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**Editorial – Chris Elliott and Brendan Martin**

The Corona Virus caused cancellations and alterations to many trains

OBB maintained a few of their Austrian Domestic night trains but none beyond Austria

Thello has suspended its night trains until the 31<sup>st</sup> May. ***Our article about the Uk's Caledonian and Great Western Sleeper services will be include in a future edition***

Our UK contact Adam Paice told us that the trains on the English East Coast mainline were only carrying 10% of their normal number of passengers.

***We will await the analysis of what and which services during the corona Virus shutdown, as it is published some weeks and months after the crisis is over we will publish an update in a future edition.***

***The severe restrictions on Europe's airline service may well result in an increase in Night trains where it will be a lot easier to respect social distancing rules***

In France train services were reduced only a matter of a few weeks after one of the longest strikes in SNCF's history

In our last newsletter we talked about the difficulty that researcher faced when trying to access CIWL archives, we also referred to Alban Guizol's book in which he stated that there was no policy at CIWL to keep archives.

Since we have had some interesting contributions from our readers and we were pleased to get extra help from the 'La Vie du Rail' book shop.

'La Vie du Rail' has regularly published articles about CIWL and its successor Night Train operators.

The magazine gave us access to the 1977 editions of the magazine in which Roger Commault had recorded some fascinating details

By pure chance when I was clearing out one of the little cellars below my 1858 built house I found a pile of 1977 local papers and in the pile was the SNCF's 'Guide Pratique 1977' du Voyageur and later in the newsletter there is copy of the cover and the pages relating to Night Trains

***1971 was the time of the formation of the TEN Night Train Pool and the demise of CIWL With the great help and encouragement of Dirk Frielingsdorf we are publishing his TEN article in both German and English as a separate supplement which will be sent out immediately after this newsletter is published***

This newsletter is centred on Italy, perhaps the most desired destination for CIWL passengers

As is our custom we start with the history of the pre-nationalisation period of Italian Railways

Then a longer article than usual based on the CIWL 1939 timetable covering both the CIWL international and internal services in Italy, Sardinia and Sicily.

Once again carrying the Post –Mail features large when studying trains like Malle des Indes and The Bombay Express

As ever we welcome any little piece of news, information and a bit like Sherlock Holmes every small item all adds to a clearer picture

You will spot articles by Francesco Bochicchio and Xavier Guerra, the two younger members of our editorial team, both have recently graduated from university and it is encouraging to meet the younger generation interested in CIWL

Our book reviews this time covers several books about CIWL in Italy and our 1939 CIWL feature is extra-long so as to set down just how much Italy was the focus of CIWL's services

Beyond Italy like the Orient Express we are planning to focus on The Balkans in our next late summer edition

A matter of few weeks ago we established contact with the Lalique Museum in Haken near to Tokyo in Japan

There is a snapshot of this museum in this edition. We have also started to collect details of the long lost NIOE and anyone who has a photograph, magazine or newspaper cutting will be most welcome to contact us as to the best of our knowledge only short accounts have been published so far and we would like to publish the whole story

Walter Rothschild mailed us to tell the news that the Loco (mock-up??) and cars used in the Kenneth Branagh and Johnny Depp version of 'The Murder on the Orient Express' have been moved to Cumbria in the north of England. ***We have been in contact with the new owners and a short report with photos***

As we were finalising this edition of the 'Amis des Wagons-Lits' we learnt with sadness of the death of James Sherwood a few days ago on 2020-05-18 at the age of 86 (born 1933-08-08 in Pennsylvania). His family were successful tobacco growers in Kentucky, but he followed his father into the legal profession, studying at Yale and later joined the US Navy and eventually worked in shipping and was partly responsible for the container 'revolution'. During my shipping career I met Jim several times and knew others who worked in the London shipping operations. For most, his legacy will be the Venice Simplon Orient Express; founded modestly to transport patrons from London to his then newly rebuilt Cipriani Hotel in Venice in May 1982, thirty-eight years ago. Both he and his widow Shirley have been benefactors to Kew Gardens, my favourite place in London. (BTM)

### **On the move - Former CIWL cars being restored or in service**

#### **Stop press –**

In 2000 the CIWL allocated what was to be their last new wagons-lits to the Dutch Direction – WL MUn type numbers 2001 – 2004 for a new nightly service from Amsterdam -Utrecht- Milano Lambrate- Milano Centrale called the Over Night Express. The train had two WLs, two couchettes and about 8 bogie vans adapted for carrying fresh flowers for the Milano and district flower markets. Below is car 2004 after arriving 2000-09-12 (The inclusive WL ticket included dinner and breakfast, and the writer's shower passing Bellinzona!)

The service was not a commercial success and ended in months. The cars were then allocated to Austria and worked mainly on the Wien-Roma service until they were stored by the ÖBB when the ex DB Nachtzug cars became the main provider of the NightJet sleeper brand at the start of the 2017 timetable. All four MUn and most of the ÖBB converted T2s/AB32s+AB33s wagons-lits were parked in sidings at Penzing sidings west of Wien West Bahnhof in January 2018 after storage in the station's disused goods facilities. Later, in February all the unused cars were securely stored at ÖBB TS Simmering, south of the new Wien Hauptbahnhof but seemingly without any weather protection.

This week, on 21<sup>st</sup> May the following cars were returned to Penzing sidings, which it is feared is in preparation for their disposal. The cars concerned are:

MUn: A-ÖBB 61 81 70-90 201-8 (2001) A- ÖBB 61 81 70-90 202-6 (2002) A-ÖBB 61 81 70-90 203-4 (2003) and A-ÖBB 61 81 70-90 204-2 (2004)

AB32: A-ÖBB 61 81 75 -71 403-8 (6403) A-ÖBB 61 81 75-71 405-3 (6405) A-ÖBB 61 81 75-71 410-3 (6410) A-ÖBB 61 81 75-71 413-7 (6413) A-ÖBB 61 81 75-71 414-5 (6414) A-ÖBB 61 81 75-71 458-2 (6458) A-ÖBB 61 81 75-71 459-0 (6458)

Some serious comments about WL MUn deficiencies should be noted. Firstly the cars were such a small number, each almost represented a prototype as the fitting out evolved and components were variously sourced, with the body-shell builder, Costa Masagna, being shut down by Barletta soon after they bought Rail Services International (RSI) from Accor/Colony Capital inc around 2001, who held the shares of CIWL. Thereafter the run-down and closure of all the old Wagons Lits ateliers with the exception of Inzersdorf. The cars were not to a particular standard and presented the ÖBB with a maintenance problem particularly after the decision of RSI Inzersdorf to cease to provide contract maintenance work. The commercial attraction of the MUn cars, despite their luxury and quality of ride (200Km/h) was not accepted by ÖBB because of the reduced number or berths, that is fare paying passengers. A very difficult prognosis for the last Wagons-Lits.

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WL 2004 at Milano Centrale after arrivig from Amsterdam – 2000-09-12 (Brendan Martin)



### **WR 2757**

Car WR 2757 was purchases by an English brewery and restautant company and converted as a dining car without a kitchen. It as located next to a pub at Denham west of London for many years but later sold to the Great Western Society, a railway preservation group based in the locomotive sheds at Southall in West London. It became a café for visitors to the railway and was futher altered internally.

The previous restaurant owners painted only one side of the car. The public fascination with the film of Agatha Christie's book was not until late 1973, some years after the Denham restaurant was in decline.

In 2004 WR 2757 was bought by Stoomtrein Goes-Borsele for full restoration, but alas progress was slow as so much other work was in progress at the Dutch preserved railway in Zeeland, The Netherlands. Marc Stegeman, from SGB wrote the following update: Then about the SGB CIWL coach 2757 from Italy (built 1926); the asbestos was finally removed and now restoration can finally start after 16 years. Unfortunately, most of the interior and side panels and entrances had to be removed to get access to the asbestos. This coach will remain stationary, as a restaurant / cafe facility next to the SGB building which houses the model railway layout and gift shop at Hoedekenskerke.



Photos of WR 2757 - Front and unpainted reverse – Southall – 1994-05-31

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WR 2973, one of five CIWL cars stored at Haine St. Pierre. Belgium, long reported as cars owned by VSOE for future incorporation in the famous train has belatedly been reported (2019-09) as moved to a repair facility at the previously closed Costa Masagna site, near Lecce, in Lombardy during December 2018. The editors would be pleased to know more details.

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VSOE has not yet announced it's the number of the third wagon-lit to be converted to a super-luxury 3-berth car presumably in a similar configuration to WL 3309 (2018 - F-VSOE 61 87 76-70 309-x [P] and 3425 (2017 - F-VSOE 61 87 76-70 425-7 [P]). The work was carried out at ACC in Clermont Ferand, as was last winter's heavy periodic overhaul of some of the train's cars.

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RSI Inzersdorf Atelier – The exact current status of this last remaining CIWL works at Inzersdorf, south of central Wien is somewhat unclear. Maintenance and repairs of former CIWL cars and railway-owned cars during the TEN era gradually disappeared as the ÖBB moved car maintenance in-house. The requirement for maintaining and modifying privately-owned tour train cars was very sporadic and the company – Rail Services International – changed its business focus to alternative services. The workshop has modernised and expanded its laundry which existed even before the damage in the latter months of World War II, to become a major provider for the city's many hotels. Likewise, the decision to install arrays of photovoltaic roof panels on the main the roofs of the two main sheds has become an important source of revenue for the company. What is interesting, if the announcement is properly understood, is the Inzersdorf works has been reclassified as a business zone suggesting that areas of the premises can be rented to other companies and may qualify for local investment grants. The CIWL-legacy seems to have passed, and the old archives have moved to Stasshof museum; hopefully under the watchful eye of Herr Bernhard Graf and friends.

### **Railway operated sleeping cars**

Promotions – Siemens AG's current intercity, high standard car design, the "Viaggio Classic" is being strongly promoted to railway administration and after the success of the joint development with the Russian RZD of a sleeping car version, one may have already seen further fleet purchase orders announced but the turmoil affecting all the major economies any plans are all awaiting better times in the future. We understand work is on-going for ÖBB's new Night-Jet cars and for the 10 cars for Azerbaijan railway Azərbaycan Dəmir Yolları (ADY); a fifty hour trip from Baku and Istanbul, although a regular operation remains subject to interruption.

Photos of FS WL MU livery variations



MU 4929 Napoli Centrale 2000-09-16



MU 61 83 72-70 002 empty to sidings Roma Termini –2014-12



WL MU – Roma Termini – undated





### FS carrozze letti parco – last updated early 2019 – see notes below

Vreclass	Type Mod	UIC digits					Codice RSMS	CIWL*
MU		64	83	72	74	763	65197	4869
MU	Face lift	61	83	72	71	764	65198	4870
MU	Face lift	61	83	72	71	765	65199	4871
<del>MU</del>		61	83	72	71	766	65200	4872
MU		61	83	72	71	767	65201	4873
MU	Face lift	61	83	72	71	768	65202	4874
MU	Face lift	61	83	72	71	769	65203	4875
<del>MU</del>		64	83	72	74	770	65204	4876
<del>MU</del>		64	83	72	74	774	65205	4877
MU		61	83	72	71	772	65206	4878
MU		61	83	72	71	773	65207	4879
MU	Face lift	61	83	72	71	774	65208	4880
MU	Face lift	61	83	72	71	775	65209	4881
MU		61	83	72	71	776	65210	4882
MU	Face lift	61	83	72	71	777	65211	4883
<del>MU</del>		64	83	72	74	778	65212	4884
MU	Face lift	61	83	72	71	779	65213	4885
MU	Face lift	61	83	72	71	780	65214	4886
<del>MU</del>		64	83	72	74	784	65215	4887
<del>MU</del>		64	83	72	74	782	65216	4888
MU		61	83	72	71	783	65217	4889
MU	Face lift	61	83	72	71	784	65218	4890
MU	Face lift	61	83	72	71	785	65219	4891
MU	Face lift	61	83	72	71	786	65220	4892
MU	Face lift	61	83	72	71	787	65221	4893
MU		61	83	72	71	788	65222	4894
MU		61	83	72	71	789	65223	4895
<del>MU</del>		64	83	72	74	790	65224	4896
MU	face lift	61	83	72	71	791	65225	4897
MU	Face lift	61	83	72	71	792	65226	4898
MU	Face lift	61	83	72	71	793	65227	4899
MU	Face lift	61	83	72	71	794	65228	4900

MU		61	83	72	71	795	65229	4901
MU		<del>64</del>	<del>83</del>	<del>72</del>	<del>74</del>	<del>796</del>	<del>65230</del>	<del>4902</del>
MU		64	83	72	74	797	65234	4903
MU	Face lift	61	83	72	71	798	65232	4904
MU	Face lift	61	83	72	71	799	65233	4905
MU	Face lift	61	83	72	71	800	65234	4906
MU		<del>64</del>	<del>83</del>	<del>72</del>	<del>74</del>	<del>804</del>	<del>65235</del>	<del>4907</del>
MU		61	83	72	71	802	65236	4908
MU	Face lift	61	83	72	71	803	65237	4909
MU	Face lift	61	83	72	71	804	65238	4910
MU	Face lift	<del>64</del>	<del>83</del>	<del>72</del>	<del>74</del>	<del>805</del>	<del>65239</del>	<del>4911</del>
MU	Face lift	61	83	72	71	806	65240	4912
MU	Face lift	61	83	72	71	807	65241	4913
MU	Face lift	61	83	72	71	808	65242	4914
MU	Face lift	61	83	72	71	809	65243	4915
MU		61	83	72	71	810	65244	4916
MU	Face lift	61	83	72	71	811	65245	4917
MU	Face lift	61	83	72	71	812	65246	4918
MU	Face lift	61	83	72	71	813	65247	4919
MU	Face lift	61	83	72	71	814	65248	4920
MU	Face lift	61	83	72	71	815	65249	4921
MU		<del>64</del>	<del>83</del>	<del>72</del>	<del>74</del>	<del>846</del>	<del>65459</del>	<del>4922</del>
MU		61	83	72	71	817	65160	4923
MU	Face lift	61	83	72	71	818	65161	4924
MU		<del>64</del>	<del>83</del>	<del>72</del>	<del>74</del>	<del>849</del>	<del>65162</del>	<del>4925</del>
MU	Face lift	61	83	72	71	820	65163	4926
MU		61	83	72	71	821	65164	4927
MU	Face lift	61	83	72	71	822	65165	4928
MU		61	83	72	71	823	65166	4929
MU	Face lift	61	83	72	71	824	65167	4930
MU		<del>64</del>	<del>83</del>	<del>72</del>	<del>74</del>	<del>825</del>	<del>65172</del>	<del>4931</del>
MU	IC Notte Deluxe	61	83	72	71	826	65169	4932
MU	Face lift	61	83	72	71	827	65170	4933
MU	Face lift	61	83	72	71	828	65171	4934
MU		<del>64</del>	<del>83</del>	<del>72</del>	<del>74</del>	<del>829</del>	<del>65172</del>	<del>4935</del>
MU		61	83	72	71	830	65173	4936
MU		<del>64</del>	<del>83</del>	<del>72</del>	<del>74</del>	<del>834</del>	<del>65174</del>	<del>4937</del>
MU	Face lift	61	83	72	71	832	65175	4938
MU		<del>64</del>	<del>83</del>	<del>72</del>	<del>74</del>	<del>833</del>	<del>65176</del>	<del>4939</del>
MU	Face lift	61	83	72	71	834	65177	4940
MU	Face lift	61	83	72	71	835	65178	4941
MU	Face lift	<del>64</del>	<del>83</del>	<del>72</del>	<del>74</del>	<del>836</del>	<del>65179</del>	<del>4942</del>
MU	Face lift	<del>64</del>	<del>83</del>	<del>72</del>	<del>74</del>	<del>837</del>	<del>65180</del>	<del>4943</del>
MU	Face lift	61	83	72	71	838	65181	4944
MU	Face lift	61	83	72	71	839	65182	4945

MU		61	83	72	71	840	65183	4946
MU	Face lift	61	83	72	71	841	65184	4947
MU		61	83	72	71	842	65185	4948
MU		61	83	72	71	843	65186	4949
<del>MU</del>		<del>64</del>	<del>83</del>	<del>72</del>	<del>74</del>	<del>844</del>	<del>65187</del>	<del>4950</del>
MU	Face lift	61	83	72	71	845	65188	4951
MU	Face lift	61	83	72	71	846	65189	4952
MU	Face lift	61	83	72	71	847	65190	4953
<del>MU</del>	<del>Face lift</del>	<del>64</del>	<del>83</del>	<del>72</del>	<del>74</del>	<del>848</del>	<del>65194</del>	<del>4954</del>
MU	Face lift	61	83	72	71	849	65192	4955
MU		61	83	72	71	850	65193	4956
MU	Face lift	61	83	72	71	851	65194	4957
MU	Face lift	61	83	72	71	852	65195	4958
MU		61	83	72	71	853	65196	4959
T3s	exT2s	61	83	70	71	464	65033	6464
T3s	exT2s	61	83	70	71	465	65034	6465
T3s	exT2s	61	83	70	71	466	65035	6466
T2s		61	83	75	71	467	65036	6467
<del>T2s</del>		<del>64</del>	<del>83</del>	<del>75</del>	<del>74</del>	<del>468</del>	<del>65037</del>	<del>6468</del>
<del>T2s</del>		<del>64</del>	<del>83</del>	<del>75</del>	<del>74</del>	<del>469</del>	<del>65038</del>	<del>6469</del>
<del>T2s</del>		<del>64</del>	<del>83</del>	<del>75</del>	<del>74</del>	<del>470</del>	<del>65039</del>	<del>6470</del>
T3s	exT2s	61	83	70	71	471	65040	6471
<del>T2s</del>		<del>64</del>	<del>83</del>	<del>75</del>	<del>74</del>	<del>472</del>	<del>65044</del>	<del>6472</del>
<del>T2s</del>		<del>64</del>	<del>83</del>	<del>75</del>	<del>74</del>	<del>473</del>	<del>65042</del>	<del>6473</del>
T2s		61	83	75	71	474	65043	6474
T2s		61	83	75	71	475	65044	6475
<del>T2s</del>		<del>64</del>	<del>83</del>	<del>75</del>	<del>74</del>	<del>476</del>	<del>65045</del>	<del>6476</del>
T2s		61	83	75	71	477	65046	6477
T2s		61	83	75	71	478	65047	6478
<del>T2s</del>		<del>64</del>	<del>83</del>	<del>75</del>	<del>74</del>	<del>479</del>	<del>65048</del>	<del>6479</del>
T3s	exT2s	61	83	70	71	480	65049	6480
T2s		61	83	75	71	481	65050	6481
T3s	exT2s	61	83	70	71	482	65051	6482
T2s		61	83	75	71	483	65052	6483
<del>T2s</del>		<del>64</del>	<del>83</del>	<del>75</del>	<del>74</del>	<del>484</del>	<del>65053</del>	<del>6484</del>
T3s	exT2s	61	83	70	71	485	65054	6485
T2s		61	83	75	71	486	65055	6486
T3s	exT2s	61	83	70	71	487	65056	6487
T2s		61	83	75	71	488	65057	6488
<del>T2s</del>		<del>64</del>	<del>83</del>	<del>75</del>	<del>74</del>	<del>489</del>		<del>6489</del>
<del>T2s</del>		<del>64</del>	<del>83</del>	<del>75</del>	<del>74</del>	<del>490</del>	<del>65058</del>	<del>6490</del>
T2s		61	83	75	71	491	65059	6491
T2s		61	83	75	71	492	65060	6492
T2s		61	83	75	71	493	65061	6493
<del>T2s</del>		<del>64</del>	<del>83</del>	<del>75</del>	<del>74</del>	<del>494</del>	<del>65062</del>	<del>6494</del>
<del>T2s</del>		<del>64</del>	<del>83</del>	<del>75</del>	<del>74</del>	<del>495</del>	<del>65063</del>	<del>6495</del>

<del>T2s</del>		64	<del>83</del>	75	71	496	65064	6496
T2s		61	83	75	71	497	65065	6497
<del>T2s</del>		64	<del>83</del>	75	71	498	65066	6498
T2s		61	83	75	71	499	65067	6499
T2s		61	83	75	71	500	65068	6500
T3s	exT2s	61	83	70	71	501	65069	6501
T2s		61	83	75	71	502	65070	6502
<del>T2s</del>		64	<del>83</del>	75	71	503	65071	6503
<del>T2s</del>		64	<del>83</del>	75	71	504	65072	6504
T2s		61	83	75	71	505	65073	6505
<del>T2s</del>		64	<del>83</del>	75	71	506	65074	6506
T2s		61	83	75	71	507	65075	6507
T2s		61	83	75	71	508	65076	6508
T2s		61	83	75	71	509	65077	6509
<del>T2s</del>		64	<del>83</del>	75	71	510	65078	6510
T2s		61	83	75	71	511	65079	6511
T2s		61	83	75	71	512	65080	6512
T3s	exT2s	61	83	70	71	513	65081	6513
T3s	exT2s	61	83	70	71	514	65082	6514
T2s		61	83	75	71	515	65083	6515
<del>T2s</del>		64	<del>83</del>	75	71	516	65084	6516
<del>T2s</del>		64	<del>83</del>	75	71	517	65085	6517
T2s		61	83	75	71	518	65086	6518
T2s		61	83	75	71	519	65087	6519
<del>T2s</del>		64	<del>83</del>	75	71	520	65088	6520
<del>T2s</del>		64	<del>83</del>	75	71	521	65089	6521
T2s		61	83	75	71	522	65090	6522
T2s		61	83	75	71	523	65091	6523
T2s		61	83	75	71	524	65092	6524
T2s		61	83	75	71	525	65093	6525
<del>T2s</del>		64	<del>83</del>	75	71	526	65094	6526
<del>T2s</del>		64	<del>83</del>	75	71	527	65095	6527
<del>T2s</del>		64	<del>83</del>	75	71	528	65096	6528
<del>T2s</del>		64	<del>83</del>	75	71	529	65097	6529
T2s		61	83	75	71	530	65098	6530
T2s		61	83	75	71	531	65099	6531
T2s		61	83	75	71	532	65100	6532
T2s		61	83	75	71	533	65101	6533
<del>T2s</del>		64	<del>83</del>	75	71	534	65102	6534
T2s		61	83	75	71	535	65103	6535
T3s	exT2s	61	83	70	71	536	65104	6536
T2s		61	83	75	71	537	65105	6537
T2s		61	83	75	71	538	65106	6538
T2s		61	83	75	71	539	65107	6539
T2s		61	83	75	71	540	65108	6540
T2s		61	83	75	71	541	65109	6541

<del>T2s</del>		64	<del>83</del>	75	74	542	65110	6542
<del>T2s</del>		64	<del>83</del>	<del>75</del>	74	543	65111	6543
MU		61	83	72	90	000	65112	7000
MU		61	83	72	90	001	65113	7001
MU		61	83	72	90	002	65114	7002
MU		61	83	72	90	003	65115	7003
MU		61	83	72	90	004	65116	7004
MU		61	83	72	90	005	65117	7005
MU		61	83	72	90	006	65118	7006
MU		61	83	72	90	007	65119	7007
<del>MU</del>		<del>64</del>	<del>83</del>	<del>72</del>	<del>90</del>	<del>008</del>	<del>65120</del>	<del>7008</del>
MU		61	83	72	90	009	65121	7009
<del>MU</del>		<del>64</del>	<del>83</del>	<del>72</del>	<del>90</del>	<del>010</del>	<del>65122</del>	<del>7010</del>
MU		61	83	72	90	011	65123	7011
MU		61	83	72	90	012	65124	7012
MU		61	83	72	90	013	65125	7013
MU		61	83	72	90	014	65126	7014
MU		61	83	72	90	015	65127	7015
MU		61	83	72	90	016	65128	7016
MU		61	83	72	90	017	65129	7017
MU		61	83	72	90	018	65130	7018
<del>MU</del>		<del>64</del>	<del>83</del>	<del>72</del>	<del>90</del>	<del>019</del>	<del>65131</del>	<del>7019</del>
MU		61	83	72	90	020	65132	7020
MU		61	83	72	90	021	65133	7021
MU		61	83	72	90	022	65134	7022
MU		61	83	72	90	023	65135	7023
MU		61	83	72	90	024	65136	7024
MU		61	83	72	90	025	65137	7025
<del>MU</del>		<del>64</del>	<del>83</del>	<del>72</del>	<del>90</del>	<del>026</del>	<del>65138</del>	<del>7026</del>
MU		61	83	72	90	027	65139	7027
MU		61	83	72	90	028	65140	7028
MU		61	83	72	90	029	65141	7029
MU		61	83	72	90	030	65142	7030
MU		61	83	72	90	031	65143	7031
MU		61	83	72	90	032	65144	7032
MU		61	83	72	90	033	65145	7033
MU		61	83	72	90	034	65146	7034
<del>MU</del>		<del>64</del>	<del>83</del>	<del>72</del>	<del>90</del>	<del>035</del>	<del>65147</del>	<del>7035</del>
MU		61	83	72	90	036	65148	7036
MU		61	83	72	90	037	65149	7037
<del>MU</del>		<del>64</del>	<del>83</del>	<del>72</del>	<del>90</del>	<del>038</del>	<del>65150</del>	<del>7038</del>
MU		61	83	72	90	039	65151	7039
MU		61	83	72	90	040	65152	7040
MU		61	83	72	90	041	65153	7041
MU		61	83	72	90	042	65154	7042
MU		61	83	72	90	043	65155	7043

MU		61	83	72	90	044	65156	7044
Excelsior		64	83	78	90	000	56001	
Excelsior		64	83	78	90	001	56002	
Excelsior		64	83	78	90	002	56003	
Excelsior		64	83	78	90	003	56004	
Excelsior		64	83	78	90	004	56005	
Excelsior		64	83	78	90	005	56006	
Excelsior		64	83	78	90	006	56007	
Excelsior		64	83	78	90	007	56008	
Excelsior		64	83	78	90	008	56009	
Excelsior		64	83	78	90	009	56010	
Excelsior		64	83	78	90	010	56011	
Excelsior		64	83	78	90	011	56012	
Excelsior		64	83	78	90	012	56013	
Excelsior		64	83	78	90	013	56014	
Excelsior		64	83	78	90	014	56015	
Excelsior		64	83	78	90	015	56016	
Excelsior		64	83	78	90	016	56017	
Excelsior		64	83	78	90	017	56018	
Excelsior		64	83	78	90	018	56019	
Excelsior		64	83	78	90	019	56020	

**Brendan Martin** – above data from numerous sources, particularly various issues of “I Treni” and “Tutto Treno” and the publishers’ (websites of La Duegi Editrice). The list of 235 cars is in CIWL number order, although it is recognised that these cars never carried these numbers and have always belonged to FS and therefore the UIC numbers are more appropriate. The FS have also assigned all their passenger cars a maintenance department number (Codice RSMS) which is widely used. The table shows the car type and significant modifications where appropriate. This information is rarely published and where the data is crossed-out, this is an indication that the car was demolished (Last data late 2018). All the Excelsior cars (20) although being the most modern were scrapped, possibly because of construction with unsuitable materials. ‘Face lift’ designation for some MU cars refers to extensive internal up-grading, and virtually all cars have had several new liveries during the last 30+ years. Below is a summary of the fleet data estimate as in 2019. The T2s-T3s split does not correspond with the year of build analysis

CIWL#	Original cars built	Year built	Modified type of T2s type	Remaining cars – estimated 2019
<b>MU type</b>				
4821-4868	48	1972-1974		0
4869-4959	91	1981		69
7000-7044	45	1990		39
Total	184			108
<b>T2s type</b>				
6417-6449	32	1975-1976	T2s see note	39
6464-6523	60	1982	T3s see note	12
Total	92			51
<b>Excelsior type</b>	20	1998		0
Grand total	296			159

Photos from the old CIWL atelier between Roma Termini and Tiburtina – May 1998



View northwards with the access line leading to Tiburtina station – Brendan Martin



Inside the Revision sheds

North side of works and traversor, wheel store

**CIWL preservation in Italy**

It may be surprising the country's rich heritage in antiquities of past civilisations that only in the last few decades have seen railway history taking its rightful place in Italy. The demise of steam locomotives and the gradual disappearance of streamlined passenger trains brought new official and public interest in preservation. Recently several train museums have been established and now there is an official collection of serviceable passenger cars from the 1930s onwards, known as FS Parco Rotabili Storici. This collection based at La Spezia and elsewhere actually includes a MU carrozze-letti since 2012, number 4873 (61 83 72-71 767-7 from class of 91 cars delivered from 1981 – UIC# 71 83 72-71 763 to 853). An older car 4860 was originally selected but it is understood that the asbestos content made it unacceptable and the car was demolished.

The only classic CIWL cars preserved privately were by Sig. Giuseppe Arena at Colonna, east of Roma. He bought two cars from FS initially for a restaurant venture – WR4233 and WL Y-type 3901. The museum of the late Arena continues, run by his daughter.









A selection photographs of WR 4242 at Colonna – Bernhard Graf collection – 2014-05-14

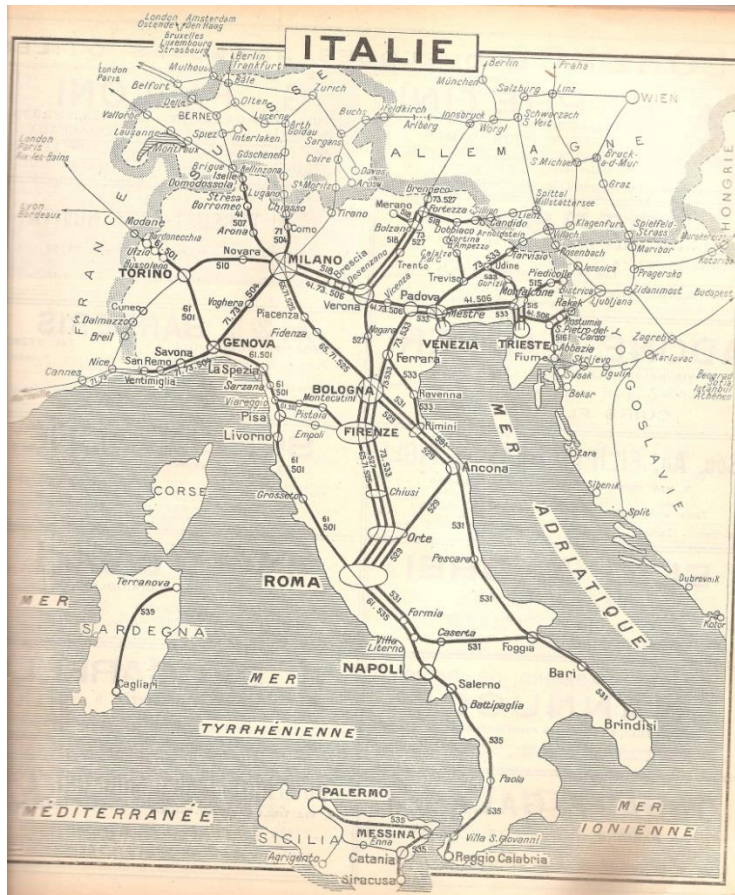


Other cars retained by the FS and may still be stored include WL Y 3859 renamed Carozze Salone "S 83" from the Presidential train and stored in Milano together with WL 3808 (60 83 99-69 002 or 0), part of a rescue/incident train. Similarly WL Y 3687 (60 83 99-69 001) had been based in Firenze but was replaced by WL T2s 6524 in the special blue and yellow livery in 2013. The remaining exCIWL car reported in Italy is, or was, WR 4233 at the Transvideo studios, on the Via Flaminia north of central Roma, near the GRA motorway.

CIWL Guide bleu – Italy 1939 Maps and timetables

Apart from the map just 16 pages are devoted to the CIWL timetables of Italian services as opposed to map and 28 ages of timetable devoted to services in France.

We have chosen the map and some 4 pages of timetables. The images can be expanded by the reader on screen for increased clarity.



525		ITALIE		525																																																																		
NAPOLI - ROMA - FIRENZE - BOLOGNA - MILANO		DOMODOSSOLA - LAUSANNE - PARIS - LONDON		CHIASSO - BALE - BRUXELLES - DEN HAAG																																																																		
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<p><b>PRIX DES REPAS</b> (Vin non compris)</p> <p>Premier déjeuner .. 4.00                  Déjeuner .. 17.00                  Dîner .. 17.00                  Location par place réservée à l'avance .. 1.50</p> <p>EN ITALIE :                  Il sera perçu en outre, par déjeuner ou dîner un droit fixe de 1 lire et un droit de timbre de lire 0.20.                  Pour les notes autres que celles afférentes aux déjeuners ou dîners, il sera perçu un droit de timbre de lire 0.20 par note dont le montant est inférieur ou égal à 100 lire, et de 1 lire par note d'un montant supérieur à 100 lire.</p> <p>Location par place réservée à l'avance payée à 293.                  Renseignements relatifs aux passeports pages 8 et 9.</p> <p>L'horaire détaillé de tous les services entre ROMA-BOLOGNA et vice versa figure au tableau 525.</p> <p>(1) Arrêt facultatif à Ora pour les voyageurs de la voiture-tour.</p>																																																					

529-531		ITALIE		529-531													
ROMA — ANCONA — BOLOGNA		529		PARIS — MILANO — BOLOGNA — ROMA — FOGGIA — BRINDISI													
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<p><b>BOLZANO HOTEL "ROMA"</b> <span style="float: right;">Telef. 1084</span></p> <p>La Maison qui vous donne confiance. — Tous confort — Bar. <span style="float: right;">Cat. B.</span>                  A toute heure collation chaude et froide. — Descendez. — Vous nous trouverez chez vous.</p> <p><b>ROME GABINETTO MEDICO</b></p> <p>per la cura delle disfunzioni sessuali nervose. — Psichiche.                  Grand Uff. Prof. Dott. CARLETTI — Piazza Esquilino, 12 — ROMA                  CONSULTAZIONI   telef. : 8-11, 16-18.                  festivi : 8-11.</p>																	
<p><b>MILANO GRAND HOTEL ET DE MILAN</b></p> <p>LUXE ET CONFORT AUX PRIX MODÉRÉS</p> <p>Direction : F. GRAVEN</p>																	

41 GRANDS EXPRESS INTERNATIONAUX SIMPLON ORIENT EXPRESS QUOTIDIEN 1. ET 2. CLASSE LONDON - CALAIS - PARIS - LAUSANNE - MILANO - ZAGREB - BEOGRAD - SOFIA - ISTANBUL - ATHÈNES - LE PIRÉE 41

H. des trains Kms H. des services

LONDON (Victoria) ..... arr. 17 20  
CALAIS (Midi) ..... arr. 17 05  
BOULOGNE (Mar.) ..... arr. 17 05  
PARIS (Nord) ..... arr. 9 46  
PARIS (Lyon) ..... arr. 8 40  
LAROUCHE-MIGENNES ..... arr. 6 52  
DIJON ..... arr. 6 02  
VALLOBRE (H. E. C. etc.) ..... arr. 6 02  
LAUSANNE ..... arr. 6 48  
VEVEY ..... arr. 6 48  
MONTREUX ..... arr. 6 48  
SION ..... arr. 6 48  
DOMODOSSOLA ..... arr. 6 48  
BRIGUE ..... arr. 6 48  
BAVENO ..... arr. 6 48  
ARONA ..... arr. 6 48  
MILANO (Centrale) ..... arr. 6 55  
VERONA (Porta Nuova) ..... arr. 6 55  
PADOVA ..... arr. 6 55  
VENEZIA (Santa Lucia) ..... arr. 6 55  
TRIESTE (Centrale) ..... arr. 6 45  
SAN PIETRO DEL CARSO ..... arr. 6 45  
POSTUMIA (Gratie) ..... arr. 6 45  
RAKOVIC ..... arr. 6 45  
LJUBLJANA ..... arr. 6 45  
ZAGREB (G. K.) ..... arr. 6 45  
BROD ..... arr. 6 45  
VINKOVCI ..... arr. 6 45  
SUBOTICA ..... arr. 6 45  
WELICA ..... arr. 6 45  
NIKINDA (H.E.C.) ..... arr. 6 45  
JIMBOLIA (H.E.Or.) ..... arr. 6 45  
TIMISOARA ..... arr. 6 45  
CRAIOVA ..... arr. 6 45  
BUCURESTI (Nord) ..... arr. 6 45  
VINKOVCI ..... arr. 6 45  
BEOGRAD ..... arr. 6 45  
NIS ..... arr. 6 45  
SKOPJE ..... arr. 6 45  
DEVELJIA (HEC) ..... arr. 6 45  
THESSALONIKI (H.E.Or.) ..... arr. 6 45  
AMFIKLA ..... arr. 6 45  
ATHÈNES ..... arr. 6 45  
LE PIRÉE ..... arr. 6 45  
NIS ..... arr. 6 45  
CARIBROD (H.E.C.) ..... arr. 6 45  
DRAGOMAN (H.E.Or.) ..... arr. 6 45  
SOFIA ..... arr. 6 45  
FLOVDIV ..... arr. 6 45  
SVILENGRAD ..... arr. 6 45  
EDIRNE ..... arr. 6 45  
PYTHON ..... arr. 6 45  
UZUNKOPRU ..... arr. 6 45  
ISTANBUL ..... arr. 6 45  
YISTANBUL ..... arr. 6 45

Le train dans l'horaire indique le passage d'un jour à un autre.

61-65 GRANDS EXPRESS INTERNATIONAUX ROME-EXPRESS LONDON - CALAIS - PARIS - AIX-LES-BAINS - TORINO - VIAREGGIO - FIRENZE ROMA - NAPOLI 61

QUOTIDIEN 1. ET 2. CLASSE

LONDON (Victoria) ..... arr. 17 20  
CALAIS (Midi) ..... arr. 17 05  
BOULOGNE (Vill.) ..... arr. 17 05  
PARIS (Nord) ..... arr. 9 46  
PARIS (Lyon) ..... arr. 8 40  
LAROUCHE-MIGENNES ..... arr. 6 52  
DIJON ..... arr. 6 02  
BOURG ..... arr. 5 58  
AIX-LES-BAINS ..... arr. 4 48  
CHAMBERY (Challes-les-Eaux) ..... arr. 4 48  
ST-JEAN DE MAURIENNE ..... arr. 4 48  
MODANE (H. E. C. etc.) ..... arr. 4 48  
BARDONECCHIA (H. E. C.) ..... arr. 4 48  
MODANE ..... arr. 4 48  
TORINO (P. N.) ..... arr. 4 48  
GENOVA (P. P.) ..... arr. 4 48  
SANTA-MARGHERITA LIGURE ..... arr. 4 48  
VIAPALLO ..... arr. 4 48  
LA SPEZIA (Centrale) (1) ..... arr. 4 48  
VIAREGGIO ..... arr. 4 48  
LUCCA ..... arr. 4 48  
MONTecatini ..... arr. 4 48  
PISTOIA ..... arr. 4 48  
PRATO ..... arr. 4 48  
FIRENZE (S. M. N.) ..... arr. 4 48  
VIAREGGIO ..... arr. 16 17  
PISA (Centrale) ..... arr. 16 17  
LIVORNO (Centrale) ..... arr. 16 17  
ROMA (Termini) ..... arr. 12 30  
NAPOLI (Mergellina) ..... arr. 10 55  
NAPOLI (Centrale) ..... arr. 8 15  
NAPOLI (Centrale) ..... arr. 8 02  
SIRACUSA (Marecchia) ..... arr. 8 02  
PALERMO (Centrale) ..... arr. 8 02

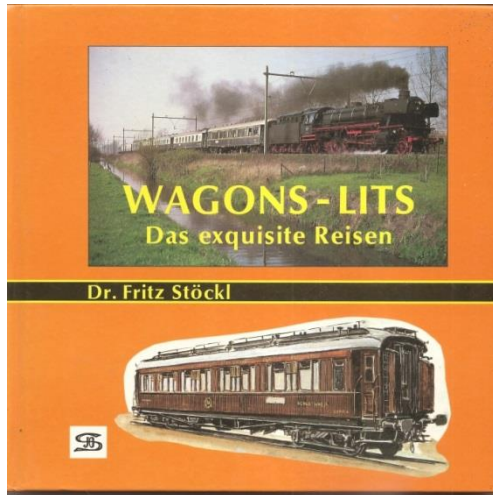
NATURE DES SERVICES

185 S.I.S.L. CALAIS-FIRENZE (supprimé en été).  
121 S.I.S.L. CALAIS-NAPOLI (Piazza Garibaldi).  
197 S.I.S.L. PARIS-ROMA.  
123 S.I.S.L. PARIS-FIRENZE.  
1931 Repas servis dans le train Pullman FLECHE D'OR (voir tableau 3).  
1818 PARIS-DIJON.  
1818 TORINO-ROMA  
188 S.I.S.L. FIRENZE-BOULOGNE (supprimé en été).  
188 S.I.S.L. NAPOLI (Centrale)-BOULOGNE.  
122 S.I.S.L. ROMA-PARIS.  
124 S.I.S.L. FIRENZE-PARIS.  
7815 ROMA-TORINO.  
1182 DIJON-PARIS.  
1183 PARIS-LYON-BOULOGNE.

