pipeline.

The only other sleeping car investment has been in the UK for services from London to five destinations in Scotland. After a long time problem-solving, both with the 75 new cars and the combination of electric and diesel locomotives, these virtual hotel-trains built in Spain have become fully operational. Perhaps journalists need to realise that all the railway administrations no longer have hundreds of passenger cars waiting to be used again. The various open-access rail operators have bought the good serviceable cars and few are prepared to order new cars from the few builders, which recently surveyed

by some DSO subscribers totalled a mere seven in the EU area. Of course these builders also supply the multiple-unit train and wagon markets.

While we support greater train travel, with higher standards of comfort and provision of amenities, technical and economic considerations must be considered too.

Despite the long-term considerations, there has been some relevant news for followers of CIWL.

In October there were reports of one or possibly two cars parked at Mönchengladbach in unpainted/primer condition – definitely 3345 and possibly 2973, that were owned and may still be, by J M Thill, together with two former SNCB passenger cars. Details are scarce but it understood that Centralbahn, which operates and maintains historic cars nearby may have plans for the cars. These cars may have been recovered for the former Ceske Velenice works.

Another intriguing CIWL movement concerns the cars owned by Swiss Trains - Christoph Bachmann, which recently were quoted as owned by Caroline Bachmann. Ex Pullman car 4013, which was converted into a passenger shower car at the CIWL Atelier Roma in 1967, has been reported stored at RSI Inzersdorf, Wien and due to return as a Pullman car. WP 4138, belonging to the Bachmann's has been repainted and stored at Doubs, replacing 4161 which is at ACC Clermont Ferrand as part of the SNCF's Orient Express project since April 2019.

For a number of years, heavy annual servicing and conversion work of the VSOE cars, usually five or six each year, has taken place at ACC. This year no details have been published although it is understood a third car, along with 3309 and 3425, is to be converted to a three suite luxury-plus car. Last winter (2018-2019) the remaining cars were serviced at MIDA srl, Guasticce, near Livorno. Disruption of railway operations within France recently may account for the lack of information, but a photograph showing the VSOE en route from Calais to Modane on 7<sup>th</sup> November 2019 without passengers and the cancelation of the season's final scheduled service, suggests serious operational problems have affected the VSOE

A final note; several photos and reports chronicle the Euro-Express train from Sweden to Italy including two immaculate WL AB30 (exWL P) near the front of the train: numbers 4541 and 4538 (A-EURO 61 81 70-70 008-1 and 010-7 respectively) on 2020-02-22. In the autumn, it is understood, that consideration was given to AB30 cars working the Malmo-Berlin service in the summer.

# Carrozze di lusso in scala 1:87 - Novità per il 2020 1:87 scale luxury carriages - New for 2020



Si è da poco chiusa l'ultima Spielwarenmesse, iniziata il 29 gennaio e finita il 2 febbraio 2020. Tra le interessanti novità annunciate durante il corso della Fiera da parte di molte case modellistiche, molte di queste riguardano le nostre fantastiche carrozze di lusso della Compagnie Internationale Des Wagons-Lits, prodotti che non potranno mancare nella collezione di ogni appassionato lettore di queste newsletter. Iniziamo da Hornby: con il marchio Jouef, sono state annunciate due nuove voitures-lits classe MU 1973 in livrea TEN immatricolate nelle SNCF - articoli HJ4141 e HJ4142 - con i carrelli Minden-Deutz; con il marchio italiano Rivarossi sono state riannunciate le carrozze del Venice Simplon-Orient-Express ambientate in epoca IV e V, nello specifico gli start-set HR4321 composto di due voitureslits classe Lx 1929 con tetto e ruote bianche, HR4322 composto di due carrozze-Pullman con cucina (probabilmente le carrozze 4110 e 4095), e HR4319 composto dalla carrozza-Bar 3674 del 1931; sempre con il marchio italiano Rivarossi è stata annunciata con l'articolo HR4320 una voiture-de-service del Pullman-Orient-Express. Con il marchio Rivarossi sono state annunciate due nuove voitures-lits classe MU in epoca IV-V in livrea TEN immatricolate nelle Österreichische Bundesbahnen (articolo HR4301) e Deutsche Bahn (articolo HR4302). Disponibili dall'inizio del mese di febbraio 2020 i nuovi articoli della Compagnie Internationale Des Wagons-Lits HJ4127 – couplage di carrozze-Pullman classe Fléche d'Or – epoca III, e due voitures-lits classe Lx 1929 in versione epoca IV, con carrelli Minden-Deutz (HJ4129) e in versione epoca III di 1°/2° classe (HJ4128).

Da parte dell'azienda italiana ACME, in aggiunta ai primi due start-set 55200 (tre voitures-lits classe MU costruite da Brissoneau, FIAT e WMD) + 55201 (tre voitures-lits classe MU costruite da FIAT e WMD) epoca III, verrà prodotto per completare il Tuttoletti il nuovo star-set 55253 formato da una carrozza-bagagliaio delle Ferrovie Italiane, e quattro voitures-lits classe MU, Yp e P. Grande sorpresa per l'annuncio della prima voiture-restaurant classe 1925R inclusa nello start-set 55228 con altre due carrozze italiane per treni rapidi di epoca IV. Al vero, ben otto voiture-restaurant classe 1925 furono modificate dalle Officine Pistoiesi, immatricolata nel parco FS, con i carrelli Minden-Deutz, bourrelets di intercomunicazione, condizionatori stone e abilitata ai 180 km/h. Rimaniamo ancora in attesa dell'uscita della voiture-restaurant classe 1955 articolo 50999 in livrea CIWL, e una voiture-lits classe Ub in livrea TEN, con i carrelli Minden-Deutz, e bourrelets di intercomunicazione (51030).

Annunciato da parte di LS. Models. alla fine del 2019, l'interessante start-set MW 1003 del Sud-Express in epoca IIb (1936-1939), composto da un Fourgon metallico a quattro porte (unità 1245-1256) costruiti dalle CGC – proposto il F1253 in livrea bleu nuit – nel 1926, un couplages di carrozze-Pullman della classe Côte d'Azur (4150+4143), e la carrozza-Pullman classe Fléche d'Or 4016 (costruita da Metropolitan nel 1926, inizialmente consegnate in livrea creme-marrone) qui proposta in livrea bleucrema. La WPS 4016 sarà la prima carrozza-Pullman classe Fléche d'Or prodotta dalla LS. Models. Annunciata, all'interno dello start-set MW 1908, Eurocity Iris, la Voiture-restaurant classe 1955 in livrea Eurofima.

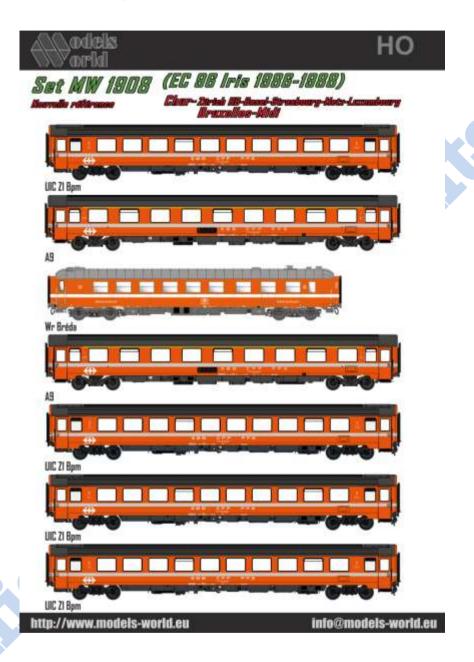
Il nuovo anno si apre con delle novità interessanti, per tutti gli appassionati della Compagnie Internationale Des Wagons-Lits. Non perdetevele!



The last Toy Fair which opened on January 29 and ended on February 2, 2020, has recently closed. Among the interesting news announced during the course of the Fair by many model manufacturers, many of these concern our fantastic luxury carriages of the Compagnie Internationale Des Wagons-Lits, products that cannot be missing from the collection of every passionate reader of these newsletters. Let's start from Hornby: with the Jouef brand, two new voitures-lits of the MU 1973 class in TEN livery registered in the SNCF - items HJ4141 and HJ4142 - with the Minden-Deutz bogies have been announced; with the Italian brand Rivarossi, the carriages of the Venice Simplon-Orient-Express set in the IV and V ages were re-announced, specifically the HR4321 start-sets consisting of two voitures-lits class Lx 1929 with roof and white wheels, HR4322 consisting of two Pullman carriages with kitchen (probably carriages 4110 and 4095), and HR4319 composed of the Bar carriage 3674 of 1931; again with the Italian brand Rivarossi, a voiture-de-service of the Pullman-Orient-Express was announced with the article HR4320. Under the Rivarossi brand, two new MU-class voitures-lits in the IV-V era in TEN livery registered in the Österreichische Bundesbahnen (article HR4301) and Deutsche Bahn (article HR4302) were announced. Available from the beginning of February 2020 the new items of the Compagnie Internationale Des Wagons-Lits HJ4127 - coupe of coaches-coaches Fléche d'Or class - epoch III, and two voitures-lits class Lx 1929 in epoch IV version, with Minden-Deutz bogies (HJ4129) and 1st / 2nd class III version (HJ4128).

The Italian company ACME, in addition to the first two start-sets 55200 (three MU-class voitures-lits built by Brissoneau, FIAT and WMD) + 55201 (three MU-class voitures-lits built by FIAT and WMD) epoch III, the new star set 55253 will be produced to complete the Tuttoletti, consisting of a baggage car of the Italian Railways, and four MU, Yp and P class voitures-lits. Big surprise for the announcement of the first voiture-restaurant class 1925R included in the start -set 55228 with two other Italian carriages for fast trains of epoch IV. Actually, eight voiture-restaurants born in 1925 were modified by Officine Pistoiesi, registered in the FS park, with Minden-Deutz bogies, intercommunicating bellows, stone air conditioners and enabled at 180 km / h. We are still awaiting the release of the 1955

voiture-restaurant item 50999 in CIWL livery, and an Ub class voiture-lits in TEN livery, with Minden-Deutz bogies, and intercommunicating bellows (51030).





# Set MW 1003 (Sud-Express)

#### EPOQUE 2B (COMPOSITION ETE 1936 À ETE 1939)



Fourgon métallique 4 portes





Pullman lère classe WSP Côte d'Azur



Pullman lère classe WSPc Côte d'Azur



Pullman Zème classe WSP Fléche d'or

# http://www.models-world.eu

#### info@models-world.eu

Announced by LS. Models. at the end of 2019, the interesting start-set MW 1003 of the Sud-Express in epoch IIb (1936-1939), consisting of a four-door metallic Fourgon (1245-1256 units) built by the CGC - proposed the F1253 in blue livery nuit - in 1926, a couplages of coaches of the Côte d'Azur class (4150 + 4143), and the coach-coach of the Fléche d'Or 4016 class (built by Metropolitan in 1926, initially delivered in creme-brown livery) here proposed in bleu-cream livery. The WPS 4016 will be the first Fléche d'Or class Pullman coach produced by LS. Models. The Voiture-restaurant class 1955 in Eurofima livery has been announced within the start-set MW 1908, Eurocity Iris.

The new year opens with interesting news, for all fans of the Compagnie Internationale Des Wagons-Lits. Don't miss them!

Francesco Bochicchio

### CIWL in Miniature: An LX sleeping car kit by Amati by Fred van der Lubbe

In the 4<sup>th</sup> Newsletter of the Amis des Wagons-Lits an article by me called "CIWL in Miniature: An Overview of manufacturers of models of CIWL cars" appeared. I mentioned in that overview the LX sleeping car made as a kit by Amati. In this short article, which is of course no report on the building of the kit since this is not a model-engineering newsletter, I describe some attributes and peculiarities of this product. A page with many pictures and also some videos of the model can be seen on my website: <a href="http://sncf231e.nl/amati-kit-for-a-ciwl-lx-sleeping-car/">http://sncf231e.nl/amati-kit-for-a-ciwl-lx-sleeping-car/</a>

The Italian manufacturer Amati is known for their kits of model ships. In the beginning of 2018, they announced at the Nurnberg Toy Fair a kit for an LX sleeping car. In July 2018 the kit came available and I ordered one. The box mentions "CIWL Orient Express of 1929, Sleeping car No 3533 LX" and "Scale 1:32". The scale of 1:32 is associated with a model railway gauge of 45 mm, also called Gauge 1. Car no 3533 is indeed an LX sleeping car and according to Lepage it had the same interior design as car 5332 which can be seen in restored condition in the railway museum in Mulhouse. Car 3533 was one of the series of cars 3496 to 3555 made by EIC (Enterprises Industrielles Charentaises Aytré) in France which was delivered to the CIWL in 1928/1929. But why does the box mention Orient Express? These cars were not made for the Orient Express and it is doubtful whether they were used for that train. They were used amongst others for the Calais Méditerrannée Express, the later Train Bleu. The name Orient Express was used, I assume, for marketing reasons; Amati could have been advised to make a model of a Type S sleeper, which would have been better with the Orient Express name! The box also mentions "All part of this coach has been approved by the Compagnie Des Wagon-Lits". I assume this means that a license was payed to the current holder of the CIWL and Orient Express names Wagons-Lits Diffusion, Paris. On the website of the Wagons-Lits Diffusion the Amati kit is mentioned as an example of their licenses with the text: "This is a 1,20m reproduction of CIWL sleeping-car N° 3533 which circulated on the ORIENT EXPRESS in the 1930's". I do not know what is meant with 1.20m, but it cannot be the length of the car, since that is 73 cm. 'Nuff' said about Wagons-Lits Diffusion.



When made according to the instructions the result is a nice model. Especially the attention for the interior by the kit designer is remarkable and not seen before in a general available model. An example of the interior is of course available in Mulhouse. Comparing the model with the real thing shows that the model looks remarkably realistic. The marquetry on the walls as well as the upholstery of the furniture is done with supplied printed paper. The picture shows the real thing left and the model right.



Smaller details like doorknobs, lamps etc. are cast metal and the mirrors do reflect as can be seen in these pictures of the toilet cabins and the WC.





A total view on the interior with luggage racks installed and showing the interior side of the roof is very convincing:



As opposed to the interior there are some remarks to be made about the exterior. The underside of the frame has not much detailing at all, only some simple battery boxes. The bogies however are very detailed but when made according to the instruction cannot be used to have a run with the car. I made some changes to bogies and frame such that the sleeper can be run in a gauge 1 Train Bleu on my layout: <a href="https://youtu.be/vAWXuxG2CS0">https://youtu.be/vAWXuxG2CS0</a>. The ends of the car are a bit simplified with the corridor connection being a piece of cast metal and the buffers even being not sprung (sprung buffers are "normal" in the larger scales). Both ends are the same, so the car has incorrectly 2 ladders. The sides do look good even when I had some difficulty to get a good result. The lining is done with supplied strips of self-adhesive tape and the lettering with decals. I choose lettering for the Train Bleu. The CIWL emblem is a nicely detailed brass casting.



The main flaw in the exterior look is that the roof-ends are completely wrong. Amati choose to have the roof removable and that might be the reason to come to this weird shape. These roof ends should have curves in three directions and the Amati supplied roof end is a flat piece of brass to be curved only in one direction. I used a piece of hard foam that I gave the right contour, as much as I could, by shaping

with a nail file. When later seen next to another gauge 1 car I noticed that not only the shape of the roof end of the kit was wrong but that also the length of the corridor and the width of the doors.



As a final remark. This kit is made from a number of different materials including much wood. Amati is known for their kits of wooden boats. I would have expected from a company like Amati that they would issue a model of a teak car and not of a metal car. Maybe a next Amati model might be a teak sleeper or restaurant?

# Hornby – Jouef new models of Flèche d' or WP 4072 and WPC 4085 (ref HJ4127)









Photos: Brendan Martin

#### Mails to the editors – always welcome

E-mail addresses see Page 117

Jim Greaves has corresponded with us several times about one of the original CIWL trains, the English Club Train which was run by two separate companies (London, Chatham and Dover Railway-LCDR and South Eastern Railway-SER) between London and Dover, for a few years from 1889 but seeks help from our readers as he explains below.

I first started researching the CIWL cars that ran in England between 1889 and 1893 as the Club Train some 12 years ago and I published an article in two parts in "Backtrack" for August and September 2015. The full original article was much longer but it was edited to suit the magazine. However it still contained the majority of the known details concerning the stock but I have never been able to establish with absolute certainty the actual vehicles used in England and the train's equivalent in France. The dimensions of the Cars forming the Club Train are a minefield of inaccuracies, discrepancies and contradictions with Roger Commault and George Behrend, amongst many others, unable to agree despite claiming to have seen CIWL's original records. I think I have consulted all the contemporary documents available in both England and France but there is no definitive source.

I think the Cars in England were; (the letter P denotes a photograph available)

255 [P] LCDR Voiture-Salon 32 seats 21 windows.

256 [P] SER Voiture-Salon 32 seats 21 windows. LCDR according to G. Behrend (GB)

257 LCDR Voiture-Salon. 32 seats, ref R. Commault (RC)

258 [P] LCDR Voiture-Salon. 32 seats 21 windows.

259 SER Voiture-Salon. Later rebuilt as Wagon-Restaurant for Europe. 26 seats ref RC 260 SER Voiture-Salon. Later rebuilt as Wagon-Restaurant for Europe. 26 seats, ref RC

261 [P] LCDR Voiture-Salon 26 seats. GB says this car was used by the SER. It was later rebuilt as Wagon-Restaurant for Europe. Destroyed in accident at Rambouillet 1911

#### And the Cars in France were;

242 Wagon Restaurant 48 seats in two saloons, one smoking one non, Builder Desouches. To Nord Express 1896 (Liege to Paris) coupled to 1024

243 Wagon Restaurant 48 seats in two saloons, one smoking one non, Builder Desouches

244 Wagon Restaurant 48 seats in two saloons, one smoking one non, Builder Desouches

245 Voiture-Salon. Builder Lyons. 32 seats. To Nord Express 1896 (Calais to Brussels)

246 Voiture-Salon. Builder Lyons. 26 seats. Later Wagon Lits 15 berths ref GB

247 Voiture-Salon. Builder Lyons. 26 seats. Later Wagon Lits 15 berths ref GB

248 Voiture-Salon. Builder Lyons. 26 seats.

253-254 Voiture a Lits. Builder Rathgeber. Length 1660cm,18 berth. Both added to train November 1899 for through traffic to the South of France.

The Fourgons were more confusing. The bogie Fourgons for both English and French Club Trains were 1027-1033 but there is confusion as to which ran in England. There is a photo of one of them with the number showing but despite efforts at clarifying it, it could be read as 1030 or 1031 and as some records show the English Fourgons as 1027-1030 and some show 1030-1033 the numbers remain a mystery. The English Cars and Fourgons were further divided between the South Eastern and London Chatham and Dover railways but to my knowledge no original records exist as to who had what.

If anyone can add to our knowledge from ORIGINAL DOCUMENTS or has a general interest in the Club Train I would be please to hear from them via the editor.

Jim Greaves

\_\_\_\_\_

#### Hermann Heless writes

Für die aktuellen Ereignisse kann ich nichts beitragen, aber zum Thema an die DRB übergebene ISG Wagen die angekündigte Zusammenfassung der Daten.

ISG 1651, 1653, 1683,1938, 1953 und der ermittelte 1943.

Zwei weitere ISG Wagen wurden zu 705500 und 705502 umgebaut, davon aber in den Unterlagen keine ISG Nummern angeführt.

I cannot contribute anything for the current events, but the announced summary of the data on the ISG (CIWL) wagons handed over to the DRB.-Deutsche Reichsbahn ISG 1651, 1653, 1683, 1938, 1953 and the identified 1943.

Two more ISG (CIWL) cars were converted to 705500 and 705502, but no ISG (CIWL) numbers were mentioned in the documents. Can anyone provide more information?

Arno Majorel writes

Bonjour Monsieur Elliott,

Je suis désolé de vous réponde avec autant de retard... Cela ne veut pas dire que je suis complètement désintéressé par les Amis des Wagons-Lits, bien au contraire! C'est depuis un certain temps déjà que je désirais vous répondre mais la formation que je fais actuellement est des plus chronophage.

Je vous remercie de m'avoir rajouter à votre liste de diffusion. Je suis très attaché à ces magnifiques voitures CIWL et je suis très intéressé de savoir ce que deviennent les voitures préservées aujourd'hui. Il est regrettable que ce parque soit aujourd'hui disparate avec comme exemple de

nombreuses voitures ferraillées à Tourville-lès-Ifs et d'autres (8 exactement) en attente de ferraillage à Versailles (ex 5° Régiment du Génie, armée française).

Je vous joins ma liste des voitures CIWL que je constitue sur temps libre. Elle est loin d'être terminée car cela demande beaucoup de temps que je n'ai pas forcément... Il manque des voitures à rajoutées et d'autres dont il faut compléter les informations, un travail de longue haleine! Malgré son état "brouillon", je peux vous l'a partagé car, on ne sait jamais, certaines informations pourraient vous être utile.

Merci d'avoir envoyé les bulletins N°1 et 2. Pourrais-je avoir s'il vous plait les bulletins N°1 et 4 (voir même tous ceux qui succèdent le N°4 si ils ont été publiés) que je n'ai pas ?

Je vous joins des photos des voitures CIWL WL 3898 et WL 4537 préservées aux "Train des Rêves" à la gare de Dracy-Saint-Loup (71). Elles sont utilisé comme hébergement à poste fixe. D'autres matériels (pas d'origine CIWL) sont également sur place mais rien ne roule. Les photos datent du 15/08/2019 et vous pouvez les publier sans problème en y mentionnant mon nom. J'ai si vous le désirez d'autres photos de d'autres voitures CIWL préservées. Je suis membre de l'association Chemin de Fer de la Vendée qui possède 4 WR ex CIWL (2750, 3681, 4216, 4230) et une Pullman (4150) sous convention avec l'armée française dont les travaux de restauration n'en sont qu'au début.

#### Cordialement, Arno Majorel

Editors' note: Please contact M. Majorel (<a href="majorel@gmail.com">arno.majorel@gmail.com</a>) regarding his current list of CIWL in France and few located in Switzerland.

Below are some recents photographs of cars belonging to "Train des Rêves" à la gare de Dracy-Saint-Loup (71) kindly supplied by Arno Majorel.





WR 3898



WL P 4537 unmodified

aux "Train des Rêves" à la gare de Dracy-Saint-Loup, France (71)



The finale of Thomas Cook - not just a travel agency

#### but CIWL's older brother - Chris Elliott

The collapse of Thomas Cook left 155,000 tourists stranded overseas, forcing the UK government to step in to orchestrate the biggest ever peacetime repatriation. The company's 9,000 employees woke up on September 23 with no job. The focus is, justifiably, on the people immediately affected by this terrible news.

But it's also important to take the long view. With this 178-year-old firm, its heritage is also about to be lost and a number of business historians—myself included—are fighting to save it.

Thomas Cook maintained a company archive in its Peterborough headquarters, which includes a larger number of written records and thousands of artefacts. This is an invaluable resource not just for the history of tourism, but also a record of innovation and social change that provides an unrivalled insight into Britain's relationship with leisure and travel.

The company's founder, Thomas Cook, invented tourism as we know it today, against a substantial public backlash from Victorian elites of the 19th century who viewed travel as the preserve of aristocrats and the wealthy. They were horrified by the notion they might rub shoulders with the riff-raff of the working and middle classes.