PRIX DES REPAS (Vin non compris)

	FRANCE	FRANCE	FRANCE	FRANCE	ITALIE
	France	France	France	France	France
	France	France	France	France	France
	France	France	France	France	France
	France	France	France	France	France
	France	France	France	France	France
	France	France	France	France	France
	France	France	France	France	France
	France	France	France	France	France
	France	France	France	France	France
	France	France	France	France	France

Le train dans l'horaire indique le passage d'un jour à un autre.



**Hebdomadaire**

Départs de **St-Petersbourg** chaque dimanche.  
Premier départ le 17 novembre 1901.

Départs de **Cannes** chaque mercredi.  
Premier départ le 20 novembre 1901.

	Arr.	Dép.		Arr.	Dép.
Dim.	<b>St-Petersbourg.</b>	—	9 05 Soir.	<b>Cannes</b>	—
	Gatschina.	9 53 Soir.	10 03	Nice	11 55 Matin.
	Luga	11 37	11 47	Beaulieu	12 15 Soir.
	Pskoff.	2 11 Matin.	2 21 Matin.	Monaco.	12 29
	Ostroff.	3 13	3 21	Monte-Carlo	12 34
	Korsowka.	4 35	4 45	Menton	12 47
	Riejitza	5 28	5 38	Vintimille	1 03 Soir.
	Dwinsk	7 02	7 10	" (Douane) H. E. C.	—
	Wilna.	10 09	10 19	Bordighera	—
	Oran	—	—	Ospedaletti	—
	Poritsch	—	12 43	San-Remo	2 52
	Sokolka	—	—	Alassio	—
	Bialystock	2 47 Soir.	2 57 Soir.	Pegli	—
	Lap.	3 13	3 26	Gènes	7 00
Lundi.	Malkin.	4 28	4 41	Milan	10 20
	Varsovie (Gare de la Vistule).	6 08	6 26	Verone	1 15 Matin.
	Varsovie (Gare de Vienne)	6 56	7 02	Venise	3 06
	Skierniewice.	8 02	8 10	Pontafel	7 58
	Koluszki	8 52	8 54	Vienne (Südbahnhof)	6 00 Soir.
	Petrikau	9 32	9 40	Vienne (Nordbahnhof)	8 35
	Czenstochau	11 02	11 10	Lundenburg.	10 46
	Zombkowice.	12 11 Matin.	12 13 Matin.	Prerau	12 49 Matin.
	Granica	12 32	—	Oderberg.	2 44
	" H. E. C.	—	12 00	Dzieditz	3 54
	Szczakowa (Douane)	12 06 Matin.	12 22	Oswiecim.	4 22
	Trzebinia.	12 45	12 52	Trzebinia.	4 57
	Oswiecim.	1 15	1 16	Szczakowa	5 30
	Dzieditz	1 37	1 40	Granica (Douane)	5 46
Mardi.	Oderberg.	2 26	2 34	" (Heure de St-Petersbourg).	—
	Prerau.	3 58	4 01	Zombkowice.	8 19
	Lundenburg.	5 33	5 38	Czenstochau	9 26
	Vienne (Nordbahnhof)	7 30	8 00	Petrikau	10 57
	Vienne (Südbahnhof)	8 47	11 25	Koluszki	11 45
	Pontebba (Douane).	9 33 Soir.	9 38 Soir.	Skierniewice.	12 26 Soir.
	Venise	1 20 Matin.	1 30 Matin.	Varsovie (Gare de Vienne)	1 37
	Verone	3 24	3 32	Varsovie (Gare de la Vistule).	2 13
	Milan	6 10	6 30	Malkin.	4 06
	Gènes	9 33	9 45	Lap.	5 21
	Pegli	—	10 02	Bialystok.	5 48
	Alassio	—	12 17 Soir.	Sokolka	6 41
	San-Remo.	1 26	1 33	Poritsch	8 04
	Ospedaletti	—	1 40	Oran	9 00
Mercredi.	Bordighera	—	1 50	Wilna	10 24
	Vintimille (Douane)	2 01	—	Swientzian	11 55
	" (Heure française)	—	2 26	Dwinsk	1 33 Matin.
	Menton	2 44	2 50	Riejitza	3 08
	Monte-Carlo	3 01	3 07	Korsowka.	4 02
	Monaco.	3 11	3 15	Ostroff.	5 24
	Beaulieu	3 30	3 33	Pskoff.	6 21
	Nice	3 46	3 56	Bielala.	7 40
	Cannes	4 31	Soir.	Luga	8 52
				Gatschina.	10 35
				St-Petersbourg	11 30
					Matin

St. Petersburg-Vienne-Nice-Cannes-Express  
95

(Hebdomadaire = wöchentlich)

Archiv Commtault



## TRAIN DE LUXE QUOTIDIEN

Premier départ de Vienne le 20 novembre 1901.

	arr. mat.	dép. soir.
<b>Vienne (Südbahnhof)</b>		11 25
Wiener Neustadt	12 17	12 19
Gloggnitz	—	12 57
Semmering	—	1 52
Mürzzuschlag	2 12	2 17
Bruck a. M.	2 59	3 04
Leoben S. B.	3 20	3 28
St-Michael	3 47	3 52
Knittelfeld	4 15	4 21
Glandorf	6 23	6 31
Villach S. B.	7 26	7 27
Tarvis	8 17	8 20
Pontafel	8 59	9 30
Pontebba (Douane)	9 33	9 38
	mat.	mat.
<b>Venise</b>	1 20	1 30
Verone	3 24	3 32
<b>Milan</b>	6 10	6 30
Voghera	—	—
Novi	—	—
<b>Gènes</b>	9 33	9 45
Pegli	—	10 02
	soir.	
Alassio	—	12 17
<b>San Remo</b>	1 26	1 33
Ospedaletti	—	1 40
Bordighera	—	1 50
Vintimille (Douane)	2 01	—
— (heure de Paris)	—	2 26
<b>Menton</b>	2 44	2 50
<b>Monte-Carlo</b>	3 01	3 07
<b>Monaco</b>	3 11	3 15
Beaulieu	3 30	3 33
<b>Nice</b>	3 46	3 56
<b>Cannes</b>	4 31	soir.

Premier départ de Cannes le 21 novembre 1901.

	arr. mat.	dép. soir.
<b>Cannes (heure française)</b>		11 18
Antibes	—	—
<b>Nice</b>	11 55	12 05 soir
	soir.	
Beaulieu	12 15	12 17
<b>Monaco</b>	12 29	12 30
<b>Monte-Carlo</b>	12 34	12 35
<b>Menton</b>	12 47	12 50
Vintimille (Douane)	1 08	—
— (H. E. C.)	—	2 25
Bordighera	—	2 35
Ospedaletti	—	2 45
<b>San Remo</b>	2 52	2 59
Alassio	—	4 15
Pegli	—	6 38
<b>Gènes</b>	7 00	7 09
Novi	—	—
Voghera	—	—
<b>Milan</b>	10 20	10 50
	mat.	mat.
Verone	1 15	1 20
<b>Venise</b>	3 06	3 16
Pontebba	7 54	7 55
Pontafel (Douane)	7 58	8 30
Tarvis	9 22	9 23
Villach S. B.	9 57	9 58
Glandorf	10 53	10 59
	soir.	soir.
Knittelfeld	1 16	1 19
St-Michael	1 41	1 46
Leoben S. B.	2 04	2 12
Bruck a. M.	2 34	2 37
Mürzzuschlag	3 22	3 27
Semmering	—	3 53
Gloggnitz	—	4 40
Wiener Neustadt	5 05	5 07
<b>Vienne (Südbahnhof)</b>	6 00	soir.

Vienne-Nice-Cannes-Express

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## Breve storia delle Ferrovie in Italia (1839-1920)

Nella storia dell'umanità, l'avvento delle ferrovie ha indubbiamente sconvolto tutti gli apparati socioeconomici consolidati nei secoli precedenti, in modo particolare nel mondo occidentale. I treni permisero in modo sicuro ed efficiente di mettere in collegamento aree geografiche di sé molto lontane le une dalle altre, ottenendo un aumento dei volumi di scambio di merci e di mobilità di persone come non si era mai visto prima. L'esempio concreto del cambiamento - come riportato da Clive Lamming - si può verificare prendendo in esame il ventennio 1830 - 1850<sup>1</sup> in Europa.

Nei fatti, nel 1830, dal punto di vista socioeconomico, le varie regioni d'Europa non erano molto diverse rispetto a come si presentavano circa quattro secoli prima, con un'economia prettamente di sussistenza<sup>2</sup> quasi del tutto incentrata sul settore primario, con poche imprese manifatturiere, e sul commercio o scambio di prodotti semi-artigianali. Irene Anastasiadou ha dichiarato che le ferrovie hanno contribuito alla modifica delle strutture politiche, economiche e finanziarie, portando alla creazione delle nuove economie basate a livello nazionale, se non continentale, all'aumento dell'industrializzazione e alla crescita del capitalismo<sup>3</sup>.

La prima linea ferroviaria moderna fu progettata per collegare il polo industriale di Manchester, definita da Sven Beckert il "focolaio"<sup>4</sup> dell'industria tessile più all'avanguardia dell'epoca, con Liverpool, il porto più importante, non a caso, del commercio del cotone. I nuovi treni conquistarono subito le

<sup>1</sup> Clive Lamming, *I Grandi Treni dal 1830 ai nostri giorni*, Edison Edizioni, Bologna 1991, p. 7.

<sup>2</sup> Gian Paolo Romagnani, *La società di antico regime (XVI-XVIII secolo). Temi e problemi storiografici*, Carocci Editore, Roma 2010, p. 36.

<sup>3</sup> Irene Anastasiadou, *Constructing Iron Europe. Transnationalism and Railways in the Interbellum*, Amsterdam University Press, Amsterdam 2011, p. 14.

<sup>4</sup> Sven Beckert, *L'Impero del Cotone. Una storia globale*, Einaudi, Torino 2016, pp. 59.

simpatie del pubblico inglese ed europeo, poiché possedevano una marcata differenza nelle prestazioni in velocità e carico rispetto a quelle sviluppate dai carri con trazione animale.

Il 15 settembre 1830 fu inaugurata ufficialmente la Liverpool – Manchester, la prima vera e propria linea ferroviaria<sup>5</sup> moderna, poiché utilizzava solo la forza meccanica delle locomotive a vapore e si apriva anche al trasporto dei viaggiatori, non solo al servizio merci. Grazie a questo nuovo modello di servizio di trasporto<sup>6</sup> collaudato con successo nel *Cheshire*<sup>7</sup>, le ferrovie iniziarono a interessare molto anche gli altri stati d'Europa, fatto che possiamo verificare dalla visione di alcuni dati: in poco più di vent'anni, all'inizio del 1850 l'Inghilterra era dotata di 10 000 km<sup>8</sup> di linee ferroviarie, seguita dagli stati tedeschi con 6 000 km<sup>9</sup>, il Belgio con 900 km<sup>10</sup>, la Russia con 600 km<sup>11</sup> di strade ferrate collegate con Polonia e Austria.

Le ragioni di questa rapida espansione nel Continente Europeo vanno da ricercarsi in alcuni fatti che si erano visti in Inghilterra. Grazie alla ferrovia, infatti, era stato possibile movimentare un gran numero di merci e viaggiatori, aprendo in primo luogo la strada a un aumento della mobilità delle persone dalla città alla campagna e viceversa, aumentando perciò le opportunità di lavoro; in secondo luogo, la ferrovia aveva contribuito allo sviluppo dell'economia e all'aumento dei salari, aprendo la strada alla nascita del consumismo moderno grazie al rapido trasporto degli alimenti e di altre merci che erano commerciate con molta più facilità rispetto al passato.

In Italia, le ferrovie giunsero molto tardi, sfavorite dal fatto che la penisola era divisa in numerosi stati indipendenti, non assolutamente intenzionati a creare una rete ferroviaria. Nell'Italia centro-settentrionale, le provincie di Lombardia, Veneto, Trentino e Friuli-Venezia Giulia facevano parte dell'Impero Austriaco, mentre il Ducato di Parma e Piacenza, il Ducato di Modena e Reggio Emilia, e il Granducato di Toscana erano degli stati satellite di Vienna con dinastie imparentate con gli Asburgo; indipendente dal controllo austriaco, vi era il Regno di Sardegna governato dai Savoia, comprendente le provincie di Savoia, Nizza, Liguria, Val d'Aosta, Piemonte e Sardegna. Nel centro-Italia, il Vaticano controllava il Lazio, Umbria, Marche e Romagna, dividendo a metà la penisola. Infine, l'Italia meridionale e la Sicilia sono unite sotto la dinastia dei Borbone nel Regno Delle Due Sicilie.

La penisola italiana presentava inoltre notevoli difficoltà per la costruzione delle linee ferroviarie, a causa dell'avversa orografia del territorio che costringeva a costruire costose opere d'ingegneria come ponti e gallerie. Il primo stato dell'Italia pre-unitaria a dotarsi di una propria rete ferroviaria fu proprio il Regno Delle Due Sicilie, inaugurando il 3 ottobre 1839 un primo tronco ferroviario tra Napoli e Portici. Il Regno dei Borbone non riuscirà mai a costituire una rete ferroviaria particolarmente ampia, a causa principalmente delle avverse condizioni orografiche. Al principio dell'unificazione d'Italia, il Regno di Sardegna era lo stato italiano pre-unitario con la rete ferroviaria più estesa, seguito dal Regno Lombardo-Veneto (Austria), al secondo posto, e dal Granducato di Toscana, al terzo posto.

Con la proclamazione del Regno d'Italia il 17 marzo 1861, il giovane stato contava appena 2000 km di linee ferroviarie, concentrate prevalentemente nel centro-Nord, escludendo le regioni del Veneto e Friuli (acquisite dopo l'annessione nel 1866), Trentino (acquisito nel 1919) e il Lazio (acquisito nel 1870). Lo stato italiano controllava direttamente e indirettamente soltanto il 25% delle ferrovie, mentre il restante 75% era di proprietà di privata, ma buona parte di queste ferrovie non erano collegate o integrate con quelle di altri regni e ducati.

Nel 1865 venne emanata la *Legge dei grandi gruppi*, dove alle già esistenti reti ferroviarie *SFAI (Società delle Strade Ferrate dell'Alta Italia)*, che gestiva tutte le linee ferroviarie di Lombardia, Veneta, Piemonte, Liguria e Emilia-Romagna, *SFM (Società delle Strade Ferrate Meridionali)*, che controllava le

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<sup>5</sup> Ib.d., p. 17.

<sup>6</sup> Ib.d., p. 1.

<sup>7</sup> Cheshire, regione dell'Inghilterra.

<sup>8</sup> Clive Lamming, *I Grandi Treni dal 1830 ai nostri giorni*, cit., p. 21.

<sup>9</sup> Clive Lamming, *I Grandi Treni dal 1830 ai nostri giorni*, Edison Edizioni, Bologna 1991, p. 21.

<sup>10</sup> Ib.d., p. 21.

<sup>11</sup> Ib.d., p. 21.

linee della Romagna, Marche, Abruzzo, Molise, Puglia, Basilicata e Campania, e *SFR (Società delle Strade Ferrate Romane)* che controllava le linee di Lazio, Toscana, Umbria, erano state affiancate le *Società delle Strade ferrate Calabro-Sicule* (che controllava le linee di Sicilia e Calabria) e *Compagnia Reale delle Ferrovie Sarde* (che controllava le ferrovie dell'isola).

Solo nel 1884 avverrà la costituzione delle nuove società in regime di convenzione con il governo italiano, con la suddivisione della rete ferroviaria italiana nella *Rete Mediterranea* (che controllava tutte le linee ferroviarie dal Piemonte, Liguria, parte della Toscana, Lazio Campania, tutta la Basilicata e Calabria), *Rete Adriatica* (che controllava la Lombardia, Veneto, Emilia-Romagna, parte della Toscana, Umbria, parte del Lazio, Abruzzo, Molise, Puglia), *Rete Sicula* e *Rete Sarda*. A causa dello sviluppo incontrollato e assolutamente non conveniente per la nazione, lo stato italiano decise di costituire nel 1905 le *Ferrovie dello Stato Italiane*, dalla riunione delle *Rete Mediterranea*, *Rete Adriatica* e *Rete Sicula*.

Nel 1920, anche la *Rete Sarda* finì sotto il controllo delle *Ferrovie dello Stato Italiane*.

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### **Brief history of the railways in Italy (1839-1920)**

In the history of humanity, the advent of the railways has undoubtedly upset all the socio-economic systems consolidated in previous centuries, especially in the western world. The trains made it possible to connect geographically areas very far from each other in a safe and efficient way, obtaining an increase in the volumes of exchange of goods and mobility of people as had never been seen before. The concrete example of the change - as reported by Clive Lamming - can be verified by examining the twenty years 1830 - 1850 in Europe.

In fact, in 1830, from a socio-economic point of view, the various regions of Europe were not very different from what they were about four centuries earlier, with a purely subsistence economy almost entirely focused on the primary sector, with few businesses manufacturing, and on the trade or exchange of semi-artisanal products. Irene Anastasiadou said that the railways have contributed to the modification of political, economic and financial structures, leading to the creation of new economies based on national, if not continental, the increase of industrialization and the growth of capitalism. The first modern railway line was designed to connect the industrial centre of Manchester, defined by Sven Beckert as the "hotbed" of the most avant-garde textile industry of the time, with Liverpool, the most important port, not surprisingly, of the cotton. The new trains immediately won the sympathies of the English and European public, as they had a marked difference in speed and load performance compared to those developed by the animal-powered wagons.

On September 15, 1830, Liverpool - Manchester was officially inaugurated, the first real modern railway line, since it used only the mechanical power of steam locomotives and was also open to the transport of travellers, not only to the freight service. Thanks to this new transport service model successfully tested in Cheshire, the railways began to interest the other states of Europe very much, which is why we

<sup>1</sup> Clive Lamming, *The Great Trains from 1830 to the present day*, Edison Edizioni, Bologna 1991, p. 7.

<sup>2</sup> Gian Paolo Romagnani, *The ancient regime society (16th-18th century)*. *Historiographic Themes and Problems*, Carocci Editore, Rome 2010, p. 36.

<sup>3</sup> Irene Anastasiadou, *Constructing Iron Europe. Transnationalism and Railways in the Interbellum*, Amsterdam University Press, Amsterdam 2011, p. 14.

<sup>4</sup> Sven Beckert, *The Cotton Empire. A global history*, Einaudi, Turin 2016, pp. 59.

<sup>5</sup> *Ib.d.*, p. 17.

<sup>6</sup> *Ib.d.*, p. 1.

<sup>7</sup> Cheshire, region of England

Can verify by viewing some data: in just over twenty years, at the beginning of 1850 England was equipped with 10 000 km of railway lines, followed by the German states with 6 000 km, Belgium with 900 km, Russia with 600 km of railways connected to Poland and Austria.

The reasons for this rapid expansion on the European continent are to be found in some facts that had been seen in England. Thanks to the railway, in fact, it had been possible to move a large number of

goods and travellers, firstly opening the way to an increase in the mobility of people from the city to the countryside and vice versa, thus increasing job opportunities; secondly, the railway had contributed to the development of the economy and the increase in wages, paving the way for the birth of modern consumerism thanks to the rapid transport of food and other goods which were traded much more easily than in the past.

In Italy, the railways arrived very late, disadvantaged by the fact that the peninsula was divided into numerous independent states, which were absolutely not willing to create a railway network. In central-northern Italy, the provinces of Lombardy, Veneto, Trentino and Friuli-Venezia Giulia were part of the Austrian Empire, while the Duchy of Parma and Piacenza, the Duchy of Modena and Reggio Emilia, and the Grand Duchy of Tuscany were satellite states of Vienna with dynasties related to the Habsburgs; independent of Austrian control, there was the Kingdom of Sardinia governed by the Savoys, including the provinces of Savoy, Nice, Liguria, Aosta Valley, Piedmont and Sardinia. In central Italy, the Vatican controlled Lazio, Umbria, Marche and Romagna, dividing the peninsula in half. Finally, southern Italy and Sicily are united under the Bourbon dynasty in the Kingdom of the Two Sicilies.

The Italian peninsula also presented considerable difficulties for the construction of the railway lines, due to the adverse orography of the territory which forced to build expensive engineering works such as bridges and tunnels. The first state of pre-unification Italy to have its own railway network was the Kingdom of the Two Sicilies, inaugurating on October 3, 1839 a first railway section between Naples and Portici. The Kingdom of the Bourbons will never succeed in establishing a particularly large railway network, mainly due to the adverse orographic conditions. At the beginning of the unification of Italy, the Kingdom of Sardinia was the pre-unitary Italian state with the largest railway network, followed by the Lombard-Veneto Kingdom (Austria), in second place, and by the Grand Duchy of Tuscany, in third place .

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<sup>8</sup> Clive Lamming, *The Great Trains from 1830 to the present day*, cit., P. 21.

<sup>9</sup> Clive Lamming, *The Great Trains from 1830 to the present day*, Edison Edizioni, Bologna 1991, p. 21.

<sup>10</sup> *Ib.d.*, p. 21.

<sup>11</sup> *Ib.d.*, p. 21.

with the proclamation of the Kingdom of Italy on March 17, 1861, the young state had just 2000 km of railway lines, mainly concentrated in the centre-north, excluding the regions of Veneto and Friuli (acquired after annexation in 1866), Trentino (acquired in 1919) and Lazio (acquired in 1870). The Italian state controlled directly and indirectly only 25% of the railways, while the remaining 75% was privately owned, but most of these railways were not connected or integrated with those of other kingdoms and duchies.

In 1865 the Law of large groups was issued, where the existing railway networks SFAI (Società delle Strade Ferrate della Alta Italia), which managed all the railway lines of Lombardy, Veneta, Piedmont, Liguria and Emilia-Romagna, SFM (Società delle Strade Ferrate Meridionali), which controlled the lines of Romagna, Marche, Abruzzo, Molise, Puglia, Basilicata and Campania, and SFR (Società delle Strade Ferrate Romane) which controlled the lines of Lazio, Tuscany, Umbria, the Companies were joined of the Calabro-Sicule railway tracks (which controlled the lines of Sicily and Calabria) and Compagnia Reale delle Ferrovie Sarde (which controlled the railways of the island).

Only in 1884 will the new companies be incorporated under an agreement with the Italian government, with the division of the Italian railway network into the Mediterranean network (which controlled all the railway lines from Piedmont, Liguria, part of Tuscany, Lazio Campania, all Basilicata and Calabria), the Adriatic network (which controlled Lombardy, Veneto, Emilia-Romagna, part of Tuscany, Umbria, part of Lazio, Abruzzo, Molise, Puglia), Sicula and Sardinian networks. Due to the uncontrolled and absolutely not convenient development for the nation, the Italian state decided to set up the Italian State Railways in 1905, from the meeting of the Mediterranean Network, Adriatic Network and Sicilian Network. In 1920, the Sardinian network also came under the control of the Italian State Railways.

### Information appeal from the editors :

#### Nostalgie Istanbul Orient Express N-I-O-E Albert Glatt Intraflug

These names appear fair regularly in our mails and research, but when we try to get the full story it escapes us. There are several books and documents that make fleeting references to Albert Glatt, Intraflug and his NIOE. So we have decided to put together a short history to be published in our late summer edition of the Amis des Wagons-Lits newsletter. So we simply ask a bit like Hercule Poirot we need **your little grey cells** to tell us more. Any small piece of fact or even fiction will be very welcome, please send them to [elliott.chris@gmx.com](mailto:elliott.chris@gmx.com) Merci, Dankeschön, Grazie, Gracias, köszönöms, Hvala vam, dank je, Хвала вам, thank you.

Diese Namen erscheinen regelmäßig in unseren Mails und Recherchen fair, aber wenn wir versuchen, die ganze Geschichte zu erfahren, entgeht sie uns. Es gibt mehrere Bücher und Dokumente, die flüchtig auf Albert Glatt, Intraflug und sein NIOE verweisen. Deshalb haben wir uns entschlossen, eine kurze Geschichte zusammenzustellen, die in unserer Spätsommerausgabe des Amis des Wagons-Lits-Newsletters veröffentlicht werden soll. Also fragen wir einfach ein bisschen wie Hercule Poirot, wir brauchen **deine kleinen grauen Zellen**, um uns mehr zu erzählen. Jede kleine Tatsache oder sogar Fiktion wird sehr willkommen sein, bitte senden Sie sie an [elliott.chris@gmx.com](mailto:elliott.chris@gmx.com) Merci, Dankeschön, Grazie, Gracias, köszönöms, Hvala vam, danke je, Хвала вам, danke.



Ces noms apparaissent régulièrement dans nos courriers et nos recherches, mais lorsque nous essayons d'obtenir l'intégralité de l'histoire, cela nous échappe. Il existe plusieurs livres et documents qui font des références éphémères à Albert Glatt, Intraflug et son NIOE. Nous avons donc décidé de dresser un bref historique qui sera publié dans notre édition de la fin de l'été du bulletin des Amis des Wagons-Lits. Nous demandons donc simplement un peu comme Hercule Poirot nous avons besoin **de vos petites cellules grises** pour nous en dire plus. Tout petit morceau de fait ou même de fiction sera le bienvenu, veuillez les envoyer à [elliott.chris@gmx.com](mailto:elliott.chris@gmx.com) Merci, Dankeschön, Grazie, Gracias, köszönöms, Hvala vam, dank je, Хвала вам, merci.



Malle des Indes – *alias –Brindisi Peninsular et Oriental Limited Express* perhaps best translated as Baggage Van for India - (Malle meaning travelling trunk)

also advertised as South Italian Railway: Adriatic Lines India Mail: London-Brindisi-Bombay Although listed in many books as a CIWL Express it was in effect a train operated by CIWL after many years of operation by sailing – ship, steam liner, horse and carriage and then in its early days as 'The Bombay Express from Calais to Marseilles

The importance of keeping the British Empire in contact with London back in the early 1800s cannot be overemphasised. The transmission of letters, documents, army orders and other vital papers needed to be sent regularly both to and from India

In early days the ocean liners sailed by way of the Cape of Good Hope taking between 90 and 100 days from London to Bombay. That sea journey was later via Gibraltar Alexandria and Suez

**Two years after the formation of the Peninsular and Oriental Steamship Company ,in 1839 a convention was made between the UK Post Office and the French Post Office to carry the mail by horse and special horse drawn carriages to Marseilles and from there onward by sea and then overland across eastern Egypt to meet shipping services connecting with India In association with the Oriental part of P&O. Of course the world changed with the opening of new Suez Canal in November 1869 when passengers began to become important for both P&O and CIWL could avoid the notorious weather in the Bay of Biscay and the western Mediterranean especially in the winter months.**

CIWL soon recognised that there was a profitable service to offer the post office in the UK of moving the post office mail by special train to the Port of Brindisi in Southern Italy thereby shortening the journey to India and beyond by several days. The mail was transferred to the P & O liners at the port of Brindisi for the onward journey by sea to India.

When launched by CIWL in 1890 it was a mail only train – no passengers

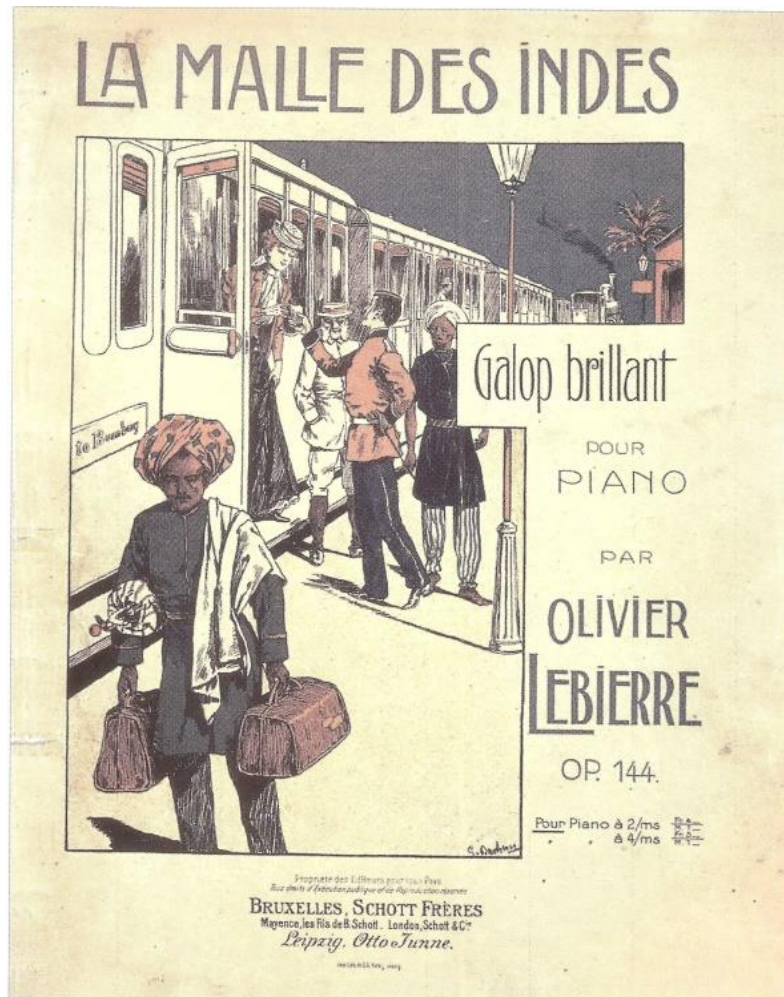
With the arrival and rapid development of railways in Europe, the mail was transferred to rail. In a way this special postal service followed the development of the railways in Europe

So it was in 1872 that the 'La Malle des Indes' ceased to run to Marseilles but to Brindisi by several different routes using at first the newly opened Mont Cenis tunnel

Nb The Post –Mail was a vital part of communication between the UK and its Empire to the east namely India and beyond. This role of carrying the post was also a 'good earner' for the Orient Express as set out in the new book published this month of June by Ute Dorr in English, details of this new book were announced in our newsletter N° 5.

In Albert Mühl und Jürgen Klein's book 125 Jahre ISG published by Eisenbahn Verlag in 1998 ISBN 3-88255-684-6 there is a superb collection of posters and timetables; under the heading 'Curiosité' one reads:

*Manifestement, la Compagnies des Wagons-Lits avec ses trains de luxe était très tôt déjà tellement ancrée dans l'esprit de la population que l'on pouvait designer des pièces de théâtre et des morceaux de musique d'après son nom. Toujours est-il que le titre devait attirer le public. On a réussi à retrouver quelques publicités ayant servi à telles occasion. (Celle-ci n'ont évidemment pas été publiés pour la CIWL) La brochure au-dessous intitulée « La Malle des Indes » est imprégnée d'un galop plein d'en-train, suivant l'exemple de légendaire train postal. On peut s'imaginer aisément que ce galop fait allusion au bruit typique produit par les rails au passage des trains et que l'on n'entend de moins de nos jours pour la simple raison que les rails sont soudés directement les uns aux autres sans laisser d'espace.*



Druck : Inst. Lith. C.G. Roder Leipzig ca. 1900

Collection Chris Elliott

***Malle des Indes, la Valigia delle Indie***  
***Brindisi Peninsular et Oriental Limited Express***

Il *Brindisi Peninsular et Oriental Limited Express*, forse meglio tradotto e conosciuto come *Malle*<sup>12</sup> *des Indes, Valigia delle Indie*; pubblicizzato anche dalle *Strade Ferrate Meridionali* come: *Adriatic Lines India Mail*, London-Brindisi-Bombay. Sebbene elencato in molti libri come un treno di lusso della *Compagnie Internationale Des Wagons-Lits*, lo divenne (anche come collegamento ferroviario) solo a partire dal 1886-1889 dopo molti anni di operatività attraverso i velieri prima, navi a vapore poi - integrati da cavalli e carrozze - poi come *Bombay-Express* (Calais-Marsiglia).

L'importanza di questo storico collegamento va ricercata nell'intenzione di mantenere l'Impero britannico in contatto con Londra all'inizio del 1800, e non può essere sottovalutata in quanto la trasmissione di lettere, documenti, ordini dell'esercito e altri documenti vitali doveva essere inviata regolarmente da e verso l'India. All'inizio, i grandi velieri e i transatlantici salpavano per il Capo di Buona Speranza impiegando tra i novanta e i cento giorni per andare da Londra a Bombay. Questa rotta venne mutata solo nel 1869 via Gibilterra, Alessandria e Suez.

<sup>12</sup> Malle significa baule da viaggio

Andiamo ad esaminare più da vicino le vicissitudini di quest'importante strada commerciale. Due anni dopo la costituzione della compagnia di navigazione *Peninsular et Oriental*, nel 1839 fu stipulata una convenzione tra l'ufficio postale del Regno Unito e l'ufficio postale francese per trasportare la posta a cavallo, su speciali carrozze, dall'Inghilterra a Marsiglia e da lì in poi via mare e poi via terra - attraverso l'Egitto orientale - per incontrare i servizi di navigazione nel Mar Rosso che collegavano l'India in associazione con la parte orientale della *P&O*<sup>13</sup>. Ovviamente il mondo cambiò con l'apertura del nuovo canale di Suez nel novembre 1869, quando il trasporto dei passeggeri iniziò a diventare importanti tanto per la rotta Inghilterra - India quanto per la *P&O* che per la *Compagnie Internationale Des Wagons-Lits*, potendo evitare il famigerato clima nel Golfo di Biscaglia e nel Mediterraneo occidentale, specialmente nei mesi invernali.

La *CIWL* riconobbe presto che c'era la possibilità di costituire un servizio redditizio per offrire all'ufficio postale del Regno Unito - ma anche ai viaggiatori che ne avevano la necessità - di spostare la posta con un treno speciale dall'Inghilterra al porto di Brindisi, nell'Italia meridionale, abbreviando così il viaggio in India - e oltre - di alcuni giorni. La posta e i viaggiatori sarebbero stati trasferiti dal treno ai transatlantici della *P&O* nel porto di Brindisi per il proseguimento del viaggio via mare in India. Con l'arrivo e il rapido sviluppo delle ferrovie in Europa, la posta fu trasferita dalle carrozze a cavalli alla ferrovia. In un certo senso questo speciale servizio postale seguì lo sviluppo delle ferrovie in Europa. Fu così nel 1872 che la *Malle des Indes* cessò di giungere a Marsiglia e puntò su Brindisi, utilizzando il tunnel del Frejus, ma non sotto la gestione di Nagelmackers, ma bensì della *Pullman Company*.

Dopo alterne vicende, la *Compagnie Internationale Des Wagons-Lits* riuscì a portare a termine il suo progetto, dopo uno scontro condotto per un decennio con la *Pullman-Company* che aveva assunto per prima la gestione delle carrozze-letti sulla *Valigia delle Indie*. Quando fu lanciato il nuovo servizio dalla *CIWL* nel 1890, la relazione Calais - Brindisi fu rinominata *Peninsular-Express*<sup>14</sup>, in onore della *Peninsular & Oriental Company*. Il nome *Valigia delle Indie* rimase a esclusivo appannaggio della relazione Brindisi - Calais, in altre parole il viaggio di ritorno dall'Estremo Oriente all'Europa Occidentale.

Nb. - La *Valigia delle Indie* era una parte vitale della comunicazione tra il Regno Unito e il suo impero a est, vale a dire l'India e oltre. Questo ruolo di trasporto postale è stato anche un "buon guadagno" anche per l'*Orient-Express*, come indicato nel nuovo libro che verrà pubblicato nel mese di giugno 2020 da Ute Dorr in inglese. I dettagli di questo nuovo libro sono stati annunciati nella nostra newsletter n. 5;

- Nel libro 125 Jahre ISG di Albert Mühl und Jürgen Klein pubblicato da Eisenbahn Verlag nel 1998 ISBN 3-88255-684-6 c'è una superba collezione di manifesti e orari; sotto la voce *curiosité* si legge:

*"Manifestement, la Compagnies des Wagons-Lits avec ses trains de luxe était très tôt déjà tellement ancrée dans l'esprit de la population que l'on pouvait designer des pièces de théâtre et des morceaux de musique d'après son nom. Toujours est-il que le tire devait attirer le publique. On a réussi à retrouver quelques publicités ayant servi à telles occasion. (Celle-ci n'ont évidemment pas été publiés pour la CIWL). La brochure au-dessous intitulée «La Malle des Indes» est imprégnée d'un galop plein d'en-train, suivant l'exemple de légendaire train postal. On peut s'imaginer aisément que ce galop fait allusion au bruit typique produit par les rails au passage des trains et que l'on n'entend de moins de nos jours pour la simple raison que les rails sont soudés directement les uns aux autres sans laisser d'espace".*

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<sup>13</sup> Peninsular et Oriental

<sup>14</sup> Renzo Perret, *Grandi Espressi Europei - 1. L'Epoca del Teck*, Gulliver Edizioni, Torino 1991, p. 50.





See above before Italian text - Druck: Inst. Lith. C.G. Roder Leipzig ca. 1900  
Collezione Chris Elliott

Chris Elliott, Francesco Bochicchio

Fahrpläne

Indische Post, März 1856

(laut „Henschel's Telegraph“):

Peninsular & Oriental Steam Navigation Company

Tag des Monats						
( 4)	(20)	ab	London via Southampton	an	(. . .)	(. . .)
(10)	(26)	ab	London via Paris	an	(15-16)	(28-29)
12	28	ab	Marseille	an	13-14	26-27
14	30	an	Malta	ab	10-11	24-25
18	4	an	Alexandria	ab	7	21
21	7	ab	Suez	an	6	20
26	12	an	Aden	ab	30	14
2	19	an	Bombay	ab	17	3
8	24	an	P. d. Galle	ab	19	3
10	26	ab	P. d. Galle	an	17	1
12	28	ab	Madras	ab	14	28
16	2	an	Calcutta	ab	6	20
9		ab	P. d. Galle	an		1
14		ab	Penang	ab		25
18		ab	Singapore	ab		23
24		an	Hongkong	ab		15
3		an	Shanghai	ab		10

Solange die Dampfschiff-Verbindung Singapore-Australien unterbrochen ist, wird die Post von Liverpool nach Australien mittels direkter Paketboote um das Kap der Guten Hoffnung geleitet.

Personengeld-Tarif	Suez-Bombay	55 LSt.
Marseille-Alexandria 1 <sup>st</sup> cl. 450 Fr. / 2 <sup>nd</sup> cl. 280 Fr.	Suez-P. de Galle	65 LSt.
Alexandria-Suez 12 LSt.	Suez-Hongkong	100 LSt.

Anschluß durch Österreichischer Lloyd, via Corfu

Tag				Tag	
10	27	ab	Triest	an	26 12
15	1-2	an	Alexandria	ab	21 7

Malle des Indes, Peninsular-Express, Bombay-Express

km			20.10.1870 Post	1879 Malle	1890 Malle	1890 Luxe	1907 Malle	1914 Luxe
0	London	ab	(5) 20,25	(5) . . .	(5) 20,15	(5) 15,15	(5) 22,00	(5) 21,00
168	Calais M.	ab	via Brenner verspätet	(6) 1,20	(6) 1,32	(5) 18,55	(6) 3,25	(6) 1,03
2317	Brindisi	an	(3) 3,15	(1) 15,15	(7) 21,00	(7) 16,00	(7) 21,30	(7) 17,50

Brindisi-London: Start T2 St. nach Ankunft des Dampfers

		1901 Luxe	1914 Luxe	Okt. 1921 Luxe	1930 Luxe
London	ab	(3/4) 11,00	(4) 11,00	(5) 7,20	(4) 14,00
Calais M	ab	15,00	14,57	14,42	
Boulogne	ab				18,07
Marseille	an	(4/5) 9,49	(5) 6,36	(6) 6,53	(5) 12,34
Marseille	ab	(7/1) 15,35/ 17,55	(6/7) 16,58	(6) 16,30	(5/6) 15,45
Boulogne	an			(7) 12,00	(6/7) 11,11
Calais M.	an	(1/2) 12,08/ 14,25	(7/1) 11,45 ab		
London	an	16,55/ 19,00	17,10	15,42	15,30

Entfernung Calais Maritime-Amiens-Paris P.L.M.-Marseille Arenc 1163 km

- (1) = Montag
- (2) = Dienstag
- (3) = Mittwoch
- (4) = Donnerstag
- (5) = Freitag
- (6) = Samstag
- (7) = Sonntag

## Fahrpläne

## Indische Post, März 1856

(laut „Hendschel's Telegraph“):

## Peninsular &amp; Oriental Steam Navigation Company

Tag des Monats							
( 4)	(20)	ab	London via Southampton	an	(...)	(...)	
(10)	(26)	ab	London via Paris	an	(15-16)	(28-29)	
12	28	ab	Marseille	an	13-14	26-27	
14	30	an	Malta	ab	10-11	24-25	
18	4	an	Alexandria	ab	7	21	
21	7	ab	Suez	an	6	20	
26	12	an	Aden	ab	30	14	
2	19	an	Bombay	ab	17	3	
8	24	an	P. d. Galle	ab	19	3	
10	26	ab	P. d. Galle	an	17	1	
12	28	ab	Madras	ab	14	28	
16	2	an	Calcutta	ab	6	20	
	9	ab	P. d. Galle	an		1	
	14	ab	Penang	ab		25	
	18	ab	Singapore	ab		23	
	24	an	Hongkong	ab		15	
	3	an	Shanghai	ab		10	

Solange die Dampfschiff-Verbindung Singapore-Australien unterbrochen ist, wird die Post von Liverpool nach Australien mittels direkter Paketboote um das Kap der Guten Hoffnung geleitet.

Personengeld-Tarif		Suez-Bombay	55 LSt.
Marseille-Alexandria	1 <sup>st</sup> cl. 450 Fr. / 2 <sup>nd</sup> cl. 280 Fr.	Suez-P. de Galle	65 LSt.
Alexandria-Suez	12 LSt.	Suez-Hongkong	100 LSt.

## Anschluß durch Österreichischer Lloyd, via Corfu

Tag					Tag	
10	27	ab	Triest	an	26	12
15	1-2	an	Alexandria	ab	21	7

## Malle des Indes, Peninsular-Express, Bombay-Express

km			20.10.1870 Post	1879 Malle	1890 Malle	1890 Luxe	1907 Malle	1914 Luxe
0	London	ab	(5) 20,25	(5) ...	(5) 20,15	(5) 15,15	(5) 22,00	(5) 21,00
168	Calais M.	ab	via Brenner verspätet	(6) 1,20	(6) 1,32	(5) 18,55	(6) 3,25	(6) 1,03
2317	Brindisi	an	(3) 3,15	(1) 15,15	(7) 21,00	(7) 16,00	(7) 21,30	(7) 17,50

Brindisi-London: Start 12 St. nach Ankunft des Dampfers

		1901 Luxe	1914 Luxe	Okt. 1921 Luxe	1930 Luxe
London	ab	(3/4) 11,00	(4) 11,00	(5) 7,20	(4) 14,00
Calais M	ab	15,00	14,57	14,42	
Boulogne	ab				18,07
Marseille	an	(4/5) 9,49	(5) 6,36	(6) 6,53	(5) 12,34
Marseille	ab	(7/1) 15,35/ 17,55	(6/7) 16,58	(6) 16,30	(5/6) 15,45
Boulogne	an			(7) 12,00	(6/7) 11,11
Calais M.	an	(1/2) 12,08/ 14,25	(7/1) 11,45 ab		
London	an	16,55/ 19,00	17,10	15,42	15,30

Entfernung Calais Maritime-Amiens-Paris P.L.M.-Marseille Arenc 1163 km

- (1) = Montag  
 (2) = Dienstag  
 (3) = Mittwoch  
 (4) = Donnerstag  
 (5) = Freitag  
 (6) = Samstag  
 (7) = Sonntag

## Wagen

## Wagen der CIWL ex Pullman Palace Car Company, gekauft 1885/86

Name	Baujahr a)	Früherer Einsatz a)	nach Italien a)	CIWL-Nr.	Anmerkungen
<b>Schlafwagen, erster Typ:</b>					
Part Bona	1876	Italien	1876	198	WL Malle des Indes bis 1892; 1894: WR; verkauft 1905
Piemonte	1876	Italien	1876	199	WL Malle des Indes bis 1892; 1894: WR; verkauft 1905
Toscana	1876	Italien	1876	200	WL Malle des Indes; zerstört Florenz 3. 3. 1890
Australia	1876	Midland Ry.	1883	201	} Messina–Palermo; wenigstens zwei davon 1888 od. 89 Umbau WLR Malle des Indes. c)
Germania	1876	MR/GNR	1880	202	
Italia	1876	Italien	1876	203	
<b>Schlafwagen, zweiter Typ:</b>					
Crotona	1877	Italien	1877	204	Napoli–Reggio; Umbau WR
Metaponto	1877	Italien	1877	205	Napoli–Reggio; Umbau WR
Heraclea	1877	Italien	1877	206	Napoli–Reggio; beschädigt in Neapel 1886; dann Umbau WR
Sybaris	1877	Italien	1877	207	Napoli–Reggio; Umbau WR
<b>Schlafwagen, dritter Typ:</b>					
keine Namen bei CIWL; bestellt 1886			1888	216	verkauft 1905
			1888	217	zerstört 1890
			1888	218	verkauft 1905
			1888	219	verkauft 1905
			1888	220	verkauft 1905
			1888	221	Milano–Firenze; Roma–Wien; Oostende–Basel; 1908: Irkutsk; verkauft in Charbin 1932; d)

## Anmerkungen

- a) laut George Behrend „Pullman in Europe“ und „Geschichte der Luxuszüge“  
b) „Castalia“ (Baujahr 1876/MR/1883 Italien; am 24. 11. 1884 ausgebrannt in Riace), „Ocean“ (Baujahr 1875/GNR/1883 Italien) und „Mars“ (Baujahr 1875/LBSCR/1884 Italien) der Pullman Palace Car Co. kamen nie in CIWL-Besitz  
c) 202 später zeitweilig WR Nord-Express  
d) nicht zu verwechseln mit dem Aussichts-Salonwagen 221 des Transmanchourien-Express, welcher der Chinesischen Ostbahn gehörte  
e) 1884 kaufte die CIWL einen Salonwagen (parlour car) der Pullman Palace Car Co., den diese in Italien eingesetzt hatte und nummerierte ihn 155, für Einsatz Amsterdam–Rotterdam; 1890: Umbau WR  
f) Vier Wagen ex Pullman Palace Car Co. verkaufte die CIWL später an Mac Caddon's Circus, New York

## Service CIWL Paris–Modane–Torino

Typ	Wagen-Nr.	Achsen	Erbauer	Jahr	Bemerkungen
<b>1878</b>					
WL	15	3	Simmering	1873	14 Plätze
WL	42	3	?	1874	zuvor England
WL	55, 56, 57	3	Evrard	1877	12 Plätze
<b>1879</b>					
WL	54, 58, 60, 62	3	Evrard	1877	12 Plätze
WL	63	3	Simmering	1878	12 Plätze
WL	65, 66, 68	3	Desouches & David	1878	12 Plätze

## Service CIWL Malle des Indes Calais–Bologna

1879/1880  
WL 60, 63, 68, ... (12 Plätze)

## Service CIWL Malle des Indes Calais–Brindisi

1887  
WL ex Pullman Palace Car Co.

**Train de Luxe CIWL Peninsular-Express**

Typ	Wagen-Nr.	Achsen	Erbauer	Jahr	Bemerkungen
<b>23/8/1891</b>					
WL	199	4	Pullman	1876	ex Pullm. Pal. C.
WL	263	4	CIWL Marly	1889	später Ostende-Wien-Ex
WLR	201	4	Pullman	1876	ex Pullm. Pal. C.
F	...	...	...	...	P.L.M.
F	...	...	...	...	P.L.M.
<b>23/10/1891</b>					
WL	143, 144	4	CIWL Marly	1883	20 Plätze
WLR	201	4	Pullman	1876	ex Pullm. Pal. C.
F	...	...	...	...	P.L.M.
F	...	...	...	...	P.L.M.
<b>24/10/1891</b>					
WL	199	4	Pullmann	1876	zuzüglich sicher
WLR	202	4	Pullmann	1876	zwei Gepäckwagen
<b>Neues Material 1892</b>					
WL	342-344, 347-349	4	Jackson Sharp	1892	20 Plätze
WL	345, 346	4	CGC	1892	
WRS	350-352	4	Brown Marshalls	1892	30 + 7 Plätze
F	1002-1004	2	CIWL Marly	1883/84	
F	1034-1035	2	Brown Marshalls	1892	
F	1037-1039	3	Jackson Sharp	1892	
F	1041-1044	2	Brown Marshalls	1892	
<b>6/1/1894</b>					
WL	344, 347				
WRS	351				
F	1041, 1042				
<b>26/1/1901</b>					
WL	349	4	Jackson Sharp	1892	
WL	514	4	CGC	1897	
WRS	351	4	Brown Marshalls	1892	
F	1003	2	CIWL Marly	1883/84	
F	1042	2	Brown Marshalls	1892	
<b>Material 1903</b>					
WL	342-344, 347-349	4	Jackson Sharp	1892	
WL	345, 346	4	CGC	1892	
WL	662-664	4	CGC	1899	
WL	901-904	4	CGC	1903	
WRS	350-352	4	Brown Marshalls	1892	
F	1002-1004	2	CIWL Marly	1883/84	
F	1034, 1035	2	Brown Marshalls	1892	
F	1041-1044	2	Brown Marshalls	1892	
(1905 neues Farbschema: teak natur/weiß, statt teak natur.)					
<b>Material 1908</b>					
WL	901-904	4	CGC	1903	
WRS	350-352	4	Brown Marshalls	1892	I in Reserve
F	1055-1058	3	Dyle & Bacalan	1894	

Dieses Material bildete zwei Zuggarnituren. Zumindest ausnahmsweise liefen auch andere Wagen, z. B. WL 915 aus der Serie 913-918 (CGC 1903).

**Train de luxe CIWL Club Train****1889-1893**

Type	Wagen-Nr.	Achsen	Erbauer	Jahr	Einsatzgebiet	spätere Verwendung
WR	242-244	4	Desouches	1889	France	(ohne Küche)
WS	245-248	4	Chantiers de la Buire	1889	France	WR, WL
WS	249-252	4	Chantiers de la Buire	1889	France	WR; 249 : PR II (présidentiel)
WS	255-258	4	Nivelles	1889	L.C. & D.R.	WR
WS	259-261	4	Nivelles	1889	S.E.R.	WR
FC	1024-1026	2	CIWL Marly	1889	France	
FF	1027, 1028	4	Ragheno	1889	England	WS 381, 382
FF	1029, 1030	4	Braine le Comte	1889	England	

Die Wagen für Frankreich waren holzfarben, die für England grün/creme.

Die Salonwagen hatten 32 Plätze (in einem Salon und 4 Abteilen) oder 26 Plätze (in 2 Salons).

## Train de luxe CIWL Bombay-Express

Typ	Wagen-Nr.	Achsen	Erbauer	Jahr	Bemerkungen
<b>9/1/1899</b>					
WL	345	4	CGC	1892	} gebaut für Peninsular-Ex.
WL	348,349	4	Jackson Sharp	1892	
WR	425	4	CGC	1896/97	
F	...	...	...	...	P.L.M.
F	...	...	...	...	P.L.M.
<b>22/5/1901</b>					
WL	343, 344	4	Jackson Sharp	1892	} gebaut für Peninsular-Ex.
WL	346	4	CGC	1892	
WR	540	4	CGC	1897	
F	1085	3	CGC	1898	
F	...	...	...	...	P.L.M.
<b>14/8/1902</b>					
WL	343, 348	4	Jackson Sharp	1892	ex Peninsular-Ex.
WL	658	4	CGC	1899	7/2-Bett-, 1/4-Bettabteil
WR	672	4	CGC	1899	
F	1026	2	CIWL Marly	1889	ex FC, Club Train français
F	...	...	...	...	P.L.M.
<b>6/7/12/1906 Unfall Montélimar)</b>					
WL	663, 664	4	CGC	1899	teakbraun/creme
WL	916	4	CGC	1903	
WR	909	4	CGC	1903	teakbraun
F	...	...	...	...	P.L.M.
F	...	...	...	...	P.L.M.
<b>Sommer 1909</b>					
WL	971-975	4	CGC	1904/5	
WR	909	4	CGC	1903	
F	1145	3	MAN	1902	später FC in Türkei
F	...	...	...	...	P.L.M.
<b>September 1915</b>					
WL	1759-1761	4	CGC	1907/8	
WL	1804, 1812, 1806-1810	4	Miani	1908	
WR	774, 777	4	CGC	1902	
WR	909	4	CGC	1903	
F	1059	3	MAN	1896	
F	1063	3	MAN	1896	
F	1065	3	MAN	1896	
F	1066	3	MAN	1896	
F	1083, 1084	3	CGC	1898	
<b>1916</b>					
WL	1628-1632	4	CGC	1905	
WL	1758, 1759 1803, 1804, 1806, 1807, 1808, 1810 1812, 1813, 1814	4	Miani	1907/08	
WR	774, 777	4	CGC	1902	
WR	909	4	CGC	1903	
F	1059	3	MAN	1894	} gebaut als FP
F	1063	3	MAN	1896	
F	1065	3	MAN	1896	
F	1066	3	MAN	1896	
F	1083, 1084	3	CGC	1898	
F	1083, 1084	3	CGC	1898	
Jeder Zug umfaßt 6-7 WL., 1 WR und 2 F. In Reserve 5 WL und 3 F in Calais, 1 WR in Boulogne, 3 WL und 1 F in Marseille.					
<b>Winter 1919/1920</b>					
WL	1624, 1626-1632	4	CGC	1905	
WR	777	4	CGC	1902	
F	1037-1039	3	Jackson Sharp	1892	1038 ex Orient-Ex.
<b>1919 (Material vorgesehen gemäß circulaire vom 16. Mai)</b>					
WL	1624-1632	4	CGC	1905	
WR	774-777	4	CGC	1902	
F	1056	3	Dyle & Bacalan	1894	
F	1070	3	Ringhoffer	1896	
F	1085	3	CGC	1898	
F	1112	3	Ringhoffer	1900	früher Wien-Cannes
F	1116	3	Eisenbahn-Bedarfs-AG	1900	

Typ	Wagen-Nr.	Achsen	Erbauer	Jahr	Bemerkungen
<b>Ganzstahlschlafwagen, Typ S, Betriebslaubnis 19.10.1922, gebaut für Bombay-Express</b>					
WL	2641	4	Leeds Forge Co.	1/8/1922	verkauft 3.1951
WL	2642	4	Leeds Forge Co.	1/8/1922	umgebaut 7.1954, verkauft an USA in Salzburg, als 99070
WL	2643	4	Leeds Forge Co.	12/9/1922	durch Krieg verloren
WL	2644	4	Leeds Forge Co.	1922	umgebaut in Prag 1946
WL	2645	4	Leeds Forge Co.	1922	umgebaut in Mailand 1938; später Jugoslawia-Ex.
WL	2646	4	Leeds Forge Co.	1922	durch Krieg verloren
Diese Wagen 2641–2646 hatten zwischen den Abteilen keine Washkabinen, während die übrigen Fahrzeuge der Serie 2641–2680 Washkabinen zwischen den Zweibettabteilen besaßen.					
<b>Jahr 1923</b>					
WL	2641, 2642, 2645, 2647, 2648, 2677, 2680	4	Leeds Forge Co.	1922	
WR	2507	4	CGC	1916	später ÖBB-Bauzug
WR	774, 775, 777	4	CGC	1902	
F	1083–1085	3	CGC	1898	
<b>Jahre ca. 1933–1935</b>					
WL	2641–2648	4	Leeds Forge Co.	1922	
WR	2693	4	Dyle & Bacalan	1926	erster Stahl-WR der CIWL
F	1163	4	CGC	1906	
F	1303	4	CGC	1927/30	Umbau aus Serie 1086–1088
F	1075	4	CGC	1894	Reserve. Früher Riviera-Ex.
<b>13/5/1937</b>					
WL	3488	4	Metropolitan-Cammell	1929	Typ Lx: 3512 später Spanien 3514 später Griechenland
WL	3509–3512, 3514, 3515	4	E.I.C.	1929	
WR	3352	4	E.I.C.	1928	Stahl
F	1190	4	Weyer	1908	
F	1272	4	Metropolitan-Cammell	1927	Stahl; später Surexpresso
<b>Jahr 1938/39</b>					
WL	3509–3515	4	E.I.C.	1929	Typ Lx
WR	2693	4	Dyle & Bacalan	1926	
F	1272–1276	4	Metropolitan-Cammell	1927	Stahl

Die Ganzstahlwagen hatten blauen Anstrich

#### Service CIWL Paris–Brindisi:

Typ	Wagen-Nr.	Erbauer	Jahr	Bemerkungen
<b>1934</b>				
WL	3456–3463	Simmering	1930	Typ S 1
<b>1939 dto. und</b>				
WL	2938–2940	Metropolitan-Cammell	1926	Typ S 1

(CIWL-Wagen 4-Achser, Ganzstahl)

#### Imperial Mail

Typ	Achsen	Erbauer	Länge über Puffer	Bemerkungen
<b>1908</b>				
1st Class	4	Lillooah	63 ft. 6 in.	4/4-Bett-, 1/2-Bett-Abt.
Dining Car	4	Lillooah	64 ft. 2 in.	mit Küche
Composite	4	Lillooah	65 ft. 6 in.	Gepäck, 3. Kl. für Diener, 1. Kl., Dienstabteil

Breitspur 5 ft. 6 in. = 1,676 m.  
weißer Anstrich

#### Imperial Indian Mail

##### Auszug aus P & O Handbuch vom November 1926

„The Bombay–Calcutta P & O Special“  
Travel de Luxe in India

The Great Indian Peninsular Railway has inaugurated, in conjunction with the East Indian Railway and the Peninsular and Oriental Steam Navigation Company, a superb train-de luxe in connection with the inward and outward P & O steamers. This train, which will be known as the „Bombay–Calcutta P & O Special“ starts from Victoria Terminus, Bombay, for Howrah about 7 hours after the arrival of the mail boat and leaves Howrah at 19–36 hours on the Thursday preceding the departure from Bombay of the outward mail steamer. The duration of the journey from Bombay to Howrah is about 41 hours. By this train passengers can now travel in perfect comfort along the main artery of India.

The train is composed of five six-wheeled bogie vehicles:  
CAR NO 1 This car contains an up-to-date kitchen, accommodation for the restaurant-car servants and two independent luggage compartments for passenger's heavy luggage.

CAR NO 2 consists of a restaurant compartment with accommodation for 24 passengers, a smoking compartment for 8 passengers, two single-berth sleeping compartments and a bath-room. The smoking compartment is fitted with glass-topped tables and comfortable chairs for use as a restaurant compartment if occasion should arise.

The single-berth compartments contain a combined seat and berth, a folding table, and a wash basin. The upholstery is of blue buffalo hide. The bath-room contains a shower and needle bath, one w.c. and a wash basin of improved design. The walls are covered in white tiles throughout.

CAR NO 3 contains 7 sleeping compartments, a bath-room and two lavatory compartments.

Each sleeping compartment contains two combined lower berths and seats, a wash basin and a folding table. Upholstery is of blue buffalo hide.

Each lavatory compartment contains a w.c. and wash basin and the bathroom is similar to that of Car No 2.

CAR NO 4 is similar to Car No 3 except that each of the 7 sleeping compartments contains one combined lower berth and seat and one upper berth.

CAR NO 5 contains two single-berth sleeping compartments; and compartments and a bath-room fitted as in Car No 2; storage compartments; and accommodation for passengers' servants.

The train is traversed, fore and aft, by a continuous vestibule.

All the conveniences of first-class transport will be found in this train, which has been specially designed for the comfort of those travelling in a tropical climate. The coaches represent the latest developments of the car builder's art. The compartments and saloons are unusually spacious, advantage having been taken of the broad gauge of the Great Indian Peninsula and the East Indian Railways.

All information may be obtained at P & O House, 14, Cockspar Street, London S.W.1., where also reservations may be made.

## Historische Übersicht

- 1497 Entdeckung des Seeweges nach Indien durch Vasco da Gama
- 1600 Gründung der East India Company
- 1775 Transitrechte für den Weg der britischen Indienpost durch Ägypten
- 1825 Eisenbahn von George Stephenson
- 1829 Erste Postdampferfahrt Bombay–Suez
- 1835 Organisation der Overland-Route durch Ägypten hindurch durch Thomas F. Waghorn
- 1839 Teil der britischen Indienpost regelmäßig über Calais–Marseille (Straßentransport)
- 1840 Gründung der Peninsular & Oriental Steam Navigation Co.
- 1843 Indienpost der Gibraltar-Route per Bahn London–Southampton
- 1844 Indienpost der französischen Route per Bahn via London–Folkestone
- 1845 Dampfer der P & O erstmals in Singapur
- 1846/7 Probefahrten der Indienpost über Triest–Köln–Ostende, unter teilweiser Benützung der Bahn
- 1847 Indienpost in Frankreich teilweise per Bahn
- 1854 Postdampfervertrag für die Strecke Calcutta–Rangoon
- 1856 Indienpost zwischen Calais und Marseille per Bahn („Malle des Indes“)
- 1856 Bahn Alexandrien–Cairo fertig
- 1858 East India Company aufgelöst
- 1858 Bahn Cairo–Suez fertig
- 1859 Vertrag zur Beförderung der französischen Indochinapost mit der P & O
- 1862 französische Postdampferlinie Suez–Hongkong
- 1865 Telegraph England–Indien fertig
- 1869 Teil der Indienpost über Calais–Mont Genis (Bahn nach System Fell)–Brindisi
- 1869 Eröffnung des Suezkanales
- 1870 Bahn Bombay–Calcutta fertig
- 1870 Indienpost per Bahn über Ostende–Brenner–Brindisi an Stelle des Weges durch Frankreich
- 1871 Bahn Bombay–Madras fertig
- 1872 „Malle des Indes“ per Bahn über Calais–Mont Genis (Fréjus-Tunnel)–Brindisi an Stelle des Weges über Ostende
- 1876 Pullman-Schlafwagen in Italien
- 1877 Bahn Rangoon–Prome
- 1879 CIWL-Schlafwagen Calais–Bologna in der „Malle des Indes“
- 1880 Beförderung der britischen Indienpost ausschließlich via Calais–Brindisi
- 1886 Pullman gibt in Italien zugunsten der CIWL auf
- 1888 Indienpost in Ägypten ausschließlich durch Suezkanal an Stelle der Bahn
- 1890 Einführung des Luxuszuges „Peninsular-Express“ Calais–Brindisi im Anschluß an die P & O-Dampfer (nordwärts nur „Malle des Indes“)
- 1897 Luxuszug „Bombay-Express“ Calais–Marseille, im Anschluß an die P & O-Dampfer
- 1914 Vorübergehende Unterbrechung der Dienste Calais–Marseille und Beendigung des „Peninsular-Express“ sowie der „Malle des Indes“ Calais–Brindisi
- 1926 Neue „Imperial Indian Mail“ Bombay–Calcutta im Anschluß an die P & O-Dampfer
- 1929 Eröffnung des Luftverkehrs England–Indien durch die „Imperial Airways“
- 1935 „Bombay-Express“ in „Overland-Express“ umbenannt
- 1936 Bahn Saigon–Hanoi fertig
- 1939 Beendigung der „Malle des Indes“ Calais–Marseille und des „Overland-Express“
- 1947 Selbständigkeit für Indien und Pakistan

## Wagenreihungen

**Peninsular-Express**

(Vereinbarungen von 1890)

1 F P.L.M.  
 1 WLR CIWL Paris Nord-Brindisi  
 2-3 WL CIWL Calais-Brindisi  
 1 F P.L.M.

Calais-Paris Nord in Südrichtung kombiniert mit „Club Train“. Laut einem Dokument von 1891 waren die Wagen Calais-Paris hinter der Lokomotive und die Wagen Calais-Brindisi am Schluß gereiht. Nordwärts kombiniert mit „Malle des Indes“ 1-2 WL Brindisi-Calais, 1 WLR Brindisi-Paris Nord, 1F, siehe Text.

**Peninsular-Express**

1908

Lok ab Calais und Torino

1	F	CIWL	} Calais-Brindisi
2	WL	CIWL	
1	WRS	CIWL	
1	F	CIWL	

Lok ab Ambérieu

Postwagen siehe Text

Nordwärts ab Brindisi 1-2 WL, 1 WRS, 2 F  
 Brindisi-Calais und manchmal 1 A  
 Brindisi-Torino, in „Malle des Indes“.

**Malle des Indes**

25/11/1904 (Nordrichtung)

Lok

1 F 1003 CIWL  
 1 WRS 350 CIWL  
 1 WL 902 CIWL  
 1 F 1004 CIWL

div. „allèges postales“

Da die Fourgons 1003 und 1004 keine durchgehende Heizdampfleitung besaßen, waren die „allèges“ an jenem Tag ungeheizt. Die PLM behielt sich vor, künftig derartige Fourgons in Modane abzuhängen!

**Club Train**

LC &amp; DR, London-Dover-London

1889

1 FF CIWL  
 3 WS CIWL  
 1 F (2 Achsen)

**Club Train**

S.E.R., London-Dover-London

1889

1 FF CIWL  
 3(?) WS CIWL  
 1 F S.E.R.

**Club Train (français)**

1889

1 FF CIWL  
 3 WS CIWL  
 1 WR CIWL (ohne Küche)  
 1 FC CIWL

Später umfaßte der Club Train auch die WL Calais-Brindisi und einen A der Nordbahn (ab 15.3.1891) bei einer reduzierten Anzahl von Salonwagen.

**Malle des Indes 4**

1906

nach einem französischen Dokument

1	E	12 tonnes
1	Sleeping-Car	40
1	A	15
3	DT	60
1	B	15
1	CT	23
1	Ambulant à bogies	35
1	E	12
2	Fourgons-Messageries	24
	charge totale	236 tonnes
	charge maxima	275 tonnes

Aux dates envisagées, le train 4 avait en plus d'après les rapports ci-joints:

le 8 septembre – 1 fourgon & le W. Lits no. 777 ajoutés par Calais.

le 29 – do – 2 fourgons et le W. Lits no. 948 ajoutés par Calais et 1 fourgon ajouté par Amiens.

le 30 – do – 1 fourgon, 1 AL, 1 A, 1 W. Lits 775, 1 voiture P.L.M. ajoutés par Calais & 1 fourgon ajouté par Amiens.

(Anm.: Bei den o.g. „W. Lits“ handelte es sich um Speisewagen.)

**Malle des Indes A 82**

1938, Abfahrt Calais, zwei Züge

1. Teil, Calais-Marseille (Indian Mail)  
 1 allège métallique  
 6 allèges en bois  
 1 fourgon ambulant  
 1 allège métallique

2. Teil, Calais-Seyne-sur-Mer (Australian Mail)  
 1 allège métallique à coupé  
 5 allèges en bois  
 1 fourgon de service

Die Postwagen gehörten dem P.T.T.

Auf der PLM fuhren die Züge vereint als M. 81

**Bombay-Express**

19/10/1898

1 F Calais-Marseille  
 1 WR CIWL Calais-Marseille  
 3 WL CIWL Calais-Marseille  
 1 F Calais-Marseille

**Anmerkungen**

WL = Schlafwagen  
 WR = Speisewagen  
 WLR = kombinierter Schlaf- und Speisewagen  
 WRS = Speisewagen mit Salonteil  
 WS = Salonwagen  
 F = Gepäckwagen  
 FC = Küchen-Gepäckwagen  
 FP = Gepäckwagen mit Postabteil  
 FF = Gepäckwagen mit Rauchsalon  
 A = Sitzwagen 1. Klasse  
 B = Sitzwagen 2. Klasse  
 Ac = Liegewagen 1. Klasse

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With acknowledgement to Werner Sölch's "Jules Verne's Express" published by Alba Buchverlag 1980

**Carrozze-Pullman della Compagnie Internationale des Wagons-Lits in Italia*****Nascita, Sviluppo e interazione con le carrozze-salone-panoramiche Canadesi***

Negli anni '20 del XX Secolo, la *Compagnie Internationale des Wagons-Lits*, più conosciuta con l'acronimo *CIWL*, stava lentamente rinnovando il proprio materiale rotabile. Cominciavano infatti, a partire dal 1922, ad apparire in Europa le nuove carrozze-letti e ristorante in cassa metallica, segnando una svolta storica rispetto alle precedenti consorelle



realizzate in cassa di legno di teck. Cambiamento testimoniato dall'adozione della splendida livrea *bleu nuit* con gli intarsi in oro, rispetto al marroncino di teck che tanto ricordava l'Ottocento.

La *Compagnie Internationale des Wagons-Lits*, nei decenni precedenti allo scoppio della Grande Guerra, aveva sviluppato in modo sistematico i suoi treni a lunga percorrenza con carrozze-letti e ristorante lungo il Vecchio Continente, mentre ben pochi erano i collegamenti diurni effettuati con delle *Voitures-Salons*. Quest'ultime erano molto diverse le une dalle altre, quindi non erano rispondenti a criteri d'uniformità universalmente condivisi o concordati dai costruttori con la Compagnia ma piuttosto a quelli dettati dalla concorrenza, rendendo così costosissima la loro manutenzione.

Come riporta Renzo Perret - uno dei più grandi studiosi dei treni di lusso - le *Voitures-Salons* della *CIWL* costruite prima della Grande Guerra venivano impiegate, oltre che su convogli diurni, proprio all'interno dei *Trains-Hotel* in supporto alle carrozze-ristorante fungendo da zona soggiorno, come nel caso del famoso *Transibérien-Express*<sup>15</sup>.

Le carrozze-Pullman erano uniche nel loro genere. Rispondevano - come riporta Renzo Perret - a delle nuove esigenze di trasporto, dettate dall'epoca in cui furono progettate: omogeneità, lusso, velocità, confort e adattabilità.

Il modello delle carrozze-Pullman della *CIWL* si rifaceva alle carrozze omonime della *Pullman Car Company* britannica, sia per la ripresa del motivo classico dei finestrini sulle fiancate, come la forma ovale<sup>16</sup> dei finestrini delle toilettes e delle porte; sia per il nome, ovviamente, che curiosamente era quello della compagnia rivale nata nel 1915 per subentrare alla *British Pullman Palace Car Company*, presieduta da Dalziel<sup>17</sup>, nella gestione dei treni di lusso in Gran Bretagna.

Dobbiamo evidenziare che la proprietà della nuova compagnia venne affidata proprio alla *Compagnie Internationale Des Wagons-Lits*, la quale riuscì a mantenere per decenni l'estremo riserbo su questa vicenda. Considerando che alla fine dell'Ottocento le due compagnie si erano scontrate per il monopolio dei treni di lusso in Europa, già a partire dal 1915 anche la *CIWL* era entrata in Gran Bretagna, abbattendo uno storico rivale.

Una grande operazione commerciale, che rimase oscura all'opinione pubblica internazionale per la guerra in corso, e di grande importanza giacché con la fondazione della *Mitropa*<sup>18</sup> la *CIWL* era stata esclusa dalla Germania e l'Austria. Grazie a quest'importante risultato ottenuto nel 1915, nel 1919 Dalziel divenne presidente del Consiglio d'amministrazione della *CIWL*. Come primo passo, a guerra finita, nel 1924 Dalziel riuscì a istituire sotto la *Pullman Car Company* il *Continental Pullman Express*<sup>19</sup>, un treno di lusso con carrozze-salone tra Londra e Dover, che ottenne subito un grande successo.

Tali carrozze furono molto apprezzate dal pubblico inglese e il personale che vi lavorava a bordo, tanto che furono soprannominate *carrozze-Pullman*, entrando nel linguaggio comune come simbolo di lusso ed efficienza.

Il successo delle prime *carrozze-Pullman* in Gran Bretagna consentì a Dalziel di proporle sul Vecchio Continente e alla *CIWL* come modello per realizzare i propri servizi con carrozze-salone. La *Compagnie Internationale Des Wagons-Lits* decise quindi di avvalorare il progetto, e nel novembre del 1925 un gruppo di dieci carrozze-salone costruite per il *Continental-Pullman* britannico, vennero fatte giungere in Italia. Tali carrozze erano state consegnate tra il 1924 e il 1925 da parte della *Midland Railway Carriage & Wagon Co. Ltd.*<sup>20</sup> e alla *Birmingham Railway Carriage and Wagon Co*<sup>21</sup>.

<sup>15</sup> Renzo Perret, *Grandi Espressi Europei – 1. L'Epoca del Teck*, Gulliver Edizioni, Torino 1991, p. 56.

<sup>16</sup> soprannominata Calisson dal nome del dolce provenzale

<sup>17</sup> sir Davison Dalziel, un abile imprenditore e parlamentare britannico. Era entrato nel 1903 nel Consiglio d'amministrazione della *CIWL*, e riuscì a far sposare sua figlia a René Nagelmackers, l'unico figlio di George Nagelmackers, consolidando così la sua posizione all'interno della Compagnia. Da abile finanziatore che era, Dalziel riuscì nel 1908 in un'impresa che fu mantenuta segreta per molti decenni, ma che al giorno d'oggi appare straordinaria, se si considera il passato che ha visto rivaleggiarsi le due compagnie: in altre parole, Dalziel acquistò la maggioranza del pacchetto azionario della *British Pullman Palace Car Company*, creata nel 1882 per gestire le carrozze-letti e ristorante di George Pullman che svolgevano servizio in Gran Bretagna;

<sup>18</sup> Renzo Perret, *Grandi Espressi Europei – 2. Treni in Blu*, Gulliver Edizioni, Torino 1992, p. 23.

<sup>19</sup> Renzo Perret, *Le Carrozze Pullman*, Elledi Edizioni, Torino 1982, p. 19.

<sup>20</sup> *Ib.d.*, p. 130.

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

Quali erano le caratteristiche fondamentali che rendevano accattivanti le carrozze-Pullman della *Pullman Car Company* e della *Compagnie Internationale Des Wagons-Lits*? La risposta è molto articolata. Memore degli insuccessi con i treni-salone di fine Ottocento, la CIWL reinventò completamente il concetto stesso di carrozza-salone, stabilendo che le nuove *Voitures-Pullmans* avrebbero dovuto sempre viaggiare in coppia, formando il cosiddetto *couplage*<sup>22</sup>.

Spieghiamo ora la genialità del *couplage*: esso può essere definito l'unità di misura del nuovo treno-salone composto di *Voitures-Pullmans* - o più semplicemente il treno-Pullman - e rispondeva a delle precise esigenze tecniche dettate dalla Compagnia: esso si componeva<sup>23</sup> di una carrozza-salone abbinata a un'altra unità gemella ma dotata di reparto cucina ad una delle due estremità<sup>24</sup>. Perché questa scelta? In primo luogo, i viaggiatori potevano rimanere comodamente seduti durante tutta la durata del viaggio, e i pasti venivano serviti direttamente sul posto, evitando così le incombenze di far spostare i passeggeri all'interno di una carrozza-ristorante<sup>25</sup>. Il periodo di permanenza a bordo del treno-Pullman, così organizzato, era già certamente più appetibile rispetto ai treni-salone di fine Ottocento.

In secondo luogo, sulla carrozza-salone con cucina del *couplage*, la zona cucina fu sistemata accanto all'estremità, quella contigua all'altra carrozza-salone del *couplage*, per far sì che i camerieri potessero giungervi facilmente attraverso il soffietto comunicante<sup>26</sup>. La disposizione degli interni per i viaggiatori - come riporta Renzo Perret - rispondeva a delle regole precise imposte dalla CIWL: sia le *Voitures-Pullmans* di prima che quelle di seconda classe, con o senza cucina, vennero dotate di due sale grandi create per separare i fumatori dai non fumatori; mentre solo le *Voitures-Pullmans* di prima classe senza cucina vennero dotate di due scompartimenti esclusivi, posti alle estremità delle carrozze, chiamati *coupé*<sup>27</sup>, i cui arredamenti erano curati nei minimi dettagli.

Talvolta il rigido regolamento del *couplage* della *Compagnie Internationale Des Wagons-Lits* non veniva applicato. Infatti, qualora la Compagnia lo ritenesse opportuno, venivano allestiti dei *triplage*<sup>28</sup>, unità composte da due carrozze-salone con, intercalata, una carrozza-salone con cucina<sup>29</sup>.

La cucina delle carrozze-Pullman in questione era basata sul modello già brevettato sulle prime carrozze-ristorante in cassa metallica del 1925: una cucina vera e propria dove lavoravano solo i cuochi, e un'altra zona attigua dove operavano i camerieri, chiamata *Office*, la quale comunicava, trasmetteva ordini, e prelevava i piatti pronti attraverso uno sportello, in modo tale da evitare confusione tra il personale.