Newspapers at the time vilified Cook, even likening him to a "modern Attila," who, with his "swarms of followers" like the "barbarian hordes of old," would ravage the "fairest provinces of Italy." When it started, the firm mostly offered group holidays, first in the UK and later abroad. These proved to be

immensely popular with a clientele that had previously not had the means or knowledge to engage in this pastime.

#### Changing the narrative

Cook's genius as a businessman was to make this new mode of travel socially acceptable. The firm opened its first office in London in 1861, and both the company and the man were attacked by the press and traditional wealthy "traveller" (they called themselves travellers as opposed to mere tourists) for most of the 1860s. Yet by 1877, Cook had successfully changed the narrative. The press now celebrated his role in cultivating tourists as knowledgeable travellers. The wealthy and the aristocracy even starting using his travel agency when travelling to more exotic destinations, such as Egypt.

This social history of tourism and the strategies used by the firm to make its innovative business model socially acceptable can all be gleaned from the resources maintained in the firm's archive, which is now at risk of being lost as a result of the company's collapse.

There is historical precedent here. The Wedgwood Archive and Art collection was nearly lost after the company's collapse in 2009, but is now managed with help from the Victoria and Albert Museum. It was one of many major companies that failed in the wake of the 2008 financial crisis—including Woolworths Group, Lewis's of Liverpool, Comet, Clinton Cards, and Borders—leaving their heritage at risk. In response, the Business Archives Council created a crisis management team, which has worked hard to save some of these historical records. By 2017, the team has handled 100 such cases. Nevertheless, the number of archives that can actually be saved is unfortunately lower, because they are dealing with a number of challenges.

#### Heritage concerns

The crisis management team first engages with the administrators, liquidators, and receivers that handle a collapsed company. While some are sympathetic to heritage concerns, others are focused on getting the maximum value out of what's left of the business. Company records are rarely a priority for this, unless they contain significant art collections. And in those cases, there is a risk of this being sold off to satisfy the creditors.

More often, many administrators ignore the issue of heritage in the face of more pressing concerns. So in many cases, archivists cannot gain access and secure the records at all, and these important resources are simply lost.

Where records can be protected, the next hurdle is to find a home for them. The many records and artefacts in the Thomas Cook archive need to be stored in suitable conditions and made accessible to the public. An archive that is not used will not survive for very long.

Thomas Cook, despite its demise, is still a brand loved by many. Since the Business Archives Council started its call for support, they have received nearly 100 emails in support of the Thomas Cook archive and are contacting the liquidators to find a way to save it. It is easy to forget that Britain is a country whose identity was shaped by its businesses as much as by its pioneers in other fields. Saving archives is a crucial way to preserve this.

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Today, the head of the UK's Civil Aviation Authority tried to put the collapse of Thomas Cook, the world's oldest travel company, into context. Deirdre Hutton told the BBC that the 178-year-old company was "operating on brochures whereas everyone else has moved on to barcodes."

Is that really what caused Thomas Cook, after so many years, to go bust?

Thomas Cook was an enormous company by any standards, but especially in the age of do-it-yourself online travel. It had more than 20,000 employees and at least 550 UK branches. Its collapse left 150,000 Britons stranded abroad, as well as 350,000 nationals of other countries who had booked with the firm. Earlier this year, Thomas Cook blamed its losses on geopolitical events beyond its control. These included the 2016 attempted coup in Turkey, and the uncertainty around Brexit, with the value of the

pound plunging since the 2016 EU referendum. The company also said that last year's heatwave in Britain had reduced the demand for foreign holidays in the sun.

Thomas Cook had been in trouble for some time.

On the day of the company's collapse, Britain's health minister Matt Hancock denied any "Brexit connection" and said Thomas Cook's business model was out of date. British travel expert Simon Calder said that Thomas Cook "wasn't ready for the 21st century."

But once upon a time, Thomas Cook had the capacity to navigate change, and very nimbly too. Cook, a cabinet maker and Baptist minister who promoted affordable travel as a way to encourage temperance among the British working classes, expanded his company's excursions into the Middle East in the late 19th century. It was the making of it.



### **Books Review**

Simply because we've recently stumbled upon three new books that we would like to recommend.

Jos Geilen: "The 'Étoile du Nord' type Pullman cars of the C.I.W.L."

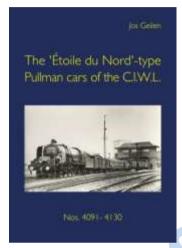
'Orient Express' the story of a legend by Guillaume Picon

'Night Train to Paris' by Manning Cole

#### "The 'Étoile du Nord' type Pullman cars of the C.I.W.L."

First is a new book 'Etoile du Nord' written by our friend Jos Geilen. It is the story of the CIWL Pullman train that operated between Paris and Amsterdam. It follows the tradition of Jos's recent series of articles called 'Edelweiss' another CIWL Pullman train from Amsterdam to Zurich which was published in the Belgian railway magazine 'Journal du Chemin de Fer' and is still available from us on demand. The book's 352 pages provide the most comprehensive information source about CIWL Pullman cars numbers 4091-4130 in English.

With this book, author Jos history of the 'Étoile du Nord'-on years of research. All about the first and other 'fish-belly' American all-steel railway car future C.I.W.L. cars, the Nord' Pullman train, the technical description of work, maintenance, in detail. Hereby revealing published before, are contains dozens of plans, and their services from 1927 Hardback, case bound, 352



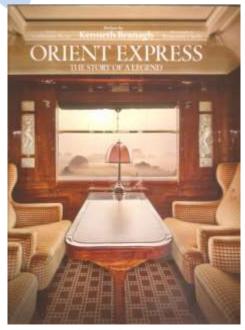
Geilen comprehensively presents the type Pullman cars of the C.I.W.L. based the change from wooden to steel cars, cars of the C.I.W.L., the influence of builders and Sir Dalziel on the design of coming and inauguration of the 'Étoile du specifications, orders and deliveries, the kitchen as well as saloon cars, the daily adjustments and conversions is described primary source documents, many not presented for the first time. The book photographs and surveys of all forty cars till today.

pages in colour and black/white

Price: **Euro 72,50** (inclusive international insured delivery)

Make sure to order your copy of this limited edition to avoid disappointment! Just send an e-mail to: read\_it\_now@outlook.com

What came as a total surprise is the book called 'Orient Express' the story of a legend by Guillaume Picon with photographs by Benjamin Chelly first published in France and the English language edition by ACC Art Books in 2018. This is a luxurious coffee table size book with a good number of unpublished photographs and of particular interest are photographs of the restoration currently being carried, out by ACC in Clermont Ferrand on SNCF's Pullman Orient Express cars. It is thoroughly recommended and both of these two books are available from Amazon.



# **Night Train to Paris**

#### By Manning Coles

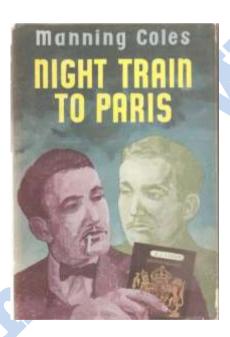
It's a thriller and the first part of the mystery is to learn that the author Manning Coles was or were two writers now Wikipedia tells us *Manning Coles* was the pseudonym of two British writers, Adelaide Frances Oke *Manning* (1891–1959) and Cyril Henry *Coles* (1899–1965), who wrote many spy thrillers from the early 1940s through the early 1960s.

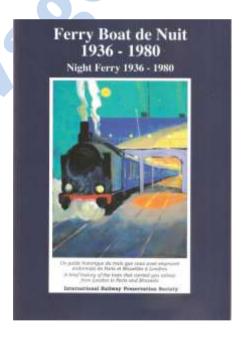
As we all know 'The night train to Paris' was our very own CIWL Night Ferry, the subject of our own publication Night Ferry - Ferry Boat de Nuit 1936 – 1980 published in 2012.

This tale of mystery and intrigue was published in 1952 by Hodder and Stoughton and cost 12/6d (63p or about 6 euros) in a hard back pocket sized version.

The characters; Tommy Hambledon – Secret Service, A Russian three man hit squad, the twin Logan brothers and a CIWL f Class wagon-lits. To get a better understanding of how it was carried out you can of course borrow Chris Elliott's CIWL key.

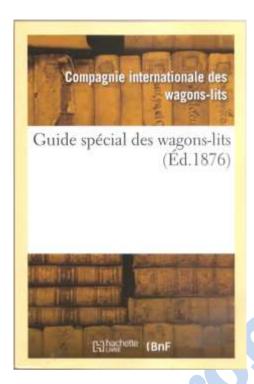
Inside the back cover it reads, 'For early information about FORTHCOMING NOVELS send a postcard giving your name and address in block capitals to THE FICTION EDITOR, HODDER & STOUGHTON, LTD! Sadly it may be a bit too late to catch up with these authors but you can go to www.hodder.co.uk.





In our next newsletter we will review Andrew Eames book 'The 8.55 to Baghdad' the author retraces Agatha Christie's travels to and from the Middle East on the Orient and Taurus expresses.

Then when Googling CIWL for ideas that we could spend our Christmas gift vouchers on, we came across first a reprint of a CIWL Guide special des wagons-lits/Compagnie européenne des wagons-lits et wagons-salons (Ed. 1876), the credit and source explains that it is reprinted from the archive copy held by the Bibliothèque nationale de France. It is a guide issued to passengers and contains timetables of the principle CIWL trains supplements and advice to travellers and advertisements, a little book to keep on the shelf.



Chris Elliott

# **Talgo Trenhotel**

#### **Xavier Guerra**

On 23<sup>rd</sup> May 1976, the first Talgo night train left Paris for Barcelona. It was formed of night stock of the Talgo-III RD design, which had been developed as a daytime Talgo in 1968 and pioneered Talgo's fantastic new gauge-changing technology, allowing it to run the Trans-Europe-Express "Catalan Talgo" route from Barcelona to Geneva, crossing the frontier through the gauge-changing shed at Port Bou. This began a new era for Talgo and one of their most wide-reaching exports. Trenhotel, the brand name for Talgo night trains, became the height of class in night trains, in a time when the previous night train staple, CIWL, was in decline.

My earliest memory of night trains are of the Talgo night trains from Paris. It was summer 2001 that myself, my parents and two younger brothers embarked on our first European holiday to Spain, taking EN475 from Paris Austerlitz to Barcelona Sants. Austerlitz was still a great place to trainspot of an evening, with many more night trains coming in and out across the station, including the famous Train Bleu, now almost the last SNCF-operated night service. But Talgos were like nothing that SNCF could hope to offer. They were sleek, elegant, functional and comfortable. Trenhotels were Talgo's star product, until the explosion of high-speed travel in Spain. This is an account of Talgo's Trenhotel exports from their beginning, to the present scene in 2019.



SNCF BB7285 at the head of EN407 "Francisco de Goya" at Paris Austerlitz in 2012 (M. Guerra)

# **Origins**

Talgo entered the night train market from 1976. Night train travel had been exclusively dominated in Spain, Portugal and across the Pyrenees into France by Wagons-Lits, as was a similar story in many other European countries. CIWL had a vast network of night services internal to the Iberian Peninsula, and at the demise of CIWL as an operator in 1971, loaned the cars to Renfe so that they could continue those services. Most of CIWL's fleet was considered old and outdated, and so this was an opportunity for Talgo to present the ideal solution. The flagship service was chosen as Barcelona to Paris, which had no previous direct night train connection. There were various factors for its instant success. Barcelona was a booming commercial and business centre, and Paris has also been a magnet for tourists for its history and culture. Not only that, but Talgo's gauge-changing technology made the border crossing from standard gauge to Spanish broad gauge complete in 5-10 minutes, and the train was not static for the changeover. This contrasts heavily with the other Paris-Spain night train of the era, the "Puerta Da Sol", which crossed the border at Hendaye and used a large complex where the coaches were lifted on jacks off of their standard gauge bogies and exchanged for broad gauge bogies. This process, depending on the number of cars requiring bogie changes, could take a couple of hours or more. Talgo's method was faster and simpler.

Barcelona Talgo



A T4 Sleeping car on the "Barcelona Talgo" Talgo-III RD Camas at Paris Austerlitz in July 1986 (Torrego). The first "Trenhotel" Talgo was born out of the Talgo-III RD, RD denoting Ruedas Desplazadas – displaceable wheels, and this design had been a feature of the daytime Talgo running from Barcelona to Geneva through the gauge-changer at Port Bou since 1968. The Talgo-III RD Camas sets were 22 cars long, made from stainless steel with the window panels painted red and the rest unpainted. Sets comprised of two generator cars, one kitchen/catering car, one restaurant and dining car, and eighteen sleeping cars. Each 1<sup>st</sup> class sleeper had four compartments containing two bunks each, and 2<sup>nd</sup> class couchettes would have four compartments with four bunks each. No showers were provided as there wasn't the room for the required water storage but each 1<sup>st</sup> class compartment did have a wash basin. The single dining car and catering vehicles restricted dining to 1<sup>st</sup> class passengers only. Capacity was enlarged in later Trenhotel generations where shorter sets were formed and run in multiple or formed with two instances of catering along the train.

A remarkable aspect of design from Talgo is the sleeper car layouts themselves. The Talgo design principle of having the cars suspended by single axles adjoining consecutive vehicles, with the floor of each car level with the axle, means that the train has a lower centre of gravity. This means that Talgo cars can maximise the permissible width of cars in the UIC loading gauge without creating unstable tipping forces. Subsequently, Talgo have maximised the available space by providing the same corridor space but place the compartments in a staggered position, forming a rough rhomboidal layout relative to the compartment window, and allowing for longer bunk beds to be installed. Later Trenhotel designs would return to typical square compartment spaces but the longer bunks are facilitated by the profile of the coach having arched top and bottom contours, and the widest possible space at the level of the bunks.



The corridor of a Talgo-III RD Camas sleeping car showing the staggered formation of the compartments (Talgo).

The Talgo-III RD Camas was a feature of the "Barcelona Talgo" until 1991 when it was replaced by brand-new Trenhotel sets derived from the Talgo-IV Pendular series. Talgo-III RD Camas sets appeared in a limited basis on domestic services between Barcelona and Cordoba, Seville or Cádiz, replacing Estrella services along the same routes and keeping overnight services present on the Mediterranean corridor while it was still cleared for a maximum speed of 160km/h. Spares from withdrawn sets allowed daytime Talgo-III RD sets on the "Catalan Talgo" to carry on for an extraordinary long time and sets were finally withdrawn in December 2010. One is preserved as a heritage train, residing at the Museu del Ferrocarril de Catalunya in Vilanova, near Barcelona.



Cascaded Talgo-III RD Camas sets seen on the "Antonio Machado" Trenhotel service from Cádiz approaching Madrid Atocha on the standard gauge AVE lines (Talgo).

# Talgo Pendular Trenhotel

The Pendular-brand Talgo Trenhotel came into service in 1980, firstly on domestic Iberian routes and then to a brand new Talgo service between Madrid and Paris shortly after, and displacing the Talgo-III RD sets in 1991 on the Barcelona Talgo from Paris. At the time this second Franco-Iberian Talgo was introduced to Paris from Madrid, the bogie change shop in Hendaye being substituted with a variable gauge shed, it competed with the Puerta De Sol night train connecting the two cities, leading to its withdrawal in 1996. Services from Barcelona to Milan and Zürich were also introduced in 1989.



The empty stock of the Madrid Talgo behind a SNCF BB4700 loco at Paris Austerlitz in May 1983 (S. Toerist).

Pendular Series-IV Trenhotels retained the staggered compartment formation of the previous generation, but subsequent generations of Series-V and Series-VI, though very similar in design externally, would switch to a parallel compartment formation, increasing the number of compartments available from four to five. "Turista" (2<sup>st</sup>) class compartments had the T4 bunk formation, and "Preferente" (1<sup>st</sup>) class compartments were T2 formation, and "Gran" (Large) class modelled Preferente with the further addition of shower units, the weight-saving required for the necessary water storage being facilitated by the use of aluminium for body panelling rather than stainless steel. Weight-reduction, and modern running gear technology, allowed for the new Trenhotel sets of Series-VI to run at 200km/h. This not only made the journeys faster, but also made it possible to run Trenhotel services out of Spain and further afield. The formation of Elipsos is part of that story.



The compartment of a staggered Talgo-IV 2<sup>nd</sup> class T4 sleeping car (Talgo).



The compartment of a later Talgo-VI "Turista" class sleeping car (R. Alford).

## **Elipsos**

Elipsos is an operating company set up in 2001 by SNCF and Renfe, with a 50/50 share, to manage the Talgo Trenhotel services running between Spain and France, Switzerland and Italy. They had four core Trenhotel services, each named after iconic figures in the Spanish art world, and a fifth service in the winter 2005/6 season only:

- Francisco de Goya (Madrid Chamartin Paris Austerlitz)
- Joan Miró (Barcelona Estació de França Paris Austerlitz)
- Pau Casals (Barcelona Estació de França Zürich Hauptbahnhof)
- Salvador Dalí (Barcelona Estació de França Milano Centrale)
- Madrid Chamartin Bourg St. Maurice

Elipsos services had their own dedicated pool of Talgo VI Trenhotel sets, denoted 6C1 to 6C8, representing a total of 154 vehicles, based at Las Matas depot in Madrid and San Andrés Condal depot in Barcelona. At high season, this was enough to cover the eight daily services, reducing to four return services over a 2-day period, with spares. The Elipsos Talgos had no formal dedicated livery, adopting Renfe corporate livery until cessation, though SNCF branding was added from 2006. Staffing for the trains was provided by Wagons-Lits, who at this time had ceased being a train operator and instead a train furnisher and catering service, soon after changing their name to Newrest Wagons-Lits. All the Elipsos Trenhotels were withdrawn by December 2013 when they became uneconomical to run in the face of competition from high-speed services using the new line between Perpignan and Figueres.

The Talgo formations for each of the services, though semi-modular, were very specific, and are as follows:

Table 1 - Compositions of Trenhotels until December 2011

Journey	Name	Minimum Composition	Spare Vehicles	Min/Max Vehicle Count
EN407/409	Francisco de	TG6, 2 TWL6g, 2 TWL6d,	7 TWL6u,	15/25
Madrid-Ch. –	Goya	TR6, TC6, TWL6g, 5	TWL6g, 2 TWL6d	
Paris A.		TWL6u, TA6I, TG6z		
EN475/477	Joan Miró	TG6, 2 TWL6g, 2 TWL6d,	7 TWL6u,	14/23
Barcelona EF. –		TR6, TC6, TWL6g, 4	TWL6g, TWL6d	
Paris A.		TWL6u, TA6I, TG6z		
EN273/274	Pau Casals	TG6, 2 TWL6g, 2 TWL6d,	3 TWL6u,	12/18
Barcelona EF. –		TR6, TC6, TWL6g, 2	TWL6g, TWL6d,	
Zürich HBf.		TWL6u, TA6I, TG6z	TA6I	
EN11273/11274	Salvador Dalí	TG6, 2 TWL6g, TWL6d,	4 TWL6u,	12/18
Barcelona EF. –		TR6, TC6, TWL6g, 2	TWL6g, TWL6d	
Milano Cle.		TWL6u, 2 TA6I, TD6z		

- TG6/z − 1/2 axle Generator Van
- TR6 Restaurant Dining Car
- TC6 Cafeteria/Kitchen Car
- TA6I Seated Reclining Car
- TWL6g Preferente Class Sleeper
- TWL6d Gran Class Sleeper
- TWL6u Turista Class Sleeper

I will now recall features of each Elipsos service, and a brief overview of how the times changed from introduction to withdrawal.

#### 1 – "Francisco de Goya" Madrid to Paris Talgo

The Madrid to Paris Talgo started in 1981 and originally had one intermediate passenger stop, in the city of Burgos. In 1986, Bordeaux was introduced as another intermediate stop but withdrawn from the timetable in 1996. Between 26<sup>th</sup> June and 11<sup>th</sup> October 1992, on Friday-Saturday and Saturday-Sunday workings, the service was extended to Seville for the Universal Expo 1992. It arrived at Seville at 13:01 and returned to Paris at 14:50 with additional stops at Cuidad Real and Cordoba, and using the gauge changer near to Madrid Atocha station to change between Spanish broad gauge and the standard gauge of the new AVE line to Seville. An additional intermediate stop was added to the regular timetable in 1997 at Vitoria-Gastez, and then Vallodolid and Poitiers in 1998 when a brand new electrified line was constructed through Avila, bypassing the old route circumnavigating the Guadarrama hills. The extra stops collectively added between 20 and 30 minutes extra travel time across the route. Two final extra stops were added on the French side in 2005 at Les-Aubrais-Blois and Orleans. The Francisco de Goya Talgo was withdrawn in December 2013.

Table 2 - Francisco De Goya Timing Comparison

Year	1981	1992	2011	2013
Dep. Paris-A.	20:00	20:00	19:45	18:08
Arr. Madrid-Ch.	08:55	08:32	09:10	09:40
Dep. Madrid-Ch.	19:40	19:35	19:00	18:30
Arr. Paris-A.	08:48	08:40	08:32	09:30



The very last northbound Trenhotel "Francisco De Goya" sweeps through the Roussillon countryside on the morning of 10th December 2013 (Blackmoone).

## 2 – "Joan Miró" Barcelona to Paris Talgo

This was the route of the flagship Talgo Trenhotel that began in 1974. It ran via the frontier at Port Bou and Cebère with stops at Girona and Figueres. The first significant timing alteration came in 1986 when the refurbishment of Barcelona Sants station was completed and the train began stopping there on its way to Barcelona Francia. From September 1996 it was re-routed through France along the PLM classique to Dijon and Lyon, where in a period of reduced running of the Milan and Zürich trains, all three joined together and ran as a single service between Lyon and Barcelona. This ended in September 1999 and the Barcelona to Paris Talgo resumed its original, more direct route via Toulouse with additional stops added at Limoges and Les-Aubrais-Orleans. From 2005 until withdrawal of the Zürich

and Milan services, the combining of the services returned, but the joining took place at Port Bou rather than the previous instance at Lyon. The Joan Miró Talgo was withdrawn in December 2013.

Table 3 - Joan Miró Timing Comparison

Year	1974	1994	2011	2012	2013
Dep. Paris-A.	21:00	21:15	21:32	20:23	22:16
Arr. Barcelona-EF.	08:50	08:20	08:24	08:05	09:43
Dep. Barcelona-EF.	21:00	21:00	21:05	20:43	19:55
Arr. Paris-A.	08:50	08:15	09:00	08:37	07:53



Trenhotel "Joan Miró" makes a stop at Les-Aubrais-Orleans on its way to Paris on 30<sup>th</sup> March 2006 (transportrail).

## 3 – "Pau Casals" – Barcelona to Zürich Talgo

The Talgo to Switzerland began on 28<sup>th</sup> May 1989, initially as far as Bern, and extending to Zürich the following year after the completion of major works at the HBf. Intermediate stops were made at Girona, Figueres, Geneva and Lausanne. The route through France was via Lyon, Valence, Grenoble, Chambery and crossing into Switzerland at Vallorbe, with the section between Grenoble and Chambery featuring diesel haulage rather than electric. This service had the lowest patronage of all the Elipsos Trenhotels, and over time efforts were made to increase patronage by swapping Gran class and Preferente class sleepers with seated cars, which did not work in tandem with the increase in travel times over the years. Operation was also trickier for this service as passports were handed over to the train conductors for the checking at the border crossing into Switzerland, which is not in the EU but is part of the Schengen zone. In 1990, a new intermediate stop was added at Fribourg, between Lausanne and Bern, and Perpignan added in 1998. Between September 1996 and September 1999, the service changed route, running as part of the Barcelona to Paris and Barcelona to Milan services, before separating from the Paris train at Lyon and continuing to Chambery along its original route. After 1999 the train ran to Chambery joined to the Milan train only. The Pau Casals Talgo was withdrawn on 7<sup>th</sup> December 2012.

**Table 4 - Pau Casals Timing Comparison** 

	- and					
Year	1990	2006	2008	2009	2012	
Dep. Barcelona-EF.	20:15	20:38	20:15	19:36	19:25	
Arr. Zürich HBf.	09:13	09:32	10:10	10:07	10:09	
Dep. Zürich HBf.	19:37	19:38	19:27	19:27	19:27	
Arr. Barcelona-EF.	09:10	09:02	09:01	09:43	10:30	



The unusual instance of Trenhotel "Pau Casals" being brought into Zürich HBf from the depot by former passenger railcar RBe 540 021 on 14th September 2012 (W. Van Drongelen).

### 4 - "Salvador Dalí" Barcelona to Milan Talgo

The Talgo to Italy began on 28<sup>th</sup> September 1989. It left Barcelona coupled to the Zürich Talgo, with intermediate stops at Girona, Figueres, and Torino Porta Susa. Separation of the two trains was done at Chambery, and the Italian half took the border crossing at Modane and the Frejus tunnel. Patronage levels were similar to the Zürich Talgo but the Milan Talgo had the largest dilation of times over the course of its life, with an increase of over two hours from 1989 to 2012. Perpignan was added as an intermediate stop in 1998, with Bardonecchia and Novara added on the Italian side in 2005 and 2007 respectfully. Logistics became difficult in the last couple of years of operation, in the wake of the migrant crisis in the Mediterranean, whereby the Italian border police insisted upon random searches of the train in the middle of the night at Modane with dogs for unauthorised people entering or leaving Italy. The Salvador Dalí Talgo was withdrawn on 7<sup>th</sup> December 2012.

**Table 5 - Salvador Dalí Timing Comparison** 

Year	1989	2006	2008	2009	2012
Dep. Barcelona-EF.	20:15	20:38	20:15	19:36	19:25
Arr. Milano-Cle	09:00	09:10	09:59	09:59	09:59
Dep. Milano-Cle	20:00	19:50	19:40	19:40	19:40
Arr. Barcelona-EF.	09:10	09:02	09:01	09:43	10:30



Trenhotel "Salvador Dalí" awaiting departure from Milano Centrale behind original-condition E656 431 articulated locomotive on 16th August 2006 (W. Bonmartini).

#### 5 - Madrid to Bourg St. Maurice Talgo

A limited service in the winter 2005/6 season was introduced between Madrid and the ski resorts at Bourg St. Maurice. It was seen as a surprise as the market for ski holidays out of Spain was very small. It ran from Madrid to Barcelona via the high-speed line with an intermediate stop at Zaragoza-Delicias, and then ran along the familiar route to France via Port Bou. Within France, intermediate passenger stops were made at Moutiers and Aime Le Plagne before arriving at Bourg St. Maurice. The train did not run bi-directionally and only at weekends, using spare Trenhotel set 6C8 based at Las Matas depot, with extra seated cars specially fitted-out for the transportation of skis. This Talgo did not run again after January 2006.

EN10407/10409 Trenhotel De Los Alpes				
Location	Out	Rtn		
Madrid-Chamartin	18:00	10:35		
Zaragoza-Delicias	19:50	08:38		
Bourg St. Maurice	09:35	18:40		



Trenhotel set 6C8 is shunted into Borg St. Maurice station on 31<sup>st</sup> December 2005 (Didierd).

Though the Franco-Iberian Talgo Trenhotels are now confined to history, Elipsos remains as a partnership to oversee the new high-speed TGV and AVE services making use of the high-speed corridor between Perpignan and Figueres. Their services are:

- Paris Gare de Lyon Barcelona (operated by SNCF TGV)
- Lyon Part-Dieu Barcelona (operated by Renfe AVE)
- Toulouse Barcelona (operated by Renfe AVE)
- Marseille Madrid (operated by Renfe AVE)

# **Deutsche-Bahn Talgo**

High-speed testing with Talgo-VI Pendular sets in Germany, first reaching 292km/h in 1988, and then up to 500km/h on a static test bed in 1990, convinced Deutsche-Banh to purchase Trenhotel sets from Talgo for a fast, lightweight, state of the art night train fleet. The first batch ordered in 1993 comprised 112 cars forming five complete sets, and a further 38 cars were ordered in 1995 to form two more Talgo sets with spares available. Sets were painted in the DB intercity livery of white with blue stripes and "InterCity Night" branding, created exclusively for Talgo services. DB NachtZug and CityNightLine brand names would appear later but the base livery changed little throughout their lives, except in two instances.



A DB Talgo set stabled adjacent to Munich Ostbanhof on 18<sup>th</sup> April 2008 (H. Dimitroff).

DB Talgo was also the first instance of Talgo's exportation of its business outside of Spain, with *Talgo Deutschland GmbH* founded to handle maintenance of the Talgo sets from a new base at WarschauerStraße in Berlin. Unusually, the Talgo sets came without the ability to change gauge, as it was primarily intended that they would operate services exclusively within the European standard gauge network. The first Talgos began operation in May 1994, replacing conventional loco-hauled night trains. Routes and formations varied across the years and a summarised below.

29<sup>th</sup> May 1994 to 28<sup>th</sup> September 1996

Four sets of 22 cars were used and a fifth set of 24 cars was kept at WarschauerStraße in reserve. Pairs of Autozug transporter wagons were often added to the trains, having to be shunted from the vehicle loading bays at Berlin Wannassee. Couchettes were not yet available.

Table 6 - DB Talgo May '94 to Sept. '96

Train	Departure Stn.	Time	Arrival Stn.	Time
ICN 1900	Munich Ost.	22:44	Berlin Chrlbg.	07:53
ICN 1901	Berlin Chrlbg.	22:03	Munich Ost.	07:14
ICN 1944	Berlin Chrlbg.	22:30	Bonn-Bad Gdsbg.	08:10
ICN 1945	Bonn-Bad Gdsbg.	21:58	Berlin Chrlbg.	06:57

Quantity	Туре	Description
1	Dz 882	2-axle Generator Van
11	WLAz 889	1 <sup>st</sup> Class Sleeper
1	WRz 887	Restaurant and Lounge Car
1	WRkz 885	Café and Bistro Car
1	Bpcbz 883	Disabled-access Seated Car
6	Bpcz 884	Seated Car
1	Dz 881	1-axle Generator Van w. Cycle Storage

## 29<sup>th</sup> September 1996 to January 1999

Services were increased from four to six, and handfuls of seated cars were converted into longitudinal couchette vehicles, with pairs of window-side bunks each side of a central corridor, whilst new couchettes in this form were delivered. Formations remained constant from then until October 2002.

Table 7 – DB Talgo Sept. '96 to Jan. '99

Train	Departure Stn.	Arrival Stn.
ICN 1900	Munich Ost.	Berlin Chrlbg.
ICN 1901	Berlin Chrlbg.	Munich Ost.
ICN 1944	Berlin Chrlbg.	Bonn-Bad Gdsbg.
ICN 1945	Bonn-Bad Gdsbg.	Berlin Chrlbg.
ICN 1988	Munich Ost.	Hamburg Altona
ICN 1989	Hamburg Altona	Munich Ost.

Quantity	Туре	Description
1	Dz 882	2-axle Generator Van
10	WLAz 889	1 <sup>st</sup> Class Sleeper
1	WRz 887	Restaurant and Lounge Car
1	WRkz 885	Café and Bistro Car
1	Bpcbz 883	Disabled-access Seated Car
3	Bpcz 884	Seated Car
4	Bvcz 886	Couchette Car
1	Dz 881	1-axle Generator Van w. Cycle Storage



A DB "Kajütliegewagen" couchette car showing the longitudinal bunk arrangements (V. Kolev).

## January 1999 to 31<sup>st</sup> October 2002

Intercity Night was merged with the then-new DB night train division DB NachtZug. Service numbers changed from ICN to NZ, and some services were given names. The connection to Bonn was withdrawn and a new Stuttgart to Hamburg service created, replacing a conventional night train of the same route. At this time, DB also began plans for additional routes to Barcelona and St. Petersburg. A presentation train, painted in an alternate colour scheme of dark blue and a red band with DB logos, did make the journey from Berlin to Kalingrad. It was intended that from Kalingrad the train would run through Vilnius and Riga before reaching St. Petersburg. However, the lack of gauge-changing axles on their Talgo sets put both schemes at a grave disadvantage and both were abandoned on this costly point. Money had been set aside to convert one set for the St. Petersburg service and a gauge-changer built at Kalingrad, but plans were continuously postponed until total abandonment in 2008.

Table 8 - DB Talgo Jan. '99 to Oct. '02

Train	Departure Stn.	Time	Arrival Stn.	Time
NZ1900 Pluto	Munich Ost.	22:28	Berlin-Lichtenberg	07:36
NZ1901 Pluto	Berlin-Lichtenberg	21:51	Munich Ost.	07:07
NZ1906	Stuttgart-HBf.	20:54	Hamburg-Altona	07:24
NZ1907	Hamburg-Altona	22:26	Stuttgart HBf.	09:01
NZ1988 Meteor	Munich Ost.	22:32	Hamburg-Altona	08:05
NZ1989 Meteor	Hamburg-Altona	21:48	Munich Ost.	07:29



The demonstration DB talgo on its way to Kalingrad, May 2004 (Talgo DB GmbH).

## 1<sup>st</sup> November 2002 to 8<sup>th</sup> December 2007

Despite ferocious marketing, the Stuttgart to Hamburg route did not gain enough patronage to make the inflexible formations of the Talgos running outside of Berlin economical, and was reverted back to conventional night train stock. Without the ability to top and tail the train at short notice, an alternative route was not found and the three return routes were reduced back to two. Surpluses meant that the remaining sets could be increased from 22 cars to 24.

Train	Departure Stn.	Arrival Stn.
NZ1900 Pluto	Munich Ost.	Berlin-Lichtenberg
NZ1901 Pluto	Berlin-Lichtenberg	Munich Ost.
NZ1988 Meteor	Munich Ost.	Hamburg-Altona
NZ1989 Meteor	Hamburg-Altona	Munich Ost.

Quantity	Туре	Description
1	Dz 882	2-axle Generator Van
8	WLAz 889	1 <sup>st</sup> Class Sleeper
1	WRz 887	Restaurant and Lounge Car
1	WRkz 885	Café and Bistro Car
1	Bpcbz 883	Disabled-access Seated Car
5	Bpcz 884	Seated Car
6	Bvcz 886	Couchette Car
1	Dz 881	1-axle Generator Van w. Cycle Storage

These formations were final up until withdrawal.

## 9<sup>th</sup> December 2007 to 12<sup>th</sup> December 2009

*DB NachtZug* was rebranded as *DB CityNightLine*, and many conventional sleeping cars received a distinctive new colour scheme of dark blue and large gold lettering, yet the Talgos kept their now fading colour scheme, with only the logos replaced. CNL trains with car-carrying wagons also gained a second number for the benefit of timing the loading of these wagons. The routes also gained new names.

Train	Departure Stn.	Time	Arrival Stn.	Time
CNL1200/AZ41200 Capella	Munich Ost.	22:30	Berlin-Lichtenberg	08:13
CNL1201/AZ41201 Capella	Berlin-Lichtenberg	21:50	Munich Ost.	07:06
CNL1288/AZ41288 Pyxis	Munich Ost.	22:25	Hamburg-Altona	08:11
CNL1289/AZ41289 Pyxis	Hamburg-Altona	21:46	Munich Ost.	07:28



The Talgos of CNL1200 and CNL1288 side by side at Munich Ostbahnhof with their respective Autozug wagons ahead, 1<sup>st</sup> June 2008 (Hebermann).

After the December timetable change, all Talgo services were withdrawn. DB was not able to cover the rising costs of specialist maintenance and the costs to refurbish the maintenance facility at WarschauerStraße.

Further attempts were made to use the Talgos on rare occasions afterward. *EuHoTra Germany AG* (European Hotel Train) had one set covered in a special vinyl in September 2010 with the intent of running rail cruise trips, but the company went bankrupt before plans could proceed further. The same set was used again in June 2011 to carry motorcyclists of the German Bundestag from Berlin Wannassee to Munich Ostbahnhof.

Ownership of the withdrawn Talgo sets passed to *HEROS Helvetic Rolling Stock GmbH* who put them up for sale or hire. When no buyers were found, and DB took the decision to wind down the now unprofitable *CityNightLine* network in 2014, they were towed from Berlin to a freight yard at Hamm for scrapping. Fortunately, Talgo would see a return to Berlin when RZD started a Talgo night train service between Berlin and Moscow in 2016. The "*Strizh*" train used brand-new Talgo-VI gauge-variable Trenhotel sets with larger generator units for supporting the train in snow-capped northern Russia and were maintained whilst in Berlin at WarschauerStraße. A gauge-changing shed was constructed at the Poland/Belarus border at Brest to allow the changeover between standard gauge and Russian broad gauge to take place.



The last man standing, the revinyled Talgo set out of service at Berlin WarschauerStraße in 2013 (A. Koch).

# **Domestic Talgo Trenhotels of Iberia**

Many Trenhotel routes operated exclusively in Spain or Spain to Portugal. Of the thirteen services that had existed with Trenhotel sets of Talgo-IV or newer, seven routes remain, despite the effort to transfer their funding away into high-speed services.

First, the services that are no longer running:

## Trenhotel "Alhambra" - Barcelona-Sants to Granada

This service always had a high patronage, and was quoted to be 80% full each run before withdrawal. It was withdrawn in August 2015 after overnight possession of track leading into Granada for facilitating AVE high-speed line construction work meant it was unable to run. Renfe originally promised the Trenhotel would be reinstated after the works was completed but excuses were made and no reinstatement took place. Several unsuccessful petitions have run to get Renfe to reconsider.

#### Trenhotel "Antonio Gaudí" - Madrid-Chamartin to Barcelona

This was the shortest Trenhotel in terms of duration. As a result, less compartment sleepers were featured and instead, the Talgo sets had extra super-reclining seat coaches (1<sup>st</sup> class and 2<sup>nd</sup> class), denoted as sleeperette. The route was via Zaragoza and Lleida. It was withdrawn (circa 2003/2005) and replaced by a high-speed Talgo "Altaria" service between Barcelona Sants and Madrid Atocha.

#### Trenhotel "Antonio Machado" – Barcelona-Sants to Cádiz

This service started with a displaced Talgo-III RD Camas set and finished with a Talgo-VII Trenhotel set in its last year of operation. It was withdrawn in June 2010 and replaced with a Barcelona to Seville AVE and connecting services from Seville to Cádiz. It was quoted at the time that under an EU directive of July 2010, Renfe was to cease all long-distances services running at a loss. The Barcelona to Cádiz Trenhotel was one of them. However, it is suspected that this was also partly a scheme by the Spanish government to make the AVE services profitable.

## Trenhotel "Gibralfaro" – Barcelona-Sants to Málaga-María Zambrano

This is a similar story to the Cadiz trenhotel. It replaced the "Estrella Gibralfaro" conventional night train in September 2000, and used a Talgo-VII Trenhotel set in its last year of operation. It was withdrawn in June 2010 and replaced by an extra AVE service from Barcelona to Málaga.

## Trenhotel "Asturias/Pio Baroja" – Barcelona-Sants to Gijón-Sanz Crespo

This Replaced an Estrella night train of the same name in 2009, and used a Talgo-VII Trenhotel set until withdrawal. It was withdrawn in June 2013, and replaced with an extra daytime Talgo Alvia along new high-speed lines.

#### Trenhotel "Rías Gallegas" – Madrid-Chamartin to A Coruña

While technically still an operating Trenhotel, it was rerouted to Pontevedra after introduction of the daytime Talgo Media Distancia service from Madrid to A Coruña.



The shortest Trenhotel ever? The Trenhotel "Atlantico" reduced to two generator cars, one Turista class sleeper, cafeteria car and one seated car, June 2017 (Bentanzos).

Here is a table of the remaining operational Trenhotels in Spain and Portugal.

Table 9 - Operational Renfe Talgo Trenhotel Routes

Name	Route	Trenhotel Series
Galicia La Coruña	Barcelona-Sants	VII
	A Coruña	
Galicia Vigo	Barcelona-Sants	VII
	Vigo-Guixar	
Rosalía de Castro (irregular	Barcelona-Sants	V/VI + VII (Barcelona to
service)	A Coruña	Monforte only)
Rías Gallegas	Madrid-Chamartín	IV/V/VI
	Pontevedra	
Atlántico	Madrid-Chamartín	IV/V/VI
	Ferrol	
Lusitania	Madrid-Chamartín	IV/V/VI
	Lisboa-Santa Apolónia	
Surexpreso	Hendaya	IV/V/VI
	Lisboa-Santa Apolónia	



Talgo S7 Trenhotel sets 7C5 and 7C& during daytime stabling at Barcelona Can Tunis depot on 21<sup>st</sup> April 2012 (M. Guerra).

The most recent generation of Trenhotel Talgos is the Series 7, featured in many former services previously mentioned and now used solely on the *Galicia* Trenhotel routes. They are Trenhotel variants of the Talgo-VII series daytime sets which were first introduced in 2001 for the "Altaria" brand of intercity services running at up to 220km/h along newly-constructed high-speed lines in Spain. The Trenhotel variants were outfitted from Altaria sets in 2010. The base formation was 10 cars and that could be increased up to 16. All sets were either maintained at Las Matas in Madrid or Can Tunis in Barcelona.

2 41 0 0 1 0 1 1 41			
Journey	Minimum Composition	Spare Vehicles	Min/Max Vehicle
			Count
Galicia Barcelona-	TGA7, TA7, 2 TWL7, TR7, TC7,	2 TA7, 4 TWL7	10/16
S. – A Coruña	2 TWL7, TA7, TGA7		
Galicia Barcelona-	TGA7, TA7, 2 TWL7, TR7, TC7,	TA7, TWL7	10/12
S. – Vigo-Guixar	2 TWL7, TA7, TGA7		

- TGA7 2-axle Generator Van
- TR7 Restaurant Dining Car
- TC7 Cafeteria/Kitchen Car
- TA7 Seated Reclining Car
- TWL7 Gran Class Sleeper

Note that in a Talgo-VII, there are no Preferente or Turista class sleeper cars. They are all Gran Class and all come with showers. Also, there are no 1-axle Generator vans, and so the TR7 restaurant car acts as

Amis des Wagons-Lits

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the bridge between two set halves. All sets are gauge convertible by default for running on both Spanish broad gauge and the standard gauge featured on high-speed lines.



The bunks in a Gran Class S7 sleeper, 21<sup>st</sup> April 2012 (M.Guerra).



The shower unit accompanying a Gran Class sleeper, 21<sup>st</sup> April 2012 (M.Guerra).

After they were removed from other Trenhotel services in Spain, it was hoped that they would see use elsewhere or help to relaunch the Elipsos Trenhotel services. Trials were planned to have the Talgos certified for operation in France and Italy but a new service did not materialise. In February 2018, a €107 million contract was awarded to Talgo by Renfe for the reconversion of spare Trenhotel sets back into daytime Talgos for new high-speed services. Other existing Trenhotel services will no longer receive the newer Talgo-VII sleepers and when/if new high-speed lines are built or the existing Talgo-IV/V/VI Trenhotels become life-expired, the prospect of these services continuing for the foreseeable future appears highly uncertain.

## So What Happens Now?

Well it's not all doom and gloom. The age of the night train, while appearing depressing in the last decade, has had a wonderful resurgence in the past 2 years. Nightjet have rescued the night trains of Germany and Austria from extinction, and in a time of climate consciousness and Flugscham, long-distance and night travel on trains is rising in popularity again as a means of avoiding environmentally-damaging short-haul flights.

RZD took on Talgos for their Berlin to Moscow service in 2014 and there's nothing to say that more of their night trains won't go to Talgos in the future. Talgo has showcased their unique rolling-stock methodology to many railway companies and has many bases in other countries around the world, including Germany, Kazakhstan, Saudi-Arabia, Uzbekistan, the United States, Bosnia & Herzegovina, and most recently India. A Talgo-IV Pendular set shipped out to India for trials recently became the fastest train to run on India's railways, at 180km/h, and Talgo hopes they can win contracts for new trains. Germany has ordered new Talgo designs for its intercity fleet, dubbed ECx, and no doubt other

companies will look upon these as examples as to why Talgo could offer the best product to resurrect more night train services in Europe, as they did in 1976.



The newest client for Trenhotel, RZD, with their Berlin to Moscow Trenhotel crossing Russia in snowfall (Talgo).

# **CIWL and Nightstar Car Interfaces**

Xavier Guerra

#### Introduction

The interoperability of European train services is so common today that we just don't think of it working any other way. Train journeys cross borders in European countries without the need to change trains, have documentation checked or even change station. However, while much of that transformation is political as well as physical, we all know how the first railways started, as small private enterprises linking up neighbouring industrial or commercial centres like roads between allied kingdoms. It wasn't until later, during the mass exportation of railway technology from Britain to North America and Europe, that it made sound sense to introduce common standards between railways. Even in Britain this was fierce, take the example of the battle of the gauges between Stephenson (4ft 8 ½ in) and Brunel (7ft ¼ in), with Brunel losing out and his beloved broad gauge Great Western Railway from London to Bristol having to be entirely re-gauged by 1892.

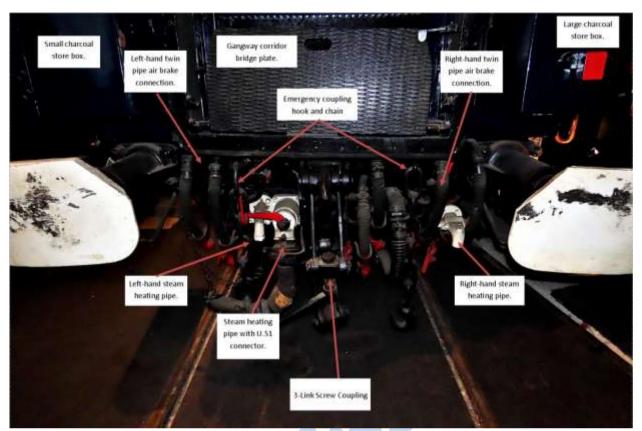
In the time of the birth of Compagnie International Des Wagons Lits (CIWL) in 1874, international train travel was a recognised travel solution, but no organisation mediated on the relative standards between adjacent countries' rail networks. It is fortunate that in a world with the European Union, the European Railways Agency, TSIs and whatnot that interoperability throughout the systems of different countries can be assured and enforced. But in Nagelmackers' day, most likely this proved far too difficult and border-crossing long-distance train services, day or night, were all but non-existent. With Nagelmackers having returned from a trip to the United States, inspired by the network of night trains provided by George Pullman, it must have been quickly realised that if he was to achieve his vision of a Europe-wide operator for night trains, then he would have to take it upon himself to ensure that his trains could unite all these different systems.