Sofferamoci adesso sulla colorazione che adottarono queste carrozze: se le *Voitures-Lits* e le *Voitures-Restaurant* in cassa metallica della *Compagnie Internationale Des Wagons-Lits* erano state concepite in bleu nuit con gli intarsi in oro, le prime *Voitures-Pullmans* dei lotti costruiti nel 1926<sup>30</sup>

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<sup>21</sup> Ib.d., p. 130.

<sup>22</sup> Renzo Perret, *Le Carrozze Pullman*, Elledi Edizioni, Torino 1982, p. 24.

<sup>23</sup> Ib.d., p. 8.

<sup>24</sup> <https://www.ilportaledeitreni.it/2019/03/28/244625/>.

<sup>25</sup> <https://www.ilportaledeitreni.it/2019/03/28/244625/>.

<sup>26</sup> <https://www.ilportaledeitreni.it/2019/03/28/244625/>.

<sup>27</sup> Renzo Perret, *Le Carrozze Pullman*, cit., p. 6.

<sup>28</sup> Renzo Perret, *Le Carrozze Pullman*, Elledi Edizioni, Torino 1982, p. 8.

<sup>29</sup> Nello specifico, la sequenza è così composta: carrozza-Pullman-salone + carrozza-Pullman-salone con cucina + carrozza-Pullman-salone.

<sup>30</sup> Renzo Perret, *Le Carrozze Pullman*, cit., p. 137.

furono colorate in livrea crème - marrone<sup>31</sup>, soprannominata livrea «crème e cioccolato», mentre tutte le altre carrozze-Pullman costruite dopo il 1926<sup>32</sup> furono colorate in crème - bleu nuit con intarsi in oro.

Grazie a queste soluzioni innovative, i treni con carrozze-Pullman CIWL ottennero un grande successo. Il *couplage* come nuovo prodotto commerciale venne presentato all'incirca un mese prima del Milano – Nizza<sup>33</sup>. Il tragitto tra la Lombardia e la Liguria era stato pensato per permettere ai membri del ceto medio – alto del capoluogo lombardo di raggiungere in giornata le belle cittadine calde della Costa Azzurra, con un servizio di punta dotato di tutti i confort che sbrigasse le formalità doganali alla frontiera italo/francese in poche mosse<sup>34</sup>.

Sulla scia del Milano – Nizza, iniziarono a circolare dal 01/07/1926 in Italia altri due treni Pullman: il Milano – Venezia<sup>35</sup>, formato da un *couplage*, e il Milano – Livorno/Montecatini<sup>36</sup>, un doppio *couplage* che collegava il capoluogo lombardo con l'importante centro termale di Montecatini.

Interessante notare che il treno Pullman da Milano per la Toscana, nel tratto Genova – Livorno – come riporta Perret - viaggiasse agganciato al *Rome-Express*<sup>37</sup>, già citato prima come importante *Trains-Hotel* Calais - Parigi - Roma. Il *couplage* da Milano per Livorno riusciva a tornare indietro in giornata, contrariamente a di quello Milano - Montecatini. Grazie al fatto che il treno Pullman Milano – Livorno/Montecatini<sup>38</sup> si agganciasse a Genova al *Rome-Express*<sup>39</sup> veniva offerto ai viaggiatori milanesi la possibilità di proseguire con il *Trains-Hotel* su Roma, compiendo così, con un rapido trasbordo nella stazione di Livorno, il tragitto Milano – Roma in meno di ventiquattrore. Purtroppo la *Compagnie Internationale Des Wagons-Lits* non seppe cogliere l'occasione offerta dal *Rome-Express*<sup>40</sup>, mancando così di realizzare un *Milano-Roma Pullman-Express*, il treno Pullman che avrebbe messo in comunicazione le due città più importanti d'Italia<sup>41</sup>.

Un treno-salone di questa portata avrebbe certamente conferito un grande prestigio alla Compagnia, alla pari della fama che avrebbero acquisito altri treni-Pullman istituiti poi in Francia. L'importanza di questo collegamento sarà compresa solo qualche anno dopo, e conserverà la sua importanza anche nel secondo dopoguerra, ma avremo modo di approfondire prossimamente.

Ritorniamo ora ai treni-Pullman del 1926. Per questi servizi istituiti in Italia venivano ancora impiegate le carrozze britanniche, ma ottennero un discreto successo, tanto che le Ferrovie dello Stato italiane<sup>42</sup> decisero di istituire alcuni treni con delle proprie carrozze-salone a scopo unicamente integrativo, che la stampa italiana definì erroneamente come «Pullman».

Anzi - come riporta Perret - la stampa italiana storpiò il nome originale definendo i servizi istituiti dalle Ferrovie dello Stato Italiane come «*pulmann*<sup>43</sup>», togliendo una *elle* e aggiungendo due *enne*. Perret riferisce che si trattò di servizi isolati, istituiti per collegare Roma con Genova (1° febbraio), Roma con Siena (15 febbraio) e Roma con Napoli (1° gennaio)<sup>44</sup> che ebbero vita breve, all'incirca fra gennaio e settembre del 1926<sup>45</sup>. Non furono gli unici servizi salone istituiti dalle Ferrovie Italiane, ma rimase curiosa questa erronea associazione da parte della stampa con i treni Pullman della CIWL.

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<sup>31</sup> Ib.d., p. 96.

<sup>32</sup> Ib.d., p. 137.

<sup>33</sup> Gérard Coudert, Maurice Knepper, Pierre-Yves Toussiot, *La Compagnie Des Wagons-Lits: Histoire des véhicules ferroviaires de luxe*, La Vie du Rail Edizioni, Paris 2010, p. 376.

<sup>34</sup> <https://www.ilportaledeitreni.it/2019/03/28/244625/>

<sup>35</sup> Renzo Perret, *Le Carrozze Pullman*, cit., p. 24.

<sup>36</sup> Renzo Perret, *Le Carrozze Pullman*, Elledi Edizioni, Torino 1982, p. 24.

<sup>37</sup> Gérard Coudert, Maurice Knepper, Pierre-Yves Toussiot, *La Compagnie Des Wagons-Lits: Histoire des véhicules ferroviaires de luxe*, La Vie du Rail Edizioni, Paris 2010, p. 376.

<sup>38</sup> Renzo Perret, *Le Carrozze Pullman*, cit., p. 24.

<sup>39</sup> Gérard Coudert, Maurice Knepper, Pierre-Yves Toussiot, *La Compagnie Des Wagons-Lits: Histoire des véhicules ferroviaires de luxe*, cit., p. 376.

<sup>40</sup> Ib.d., p. 376.

<sup>41</sup> <https://www.ilportaledeitreni.it/2019/03/28/244625/>.

<sup>42</sup> Renzo Perret, *Le Carrozze Pullman*, cit., p. 28.

<sup>43</sup> Ib.d., p. 28.

<sup>44</sup> Ib.d., p. 28.

<sup>45</sup> <https://www.ilportaledeitreni.it/2019/03/28/244625/>.

Sofferamoci a parlare delle carrozze che venivano impiegate per questi collegamenti, in quanto avevano un passato di collaborazione con la *Compagnie Internationale Des Wagons-Lits*: con molta probabilità, per l'effettuazione di questi servizi vennero impiegate, oltre ad altre carrozze-salone in cassa in legno, le carrozze SP1z (Salone-Panoramiche) classe 403-410 delle Ferrovie dello Stato Italiane, acquistate<sup>46</sup> alla *Canadian Pacific* nel 1920. Costruite nel 1912 da parte della *Ringhoffer*<sup>47</sup> (Praga) e dalla *Nesselsdorf*<sup>48</sup> (Kopřivnice) in otto esemplari per svolgere il servizio da Vienna verso Salisburgo e Innsbruck, per proseguire a ovest sull'*Arlbergbahn*<sup>49</sup> arrivavano fino al confine svizzero (Buchs), e raggiungevano Trieste e la costa dell'Adriatico da Salisburgo<sup>50</sup>.

In tali occasioni la *Compagnie Internationale Des Wagons-Lits* aveva assunto ufficialmente la gestione del personale a bordo delle carrozze<sup>51</sup>, a causa dei problemi che erano sorti per far giungere i dipendenti della *Canadian Pacific* in Europa. Tali carrozze furono impiegate nelle Ferrovie Italiane (sei di esse trasformate nel 1926 nelle carrozze-salone Slz 283-288<sup>52</sup>, e una di esse utilizzata per trasportare il feretro della Regina Margherita di Savoia da Bordighera a Roma) per svolgere servizio sulla Genova – Ventimiglia, Roma – Napoli, Torino – Milano, Milano – Venezia, o quanto meno su itinerari panoramici, secondo l'orario ufficiale delle Ferrovie Italiane. Vennero tutte radiate e demolite<sup>53</sup> entro il 1954 e il 1957.

Ritorniamo ora alle vicende legate allo sviluppo dei treni-Pullman. Dopo il successo del Milano – Nizza, Dalziel e la *CIWL* decisero di dare l'avvio alla costruzione delle carrozze-Pullman che potessero operare in Europa, con le caratteristiche che abbiamo precedentemente trattato, permettendo di non ricorrere più all'utilizzo delle carrozze-britanniche. La consegna delle nuove *Voitures*-Pullmans, o carrozze-Pullman, doveva essere completata in tempo per l'estate del 1926, in quanto la *Compagnie Internationale Des Wagons-Lits* aveva intenzione di festeggiare il cinquantesimo anniversario dalla sua fondazione presentando proprio i nuovi treni-Pullman<sup>54</sup>.

Durante l'estate del 1927 vennero istituiti altre relazioni Pullman di grande importanza per l'Italia: il *Milano – Ancona Pullman-Express*<sup>55</sup>, l'ultimo ad essere effettuato con le carrozze britanniche, formato esclusivamente da un *couplage*; il *Gotthard-Pullman-Express*<sup>56</sup>, formato da un doppio *couplages* destinanti alle relazioni Basel – Milano e Zürich – Milano, costituendo così la prima volta un collegamento diurno di lusso tra l'Italia del nord e la Svizzera, trampolino di lancio verso la Francia, Belgio, Olanda. Il *Gotthard-Pullman-Express*<sup>57</sup> purtroppo non riuscirà mai ad affermarsi in pieno.

Il 1° luglio 1927, lo stesso giorno dell'istituzione del *Milano – Ancona Pullman-Express*<sup>58</sup>, venne riformato il Milano – Nizza<sup>59</sup>, trasformandolo in un grande treno Pullman con un *triplage* Milano – Cannes e un *couplage* Torino – Cannes<sup>60</sup>, che venivano uniti e disuniti nella stazione di Genova Piazza Principe. I viaggiatori provenienti dalle due città dell'Italia settentrionale, seguendo l'orario del 1927<sup>61</sup>,

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<sup>46</sup> Michele Mingari, *Le americane e le canadesi. La storia poco conosciuta di due piccole serie di carrozze che hanno fatto parte del parco FS nei primi decenni della loro esistenza*, «I Treni», CCCLXIII, ottobre 2013, p. 23.

<sup>47</sup> <https://retours.eu/en/12-canadian-pacific-cars-in-austria/#3>.

<sup>48</sup> <https://retours.eu/en/12-canadian-pacific-cars-in-austria/#3>.

<sup>49</sup> <https://retours.eu/en/12-canadian-pacific-cars-in-austria/#7>.

<sup>50</sup> Michele Mingari, *Le americane e le canadesi. La storia poco conosciuta di due piccole serie di carrozze che hanno fatto parte del parco FS nei primi decenni della loro esistenza*, cit., p. 23.

<sup>51</sup> <https://retours.eu/en/12-canadian-pacific-cars-in-austria/#5>.

<sup>52</sup> Michele Mingari, *Le americane e le canadesi. La storia poco conosciuta di due piccole serie di carrozze che hanno fatto parte del parco FS nei primi decenni della loro esistenza*, cit., p. 24.

<sup>53</sup> *Ib.d.*, p. 24.

<sup>54</sup> Soprannome conferito ai nuovi treni-salone della *CIWL* a partire dal 1925-1926.

<sup>55</sup> Renzo Perret, *Le Carrozze Pullman*, Elledi Edizioni, Torino 1982, p. 31.

<sup>56</sup> *Ib.d.*, p. 32.

<sup>57</sup> *Ib.d.*, p. 32.

<sup>58</sup> *Ib.d.*, p. 31.

<sup>59</sup> Gérard Coudert, Maurice Knepper, Pierre-Yves Toussirot, *La Compagnie Des Wagons-Lits: Histoire des véhicules ferroviaires de luxe*, La Vie du Rail Edizioni, Paris 2010, p. 376.

<sup>60</sup> Renzo Perret, *Le Carrozze Pullman*, cit., p. 31.

<sup>61</sup> *Ib.d.*, p. 34.

potavano così raggiungere facilmente le località di mare, ma il viaggio durava comunque una decina di ore<sup>62</sup> per andare da Milano e Torino a Cannes.

Le uniche note importanti che avvennero nel 1928 furono l'istituzione di un nuovo servizio Pullman Torino – Venezia<sup>63</sup> espletato con un *couplage*, estensione del precedente treno-Pullman Milano – Venezia<sup>64</sup>, mentre scomparve il quello Torino – Cannes<sup>65</sup>, considerato poco redditizio. Secondo l'orario ufficiale del 1928, il treno-Pullman Torino – Venezia<sup>66</sup> ci impiegava all'incirca sei ore<sup>67</sup>, esattamente – come riportato da Renzo Perret – come i treni rapidi delle ferrovie dello stato italiane dell'inizio degli anni '80 del XX Secolo.

Il 1929 fu l'anno con il maggior numero di treni-Pullman istituiti, il primo di questi allestito il 16 marzo 1929 che non ottenne il successo sperato, l'ultimo in Italia: il *Roma – Napoli Pullman-Express*<sup>68</sup>. Organizzato per dare risalto alla nuova linea ferroviaria Roma-Napoli via Formia, nacque con l'intenzione di tastare il terreno in vista dell'attivazione di un treno Pullman Milano – Roma, ma il treno ebbe vita breve a causa dello scarso seguito. Dopo quel fallimento, la CIWL rinunciò ad istituire qualsiasi altro servizio in Italia, iniziando, inoltre, a sopprimere diversi treni-Pullman precedentemente allestiti. Risultarono soppressi, nell'estate del 1929, il Milano – Venezia<sup>69</sup>, il *Milano – Ancona Pullman-Express*<sup>70</sup> e il Milano – Livorno/Montecatini<sup>71</sup>.

Il 10 dicembre 1929 venne istituito l'ultimo treno Pullman di una grande importanza, secondo solo dietro al *Sud-Express* e al *Flèche d'Or*<sup>72</sup>: il *Côte-d'Azur-Rapid*<sup>73</sup>, treno di lusso di rilievo tra Parigi e Ventimiglia, in affiancamento al *Trains-Hotel Calais-Méditerranée Express*<sup>74</sup>. Per questo convoglio furono costruite trentaquattro nuove *Voitures-Pullmans* da parte delle *Entreprises Industrielles Charantaises*<sup>75</sup> - Aytrè, La Rochelle - definite le più belle carrozze-Pullman della *Compagnie Internationale Des Wagons-Lits*, con gli interni curati da grandi artisti del tempo come René Prou<sup>76</sup> e Lalique. Nel biennio 1932/1933, il capolinea del *Côte-d'Azur-Rapid*<sup>77</sup> fu retrocesso a Mentone<sup>78</sup>. La cerimonia d'inaugurazione del *Côte-d'Azur-Rapid*<sup>79</sup> - come riportato da Renzo Perret – ricalcò pienamente i fasti dei festeggiamenti del *Calais-Méditerranée Express*<sup>80</sup> avvenuti nel 1922.

Per contrastare la crescente concorrenza del *Rheingold*, che dall'estate del 1929 prolungò il suo percorso su Milano<sup>81</sup>, la *Compagnie Internationale Des Wagons-Lits* decise di potenziare i treni-Pullman tra l'Italia settentrionale, la Svizzera, il Belgio e l'Olanda facendo in modo che i capolinea svizzero dell'*Edelweiss Pullman-Express*<sup>82</sup> diventassero Zurigo e Lucerna, permettendo così ai viaggiatori dell'altro

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<sup>62</sup> Ib.d., p. 32.

<sup>63</sup> Ib.d., p. 37.

<sup>64</sup> Ib.d., p. 24.

<sup>65</sup> Ib.d., p. 30.

<sup>66</sup> Ib.d., p. 37.

<sup>67</sup> Ib.d., p. 38.

<sup>68</sup> Gérard Coudert, Maurice Knepper, Pierre-Yves Toussiro, *La Compagnie Des Wagons-Lits: Histoire des véhicules ferroviaires de luxe*, La Vie du Rail Edizioni, Paris 2010, p. 376.

<sup>69</sup> Renzo Perret, *Le Carrozze Pullman*, Elledi Edizioni, Torino 1982, p. 24.

<sup>70</sup> Ib.d., p. 31.

<sup>71</sup> Ib.d., p. 24.

<sup>72</sup> Ib.d., p. 16.

<sup>73</sup> Gérard Coudert, Maurice Knepper, Pierre-Yves Toussiro, *La Compagnie Des Wagons-Lits: Histoire des véhicules ferroviaires de luxe*, cit., p. 376.

<sup>74</sup> Ib.d., p. 376.

<sup>75</sup> Renzo Perret, *Le Carrozze Pullman*, cit., p. 118.

<sup>76</sup> Ib.d., p. 118.

<sup>77</sup> Gérard Coudert, Maurice Knepper, Pierre-Yves Toussiro, *La Compagnie Des Wagons-Lits: Histoire des véhicules ferroviaires de luxe*, cit., p. 376.

<sup>78</sup> Renzo Perret, *Le Carrozze Pullman*, cit., p. 47.

<sup>79</sup> Gérard Coudert, Maurice Knepper, Pierre-Yves Toussiro, *La Compagnie Des Wagons-Lits: Histoire des véhicules ferroviaires de luxe*, cit., p. 376.

<sup>80</sup> Renzo Perret, *Grandi Espressi Europei – 2. Treni in Blu*, Gulliver Edizioni, Torino 1992, p. 38.

<sup>81</sup> Renzo Perret, *Le Carrozze Pullman*, cit., p. 46.

<sup>82</sup> Ib.d., p. 36.

treno Pullman elvetico *Gotthard-Pullman-Express*<sup>83</sup> provenienti da Milano di proseguire agevolmente il viaggio verso i Paesi Bassi.

A causa della crisi economica dilagante, scoppiata il 24 ottobre 1929 con il crollo della borsa di *Wall Street*<sup>84</sup>, la *CIWL* fu costretta a ridimensionare i propri servizi, eliminando i treni-Pullman che non avevano avuto un grande seguito. Resistette alla crisi ancora il Milano – Cannes<sup>85</sup>, che sarà l'ultimo treno Pullman a circolare in Italia, in quanto la Costa Azzurra conservava ancora le sue attrattive.

Gli anni '30 per la *Compagnie Internationale Des Wagons-Lits* non si aprirono nel migliore dei modi: la crisi economica scaturita a *Wall Street*<sup>86</sup> impedì la creazione per il 1930 di nuovi treni di lusso, e in modo particolare della categoria Pullman. Degno di nota, per il 1930, fu la trasformazione del precedente *Gotthard-Pullman-Express*<sup>87</sup> tra Milano, Lucerna, Zurigo e Basilea in un treno di lusso molto importante denominato *Gotthard-Oberland-Pullman-Express*<sup>88</sup>. Per la prima volta nella storia dei collegamenti ferroviari internazionali, veniva istituito un treno di lusso diurno che metteva in comunicazione Parigi con Milano via Belfort – Basilea – Gottardo<sup>89</sup>. Il treno – come riporta Renzo Perret – aveva in composizione una carrozza-Pullman diretta Parigi-Interlaken<sup>90</sup>, e per questo motivo aveva assunto la doppia denominazione *Gottard-Oberland*<sup>91</sup>.

Il 10 settembre 1931 cessò di circolare il *Gotthard-Oberland-Pullman-Express*<sup>92</sup>, mentre il 30 aprile 1935 il Milano – Cannes<sup>93</sup>. Tra il 1932 e il 1939 la *Compagnie Internationale Des Wagons-Lits* risistemò tutti i suoi treni-Pullman in Europa, con l'ammissione all'interno di diverse relazioni importanti – *Sud Express*<sup>94</sup> e *Flèche d'Or*<sup>95</sup> – della seconda classe<sup>96</sup>. Fu istituito un ultimo treno Pullman, il *Fulger Regele Carol I*<sup>97</sup> il 25 maggio 1933 in Romania.

Nel maggio 1939 furono soppressi il *Côte-d'Azur-Rapid*<sup>98</sup> e il *Calais-Bruxelles Pullman-Express*<sup>99</sup>, mentre il 3 settembre – in concomitanza con la dichiarazione di guerra della Francia alla Germania – vennero soppressi<sup>100</sup> tutti gli altri treni-Pullman ancora in circolazione. Dopo la seconda guerra mondiale non fu possibile per la *CIWL* la circolazione dei treni-Pullman così come lo era stata negli anni '20 e '30 – e di questo ce ne occuperemo nel capitolo sul secondo dopoguerra – ma il loro prestigio rimase immutato. L'eredità lasciata dai treni-Pullman della *Compagnie Internationale Des Wagons-Lits* è presente ancora oggi in tutti i collegamenti ferroviari rapidi e diurni sia internazionali sia nazionali, che sbrigano le formalità doganali in poco tempo<sup>101</sup>.

Come abbiamo già detto all'inizio del capitolo, tradurre in realtà quest'idea non fu facile, ma probabilmente rappresentava l'ambizione di moltissime compagnie ferroviarie del tempo. La *CIWL* fu la sola che ebbe il coraggio di cercare di tradurre in realtà quest'aspirazione, e ad attribuirsi il merito, grazie soprattutto alla lungimiranza dei suoi dirigenti, unita alle grandi intuizioni tecniche adottate per

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<sup>83</sup> Renzo Perret, *Le Carrozze Pullman*, Elledi Edizioni, Torino 1982, p. 32.

<sup>84</sup> *Ib.d.*, p. 50.

<sup>85</sup> *Ib.d.*, p. 32.

<sup>86</sup> *Ib.d.*, p. 50.

<sup>87</sup> *Ib.d.*, p. 32.

<sup>88</sup> *Ib.d.*, p. 50.

<sup>89</sup> *Ib.d.*, p. 50.

<sup>90</sup> *Ib.d.*, p. 50.

<sup>91</sup> Oberland Bernese, regione alpina del canton di Berna, compresa tra i laghi di Thun e Brienz.

<sup>92</sup> Renzo Perret, *Le Carrozze Pullman*, cit., p. 50.

<sup>93</sup> *Ib.d.*, p. 32.

<sup>94</sup> Gérard Coudert, Maurice Knepper, Pierre-Yves Toussirot, *La Compagnie Des Wagons-Lits: Histoire des véhicules ferroviaires de luxe*, cit., p. 376.

<sup>95</sup> Renzo Perret, *Le Carrozze Pullman*, cit., p. 16.

<sup>96</sup> *Ib.d.*, p. 58.

<sup>97</sup> *Ib.d.*, p. 58.

<sup>98</sup> Gérard Coudert, Maurice Knepper, Pierre-Yves Toussirot, *La Compagnie Des Wagons-Lits: Histoire des véhicules ferroviaires de luxe*, cit., p. 376.

<sup>99</sup> Renzo Perret, *Le Carrozze Pullman*, Elledi Edizioni, Torino 1982, p. 31.

<sup>100</sup> *Ib.d.*, p. 62.

<sup>101</sup> <https://www.ilportaledeitreni.it/2019/03/28/244625/>.

rispondere alle esigenze della società del tempo, trattate in precedenza<sup>102</sup>. Con assoluta certezza, possiamo affermare che non esistevano compagnie ferroviarie in Europa che avessero raggiunto i risultati che la CIWL conseguì negli anni '20 e '30 del XX Secolo proprio con i treni-Pullman, con collegamenti così ben assortiti, apprezzati dal pubblico e ben curati.

Tutte le compagnie che vennero dopo, non raggiunsero l'autorevolezza e la fama che la *Compagnie Internationale Des Wagons-Lits* aveva guadagnato con i treni-Pullman, e con i *Trains-Hotel in bleu nuit*. Anzi, esse cercarono di raccoglierne, per quanto possibile, le briciole, imitandone i servizi, e alcuni casi cercando di presentarsi come i legittimi eredi della mitica Compagnia di Nagelmackers. Le carrozze Pullman divennero un'icona di stile, l'emblema del massimo splendore della *Compagnie Internationale Des Wagons-Lits*, il simbolo per antonomasia del treno di lusso<sup>103</sup>.

E tale fu la loro importanza, che in ogni treno che si rispettasse dell'Europa Occidentale del Secondo Dopoguerra, figurava almeno una carrozza-Pullman. Altre relazioni che furono abbandonate dalla CIWL con i treni-Pullman nel corso degli anni '30, furono poi riprese da altre compagnie ferroviarie. Avremo modo di approfondire in seguito. Ma la Seconda Guerra Mondiale era alle porte, e al seguito dei fatti bellici, il mondo dei treni di lusso della *Compagnie Internationale Des Wagons-Lits*, non avrebbe più potuto avere un futuro.

### **Pullman carriages of the Compagnie Internationale des Wagons-Lits in Italy Birth, development and interaction with the Canadian panoramic saloon cars**

In the 1920s, the Compagnie Internationale des Wagons-Lits, better known by the acronym CIWL, was slowly renewing its rolling stock. In fact, starting in 1922, the new sleeping and restaurant cars with metal bodies began to appear in Europe, marking a historic turning point compared to the previous cars built of teak wood. Change witnessed by the adoption of the splendid *bleu nuit* livery with gold inlays, compared to the teak brown that so much featured in the nineteenth century.

The Compagnie Internationale des Wagons-Lits, in the decades preceding the outbreak of the Great War, had systematically developed its long-distance trains with sleeping and restaurant cars along the Old Continent, while very few daytime connections were made with Voitures -Salons. The latter were very different from each other, therefore they did not comply with uniformity criteria universally shared or agreed by the manufacturers with the Company but rather with those dictated by the competition, thus making their maintenance very expensive.

As reported by Renzo Perret - one of the greatest scholars of luxury trains - the CIWL Voitures-Salons built before the Great War were used, as well as on day trains, and inside the "Hotel Trains" in support of the restaurant-cars acting from living area, as in the case of the famous Transiberian-Express. Saloon carriages were one of a kind. They responded - as Renzo Perret reports - to new transport needs, dictated by the era in which they were designed: homogeneity, luxury, speed, comfort and adaptability. The CIWL Pullman Saloon model was based on the homonymous coaches of the British Pullman Car Company, both for the use of the classic motif of the windows on the sides, such as the oval shape of the toilet and door windows; both for the name, of course, which curiously was that of the rival company born in 1915 to take over the British Pullman Palace Car Company, chaired by Dalziel, in the management of luxury trains in Great Britain.

We must point out that the ownership of the new company was entrusted to the Compagnie Internationale Des Wagons-Lits, which managed to maintain extreme confidentiality over this matter for decades. Considering that at the end of the nineteenth century the two companies had clashed over the monopoly of luxury trains in Europe, as early as 1915 CIWL had also entered Britain, suppressing down a historic rival.

A major commercial operation, which remained obscure to international public opinion for the ongoing war, and of great importance since with the founding of Mitropa the CIWL, had been excluded from

<sup>102</sup> <https://www.ilportaledetreni.it/2019/03/28/244625/>.

<sup>103</sup> Renzo Perret, *Le Carrozze Pullman*, cit., p. 5.

Germany and Austria. Thanks to this important result obtained in 1915, in 1919 Dalziel became president of the CIWL board of directors. As a first step, after the war, in 1924 Dalziel managed to establish under the Pullman Car Company the Continental Pullman Express, a luxury train with saloon carriages between London and Dover, which immediately achieved great success.

These carriages were highly appreciated by the English public and the staff who worked on board, so much so that they were nicknamed saloon-coaches, entering the common language as a symbol of luxury and efficiency.

The success of the first coach-carriages in Great Britain allowed Dalziel to propose them on the Old Continent and to CIWL as a model for realizing its services with saloon-coaches. The Compagnie Internationale Des Wagons-Lits therefore decided to support the project, and in November 1925 a group of ten saloon carriages built for the British Continental-Pullman were sent to Italy. These carriages had been delivered between 1924 and 1925 by Midland Railway Carriage & Wagon Co. Ltd. and Birmingham Railway Carriage and Wagon Co.

The design of the continental coaches was based on the standards established during the 1920s by CIWL, which had their first examples on the first two classes of sleeping carriages (S-Class and Z-Class) and on the first batch of 1925 metal bodied restaurant cars: with barrel roof, body length of about 20.5 metres (total length 23.452 metres), Pennsylvania bogies suitable for 140 km / h. Therefore the maximum levels of speed and comfort that a passenger carriage could achieve at the time were guaranteed.

What were the key features that made Pullman Car Company and Compagnie Internationale Des Wagons-Lits attractive? The answer is very complex. Mindful of the failures with the late nineteenth-century salon-trains, CIWL completely reinvented the very concept of a salon carriage, establishing that the new Voitures-Pullmans should always travel in pairs, forming the so-called *couplage*.

Let us now explain the genius of the *couplage*: it can be defined as the unit of measurement of the new train-saloon made up of Voitures-Pullmans - or more simply the Pullman train- and responded to specific technical requirements dictated by the Company: it consisted of a carriage-lounge combined with another sister unit but equipped with a kitchen department at one of the two ends. Why this choice? Firstly, travellers could remain comfortably seated for the duration of the trip, and meals were served directly on the spot, thus avoiding the hassle of moving passengers inside a restaurant car. The period of stay on board the Pullman train, thus organized, was already certainly more palatable than the late nineteenth-century lounge trains.

Secondly, on the *couplage* lounge-car with kitchen, the kitchen area was placed next to the end, the one adjacent to the other *couplage* lounge-car, so that the waiters could easily get there through the communicating bellows. The layout of the interiors for travellers - as reported by Renzo Perret - responded to precise rules imposed by CIWL: both the first-class and second-class Voitures-Pullmans, with or without kitchen, were equipped with two large rooms created to separate the smokers from non-smokers; while only the first-class Voitures-Pullmans without kitchen were equipped with two exclusive compartments, located at the ends of the carriages, called coupes, whose furnishings were treated in detail.

Sometimes the strict *couplage* rules of the Compagnie Internationale Des Wagons-Lits were not applied. In fact, if the Company deems it appropriate,

*Triplages* were set up, units consisting of two saloon-cars with, intercalated, a saloon-car with a kitchen. The kitchen of the coach-carriages in question was based on the model already patented on the first metal bodied restaurant cars in 1925: a real kitchen where only the cooks worked, and another adjoining area where the waiters worked, called the Office, who communicated, sent orders, and took the ready meals through a counter, in order to avoid confusion among the staff.

Let us now dwell on the colouring that these carriages adopted: if the metal bodied Voitures-Lits and the Voitures-Restaurants of the Compagnie Internationale Des Wagons-Lits had been conceived in *bleu nuit* with gold inlays, the first Voitures-Pullmans of the lots built in 1926 they were coloured in cream - brown livery, nicknamed "cream and chocolate" livery, while all the other Pullman carriages built after 1926 were coloured in cream - *bleu nuit* with gold inlays.



Thanks to these innovative solutions, CIWL Pullman and saloon trains achieved great success. The couplage as a new commercial product was presented approximately one month before Milan - Nice. The journey between Lombardy and Liguria was designed to allow members of the upper middle class of the Lombard capital to reach the beautiful warm towns of the Côte d'Azur during the day, with a top service equipped with all the comforts to handle customs formalities at the Italian / French border in a few steps.

In the wake of the Milan - Nice, two other Pullman trains began to circulate in Italy from 01/07/1926: the Milan - Venice, formed by a couplage, and the Milan - Livorno / Montecatini, a double *couplage* that connected the Lombard capital with the important thermal centre of Montecatini.

It is interesting to note that the Pullman train from Milan to Tuscany, in the Genoa - Livorno stretch - as reported by Perret - traveled coupled to the Rome-Express, previously mentioned as important "Hotel - Trains" Calais - Paris - Rome. The couplage from Milan to Livorno was able to go back in the day, unlike that of Milan - Montecatini. Thanks to the fact that the Milan-Livorno / Montecatini Pullman train to Genoa connected to the Rome-Express, Milanese travellers were offered the opportunity to continue with the Trains-Hotel in Rome, thus completing, with a rapid transshipment at the Livorno station, the Milan - Rome journey in less than 24 hours. Unfortunately, the Compagnie Internationale Des Wagons-Lits was unable to seize the opportunity offered by the Rome-Express, thus failing to create a Milan-Rome Pullman-Express, the Pullman train that would put the two most important cities in Italy in communication with each other.

A train-saloon of this magnitude would certainly have conferred great prestige on the Compagnie, on a par with the fame that other Pullman trains would have established later in France. The importance of this connection will be understood only a few years later, and will retain its importance even after the Second World War, but we will have the opportunity to deepen it soon.

Let's now go back to the 1926 Pullman trains. For these services established in Italy, British carriages were still used, but they were quite successful, so much so that the Italian State Railways decided to set up some trains with their own saloon carriages for integrative purposes only, which the Italian press wrongly called "Pullman".

Indeed - as Perret reports - the Italian press crippled the original name defining the services established by the Italian State Railways as a "bus", removing one *elle* and adding two years. Perret reports that these were isolated services, established to connect Rome with Genoa (1 February), Rome with Siena (15 February) and Rome with Naples (1 January) which were short-lived, approximately between January and September of 1926. They were not the only saloon services set up by the Italian Railways, but this erroneous association by the press with CIWL Pullman trains remained curious.

Let's stop to talk about the carriages that were used for these connections, as they had a past of collaboration with the Compagnie Internationale Des Wagons-Lits: in all likelihood, in order to perform these services, in addition to others saloon carriages with wooden bodies, the SP1z (Panoramic Halls) class 403-410 of the Italian State Railways, purchased at Canadian Pacific in 1920. Built in 1912 by Ringhoffer (Prague) and Nesselndorf (Kopřivnice) in eight specimens to carry out the service from Vienna to Salzburg and Innsbruck, to continue west on the Arlbergbahn and at the Swiss border (Buchs), and reached Trieste and the Adriatic coast from Salzburg.

On such occasions, the Compagnie Internationale Des Wagons-Lits had officially taken over the management of personnel on board the carriages, due to the problems that had arisen in bringing Canadian Pacific employees to Europe. These carriages were used in the Italian Railways (six of them transformed in 1926 into the saloon carriages Slz 283-288, and one of them used to transport the coffin of Queen Margherita of Savoy from Bordighera to Rome) to perform service on the Genoa - Ventimiglia, Rome - Naples, Turin - Milan, Milan - Venice, or at least on panoramic itineraries, according to the official timetable of the Italian Railways. They were all stripped and demolished by 1954 and 1957.

Let us now return to the events related to the development of Pullman trains. After the success of the Milan - Nice, Dalziel and CIWL decided to start the construction of the Pullman carriages that could operate in Europe, with the characteristics that we have previously treated, no longer needing to resort to the use of the British carriages. The delivery of the new Voitures-Pullmans, or coach-coaches, was to

be completed in time for the summer of 1926, as the Compagnie Internationale Des Wagons-Lits intended to celebrate the fiftieth anniversary of its foundation by presenting the new Coach trains. During the summer of 1927 other Pullman relations of great importance for Italy were established: the Milan - Ancona Pullman-Express, the last to be carried out with British carriages, consisting exclusively of a *couplage*; the Gotthard-Pullman-Express, formed a double *couplage* for the Basel - Milan and Zürich - Milan relations, thus creating for the first time a luxury daytime connection between northern Italy and Switzerland, a springboard to France, Belgium and Holland. Unfortunately, the Gotthard-Pullman-Express will never fully succeed.

On 1 July 1927, on the same day as the establishment of the Milan - Ancona Pullman-Express, the Milan - Nice was reformed, transforming it into a large Pullman train with a Milan - Cannes *triplage* and a Turin - Cannes *couplage*, which were joined and disunited in the Genova Piazza Principe station. Travellers from the two cities of northern Italy, following the timetable of 1927, could thus easily reach the seaside resorts, but the journey still took about ten hours to go from Milan and Turin to Cannes.

The only important notes that took place in 1928 were the establishment of a new Turin-Venice Pullman service completed with a *couplage*, extension of the previous Milan-Venice Pullman train, while the Turin-Cannes one, considered to be unprofitable, disappeared. According to the official timetable of 1928, the Turin-Venice train took about six hours, exactly - as reported by Renzo Perret - like the rapid trains of the Italian state railways of the early 80s of the XX century

1929 was the year with the largest number of Pullman trains set up, the first of these set up on 16 March 1929 which did not achieve the expected success, the last in Italy: the Rome - Naples Pullman-Express. Organized to highlight the new Rome-Naples railway line via Formia, it was born with the intention of testing the ground in view of the activation of a Milan-Rome Pullman train, but the train was short-lived due to the poor patronage. After that failure, CIWL renounced establishing any other services in Italy, also starting to suppress several previously set up Pullman trains. They were suppressed in the summer of 1929, the Milan - Venice, the Milan - Ancona Pullman-Express and the Milan - Livorno / Montecatini.

On 10 December 1929 the last Pullman train of great importance was established, second only behind the Sud-Express and the Flèche d'Or: the Côte-d'Azur-Rapid, a major luxury train between Paris and Ventimiglia, in alongside the "Hotel Train" Calais-Méditerranée Express. For this convoy thirty-four new Voitures-Pullmans were built by the Entreprises Industrielles Charantaises - Aytrè, La Rochelle - defined as the most beautiful coach-carriages of the Compagnie Internationale Des Wagons-Lits, with the interiors designed and installed by great artists of the time such as René Prou and Lalique. In the two years 1932/1933, the terminus of the Côte-d'Azur-Rapid was demoted to Menton. The inauguration ceremony of the Côte-d'Azur-Rapid - as reported by Renzo Perret - fully traced the glories of the celebrations of the Calais-Méditerranée Express that took place in 1922.

To counter the growing competition of the Rheingold, which from the summer of 1929 extended its route over Milan, the Compagnie Internationale Des Wagons-Lits decided to upgrade the Pullman trains between northern Italy, Switzerland, Belgium and Holland causing the Swiss terminus of the Edelweiss Pullman-Express to become Zurich and Lucerne, thus allowing travellers of the other Swiss Gotthard-Pullman-Express Pullman train from Milan to easily continue their journey to the Netherlands.

Due to the rampant economic crisis, which broke out on 24 October 1929 with the collapse of the Wall Street stock exchange, CIWL was forced to downsize its services, eliminating the Pullman trains that had not had a large following. Milan still resisted the crisis - Cannes, which will be the last Pullman train to circulate in Italy, as the French Riviera still retained its attractions.

The 1930s for the Compagnie Internationale Des Wagons-Lits did not open in the best way: the economic crisis that arose on Wall Street prevented the creation of new luxury trains in 1930, and in particular the Pullman category. Noteworthy for 1930 was the transformation of the previous Gotthard-Pullman-Express between Milan, Lucerne, Zurich and Basel into a very important luxury train called Gotthard - Oberland - Pullman - Express. For the first time in the history of international railway connections, a daytime luxury train was established that connected Paris with Milan via Belfort - Basel -

Gotthard. The train - as Renzo Perret reports - had a Paris-Interlaken coach-carriage in composition, and for this reason had taken the double name Gotthard-Oberland.