WR 3348 at Cité Du Train, Mulhouse (M. Guerra)

So what point am I getting at? Well, a post-university exam trip to Hamburg and Mulhouse led me and my father to Cité Du Train, the national French railway museum. Inside amongst the exhibits are three Wagons Lits cars; LX Sleeping Car 3532, Pullman Flèche d'Or 4018, and Wagon Restaurant 3348. 3348 is the subject of this article as it was the most accessible at ground level. Observing the vast number of different brake types and couplings on one end of the car alone, our curiosity was aroused and we came to the realisation of how revolutionary this must have been at the beginning of the 20<sup>th</sup> Century, and nobody else other than CIWL would have attempted such a feat as to design cars that would be fit for travel anywhere in Europe. This coincided with my father being graciously gifted a copy of the technical manual for rolling stock of the ill-fated Nightstar, an abandoned project to run international night train services from the UK to Europe via the Channel Tunnel. While the systems in the Nightstar cars may be vastly more complex and make great use of modern (circa 1992) technology, the concept behind creating universal interfaces and accounting for specifics of different European operators, in this case is essentially the same as what CIWL did over a century previously. And so, this short piece aims to identify some of the features CIWL incorporated to provide multi-railway interfacing, and to draw comparison with what the Nightstar designers faced.

It all starts with this photograph, from one end of car 3348 at Mulhouse.



Labelled photograph of 3348's end connections at Cité Du Train, Mulhouse (M.Guerra)

Without the necessary technical explanation the picture would certainly appear to be a very confusing mess. However, it has been labelled for the benefit of readers. Thanks go to Camille Doron who helped dig up most of the technical detail on the CIWL end from a 1955 technical brief. Let's start with the brakes.

#### **CIWL Brakes**

As a general rule, CIWL cars are equipped with a Westinghouse Automatic compressed air brake, developed by Westinghouse in 1872, and consists of an auxiliary reservoir tank on each car, connected to a main brake pipe leading all the way down the train from the locomotive, and a brake application cylinder that applies the brake blocks on the wheels. A valve actuates automatically at the slightest drop in pressure in the brake pipe. It provides three functions: to allow the compressed air of the main brake pipe to charge the auxiliary tank when the brake cylinder is empty, to allow the compressed air to pass from the auxiliary tank into the cylinder (clamping), and finally to allow the cylinder air to escape into the atmosphere via a second pipe (loosening), hence why this brake is often described as "triple valve, twin pipe". This is combined with the Westinghouse direct brake, a steam-driven or electrical-driven pump on the hauling locomotive, or a Westinghouse adjustable brake (adjustable in the sense that the pressure can be fine-tuned in either clamping or loosening stages rather than a simple on-off), required by the Paris Lyon Marseille (PLM) network in France and Chemins de Fer Fédéraux Suisses (CFF) in Switzerland. The F-type sleeping cars, built for operating the Night Ferry to London, are also equipped with the Hardy-Clayton vacuum brake, which unlike the Westinghouse air brake, uses a vacuum pump to evacuate the brake pipe to a low pressure to keep the brake blocks released. When the brakes are applied, the pump is released, increasing the pipe pressure to atmosphere, at which point the blocks apply. Use of the vacuum brake in favour of air brakes disappeared in the UK with the complete withdrawal of steam in 1967. Cars operating exclusively in the Spain-Portuguese or Turkey-Egypt regions only had the vacuum-brake fitted, and so could not operate in the rest of Europe without retrofitting of air brakes or use of a translator vehicle.

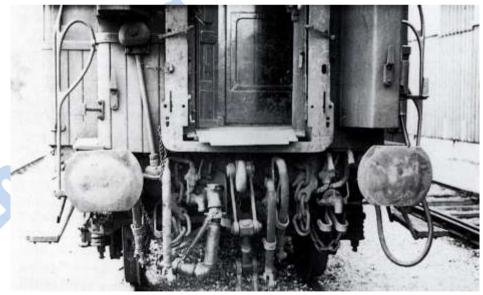
Typically, and in the case of 3348, there are:

- 2 Westinghouse automatic brake pipes, one on the right and the other on the left, with a flexible coupling pipe immediately after a shut-off valve. On recent cars, the wrist is "latched", using a stopper device preventing the valve from closing on its own.
- 2 direct brake pipes next to the automatic pipes, and again with their own flexible couplings (and an optional cotton braid cover). The coupling head is equipped with a valve that works only if it is coupled. On some of the older cars there is still a third coupling of each kind, placed in between the two sets of air pipes:
- The vacuum brake coupling. This is much larger than that of the Westinghouse brake. There is only one on each coupling plate of the F-type cars, since they only had to interface with locos of the Southern Railway, and two on the cars of the Spain-Portugal and Turkey-Egypt regions.

In the photograph of 3348, all air brake connectors are indicated by their red-painted coupling heads.

#### **CIWL Heating and Couplings**

The various train heating pipes on 3348 are painted white. The larger coupling pipe, located centre left of the car end, is the main heating pipe for steam loco connection, and has a type U.51 connector. The two smaller white pipes at each end were a curiosity initially as the information I got from Camille suggested these pipes were for "Electric Train Heating" (ETH), translated from French. However, as a non-native French speaker this was almost certainly a mistranslation, as an ETH connection is fully electrical and would have multi-pin electrical connectors on the car rather than hollow pipes, as we shall see later on the Nightstar. So, what are they? Well it's reasonable to assume that they are another form of steam heating pipe, for use with diesel and electric locomotives that have steam-heating fitted. Unlike brake pipes, these heating pipes were not unidirectional, and one pipe could operate as the heating-in pipe and the other as the cooling-out, depending on the placement on the locomotive.



The end connectors on 1911-built teak car 2196. (G.P.Keen)

The main coupler on the CIWL cars is the standard 3-link screw coupling, and the tow hook and drawbar of the coupler can be seen in the centre of the car underneath the gangway. Two extra smaller chain and hooks also exist either side of the 3-link for pairing with non-familiar couplings or slow-speed shunting.

#### **CIWL Extras**

Each CIWL car also has a small coal-fired steam boiler/heater. It is most commonly used to supply hot water to the sleeping car attendant's pantry, and sometimes the passengers. It was probably powerful enough to supply the train heating in the isolated car for a short period of time. Water was fed into the boiler by gravity from a tank somewhere in the car's roof space. Coal is supplied from a small and a large charcoal store box located on the outside of the car, to the left and right of the gangway. It fed coal to a store access underneath the boiler at the end of the compartment corridor, and it was the sleeping car's job to stoke the fire for the boiler. However, as a Wagon Restaurant, the boiler in 3348 was likely to have been placed in and around the kitchen area (though sometimes combined as a back-boiler in the range), as hot water would have most certainly been required for cooking and washing, with the coal also used for the coal-fired kitchen range.



The end connectors on an unidentified steel-body car. (G.P.Keen)

Corridor connections between cars were bridged with a single layer rubber bellow surrounding the gangway, elastically-suspended on a flexible frame so that the bellows of the car was always flush with that of the adjoining car. Each car end also has a rotary footplate in front of the gangway door that rotates to rest at a horizontal positon, hopefully overlapping the plate of the adjoining car, to complete the corridor crossing between cars. The cars had an air-operated emergency alarm whistle, found above

the charcoal boxes, with the whistle actuator also linked to the auxiliary brake reservoir to apply the brakes in an emergency.

That concludes the summary of the end-car interfaces for CIWL cars.

#### **Nightstar Brakes**

Compared to Wagons-Lits, the Nightstar cars, built exclusively by Metro-Cammell in the UK, might seem a more complex machine. In some ways that's true as the explosion of electronics makes many systems automated or more variable.



Nightstar service car in store at MOD Kineton in 2000 after the project was formally cancelled (A. Nicholls).

The cars were still equipped with a twin-pipe automatic air brake, but the relatively large air reservoir also supplied supplemental onboard systems such as the yellow fire doors, vehicle primary air suspension, toilets and fire-suppression dampers. The air brake is fully adjustable (unlike the old Westinghouse direct brake) and the brake pipe pressure, air suspension pressure and Passenger-Rapid-Selector (a special relay for selecting the appropriate brake systems) is constantly monitored and set by the distributor valve. If in an emergency the train has to be split, the reservoir pipe can be severed and evacuated using a duplex uncoupling cock accessed from the end gangway inside the car, rather than having a fitter separating the brake pipes of adjoining cars by hand as in the days of CIWL. Brake pipe adaptors are also carried such that a UIC brake couplings can be used to connect to those of British Rail (BR) and vice versa.

Separate air reservoirs, with their own individual check valves and vented isolating cocks, also provided to actuate two other braking systems not seen on CIWL; the sprung-loaded parking brake and the magnetic track brake. The latter was required as an emergency brake for operating in Germany if the train operated at speeds over 140km/h (the Nightstar was rated for 200km/h), and they work by dropping on to the track and gripping the track by magnetism. It is an effective brake but the addition of the pairs of permanent magnets on each bogie makes for a very heavy car (the magnetic brakes add 1T to each bogie).

All the brake pressure and valve switches are controlled using UIC-standard electro-pneumatic valve relays (denoted EP Assist), rather than an all-mechanical system. This mass of electronics also allows the brakes to be operated remotely in the case of loose shunting or if the brakes have to be vented on an individual car. Complex relays also allow emergency brake override signals to be read from multiple European locomotive systems.



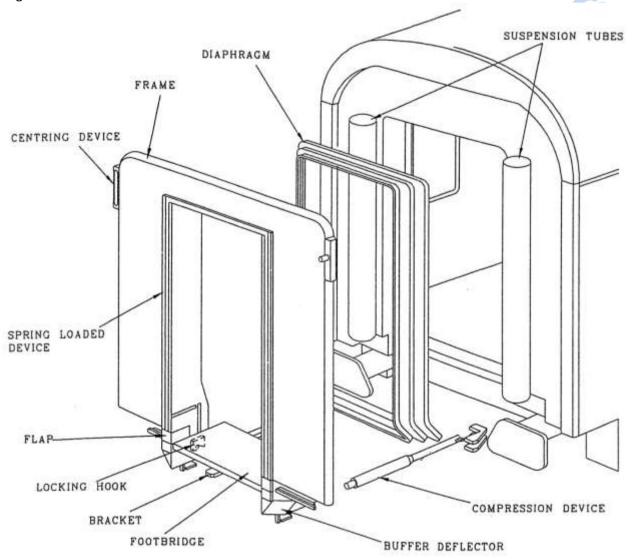
A front-end of view of a Nightstar Type 1 car connection (H. Scherpenhuizen).

## **Nightstar Couplings and Power**

It's important to mention here that unlike CIWL, where each car was its own individual self-reliant unit, the Nightstar was treated as car sets, and two sets coupled together would make up the correct train length for passing through the Channel Tunnel. And as such, there were two types of car end. Type 1 is the configuration for interconnecting between car sets and between set ends and the locomotives, not applicable to service vehicles which were never placed at the end of sets, whilst Type 2 was the semi-permanently fixed connection between cars within sets. There were major differences between the two.

First, an account of the Type 1 end. The diaphragm of the gangway (similar to a bellow but much thinner and supports the faceplate of the car end) is supported from the car by rubber suspension tubes that

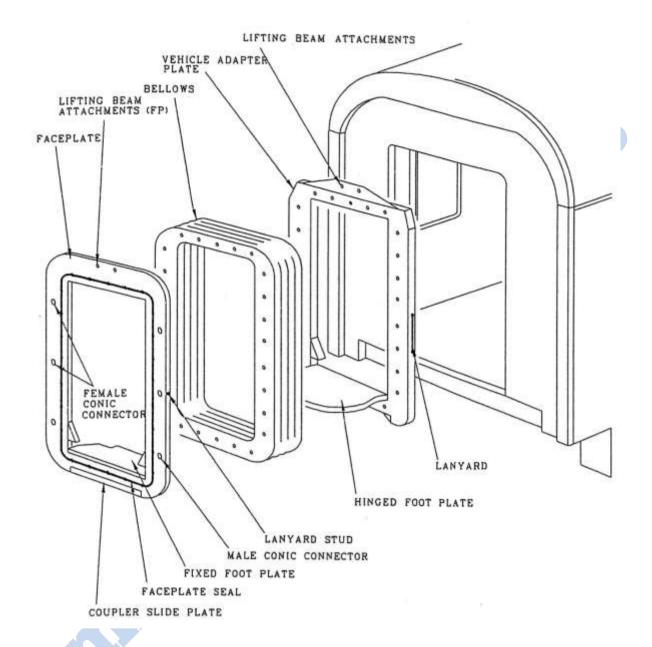
press the gangway halves together when coupled and have a centring device to locate the gangways centre to centre. Spring loaded flaps and seals prevent breaches when the gangway is connected to a non-Nightstar car and the rigid passenger gangway plates (denoted as footbridges) have locks to maintain their fixed position. The main Type 1 coupler is a UIC standard drawhook and screw coupler. While on a CIWL car the coupling mount might be permanently fixed to the car in one position, the link base with the car is supported on a bearing bracket, allowing it to swing in a horizontal direction and in an emergency can be detached from the car entirely using a hydraulic uncoupling gear. This is useful in cases of coupling with non-UIC stock where the drawhook may be used on its own at a non-standard alignment.



Labelled Diagram of the Nightstar Type 1 gangway (EPS).

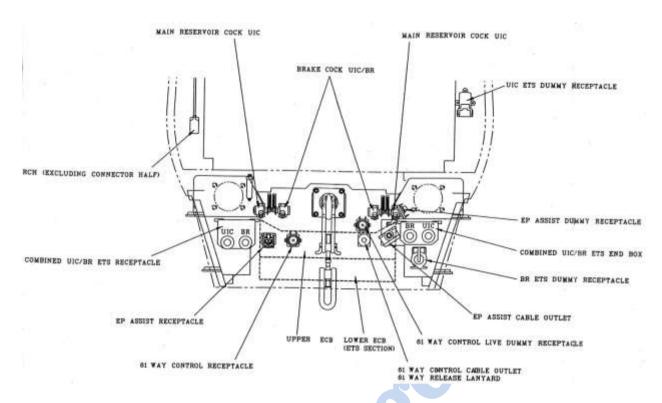
The Type 2 end has a longer gangway end with a fixed vehicle adapter plate on the body frame that supports the bellows with their faceplate that sits flush with an identical faceplate in the next car. The gangway plates are rotational in this case, similar to the CIWL/UIC treadplate. Type 2 ends have a semi-permanent coupler, and adjacent cars either have a male (type 2a for sleeper/seated or 2c for service cars) or female (type 2b for sleeper/seated cars) coupler end. It consists of a drawbar with a trumpet-

like casing at the end of it that contains spring assemblies and rods to link the coupling halves together. Like the Type 1 end coupler, the link base can swivel horizontally to the optimum coupler position.



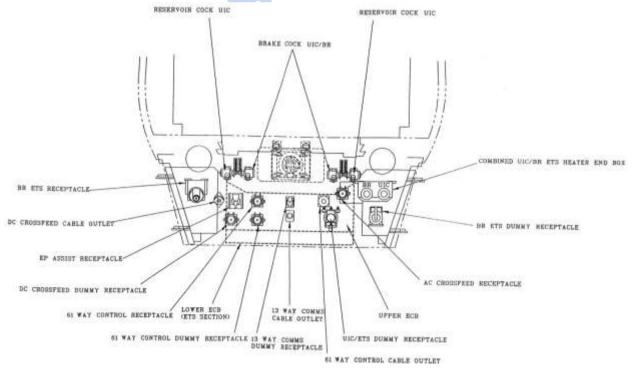
Labelled Diagram of the Nightstar Type 2 gangway (EPS).

Not featured in CIWL but hinted at was the introduction of Electric Train Supply (ETS). ETS is responsible for the transmission of power to all the electrical, control, information and heating systems (a.k.a ETH) on the train. The lighting circuits are different as they are independently controlled on each car and linked using Railway Clearing House (RCH) 3-pin sockets found to the left of a gangway on a Type 1 car end. Below the gangway and surrounding the coupler, are ETS receptacle sockets (left) and return sockets (right), with UIC and BR type sockets on each, and a dummy UIC ETS receptacle on the right across from the RCH socket for when not in use. The BR equivalent dummy receptacle is found below the ETS return box. There is also a 61-way control system socket with again the receptacle and the return sockets in the left and right positions respectively, the right side has an extra dummy 61-way receptacle for when not in use, linking up all the brake control circuits across the train.



Labelled Diagram of the Nightstar Type 1 end (EPS).

The Type 2 end differs slightly in that there are no ETS receptacle sockets, only those on the end box. This is likely to indicate that the ETS leads are permanently fixed at one end of an inner connection, where they are essentially inseparable in normal operation. There is also an AC and DC crossfeed for internal electrical connections between the cars, typically 415V AC and 72V DC as opposed to the full 1500V AC or 3000V DC of the ETS supply from the locomotive. Unique to the Type 2 end is also a 13-way comms cable inlet and outlet for set intercommunications.



Labelled Diagram of the Nightstar Type 2 end (EPS).

#### **Nightstar Extras**

Gone are the days of steam heating and coal-fired boilers, all the heating along the train is electrical. The small catering area in one of the service vehicles would have been all-electrical, anything else such as coal or gas would have been strictly forbidden for passage through the Channel Tunnel. However, every passenger car still had its own water heater, albeit an electrical immersion heater. This not only provided hot water to the basins, located in the toilets and in each berth of the sleeping cars, but also supplied a dispenser that passengers could use to make their own hot beverages. Unlike the CIWL car, water was stored in tanks in the underframe of the car, rather than in the roof space. The tanks had partitions to separate supplies according to their use and electrically-powered mechanical pumps transferred the water from the tanks to where they were needed, rather than using a gravity-fed system.

With the enormous amount of power required for the train, larger electrical supplies were needed to fill the deficit from the low supply provided by the locomotives on British Rail. Mobile generator cars were created out of a handful of BR Mk3 sleeper cars, stuffed with enormous diesel generators that would complete the ETS feed when the train was behind a diesel locomotive.



Nightstar Mk3 Generator cars are seen in store at North Pole International Depot in 2004 (B. Williams).

## Conclusion

There are so many more systems pertaining to the Nightstar that have not been covered in this article. Reading the technical manual in full and other articles around the Nightstar it's easy to see why British Rail's "white elephant" project was never going to be a great success. Everything that went into Wagons-Lits was diligent, logical and right for the time, and we remember fondly the days of CIWL. The Nightstar was a different kettle of fish, with a very short development period, and so many features packed into the cars to make them state of the art while trying to accommodate the stricter regulations of the Channel Tunnel and British Rail. These "Swiss Army Knife" trains did little to ease the crisis over the business model for Nightstar and the growing concerns over the viability of routes, security arrangements and logistics. Nagelmackers Europe-wide enterprise filled a definite void in international

train travel, and can be credited as one of the first, if not the first, railway company to bridge the gaps between the railway systems of many European countries with cars equipped to cross borders.

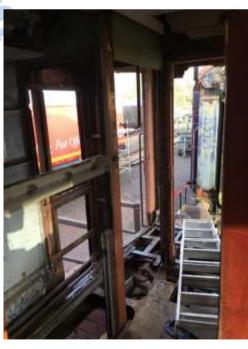
While the CIWL survivors take their place as museum marvels, Nightstar got a second chance after all the passenger stock was exported to Canada for use with Via Rail, while the generator vehicles have not been as lucky with trials as depot carriage heaters having little to moderate success. Nightstar leaves a small and unfavourable legacy for international night trains, but it's Wagons-Lits that the rest will look at as the blueprint for multi-national train interfacing.

# Voiture Restaurant Car № 2975 Restoration Update – February 2020 Adam Paice and Phil Marshall

As some of you will know from previous updates, Restaurant Car No. 2975 is in the process of being restored at Overton Station on the Nene Valley Railway by Joel Hawkins, Philip Marshall and the resident Youth Group. By the end of the year it should be in operational condition and operating in our Christmas rake.

Since the last update we have started on the ends of the coaches. We have had to completely strip the ends right down to the chassis due to the amount of damage caused by water ingress despite earlier efforts to mitigate this. Only the corner pillars and the exterior fittings could be saved. Ingress of water is a reoccurring theme throughout the companionways with water invading through the tops of the locker and coal scuttle which has virtually destroyed the coach bodywork structure. It is no exaggeration to say that the coach was being held together completely by filler and the outer panelling. The resulting structural integrity was illustrated clearly when with the aid of a small crane, we were able to dismantle the end with little more than a crowbar and hammer. Fortunately most of the timber work and the door frames have remained relatively sound and once re-plated will last another 50 years.





The dismantled end showing the floor removed. Also shown are the fixings which were saved and are being restored.

The vestibule end

will be replaced to look as far as practical as it did before but substantial angle section will be added to act as crash pillars. The reason for this being unlike our sleeping car built in 1949, the restaurant car built

in 1926 has nothing you could call a crash pillar. With the ORR (The British governments Office or Rail and Road) now taking a far greater interest in rolling stock on heritage railways, it is imperative we follow their guidelines and requirements they set out so that vehicles built in the 20th century match the safety standards of the 21<sup>st</sup>. One requirement of the ORR's is to have safety systems on all vehicles and especially passenger carrying stock - the extensive metal crash pillars and structural strengthening will go a long way to achieve this.





The Wine Pantry, Louvres and Wooden doors being restored in our new workshop.

To protect the integrity of the coach in the future, the coal scuttle and locker box will be a separate unit to the original dimensions but attached by tap and screw to a solid plate work end. The existing locker doors will be mounted on the inner skin but will not be operational. This should help prevent water being able to force its way through the bodywork. The little locker itself had been inoperable for many years. This was substantiated as stored inside were 30 bottles of the finest French lemonade and one Wagon Lits dinner plate from the early 1970's.

The side of the coach we originally started on is almost finished except for a small area where the boiler was. The boiler cupboard had extensively deteriorated and had rotted the floor through years of soot and water ingress through the chimney. This and the adjoining cupboard will be soundproofed and fitted with a generator to provide power to the coach and its kitchen.

Work taking place inside the coach is predominantly in the kitchen where the concrete floor, which is badly cracked and collapsing, has been entirely removed. The floor was concrete and a word of warning for anyone else embarking on a coach restoration - the concrete does contain some asbestos and full protective equipment must be worn when working with it. The concrete floor will be replaced with conventional steel plate floor as per the rest of the carriage. The concrete is not original but had been

added on top of the original corrugated floor.

The seized pin after removal from the bogie.

Since we will be using this coach for its original purpose, which it to provide high quality food in a luxury environment, the kitchen will be fitted with completely modern equipment and appliances to



comply with today's kitchen hygiene and safety standards. In contrast to this the main pantry which is almost entirely intact is having each of the cupboard doors carefully stripped of years of varnish and paint to reveal the original beauty of the wood. The beautiful pantry will be varnished, and the cupboards used for the storage of crockery and cutlery but will not be used for the storage of any food which is not packaged. Remember we must use food hygiene standards from the 21<sup>st</sup> century, not the 20<sup>th</sup>!

The wine pantry at the other end of the coach is being treated in a similar manner. Rest-assured once completed and re-fitted it will be used for its original purpose!

As previously mentioned, the coach is jacked and packed to keep it level whilst the panel work is removed and replaced. Whilst this happens the bogies are being descaled and the headstocks and pins are receiving particular attention. The pin at the kitchen-end being rusted, stuck and comparable with Excalibur in its stone.





The side of the coach still awaiting attention clearly showing the jacks supporting it. Also visible is the Swedish Railcar trailer currently being restored.

The side of the coach with most of the bodywork completed with a temporary canopy to protect workers from the elements.

Of note is the amount of research done to understand the coach. This has involved many books. Many beautiful books exist about Wagons- Lits, the company, it's routes but very little that shows or even mentions the repairs undertaken on their carriages. The most useful book thus far has proved to be the one by Shirley Sherwood, a wife of James Sherwood who established the VSOE. Her book contains some interesting photographs of the coaches receiving maintenance and her commentary provides some snippets of information have proved to be useful and reassuring.