On 10 September 1931 the Gotthard – Oberland – Pullman – Express ceased to circulate, while on 30 April 1935 the Milan-Cannes. Between 1932 and 1939 the Compagnie Internationale Des Wagons-Lits rearranged all its Pullman trains in Europe, with the admission of several important second-class relationships - Sud Express and Flèche d'Or -. A last Pullman train, the Fulger Regele Carol I, was established on May 25, 1933 in Romania.

In May 1939 the Côte-d'Azur-Rapid and the Calais-Brussels Pullman-Express were suppressed, while on September 3 - in conjunction with France's declaration of war on Germany - all the other Pullman trains still in circulation were suppressed. After the Second World War, it was not possible for CIWL to circulate the Pullman trains as it had been in the 1920s and 1930s - and we will deal with this in the chapter after the Second World War - but their prestige remained unchanged. The legacy left by the Pullman trains of the Compagnie Internationale Des Wagons-Lits is still present today in all international and national rapid and daytime rail connections, which deal with customs formalities in a short time. As we said at the beginning of the chapter, translating this idea into reality was not easy, but it probably represented the ambition of many railway companies of the time. CIWL was the only one that had the courage to try to translate this aspiration into reality, and to attribute credit to it, thanks above all to the foresight of its managers, combined with the great technical intuitions adopted to respond to the needs of the society of the time, dealt with in above. With absolute certainty, we can say that there were no railway companies in Europe that had achieved the results that CIWL achieved in the 20s and 30s of the 20th century precisely with the Pullman trains, with connections so well assorted, appreciated by the public and well run.

All the companies that came later did not achieve the authority and fame that the Compagnie Internationale Des Wagons-Lits had gained with the Pullman trains, and with the "Hotel Trains-I in *bleu nuit*. Indeed, they tried to collect, as far as possible, the crumbs, imitating their services, and some cases trying to present themselves as the legitimate heirs of the legendary Company of Nagelmackers. The Pullman carriages became an icon of style, the emblem of the maximum splendour of the Compagnie Internationale Des Wagons-Lits, the symbol *par excellence* of the luxury train.

And such was their importance, that in every train that respected Western Europe after the Second World War, there was at least one saloon-coach. Other relationships that were abandoned by CIWL with Pullman trains during the 1930s were later taken up by other railway companies. We will have the opportunity to extend these later. But the Second World War was upon us, and following the war, the world of luxury trains of the Compagnie Internationale Des Wagons-Lits could no longer have a future.

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### **PULLMAN IN EUROPA**

*Pullman in Europa*. Questo è davvero il titolo di un libro scritto da George Behrend nel 1962. La storia dell'arrivo delle carrozze della *Pullman* (da non confondersi con le carrozze-Pullman introdotte dalla CIWL negli anni '20 del Novecento) introdotte in Europa da George Mortimer Pullman, figura in grande nella storia dei treni di lusso a livello mondiale, nonché uno dei più grandi avversari della *Compagnie Internationale des Wagons-Lits*. Tuttavia, l'introduzione non fu inizialmente nell'Europa continentale, bensì nel Regno Unito, dove furono creati stretti legami tra la compagnia statunitense *Pullman* e la compagnia ferroviaria *Midland* inglese. Quindi arrivarono le prime carrozze e furono messe in servizio sulle *Midland Railways* a nord di Londra.

George Mortimer Pullman coltivava da tempo anche l'ambizione di espandersi sull'Europa continentale, e per ottenere questo si scontrò pesantemente con la *Mann's Company* prima, e con la *Compagnie Internationale des Wagons-Lits* dopo. L'Italia divenne la destinazione delle prime carrozze della *Pullman Palace Car Company* nel Vecchio Continente, dove venne stipulato un contratto con la *SFAI, Società per le Strade Ferrate dell'Alta Italia*, nel 1874.

Un accordo che non venne accolto favorevolmente da Nagelmackers e Mann, per il semplice motivo per cui le cui carrozze di Pullman potevano proseguire verso sud, a Brindisi, oltre Bologna,

comprendo in tal modo il redditizio percorso della *Valigia delle Indie*. Per quasi un decennio, la compagnia dell'imprenditore americano mantenne stretto il controllo sull'Italia. Vediamolo nel dettaglio.

La *Pullman Palace Car Company* organizzò a partire dai primi anni '70 del XIX Secolo la propria attività in Europa, dopo averla consolidata negli Stati Uniti, nominando due manager: uno a Londra (Cheapside) John Miller; e a Parigi, il colonnello Gourand, per le relazioni con l'Europa. Il colonnello Gourand cercò di convincere la compagnia ferroviaria francese *Le Nord* a gestire una carrozza Pullman su un servizio in Francia (Parigi – Bruxelles), ma l'azione venne sconfessata dall'accanita concorrenza della *Mann's Company*. Quindi, il 6 giugno 1874, la famosa carrozza *Midland* della *Pullman* fu spedita attraverso il Canale della Manica nel Vecchio Continente, e il colonnello Gourand viaggiò con tale carrozza fino in Italia, attraverso il passo del Mont Cenis. Giunto nella penisola, il colonnello fece un contratto con la *SFAI*, e poi un contratto con la Società *SFM* (Strade Ferrate Meridionali), per qui consolidare il proprio ruolo sulla *Valigia delle Indie*, e *SFR* (Società per le Strade Ferrate romane) per il servizio Firenze - Roma - Napoli.

In Italia la situazione di suddivisione delle ferrovie era rimasta immutata dal 1865, quando venne emanata dal parlamento unitario la *Legge dei grandi gruppi*, dove alle già esistenti *SFAI*, *SFM* e *SFR*, erano state affiancate le *Società delle Strade ferrate Calabro-Sicule* e *Compagnia Reale delle Ferrovie Sarde*. Solo nel 1884 avverrà la costituzione delle nuove società in regime di convenzione con il governo italiano, per poi arrivare al 1905 alla costituzione delle *Ferrovie dello Stato Italiane*, ma già allora la *Compagnie Internationale des Wagons-Lits* aveva avuto pienamente modo di affermarsi.

Il contratto con la *SFAI* era basato quasi del tutto sul contratto precedentemente stipulato con la *Midland Railway* del Regno Unito. Riprendiamone qui i punti chiave:

1. *tre carrozze-letti della Pullman verranno fornite il prima possibile dopo la ratifica del contratto e comunque entro un anno;*
2. *Le carrozze che devono essere approvate dalla direzione generale della ferrovia<sup>104</sup>, per quanto riguarda il design, lo scartamento e altre prerogative di carattere tecnico;*
3. *L'autorizzazione del governo italiano deve essere ottenuta anche per le carrozze (in conformità con l'attuale legge italiana);*
4. *La Pullman Palace Car Company provvederà per mantenere, riparare, rinnovare e migliorare i tappeti, i mobili e la biancheria interamente a proprie spese, tranne in caso di incidenti;*
5. *La Pullman Palace Car Company impiegherà due uomini per carrozza;*
6. *Viaggi gratuiti per gli ufficiali della Pullman Palace Car Company in servizio sulle Strade Ferrate dell'Alta Italia. L'elenco di tali funzionari da inviare ogni anno al direttore generale della compagnia ferroviaria;*
7. *Viaggio gratuito nelle carrozze Pullman per tali ufficiali ferroviari autorizzato su un elenco preparato dalla mangiatoia generale delle ferrovie e inviato annualmente alla Pullman Palace Car Company;*
8. *Obbligo dei dipendenti a rispettare le regole ferroviarie. In caso di incidenti nei confronti di questi dipendenti, la compagnia ferroviaria sarà responsabile solo nella stessa misura dei propri dipendenti se in servizio; e senza alcun diritto a pensione o assistenza finanziaria;*
9. *La SFAI si impegna a gestire le carrozze Pullman sulla linea Modane-Firenze, e successivamente sulle sue linee principali fino al limite e nella misura in cui la compagnia ferroviaria lo ritiene opportuno;*
10. *La SFAI trova il carburante per il riscaldamento e l'illuminazione delle carrozze della Pullman e sostiene il costo della pulizia, del lavaggio e della manutenzione e del rinnovo delle carrozzerie interamente a sue spese, oltre al costo di tutti gli accessori per le carrozze Pullman eccetto quelli di cui all'articolo 4;*
11. *La SFAI metterà i suoi depositi a disposizione della società Pullman allo scopo di asciugare e conservare la biancheria;*

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<sup>104</sup> In questo caso la *SFAI*

12. *I biglietti ferroviari ordinari da addebitare per l'uso delle carrozze da accomunarsi alla SFAI. La Pullman integrerà il biglietto con 12 franchi d'oro per i primi 500 km, e 2fr, 20c per ogni ulteriore 100 km, o parte di esso (Tasse statali da aggiungere);*
13. *Accordi speciali per la vendita di supplementi per Pullman Car da parte della compagnia ferroviaria SFAI e biglietti ferroviari da parte della società Pullman;*
14. *Diritti esclusivi per quindici anni di utilizzo di carrozze-letti sulla rete SFAI alla Pullman Palace Car Company<sup>105</sup>, se desiderato, se introdotto sull'Alta Ferrovia italiana il primo rifiuto per la fornitura di auto da salotto aperte da consegnare alla Pullman Car Company. La compagnia ferroviaria ha il diritto di introdurre salotti di tipo scompartimento, ma dovrebbe offrire la preferenza a Pullman. Se Pullman accetta l'offerta, le due società elaborano supplementi, ma in caso contrario la compagnia ferroviaria può utilizzare qualsiasi tipo di automobile che non violi i brevetti di Pullman.*
15. *La Pullman Palace Car Company garantisce alla SFAI qualsiasi pretesa di brevetto in relazione alla costruzione e all'utilizzo delle sue carrozze durante questo periodo di quindici anni, e lo farà pagare in caso di giudizio nei confronti della compagnia ferroviaria stessa;*
16. *Durante il primo anno, la SFAI potrà acquistare una mezza quota delle carrozze, avere metà degli utili e / o pagare metà delle perdite. Se la SFAI attua questa clausola, dovrà impegnarsi a sostenere la metà del costo dei miglioramenti. Fatture di costruzione, carico e ricostruzione in Europa delle carrozze della Pullman, verranno rese nel momento in cui le carrozze ritorneranno sulla rete SFAI;*
17. *La SFAI ha il diritto di salire a bordo delle carrozze della Pullman per garantire la corretta proprietà e decenza degli interni;*
18. *Se, durante il primo anno, le carrozze raggiungeranno solo il 50% della capacità dei passeggeri, la SFAI avrà il diritto di modificare il supplemento distinguendo tra passeggeri diurni e notturni, con preferenza per questi ultimi;*
19. *La riduzione del supplemento non potrà superare i 3 franchi d'oro per 200 km. Se lo si desidera, la società non diventerà la proprietaria parziale delle carrozze della Pullman ai sensi della clausola 16. Solo a queste condizioni, il supplemento può essere aumentato e l'entità dell'aumento sarà divisa equamente con la Pullman Palace Car Company;*
20. *Il contratto dura per quindici anni dalla data di arrivo della prima carrozza. Ulteriori nuove carrozze dovranno essere modelli aggiornati rispetto alle prime consegnate;*
21. *La Pullman Palace Car Company pagherà tutte le proprie tasse;*
22. *La Pullman Palace Car Company riconosce la legge italiana e rinuncia alla giurisdizione<sup>106</sup> (ovvero americana). I disaccordi sul contratto devono essere risolti da un arbitro nominato congiuntamente, o da due arbitri nominati da ciascuna parte;*
23. *La Pullman Palace Car Company avrà il suo domicilio a Milano<sup>107</sup>;*
24. *La consegna delle carrozze verrà effettuata a Torino;*

Il colonnello Gourand riuscì a ottenere un importante risultato con la clausola 18 del contratto, ma senza risultati. Un altro aspetto determinante del contratto riguarda l'esclusività della clausola 14 che non impedì alla *Compagnie Internationale des Wagons-Lits* di arrivare a Bologna nel 1879 con la *Valigia delle Indie*.

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<sup>105</sup> nel 1878 Nagelmackers riuscì a estendere la sua carrozza-letti Parigi-Modane fino a Trieste

<sup>106</sup> in relazione alle sue attività derivanti dal contratto

<sup>107</sup> nonostante il colonnello Gourand continuasse a lavorare dal suo ufficio di Parigi

TO  
PULLMAN ESQUIRE, THE GREAT INVENTOR  
OF THE  
SALOON COMFORTABLE CARRIAGES  
AND  
MASTER RAPP THE CIVIL ENGINEER, DIRECTOR  
OF THE MANUFACTURE OF THE SAME  
THE  
ITALIAN WORKMEN  
BEG TO UMILIATE (*sic*)

Welcome, Welcome Master Pullman  
The great inventor of the Saloon Carriages,  
Italy will be thankful to the man  
For now and ever, for ages and ages.

To Master Rapp we men are thankful.  
Cause of his kindness and adviser sages,  
Our hearts of true gladness is full:  
And we shall remember him for ages.

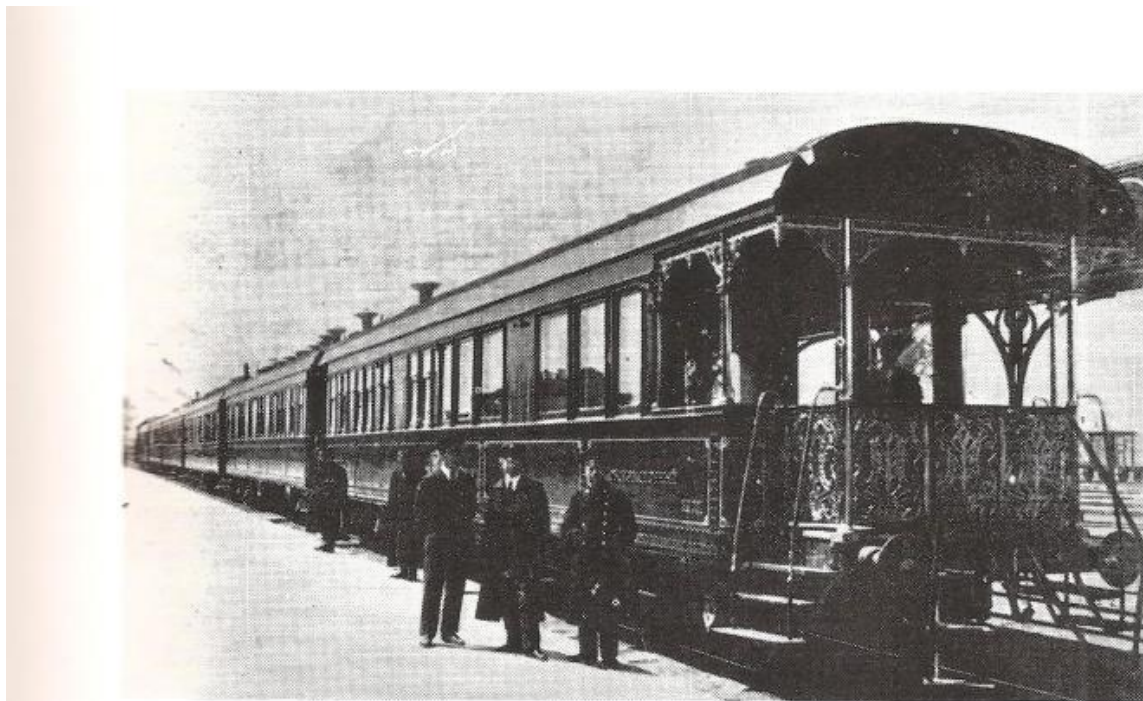
Should Master Pullman ever succeed  
To continue his work in Italy  
What we wish to him indeed,  
We hope to be chosen  
To finish the work, and work as a man,  
To show our gratitude to Master Pullman.

Turin, 1875

FINO AND HIS FRIENDS

Nine more Pullman cars were erected at Derby in 1875, and in addition Mr. Rapp was concerned with the activities at Turin. Among the Derby-built cars to enter service were the parlour car *Jupiter*, the oldest car to survive to become the property of the present Pullman Car Co.

*L'illustrazione seguente è riprodotta dal libro di George Behrend*



[Collection Commault

WS 221 on the 'Transmanchurian Express' in China in 1923. This car was bought by Wagons-Lits from Pullman in Italy in 1888

*collezione chris elliot*

In questo momento storico, fu fatto un tentativo, poi fallito, di fondere le operazioni della *Pullman* e della *Mann's Company* in una *Compagnie Internationale de Wagons-Lits et de Wagons-Salons*, battente bandiera francese ma di proprietà paritaria, con un capitale di undici milioni. In caso di successo dell'operazione, la *Pullman* avrebbe rinunciato all'Italia ma avrebbe continuato a operare in Inghilterra.

Nagelmackers possedeva tutte le carte in regola per conquistare definitivamente il monopolio in Europa del servizio dei treni di lusso, grazie ad una tipologia di carrozza-letti ben più appetibile rispetto a quella di Pullman, e per essere stato il primo in Europa ad avere organizzato dei treni interamente concepiti come degli alberghi che non ammettevano altre carrozze se non quelle con letti e ristorante (ovviamente della sua Compagnia), i quali sfruttavano gli ottimi uffici acquisiti grazie alla casa reale del Belgio per passare facilmente le frontiere.

A questo punto, era Pullman ad avere le mani legate, anche perché Nagelmackers aveva intaccato la sua roccaforte sul continente europeo, l'Italia, grazie all'istituzione sulla *Valigia delle Indie* del servizio Calais – Bologna, che metteva in ridicolo le sue carrozze, e del *Trains-Hotel Calais-Nice-Rome*. L'unica scelta plausibile per Pullman era di ripiegare in Gran Bretagna, dove la *CIWL* era praticamente inesistente, e cercare di rinsaldare il legame con la clientela inglese. Nel 1886 Pullman<sup>108</sup> abbandonò le ultime relazioni ferroviarie gestite dalla sua compagnia in Italia, lasciando completamente campo libero a Nagelmackers e alla sua *Compagnie Internationale Des Wagons-Lits*.

#### **Pullman in Europe**

This is indeed the title of a book written by George Behrend back in 1962

The history of the arrival of Pullman cars introduced into Europe by George Mortimer Pullman figures large in the history of CIWL

However the introduction was not into continental Europe rather into the UK and close links were built up between Pullman's USA Company and Midland Railway Company in the UK.

<sup>108</sup> Renzo Perret, *Grandi Espressi Europei – I. L'Epoca del Teck*, Gulliver Edizioni, Torino 1991, p. 45.

So the first cars arrived and were put into service on the Midland Railways line north of London George Mortimer Pullman had his eyes firmly fixed on continental Europe and there then followed some intense competition before Pullman cars formed part of CIWL's luxury trains across mainland Europe. Italy was the destination of the early Pullman cars and a contract was struck between the Pullman Palace Car Company and the Italian railway company Società per le Strade Ferrate dell'Alta Italia in 1874.

This was not welcomed by CIWL whose Pullman cars could not continue south beyond Bologna The Pullman Palace Car Company appointed two managers one in London at Cheapside, Mr John Miller and in Paris, Colonel Gourand. Col Gourand tried to get the French Nord Railway Company to operate a 'Pullman' on a service in France, but was beaten to it by the Mann Boudoir Company So on the 6<sup>th</sup> June 1874 the Pullman Car 'Midland' was shipped across The Channel and Colonel Gourand travelled in it to Italy via the Mont Cenis pass where he made a contract with the SFAI Società per le Strade Ferrate dell'Alta Italia and then a contract with the SFM Società per le Strade Ferrate Meridionali for the Indian Mail train to Brindisi and SFR (Società per le Strade Ferrate romane) for the Florence - Rome - Naples service.

The contract with the Alta Company was based on the contract with the UK's Midland Railway and it specified

- 1 Three Pullman sleeping cars to be supplied as soon as possible after the ratification of the contract and in any case within a year
- 2 The cars to be approved by the general Management of the railway, as regards design, gauge etc.
- 3 The Italian Government's approval also to be obtained for the cars (in accordance with the current Italian Law)
- 4 Pullman Palace Car Company to maintain, repair, renew and improve the carpets, furniture and linen entirely at its own expense except in the case of accidents
- 5 The Pullman Palace Car Company to employ two men per car
- 6 Free travel for Pullman Palace Car Company's officers on duty over the Upper Italian railway. List of such officers to be sent annually to the railway company's general manager
- 7 Free travel in the Pullman cars for such railway officers as authorised on a list prepared by the railways general manger and sent annually to the Pullman Palace Car Company.
- 8 Pull employees to be under the Railway Rules. In case of accidents to these employees, the railway company to be liable only to the same extent as to its own employees if on proper duty; and without any right to a pension or to financial assistance.
- 9 The railway company engages to run Pullmans on the Modane-Florence line, and successively on its principal lines to the limit and extent tha the railway company thinks fit.
- 10 The railway company to find the fuel for the heating and lighting of the Pullman cars, and the cost of cleaning, washing and upkeep and renewal of the coachwork entirely at railway expense, and in addition the cost of all accessories to the Pullman sleeping cars except those in Article 4
- 11 The railway company will put depots at the disposal of the Pullman Company for the purpose of drying and storing linen.
- 12 Ordinary railway tickets to be charged for use of the car to accrue to the railway company. Pullman supplements; 12 gold francs for the first 500 km. and 2fr, 20c for each further 100 km. or part thereof. State taxes to be added
- 13 Special arrangements for the sale of Pullman Car supplements by the railway company, and railway tickets by the Pullman company.
- 14 Exclusive rights for fifteen years for sleeping cars to the Pullman Palace Car Company if wanted (in 1878 M. Nagelmackers managed to extend his Paris-Modane car to Trieste) Parlour cars (reclining chair); if introduced on to the Upper Italian Railway the first refusal for the provision of open parlour cars to be given to the Pullman Car Company. The railway company has the right to introduce compartment-type voiture-salons, but should offer the



- preference to Pullman. If Pullman accepts the offer, the two companies to work out supplements, but if not the railway company may use any sort of car that does not infringe Pullman patents.
- 15 The Pullman Palace Car Company guarantees the railway company against any patent claims against the railway in respect of construction and use of its cars during this fifteen year period, and will; pay in case of judgement against the railway company
  - 16 During the first year only the railway company can purchase a half-share of the cars, have half the profits and /or pay half the losses. If the railway implements this clause it must undertake to bear half the cost of improvements. Bills of Construction, lading, and reconstruction in Europe of the Pullmans to be rendered the moment the Pullmans car arrive on the railway.
  - 17 The railway company has the right to enter the cars to ensure the proper propriety and decency of the interior
  - 18 If, during the first year, the cars run to only 50 per cent capacity of passengers, the railway company has the right to alter the supplement distinguishing between day and night passengers, with preference for the latter.
  - 19 The supplement reduction to be not more than 3 gold francs per 200 km. If desired, and the company does not become part owner of the Pullman cars under clause 16, the supplement can be raised and the amount of increase divided equally with The Pullman Palace Car Company.
  - 20 The contract to last for fifteen years from the date of the arrival of the first car. Extra cars to be the latest models
  - 21 The Pullman Palace Car Company to pay all its own taxes
  - 22 The Pullman Palace Car Company recognizes Italian Law and renounces (i.e. American) jurisdiction (in respect of its activities arising out of the contract). Disagreements over the Contract to be settled either by one arbiter jointly appointed, or by two arbiters appointed from each side.
  - 23 The Pullman Palace Car Company to have its domicile in Milan ( in spite of this Colonel Gourand continued to work from his Paris office)
  - 24 Deliver of the véhicules to be made at Turin.

Colonel Gourand made great play with the above clause 18, but to no avail. The exclusiveness of clause 14 does not seem to have prevented CIWL getting to Bologna in 1879 on the Indian Mail train; but from there the contract with the Società per le Strade Ferrate Meridionale barred the way. \*

The illustration below is reproduced from George Behrend's book

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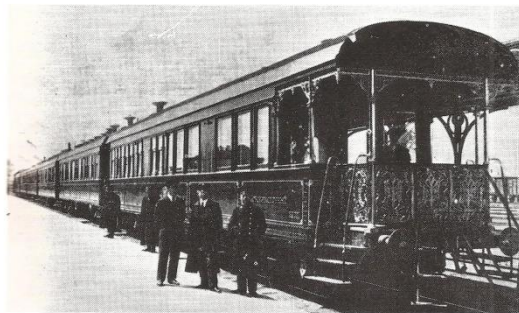
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[Collection Commauld]

WS 221 on the "Transmanchurian Express" in China in 1923. This car was bought by Wagons-Lits from Pullman in Italy in 1888

chris elliott collection

- An abortive attempt was made at this time to fuse Pullman and Mann operations in an equally-owned French 'Compagnie Internationale de Wagons-Lits et de Wagons-Salons, with a capital of eleven millions, in return Pullman would give up Italy but keep England

Francesco Bochicchio, Chris Elliott

### **LUSSO SUI BINARI - PANORAMICA SUI SERVIZI DELLA CIWL IN ITALIA DURANTE L'INTERBELLUM**

Analizzando il ventennio che intercorre fra il 1919 e il 1939, l'Italia crebbe di molto la sua importanza nell'ottica della costituzione dei servizi di lusso gestiti dalla *Compagnie Internationale Des Wagons-Lits*, sia per quanto riguarda i *Trains-Hotel* sia le singole relazioni curate da carrozze-letti, carrozze-ristorante o carrozze-Pullman, assurgendo ad un ruolo di primo livello nel campo delle comunicazioni ferroviarie del Vecchio Continente. Abbiamo già avuto modo di illustrare e discutere dei treni-Pullman istituiti in Italia tra il 1926 e il 1935, per cui in questo articolo ci occuperemo dei servizi con carrozze-letti e ristorante. Per gli storici della Compagnia, il ventennio 1919-1939 fu considerato

come un'Età dell'Oro, che si aprì con la rinascita del treno simbolo della *CIWL* (*Compagnie Internationale Des Wagons-Lits*): l'*Orient-Express*. Vediamolo più nel dettaglio.

Nel gennaio del 1919, con la guerra conclusa, si aprirono i lavori della conferenza di pace nella Reggia di Versailles<sup>109</sup>, le cui decisioni ebbero delle importanti ripercussioni non solo sul mondo intero, ma anche sulla *Compagnie Internationale Des Wagons-Lits* e dei suoi treni di lusso. Il principale obiettivo della Compagnia era di ricostituire il suo vecchio impero della *Belle Époque* tappezzato di *Trains-Hotel* e di relazioni isolate curate da carrozze-letti e ristorante, ma questo processo doveva passare attraverso le imposizioni dettate dagli Alleati, e delle questioni che si aprirono alla fine del conflitto.

Ciò poteva apparire molto difficile in quanto erano nati molti nuovi stati in Europa centrale e orientale, spesso in contrasto fra loro, che potevano impedirne l'attuazione. Non solo, ma anche i propositi di vendetta da parte dei francesi nei confronti dei tedeschi potevano ostacolare seriamente la ricostituzione del vecchio impero della *CIWL* d'anteguerra con i suoi treni che attraversavano soprattutto la Germania e l'Austria, in quanto non si voleva perdere l'appoggio alleato in questa delicata fase storica.

Teniamo presente che la *CIWL* era riuscita a sopravvivere faticosamente alla guerra, grazie alle sovvenzioni<sup>110</sup> da parte dello stato francese, in modo particolare, e aveva dato pubblicamente il proprio appoggio alla causa degli stati dell'Intesa, per cui nei paesi sconfitti come l'Ungheria e la Germania non veniva visto di buon occhio il ritorno di una compagnia che aveva spalleggiato la Francia. Si sarebbe dovuto rinunciare per sempre a coprire il mercato tedesco e centroeuropeo?

L'appoggio alleato, e soprattutto francese, come nel caso delle trattative che si aprirono con la *Mitropa* per la ripresa dei servizi *CIWL* nel centro Europa, di partire da una posizione di forza. Ma in altri casi, come nel caso di uno dei provvedimenti adottati durante la conferenza di pace, la Compagnia non poté ricostituire i treni di lusso lungo la ferrovia del Brennero<sup>111</sup>, poiché erano quelli che collegavano, tra la fine dell'Ottocento e i primi del Novecento, la Germania settentrionale con la Riviera ligure e l'Italia meridionale, come il *Berlin-Naples-Palermo-Express*<sup>112</sup> e il *Tyrol-Riviera-Express*<sup>113</sup>.

Nel frattempo, altri due storici treni che scomparvero del tutto furono il *Peninsular-Express*<sup>114</sup> e la *Valigia delle Indie*, a causa della loro scarsissima frequentazione che stava avvenendo già poco prima dell'inizio della guerra. Con la Rivoluzione del 1917, la Russia fu esclusa dai collegamenti di lusso della *Compagnie Internationale Des Wagons-Lits*, portando così alla cancellazione del *Transibérien-Express*<sup>115</sup>, sostituito in territorio cinese dal 1923 con il *Transmachourien-Express*<sup>116</sup> tra Manchouli e Vladivostok. Con l'esclusione della Russia, diventava ancor più pressante trovare, sia per gli Alleati che per la *CIWL* una via di comunicazione diretta dall'Europa all'Asia, sfruttando le ferrovie lungo l'Europa meridionale, i Balcani e il Medio Oriente.

Era necessario agire in fretta, poiché mancavano dal 1914 dei collegamenti ferroviari a lunga percorrenza attraverso l'Europa, che ne impedivano la ripresa, tal era la loro importanza dal punto di vista economico e sociale. Non dimentichiamo che, durante il corso dell'Ottocento, i treni di lusso erano diventati uno strumento fondamentale per le comunicazioni terrestri, e non era più possibile pensare a un'Europa priva di questi sistemi di trasporto fondamentali. A questo punto, la riattivazione dei *Trains-Hotel* della *CIWL*, e di tutte le altre sue relazioni curate dalle carrozze-letti o ristorante, divenne un tema importante, dal profondo significato politico e sociale.

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<sup>109</sup> Renzo Perret, *Grandi Espresso Europei – 2. Treni in Blu*, Gulliver Edizioni, Torino 1992, p. 27.

<sup>110</sup> Alfredo Falcone, *Una C.I.W.L. entrata nella storia. 2419D: la Carrozza dell'Armistizio – parte seconda*, «Ferrovie», XXX, dicembre 1996, p. 476.

<sup>111</sup> Renzo Perret, *Grandi Espresso Europei – 2. Treni in Blu*, Gulliver Edizioni, Torino 1992, p. 28.

<sup>112</sup> Gérard Coudert, Maurice Knepper, Pierre-Yves Toussiot, *La Compagnie Des Wagons-Lits: Histoire des véhicules ferroviaires de luxe*, La Vie du Rail Edizioni, Paris 2010, p. 376.

<sup>113</sup> Renzo Perret, *Grandi Espresso Europei – 2. Treni in Blu*, cit., p. 19.

<sup>114</sup> Renzo Perret, *Grandi Espresso Europei – 1. L'Epoca del Teck*, Gulliver Edizioni, Torino 1991, p. 50.

<sup>115</sup> *Ib.d.*, p. 56.

<sup>116</sup> Renzo Perret, *Grandi Espresso Europei – 2. Treni in Blu*, cit., p. 29.

Gli Alleati, e in special modo la Francia e l'Italia, e i diplomatici dei paesi neutrali come l'Olanda e la Svizzera, s'interessarono molto del processo di ricostituzione dei treni della *CIWL*, durante la *Commissione della Conferenza di Pace sulle Ferrovie, i Porti e le Vie d'acqua*<sup>117</sup>, in modo particolare per il suo treno più significativo: l'*Orient-Express*. Questo era il *Trains-Hotel* da cui la compagnia aveva intenzione di riprendere la sua attività in Europa, sincronizzando tutti gli altri collegamenti, molti dei quali in precedenza istituiti nella Belle Époque, che sarebbero stati riattivati.

Il nuovo *Orient-Express*, il fulcro della rinascita della *Compagnie Internationale Des Wagons-Lits*, non poteva più passare attraverso la Germania e l'Austria, in ossequio alla decisione di punire queste due nazioni per la Guerra, e s'iniziarono a studiare delle vie alternative, considerando dei percorsi alternativi. L'Attenzione della *CIWL* e degli Alleati, durante i lavori della conferenza di pace<sup>118</sup>, ricadde sul *Simplon-Express*<sup>119</sup>, uno dei pochissimi *Trains-Hotel* ricostituiti<sup>120</sup> nel 1919 tra Calais e Trieste, da poco passata all'Italia, e che aveva da poco prolungato il suo percorso con le carrozze-letti Trieste - Bucarest e Trieste - Semlin, poco distante da Belgrado.

Già dal 1906, quando fu inaugurata la Galleria del Sempione, Svizzera, Italia e Francia avevano intravisto la possibilità di potersi introdurre più facilmente nei Balcani dal punto di vista economico, ventilando la possibilità di collegarsi in maniera diretta con la Grecia e la Turchia sfruttando i *Trains-Hotel* della *Compagnie Internationale Des Wagons-Lits*. I treni impiegavano meno tempo passando attraverso la Galleria del Sempione e l'Italia settentrionale per andare da Parigi a Belgrado, rispetto che al precedente percorso via Strasburgo – Monaco – Vienna e Budapest.

Il *Simplon-Express*<sup>121</sup> della Belle Époque aveva già rappresentato, inoltre, un valido trampolino di lancio verso la realizzazione di una nuova relazione, parallela al classico *Orient-Express* via Strasburgo – Monaco di Baviera – Vienna - Belgrado, che, nelle intenzioni della Compagnia, avrebbe dovuto collegare i porti francesi di Calais<sup>122</sup>, Bordeaux<sup>123</sup> e St.Nazaire<sup>124</sup> con l'Italia settentrionale, la Croazia, la Grecia e Costantinopoli.

Alla fine della guerra, la situazione internazionale era profondamente diversa rispetto a quella del 1906, e per gli Alleati vincitori la prospettiva di far proseguire il tragitto del *Trains-Hotel* più importante d'Europa oltre il Sempione su Belgrado, Sofia, e, infine, Costantinopoli, facendolo diventare il nuovo *Orient-Express*, il treno simbolo della rinascita della Compagnia, appariva più che mai la soluzione più ovvia. Gli svizzeri si videro così ricompensati del ruolo svolto nel processo di pace, mentre l'Italia poté vedere così confermato il suo ruolo di spicco nei collegamenti ferroviari internazionali, concludendo il *flirt* iniziato con la *CIWL* iniziato durante la guerra, e ritornando così ad essere un tassello importante nelle comunicazioni globali.

Nacque così, da queste fastose premesse, il *Simplon-Orient-Express*<sup>125</sup>, dalle ceneri del vecchio *Orient-Express*, che divenne subito il treno più noto e prestigioso d'Europa, il simbolo del rilancio dell'economia dei paesi Alleati. Non si era mai visto nulla di così importante dal punto di vista ferroviario nel Vecchio Continente. Il *Trains-Hotel* iniziò a circolare in via ufficiale il 1° luglio 1920, e prese per l'appunto il nuovo nome dal Traforo del Sempione, inaugurato nel 1906 tra Briga e Iselle, tra il canton Vallese e il Piemonte.

Il *Simplon-Orient-Express* copriva il percorso tra Calais – dove arrivavano i piroscafi da Londra e Parigi con Costantinopoli in minor tempo rispetto al precedente *Orient-Express* della Belle Époque (il cui percorso si era consolidato a partire dal 1889 da Parigi e Vienna attraverso la pianura ungherese, per

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<sup>117</sup> Irene Anastasiadou, *Constructing Iron Europe. Transnationalism and Railways in the Interbellum*, Amsterdam University Press, Amsterdam 2011, p. 63.

<sup>118</sup> Jean Des Cars, Roger Commault, *Sleeping Story*, Julliard Éditeur, Paris 1976, p. 101.

<sup>119</sup> Renzo Perret, *Grandi Espressi Europei – 2. Treni in Blu*, Gulliver Edizioni, Torino 1992, p. 11.

<sup>120</sup> *Ib.d.*, p. 28.

<sup>121</sup> *Ib.d.*, p. 11.

<sup>122</sup> Irene Anastasiadou, *Constructing Iron Europe. Transnationalism and Railways in the Interbellum*, Amsterdam University Press, Amsterdam 2011, p. 66.

<sup>123</sup> *Ib.d.*, p. 66.

<sup>124</sup> *Ib.d.*, p. 66.

<sup>125</sup> Renzo Perret, *Grandi Espressi Europei – 2. Treni in Blu*, cit., p. 28.

raggiungere Belgrado e Costantinopoli) passando attraverso le città di Dijon, Vallorbe, Losanna, Briga, Milano, Venezia, Trieste, Zagabria, Belgrado e Sofia. La questione di dover escludere la Germania dalle grandi relazioni ferroviarie apparve così risolta, e i peggiori incubi dell'Austria si avverarono, tant'è che i giornali del marzo 1919<sup>126</sup> – come riportato da Irene Anastasiadou – sottolinearono che il primo *Trains-Hotel* che riprendeva a circolare dopo la fine della guerra attraversava solo i paesi dello schieramento alleato, ed escludeva con fierezza i tedeschi, gli austriaci e gli ungheresi.

L'importanza del *Simplon-Orient*<sup>127</sup> crebbe a dismisura, tanto che al treno furono allacciate altre due relazioni di carrozze-letti tra Parigi e Calais con Atene<sup>128</sup> e Bucarest<sup>129</sup> che partivano insieme alle carrozze dirette dalla Francia del Nord per la Turchia, e, per mantenere fede al cuore storico della Compagnia, il Belgio, fu organizzata una carrozza-letti tra il porto belga di Ostenda e Costantinopoli, che era agganciata all'*Express*<sup>130</sup> – com'è chiamato il *Simplon-Orient-Express* dallo scrittore Stephen Rother – a Milano. Analizzando gli orari a disposizione tra il 1931 e il 1939, possiamo ricostruire una splendida ricostruzione delle relazioni servite dal *Simplon-Orient-Express*.

Interessante è quanto riportato sul diario del conduttore Jules Fradet<sup>131</sup>, pubblicato sul forum francese LR Presse, poiché viene riportato il passaggio in Italia di un pesante treno di lusso composto da un Fourgon (Parigi-Istanbul), una carrozza-ristorante (Parigi-Trieste), e sei carrozze-letti (WL Parigi-Trieste, WL Calais-Trieste, WL Paris-Istanbul, WL Calais-Istanbul, WL Parigi-Atene, WL Parigi-Bucarest) e due Fourgon in coda (Parigi-Istanbul e Parigi-Postumia). Sugli orari ufficiali fornitemi da Christopher Elliot, i servizi di carrozze-letti del *Simplon-Orient-Express* sulle relazioni Calais-Trieste, Calais-Istanbul, Parigi-Istanbul e Parigi-Atene svolte da carrozze della classe S con disponibilità di posti di prima e seconda classe (sempre da come indicato dall'orario). Salta all'occhio il servizio con carrozze-letti classe ST da dodici posti tra Parigi e Bucarest, come indicato dall'orario.