With these successes, this hugely ambitious overhaul remains largely on schedule and on budget.





The coach currently and when it first arrived at Wansford on the Nene Valley Railway from Oostende Slykens Atelier in 1978 after being removed from service in 1977.

#### The MEDLOC story - Chris Elliott

In this new year of 2020 we mark the 75<sup>th</sup> anniversary of the end of World War in Europe in May 1945 When hostilities ceased there was an urgent need to get some two million servicemen and women back from the Middle East and Western Europe

The British Military transport service known as Movement Control, part of the Royal Engineers with its training school on the Longmoor Military Railway in the South of England, took on the task of setting up and running a series of trains over three different routes

The routes were Medloc A Toulon to Calais and shortly after to Dieppe

Medloc B from Milan to Calais via Switzerland with a feeder train service from Brindisi and Bari Medloc C from Villach in Southern Austria to the Hook of Holland this service continued until October 1955 when the British withdrew from Austria on the signing of the Austrian Peace treaty

In June 1945, these war weary men and women of all branches of the services were scattered across North Africa, the Middle East, Italy, the Balkans and Austria. They had not seen their homes and families since the outbreak of war. The plan was to get everyone home for demobilisation or leave by the Christmas of that year.

The task was enormous. How was it to be carried out?

Western Europe was just recovering from the ravages of bombing and occupation. With the advance of the Allies from Normandy in the west, Italy in the east and Provence in the South of France, the only feasible form of transport, sabotaged by the Resistance movements, bombed by the Allies or destroyed by the retreating Germans, was the barely operating railway. Steam locomotives had been destroyed, damaged or removed to Nazi Germany.

The Americans came to the rescue. Co-operating with the French on design, they quickly built and exported to France 1700 steam engines. This was the SNCF class 141 R(several remain preservation in France). Rolling Stock, windowless, without heating, lighting and corridors was all that was left to move some two million people to the channel ports.

Gales, fog, and freezing weather in the winter of '45 plus the menace of floating mines in the English Channel made conditions worse.

Transit camps were set up to house military passengers of all ranks and three main routes were established.

The nerve centres of these operations were at Milan in Italy, Villach in southern Austria and Hyerès in the south of France

Army railway engineers established their own train marshalling yards in southern Austria, assembling carriages from wherever they could get them, including cattle trucks from Italy and carriages from the LNER and GWR in Britain.

The journey home was slow and tortuous. Proceeding at a snail's pace over temporarily constructed bridge spanning swollen rivers, train passengers stoically bore with cold and discomfort, snatching uneasy sleep, six to a carriage head to army boots, or strapped precariously into luggage racks. After complaints were voiced in the UK House of Commons, steps were taken to improve conditions particularly at Le Crau in The South of France

Route C was the only route to be continued after 1946. With better rolling stock and the need to feed not only military personnel but their families. CIWL Sleeping and restaurant carswere attached to the trains

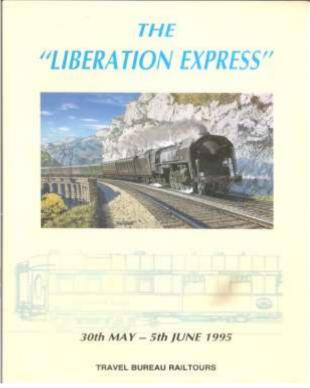
Route C from Villach to Hook of Holland was brought to an end in October 1955 when the Austrian Peace Treaty was signed

That then closed the chapter for Austria, Switzerland and The Middle East

There was a need, however, to put into service regular trains between Berlin, West Germany. CIWL and DSG provided both sleeping and restaurant cars.

The make-up of the trains; Medloc A Ex Prussian compartment cars, EX Deutsches Reichsbahn cars, LNER cars and a kitchen car. Medloc B. Italian FS cars, silver buffet cars, 1 CIWL. Medloc feeder train from Brindisi to Milan Italian FS cars and goods wagons.

Movement Control still fulfils a vital role today and is now a combined three service function i.e. Army, Navy and The Royal Air Force. Back in 1994 plans were prepared to run an anniversary steam hauled train from Toulon to Dieppe, it never happened due to unsurmountable difficulties



The story of Medloc was published in 1995

Back in 2004 an appeal was published in 'The Times' to keep WR 2757 in the UK It failed and was bought by a Dutch enthusiast and shipped to our colleague Gees Winnjobel in The Netherlands. Our records show that it was an Italian built car and the plate on it stated that I was to be used only on internal services in Italy

There were no 'bulletin bleu's for the meals on route C from Villach to Hoek van Holland just a simple ticket as below.





The picture on the above brochure was a reproduction of a painting by George Heiron, it has also reproduced as a postcard, there are a few postcards still available and should anyone like one they just have to mail their postal address to Chris Elliott at elliott.chris@gmx.com.

Sources 'Show Me The Way To Go Home' - The Story of Medloc 1945 - 1955' published by Medloc Enterprises Ltd www.medlocbooks.co.uk ISBN 0 9525963 0 X

'Orient Express' by Werner Sölch published by Alba Dusseldorf in 1998 ISBN 3-87094-173-1

#### Report of preservation of 110 year old teak WRs in Germany – Dirk Frielingsdorf

#### Der Speisewagen No. 1700 D

Von Dirk Frielingsdorf (by Dirk Frielingsdorf)

Zu einem der ältesten noch in recht guten Zustand existierenden Wagen der CIWL gehört zweifellos der sechsachsige WR 1700, gebaut 1906. Er war Bestandteil einer Gruppe von mehreren kleinen Serien, die vom Köln-Deutzer Unternehmen van der Zypen & Charlier (später Westwaggon und KHD) und der MAN in Nürnberg ab 1906 nach Planche 173 (Plan Nr. 10081 vom 17.11.1905) gebaut wurden:

The six-axle WR 1700, built in 1906, is undoubtedly one of the oldest CIWL cars that still exists in fairly good condition. It was part of a group of several small series manufactured by the Cologne-Deutz company van der Zypen & Charlier (later West Waggon and KHD) and MAN were built in Nuremberg from 1906 according to Planche 173 (plan no.10081 from November 17th, 1905):

1679-1682, van der Zypen & Charlier 1906,

1686-1691, MAN 1906,

1698-1705, van der Zypen & Charlier;

Im Jahre 1908 wurden von der Planvariante 173bis (mit Rauchsalon statt vorderem Speiseraum) zwei weitere Serien abgeliefert:

In 1908, two other series of the 173bis plan variant (with a smoking salon instead of a front dining area) were delivered:

1823-1828, van der Zypen & Charlier und 1860-1865 auch von van der Zypen & Charlier, wobei aus dieser Serie die Wagen 1861, 1863 und 1864 später zu WR-Bar umgestaltet wurden. (from this series the carriages 1861, 1863 and 1864 were later converted to WR-Bar).

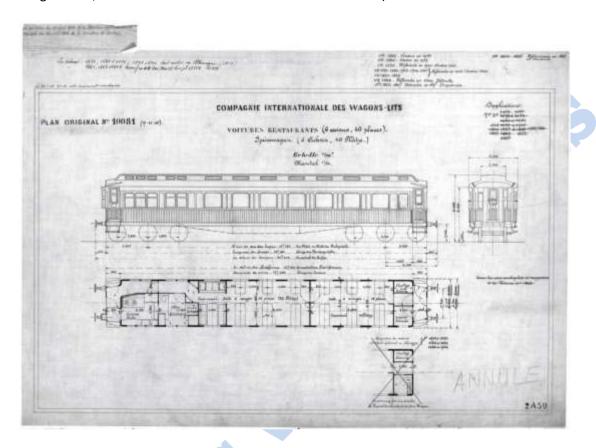


Bild 1: Plan N°. 10081, Scan vom Plan: Eisenbahnmuseum Strasshof

Bild 2: WR 1702 aus der gleichen Serie, Werkaufnahme, Foto: Sammlung Arachne, Uni Köln



Insgesamt ist die sechsachsige Bauart durchaus geschichtlich interessant, versuchte doch die CIWL seinerzeit mit diesen Waggons, die Laufruhe bei höheren Geschwindigkeiten mit dieser Drehgestellbauart zu erhöhen [1].

Overall, the six-axle design is historically interesting, as the CIWL attempted with these wagons at the time to increase the smoothness at higher speeds with this bogie design [1].

Letztlich setzten sich aber andere, vierachsige Drehgestellbauarten durch, so dass es bei einer überschaubaren Anzahl an sechsachsigen Fahrzeugen blieb. Neben den oben vorgestellten "kurzen" WR nach Planche 173 und 173bis gab es zuvor einige Prototypen (zwei Speisewagen nach Planche 166 Nos. 998 und 999 sowie den Schlafwagen No. 1000, letztere beide Waggons wurden im CIWL-Pavillon auf der Weltausstellung 1905 in Liège vorgestellt) sowie 1907 noch eine "lange" Bauart nach Planche 175 von der CIWL-Tochtergesellschaft Compagnie Génerale de Construction (CGC), die Waggons Nos. 1725-1734. Diese letzteren Waggons wurden unter anderem im Calais-Méditerranée-Express eingesetzt, wofür 1922 unter anderen der WR 1732 blau lackiert wurde, um mit den neu angeschafften WL S in diesem Zug, dem späteren "Train Bleu", zu harmonieren.

Ultimately, however, other four-axle bogie types prevailed, so that the number of six-axle vehicles remained manageable. In addition to the "short" WR according to Planche 173 and 173bis presented above, there were previously some prototypes (two dining cars according to Planche 166 Nos. 998 and 999 as well as the sleeping car No. 1000, the latter two cars were presented in the CIWL pavilion at the 1905 World's Fair in Liège) and in 1907 a "long" type according to Planche 175 from the CIWL subsidiary Compagnie Génerale de Construction (CGC), the Wagons Nos. From 1725 to 1734. These latter wagons were used, among other things, in the Calais-Méditerranée-Express, for which the WR 1732, among others, was painted blue in 1922 in order to harmonize with the newly acquired WL S on this train, the later "Train Bleu".

Hier soll es aber nun um die Bauart 173 gehen, deren Waggons teilweise eine wechselvolle Geschichte hinter sich haben. Da ein größerer Teil dieser Bauart in deutschen CIWL-Diensten, vor allem in D-Zügen der süddeutschen Länderbahnverwaltungen, eingesetzt wurden, kamen sie im ersten Weltkrieg zunächst unter Zwangsverwaltung, um dann 1916 beschlagnahmt und in die neu gegründete "MITROPA" eingebracht zu werden. Nur ein Teil der Fahrzeuge kam im August 1923 zur CIWL zurück, ein Teil verblieb endgültig bei der MITROPA:

Here, however, it is now about the type 173, the wagons of which sometimes have an eventful history behind them. Since a larger part of this type was used in German CIWL services, especially in the D-trains of the southern German state railway administrations, they came under forced administration in the First World War, only to be confiscated in 1916 and brought into the newly founded "MITROPA". Only a part of the vehicles were given back to the CIWL in August 1923, a part finally remained with MITROPA:

WR 1681 = MITROPA 909 WR 1686-1691 = MITROPA 910-915 WR 1698-1700 = MITROPA 916-918 [2].

So also auch geschehen mit dem hier vorzustellenden WR 1700, der als CIWL-Waggon zuletzt in München stationiert war und als MITROPA 918 weiterlebte.

This is how it happened with the WR 1700 to be presented here, which was last stationed in Munich as a CIWL wagon and lived on as MITROPA 918.

Nach seiner Ausmusterung durch die westdeutsche DSG nach dem zweiten Weltkrieg wurde er in Frankfurt am Main-Ost jahrelang als Unterkunftswagen der Hamburger U-Bahnbaugesellschaft verwendet, ein Foto zeigt ihn dort in den 1970er Jahren:

After it was retired by the West German DSG after the Second World War, it was used in Frankfurt am Main-Ost for years as an accommodation car for the Hamburg subway construction company, a photo shows it there in the 1970s:

WR 1700 noch als WR 918 (ex DSG, ex MITROPA) als Unterkunftswagen der Hamburger U-Bahnbaugesellschaft in Frankfurt am Main-Ost 1972, Foto: Gerhard A. Schmitt



Der Wagen kam anschließend zum Freiburger Eisenbahn-Kurier Verlag, die ihn im Inneren, nicht originalgetreu, als Speisewagen herrichteten und mit goldfarben gestrichenen Kunststoffbuchstaben, die nur annähernd das CIWL-Original wiedergaben, unter ihrer Regie einsetzten. The car then arrived at the Freiburger Eisenbahn-Kurier Verlag, which arranged it inside, not true to its original, as a dining car and used it with gold-coloured plastic letters that only approximated the CIWL original.

In dieser Zeit erhielt er neue Blindfelder zwischen den Fenstern, die nicht aus Teakholz, sondern aus einem helleren Holz bestanden. Auch wurde sein Fensterband zeitweise beige gestrichen. Funktionstüchtige Faltenbälge hatte er beim EK nur Anfangs, in den 1980er Jahren war er nur mit den kurzen Vorbaublechen links und rechts der Übergangstüren unterwegs. During this time, he received new blind fields between the windows, which were not made of teak, but of a lighter wood. His window band was also temporarily painted beige. He only had functional bellows at the beginning of the EK, in the 1980s he was only traveling with the short front panels on the left and right of the transition doors.



Bild 4: Am 6. Dez. 1981 steht der Wagen in einem EK-Sonderzug in Bad Laer, Foto: MNL

Bild 5: Am 14. Mai 1983 hängt WR 1700 mit beige-farbenem Fensterband an 01 150 im Bhf. Gütersloh, Foto: MNL

On May 14, 1983 WR 1700 is attached with its own coloured: window band to 01 150 in Gutersloh station



Bild 6: Mit beige-farbenem Fensterband am 18. Juni 1983 in TWE-Bahnhof. Lengerich-Stadt, Foto: MNL











Amis des Wagons-Lits

Newsletter #5 - February 2020

Bild 10: Am 18. April 1987 ist der EK-Salonwagenzug in Gutmadingen unterwegs, Foto: MNL



Bild 11: Einen Tag später steht der Zug mit dem WR 1700 D in Tiengen, Foto: MNL



Seit dem 25. Mai 1991 war der WR 1700 leihweise in Österreich im Nostalgiezugprogramm "Nostalgie-Express 1992" der ÖBB im Einsatz, für welches zahlreiche ausländische Museumswagen angemietet wurden. Dort erhielt er wieder funktionstüchtige Faltenbälge.

Since May 25, 1991, the WR 1700 was on loan in Austria in the nostalgic train program "Nostalgie-Express 1992" of the ÖBB, for which numerous foreign museum cars were rented. There it received its functional bellows again.



"NOSTALGIE-EXPRESS 1992": unter diesem Titel wird von den ÖBB in Zusammenarbeit mit diversen Reisebüros nächstes Jahr ein noch umfangreicheres Sonderfahrtenprogramm angeboten als bisher! Neben den bereits bekannten Donau-Nostalgie-Expreß und "Le Majestie"-Fahrten werden nun auch exklusive Reisen ins Salzkammergut veranstaltet. Der Wagenbedarf für diese Luxuszüge kann nur mit angemieteten ausländischen Museumswagen abgedeckt werden. So befindet sich der dem "Eisenbahn-Kurier"-Verlag gehörende sechsachsige Teakhotz-Speisewagen bereits seit 25. 5. 1991 in Osterreich, ihm ist inzwischen der ehemalige Salonwagen des preußischen Kronprinzen, der 1905 gebaute Wagen Nr. 10375, gefolgt. Im Bild der 1906 gelieferte Speisewagen 1700 D bei einer Sonderfahrt.

Foto: Dipl.-Ing. Saßmann

Bild 12: Ausriss aus "Eisenbahn Nr. 1/1992", Seite 20, zum Einsatz des WR 1700 in Österreich.

So wurde er einige Zeit eingesetzt, bis irgendjemand auf die "glorreiche" Idee kam, den Wagenkasten nicht etwa mit Öl oder Klarlack weiter zu schützen, sondern diesen mit rotbrauner Farbe anzustreichen. So it was used for some time until someone came up with the "glorious" idea not to protect the car body with oil or clear lacquer, but to paint it with red-brown paint

Nach seinem Emde als Museumswagen beim Eisenbahn-Kurier Verlag war er

einige Zeit im Mannheimer Güterbahnhof abgestellt, wo er zum einen Opfer von Vandalen wurde und auch von Obdachlosen als Nachtlager verwendet wurde. In diesem Zustand mit teilweise ausgeschlagenen Scheiben wurde er zu Beginn der 2000er Jahre ins Heilbronner Eisenbahnmuseum (SEH) gebracht und dort in der nicht öffentlich zugänglichen Wagenhalle abgestellt. Dort konnte ich den Waggon 2004 eingehend von innen und außen besichtigen:

After its End as a museum car at Eisenbahn-Kurier Verlag, it was parked at the Mannheim freight station for some time, where it became a victim of vandals and was also used by the homeless as a night camp. In this condition with partially knocked-out panes, it was brought to the Heilbronn Railway Museum (SEH) at the beginning of the 2000s and parked there in the car hall, which is not open to the public. There I was able to inspect the wagon in 2004 from inside and outside:

Boxed article - Nostalgie-Express 1992 under this title will be offered by the OBB in cooperation with various travel agencies next year an even more extensive special trip program than before! In addition to the well-known Danube Nostalgia Express and 'Le Majestic' trips, exclusive trips to the Salzkammergut are now also being organized. The car requirement for these luxury trains can only be met with rented foreign museum cars. The six-axle teak dining car belonging to the "Eisenbahn Kurier", which has been owned by the "Eisenbahn Kurier", has been in Austria since May 25, 1991, followed by the former salon car of the Prussian Crown Prince, the car No. 10375 built in 1905. In the picture the dining car 1700 D delivered in 1906 about a special trip





Bild 15, Foto: Autor









Bild 18: Der einstige Speiseraum Blickrichtung Anrichte und Küche, Foto: Autor



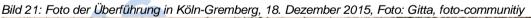


Dort blieb er über zehn Jahre geschützt abgestellt, ohne dass er aber eine weitere Aufarbeitung erfahren hätte: There it remained protected for over ten years, but without having been subjected to any further processing:

Bild 20, 18. April 2015 SEH Heilbronn, Foto: Autor



Im Dezember 2015 gelangte dieser Wagen (gemeinsam mit dem DESG WR 783 <sup>[3]</sup>) in den Besitz der Stiftung Historischer Eisenbahnpark Niederrhein (unter dem Dach der Stiftung Deutsche Eisenbahn) und wurde von Heilbronn nach Moers abgefahren: In December 2015, this car (together with the DESG WR 783 [3]) came into the possession of the Historischer Eisenbahnpark Niederrhein Foundation (under the umbrella of the Deutsche Eisenbahn Foundation) and was driven from Heilbronn to Moers:





Dabei erwies sich der WR 1700 als technisch ausgesprochen gut erhalten, sowohl Achslager als auch Bremsen funktionierten einwandfrei. Am 19. Januar 2019 konnte ich dem Wagen einen Besuch

abstatten und ihn dabei auch von innen besichtigen: The WR 1700 proved to be exceptionally well preserved from a technical point of view, both the axle bearing and brakes worked perfectly. On January 19, 2019, I was able to pay a visit to the car and also inspect it from the inside:

Bild 22: Außentür Küche



Bild 23: Übergangstür Küche, Fotos: Autor



Der Wagen steht derzeit vollkommen verpackt im Freien und soll im Laufe des Jahres 2020 in eine im Bau befindliche Restaurationshalle umziehen. Derzeit werden für den Wagen Innenaufnahmen jener oben genannten Wagenserien von van der Zypen & Charlier gesucht. Zwar existieren eine ganze Reihe von Innenaufnahmen verschiedener Speisewagenserien, aber welche Ornamentik-Malereien nun genau an diesem Wagen bzw. an anderen Wagen dieser Serien im Inneren an die Decken lackiert waren, ist der Stiftung derzeit noch unbekannt. Für eine möglichst detailgetreue Restaurierung wäre dies aber wichtig zu wissen. The car is currently fully packaged outside and will move to a restoration hall under construction in 2020. We are currently looking for interior shots of the van der Zypen & Charlier series mentioned above. There are a number of interior shots of various dining car series, but the foundation does not yet know which ornamental paintings were painted on the ceiling of this car or other cars in this series. For a restoration that is as detailed as possible, this would be important to know.

Bild 24: Blick von der Küche zum Einstieg

Bild 25: Plattformtür Speiseraum, Fotos: Autor





Überlegungen gehen dahin, in welchem Zustand der Waggon restauriert werden soll: In seinem Ursprungszustand als Speisewagen der CIWL oder doch im Zustand der 1920er und 1930er Jahre als MITROPA-Speisewagen? There are considerations as to the condition in which the wagon is to be restored: in its original state as a CIWL dining car or in the 1920s and 1930s as a MITROPA dining car?

Letzteres hätte den Vorteil, dass die derzeit verbauten Achslager des Typs 02 bleiben könnten und nicht gegen nurmehr schwer zu beschaffende WL-Lager getauscht werden müssten, außerdem könnten die Puffer bleiben und müssten nicht gegen Stangenpuffer mit Ausgleichsvorrichtung getauscht werden. The latter would have the advantage that the type 02 axle bearings currently installed could remain and would not have to be exchanged for hard-to-find WL bearings, and the buffers could remain and would not have to be exchanged for rod buffers with a compensation device.

Also doch "MITROPA 918"? Die Zukunft wird es zeigen und ich werde wieder hier darüber berichten. So "MITROPA 918" after all? The future will tell and I will report about it again here.

Ein weiteres Augenmerk der Restaurateure gilt dem Teakholz und seiner Konservierung. Eine Tür wurde im August 2019 ausgebaut, um an ihr Materialerprobungen durchzuführen. Dazu muss der teilweise wieder abblätternde braune Anstrich entfernt werden. Dabei wurde von einem Holzrestaurator der involvierten Restaurationsfirma festgestellt, dass nur noch zwei der vier Außentüren Originale sind, zwei Türen wurden in früheren Zeiten schon einmal ersetzt.

Another focus of the restorers is the teak and its conservation. A door was removed in August 2019 to carry out material tests on it. To do this, the partially peeling brown paint must be removed. A wood

restorer from the restoration company involved found that only two of the four outer doors are original, two doors have been replaced in earlier times.

Wer der Stiftung wie auch immer bei der Restauration helfen kann (Aussehen der Innendekoration, Einrichtung der Küche und der Anrichte, Einrichtung des Speiseraums, finanziell... kann unter folgenden Daten Kontakt zur Stiftung aufnehmen: Whoever can help the foundation with the restoration (appearance of the interior decoration, furnishing of the kitchen and sideboard, furnishing of the dining room, financially...) can contact the foundation under the following data:

Stiftung Historischer Eisenbahnpark Niederrhein Herr Hartmut Pohl shepn@stiftung-deutsche-eisenbahn.de

Bild 26 und 27: Der Seitengang in Höhe Anrichte und Küche, von beiden Seiten, Fotos: Autor





Bild 28: Die zur Materialerprobung ausgebaute Tür



[1] Le Génie Civil, Tomé XLVIII N°. 22 vom 31. März 1906

[2] Albert Mühl, Speisewagen in Deutschland, EK-Verlag 1994.

[3] DESG = Deutsche Eisenbahn Speisewagen Gesellschaft, CIWL-Tochtergesellschaft.

Die CIWL gründete mit dem Kölner Bankhaus Sal. Oppenheim jr. & Co im Jahre 1896 die Deutsche Eisenbahn-Speisewagen-Gesellschaft DESG, deren Kapitalmehrheit sie bis zur Gründung der Mitropa 1916 hielt. Zusätzlich zur "deutschen Tochter" konnten sich trotz des erklärten politischen preußischen Willens, die CIWL aus dem Speisewagenmarkt zu drängen, die CIWL-Speisewagenkurse zum großen Teil halten, abgesehen davon, dass andere deutsche Länderbahnen den entgegengesetzten Weg gingen und Exklusivverträge mit der CIWL schlossen (z.B. Württemberg, Bayern). Die CIWL hatte im Sommer 1914 38 innerdeutsche Kurse (davon zahlreiche von preußischen oder der preußischen Eisenbahnverwaltung unterstehenden Städten ausgehende, z.B. Berlin, Frankfurt, Hamburg, Köln, etc), 28 von deutschen Bahnhöfen ins benachbarte Ausland sowie sieben Speisewagenkurse in Deutschland durchquerende "Grands Express'". Dazu kam die DESG, im Jahr 1909/10 z.B. mit 24 Kursen innerdeutsch und in die benachbarten Niederlande und Schweiz (Amsterdam, Hoek van Holland, Basel).

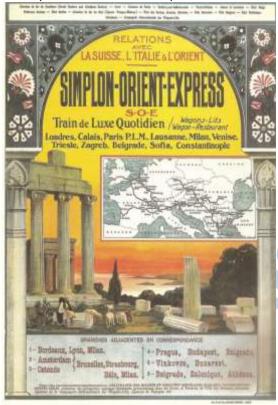
The CIWL founded the Cologne bank Sal. Oppenheim jr. & Co in 1896 the German Railway Dining Car Company DESG, the majority of which it held until Mitropa was founded in 1916. In addition to the "German subsidiary", despite the declared political Prussian willingness to force the CIWL out of the dining car market, the CIWL dining car courses were largely able to hold up, apart from the fact that other German state railways went the opposite way and concluded exclusive contracts with the CIWL (e.g. Württemberg, Bavaria). In the summer of 1914, the CIWL had 38 domestic German routes (including numerous cities originating from Prussian or the Prussian railway administration, e.g. Berlin, Frankfurt, Hamburg, Cologne, etc.), 28 from German train stations to neighbouring countries as well as seven "Grands Express" services in Germany ' ". Added to this was the DESG, e.g. in 1909/10 with 24 courses within Germany and in the neighbouring Netherlands and Switzerland (Amsterdam, Hoek vam Holland. Basel).

# The Simplon Orient Express – Part 1 Chris Elliott

Whereas 'The Orient Express' has captured the world of CIWL enthusiasts it was 'The Simplon Orient Express' that was the pearl in the crown of George Nagelmackers' Wagons-Lits Company It was launched by agreement soon after the end of world war one so as to resume the international service to the newly created Yugoslavia, The Balkans and Istanbul. The route chosen was to avoid passing through both Germany and what was left of the Austro Hungarian Empire recently defeated in the war. The opening of the new Simplon tunnel made it that much easier via Switzerland It operated during the interwar years 1918 – 1945 often stated to be the glorious epoch of luxury rail travel in Europe unlike the aftermath of world war two when the motorcar and aeroplane began to slowly but surely offer a more modest way of travelling.

Today's V.S.O.E. recreates the atmosphere, but at a cost for travellers often stated to be beyond the pockets of many. But we need to salute James Sherwood for his foresight in not only buying two WLs, 3489 & 3543 at the 1977 Monte Carlo auction; but then carrying out what was a very meticulous search

for other cars, then the restoration of not only CIWL sleeping cars, restaurant cars and Pullman carriages but the UK fleet made up exclusively of Pullman cars many of which were used on the 'Golden Arrow'



(Chris Elliott collection)

At the beginning of world war two the train continued to operate, but in 1947 once again it was suspended. At the end of the war it took quite some time for CIWL to reassemble what was left of its fleet, many lost in combat, others requisionted by Mitropa. However it was restarted in 1947 as one of our military contacts reported as follows

# The Simplon Orient Express restarts in 1947 but then soon grinds to halt

In our Medloc Warrant Officer Sgt Major J H Sander's notebook there is a note that reads '18 Dec 47 – Simplon Express resumes running between Paris and Istanbul. Having to be escorted by an armed guard through Greece. This train stopped when the Germans overran France. "1<sup>st</sup> Feb 48 Simplon Orient Express suspended owing to guerrilla activity in Greece. The Greek government can no longer guarantee a safe passage through the country."

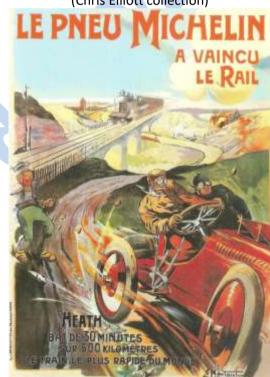


Not quite a CIWL WR but a Medloc carriage the tagging is interesting as it refers to Lady Astor who created a storm over her comments about those who had not taken part in the D-Day landing. Neither is the following photo exactly of a WR competitor for The Simplon Orient Express

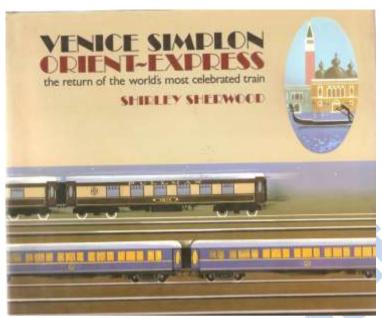




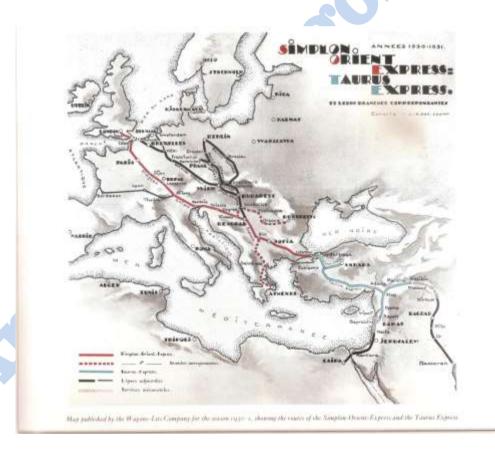
A poster designed for the VSOE by French artist Fix-Masseau (Chris Elliott collection)



(Chris Elliott collection)



The book of the VSOE train written by Shirley Sherwood and published in 1983 by Weidenfeld and Nicolson ISBN 0 297 78261 4



# (Chris Elliott collection)

In future Newsletters we intend to explore the three stories of the Simplon Orient Express; during the 1920-1930s period, the post WWII era through to end of the scheduled service in 1977; and the emergence of the VSOE through to the Bemond era and it incorporation into the world of Louis Vuitton-

Mőet-Hennessy. We would particularly welcome readers' memories of both the final years of the Direct Orient Express – Rapide 225 from Gare de Lyon to the more sumptuous days enjoyed on the VSOE.

Vintage photographs from Norway - Morten Tranøy

NIOE crossing the Swedish-Norwegian border 1988

and passing Fetsund, east of Øslo





# CIWL Messagerie, Luggage and Postal services - Norbert Müller and Chris Elliott

Many of us who have browsed through the CIWL blue guides will have been looking for a train, a country's sleeping car and restaurant services and not paid too much attention to what was an important part of CIWL's income.

CIWL's train 'Malles des Indes' started life as a post carrying train with the destination of Southern Italy and the Adriatic port of Brindisi where the mails were transferred to the Liners heading to India.

A glance at the map will explain just how much shorter it was than the route by sea and how so much time could be saved.

When we talk about the Post we are not only talking about family news, but the many letters, documents and official letters to and from Europe, the Middle East, India and beyond.

The CIWL 'messagerie' parcel, post and baggage services that we have chosen for this article are from the CIWL Blue Guides of 1930, 1937 and have been kindly loaned to us by Norbert Muller.

The Baggage Cars (Fourgons) were specially adapted for this traffic.

Back in the early 1900s, there were few private haulage companies so individuals and companies just took their parcels to the railway stations, in effect to the parcel offices

What CIWL offered was the option of their faster door to door international trains. Almost a door to door service as both those who were sending letters, parcels could tell their recipients en-route when and where they could collect their items.

We will leave you to study the nine pages that Norbert Muller sent us. Imagine that you were working in the office of Schenker & Co in Karlsruhe and a client arrives who wants to send a parcel weighing 7 kgs from Karlsruhe to Paris, you turn to page 302 and find the price of 18.00. What is of special interest is that the freight arm of DB today is DBSchenker and Schenker & Co figure large in the list of 'Correspondants' who handled parcels in 1937.

Schenker, founded in year 1872, was sold to DEUTSCHE REICHSBAHN in year 1931, in the world economic crisis. Schenker has been part of the German railway company for nearly 90 years.

Take a look at the various pages of our 1937 CIWL guide bleu that shows the many offices where items could be accepted. And in 1930 there were special reductions.





# TRANSPORT RAPIDE DE COLIS-MESSAGERIES

PAR FOURGONS ATTELÉS AUX GRANDS EXPRESS INTERNATIONAUX

Service des Messagories : 36, Rue de la Goutte d'Or. PARIS (XVIII°) - Tél. : Montmartre 20-42 20-43

Asresse Télégraphique : EXPRESS OR

Comple Chéques Posteux | PARIS 576-60.

ACCEPTATION DES COLLS : Les cole deivent être remie suz jours et heures indiqués pour cheque train, sus bureaux de Service des Messageries à Paris : 35, flue de la Gootle d'Or - 4, Boulevard des Capacines, 118, Avesus des Champs Elpides et 2, Place de la Macchilles.

TAXES ADDITIONNELLES. — En plus des frais de fransport applicables sus trains Orient-Express. Paris-Praka-Karloy-Vary Express. Ariberg Orient Express. Rome Express. Nord-Express et Sud Express il est parqu : 1, Oroil d'enregistrement il v. 3 par espédien.

- Dreil d'enregativement i fr. 3 par expédition.
   Prais de commission en cooran en courre de route ; 3 france par colis pour les trains Romo-Express et Suc-Express; 4 france par colis pour les trains Ordent-Express, Paris-Praba-Karlory-Vary-Express, Ariberg-Orien-Express, et Nord-Express
   Ajouter les toues apéciales ligarant après chaque train.

# CAMIONNAGE.

- a) pour le chargement au fourgon tr. 2,50 par 10 kg, avec minimum de Fr. R.— par opération. (Pour le Herd-Express : Fr. 1,50 par 10 kg, avec minimum de 5 Fr.).
- minmam de 5 Fr.).

  2/ Pour la prise ou remite à domicile : Fr. 2.20 par 10 kg, avac minimum de Fr. 10.— par optivation.

  c/ Pour le transit : Fr. 2.00 par 10 kg, avec minimum de 10 Fr. par optivation.
- OPERATIONS EN DOUANE.
  - DÉDOUANEMENT : En plus des proits de duipme et d'actroi et des déburs effectifs : Fr. 5,-- par colis, minimum 15 Fr.

    5) TRANSIT. En plus des débours effectifs, fr. 5,-- par colis, minimum
    15,5,--
- ASSURANCE obligatore par nos seine moyennant les primes suivantes :
  Fr. 1 pour mille de Parie à Luign.
  Fr. 1,25 pour mille de Parie à Port-Besi.

  - Pr. 1,25 pour mille de Paris à Poirt-Beul.
    Pr. 1,30 pour mille de Paris à Röin. Hannover, Bartis, Venezia, Trieste, Kehl, Karlante, Blendgurf, Milano, München, Bachburg, Lazanse, Liez, Bâle, Zurick, Guchs, Wies, Genora, Brain, Pita, Firenze, Vallente et toufes dettinctes en Suisse.
    Pr. 3 paur mille de Paris à Brailslave, Bedapest, Cheb, Karlony-Vary, Praha et Mar. Lasind.
    P. 3 paur mille de Paris à Lieblines, Bedapest, Cheb, Karlony-Vary, Praha et Mar. Lasind.

  - Mar, Latrik.

    Pr. 5 poor mille de Paris à Ljubljana, Zagreb, Beograu, Bufia, Plausin, Islashui,
    Transasteali, Afhiene, Arad, Braere, Tomissare, Bloosreali, Piorent, Wartzarea,
    Birjebok et Stalbon, Irun, San-Sebastian, Madrid, Lisbob et Porte et Isutes IcosDisk en Faile audres pos Milden, Verencia et Troube.

    Pr. 6 poor mille de, Twis à tuettes locardate en Repagne autre que Tan-Sebastian,
    Madrid, Barredone, Kernis, Riga, Telline et Blockhola.

    Pr. 8 poor mille de Paris à Astata Estimetri et Arig.

    Pr. 10 pour mille de Paris à Bagtot. Beprooth, Bassirah, Damas et Tripoli.

    Pr. 10 pour mille de Paris à Téléran.
- OIDS ET DIMENSIONS DES COLIS. Paigs esaimum de 100 kg, par colis pour lous les services. Pour les colis dépassant es poids, demander us préalable l'authonne de la Berrice. La plus potite dimension d'un cells ne duit pas dépasser 0475.
- VALEUR LIMITE. La valeur limits des colls est de 300 Fr. ur par èg. (talculée four le pojes level peur le trais Simplen Orient-Eporeus. Pour loos les autres franc, critis Juriche est fisée à 5000 fr. trançais. Le montant amunit pout officesent des Similes de 30 2 2 de manimum.

#### DOCUMENTS A FOURNIR.

- Une déclaration d'expénition.
  Une copie de la tazine.
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  Des déclarations de douare en sutant d'exemplaires qu'il y e de fruetières à passair
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  cells, le pous tend, le poisse sel, le selaine et la colomination des marchantises
  confermément sur Tailf des Coutres.
  (Vois aussi les Réseausyes particulabless à chaque Trais).

- EMBALLAGE. L'omballage doit être en cause, toile ou pagner toile. Tout emballage en pagier ordinaire sera refusé.
- an import consiste ora revise.

  ANIMAUX. Note acceptors les envise de petits enfensus virents. Por troite espécifice d'animare virents il cul adomastir de sous roccative an sertifical serdalmint par le Commission de Police de l'assiste.

  Pour le ROME EXPRESS le porte par colls est limité à 10 kg.

  Renarque : Notre police d'assirance ne touvre des les risques de mortalité saturalies.

- PLANTES VIVANTES. Pour tope les envoix de plantes vivantes, cous exigence la
  - REMARQUES PARTICULIÈRES A CHAQUE TRAIN

- MPLON ORIENT-EXPRESS.

  Cobs à destination et à Sonte : Tous les cols destinés à la Suisse et pesant moies de Sosse con obligateirement acheminés par l'internédiate de l'Administration des Plates Sonices, via Labrates.

  Cols de films à réstination de l'Itolie. Pour les expéditions de litre à destination de l'Itolie. Pour les mediditions de litre à destination de l'Itolie. Pour les expéditions de litre à destination d'expédition dui mentiumer la langueur, la titre et la valuer coacte.
- Gale à destination de la Fosgostave. Les expéditures à destination de la Yougostavie doivent être accompagnées d'un certificat d'origine viaé par la Charetre de Com-

- merce.

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- ANIMAUX VIVANTS, Flour les envois des petits animaus par Rome-Espresa, le point des colls set limité à 10 ágs.
  Les colls à destinatine de PISA sent dédouarés d'office à TORINO par autre con-respondant. Un certificat d'origine et une facture originale sont réconsaires.

# PRIENT-EXPRESS.

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#### RLBERG ORIENT-EXPRESS.

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- ORD-EXPRESS.
- Call à déstination de la Polistre. Pour toute expéditon à destination de le Polistre, un certificat d'origine est récessaire. Un certificat d'origine est récessaire pour les expéditions à destination de la Lithuesie (KAUNAS).

#### D-EXPRESS. 6

- ID-EXPRESS.

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As a postscript in 2000 the Dutch Railways/Nederlandse Spoorwegen (NS) re-introduced the messagerie concept with the 'Over Night Express' (ONE) between Amsterdam and Milano offering wagons-lits, Wien initially at West Bf., then Penzing sidings and at TS Semmering since February 2018. Currently without foreseeable employment.



Ingaande zomerdienst 2000 ging de "Overkight Express" rijden tussen Amsterdam en Milaan. De treie was een sameewerkingsverband tussen NS Internationaal en Raillon. Voor het vervoer van lichte goederen en bloemen reed een aantal contaiserwagens enod bagsgewagens mee. In oktober 2001 word hij alveer opgebeven bij gebrek aan belangstelling van zowel relaigers als verladers. Op 2 augustus 2001 passeerde trein 208 achter loc 1762 bij Loenerslock. Alse Wousers



Type MUn 2004 Milano exAmsterdam 2000-09-12 Brendan Martin

2001 Roma T ex Wien with Newrest-Wagons-Lits logo 2014-12-09 Brendan Martin



### New book Orient Express postal history - Ute Dorr

Our following article will announce an exciting new book 'The Orient Express 1883-1914' a postal history best described by the authors opening paragraph as follows

The authors started – as is so often the case – with a vague idea of commencing a collection on the theme of the Orient Express. This was nourished through a love of criminal literature in general and Agatha Christie in particular. But how should one approach this theme philatelically? The Orient Express vignettes and markings provided the first bridges to a philatelic start, and with this – let's call it philatelic discipline – it was also clear: it should be a postal history collection. We quickly became aware that the postal historian's usual tools, whether they be postal agreements or marcophilatelic studies of railway markings, are not enough and cannot work. The Orient Express items are not railway mail! Approaches such as postal routes and rates do help to interpret the postal items in the customary way, but are not, and will not be, at all appropriate for the theme of the Orient Express.

Further details of the book by authors Ute Dorr FRPSL and Dr Elmar Dorr FRPSL are to be found in the following article:



Award of the Silver Post-horn 2017 to Ute Dorr for her exhibit Orient Express 1883–1914 (from left to right: Dénes Czirók, Ute Dorr and James van der Linden)



# The Author's Foreword

The authors started – as is so often the case – with a vague idea of commencing a collection on the theme of the Orient Express. This was nourished through a love of criminal literature in general and Agatha Christie in particular. But how should one approach this theme philatelically? The Orient Express vignettes and markings provided the first bridges to a philatelic start, and with this – lets call it philatelic discipline – it was also clear: it should be a postal history collection. We quickly became aware that the postal historians usual tools, whether they be postal agreements or marcophilatelic studies of railway markings, are not enough and cannot work. The Orient Express items are not railway mail! Approaches such as postal routes and rates do help to interpret the postal items in the customary way, but are not, and will not be, at all appropriate for the theme of the Orient Express.

No, we had to develop a new approach of our own to analyse and classify these postal items transported by the Orient Express. We finally determined three significant elements for the structure:

- The post-offices of the various nations (including the Ottoman post-offices) in Constantinople.
- The variants of the train route of the Orient Express (the authors have devised this terminology in order to be able to describe the theme uniformly). We mean the routes that the Orient Express followed between Constantinople and Paris, respectively Constantinople and Berlin or Ostend, at the different times. A route variant is comparable with a postal routing in postal history, but must be quite differently developed. The study of timetables of the individual railway companies was here indispensable.
- The various types of Orient Express postal items are differentiated according to vignettes or markings. This approach corresponds to classic postal history most closely in the case of the markings with a marcophilatelic approach. In the case of the vignettes it is quite different since these are not of a postal origin; but with this theme represent a large part of the fascination for the collector.

Once an approach to the structuring has been established, one wishes to bring the findings achieved on the basis of ones own collection onto a generally meaningful basis. From this point on, scientific criteria and the creation of an empirical basis, which extends beyond ones own collection, are necessary. That was the starting point for this book.

The empirical basis for this was – apart from our own collection – data and information regarding Orient Express postal items from further collections, which were kindly made available by their owners. We further evaluated the auction results of various auction houses in Europe and overseas in order to complete the empirical basis as far as possible regarding the question of what postal material exists.

In addition, we could use transmitted light microscopy in order to examine the coloured vignettes in more depth. The ultimate goal and purpose were to obtain reference material to make it possible to differentiate between genuine and fake vignettes. This area, with its fascinating possibilities — as regards questions and investigations — will not be concluded for a long time and therefore has the potential for future investigations. However, with the results published here, we wish to establish the basis for this field of the Orient Express.

This book is here as a result; and the reader may draw his own conclusions as to the extent to which the venture has been successful.

One may add that an author is always pleased if the fruits of his findings can be utilized for other questions and investigations. Thus, for example, Wolfgang Maassen could demonstrate on the basis of the variants of the train route that Philipp de Ferrari made his journeys also via the Orient Express. When researches cross-fertilise each other, the gains in knowledge are multiplied. In this sense, we wish the reader an exciting and entertaining intellectual trip with the Orient Express!

Schwäbisch Gmünd, Berne 2019 Ute und Elmar Dorr

# HISTOIRE

# 'L'ÉTOILE DU NORD' ET 'L'OISEAU BLEU' JADIS DE CÉLÈBRES TRAINS PULLMAN

# Amsterdam - Bruxelles - Paris: un accouchement laborieux! (1)

Parus dans les numéros 225 à 229 du Journal du Chemin de Fer, nous vous avons relaté en 5 épisodes détaillés la genèse des trains de luxe et l'histoire du train Pullman 'Edelweiss' Amsterdam - Bruxelles - Suisse. Dans cette nouvelle série d'articles, ce sont les trains 'Etoile du Nord' et 'Oiseau Bleu' de l'axe Amsterdam - Bruxelles - Paris qui joueront le rôle principal, mais pas tout de suite, car cette fois encore, nous allons déborder sérieusement du sujet en attachant d'abord beaucoup d'importance à ce qui s'est passé auparavant, mais aussi après l'histoire proprement dite de ces deux trains, ainsi que quelques sujets y relatifs. Ce premier article est consacré à la naissance de la liaison ferroviaire Paris - Bruxelles - Amsterdam, car si vous aviez imaginé qu'à l'époque, il avait suffi de poser une ligne ferrée de Bruxelles à Paris et une autre de Bruxelles à Amsterdam, vous avez tout faux!

PAR: JOS GEILEN ET WILLY PATTYN



Bierwenue dans notre confortable compartiment Pullman pour un voyage à travers les péripéties ayant entouré la création de la liaison Paris – Bruxelles – Amsterdam. Si vous vous posez la question de savoir où vous allez prendre place, sachez qu'il s'agit d'un compartiment fermé à quatre places assises de 1<sup>ère</sup> classe d'une voiture Pullman de la CIWL du type 'Fièche d'Or'! Ces voitures, ainsi que celles du type 'Côte d'Azur', étaient aménagées en deux grandes salles ouvertes, mais disposaient aussi d'un ou de deux compartiments fermés. Asseyez-vous: l'apéritif va suivrel... Photographe inconnu - Collection 'Het Utrecht's Archief'; réf. de catalogue 15/2018.