Anche l'importanza delle città dell'Italia settentrionale, la già citata Milano, ma anche Venezia, Verona, Padova e Trieste, crebbe enormemente dal punto di vista economico e commerciale, attirando un gran numero di visitatori. I tempi di percorrenza, attraverso la Svizzera, la Pianura Padana e la neonata Jugoslavia erano più brevi rispetto a quelli che si avevano prima della guerra con qualsiasi *Trains-Hotel* che andava dall'Europa Occidentale a quella Orientale passando per la Germania e l'Austria, e ciò contribuì ad accrescerne l'isolamento e, in buona parte, il risentimento verso gli Alleati. Dalla città di Milano, diverse carrozze-ristorante venivano impiegate sui treni 202 e 216 (Milano – Losanna) e 204 (Milano – Briga). Sul treno 215, era agganciata una carrozza-ristorante in servizio tra Ginevra e Milano, mentre sul treno 205 era agganciata una carrozza-ristorante (servizio 3533) tra Briga e Milano (accadeva anche sul treno 209).

Da Milano, in direzione Venezia, veniva garantito su alcuni convogli l'effettuazione del servizio di ristorazione: in primo luogo, sui treni 185, 189 e 415 era presente una carrozza-ristorante *CIWL* Milano – Venezia, analogamente al famoso treno Rapido 95; in secondo luogo, sul treno 195 era agganciata una carrozza-ristorante *CIWL* in servizio tra Milano e Verona.

Nel frattempo, ripresero a circolare diversi *Trains-Hotel* lungo il continente europeo, modificandone i percorsi volti a mantenere la Germania e l'Unione Sovietica fuori da qualsiasi collegamento ferroviario internazionale, mentre l'Austria e l'Ungheria vennero lentamente riabilite. Tra il 1923 e il 1924, in sostituzione del mitico *Treno dei Granduchi*<sup>132</sup> - il vecchio *St. Pétersbourg-Cannes-Express*<sup>133</sup> - fu inaugurato il *Wien-Cannes-Express*<sup>134</sup>, non tanto per dare modo ai viennesi di potersi di

<sup>126</sup> Irene Anastasiadou, *Constructing Iron Europe. Transnationalism and Railways in the Interbellum*, Amsterdam University Press, Amsterdam 2011, p. 66.

<sup>127</sup> Renzo Perret, *Grandi Espresso Europei – 2. Treni in Blu*, Gulliver Edizioni, Torino 1992., p. 28.

<sup>128</sup> Gérard Coudert, Maurice Knepper, Pierre-Yves Toussiro, *La Compagnie Des Wagons-Lits: Histoire des véhicules ferroviaires de luxe*, La Vie du Rail Edizioni, Paris 2010, p. 376.

<sup>129</sup> Renzo Perret, *Grandi Espresso Europei – 2. Treni in Blu*, cit., p. 28.

<sup>130</sup> Stephen M. Rother, *Lo Strano Mistero dell'Orient Express*, Newton Compton Editori, Roma 2015, p. 25.

<sup>131</sup> <http://forums.lrpresse.fr/viewtopic.php?f=5&t=73271&sid=62a5f5c27104ecafc861d70083ce39e1>

<sup>132</sup> Renzo Perret, *Grandi Espresso Europei – 1. L'Epoca del Teck*, Gulliver Edizioni, Torino 1991, p. 53.

<sup>133</sup> Gérard Coudert, Maurice Knepper, Pierre-Yves Toussiro, *La Compagnie Des Wagons-Lits: Histoire des véhicules ferroviaires de luxe*, La Vie du Rail Edizioni, Paris 2010, p. 376.

nuovo recare in Costa Azzurra, ma per coinvolgere i membri delle classi medie di Varsavia e Praga<sup>135</sup>, con delle apposite carrozze dirette, di raggiungere le famose località mediterranee francesi. Negli anni seguenti furono aggiunte delle carrozze-letti Monaco di Baviera - Cannes<sup>136</sup> (una carrozza-letti S) e Roma – Tarvisio – Vienna (una carrozza-letti Z), mentre una carrozza-letti ST Budapest - Cannes<sup>137</sup> permetteva alla capitale dell'Ungheria di rimanere allacciata alla Costa Azzurra.

Sulla linea ferroviaria tirrenica tra Ventimiglia, Genova e Napoli, seguendo l'orario ufficiale del 1939 della Wagons-Lits e delle Ferrovie dello Stato Italiane, possiamo notare diversi servizi curati dalle carrozze della CIWL. Non c'è da stupirsi che la *Compagnie Internationale Des Wagons-Lits* avesse particolare cura di questa direttrice in quanto, già dall'anno della sua fondazione (1876), rappresentava un grande terreno di scontro con la rivale *Pullman Company*, la quale aveva ben radicato le proprie carrozze-letti di impostazione americana da Roma verso la Sicilia. La CIWL curava il servizio con carrozze-letti da Roma a Torino, in composizione ai treni ordinari della *Rete Mediterranea* già a partire dalla fine degli anni '70 del XIX Secolo, oltre che poi gestire la carrozza-letti della *Valigia delle Indie* tra Ostenda e Bologna.

A testimonianza del fatto che sessant'anni dopo l'importanza di questa linea per CIWL non era affatto cambiata, notiamo i seguenti convogli che si affacciavano, per così dire, sul Tirreno: sul treno Direttissimo 2 operavano ben due carrozze-ristorante a servire le tratte Roma – Genova (servizio 7603), per la colazione e il pranzo, e Torino – Modane (7541), per la cena; stessa situazione sul treno 10 Roma Termini-Modane, dove veniva svolto il servizio di ristorazione 7617 (pranzo e cena) da parte di una carrozza CIWL.

Di grande interesse, rilevato sull'orario FS del 1939, era la carrozza-letti classe Lx – con posti letto di prima e seconda classe – impiegata tra Firenze S.M.N. e Parigi G. de Lyon, facente parte della relazione *Rome-Express*. Questo *Trains-Hotel* giungeva in Italia intorno alle 4.20 del mattino, per far sosta a Torino verso le 6.50, a Genova alle 9.15 per poi concludere la corsa a Roma alle 15.30; il *Rome-Express*, come abbiamo avuto già modo di illustrare, non si componeva solo di una carrozza-letti classe Lx Parigi – Firenze (che viaggiava da Viareggio a Firenze con il treno 739), ma anche di altre tre carrozze-letti Lx da Calais e Parigi G. de Lyon per Roma Termini e Napoli P. Garibaldi (una delle tre carrozze-letti, precisamente quella col servizio 187, proseguiva dalla Capitale per il capoluogo partenopeo con il Rapido 61). Non solo, ma vorrei ricordare che per alcuni anni tra Genova, Viareggio e Livorno era stato possibile viaggiare anche a bordo dei *couplages* Pullman Milano – Montecatini Terme e Milano – Livorno, permettendo ai viaggiatori provenienti da Milano di raggiungere Roma in meno di ventiquattrore.

I collegamenti di lusso tra Londra, Parigi e Roma erano stati gestiti sin da subito dalla *Compagnie Internationale Des Wagons-Lits*: nel 1883 venne istituito il *Calais-Nice-Rome Express*<sup>138</sup>, coetaneo dell'*Orient-Express*, uno dei primi *Trains-Hotel* della storia dell'Europa; sostituito definitivamente nel 1889 con la relazione *Rome-Express*<sup>139</sup>, sfruttando il traforo del Fréjus tra Modane e Torino, divenne uno dei treni più famosi della CIWL insieme al *Simplon-Orient-Express* e il *Train-Bleu*. Il *Rome-Express* fu nobilitato dall'arrivo, a partire dal 1929, delle sopracitate carrozze-letti classe Luxor, o meglio *Voiture-Lits de grand Luxe*<sup>140</sup>, realizzate in novanta esemplari dalle *Enterprises Industrielles Charentaises*<sup>141</sup> e *Metropolitan*, definite da Renzo Perret come un capolavoro di artigianato negli arredi, con motivi ornamentali di Maple, Morrison, Nelson e Prou<sup>142</sup>.

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<sup>134</sup> Renzo Perret, *Grandi Espresso Europei – 2. Treni in Blu*, Gulliver Edizioni, Torino 1992., p. 41.

<sup>135</sup> *Ib.d.*, p. 41.

<sup>136</sup> *Ib.d.*, p. 41.

<sup>137</sup> *Ib.d.*, p. 41.

<sup>138</sup> Renzo Perret, *Grandi Espresso Europei – 1. L'Epoca del Teck*, Gulliver Edizioni, Torino 1991, p. 42.

<sup>139</sup> Gérard Coudert, Maurice Knepper, Pierre-Yves Toussiot, *La Compagnie Des Wagons-Lits: Histoire des véhicules ferroviaires de luxe*, La Vie du Rail Edizioni, Paris 2010, p. 376.

<sup>140</sup> Renzo Perret, *Grandi Espresso Europei – 2. Treni in Blu*, Gulliver Edizioni, Torino 1992., p. 50.

<sup>141</sup> Renzo Perret, *Grandi Espresso Europei – 2. Treni in Blu*, Gulliver Edizioni, Torino 1992., p. 50.

<sup>142</sup> *Ib.d.*, p. 41.

Ritorniamo ora alla linea tirrenica. Di grande interesse, risultano i treni rapidi 550 (Roma – Torino) e 551 (Torino – Roma) che, a causa della coesistenza di due sistemi di trazione sulla Tirrenica – corrente trifase tra Torino, Genova e Livorno, e corrente continua tra Livorno e Roma – venivano svolti con due tipologie di materiale rotabile diversi, e a bordo di entrambi venivano serviti i pasti sul posto da personale della *Compagnie Internationale Des Wagons-Lits*: tra Torino e Livorno il servizio veniva svolto da una coppia di ALn.40 allestite solo con posti di prima classe e cucina, mentre tra Livorno e Roma dai famosi ETR-200. Su tutti gli Elettrotreni delle Ferrovie Italiane il servizio di ristorazione veniva gestito dalla *CIWL*, come ad esempio sui Rapidi 524 e 525 Milano – Napoli (528 il ritorno), 527 Milano – Roma (per servire la cena), 523 Roma – Napoli e 883 Roma – Reggio Calabria (dove alla data del 1939 non risulta l'effettuazione del pranzo ma confermata la cena).

In conclusione, operavano sulla direttrice tirrenica altri treni dove erano presenti delle *voiture-lits*: nel Diretto 4, era presente una carrozza-letti classe S (1/2° classe) impiegata tra Roma e Milano, via Genova; sul Direttissimo 14 (dove tra Torino e Modane veniva servita la prima colazione su una carrozza-ristorante *CIWL*) erano presenti due carrozze-letti impiegate tra Roma e Torino, indicate rispettivamente appartenenti alle classi S e classe Z – anche se dall'orario delle FS del 1939 entrambe le carrozze vengono classificate come Z – con posti di prima e seconda classe, nonché una carrozza-letti S (servizio 795) in servizio tra Roma e Ventimiglia (con possibilità di prolungamento su Nizza); non solo, ma anche sul Direttissimo 6 Roma-Torino erano presenti due carrozze-letti Roma – Genova (presenti anche sul Diretto 8 come servizio 793/797) e Napoli P. Garibaldi – Torino (a quest'ultima, tra il capoluogo partenopeo e la Capitale, viaggiava agganciata ad una carrozza-letti S che aveva origine da Napoli P. Garibaldi e proseguiva per Milano con il treno 20), entrambe appartenenti alla classe S secondo gli orari ufficiali.

Infine, sul Direttissimo 106 Roma-Modane era presente una carrozza-ristorante *CIWL* tra Genova e Torino per il pranzo. In senso inverso, sul Diretto 1 Modane – Roma la *CIWL* svolgeva la prima colazione e il pranzo con una sua carrozza-ristorante (servizio 7618), esattamente come sul Rapido 51 (servizio 7624); sul Rapido 53 la Compagnia invece svolgeva il pranzo e la cena (servizio 7535); sul Direttissimo 3 una carrozza-ristorante serviva la cena ai viaggiatori. Questi collegamenti erano pianificati in coincidenza con i treni diretti per Calais, Londra e Milano da una parte, e Napoli dall'altra. Dal capoluogo piemontese, sulle coppie dei treni 194/193 e 198/417, erano impiegate delle carrozze-ristorante *CIWL* per servire, rispettivamente, il pranzo e la cena.

Nel 1926, la *CIWL* decise di istituire una nuova categoria di treni di lusso, che dovevano affiancare i *Trains-Hotel*: nacquero così i *Tuttoletti*<sup>143</sup>, treni esclusivamente costituiti da carrozze-letti, senza la carrozza-ristorante, che dovevano coprire distanze brevi nell'arco di una notte, o poco più. I *Tuttoletti* ebbero molta fortuna in Italia, in quanto al 1926 vi erano ben quattro relazioni svolte da questi treni: Roma - Milano<sup>144</sup> (treni 18/19 in senso Milano – Roma, composti da quattro carrozze-letti classe S e altre due appartenenti alla classe Z), Roma – Venezia – Trieste<sup>145</sup>, Roma – Genova - Torino<sup>146</sup>, Roma – Reggio Calabria/Palermo/Siracusa<sup>147</sup>.

All'inizio degli anni '30, la Germania venne ufficialmente reintegrata all'interno dell'albo dei *Trains-Hotel* della *Compagnie Internationale Des Wagons-Lits*, per ovviare anche alle crescenti cancellazioni e ridimensionamenti del mercato ferroviario a seguito della crisi del 1929, con l'istituzione del *Riviera-Napoli-Express*<sup>148</sup> tra le città di Berlino, Francoforte, Amsterdam, Colonia, Basilea, Milano con Roma (sezione Berlino – Roma composta da una carrozza-letti classe Y), Napoli, Genova e Cannes

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<sup>143</sup> Renzo Perret, *Grandi Espresso Europei – 2. Treni in Blu*, Gulliver Edizioni, Torino 1992., p. 44.

<sup>144</sup> Gérard Coudert, Maurice Knepper, Pierre-Yves Toussiro, *La Compagnie Des Wagons-Lits: Histoire des véhicules ferroviaires de luxe*, La Vie du Rail Edizioni, Paris 2010, p. 377.

<sup>145</sup> *Ib.d.*, p. 377.

<sup>146</sup> Renzo Perret, *Grandi Espresso Europei – 2. Treni in Blu*, cit., p. 44.

<sup>147</sup> *Ib.d.*, p. 44.

<sup>148</sup> Gérard Coudert, Maurice Knepper, Pierre-Yves Toussiro, *La Compagnie Des Wagons-Lits: Histoire des véhicules ferroviaires de luxe*, cit., p. 377.

(sezione Berlino – Cannes composta da due carrozze-letti classe Y), che più tardi verrà chiamato semplicemente *Riviera-Express*.

Dal capoluogo Meneghino, i servizi di ristorazione verso il centro Italia riguardavano un gran numero di convogli: sul Rapido 521 veniva servito il pranzo fra Firenze e Roma (servizio 7660), analogamente a quanto accadeva sul Rapido 522 tra Firenze e Milano; sul Rapido 23, oltre alle carrozze-letti del *Riviera-Express* e *Wien-Cannes-Express*<sup>149</sup> (Berlino – Roma e Vienna – Roma), veniva servito il pranzo tra Firenze e Roma su una carrozza *CIWL* del servizio 7602 (analogia situazione si ripeteva in senso inverso sul Rapido 26 dove, oltre alle sopracitate carrozze letti, veniva servita la cena tra Firenze e Milano); sul treno 35 veniva servito il pranzo tra Milano e Firenze (analogamente a quello che avveniva sul treno 115), per poi agganciare la carrozza-letti Z del servizio 822 Vienna – Roma; sul treno 33 venivano servite la colazione e il pranzo tra Milano e Roma (servizio 7506); sul treno 37 veniva servita la cena tra Bologna e Roma su una carrozza-ristorante *CIWL* col servizio 7614; curiosa la situazione che si veniva a creare sul treno 39, dove veniva servita la cena tra Milano e Bologna (analogamente a ciò che avveniva sui treni 153 e 451, dove a quest'ultimo era agganciata la carrozza-letti Parigi - Brindisi), per poi agganciare nel capoluogo emiliano una carrozza-letti S (servizio 834) Bologna – Roma.

La Liguria italiana e la Costa Azzurra francese non avevano di certo perso la loro attrattività, e gli orari del 1939 lo dimostrano ampiamente: oltre alla già citata carrozza-letti S in servizio tra Roma e Ventimiglia (servizio 795), vi erano anche due carrozze-letti classe ST in servizio da Zurigo (353) e Basilea (351) per Genova, agganciate al treno 161. Non dobbiamo dimenticare la sezione italiana del *Calais-Méditerranée Express*<sup>150</sup> (Sanremo – Calais), composta da una carrozza-letti classe Lx agganciata al treno 132 (137 al ritorno).

Di grande interesse, la situazione che veniva riportata ancora sull'orario Wagons-Lits del 1939 che avveniva sul treno 163, ovvero la contemporanea presenza di due (tre secondo l'orario ufficiale delle FS) carrozze-letti dirette verso Genova, rispettivamente appartenenti alle classi Z (servizio 783 proveniente da Trieste) e R (servizio 774 proveniente da San Candido). Ebbene sì, il servizio 774 San Candido – Genova Piazza Principe era ancora svolto da una vecchia carrozza-letti in cassa di teck del 1905, con posti letto di prima e seconda classe, appartenente alla prima classe unificata di vetture commissionate da parte della *Compagnie Internationale Des Wagons-Lits* a vari costruttori europei; secondo quanto riportato dall'orario FS, vi era una seconda carrozza-letti R che giungeva da San Candido, ma quest'ultima sull'orario Wagons-Lits non viene riportata.

Particolare, anche la presenza di una carrozza-letti classe ST - con posti letto di prima e seconda classe - in servizio tra Budapest e Nizza, agganciata in Italia ai treni 163 e 136 (e in quest'ultimo veniva servito il pranzo attraverso una carrozza-ristorante della Compagnia col servizio 7507). I servizi curati dalle carrozze-ristorante *CIWL*, seguendo l'orario del 1939, erano ancora molto numerosi tra la Liguria e la Lombardia: basti pensare al treno 169 dove la Compagnia serviva il pranzo tra Milano e Genova a bordo di una sua carrozza, mentre un'unità gemella serviva la cena tra Genova e Ventimiglia sul treno 146; di grande interesse, sono i servizi 413 Berlino – Nizza, curato da una carrozza-letti Y - con posti letto di prima e seconda classe - e 812 Den Haag – Roma, curato da una carrozza-letti S.

Spostando la nostra attenzione sul centro-nord dell'Italia, seguendo l'orario ufficiale delle FS, incontriamo ancora altri servizi curati dalle carrozze-letti e ristorante della *Compagnie Internationale Des Wagons-Lits*. In primo luogo, possiamo constatare che sul treno 43 (46 al ritorno) vi fossero ben due carrozze-letti classe S in servizio tra Venezia e Roma; da Calalzo (sulle Alpi Venete) e Roma, agganciata ai treni 599 e 45 (38, 1968 e 594 al ritorno), circolava una carrozza-letti della classe Z, con cabine di prima e di seconda classe entrambe a due letti; un'altra carrozza-letti Z, allestita in egual maniera a quella in servizio tra la Capitale e Calalzo, viaggiava tra Trieste e Roma agganciata al treno 45 (44 al ritorno). Un'ulteriore carrozza-letti Z, svolgeva il servizio tra Bolzano e Roma agganciata ai treni 69 e 41 (46 e 64 al ritorno), mentre per la città alto-atesina transitava una carrozza-letti R che copriva la relazione Merano-Vienna. Anche la città di Rimini aveva un collegamento diretto curato da una carrozza-letti

<sup>149</sup> Renzo Perret, *Grandi Espresso Europei – 2. Treni in Blu*, cit., p. 41.

<sup>150</sup> Gérard Coudert, Maurice Knepper, Pierre-Yves Toussiro, *La Compagnie Des Wagons-Lits: Histoire des véhicules ferroviaires de luxe*, cit., p. 376.



classe Z, diretto verso la capitale austriaca. Una carrozza-letti Z copriva il servizio tra San Candido (Alto Adige), Brennero e Parigi G. de l'Est, agganciata ai treni 547 e 64 (69 e 542 al ritorno).

Anche sulla ferrovia del Brennero venivano svolti alcuni servizi curati dalle carrozze-ristorante della *Compagnie Internationale Des Wagons-Lits*, in modo particolare sui treni 67 e R67 (Brennero – Trento), 77 e 83 (Brennero – Bolzano), e 69 (Brennero – Verona).

In secondo luogo, spostando la nostra attenzione sul centro-sud, altre quattro carrozze Z (allestite in egual maniera a quella Calalzo-Roma) svolgevano i servizi Bologna – Ancona – Roma (treni 153-75 all'andata, treni 78-1786 al ritorno), Roma – Caserta – Brindisi (treni 91 e 451 all'andata, 450 e 92 al ritorno), Roma – Palermo (treni 85-905 all'andata, 908 e 88 al ritorno) e Roma – Siracusa (coperta da due distinte carrozze agganciate, rispettivamente, la prima al treno 85 (dove veniva servita la cena tra Roma e Napoli su una carrozza-ristorante *CIWL*), la seconda al treno 89 all'andata; al ritorno, rispettivamente ai treni 84 e 88). Sul treno 89, insieme ad una delle due carrozze-letti Z Roma – Siracusa, viaggiava anche una carrozza-letti S Roma – Reggio Calabria (al ritorno sul treno 82).

Al 1939 risultavano soppressi, invece, i due servizi curati dalle carrozze-ristorante sulle coppie di Rapidi 406/407 e 408/409 Palermo – Caltanissetta – Catania fatti con le automotrici delle Ferrovie dello Stato Italiane. Di spicco, dopo la breve parentesi del treno-Pullman istituito nel 1929 tra Roma e Napoli, i servizi curati dalle carrozze-ristorante della *Compagnie Internationale Des Wagons-Lits* sui treni 93 e 95, dove veniva servito il pranzo, mentre tra Roma e Reggio Calabria veniva servita la prima colazione sul treno 81. Invece, sul treno 83 veniva servita la cena tra Paola e Reggio Calabria.

Di sicuro interesse, risulta che in Sardegna sulla coppia di Rapidi 1/2 Cagliari – Terranova venivano servite la prima colazione (Rapido 1) e la cena (Rapido 2) dal personale della *Compagnie Internationale Des Wagons-Lits* sulle automotrici delle Ferrovie dello Stato Italiane. Dalla città pugliese di Brindisi, sui treni 156 e 212 (213 e 151 al ritorno), partiva una relazione diretta a Parigi G. de Lyon curata da una carrozza-letti classe S con cabine di prima (da letto singolo) e seconda classe (da due letti).

Invece, dalla città giuliana di Fiume (oggi Rijeka) – capoluogo del Quarnaro – partivano due relazioni diverse agganciate agli stessi treni (633 e 708 all'andata, 703 e 632 al ritorno): una per Budapest (servizio 486 Fiume-Budapest, servizio 485 Budapest-Fiume), curata da una carrozza-letti ST, e una per Vienna (servizio 980 Fiume-Vienna, servizio 979 Vienna-Fiume), curata da una carrozza-letti classe R.

Da Trieste, una carrozza-letti ST garantiva il collegamento con Monaco di Baviera, attraverso la ferrovia Transalpina (Trieste – Piedicolle – Jesenica – Rosenbach); altre due carrozze gemelle garantivano, rispettivamente, i collegamenti Trieste – Postumia – Vienna (treno 708 all'andata, 703 al ritorno) e Venezia – Postumia – Vienna (treni 620 e 708 all'andata, 703 e 613 al ritorno). Dalla città lagunare, partivano due relazioni curate da due carrozze-letti per Monaco di Baviera (carrozza-letti Y) e Parigi G. de Lyon (carrozza-letti S, secondo l'orario FS; carrozza-letti Z secondo l'orario Wagons-Lits). Viene segnalato sull'orario ufficiale della Wagons-Lits, una carrozza-letti ST, agganciata al treno 213, in servizio tra Parigi, Venezia e Budapest, mentre sul treno 704 (in coincidenza con l'arrivo della carrozza-letti Nizza – Budapest) veniva agganciata una carrozza-ristorante Trieste – Budapest (servizio 9542).

Roma era collegata a Monaco di Baviera e Berlino attraverso due carrozze-letti (una classe Z e una Y), mentre dalla capitale, agganciate ai treni 46 e 500 (ritorno 509 e 43), partivano due carrozze-letti dirette verso Praga (classe ST) e Varsavia (Z). Curiosa era la situazione che si veniva a creare durante il viaggio di ritorno verso Roma, dove ai treni 509 e 43 viaggiavano insieme le carrozze-letti Praga – Roma (classe ST col servizio 735), Varsavia – Roma (classe Z col servizio 966) e Venezia – Roma (classe S col servizio 826) e una carrozza-ristorante per servire la cena tra Tarvisio e Venezia (servizio 9551). Anche tra Roma e Vienna, oltre alla già citata carrozza-letti che veniva agganciata al *Wien-Cannes-Express*<sup>151</sup>, viaggiava una carrozza-letti Z agganciata ai treni 40 e 506 (503, 475 e 35 al ritorno).

Da questi dati possiamo comprendere la capillarità e l'importanza dei servizi della *Compagnie Internationale Des Wagons-Lits*, in modo particolare per quanto riguarda l'Italia, organizzata per garantire un ottimo servizio destinato poi a entrare in competizione con i treni rapidi a partire dagli anni

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<sup>151</sup> Renzo Perret, *Grandi Espressi Europei – 2. Treni in Blu*, Gulliver Edizioni, Torino 1992., p. 41.

'30 del XX Secolo, per poi definitivamente soccombere a partire dagli anni '60 con la concorrenza spietata del trasporto automobilistico e aereo.

### **LUXURY ON THE TRACKS - OVERVIEW OF CIWL SERVICES IN ITALY DURING THE INTERBELLUM**

Analyzing the two decades between 1919 and 1939, Italy greatly increased its importance with a view to establishing the luxury services managed by the Compagnie Internationale Des Wagons-Lits, both as regards the "Hotel Trains" and the individual relationships provided by sleeping cars, restaurant-cars or coaches-Pullman, rising to a first-level role in the field of railway communications in the Old Continent. We have already had the opportunity to illustrate and discuss the Pullman trains established in Italy between 1926 and 1935, so in this article we will deal with the services with sleeping and restaurant cars. For the Company's historians, the twenty-year period 1919-1939 was considered as a Golden Age, which began with the revival of the CIWL (Compagnie Internationale Des Wagons-Lits) symbol train: the Orient-Express. Let's see it in more detail.

In January 1919, with the war ended, work began on the peace conference in the Palace of Versailles, whose decisions had important repercussions not only on the whole world, but also on the Compagnie Internationale Des Wagons-Lits and its luxury trains. The main objective of the Company was to reconstitute its old Belle Époque empire covered with "Hotel Trains" and isolated relationships provided by sleeping and restaurant cars, but this process had to go through the impositions dictated by the Allies, and the questions that arose at the end of the conflict.

This could seem very difficult as many new countries were born in Central and Eastern Europe, often in conflict with each other, which could prevent their implementation. Not only that, but also the intentions of revenge by the French against the Germans could seriously hinder the reconstitution of the old pre-war CIWL empire with its trains that mainly crossed Germany and Austria, as they did not want to lose allied support in this delicate historical phase.

We keep in mind that the CIWL had managed to survive the war with difficulty, thanks to subsidies from the French state, in particular, and had publicly given its support to the cause of the states of understanding, so in the defeated countries like Hungary and Germany was not viewed favourably with the return of a company that had backed France. Should we have given up forever to cover the German and Central European market?

The allied, and especially French, support, as in the case of the negotiations that began with Mitropa for the resumption of CIWL services in central Europe, to start from a position of strength. But in other cases, as in the case of one of the measures adopted during the peace conference, the Company was unable to reconstitute the luxury trains along the Brenner railway, since they were the ones that connected, between the late nineteenth and early twentieth centuries, northern Germany with the Ligurian Riviera and southern Italy, such as the Berlin-Naples-Palermo-Express and the Tyrol-Riviera-Express.

In the meantime, two other historic trains that disappeared completely were the Peninsular-Express and the Malle des Indes, due to their very low patronage that was already taking place shortly before the start of the war. With the Revolution of 1917, Russia was excluded from the luxury connections of the Compagnie Internationale Des Wagons-Lits, thus leading to the cancellation of the Transiberian-Express, replaced in Chinese territory since 1923 with the Trans Manchurian-Express between Manchouli and Vladivostok. With the exclusion of Russia, it became even more pressing to find, for both the Allies and the CIWL, a direct communication route from Europe to Asia, exploiting the railways along southern Europe, the Balkans and the Middle East.

It was necessary to act quickly, since long-distance rail links across Europe had been missing since 1914, which prevented their recovery, such was their importance from an economic and social point of view. Let's not forget that, during the course of the nineteenth century, luxury trains had become a fundamental tool for land communications, and it was no longer possible to think of a Europe without these fundamental transport systems. At this point, the reactivation of the CIWL "Hotel Trains"s, and of

all its other relationships provided by the sleeping or restaurant cars, became an important topic, with deep political and social significance.

The Allies, and especially France and Italy, and diplomats from neutral countries such as Holland and Switzerland, were very interested in the CIWL train reconstitution process during the Commission of the Peace Conference on Railways, Ports and waterways, especially for its most significant train: the Orient-Express. This was the "Hotel Trains" from which the company intended to resume its business in Europe, synchronizing all the other connections, many of which had previously been established in the Belle Époque, which would have been reactivated.

The new Orient-Express, the centre piece of the rebirth of the Compagnie Internationale Des Wagons-Lits, could no longer pass through Germany and Austria, in accordance with the decision to punish these two nations for the war, and began to study alternative routes, considering alternative routes. The attention of the CIWL and the Allies, during the work of the peace conference, fell on the Simplon-Express, one of the very few "Hotel Trains" reconstituted in 1919 between Calais and Trieste, which had recently passed to Italy, and which had recently extended its journey with the carriage-beds Trieste - Bucharest and Trieste - Semlin, not far from Belgrade.

Already in 1906, when the Simplon Gallery was inaugurated, Switzerland, Italy and France had glimpsed the possibility of being able to introduce themselves more easily into the Balkans from an economic point of view, opening up the possibility of connecting directly with Greece and Turkey by exploiting the Trains-Hotel of the Compagnie Internationale Des Wagons-Lits. Trains took less time passing through the Simplon Tunnel and northern Italy to go from Paris to Belgrade than on the previous route via Strasbourg - Munich - Vienna and Budapest.

The Simplon-Express of the Belle Époque had already represented a valid springboard towards the creation of a new relationship, parallel to the classic Orient-Express via Strasbourg - Munich - Vienna - Belgrade, which, in the intentions of the Company, it was supposed to connect the French ports of Calais, Bordeaux and St. Nazaire with northern Italy, Croatia, Greece and Constantinople.

At the end of the war, the international situation was profoundly different from that of 1906, and for the winning Allies the prospect of continuing the journey of the most important Trains-Hotel in Europe beyond the Simplon to Belgrade, Sofia, and finally Constantinople, making it the new Orient-Express, the train symbol of the rebirth of the Company, appeared more than ever the most obvious solution. The Swiss were thus rewarded for the role played in the peace process, while Italy was thus able to see its prominent role in international railway connections confirmed, concluding the flirtation started with the CIWL that began during the war, and thus returning to being an important piece in global communications.

Thus was born, from these sumptuous premises, the Simplon-Orient-Express, from the ashes of the old Orient-Express, which immediately became the most famous and prestigious train in Europe, the symbol of the revival of the economy of the Allied countries. We had never seen anything so important from the railway point of view in the Old Continent. The "Hotel Trains" officially started to circulate on 1st July 1920, and took its new name from the Simplon Tunnel, inaugurated in 1906 between Brig and Iselle, between the canton of Valais and Piedmont.

The Simplon-Orient-Express covered the route between Calais - where steamships arrived from London and Paris with Constantinople in less time than the previous Belle Époque Orient-Express (whose route had been consolidated since 1889 from Paris and Vienna through the Hungarian plain, to reach Belgrade and Constantinople) passing through the cities of Dijon, Vallorbe, Lausanne, Brig, Milan, Venice, Trieste, Zagreb, Belgrade and Sofia. The question of having to exclude Germany from the great railway relations appeared so resolved, and Austria's worst nightmares came true, so much so that the newspapers of March 1919 - as reported by Irene Anastasiadou - stressed that the first "Hotel Train" that resumed at circulating after the end of the war it crossed only the countries of the allied alignment, and proudly excluded the Germans, the Austrians and the Hungarians.

The importance of the Simplon-Orient grew dramatically, so much so that two other sleeping car relationships between Paris and Calais with Athens and Bucharest were connected to the train, leaving together with the carriages directed from Northern France to Turkey, and, to maintain faith to the

historical heart of the Company, Belgium, a sleeping car was organized between the Belgian port of Ostend and Constantinople, which was attached to the Express - as the Simplon-Orient-Express is called by the writer Stephen Rother - in Milan. By analyzing the times available between 1931 and 1939, we can reconstruct a splendid reconstruction of the relationships served by the Simplon-Orient-Express. Interesting is what was reported in the diary of the conductor Jules Fradet, published on the French forum LR Presse, since it reported the passage in Italy of a heavy luxury train consisting of a Fourgon (Paris-Istanbul), a dining car (Paris-Trieste), and six sleeping cars (WL Paris-Trieste, WL Calais-Trieste, WL Paris-Istanbul, WL Calais-Istanbul, WL Paris-Athens, WL Paris-Bucharest) and two Fourgon at the end of the train (Paris-Istanbul and Paris-Postojna). On the official timetables provided by Christopher Elliott, the Simplon-Orient-Express sleeping car services on the Calais-Trieste, Calais-Istanbul, Paris-Istanbul and Paris-Athens relations carried out by S-class carriages with the availability of first and second class seats (always as indicated in the timetable). The service with ST-class sleeping carriages of twelve seats between Paris and Bucharest stands out, as indicated by the timetable.

The importance of the cities of northern Italy, the aforementioned Milan, but also Venice, Verona, Padua and Trieste, also grew enormously from an economic and commercial point of view, attracting a large number of visitors. The travel times, through Switzerland, the Po Valley and the newly formed Yugoslavia were shorter than those that had before the war with any "Hotel Train" that went from Western Europe to Eastern Europe via Germany and Austria, and this contributed to increasing its isolation and, in large part, resentment towards the Allies. From the city of Milan, several restaurant carriages were used on trains 202 and 216 (Milan - Lausanne) and 204 (Milan - Brig). On the train 215, a restaurant-car was connected between Geneva and Milan, while on the train 205 a restaurant-car was connected (service 3533) between Brig and Milan (it also happened on the train 209).

From Milan, in the direction of Venice, the catering service was guaranteed on some trains: firstly, on trains 185, 189 and 415 there was a coach-restaurant CIWL Milan - Venice, similarly to the famous Rapido 95 train; secondly, on train 195, a CIWL restaurant-coach serving between Milan and Verona was docked.

In the meantime, several "Hotel trains" resumed circulation along the European continent, changing their routes aimed at keeping Germany and the Soviet Union out of any international railway connection, while Austria and Hungary were slowly rehabilitated. Between 1923 and 1924, the Vienna-Cannes-Express was inaugurated, replacing the legendary Train of the Grand Dukes - the old St. Petersburg-Cannes-Express, not so much so as to allow the Viennese to be able to travel to the French Riviera again, but to involve the members of the middle classes of Warsaw and Prague, with special direct carriages, to reach the famous French Mediterranean locations. In the following years, sleeping cars were added Munich - Cannes (an S WL) and Rome - Tarvisio - Vienna (a Z bed carriage), while an ST Budapest - Cannes sleeping car allowed the capital of Hungary to stay connected to the French Riviera. On the Tyrrhenian railway line between Ventimiglia, Genoa and Naples, following the official timetable of 1939 of the Wagons-Lits and the Italian State Railways, we can note several services taken care of by the CIWL carriages. It is no wonder that the Compagnie Internationale Des Wagons-Lits took particular care of this route since, since the year of its foundation (1876), it represented a great battleground with the rival Pullman Company, which had well rooted its American-style carriages-beds from Rome to Sicily. CIWL was responsible for the service with sleeping cars from Rome to Turin, in combination with the ordinary trains of the Mediterranean network as early as the late 1970s, as well as managing the Malles des Indes between Ostend and Bologna.

As evidence of the fact that sixty years later the importance of this line for CIWL had not changed at all, we note the following convoys which faced, so to speak, on the Tyrrhenian Sea: on the Direttissimo 2 train two restaurant cars operated to serve the routes Rome - Genoa (service 7603), for breakfast and lunch, and Turin - Modane (7541), for dinner; same situation on train 10 Roma Termini-Modane, where the 7617 restaurant service was carried out (lunch and dinner) by a CIWL carriage.

Of great interest, noted on the FS timetable of 1939, was the class Lx sleeping carriage - with first and second class beds - used between Florence S.M.N. and Paris Gare de Lyon, part of the Rome-Express relationship. This "HotelTrain" arrived in Italy at around 4.20 in the morning, to stop in Turin at around 6.50 am, in Genoa at 9.15 am and then finish the ride in Rome at 15.30; the Rome-Express, as we have already shown, was not only made up of a Lx Paris - Florence class carriage (which travelled from Viareggio to Florence with the 739 train), but also of three other Lx carriage carriages from Calais and Paris Gare. de Lyon for Rome Termini and Naples P. Garibaldi (one of the three carriage-beds, precisely the one with the 187 service, continued from the capital to the Neapolitan capital with the Rapido 61). Not only that, but I would like to remind you that for some years between Genoa, Viareggio and Livorno it had been possible to travel on board the Pullman Milano - Montecatini Terme and Milan - Livorno *couplages*, allowing travellers from Milan to reach Rome in less than twenty-four hours.

The luxury connections between London, Paris and Rome were managed immediately by the Compagnie Internationale Des Wagons-Lits: in 1883 the Calais-Nice-Rome Express was established, the same age as the Orient-Express, one of the first "Hotel Train" of the history of Europe; definitively replaced in 1889 with the Rome-Express relationship, taking advantage of the Fréjus tunnel between Modane and Turin, it became one of the most famous trains of the CIWL together with the Simplon-Orient-Express and the Train-Bleu. The Rome-Express was ennobled by the arrival, starting from 1929, of the aforementioned Luxor-class sleeping cars- or rather Voiture-Lits de grand Luxe, built in ninety examples by the Enterprises Industrielles Charentaises and Metropolitan, defined by Renzo Perret as a masterpiece of craftsmanship in furnishings, with ornamental motifs from Maple, Morrison, Nelson and Prou. Let us now return to the Tyrrhenian line. The fast trains 550 (Rome - Turin) and 551 (Turin - Rome) are of great interest and, due to the coexistence of two traction systems on the Tyrrhenian - three-phase current between Turin, Genoa and Livorno, and direct current between Livorno and Rome - were carried out with two different types of rolling stock, and on board both were served on site by staff of the Compagnie Internationale Des Wagons-Lits: between Turin and Livorno the service was carried out by a couple of ALn.40 set up only with first class seats and cuisine, while between Livorno and Rome by the famous ETR-200. On all the Railways of the Italian Railways the catering service was managed by CIWL, such as on the Rapids 524 and 525 Milan - Naples (528 the return), 527 Milan - Rome (to serve dinner), 523 Rome - Naples and 883 Rome - Reggio Calabria (where at the date of 1939 there is no lunch but dinner confirmed).

In conclusion, other trains operated on the Tyrrhenian line where voiture-lits were present: in Direct 4, there was a S-class carriage (1st / 2nd class) used between Rome and Milan, via Genoa; on Direttissimo 14 (where breakfast was served in a restaurant-coach CIWL between Turin and Modane) there were two sleeping cars used between Rome and Turin, indicated respectively belonging to classes S and class Z - even if from the timetable of the FS from 1939 both carriages are classified as Z - with first and second class seats, as well as an S-sleeping car e (service 795) in service between Rome and Ventimiglia (with the possibility of extending over Nice); not only, but also on the Direttissimo 6 Rome-Turin there were two sleeping cars Rome - Genoa (also present on Direct 8 as a service 793/797) and Naples P. Garibaldi - Turin (to the latter, between the Neapolitan capital and the Capital travelled a S-sleeping car was attached which originated from Naples P. Garibaldi and continued to Milan by train 20), both belonging to class S according to official timetables.

Finally, on the Direttissimo 106 Rome-Modane there was a CIWL restaurant-car between Genoa and Turin for lunch. In the opposite direction, on Direct 1 Modane - Rome, CIWL had breakfast and lunch with its restaurant-car (service 7618), exactly as on Rapido 51 (service 7624); on the Rapido 53 the Company instead served lunch and dinner (service 7535); on the Direttissimo 3 a dining car served dinner to travellers. These connections were planned to coincide with the direct trains to Calais, London and Milan on one side, and Naples on the other. From the Piedmontese capital, on the pairs of trains 194/193 and 198/417, CIWL restaurant cars were used to serve lunch and dinner respectively.

In 1926, the CIWL decided to establish a new category of luxury trains, which were to support the "Hotel Trains": thus were born the Tuttoletti, trains exclusively made up of sleeping cars,, without a restaurant car, which had to cover short distances in the span of a night, or a little more. The Tuttoletti had a lot of success in Italy, as in 1926 there were four relationships carried out by these trains: Rome - Milan (trains 18/19 in the Milan - Rome sense, made up of four S-class sleeping cars and two others belonging to the class Z), Rome - Venice - Trieste, Rome - Genoa - Turin, Rome - Reggio Calabria / Palermo / Syracuse.

In the early 1930s, Germany was officially reintegrated into the register of "Hotel Trains" of the Compagnie Internationale Des Wagons-Lits, to also address the growing cancellations and downsizing of the railway market following the crisis of 1929, with the establishment of the Riviera-Naples-Express between the cities of Berlin, Frankfurt, Amsterdam, Cologne, Basel, Milan with Rome (Berlin - Rome section consisting of a class Y sleeping car), Naples, Genoa and Cannes (Berlin section - Cannes consisting of two class Y sleeping carriages), which will later be called simply Riviera-Express.

From the capital Meneghino, catering services to central Italy concerned a large number of trains: lunch was served between Florence and Rome on the Rapido 521 (service 7660), similarly to what happened on the Rapido 522 between Florence and Milan; on the Rapido 23, in addition to the sleeping carriages of the Riviera-Express and Wien-Cannes-Express (Berlin - Rome and Vienna - Rome), lunch was served between Florence and Rome on a CIWL carriage of the 7602 service (a similar situation was repeated in reverse direction on the Rapido 26 where, in addition to the aforementioned sleeping carriages, dinner was served between Florence and Milan); on train 35 lunch was served between Milan and Florence (similarly to what happened on train 115), and then hooked on the Z-bed carriage of the 822 Vienna - Rome service; on train 33 breakfast and lunch were served between Milan and Rome (service 7506); on train 37 dinner was served between Bologna and Rome in a coach-restaurant CIWL with the 7614 service; curious was the situation that was created on train 39, where dinner was served between Milan and Bologna (similarly to what happened on trains 153 and 451, where the Paris - Brindisi bed car was attached to the latter), then a S class sleeping car was attached to (service 834) Bologna - Rome in the Emilian capital.

Italian Liguria and the French Riviera had certainly not lost their attractiveness, and the timetables of 1939 demonstrate this widely: in addition to the aforementioned S-sleeping car in service between Rome and Ventimiglia (service 795), there were also two ST sleeping cars in service from Zurich (353) and Basel (351) to Genoa, coupled to train 161. We must not forget the Italian section of the Calais-Méditerranée Express (Sanremo - Calais), consisting of a class Lx sleeping car coupled to train 132 (137 on the way back).

Of great interest, the situation that was still reported on the 1939 Wagons-Lits timetable that occurred on the train 163, or the simultaneous presence of two (three according to the official timetable of the FS) sleeping cars directed towards Genoa, respectively belonging to the classes Z (service 783 from Trieste) and R (service 774 from San Candido). Yes, the 774 San Candido - Genova Piazza Principe service was still carried out by an old 1905 teak bed car, with first and second class beds, belonging to the first unified class of cars commissioned by the Compagnie Internationale Des Wagons-Lits to various European manufacturers; according to what reported by the FS timetable, there was a second sleeping carriage R that came from San Candido, but the latter on the Wagons-Lits timetable is not mentioned. Particularly, also the presence of a ST-class carriage - with first and second class beds - in service between Budapest and Nice, attached in Italy on trains 163 and 136 (and in the latter, lunch was served through in a Company restaurant car on service 7507). The services provided by the CIWL restaurant cars, following the timetable of 1939, were still very numerous between Liguria and Lombardy: just think of the train 169 where the company served lunch between Milan and Genoa aboard one of his carriages, while a twin unit served dinner between Genoa and Ventimiglia on train 146; of great interest are the 413 Berlin - Nice services, taken care of by a Y class sleeping car - with first and second class beds - and 812 Den Haag - Rome, taken care of by a S class sleeping car.

Shifting our attention to central and northern Italy, following the official timetable of the FS, we still encounter other services managed by the sleeping and restaurant cars of the Compagnie Internationale Des Wagons-Lits. First, we can see that on train 43 (46 on the way back) there were two S-class sleeping

cars in service between Venice and Rome; from Calalzo (in the Veneto Alps) and Rome, coupled to trains 599 and 45 (38, 1968 and 594 on the way back), a class Z sleeping car circulated, with first and second class cabins both with two beds; another Z-sleeping car, set up in the same way as the one in service between the capital and Calalzo, travelled between Trieste and Rome coupled to train 45 (44 on the return journey). Another Z- sleeping car carried out the service between Bolzano and Rome attached to trains 69 and 41 (46 and 64 on the way back), while an R-class sleeping car ran through the South Tyrolean city that covered the Merano-Vienna relationship. The city of Rimini also had a direct connection provided by a Z class Sleeping car bound for the Austrian capital. A Z class sleeping car covered the service between San Candido (South Tyrol), Brenner and Paris Gare. de l'Est, coupled to trains 547 and 64 (69 and 542 on the return journey).

Also on the Brenner railway some services were carried out by the restaurant coaches of the Compagnie Internationale Des Wagons-Lits, in particular on trains 67 and R67 (Brennero - Trento), 77 and 83 (Brennero - Bolzano), and 69 (Brennero - Verona).

Secondly, moving our attention to the centre-south, four other Z sleeping cars (set up in the same way as the Calalzo-Rome one) carried out the services Bologna - Ancona - Rome (trains 153-75 one way, trains 78-1786 at return), Rome - Caserta - Brindisi (trains 91 and 451 one way, 450 and 92 on the return), Rome - Palermo (trains 85-905 one way, 908 and 88 on the return) and Rome - Syracuse (covered by two separate attached carriages, respectively, the first to train 85 (where dinner was served between Rome and Naples on a CIWL restaurant-car), the second to train 89 on the outward journey; on the return, respectively on trains 84 and 88). On train 89, together with one of the two Z class sleeping carriages Rome - Syracuse, a S class sleeping carriage Rome - Reggio Calabria also travelled (on the return journey on train 82).

By 1939, however, the two services taken care of by the restaurant carriages on the Rapidi 406/407 and 408/409 Palermo - Caltanissetta - Catania couples made with the railways of the Italian State Railways were suppressed. The services provided by the restaurant coaches of the Compagnie Internationale Des Wagons-Lits on trains 93 and 95, where lunch was served, were prominent, after the brief interlude of the Pullman train established in 1929 between Rome and Naples, while lunch was served, while between Rome and Reggio Calabria served breakfast on train 81. Instead, on train 83 dinner was served between Paola and Reggio Calabria.

Of certain interest, it appears that in Sardinia on the pair of Rapidi 1/2 Cagliari - Terranova breakfast (Rapido 1) and dinner (Rapido 2) were served by the staff of the Compagnie Internationale Des Wagons-Lits on the railways of the Italian State Railways . From the Apulian city of Brindisi, on trains 156 and 212 (213 and 151 on the way back), a direct relationship left for Paris Gare de Lyon, curated by a class S sleeping car with first (single bed) and second class cabins (from two beds).

Instead, from the Julian city of Fiume (today Rijeka) - the capital of Kvarner - two different connections left to the same trains (633 and 708 on the outward journey, 703 and 632 on the return journey): one for Budapest (service 486 Rijeka-Budapest, service 485 Budapest-Rijeka), cared for by a ST sleeping car, and one for Vienna (service 980 Rijeka-Vienna, service 979 Vienna-Rijeka), provided by a R class sleeping car.

From Trieste, an ST sleeping car ensured the connection to Munich via the Transalpina railway (Trieste - Piedicolle - Jesenica - Rosenbach); two other twin carriages guaranteed the Trieste - Postojna - Vienna connections (train 708 one way, 703 return) and Venice - Postojna - Vienna (trains 620 and 708 one way, 703 and 613 return), respectively. From the lagoon city, two reports departed, provided by two Y class sleeping cars for Munich and Paris Gare de Lyon (sleeping carriages S, according to the FS timetable; sleeping carriages Z according to the Wagons timetable -Lits). It is noted in the official timetable of the Wagons-Lits, an ST sleeping car, coupled to the train 213, in service between Paris, Venice and Budapest, while on the train 704 (coinciding with the arrival of the sleeping car Nice - Budapest) a restaurant - Trieste - Budapest carriage (service 9542) was coupled.

Rome was connected to Munich and Berlin via two sleeping cars (a class Z and a Y), while from the capital, coupled to trains 46 and 500 (return 509 and 43), two sleeping cars left for Prague (class ST) and Warsaw (Z). Curious was the situation that arose during the return journey to Rome, where the sleeping

cars Prague - Rome (class ST with service 735), Warsaw - Rome (class Z with service 966) travelled together on trains 509 and 43 and Venice - Rome (class S with service 826) and a restaurant car to serve dinner between Tarvisio and Venice (service 9551). Also between Rome and Vienna, in addition to the aforementioned sleeping car that was attached to the Wien-Cannes-Express, a Z class sleeping car was also attached to trains 40 and 506 (503, 475 and 35 on the return journey).

From these data we can understand the capillarity and the importance of the services of the Compagnie Internationale Des Wagons-Lits, in particular as regards Italy, organized to guarantee an excellent service which is then destined to compete with fast trains starting from the 30s of the twentieth century, then finally succumbing from the 60s with the ruthless competition of car and air transport.

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### **Due vagoni tra le nuvole**



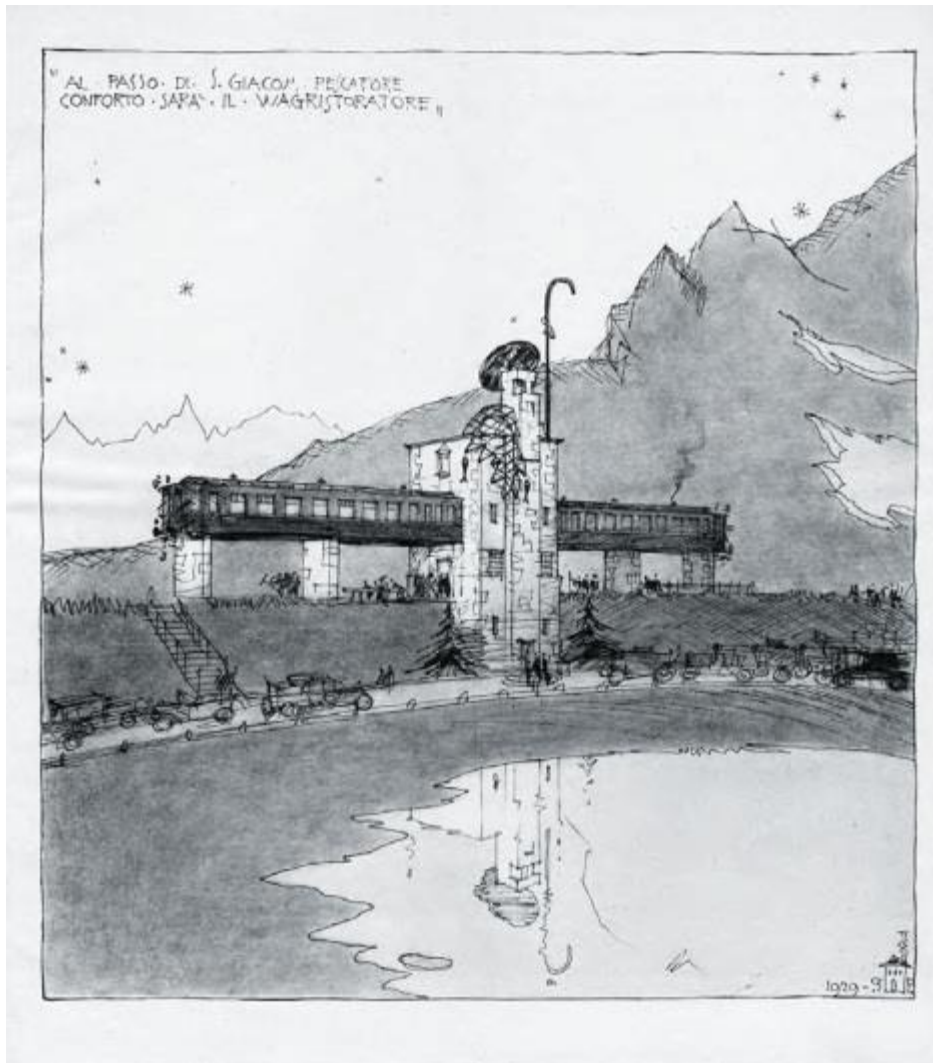
Il *Wagristoratore* era un surreale progetto di Piero Portaluppi, il noto architetto milanese nato nel 1888. A quarantadue anni aveva già realizzato molte abitazioni per la borghesia lombarda, ridisegnato il sagrato di Piazza Duomo e stava lavorando al planetario Hoepli nei Giardini Pubblici ambrosiani.





Un ritratto dell'architetto Piero Portaluppi alla scrivania. Per la conservazione dei suoi progetti e la conoscenza della sua opera è stata fondata a Milano la Fondazione Piero Portaluppi

In Ossola l'eccentrico Portaluppi aveva già costruito alcune bellissime centrali idroelettriche (Verampio, Crego, Valdo, Sottofrua, Crevola, Cadarese) e l'albergo sulla Cascata del fiume Toce, "dotato di tutte le comodità più moderne, appartamenti con bagni, segnalazioni luminose, grande veranda, campo da tennis, campo da skating coperto con annesso tavernino".



Il progetto iniziale del Wagristoratore, dedicato a San Giacomo Pescatore, prevedeva un corpo di fabbrica al centro dei due vagoni, con una forma che ricordasse la figura del Santo

Intitolato a San Giacomo Pescatore, il bizzarro punto di ristoro, una *dépendance* del vicino albergo, fu inaugurato nel 1930 al Passo di San Giacomo, l'estremo confine naturale tra la Val Formazza e la Svizzera, a 2318 metri di altezza. La costruzione della strada, costruita nel 1927 dalla Società Umberto Girola assieme alla Edison, poteva consentire la realizzazione di un cos' ardito progetto. Il disegno originale prevedeva due vagoni ferroviari, una carrozza ristorante e un vagone letto, posti in quel luogo remoto e appoggiati su dodici pilastri in cemento armato. Al centro era previsto, da principio, un edificio a tre piani a forma di torre che ricordasse la figura del Santo.



La pubblicità del Wagristoratore con un tipico carattere anni Trenta

Un altro fotomontaggio mostra la seconda idea: uno *chalet* in stile alpino, con tetto spiovente, finestroni verso la valle. Alla fine, vennero portati i vagoni, secondo alcuni tagliati in due parti e poi ricomposti in loco, grazie all'aiuto dell'Impresa Girola, ma l'edificio non fu realizzato. Decorate da velluto rosso e da stucchi dorati le carrozze servivano rispettivamente per mangiare, il *wagon-restaurant*, e per dormire il *wagon-lit*, ed erano costrette a una paradossale immobilità. La pubblicità coeva raccontava che il Wagristoratore "ha incontrato il pieno favore di quanti lo hanno visitato per l'abbondanza, la qualità e la signorilità del servizio ... Il Wagriposatore invece ha cabine a uno e due posti, riscaldamento a termosifone, acqua corrente, segnalazioni ed illuminazione elettriche". Era gestito dalla Società Anonima Alberghi della Formazza di cui lo stesso architetto era stato cofondatore e presidente.



La messa in posa del primo vagone

Ideato per turisti e alpinisti, a sole tre ore d'automobile da Milano, la treno-architettura di Portaluppi si trovava in un ambiente incontaminato, ricco "della più smagliante flora alpina di magici boschi di conifere, di tersi laghi alpini e di una corona di colossi montani le cui cime sveltano maestose nell'azzurro cielo, in uno scenario di completa bellezza montana".



Un gruppo di allegri escursionisti davanti ai vagoni



Il ministro Giuseppe Bottai, penultimo a destra, in Ossola per l'inaugurazione del bacino idroelettrico in Val Formazza, nell'Agosto del 1930, rende omaggio con una visita collettiva al Wagristoratore. Fondazione Arnoldo e Alberto Mondadori, Fondo Fotografico Bottai

Il Wagristoratore venne dimenticato e trascurato durante la Seconda guerra mondiale e nella resistenza, quando i passi della Val d'Ossola si erano trasformati in vie di fuga per chi scappava dall'Italia fascista e razzista. Alla fine del conflitto fu utilizzato come postazione strategica, ma, considerato dai tedeschi un

pericoloso rifugio per partigiani, il Wagristoratore venne incendiato e distrutto. Chi si avventura al Passo di San Giacomo, noterà una strana teoria di pilastri, a testimonianza del sogno di Portaluppi.



Il triste destino del Wagristoratore fu la distruzione per mano dei nazifascisti, che dopo averlo usato come postazione strategica, decisero di appiccare il fuoco per evitarne l'utilizzo da parte dei partigiani in fuga verso la neutrale Svizzera

In apertura: il secondo progetto di Piero Portaluppi per il Wagristoratore, che prevedeva una costruzione in stile *chalet* tra i due vagoni.

Scarica qui il pdf dell'articolo: [Due vagoni tra le nuvole](#)

Nel numero di settembre ottobre della rivista svizzera Randonner.ch, Remy Kappeler ha dedicato un articolo al Wagristoratore, con interessanti approfondimenti e notizie inedite. Per scaricare il pdf dell'articolo in francese cliccare qui: [Deux wagons dans le nuages](#)

Bibliografia: Rossella Favino, *Un ristorante al termine dell'universo*, Ossola.it, anno III, n. 6, 2010; Rocco Stanislao Tironi, *"Egregio Architetto Portaluppi..." Cartoline di architetti e di architetture*, Politecnico di Milano, tesi di laurea, a.a. 2010-2011, relatore Roberto Dulio.

Link: [Fondazione Piero Portaluppi](#)

Zwei Teakholzwagen der CIWL, einen Speise- und einen Schlafwagen, schon ihrer ursprünglichen Beschriftungen beraubt, verschlug es um 1930 knapp zwei Kilometer südlich der Passhöhe auf italienischer Seite als stationäres Restaurant "für Automobilisten" auf den Pass San Giacomo. Auf Betonstützen wurden die Wagenkästen montiert, sie sollten durch ein wohl nie vollendetes Mittelgebäude verbunden werden. Gegen Ende des zweiten Weltkrieges (1943) wurden die Wagen zerstört. Noch heute sollen die Betonstützen in den Himmel ragen, auf über 2300m Höhe.

Weiterführende Links: [Wagristoratore](#) [Pass San Giacomo auf Wikipedia](#)

Derzeit wird versucht, die Identität der beiden Wagen zu klären. Bei dem Schlafwagen könnte es sich um einen frühen R18 handeln, z.B. aus der Serie 977-986, Diatto 1905; Der Speisewagen könnte aufgrund relativ seltener Bauartmerkmale eventuell genauer eingegrenzt werden, er sieht aus wie der 1900 auf der Weltausstellung gezeigte WRS 681, Ringhoffer 1900 und dürfte in benachbarten Serien zu finden sein.

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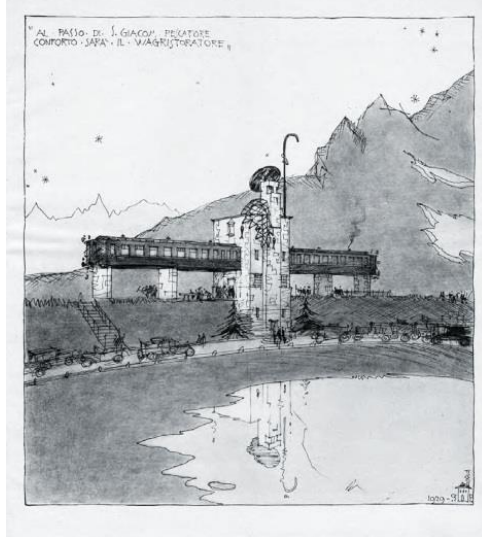
**San Giacomo pass Two carriages in the clouds Zwei Wagen in den Wolken**

Twelve old pillars still rise on the San Giacomo pass. In the 1930's they did support a hotel-restaurant installed in two carriages. It was the result of an architect's dream to record the idea of progress. This project did not only have a touristic dimension. The remains enable us to recall a piece of history of the Italian-Swiss border. Auf dem San Giacomo-Pass erheben sich noch zwölf alte Säulen. In den 1930er Jahren unterstützten sie ein Hotel-Restaurant in zwei Wagen eingebaut. Es war das Ergebnis des Traums eines Architekten, die Idee des Fortschritts festzuhalten. Dieses Projekt hatte nicht nur eine touristische Dimension. Die Überreste ermöglichen es uns, an ein Stück Geschichte der italienisch-schweizerischen Grenze zu erinnern.



It was here that, it is now more than 80 years ago, a then famous Milanese architect Piero Portaluppi realised one of his dreams: transform two carriages into a hotel-restaurant situated on 2318 metres above sea-level. For this project Piero Portaluppi had two railway carriages transported by a road newly constructed on the Italian side of the border. Both carriages, each of them supported by six pillars, were thought to house a hotel and a restaurant. This 'Wagristoratore' was really a luxurious hotel, red velour and gilded stucco decorated the interior of the carriages. The hotel had central heating and running water, real promotional arguments as noticed by Paola Voza and Marco Casali in their blog 'Archivio

Iconografico des Verbano'. Hier, vor mehr als 80 Jahren, verwirklichte der damals berühmte Mailänder Architekt Piero Portaluppi einen seiner Träume: Verwandeln Sie zwei Wagen in ein Hotel-Restaurant auf 2318 Metern über dem Meeresspiegel. Für dieses Projekt ließ Piero Portaluppi zwei Eisenbahnwaggons auf einer neu gebauten Straße auf der italienischen Seite der Grenze transportieren. Beide Wagen, von denen jeder von sechs Säulen getragen wurde, sollten ein Hotel und ein Restaurant beherbergen. Dieser Wagristoratore war wirklich ein luxuriöses Hotel, roter Velours und vergoldeter Stuck schmückten das Innere der Wagen. Das Hotel hatte Zentralheizung und fließendes Wasser, echte Werbeargumente, wie Paola Vozza und Marco Casali in ihrem Blog "Archivio Iconografico des Verbano" bemerkten.



#### **A construction dedicated to a saint      Eine Konstruktion, die einem Heiligen gewidmet ist**

Piero Portaluppi had more in mind seeing that he wanted to construct an intermediate body between the two carriages. On a sketch one can view that the stone building resembles from far like a saint, San Giacomo Pescatore, to whom it was dedicated. This construction, which had to be built between a restaurant and a sleeping car, was flanked by a white tower with black round roof and a kind of antenna identical to a bishop's crook. On another design, this time a composite picture, the intermediate building is a rectangular white house looking like an alpine chalet with windows on the valley side and gable end roof. However, none of these designs was ever realised. Piero Portaluppi hatte mehr im Sinn, als er sah, dass er einen Zwischenkörper zwischen den beiden Wagen bauen wollte. Auf einer Skizze kann man sehen, dass das Steingebäude von weitem einem Heiligen ähnelt, San Giacomo Pescatore, dem es gewidmet war. Diese Konstruktion, die zwischen einem Restaurant und einem Schlafwagen gebaut werden musste, wurde von einem weißen Turm mit schwarzem Runddach und einer Art Antenne flankiert, die mit einem Bischofsbuckel identisch war. Bei einem anderen Entwurf, diesmal einem zusammengesetzten Bild, ist das Zwischengebäude ein rechteckiges weißes Haus, das wie ein alpines Chalet mit Fenstern auf der Talseite und einem Giebelenddach aussieht. Keines dieser Designs wurde jedoch jemals realisiert

Finally, the two carriages were directly connected to each other as shown on a photograph of a group of rucksack tourists in front of the surprizing construction. It was not this kind of guests the hotel-restaurant was meant for, the 'Wagristoratore' was meant for a much richer public. A nice road did connect with the plain and it took only three hours from Milan by car to reach this site.



Another picture is much more representative: some twenty, elegantly dressed, persons pose proudly in front of the carriage. Among them is Giuseppe Bottai, minister in the government of dictator Benito Mussolini. Schließlich wurden die beiden Wagen direkt miteinander verbunden, wie auf einem Foto einer Gruppe von Rucksacktouristen vor dem überraschenden Bau gezeigt. Es war nicht diese Art von Gästen, für die das Hotel-Restaurant gedacht war, der Wagristoratore war für ein viel reicheres Publikum gedacht. Eine schöne Straße war mit der Ebene verbunden und es dauerte nur drei Stunden mit dem Auto von Mailand, um diese Stelle zu erreichen.

Ein anderes Bild ist viel repräsentativer: Etwa zwanzig elegant gekleidete Personen posieren stolz vor dem Wagen. Unter ihnen ist Giuseppe Bottai, Minister in der Regierung des Diktators Benito Mussolini.

#### **A touch of hypocrisy Ein Hauch von Heuchelei**

It was this Mussolini that had built in 1925 a route throughout the Val Formazza, later on extended to the San Giacomo pass. At the inauguration on August 15<sup>th</sup>, 1929, he declared that the asphalted pass route had to serve for automobile sport. "Mussolini probably wanted to prove the quality of the route, reason for what he had transported the railway carriages to these heights", tells Francesco Vicari, president of the 'Association of officers of Foyer Bedretto'. This 79 years old Swiss military from Massagno is often on the San Giacomo pass. In Switzerland, the paroles of Mussolini were received distrustfully because the strategic importance of the route was without doubt. In the days before the Second World War, such an argumentation was completely hypocrite.

"It was clearly a military route, through which a troop could quickly reach the Tessin, or the Gothard", explains Francesco Vicari. And for this reason, the Swiss never did construct this route on their side but started on the contrary to erect military buildings on the pass and in the Val Bedretto to be able to defend the valley. Partly these still can be seen today.

Mussolini had solemnly promised his people 'a frontier wished by God' and his press organs clearly announced that the Grisons, the Tessin, the Gothard region, the Furka and the Grimsel would return to Italy. The fears were not unfounded: early in September 1938 Italian fortifications were erected on the San Giacomo pass and 200 soldiers were stationed in this region. Es war dieser Mussolini, der 1925 eine Route durch das Val Formazza gebaut hatte, die später bis zum San Giacomo Pass verlängert wurde. Bei der Einweihung am 15. August 1929 erklärte er, dass die asphaltierte Passroute für den Automobilsport dienen müsse. "Mussolini wollte wahrscheinlich die Qualität der Strecke beweisen, Grund dafür, warum er die Eisenbahnwaggons in diese Höhen transportiert hatte", sagt Francesco Vicari, Präsident der "Vereinigung der Offiziere des Foyer Bedretto". Das 79 Jahre alte Schweizer Militär aus Massagno befindet sich oft auf dem San Giacomo Pass. In der Schweiz wurden die Bewährungsstrafen von Mussolini misstrauisch aufgenommen, da die strategische Bedeutung der Route ohne Zweifel bestand. In den Tagen vor dem Zweiten Weltkrieg war eine solche Argumentation völlig heuchlerisch. „Es war eindeutig eine militärische Route, über die eine Truppe schnell das Tessin oder den Gothard erreichen konnte“, erklärt Francesco Vicari. Und aus diesem Grund haben die Schweizer diese Route nie auf ihrer Seite gebaut, sondern im Gegenteil begonnen, Militärgebäude auf dem Pass und im Val Bedretto zu errichten, um das Tal verteidigen zu können. Teilweise sind diese heute noch zu sehen.

Mussolini hatte seinem Volk feierlich "eine von Gott gewünschte Grenze" versprochen, und seine Presseorgane kündigten deutlich an, dass die Graubünden, die Tessin, die Gothard-Region, die Furka und die Grimsel nach Italien zurückkehren würden. Die Befürchtungen waren nicht unbegründet: Anfang September 1938 wurden am San Giacomo-Pass italienische Befestigungsanlagen errichtet und 200 Soldaten in dieser Region stationiert.



#### **A less glorious end      Ein weniger ruhmreiches Ende**

The Second World War broke out and put a stop to the exploitation of the 'Wagristoratore' and his maintenance. It is not quite clear how the adventure did end. Paola Vozza and Marco Casali write that the carriages have served as refuge for persons fled from fascist Italy and that by the end of the war the two railway carriages were destroyed and burned down. One of the carriages, at least, had vanished but the second one was visited by Francesco Vicari in the summer of 1948. In the 1950's it also disappeared in one or another way. As Francesco Vicari returned for the first time on the pass about ten years later, only the pillars were still rising. Der Zweite Weltkrieg brach aus und stoppte die Ausbeutung des Wagristorats und seine Instandhaltung. Es ist nicht ganz klar, wie das Abenteuer endete. Paola Vozza und Marco Casali schreiben, dass die Wagen als Zuflucht für Personen gedient haben, die aus dem faschistischen Italien geflohen sind, und dass die beiden Eisenbahnwaggons am Ende des Krieges zerstört und niedergebrannt wurden. Zumindest einer der Wagen war verschwunden, aber der zweite wurde im Sommer 1948 von Francesco Vicari besucht. In den 1950er Jahren verschwand er auch auf die eine oder andere Weise. Als Francesco Vicari etwa zehn Jahre später zum ersten Mal auf dem Pass zurückkehrte, stiegen nur noch die Säulen.

#### **The carriages    Die Wagen**

There are no records of the type and number of the restaurant and sleeping car being used. The sleeping car could be an early R 18, probably from the series 977-986, built by Diatto in 1905. The restaurant car looks like WRS 681, built by Ringhoffer in 1900 and shown at the Paris World Exhibition of 1900. Es gibt keine Aufzeichnungen über Art und Nummer des verwendeten Restaurants und Schlafwagens. Der Schlafwagen könnte ein früher R 18 sein, wahrscheinlich aus der Serie 977-986, die 1905 von Diatto gebaut wurde. Das Speisewaggen sieht aus wie WRS 681, das 1900 von Ringhoffer gebaut und auf der Pariser Weltausstellung 1900 gezeigt wurde

The discussion about which cars were used is to be found on [www.wagons-lits.de](http://www.wagons-lits.de) Die Diskussion darüber, welche Wagen verwendet wurden, finden Sie auf [www.wagons-lits.de](http://www.wagons-lits.de)

This translation is a summary of an article by Remy Kappeler in RANDONNER.CH 05/2014,



found on this link: [Deux wagons dans le nuages](#) Diese Übersetzung ist eine Zusammenfassung eines Artikels von Remy Kappeler in RANDONNER.CH 05/2014, gefunden auf diesem Link: [Deux wagons dans le nuages](#)

Jos Geilen

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### **San Giacomo pass Deux voitures dans les nuages**

Douze vieux piliers se dressent sur le col de san giacomo. dans les années 1930, ils soutenaient un hôtel-restaurant installé dans des wagons, concrétisation du rêve d'un architecte marqué par l'idée du progrès. Ce projet n'avait pas uniquement une dimension touristique. Ses vestiges nous permettent d'évoquer un pan de l'histoire de la frontière italo-suisse.

Les piliers sont fortement érodés, le mortier s'effrite. Les deux rangées grises ne détonneraient pas dans ce paysage montagneux âpre et rocheux, si elles ne se dressaient pas sur l'herbe de manière incongrue. Impossible de deviner à quoi ces piliers ont pu servir. Heureusement, les photos découvertes la veille au soir dans la cabane Maria Luisa lèvent le voile sur ce mystère: c'est ici, il y a plus de 80 ans, qu'un architecte milanais alors célèbre, du nom de Piero Portaluppi, réalisa l'un de ses rêves: transformer deux wagons en hôtel-restaurant à 2318 mètres d'altitude. Il avait auparavant dessiné les plans de nombreux ouvrages dans le Val d'Ossola et le Val Formazza, dont plusieurs usines hydro-électriques à l'architecture étonnante ainsi que l'hôtel situé au-dessus de la cascade de la Tosa, à La Frua. Pour ce projet, Piero Portaluppi fit transporter deux wagons de chemin de fer par la route nouvellement construite du côté italien. Chacun d'entre eux fut posé sur six piliers, pour abriter un hôtel et un restaurant, selon la Fondazione Piero Portaluppi à Milan. Le «Wagristoratore» était un véritable hôtel de luxe, du velours rouge et des stucs dorés décoraient l'intérieur des wagons. Les hôtes disposaient du chauffage central, de l'électricité et de l'eau courante, de véritables arguments publicitaires que révèlent Paola Voza et Marco Casali dans leur blog «Archivio Iconografico del Verbano».

### **Construction dédiée à un saint**

Piero Portaluppi voyait encore plus grand puisqu'il voulait construire un corps intermédiaire entre les deux wagons. Sur un croquis, on peut voir que le bâtiment en pierre ressemble de loin à un saint, et c'est bien à un saint, San Giacomo Pescatore, qu'il était d'ailleurs dédié. La construction, qui devait être coincée entre un restaurant et un wagon-lit, était flanquée d'une tour blanche surmontée d'un toit noir et rond et d'une sorte d'antenne pareille à une crosse. Elle ne fut pourtant jamais réalisée. Un autre projet, que l'on peut voir sur un photomontage, celui d'une maison blanche rectangulaire aux airs de chalet alpin, aux fenêtres s'ouvrant sur la vallée et au toit à pignons, connut le même sort.

Finalement, les deux wagons furent directement reliés l'un à l'autre, comme le montre la photo d'un groupe de randonneurs aux sacs à dos bien remplis qui posent devant l'étonnante construction. Les marcheurs n'étaient pourtant pas nombreux à loger ici, le Wagristoratore s'adressant à un public plus riche. Une belle route permettait de rejoindre la plaine et d'atteindre Milan en trois heures de voiture seulement. Une autre image est plus représentative: une vingtaine de personnes élégamment vêtues posent fièrement devant le wagon. Parmi elles se trouve Giuseppe Bottai, ministre durant de nombreuses années du gouvernement du dictateur italien Benito Mussolini.

### **Touche d'hypocrisie**

C'est justement Mussolini qui fit construire en 1925 une route à travers le Val Formazza, prolongée par la suite jusqu'au col de San Giacomo. Lors de l'inauguration, le 15 août 1929, il déclara que la route asphaltée du col devait servir au sport automobile. «Mussolini voulait probablement prouver la qualité de la route, raison pour laquelle il fit transporter là-haut les wagons de chemin de fer», raconte Francesco Vicari, président de l'association des officiers du Foyer Bedretto. Ce Suisse de Massagno âgé de 79 ans, militaire de métier, s'est souvent retrouvé sur le col de San Giacomo. En Suisse, les paroles de Mussolini furent accueillies avec méfiance, car l'importance

stratégique de la route ne faisait aucun doute. A la veille de la Deuxième Guerre mondiale, une telle argumentation était parfaitement hypocrite. «C'était clairement une route militaire, par laquelle une troupe pouvait rapidement rejoindre le Tessin, puis le Gothard», explique Francesco Vicari. Et c'est pour cela que les Suisses ne construisirent jamais de route de leur côté, mais commencèrent au contraire à ériger des bâtiments militaires sur le col et dans le Val Bedretto pour pouvoir défendre la vallée. On peut encore les voir en partie aujourd'hui. Dans un article du «Bernener Tagblatt» du 8 janvier 1930, que Francesco Vicari a trouvé à la bibliothèque cantonale à Lugano, un colonel-divisionnaire du nom de Gertsch demandait même que la Suisse assure une présence militaire permanente sur le col et y installe une école de recrues. Mussolini avait solennellement promis à son peuple d'offrir à l'Italie «la frontière voulue par Dieu» et ses organes de presse avaient à l'époque clairement annoncé que les Grisons, le Tessin, la région du Gothard, la Furka et le Grimsel revenaient au pays. Gertsch répondait ainsi: «Nous devons prendre des mesures énergiques qui prouveront au Duce, avec le temps, qu'en ce qui concerne la Suisse, il a mal interprété la volonté de Dieu.»

Ses craintes n'étaient pas infondées: début septembre 1938, le lieutenant-colonel Siegrist écrivait dans un rapport: «Selon le témoignage d'un déserteur, les fortifications italiennes doivent être érigées sur le col de San Giacomo entre les deux petits lacs. A ce jour, 13 tranchées de 15 à 20 mètres de long, 1 mètre de large et 1,3 mètre de profondeur auraient été creusées.» D'après lui, 200 soldats étaient stationnés dans la région. Francesco Vicari pense que Siegrist était bien informé puisqu'il avait observé la construction de la route pendant des années, en passant en habits civils du côté italien.