# 'L'ÉTOILE DU NORD' ET 'L'OISEAU BLEU'

#### **BRUXELLES - PARIS: DEUX LIGNES SIMULTANÉES!**

La ligne 'classique' Bruxelles-Midi - Paris-Nord via Ouévy, telle que nous l'avons connue pendant tant d'années, a vu le jour par hasard et pour des raisons très diverses. A l'origine, cette relation suivait un itinéraire en grande partie différent, mais pour bien comprendre tout cela, nous devons remonter au tout début des chemins de fer. Après que la Belgique se soit séparée des Pays-Bas en 1830, le maintien de son commerce international fit partie de ses principales priorités. Les deux principaux cours d'eau belges (l'Escaut et la Meuse) traversaient en effet les Pays-Bas, ce qui représentait de gros risques (de blocages ou de taxations) pour le transport des marchandises de et vers la Belgique, vu l'ambiance tendue entre les deux pays. C'est la raison pour laquelle des lignes de chemin de fer furent créées au plus vite par l'Etat Belge afin de relier Bruxelles et le port d'Anvers à la Prusse, la France et l'Angleterre (via Ostende). Le point central de ce réseau était Malines, d'où partaient quatre lignes: vers Bruxelles, vers Ostende (via

Gand et Bruges), vers Anvers et vers la frontière prussienne près d'Aix-la-Chapelle (via Louvain et Liège). La ligne Bruxelles-Allée Verte - Malines fut ouverte le 5 mai 1835: elle fut la première ligne ferrée publique à traction vapeur établie sur le Continent européen. Elle fut suivie le 3 mai 1836 par le tronçon Malines - Anvers. Pour la relation vers la France - réalisée en collaboration avec l'Etat français pour les voies posées sur son territoire - une ligne fut posée de Gand à Tourcoing via Courtrai et Mouscron, ainsi qu'une seconde ligne entre Bruxelles-Gare des Bogards (la 1tre Gare du Midi) et Valenciennes, via Braine-le-Comte, Mons et Quiévrain. Ces deux lignes furent achevées en 1842. Ce sont elles qui constituèrent les premières lignes de chemin de fer internationales au monde, et non pas la ligne Liège - Aix-la-Chapelle - Cologne, comme nous l'avons prétendu par erreur dans le 1" article consacré au train 'Edelweiss' (voir JCF 225, page 45): cette ligne entre la Belgique et la Prusse ne fut ouverte qu'en octobre 1843. constituant le dernier maillon du réseau ferroviaire de base conçu et établi par l'Etat Belge.

Pour la liaison vers Paris, c'est John Cockerill luimême qui obtint une concession en 1837 pour une ligne de chemin de fer 'de Paris à la frontière de Belgique'. Cockerill avait en effet espéré pouvoir fabriquer les rails nécessaires dans son usine de Seraing (Liège), mais c'était sans compter le protectionnisme et le chauvinisme français: c'est finalement l'Etat français lui-même qui établira les lignes concernées... Sa ligne entre la frontière française et Tourcoing fut prolongée jusque Roubaix fin 1842 et jusque Lille en 1843. Il fallut ensuite attendre l'établissement de la nouvelle ligne Paris - Lille via Saint-Denis, Pontoise, Creil, Amiens (changement de front), Arras et Douai et de son antenne de Douai à Valenciennes, qui s'ouvrirent en plusieurs étapes courant 1846. De même que les sections frontières déjà mentionnées, ces lignes furent toutes affermées à la 'Compagnie du chemin de fer du Nord' fondée en 1845 par la puissante famille de banquiers Rothschild et ses riches partenaires. C'est ainsi qu'en 1846, deux (!) liaisons virent le jour entre Bruxelles et Paris: l'une via Malines,



L'ancienne gare (encore appelée 'embarcadère' à l'époque) de Paris-Nord de 1846. Dans les indicateurs, cette gare était dénommée 'Clos St-Lazare'. Dès 1864, ce bâtiment fut remplacé par la gare actuelle, mais l'ancien bâtiment... existe toujours! Il fut démonté pierre par pierre et transporté vers le Nord de la France pour former le niveau inférieur avec toutefois une arcade supplémentaire (7 au lieu de 6) du bâtiment de la gare de Lille, qui s'ouvrira en 1867 (actuellement Lille-Flandres). La mairie ne fut pas vraiment ravie de cette 'gare d'occasion', mais le mot gaspillage ne figurait pas dams le dictionnaire de Rothschild... Illustration provenant d'un quotidien londonien du 20 juin 1846. Collection de l'auteur.

Gand, Courtrai, Mouscron, Lille et Amiens (412 km environ (1)) et l'autre via Mons, Quiévrain, Valenciennes, Douai (changement de front) et Amiens (360 km environ). Dès le début, il fut possible d'accomplir la totalité du voyage de Bruxelles à Paris (et vice-versa) au cours d'une même journée (ou d'une même nuit), même si un tel périple durait du matin au soir et ou'il a encore fallu changer de train à la frontière

pendant plusieurs années (2). Et pourtant, on parlait d'une véritable révolution: le train était au moins trois fois plus rapide que la diligence! Les folles festivités qui allèrent de pair avec ces nouvelles relations furent toutefois endeuillées un mois plus tard par le dramatique accident survenu le 8 juillet 1846 à Fampoux (entre Arras et Douai), où un train de deux locomotives et 28 voitures (!) dérailla partiellement, causant le

décès de 17 voyageurs. La détermination de la cause de cet accident fut l'objet d'une belle partie de ping-pong (un ingénieur et le machiniste de la première loco furent finalement condamnés), mais pour le 'Nord', il était déià clair que l'infrastructure posée par l'Etat français était bien trop légère...

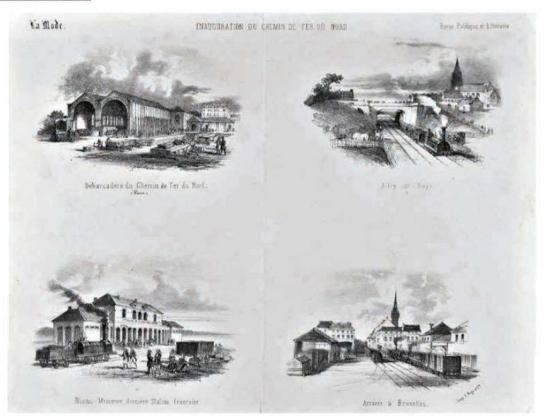
(1) A l'occasion de notre série d'articles sur l'Edelweiss, nous avons dû constater que les distances ferroviaires ne constituaient pas une science exacte et qu'elles variaient souvent en fonction de la source consultée, même si cette dernière était officielle.

(2) Un guide de voyages français de 1853 nous apprend qu'après avoir subi les contrôles de frontière à Quiévrain, les voyageurs devaient poursuivre leur voyage à bord d'un autre convol; c'était également le cas à Mouscron.

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# HISTOIRE



Le dernier tronçon (Clermont - Arras) de la ligne Paris - Lille fut mis en service le 18 juin 1846, créant ainsi la 1<sup>èc</sup> liaison ferrée entre Paris et la Belgique. Deux jours plus tard, la ligne Douai - Valenciennes était à son tour ouverte au trafic, constituant le demier chaînon manquant de la liaison ferroviaire Paris - Bruxelles via Blanc-Misseron, Quiévrain et Mons. Sur cette illustration, on peut voir quatre petites gravures illustrant le trajet en question. En haut à gauche, les marquises de la 🗝 gare de Paris-Nord; en haut à droite, un train à vapeur vient de passer sous un pont à Aillysur-Noye; en bas à gauche, la gare frontière française de Blanc-Misseron et en bas à droite, la gare des Bogards à Bruxelles. Imprimerie J. Rigo et Cie, © Instituut voor Financiële Archeologie (Malines) - Nº d'objet: IFAO42.



La présence d'un tunnel conférait un certain standing à une ligne ferrée, même si - comme c'était le cas pour le tunnel de 1841 entre La présence d'un tunnel conferair un certain stantaing à une naire le les la présence d'un tunnel conferair un certain stantaing à une naire le les la Hennuyères et Braine-le-Comte - il n'était pas vraiment nécessaire... Ce tunnel devait d'ailleurs être constitué de deux pertuis parallèles à simple voie, mais lors de son creusement, l'un des deux s'effondra! C'est donc un tunnel à simple voie qui fut exploité pendant de nombreuses années (avec toutes les contraintes d'exploitation inhérentes à cette disposition), jusqu'à ce qu'une voie supplémentaire fût posée un peu plus à l'est du tunnel en 1931... à ciel ouvert! Après la pose d'une seconde voie le long du nouveau tronçon, le tunnel fut finalement mis hors service, en 1957. Sur cette carte postale, on voit le portail sud du tunnel et à droite, un signal à palette Saxby destinés aux trains débouchant du tunnel; ce signal protégeait l'accès à la double voie située dans le dos du photographe. Il allait bientôt être remplacé par un autre signal à palettes plus moderne (visible à gauche), mais... implanté à droite par rapport au sens de marche et dont le montage n'était pas encore achevé. On peut en conclure que cette photo a été prise vers 1910 environ. Carte postale commerciale de la collection SNCB, nº d'objet: Z01447. © SNCB - Train World Heritage.

48 février - mars Journal du Chemin de Fer

# 'L'ÉTOILE DU NORD' ET 'L'OISEAU BLEU'

#### LA BRANCHE ANNEXE DEVIENT... LIGNE PRINCIPALE INTERNATIONALE!

Sur la ligne Paris - Lille, le changement de front obligatoire à Amiens put être évité dès 1849 grâce à une courte courbe de raccord à Longueau, évitant la desserte d'Amiens. Entre Saint-Denis et Creil, un nouveau tronçon fut mis en service en 1859 via Villiers-le-Bel et Chantilly, plus court de 17 km que l'itinéraire d'origine via Pontoise. Il en résulta un jolí gain de temps, mais aussi... une réduction des tarifs, car ils étaient calculés sur le nombre de km parcourus!

Entretemps, un 'embranchement' de Creil vers Compiègne avait été mis en service en 1847 par la 'Compagnie du chemin de fer du Nord', prolongé en plusieurs phases en 1849/50 jusque Saint-Quentin. Très vite, l'idée vint de prolonger cette antenne jusqu'aux importants bassins houillers belges du Hainaut et de Liège. Rien d'étonnant à cela, car le 'grand patron' Rothschild et ses partenaires avaient racheté quelques mines de charbon en Belgique, à la suite de quoi la 'Compagnie des Charbonnages Belges' avait vu le jour en 1846. Cette ligne ne serait d'ailleurs pas seulement intéressante pour l'exportation du charbon belge vers la France, mais constituerait bientôt le seul chaînon encore manquant d'une relation directe entre Paris et Cologne, sans devoir faire le détour via Lille ou Valenciennes.

Extrait du Livret-Chaix français de septembre 1869, reprenant les horaires de la relation Paris -Bruxelles via Quévy et Mons. Collection de l'auteur.





La Gare du Nord à Bruxelles fut ouverte dès 1841 afin de soulager celle de l'Allée Verte. Ce beau bâtiment ne fut toutefois achevé qu'en 1862 et sera remplacé 90 ans plus tard par la Gare du Nord actuelle, située un peu plus au nord. A l'endroit de l'ancienne gare vint s'ériger la Tour Martini en 1957/58, qui fut démolie à son tour dès 2004 pour laisser place à la Tour Dexia (rebaptisée 'Tour Rogier'). La place devant la gare est l'actuelle Place Rogier. Gravure Guiquet, imprimerie Geny-Gros (Paris). © Instituut voor Financiële Archeologie (Malines) - Nº d'objet: IFA036.

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## HISTOIRE



A l'origine, Malines était le point central des Chemins de fer de l'Etat belge: c'est de là que partaient les lignes vers Anvers, Bruxelles, Ostende et la frontière avec la Prusse, près d'Aix-la-Chapelle. Cette illustration nous montre la disposition de la gare de Malines vers 1845: à gauche, le bâtiment de la gare datant de 1837 et à l'extrême droite, la Colonne milliaire considérée comme la borne zéro (le point d'origine) du réseau ferroviaire belge. A ce moment, cette colonne se trouve déjà à son 2 me emplacement: lors de chaque extension du site, elle se retrouva systématiquement dans le chemin et déménagera encore cinq fois par après! (Dessinateur inconnu). © Instituut voor Financiële Archeologie (Malines) - N° d'objet: IFAO29.



Il ne faut pas oublier en effet que la 'Compagnie du chemin de fer de Paris à Strasbourg' avait ouvert une ligne entre Paris et Strasbourg, et jusqu'à la frontière prussienne (à Saarbrücken) en 1852 et que le 'Nord' voulait sa part du trafic ferroviaire entre la France et la Prusse. La ligne (Paris -) Creil – Saint-Quentin atteignit la frontière belge à Erquelinnes en 1855 (via Aulnoye, Maubeuge et Jeumont), mais dès 1853, la section belge correspondante entre Erquelinnes et Charleroi de la 'S.A. Chemin de Fer de Charleroi à la frontière de France' (ouverte fin 1852) avait été concédée au 'Nord'. Il en alla de même en 1854 pour la ligne Namur – Liège du 'Chemin de fer de Namur à Liège et de Mons à Manage', ouverte en 1850/'51. Pour exploiter ces deux lignes en Belgique, une filiale du 'Nord' fut créée en 1854: la 'Compagnie du Nord-Belge'. Le chaînon manquant de la relation Paris – Liège, à savoir la ligne (déjà existante) Charleroi – Namur, faisait partie de la ligne (Bruxelles) – Braine-le-Comte – Manage – Namur, ellemême partie intégrante du réseau de base de l'Etat belge. Le 'Nord-Belge' obtint toutefois l'autorisation – moyennant paiement – de faire circuler ses propres trains sur cette ligne, le 'Nord' français obtenant ainsi la voie libre

entre Paris et Liège. Plus tard, le 'Nord-Belge' obtint également l'accès à sa ligne Namur – Liège au départ de la France via sa nouvelle ligne Givet – Dinant – Namur, ouverte en deux phases en 1862/63. Entretemps, Rothschild n'était pas resté inactif: de concert avec la 'Société Générale', il avait créé en 1856 la société anonyme 'Compagnie du chemin de fer de Mons à Hautmont et de Saint-Ghislain', en vue d'établir une ligne ferrée entre la France et l'important bassin minier (belge) du Borinage. Cette nouvelle liaison s'étendait de la petite ville industrielle d'Hautmont (entre Aulnoye et Maubeuge, sur la ligne Paris –



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50 février - mars Journal du Chemin de Fer

# 'L'ÉTOILE DU NORD' ET 'L'OISEAU BLEU'



Réalisée en grande partie en bois et en fer, la gare d'Anvers-Est fut construite en 1854, en remplacement de la 1èm gare très primitive de 1836. En cas de guerre, ce bâtiment devait en effet pouvoir être rapidement démonté pour ne pas se trouver dans la ligne de tir de l'artillerie! A droite, on aperçoit une partie de la marquise de la future Middenstatie (Anvers-Central). assemblée de 1895 à 1898. La construction de l'imposant hâtiment de gare suivra: il sera inauguré en 1905. Carte postale commerciale - photographe inconnu. Collection SNCB, nº d'objet: 10430. © SNCB - Train World Heritage.

La gare de Roosendaal, ouverte en 1854 par la 'Société Anonyme des chemins de fer d'Anvers à Rotterdam': cette société exploitait les lignes Anvers - Roosendaal - Moerdijk et Roosendaal - Breda.



Creil - Saint-Quentin - Charleroi) à Mons via Quévy (3) et fut ouverte en 1857. Elle fut suivie en 1858 par la branche de Frameries vers Saint-Ghislain, dans le Borinage. L'exploitation de ces lignes fut concédée en 1858 au 'Nord' et au 'Nord-Belge' et c'est ainsi que naquit quasi par hasard une nouvelle liaison Paris - Bruxelles via Saint-Quentin, Quévy et Mons: elle était plus courte de 35 km, sa longueur totale étant d'environ 305 km! Les indicateurs du 19the siècle sont rares, mais le Chaix français de septembre 1869 mentionne deux paires de trains express Paris -Bruxelles (et retour) via Quévy en 1<sup>ère</sup> et 2<sup>ème</sup>

classe uniquement, dont une paire circulait l'avant-midi et l'autre l'après-midi. Le voyage durait entre 6 et 8 heures, en fonction du nombre d'arrêts effectués. A remarquer que tous ces trains transitaient par Maubeuge, où la possibilité existait de les scinder en une tranche vers Liège et Cologne et une autre vers Mons et Bruxelles (et vice-versa). Les tranches de et vers Bruxelles quittaient (ou arrivaient à) Maubeuge en sens opposé (nécessitant un changement de front) et stationnaient entre 15 et 20 min à Feignies, pour les contrôles de frontière. Le train de nuit, qui acheminait également le courrier postal entre les deux

capitales, passait encore via Valenciennes et Quiévrain en 1869, mais transita à son tour via Quévy, quelques temps plus tard.

(3) Cette gare se situe sur le territoire de la commune belge d'Aulnois de l'époque, mais reçut le nom de la commune voisine de Quévy afin d'éviter toute confusion avec la gare de la commune française d'Aulnoye, située un peu plus loin le long de la même ligne.

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# HISTOIRE

#### **BRUXELLES - AMSTERDAM:** QUE L'EAU EST PROFONDE!

Le développement des chemins de fer ne fut entamé que quelques années plus tard aux Pays-Bas et s'y déroula surtout de manière plus lente qu'en Belgique. C'était la conséquence notamment de l'existence d'excellentes voies navigables dans ce pays, qui à leur tour constituaient par leur largeur souvent des obstacles naturels à l'établissement de lignes ferrées. En outre, une grande partie des Pays-Bas était (et est toujours) située sous le niveau de la mer et ces terrains marécageux mettaient en péril la stabilité des assiettes ferroviaires. Enfin, eu égard aux événements de 1830, les Pays-Bas n'avaient nul besoin à l'origine d'une liaison ferroviaire avec la Belgique, ce qui était... réciproque. En outre, l'économie de ce pays n'était pas menacée par un quelconque danger, ce qui était par contre le cas pour la Belgique devenue indépendante depuis peu, raison pour laquelle l'Etat belge se vit obligé d'établir en toute urgence quelques lignes ferrées indispensables à sa survie. C'est ainsi qu'une situation diamétralement opposée vit le jour dans ces deux pays: alors que l'Etat Belge fit réaliser un réseau de base pour l'exploiter lui-même et laisser le soin au secteur privé de réaliser son extension future, les premières lignes ferrées des Pays-Bas furent généralement l'œuvre de sociétés privées qui les exploitèrent, après quoi l'Etat néerlandais dut intervenir pour réaliser les chaînons manquants. La première ligne de chemin de fer des Pays-Bas vit le jour entre Amsterdam et Haarlem et fut ouverte au public par la 'Hollandsche IJzeren Spoorweg Maatschappij' (HIJSM, plus tard HSM) le 24 septembre 1839. Cette ligne fut ensuite prolongée par étapes via Leiden et Den Haag HSM (actuellement: Den Haag HS ou 'Hollands Spoor') jusque Rotterdam, qui fut atteinte en 1847. Les grandes rivières au sud de cette ville (la Nieuwe Maas, l'Oude Maas et l'Hollandsch Diep) empêchèrent provisoirement tout prolongement. Cette ligne, connue ensuite sous le vocable de 'Oude Lijn' (car une 'Nieuwe Lijn' vit ultérieurement le jour) deviendra un important maillon de la relation ferroviaire entre Paris, Bruxelles et Amsterdam... plus de 30 ans plus tard. La 2ème ligne ferroviaire des Pays-Bas, qui jouera par ailleurs aussi un rôle dans notre récit, fut le 'Rhijnspoorweg' Amsterdam (gare de Weesperpoort) - Utrecht - Arnhem.

Cette ligne fut ouverte entre 1843 et 1845 et exploitée au début par l'Etat néerlandais, mais reprise dès 1845 par la société privée 'Nederlandsche Rhijnspoorweg-Maatschappij' (NRS). Un détail étonnant: tant la 'Oude Lijn' que le 'Rhijnspoorweg' furent établis à l'écartement de rails de 1945 mm (voie large). Ce choix aurait toutefois empêché tout raccordement ultérieur au réseau prussien; c'est la raison pour laquelle les voies du 'Rhijnspoorweg' furent ramenées à l'écartement normal de 1435 mm dès 1855, après quoi cette ligne fut prolongée en 1856 jusqu'à la frontière prussienne à Elten (près d'Emmerich), L'Oude Liin' sera également mise à l'écartement normal, dix ans plus tard. Concernant les liaisons avec la Belgique, c'est une compagnie privée belge qui s'aventura la première dans le sud des Pays-Bas, à savoir la 'Société Anonyme des chemins de fer d'Anvers à Rotterdam' (AR), mais seulement après que les Pays-Bas aient prudemment posé la question à la Belgique en 1850 de savoir si cette dernière était éventuellement intéressée par l'établissement d'une ligne ferrée entre les deux pays. A nouveau amis?...

AANVANG	Spoo	rweg		hen A					CTER	DAM		Vei 1855.
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	Antwerpen.	Ecokeren.	Cappelle.	Catmpthout	Erschen.	Asnkomst.	Vertrek.	Oudenbosch	Levenberge	Moerdijk.	Dordrecht.	Rotterdam
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	1		Van Roosenda	Van Elten.	Annk. te Breda.			Van Breda-	Van Etten,	Annk. to Rossendaal		
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Horaires 'AR' en vigueur au 1er mai 1855. Collection: Het Utrechts Archief.

#### D'ANVERS À ROTTERDAM EN TRAIN... ET EN BATEAU!

La compagnie 'AR' ouvrit sa ligne entre Anvers et Roosendaal en 1854, prolongée dès 1854/55 en plusieurs étapes via Zevenbergen jusque Moerdijk (4), sur la rive sud de l'Hollandsch Diep, une gare étant établie sur le quai ouest du port. De là, les voyageurs pouvaient poursuivre leur voyage à bord d'un bateau à vapeur de l'AR vers Dordrecht et Rotterdam (5). A Rotterdam,

ils pouvaient ensuite embarquer à bord d'un convoi de la 'Nederlandsche Rhijnspoorweg Maatschappij' (NRS), qui avait ouvert une ligne de Rotterdam à Utrecht (via Gouda) au cours de la même année (1855). La gare de la NRS à Rotterdam était établie sur la rive droite de la Nieuwe Maas, mais elle fut en grande partie détruite par un incendie au cours de la nuit du 9 au 10 juin 1858 et remplacée par une gare de (4) Suite à la présence de bancs de sable devant le petit port de Moerdijk, il fut d'abord décidé de faire terminer la ligne au port du 'Roode Vaart', situé plus à l'ouest. Mais alors que la ligne était en cours d'établissement, les bancs de sable en question disparurent subitement et Moerdijk fut quand même choisi, au prix d'une fameuse sinuosité du tracé...

(5) Une liaison par bateau à vapeur entre Moerdijk et Rotterdam existait déjà le 1" novembre 1854. La liaison Oudenbosch (et ensuite Zevenbergen) – Moerdijk était alors assurée par une diligence, en attendant la mise en service des sections ferroviaires concernées.

# 'L'ÉTOILE DU NORD' ET 'L'OISEAU BLEU'I

fortune située un peu plus à l'ouest, qui après l'inauguration du nouveau bâtiment définitif de 1875, deviendra la 'Maasstation' (sur l'actuel quai de la Rhijnspoor, à hauteur du complexe Tropicana).

Au départ d'Utrecht, les voyageurs pouvaient enfin poursuivre leur voyage vers Amsterdam via la ligne déjà existante de la NRS. Mentionnons encore que la compagnie AR avait également ouvert une ligne de Roosendaal à Breda en 1854/'55. Cette compagnie fusionna en 1864 avec les 'Chemins de fer de l'Est belge', prenant la nouvelle dénomination de 'Grand Central Belge'. A partir de 1855, il fut donc possible de voyager de Paris à Amsterdam en grande partie par chemin de fer, même si cela constituait encore une véritable expédition. Selon le 'Chaix' français du 1er mai 1860, après être arrivé à Bruxelles par le train de nuit venant de Paris, vous deviez vous 'taper' 30 minutes à pied (ou prendre un coûteux fiacre 10) pour vous rendre de la Station des Bogards (près de l'actuelle place Rouppe) à Bruxelles-Nord (sur l'actuelle place Rogier) le long d'un dédale de ruelles étroites, car les boulevards du Centre n'existaient pas encore. La Gare du Nord avait

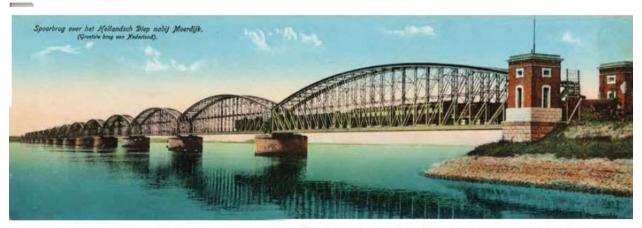
été ouverte dès 1841, afin de soulager la petite station de l'Allée Verte. Au départ de Bruxelles-Nord, vous deviez alors voyager pendant une cinquantaine de minutes à bord d'un train des Chemins de fer de l'Etat Belge jusqu'à la gare d'Anvers-Est (7), où vous deviez prendre en correspondance un train de la compagnie 'AR'. 'D'n Belgs' ('Le Belge') - ce train était appelé ainsi aux Pays-Bas - marquait l'arrêt dans chaque gare et prenait quasi deux heures pour accomplir le trajet jusque Moerdijk. S'ensuivait une longue 'croisière' d'environ deux heures sur l'Hollandsch Diep, le Dortsche Kil et l'Oude Maas jusque Dordrecht, ensuite via le Noord et la Nieuwe Maas jusqu'à la gare de Rotterdam située le long du quai, où le train de la NRS vous attendait pour poursuivre vers Utrecht et Amsterdam. Si vous vouliez voyager via l'Oude Lijn', vous deviez alors marcher pendant une demi-heure dans Rotterdam jusqu'à la gare HSM de la Delftsche Poort (près de l'actuelle Hofplein). Dans le meilleur des cas, l'ensemble du voyage entre Paris et Amsterdam durait près de 21 heures. Les 'Plezier Treinen' (les Trains de Plaisir') du Rhijnspoorweg méritent que l'on s'y attarde: il s'agissait de parcours

touristiques (aller-retour) vers certaines villes, à prix réduit. Au cours de nos recherches, nous sommes ainsi tombés sur un pamphlet datant de 1860 qui annonçait la circulation d'un tel train d'Amsterdam à... Bruxelles, via Utrecht et Rotterdam, le parcours aller se déroulant le samedi 30 juin et le retour le lundi 2 juillet 1860, pour le prix modique de 6 Gulden en 2eme classe et de 4 Gulden en 3em classe (a) et pour lesquels un passeport n'était pas nécessaire! Ce type d'excursions remportait apparemment un grand succès, car le nombre de voyageurs autorisé sur ces trains était limité à 700...

#### (6) L'ancêtre du taxi, tracté par des chevaux.

(7) Il s'agit de la 1tt Gare de l'Est d'Anvers. Au sudouest de cette gare. l'imposante 'Middenstatie' (la Gare centrale actuelle) fut alors construite, sa marquise monumentale étant achevée en 1898 et le bâtiment de la gare en 1905. Le trajet à travers la commune de Borgerhout fut remplacé par la ligne de ceinture 'Est' autour d'Anvers en 1873.

8) En comparaison, un voyage simple entre Rotterdam et Anvers en 1855 contait déjà 2,375 Guiden en 3



Le premier Moerdijkbrug sur l'Hollandsch Diep, constitué de 14 éléments métalliques arqués, était à simple voie et fut mis en service le 🗠 janvier 1872. Il reliait les Provinces néerlandaises du Noord-Brabant et du Zuid-Holland et était à l'époque le plus long pont ferroviaire d'Europe, avec ses 1470 m. Il fut détruit par les Allemands en 1944 et ne rouvrit qu'en 1946, les 4 éléments le plus au Nord étant remplacés par un barrage. Vers le milieu des années '50, les derniers éléments subsistants à voie unique furent remplacés par de nouveaux éléments pour double voie. Carte postale commerciale. Collection: De Pater - Het Utrechts Archief, réf. de catalogue: 827771.

#### LES TROUS SONT COMBLÉS...

A partir de la seconde moitié des années 1850, le développement du réseau ferré néerlandais commença à ralentir à tel point que l'Etat néerlandais dut prendre l'initiative de réaliser lui-même plusieurs lignes jugées indispensables. Leur exploitation fut la plupart du temps (mais pas toujours) concédée à la compagnie privée 'Maatschappij tot Exploitatie van Staatsspoorwegen' (la MESS

ou MtEvSS), qui était mieux connue sous l'appellation 'Staatsspoorwegen' (SS). Sur la rive sud de l'Hollandsch Diep, le 'Grand Central Belge' reçut ainsi la compagnie de la ligne de l'Etat Breda - Moerdijk via Zwaluwe (de nos jours: Lage Zwaluwe) exploitée par les SS, qui disposait de sa propre gare à Moerdijk, sur le quai 'est' du port. Une importante amélioration était toutefois en cours: un peu à l'est de Moerdijk, on travaillait dur à la réalisation du plus long viaduc ferroviaire d'Europe - le Moerdijkbrug - franchissant l'Hollandsch Diep. Cet ouvrage fut mis en service le 1er janvier 1872, permettant alors aux SS de poursuivre depuis Zwaluwe jusque Dordrecht dès le même jour, et à partir du 1er novembre 1872 jusqu'à la gare provisoire de Mallegat (un peu au sud de la gare actuelle de Rotterdam-Zuid), en franchissant

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Le nouveau tracé ferroviaire de 1872-1877 entre Zevenbergen et Rotterdam, via Zwaluwe (actuellement: Lage Zwaluwe), le Moerdijkbrug, Dordrecht et la 1igne aérienne' de Rotterdam est indiqué ici en rouge sur cette Carte ferroviaire des Pays-Bas de 1868, publiée dans le guide officiel 'Van den Heuvell & van Santen' (édition spéciale du 1<sup>er</sup> octobre 1868), lorsque Essen était encore écrit 'Esschen'. On voit également sur cette carte les deux lignes (GCB et SS) vers Moerdijk, le trajet en bateau de la liaison entre Moerdijk et Rotterdam, et la ligne GCB de Tilburg vers Turnhout par laquelle des voitures directes vers Louvain et Bruxelles furent mises en marche pendant quelques temps.

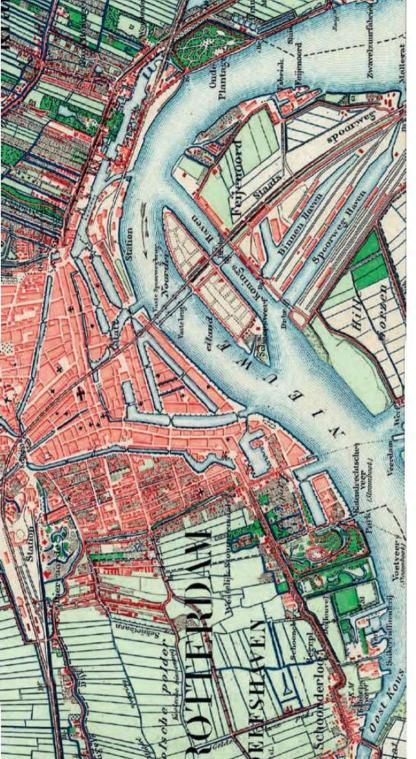
l'Oude Maas au moven d'un nouveau pont. De là, les voyageurs pouvaient emprunter un 'bac' jusqu'au centre de Rotterdam et atteindre ainsi la Maasstation de la NRS. Cette dernière avait par ailleurs veillé entretemps à une autre amélioration d'importance; les lignes Rotterdam - Utrecht et Utrecht - Amsterdam furent reliées entre elles dès 1869 par un itinéraire plus court via la 'hinnendoortie' entre Harmelen et Breukelen, créant ainsi une relation Rotterdam - Amsterdam à la fois plus courte et plus directe, qui devint la 'Nieuwe Lijn'. A partir de 1872, les trains de voyageurs du GCB au départ d'Anvers circulèrent tous jusque Breda (Roosendaal - Moerdijk bénéficiant d'un service de trains locaux), où les SS reprenaient la traction jusque Dordrecht et Mallegat (et vice-versa). Ce n'est qu'en 1876 que l'Etat néerlandais mit en service une ligne de raccord entre Zevenbergen (sur la ligne GCB Roosendaal - Moerdijk) et Zwaluwe (sur la ligne SS Breda - Mallegat). Dans un premier temps, seule une petite navette Zevenbergen - Zwaluwe - Moerdijk des SS y circulait, mais au cours de la même année encore (1876), un accord fut passé selon lequel les trains venant de Belgique seraient scindés à Roosendaal en une tranche vers Breda et une autre vers Mallegat via Zevenbergen et Zwaluwe, avec échange de locomotives GCB/SS à

iQ in

Zevenbergen (et vice-versa). L'étape suivante fut la mise en service de la 'Luchtspoor' (la 'ligne aérienne') le 1er mai 1877 entre Mallegat et le centre de Rotterdam, avec les nouvelles gares de Rotterdam Beurs (dans le centre de la ville) et Rotterdam Delftsche Poort, Cette ligne fut exploitée par les SS, mais la HSM fut autorisée à parcourir le tronçon Beurs - Delftsche Poort. La gare de la Delftsche Poort était située au nord-ouest de la première gare du même nom (et remplaçait cette dernière) et à l'est de l'actuelle 'Centraal Station'. Cette ligne établie en hauteur, avec vue incomparable sur la ville de Rotterdam, traversait le Koningshaven, la Nieuwe Maas et le Wijnhaven, ensuite le centre historique de la ville, sur un long viaduc. A l'autre bout de l'Oude Lijn', les trains de la HSM circulaient depuis 1878 jusqu'à la gare provisoire de Westerdok à Amsterdam (à l'ouest de l'actuelle Centraal Station), en remplacement de la gare-terminus de la Willemspoort (près de l'actuel Houtmankade, en face de la Haarlemmerpoort, aussi appelée Willemspoort), qui était devenue bien trop petite. En principe, la relation classique Bruxelles -Amsterdam via Roosendaal, le viaduc de Moerdijk et l'Oude Lijn était ainsi achevée, mais était exploitée par quatre compagnies distinctes: les Chemins de fer de l'Etat Belge entre Bruxelles et Anvers, le Grand Central Belge jusque Zevenbergen, les SS jusque Rotterdam et la HSM jusqu'Amsterdam. Cette situation s'améliorera en 1880, car l'une des conditions posées par les Pays-Bas pour l'élargissement et l'approfondissement du canal Gand - Terneuzen sur son territoire - une opération demandée par la Belgique - était de permettre le rachat des lignes du GCB Roosendaal frontière - Zevenbergen Moerdijk et Roosendaal - Breda par l'Etat néerlandais, ce qui devint réalité le 1<sup>e</sup> juillet 1880. L'exploitation de ces deux lignes fut alors confiée aux Staatspoorwegen (SS). Au cours de la même année 1880, la ligne Essen-frontière - Anvers devint la propriété de l'Etat belge et fut exploitée dès ce moment par les Chemins de fer de l'Etat. A partir du 1er juillet 1880, les échanges de locomotives Etat Belge/SS eurent provisoirement lieu à Roosendaal, et à Essen dès le 15 octobre 1880. La ligne Zevenbergen – Moerdiik (ex GCB) fut cependant fermée en 1880 et déposée en 1883: ce fut la 1ee ligne ferroviaire publique des Pays-Bas à subir ce sort... La liaison Bruxelles - Amsterdam via l'Oude Lijn ne fut d'ailleurs vraiment prête qu'après l'ouverture de la nouvelle Centraal Station d'Amsterdam, le 15 octobre 1889: cette gare avait été construite sur un flot artificiel, à un demi-kilomètre à l'est de la gare provisoire de Westerdok.

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# 'L'ÉTOILE DU NORD' ET 'L'OISEAU BLEU'



LA 'LIGNE AÉRIENNE' À ROTTERDAM

Depuis lors, traverser Rotterdam en train n'a ligne aérienne fut remplacée en 1993 par le Nieuwe Maas (à droite de la ligne aérienne) Willemsspoortunnel, le pont 'De Hef' étant se trouve la Maasstation de la NRS. Cette toutefois conservé au titre de monument. vraiment plus la même saveur...

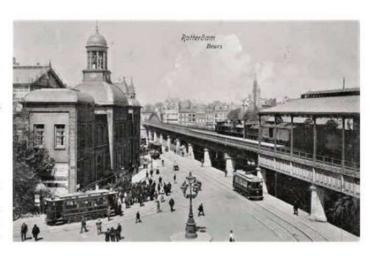
© Topotijdreis - Kagaster (Nederland).

éléments arqués. Suivaient immédiatement sur cette carte l'ancien tracé rectiligne vers sous la nouvelle gare). Sur la rive nord de la le pont sur le Wijnhaven et la Beursstation. une courbe vers la gauche la nouvelle gare de la 'Delftsche Poort'. On voit également e centre-ville sur viaduc et attéignait par la 1000 gare de la 'Delftsche Poort' (juste

pont-levant qui était connu à Rotterdam sous franchissait d'abord le Koningshaven par un le sobriquet 'De Hef'. La 'Nieuwe Maas' était est bien visible. En venant de Mallegat (en ensuite franchie au moyen d'un pont à 5 tracé de la 'ligne aérienne' de Rotterdam bas à droite) et de Feijenoord, cette ligne datant des années 1870 sur laquelle le Un fragment de la carte topographique

# HISTOIRE

La 'ligne aérienne' de Rotterdam vers 1909; à droite, la Beurstation (encore avec sa façade latérale ouverte), dans laquelle un train de la HSM avec deux locomotives dont une 'Kop-en-Kontje' (un terme en jargon de la HSM pour désigner une loco-tender) est prête à s'élancer en direction de la 'Delftsche Poort'. A gauche, le bâtiment de la Bourse de l'époque. Quasi tout ce qui est visible sur cette vue (y compris tout le centre-ville) fut détruit le 14 mai 1940 en moins d'un quart d'heure par un bombardement opéré par la Luftwaffe. Après la reconstruction de la ville, la Beursstation fut renommée 'Rotterdam Blaak', car la Bourse illustrée n'existait plus... Carte postale commerciale, édition Weenenk en Snel. Collection: Het Utrechts Archief, réf. de catalogue 170036.





La Beursstation des SS à Rotterdam vers 1900: un train de voyageurs est tracté par une locomotive de la série 359 à 408 de la HSM, dont les 359 à 398 furent livrées en 1891/'92 par 'Sharp Stewart and Company', les 399 à 403 en 1900 par la même firme et les 404 à 408 en 1903 par la 'North British Locomotive Company'. Ces locomotives formeront plus tard la série 1610 à 1659 aux NS. A l'époque, le passage sous voies pour atteindre le quai en direction de Dordrecht n'existait pas encore, les voyageurs devant traverser la voie en direction de la Delftsche Poort, normalement sous l'œil attentif du personnel de surveillance. Cette fois cependant, il semblait bien plus intéressé... par le photographel Notez aussi à l'extrême gauche le bâtiment de la Bourse. Carte postale commerciale, édition P.B. Schaaij. Collection: De Pater - Het Utrechts Archief, réf. de catalogue: 164981.

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# 'L'ÉTOILE DU NORD' ET 'L'OISEAU BLEU'

#### ...MAIS L'EAU RESTE TOUJOURS PROFONDE!

Après la mise en service de la 'ligne aérienne' de Rotterdam, des voitures directes purent être mises en marche entre Amsterdam et Bruxelles ou Paris (à voir dans la 2<sup>ème</sup> partie à paraître) via l'Oude Liin, ces voitures étant tractées entre Rotterdam DP et Essen (et vice-versa) par une locomotive des SS. Ces demiers allaient d'ailleurs concurrencer des années durant la HSM avec ses propres voitures directes transitant par Utrecht, 's Hertogenbosch, Tilburg, Breda et Roosendaal (9). Pour poursuivre jusqu'en Belgique, les convois respectifs des SS et de la HSM étaient fusionnés en un seul train en gare de Roosendaal (ou parfois à Essen), les voitures étant en outre classées en fonction de leur destination finale (Anvers, Paris ou Bruxelles-Nord). Mais les SS avaient toutefois un problème: au départ d'Utrecht, ils ne disposaient pas de leur propre accès vers Amsterdam et devaient faire appel sur ce tronçon à leurs concurrents, en empruntant soit l'Oosterspoorweg de la HSM via Utrecht Maliebaan (l'actuel Musée des Chemins de fer néerlandais) et Hilversum, soit le 'Rhijnspoorweg' déjà mentionné de la NRS; comme quoi, on a parfois besoin de ses ennemis... Pour faire baisser cette pression concurrentielle malsaine, trois importantes conventions furent d'ailleurs signées en 1890 entre l'Etat néerlandais et les compagnies NRS, SS et HSM. L'Etat néerlandais devint alors propriétaire du réseau ferré de la NRS, les lignes concernées (dont Amsterdam - Utrecht et la 'Nieuwe Lijn' Amsterdam - Rotterdam Maasstation) étant concédées aux SS. La HSM reçut un avantage équivalent et put dès ce moment faire circuler ses propres trains (et ses locomotives) sur plusieurs lignes de l'Etat dont Rotterdam - Roosendaal (et quelques années plus tard sur Roosendaal - Essen), contre paiement d'une rente annuelle à l'Etat néerlandais. Ces conventions de bonne volonté n'eurent hélas pas l'effet voulu: la HSM et les SS campèrent sur leurs positions et en firent une question de vie ou de mort! Et la situation allait encore empirer en 1899 lors de la mise en service de la 'Ceintuurhaan' à Rotterdam, à l'occasion de laquelle la ligne SS Amsterdam - Gouda -Rotterdam Maasstation (ex NRS) fut reliée à la gare de Rotterdam Delftsche Poort (DP): les tranches des trains SS entre Amsterdam et la Belgique se voyaient ainsi offrir un itinéraire plus court via la 'Nieuwe Lijn', mais au lieu d'accoupler ces tranches avec celles de la HSM en gare de Rotterdam DP, les tranches des deux compagnies se suivaient séparément sur presque 60 km jusque Roosendaal (ou Essen) et inversement! Malgré le pont sur le Moerdijk, le fossé était décidément bien profond entre les SS et la HSM...

(9) Depuis 1883 ces trains transitaient par la ligne directe entre Tilburg et 's Hertogenbosch, mise en service en 1881 par la 'Nederlandsche Zuid-Ooster Spoorweg-Maatschappij' (NZOS), ce qui avait permis d'éviter le détour via Boxtel et le changement de front obligatoire à cet endroit. L'exploitation de cette ligne fut reprise par les SS en 1883.

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Ce dessin de Cornelis Springer illustre la gare HSM de la Willemspoort à Amsterdam, vers 1845. Devenue trop étriquée, cette jolie gare-terminus fut remplacée en 1878 par la gare provisoire de Westerdok, en attendant la nouvelle 'Centraal Station' qui s'ouvrira en 1889. Collection: Stadsarchief Amsterdam.

#### A suivre

Remerciements à l'Instituut voor Financiële Archeologie (Malines), le Stadsarchief Amsterdam, Het Utrechts Archief et Train World, ainsi qu'à MM. Guy Bertrand, Max Delie, Nicolas Lhoir, Michel Thirv, Bram van der Velden, Michel Van Ussel et Jan Verhaeven.

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**Press release: Maldegem Steam Festival 2020** 

#### **Steam Train Festival**

<u>This year's Steam Train Festival will be a three day event, to be held at Maldegem,</u> Belgium, on Friday, Saturday and Sunday 1<sup>st</sup>, 2<sup>nd</sup> and 3rd of May, 2020.

Planning is proceeding well. The theme of the festival is "75<sup>th</sup> Anniversary of the end of the Second World War and 30<sup>th</sup> Anniversary of the fall of the Iron Curtain". There should be 7 locos in steam on narrow and standard gauges including 2 narrow gauge locos from the UK. Kerr Stuart 0-4-0st "Peter Pan" making a welcome return after a major rebuild will be joined by another Kerr-Stuart, Phil Mason's 0-4-0t "Diana" making her first visit from Amerton. Maldegem's own Hanomag 0-4-0wt "Yvonne" from 1906 will also be operating. On the standard gauge, 3 of Maldegem's own locos will be in service: Austerity 0-6-0st WD196, Avonside 0-4-0st "Fred" and St Leonard 0-4-0t "Yvonne" of 1893. There will also be a visiting loco on the standard gauge. This will be USA 0-6-0t loco no 4389 from the railway at Goes in Holland. This loco is restored to USATC condition and the festival will provide the opportunity to see it working together with Maldegem's Austerity which is also in D-Day livery. Negotiations are also in hand for a visit by an ex. Belgian Railways Nohab Co-Co diesel to recreate the 1960's military trains from Oostende to Berlin. This is not yet confirmed.

A display of preserved vehicles from Eastern Europe and Military re-enactment is also planned and, as usual, there will be an international selection of trade stands present,

A difference in this year's event will be that the full festival train service will only operate on Saturday the 2<sup>nd</sup> & Sunday the 3<sup>rd</sup> of May. On Friday the 1<sup>st</sup> there will be a reduced service, but two special trains will operate: a dining train using Maldegem's Wagons-Lits restaurant car and featuring East European kitchen as well as a photographer's special with photo stops.

Reservation will be required for both of these trains.

Maldegem lays about 14km from Bruges on the Belgian –Dutch border.

For groups wishing to attend from the UK, transport from Zeebrugge P&O ferries terminal (nightly sailing from Hull) or Bruges railway station can be arranged by preserved bus. Kevin M Hoggett

For vzw Stoomcentrum Maldegem Contact e-mail <u>avonside040@telenet.be</u> Website: <u>www.stoomtreinmaldegem.be/en</u>

### **Spain launches Low Cost**

Whereas High Speed and Low Cost are not subjects that we cover in our newsletters, we thought that as this edition is dedicated to Spain and Portugal we should make a short mention about the latest news from Renfe

With effect from late spring Renfe plans to start its Avlo low cost trains on the Madrid-Zaragoza—Barcelona route. Once again Renfe has found some underused high speed trains, this time series 112 Just a few years back some of the first high speed trains built for Renfe; the 100 series were refurbished to operate into France on the three routes Madrid to Marseilles, Barcelona to Lyon and Barcelona to Carcassonne and Toulouse.

This Avlo service is likely to be just one of several new companies to operate on the Madrid to Barcelona route, SNCF has applied for a licence to operate this route.





This edition of the *Amis de Wagons-Lits* was produced by the editorial team:
Brendan Martin (contact e-mail: <a href="mailto:btmartin@btinternet.com">btmartin@btinternet.com</a>), and Chris Elliott (<a href="mailto:elliott.chris@gmx.com">elliott.chris@gmx.com</a>), with special thanks to Dirk Freilingsdorf, together with Fred Van de Lübbe, Francesco Bochicchio, Micheal Guerra, Xavier Guerra, Norbert Müller, Jos Geiler and Ute Dorr. We particularly thanks the suppliers of the interesting correspondence about which some readers can hopefully provide both answers to these questions and raise some new topics for discussion. Likewise, photographs are always of interest; both from the past and more recent ones. Our aim is to be able to share news on individual counties which we have done in the issues published so far – the more the better!

# **Gregoire menu**

A menu from 1899, but not served in a CIWL WR or Pullman but in a restaurant close by,