#### Fin peu glorieuse

La Deuxième Guerre éclata, mettant un terme à l'exploitation du Wagristoratore et à son entretien. On ne sait pas avec certitude comment l'aventure prit fin. Paola Voza et Marco Casali écrivent que les wagons avaient servi de refuge aux personnes fuyant l'Italie fasciste et qu'à la fin de la guerre, les deux véhicules ferroviaires furent détruits et incendiés. L'un des wagons, au moins, aurait pu disparaître ainsi. Quant au deuxième, Francesco Vicari s'y est rendu enfant, en été 1948, et dit avoir bu un lait chaud avec son père dans le Wagristoratore. Le wagon a disparu d'une manière ou d'une autre durant les années 1950 puisqu'une dizaine d'années plus tard, lorsque Francesco Vicari retourna pour la première fois sur le col, seuls les piliers subsistaient

#### Quick look-up list of models of Italian originals

Marca	Articolo	Numerazione	Livrea/note	E p o c a	Anno
<b>M / MU</b>					
<b>Rivarossi</b>	<b>3541</b>	71 83 72-70 580-3 / 4809	TEN blu fascia bianca logo inclinato, tetto grigio, porte bianche, carrelli MD M4	I V b	
	<b>3564</b>	61 83 72-71 326-2 / 4756	TEN blu fascia bianca logo a televisore, carenata, tetto grigio, carrelli MD M4	I V	1997
	<b>3605</b>	61 83 72-71 764-4	Livrea CIWL blu fasce gialle, tetto bianco, logo a televisore, carrelli FIAT	I V b	
	<b>3606</b>	71 83 72-70 574-6 / 4764	TEN blu fascia bianca logo a televisore, carenata, tetto blu, carrelli Y24 (L)	I V b	
	<b>R3668</b>	61 83 72-71 806-3	XMPR Treno Notte senza scritta Class, carrelli FIAT	V	2001
	<b>R3693</b>	61 83 72-81 320-3 / 4750	Livrea TEN blu fascia bianca, tetto grigio, logo inclinato,	I V	2002

			carrelli Y24 (L)	b	
	<b>RT600010</b>	61 83 72-70 587-0 / 4816	XMPR Treno Notte Class, carrelli MD M4	v	
<b>Rivarossi /</b>	<b>HR4016</b>	61 83 72-81 322-9 +	Set 3 MU, livrea TEN carenata logo FS televisore carrelli Y24 + livrea TEN carenata logo FS televisore carrelli MD + livrea TEN senza carenatura logo FS inclinato carrelli Y24	I V	2007
<b>Hornby</b>		71 83 72-80 631-2 + 71 83 72-70 575-3			
	<b>HR4169</b>	71 83 72-80 586-8 / 4815 +  71 83 72-80 582-7 / 4811 + 71 83 72-80 578-5 / 4807	Set 3 carrozze letti MU '68 FS, livrea ex CIWL blu scuro fasce gialle senza stemma + TEN blu fasce bianche, tetto alluminio, logo televisore, porte bianche + TEN blu fasce bianche, tetto blu, logo inclinato, porte in lega alluminio	I V	2014

	<b>HR4185</b>	71 83 72-80 581-9 / 4810 +  61 83 72-81 324-5 / 4754	Set letti MU '68 FS livrea TEN logo televisore tetto blu + letti M '64 senza carenature livrea TEN logo inclinato tetto alluminio, carrelli Y24	I V b	2014
	<b>HR4240</b>	71 83 72-80 644-5 / 4867	MU 1973 livrea ex CIWL blu scuro fasce gialle, senza stemma	I V a	2017
	<b>HR4241</b>	71 83 72-70 746-0 / 4822	MU 1973 livrea TEN blu fascia bianca, tetto blu, logo FS inclinato	I V b	2017
	<b>HR4242</b>	61 83 72-71 722-2 WLABm	MU 1973 livrea XMPR Treno Notte Class, logo FS Trenitalia	V b	2017
<b>ACME</b>	<b>50560</b>	61 83 72-71 764-4 WLABm	Tipo MU 1981 blu righe gialle logo FS televisore, tetto alluminio, carrelli FIAT	I V b	2015
	<b>50561</b>	61 83 72-71 773-5 WLABm	Tipo MU 1981 blu righe gialle logo FS inclinato, tetto alluminio, carrelli FIAT	I V b	2008
	<b>50562</b>	61 83 72-71 847-7 WLABm	Tipo MU 1981 livrea blu ex TEN logo FS inclinato, tetto blu, carrelli FIAT	V	2008
	<b>50563</b>	61 83 72-71 851-9 WLABm	Tipo MU 1981 livrea TEN blu logo FS inclinato, tetto blu, carrelli FIAT	V a	2015
	<b>50567</b>	61 83 72-71 838-6 I-FS WLABm	MU 1981 ristrutturata, livrea XMPR Treno Notte Class, finestrini fissi	V - V I	2019
	<b>50570</b>	4741	Tipo M 1964 CIWL livrea blu fasce gialle, carrelli tipo L,	I I I	2014

			carenature	b	
	<b>50571</b>	61 83 72-81 326-0 / 4756	Tipo M 1964 TEN blu fascia bianca logo a televisore, carenata, carrelli tipo L	I V b	2014
	<b>50582</b>	61 83 72-81 750-3 / 4856	MU 1973 CIWL livrea blu fasce gialle, immatricolata FS, carrelli MD M6	I V a	2010
	<b>50583</b>	61 83 72-81 749-3 / 4828	MU 1973 CIWL livrea blu fasce gialle, immatricolata FS, carrelli MD M6	I V a	2016
	<b>50588</b>	71 83 72-80 639-3 / 4855	MU 1973 livrea ex CIWL blu scuro fasce gialle, senza stemma, carrelli MD M6	I V a	2019
	<b>50624</b>	71 83 72-80 621-3 / 4798	MU 1967 TEN blu fascia bianca, logo FS televisore, tetto alluminio, carrelli MD	I V	2017
<b>LS Models</b>	<b>47430</b>		<i>Tipo M livrea TEN blu fascia bianca, logo televisore, carenature, carrelli L</i>	I V	
	<b>47431</b>		<i>Tipo M ex TEN blu fascia bianca, logo televisore, carenature, carrelli L</i>	I V b	
	<b>47435</b>		<i>Tipo MU '67 TEN blu fascia bianca, logo televisore, carrelli MD</i>	I V	
	<b>47445</b>		<i>Tipo MU '68 livrea TEN blu fasce bianche, logo televisore, carrelli MD M4</i>	I V	
	<b>47446</b>		<i>Tipo MU '68 livrea TEN blu fasce bianche, logo inclinato, carrelli MD M4</i>	I V b - V	
	<b>47447</b>		<i>Tipo MU '68 livrea XMPR Treno Notte, carrelli MD M4</i>	V	
	<b>49260</b>		<i>Tipo M CIWL blu fasce gialle, marcatura di origine, carrelli L</i>	I I I b	
	<b>49261</b>		<i>Tipo M CIWL blu fasce gialle, marcatura UIC, monogramma, carrelli L</i>	I V a	
	<b>49305</b>		<i>MU '68 CIWL blu fasce gialle, marcatura UIC, monogramma, carrelli MD</i>	I V a	
<b>T2s</b>					
<b>LS Models</b>	<b>47401</b>		<i>Livrea TEN blu fascia bianca, tetto argento, logo televisore, carrelli MD</i>	I V	
	<b>47403</b>		<i>T2s '82 XMPR Treno Notte, tetto grigio, carrelli FIAT</i>	V b	
<b>ACME</b>	<b>50920</b>	61 83 75-71 438-2 WLABm	Livrea TEN blu fascia bianca, tetto argento, logo televisore, carrelli MD	I V	2011
	<b>50921</b>	61 83 75-71 434-1 WLABm	Livrea TEN blu fascia bianca, tetto blu, logo inclinato, carrelli MD	I V b - V	2013

	<b>50922</b>	61 83 75-71 430-9 WLABm	XMPR Treno Notte Class FS Trenitalia, tetto blu, carrelli MD	V b	2011
	<b>50950</b>	61 83 75-71 488-7 WLABm	T2s '82 TEN blu fascia bianca, tetto argento, logo inclinato, carrelli FIAT	I V b	2013
	<b>50952</b>	61 83 75-71 541-3 WLABm	T2s '82 XMPR Treno Notte FS Trenitalia, tetto grigio, carrelli FIAT	V b - V I	2013
<b>Roco</b>	<b>64753</b>	61 83 75-71 443-2 WLABm	XMPR Treno Notte Class, carrelli MD	V	2011
	<b>64754</b>	61 83 75-71 432-5 WLABm	XMPR Treno Notte Class, carrelli MD, altra numerazione	V	2011
	<b>64755</b>	71 83 75-70 421-7 WLABm	Livrea TEN blu fascia bianca, tetto blu, logo inclinato, carrelli MD	V a	2011
	<b>64768</b>	71 83 75-70 417-5 WLABm	Livrea TEN blu fascia bianca, tetto argento, logo televisore, carrelli MD	I V	2013
<b>Heris / ACME</b>	<b>16002/2 03.2</b>	61 83 75-71 485-3 WLABm	Livrea blu fascia bianca ex TEN, tetto blu, carrelli FIAT, logo inclinato	V	2002
	<b>16003/2 03.1</b>	71 83 75-70 418-3 WLABm	Livrea TEN blu fascia bianca, tetto argento, carrelli MD, logo a televisore	I V	2002
	<b>16004/2 03.3</b>	61 83 75-71 446-5 WLABm	XMPR Treno Notte, carrelli MD	V	2002
	<b>16012/2 03.5</b>	61 83 75-71 439-0 WLABm	XMPR Treno Notte, carrelli MD, altra numerazione	V	2002

	<b>16013/203.4</b>	61 83 75-71 435-8 WLABm	Livrea TEN blu fascia bianca, tetto blu, carrelli MD, logo inclinato	V a	2002
	<b>16017</b>		Livrea TEN blu fascia bianca, tetto argento, carrelli MD, logo a televisore	I V	
<b>Heris</b>	<b>16037</b>	61 83 75-71 512-4 WLABm	XMPR Treno Notte Class, carrelli FIAT	V	2010
	<b>16038</b>	61 83 75-71 433-3 WLABm	XMPR Treno Notte Class FS Trenitalia, carrelli MD	V b	2010
<b>T3 ex T2s</b>					
<b>ACME</b>	<b>50957</b>		<i>XMPR Treno Notte Class FS Trenitalia, carrelli FIAT</i>	V I	
	<b>50958</b>	61 83 70-71 485-8 I-FS WLABm	XMPR Treno Notte Class FS Trenitalia, carrelli FIAT	V I	2015
	<b>50959</b>	61 83 70-71 471-8 I-FS WLABm	XMPR Treno Notte Class FS Trenitalia, carrelli FIAT	V I	2011
<b>EXCELSIOR</b>					
<b>ACME</b>	<b>16014</b>	61 83 78-90 002-0 WLABm	XMPR Treno Notte Excelsior, versione d'origine	V b	2003
	<b>16015</b>	61 83 78-90 011-1 WLABm	XMPR Treno Notte Excelsior, finestrini modificati	V b	2003
<b>Heris</b>	<b>16014</b>	61 83 78-90 002-0 WLABm	XMPR Treno Notte Excelsior, versione d'origine	V b	2008
	<b>16015</b>	61 83 78-90 011-1 WLABm	XMPR Treno Notte Excelsior, versione d'origine	V b	2008
	<b>16026</b>	61 83 78-90 010-3 WLABm	XMPR Treno Notte Excelsior, versione d'origine	V b	2011
<b>TIPO P</b>					
<b>ACME</b>	<b>50100</b>	4560 / 61 83 75-41 758-0	FS inox fascia blu, intercomunicanti tubolari, costruzione Ansaldo	I V b	2007
	<b>50101</b>	4575 / 61 83 75-41 701-0	FS inox fascia blu, intercomunicanti tubolari, costruzione FIAT	I V b	2007
	<b>50102</b>	4554 / 61 83 75-41 752-3	Tipo P FS inox con insegne CIWL, intercomunicanti tubolari	I V a	2007
	<b>50103</b>	4566 / 61 83 75-41 764-8	Tipo P CIWL immatricolata FS, intercomunicanti tubolari	I V b	
	<b>50104</b>	4571 / 55 66 06-50 071-3	Tipo P CIWL inox marcatura UIC CIWL, gest. FS, mantici di	I V a	2014

			testa a soffietto		
	<b>50105</b>		<i>Tipo P FS inox fascia blu, intercomunicanti tubolari</i>	I V b	
	<b>50106</b>		<i>Tipo P FS inox ex CIWL, mantici di testa a soffietto</i>	I V a	
<b>Heris</b>	<b>16010</b>	4556 / 51 66 06-50 056-4	Tipo P inox immatricolata CIWL, scritte in italiano, intercomunicanti tubolari	I V a	2008
	<b>18003</b>	4569	Tipo P CIWL inox, gestione FS, mantici a soffietto	I I I	2008
	<b>18007</b>	4552	Tipo P CIWL inox, gestione FS, mantici a soffietto	I I I	2008
<b>U-HANSA</b>					
<b>ACME</b>	<b>51002</b>	4606	CIWL blu fasce gialle, gestione FS, carenature di origine, mantici a soffietto	I I I b	2016
	<b>51006</b>		<i>CIWL blu fasce gialle, gestione FS, carenature di origine, mantici a soffietto</i>	I I I b	
	<b>51010</b>		<i>FS livrea TEN blu fascia bianca, logo a televisore, carenature ridotte, tubolari</i>	I V - V	
<b>Roco</b>	<b>44045</b>	4602 / 71 83 71-70 769-3 + 4615 / 71 83 71-70 772-7 + 4599 / 71 83 71-70 766-9 + 4591 / 71 83 71-70 779-2	Set 4 carrozze U-HANSA CIWL immatricolate FS	I V	1992
	<b>44842</b>	4588 / 71 83 71-70 761-0	TEN blu fascia bianca logo a televisore tetto bianco	I V	1990
	<b>44842.1</b>	4611 / 71 83 71-70 754-3	TEN blu fascia bianca logo a televisore tetto bianco	I V	1992
	<b>44842.1 (1)</b>	4592 / 71 83 71-70 762-8	TEN blu fascia bianca logo a televisore tetto bianco	I V	
	<b>44842.2</b>	4612 / 71 83 71-70 771-9	TEN blu fascia bianca logo inclinato tetto bianco	I V b	1992
	<b>44847</b>	4581 / 71 83 71-80 777-4	TEN blu fascia bianca logo a televisore tetto blu	I V b	1993
	<b>45614</b>	4605 / 71 83 71-80 752-7	TEN blu fascia bianca logo TV tetto bianco scritta Trans Euro Nacht ex DB	I V	2008
	<b>45615</b>	4583 / 71 83 71-70 757-8	TEN blu fascia bianca logo inclinato tetto bianco scritta Trans Euro Nacht	I V b	2008
<b>TIPO YC</b>					
<b>ACME</b>	<b>50970</b>	4621	YC livrea CIWL immatricolata FS, carenature di origine, mantici a soffietto	I I I	2017
	<b>50974</b>	61 83 71-81 560-5	FS livrea TEN blu fascia bianca, logo a televisore, carenature ridotte, tubolari	I V - V	2017



SET MISTI					
<b>Rivarossi</b>	<b>RT60003 2</b>	61 83 72-90 007-5 +	Set 1 MU XMPR FS Trenitalia carrelli FIAT + 2 carrozze T2 SNCF livrea blu fascia bianca ex TEN, tetto blu, logo casquette	V b	2003
		61 87 75-71 181-5 + 61 87 75-70 174-0			
<b>ACME</b>	<b>55031</b>	FS 4558 + AcBcz 64300 +	Set "Espresso del Levante", letti P inox con mantici a soffietto + cuccetta AcBcz 64300 + mista ABz61100 + Bz32000 castano/isabella	I I I	2008
		ABz 61202 + Bz 32717			
	<b>55034</b>	61 83 72-90 035-6 WLABm +  61 83 72-90 009-1 WLABm + Bcm 61 85 50-90 111-9 + Bcm 61 85 50-90 114-3	EuroNight "Luna" Roma- Zurigo-Ginevra, 2 carrozze MU 1988 XMPR FS Trenitalia ristrutturate carrelli FIAT + 2 cucette tipo Z SBB ristrutturate	V b	2009
<b>55035</b>	61 83 72-90 020-8 WLABm +  Bcm 61 85 50-90 101-0 + Bcm 61 85 50-90 118-4	EuroNight "Luna" Roma- Zurigo-Ginevra, carrozza MU 1988 XMPR FS Trenitalia carrelli FIAT + 2 cucette tipo Z SBB ristrutturare	V b	2009	

	<b>55130</b>	4603 + Bcz 33912 +  B10 myfi 53068 + Bz 32191	Set "Rome Express", letti CIWL Tipo U-Hansa, carenature, mantici + cuccette 2a classe FS Tipo '59 livrea castano, carrelli 27 + DEV U50 SNCF 2a classe livrea verde (REE Modeles) + Tipo 1937 2a classe FS livrea castano/isabella	I I I b	2015
	<b>55131</b>	4744 + B10 myfi 53085 +  ABz 64204	Set "Rome Express", letti CIWL Tipo M + DEV U50 SNCF 2a classe livrea verde (REE Modeles) + Tipo 1957 ABz mista 1a/2a cl. FS livrea castano	I I I b	2016

	<b>55202</b>	4630 + DUz 95015 +  AcBcz 64301	Set Direttissimi "Freccia del Sud" / "Treno del sole", letti CIWL Tipo YC + bagagliaio DUz 95000 + cuccetta mista '55 AcBcz 64300 castano/isabella	I I I	2018
	<b>55253</b>		<i>Set "Tuttoletti" Milano-Roma 1965-1966, bagagliaio Dz 83000 livrea castano + 2 carrozze letto Tipo M livrea CIWL + letti Tipo YC livrea CIWL + letti Tipo P livrea inox</i>	I I I b	
	<b>90050</b>	50 83 92-48 076-2 Dz +  61 83 71-41 635-4 / 3878 + 71 83 71-80 614-2 / 4764 + 61 83 72-71 755-2 / 4864	Set "Tuttoletti" Milano-Roma (via Genova), bagagliaio Tipo '46 grigio ardesia + letti tipo Y blu fascia bianca, carrelli MD, tubolari (LS Models) + letti tipo MU FIAT '64 con carenature livrea ex CIWL blu fasce gialle senza stemma + letti tipo MU '73 livrea TEN logo inclinato tetto blu, esclusiva <b>Pi.r.a.t.a.</b>	I V	2013

	<b>90094</b>	4578 + Bcz 33958 + Cz 32042	Set "Diretto Roma-Calalzo", letti P inox con mantici + cuccetta '59 2a classe livrea castano, carrelli 27 + Cz 32000 Tipo '37 3a classe livrea castano/isabella	I I I	2015
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### Readers' mail and comments

Marc Stegemann has sent us details of both a MITROIPA car being installed on the SGB railway at Goes in the Netherlands and an update about CIWL 2757 (see above).

He writes: from the Netherlands rail fan magazine NVBS Op de Rails I scanned a picture of Mitropa coach 20270 being hoisted from the tracks on March 25.

According to the text, it is intended to become a B&B addition to a former railway station at the SGB museum railway line.

Only one of the sleeping compartments will be restored with its original interior.

The SGB is located in Goes, province of Zeeland in the Netherlands, and the Mitropa coach is next to the station building of S-Gravenpolder / S-Heer Abtskerke.SGB: [www.destoontrein.nl](http://www.destoontrein.nl)



### Hungarian Steam Loco plus two CIWL Pullman Cars and what looks like a WR

This photo was sent to us by Marc Stegeman who found it in a recent edition of the Belgian Magazine 'Op der Baan'. It was in the collection of the late Maurice Hennequin who was an active member of Stichting 162

*In totaal werden 510 Class S160 verkocht aan de Hongaarse spoorwegen (prijs: 100.000 dollar per stuk). Ze werden ondergebracht in de reeks 411 van de MAV. Op de foto is de 411.144 te zien aan kop van een luxetrein, op een onbekende plaats en datum. Het USATC-nummer kon niet teruggevonden worden. Verz. Maurice HENNEQUIN / TSP.*



In totaal werden 510 Claas S160 verkocht aan de Hongaarse spoorwegen (prijs: 100.000 dollar per stuk). Ze werden ondergebracht in de reeks 411 van de MAV. Op de foto is de 411,144 te zien aan kop van een luxetrein, op een onbekende plaats en datum. Het USATC nummer kon niet teruggevonden worden. Verz Maurice Hennequin TSP

In total, 510 Claas S160 were sold to the Hungarian railways (price: \$ 100,000 each). They were placed in series 411 of the MAV. The photo shows the 411,144 at the head of a luxury train, at an unknown place and date. The USATC number could not be found.

We asked our contacts in Holland and Hungary

Georg Lovasz told us 'Yes', MÁV, Hungarian State Railways (actually the Hungarian State) purchased 510 units of S 160s from the US Army by 1946. Out of 510 actually 484 units were numbered at as MÁV 411,011 - 411,484.

The 411,144 was built by Baldwin with factory number 72080/1945 and numbered as US S 160 6046.

Unfortunately I can't tell you when and where the photo was taken. As a matter of fact, after 1946 it was not typical to see steel-frame CIWL coaches in Hungary, especially not pulled by a slow, freight train 411 series.

**So we asked our friend in Vienna Bernard if any of his contacts in Hungary could help**

He then mailed us with news from Péter Sinka in Budapest who wrote

Ein ungarisches Buch über Orient-Express sagt:

"In Oktober 1979 hat ein Zug von 5 Wagen der NIOE die ganze Route Zürich-Istanbul-Thessaloniki-Zürich mit Dampftraktion zurückgelegt. Ein Teil des Zuges **bestehend aus zwei Pullman- und**

**einem Schlafwagen** verkehrte auf dem Rückweg über Ungarn. Der Zug kam nach Sopron anlässlich des 100. Jubiläums der Eröffnung der Strecke Sopron-Ebenfurth mit Dampflokomotive MÁV 275 037."

Das muß also jener Zug sein. Wo genau? Von den möglichen Hauptstrecken war damals Szeged-Cegléd und Győr-Sopron noch nicht elektrisch, Budapest-Kelebia dagegen frisch elektrisiert...

...weiterführend kann noch die Beheimatung der Dampflokomotive sein. Ich setze aber das Bild auch in ein ungarisches Forum ein.

A Hungarian book about Orient Express says:

"In October 1979, a train of 5 NIOE cars covered the entire Zurich-Istanbul-Thessaloniki-Zurich route with steam traction. Part of the train, consisting of two Pullman and one sleeping car, ran back via Hungary. The train came to Sopron on the occasion of the 100th anniversary of the opening of the Sopron-Ebenfurth line with steam locomotive MÁV 275 037. "

So that must be that train. Where exactly? At that time, Szeged-Cegléd and Győr-Sopron were not yet electric of the possible main routes, while Budapest-Kelebia was freshly electrified ...

... the home of the steam locomotive can also go further. But I also put the picture in a Hungarian forum.

This is the sort of question that we are asked from time to time and adds a lot to all of our CIWL research

Walter Rothschild writes from Berlin with a little snippet dating back to 1946

At the Monthly Meeting on 14. May 1946 Kirby mentioned that he had met a director of Wagons Lits recently, who had told him they had a new agreement with 'Egypt' and were placing orders for improved stock with air conditioning; He thought that if they were going to provide the facility "we might consider foregoing it in our coaches recently ordered, in which case we could hope for delivery a year or so earlier than could be anticipated at present. He thought we should stipulate instead a form of improved filter ventilation." It was rumoured that in Iraq the air-conditioning never worked, but this seemed hard to reconcile with the recent orders for more air-conditioned stock for that country. The contract with the 'Wagons Lits' was due to expire in 1953. There is no information as to what coaches had been "recently ordered."

### **Not one but two new Orient Express Exhibitions are announced**

We were contacted a short time by the Director of the Belgian Railway Museum at Schaerbeek in Brussels

They are planning a 'Orient Express' expo at Train World in October 2021.

The plans include two CIWL 1920s style cars, a WR and a WS to be loaned by SNCF, the same two cars that took part in the Paris exhibition of the Institut du monde arabe in 2014.

They also plan to exhibit inside items connected with the Nagelmacker family (especially those connected with Liege), plus items of a cultural, economic and political in the creation of CIWL and the Orient Express.

They are particularly keen to exhibit items from the interior of the sleeping cars such as silver, marqueterie, porcelain, glassware, etc. Another plan which will be more difficult to reconstruct sections of the Ws, beds, washing facilities.

The second Orient Express Expo is planned for Singapore, this news first broken by the LR Presse Forum. No news so far as to where and the date



Une nouvelle réjouira beaucoup d'amateurs. La Voiture salon de l'Ajecta 4155, va partir à Singapour via Anvers à la fin de ce mois. Elle sera accompagnée d'un fourgon et de la 130B a Belgian Steam Loco. News that will delight many fans. The Ajecta 4155 saloon car will leave for Singapore via Antwerp at the end of this month. It will be accompanied by a van and the 130B a Belgian Steam Loco.

The above photo was taken at AJECTA's depot on the 10<sup>th</sup> March by Sylvaine Deleuze

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### **BASSENTHWAITE REVIVAL News from Diana Parums.**

We have taken delivery of a replica train which is the filmset used in the 2017 film 'Murder on the Orient Express', released in 2017. We have the Buffet Car, Salon, Baggage Carriage, Locomotive and Tender.

My husband Simon and I have refurbished and restored over 10 heritage or historic properties over a period of 30+ years. We have secured planning permission for a café at the former Bassenthwaite Lake station site, and for a replica train which will be used for associated purposes. This venture should secure the future of the station building. We also have approval to restore the two signalmen's cottages, but not as dwellings. Our plans for these are not yet fully decided and will depend on planning approval. We will need an office, storage space, and an information room where we can display station artefacts and information, hold meetings and host local interest groups etc. We may ask planners for a Dark Sky viewing roof as the area has been give Dark Sky Status. We would like to be able to showcase local produce and artists, and bring some real community spirit into the whole business values and operations. Whilst not railway-related, we will be having a real focus on wildlife and habitat creation (there is a nature reserve opposite) and we will make sure that accessibility to all areas will be a key priority – everyone will be welcome.



Much clearance of vegetation has taken place. The old platform hedge had grown to over 50 feet high, and the trackbed had disappeared altogether, with only occasional glimpses of the other platform edge. Much damage had taken place over the years, with almost all original fittings and features removed, vandalised or stolen. We have retained most of the original trees but removed seedlings and saplings, as well as rejuvenating the original hedges which have become unstable due to shallow root structures along the platform. The original track bed has been excavated, and we have re-laid the sandstone platform edge. Featured on Channel 5s Lost Railways of Britain series, the site has attracted much interest and further visitors, for which we are grateful.

Please note that uninvited visitors who remain outside the perimeter fence are welcome; some of them will be our future customers! Unfortunately there have been some unwanted visitors, including some who have entered the site at night. We have therefore significantly upgraded our security, and are now living on-site in the former Station Masters house. This we are currently upgrading, and will be a holiday let property in due course.



I continue to work in construction Health and Safety in Cumbria and will continue to do into the foreseeable future, until the business is fully operational. Simon will run the day to day operations and I will be more involved with the branding and marketing of the enterprise. We intend to add details to this page as we progress, thanks to the co-operation of The Cumbrian Railways Association.



*Ed: We are grateful to Walther Rothschild who told us about this news item and to Diana and Simon Parums for their help and we plan with their help to publish, an update from time to time*

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Two of the three coaches have been given numbers the same as the SNCF's Orient Express cars 2869 and 4160

### **Stoomtrein Maldegem Eeklo – Belgium**

Maldegem – Regretably because of the health situation globally, Stoomtrein Maldegem Eeklo has cancelled this year's programme for the coming months. We plan to organize a new event at Maldegem to take place on the 29<sup>th</sup> & 30<sup>th</sup> of August when hopefully the situation will have improved. – please visit the web site for details including Orient Express Dining.

<https://www.stoomtreinmaldegem.be/nl/evenementen-2020/>

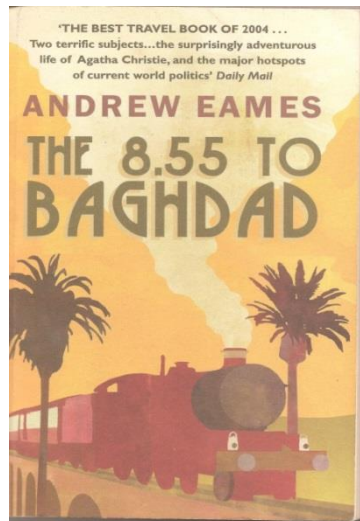
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### **Book Reviews**

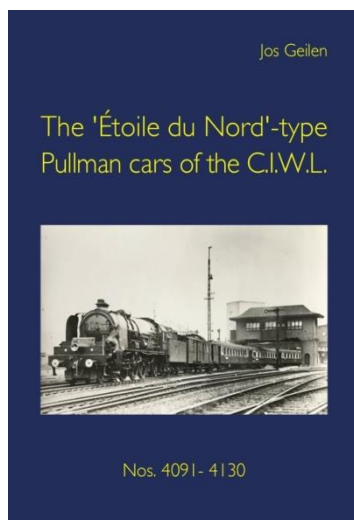
In previous newsletters we have reviewed novels with a CIWL involvement

This time one book of special mention is Andrew Eames's book 'The 8.55 to Baghdad

ISBN N° 978-0-552-15077-4. It won the British Guild of Travel Writers narrative Travel Book of the Year Award in 2004. However the significance for CIWL enthusiasts is that it is a tale (s) of Agatha Christie, probably best known in CIWL circles for the novel 'Murder on The Orient Express'. The author retraces the journey made by Agatha in 1928 which changed her life. The credit on the back cover of the book reads ' Travelling from London to Baghdad by train on the eve of the Iraq war, through the troubled areas of the Balkans and the Middle East, Mark Eames found stark contrasts to the old 'Orient Express' route as well as some unexpected connections with the past'

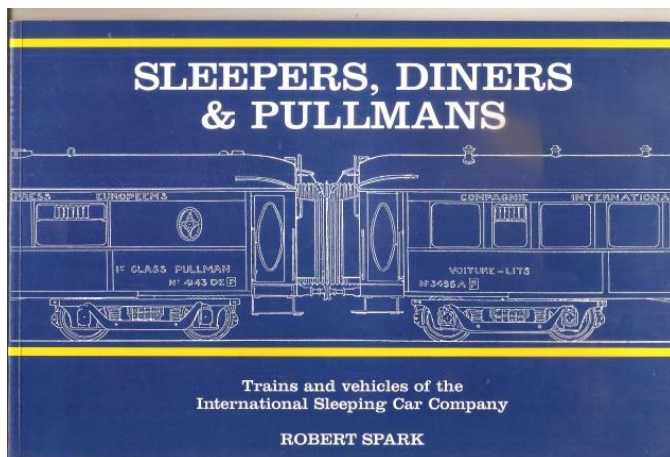


Then we thought that we should review several books that concentrate on Italy  
 For the researchers a real gold mine of information relating to Pullman Cars, the book just published by Jos Geilen "The 'Étoile du Nord' type Pullman cars of the C.I.W.L." Many will recall that in 2012 Jos and his team restored CIWL Pullman Car N° 4129 at Zuid-Limburgs Stoomtrein Maatschappij Simpleveld

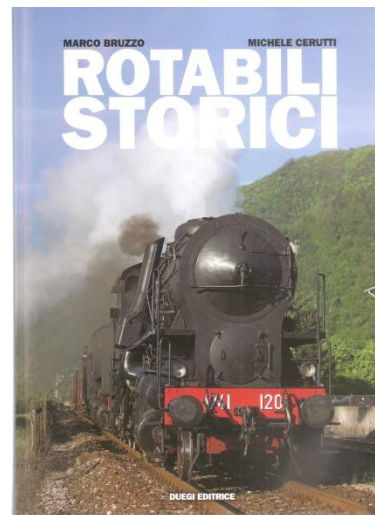


Since Jos and Willy Patten have written most informative articles about the Edelweiss Pullman train and are now writing about "L'Étoile du Nord et l'Oiseau Bleu jadis de célèbres trains Pullman" for the Belgian Railway magazine 'Journal du Chemin de Fer

Returning to Italy we start with the late Robert Spark's book 'Sleepers, Diners & Pullmans' published in 1995 ISBN 0-947890-08-4 which was later re-published by the Italian railway publisher Duegli Editrice under the title 'I treni della CIWL' ISBN 9 771724 264016. The same company published the book entitled 'FS CARROZZE Ex CIWL delle FS' ISBN 9788895096 100.



I Treni della CIWL ISBN 9-771724 264016 On sale for €14 at: Fachbuchzentrum Stiletto, München.  
e-mail: [stiletto@lokomotive.de](mailto:stiletto@lokomotive.de)



ISBN 9788895096100 price 35.00 euros plus postage from the publishers Duegli Editrice  
What is of special interest is the book Rotabili Storici ISSN 1124-4232 and it is only when one opens this excellent book one discovers the extent of the preservation scene in Italy. The list of preserved locomotives of all types and gauges, rolling stock is amazing and is considerably larger than that of France. This book is also still available from the Duegli Editrice, the publishers at 28.00 euros plus postage.

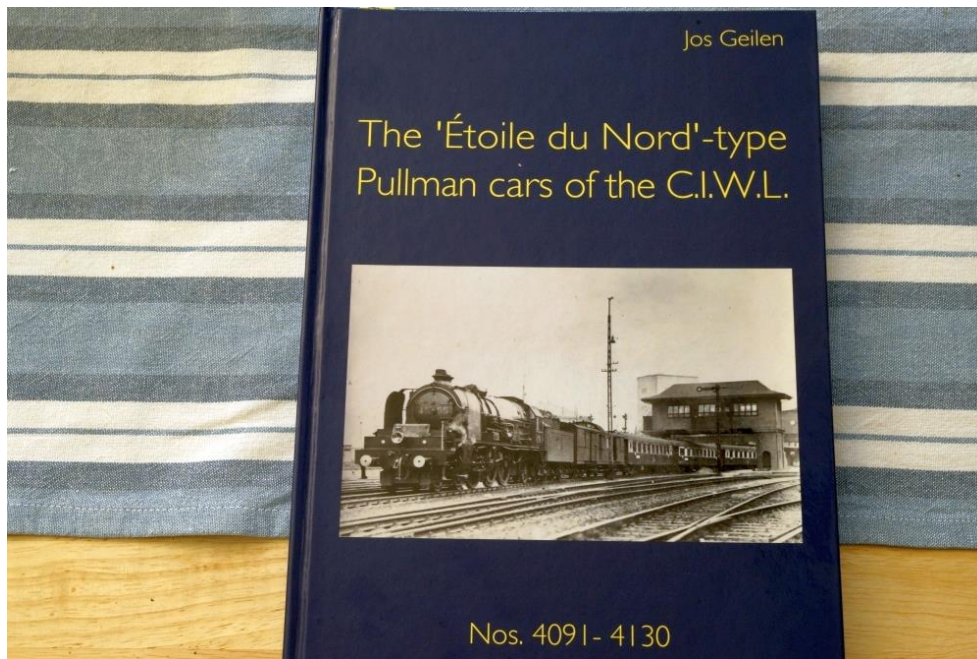
What has come as a pleasant surprise is Kevin Hoggett's book 'Rails across the Sea' published by Mainline & Maritime covering the train ferries that operated out of Immingham on the east coast of the UK and were used to carry the Leeds Forge built CIWL cars to Europe, see Brendan's review  
We have just been told by our good friend Juan Delgado Luna that once his new book 'the Metro of Madrid has been published he will be embarking on a series of articles about the Teak CIWL cars in Spain, his last book 'Coches CIWL y especiales de RENFE' was an instant success and sold out within a matter of weeks

**Jos Geilen "The 'Étoile du Nord' – type Pullman cars of the C.I.W.L." (ISBN 9789090328249)  
- Dirk Frielingsdorf**

Many of us will have books telling us the history of the CIWL; Its famous trains, their routes, their timetables, but very few are dedicated to the cars of the company so it was with great enthusiasm that we awaited Jos Geilen's new book.

With this book, author Jos Geilen comprehensively presents the history of the 'Étoile du Nord'-type Pullman cars of the CIWL based on years of research. All about the change from wooden to steel cars, the first and other 'fish-belly' cars of the CIWL, the influence of American all-steel railway car builders and Sir Dalziel on the design of future CIWL cars, the coming and inauguration of the 'Étoile du Nord' Pullman train, the specifications, orders and deliveries, the technical description of kitchen as well as saloon cars, the daily work, maintenance, adjustments and conversions is described in detail. Hereby revealing primary source documents, many not published before, are presented for the first time. The book contains dozens of plans, photographs and surveys of all forty cars and their services from 1927 till today.

After only a few days, the parcel carrier brought Jos's book 'The Étoile du Nord' - type Pullman cars of the CIWL.

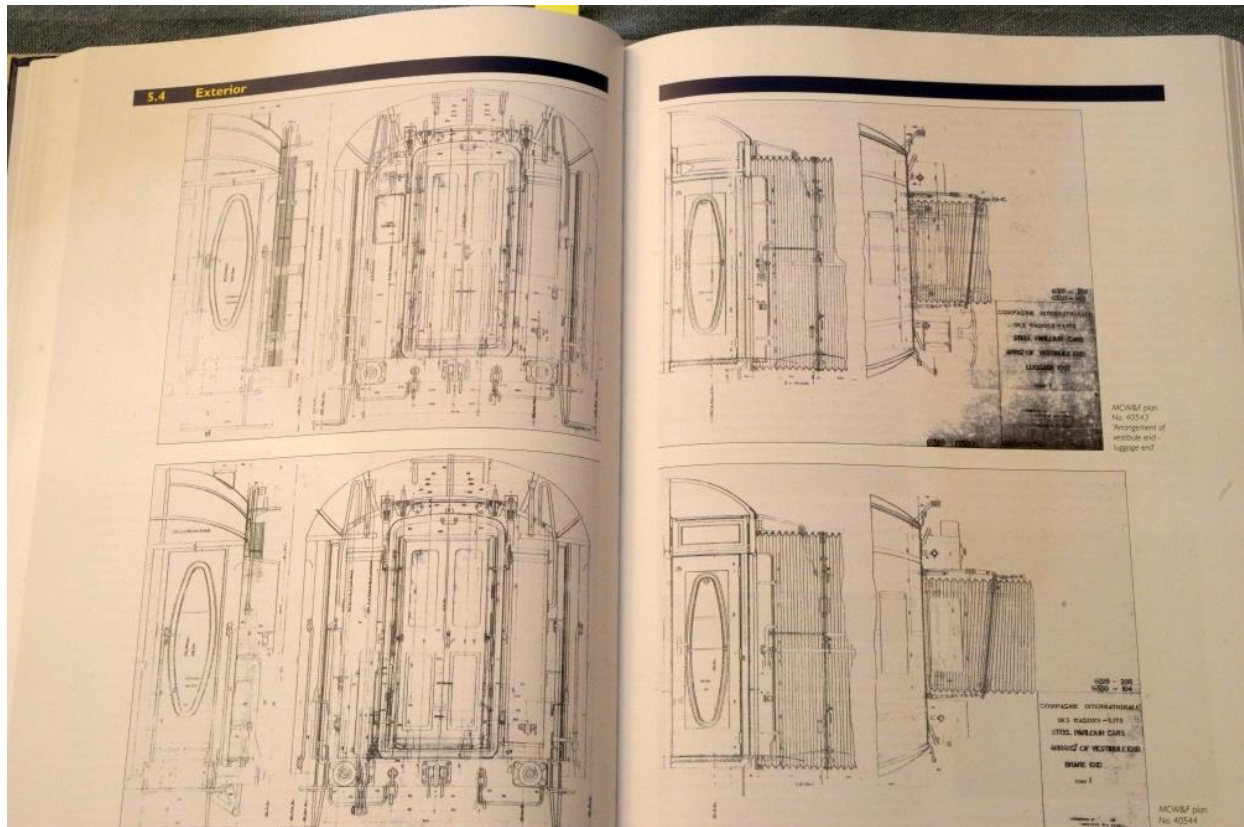


The book in high-quality hardcover with 352 pages and countless figures, tables and drawings not only treats this type of wagon in isolation, but also puts it (and thus also the other CIWL-Pullmans) in a historical and technical-historical context that deals with all contemporary topics came into contact with it, such as the switch from wooden to steel wagon types, with which, for example, references to the French. OCEM car range or parallel developments in Germany, the USA and Great Britain. The changeover from beams to fish belly beams (poutre central, fish-belly underframe) in wagon construction. And of course around Sir Davison Dalziel, who brought his ideas to both British Pullmans and CIWL Pullmans.

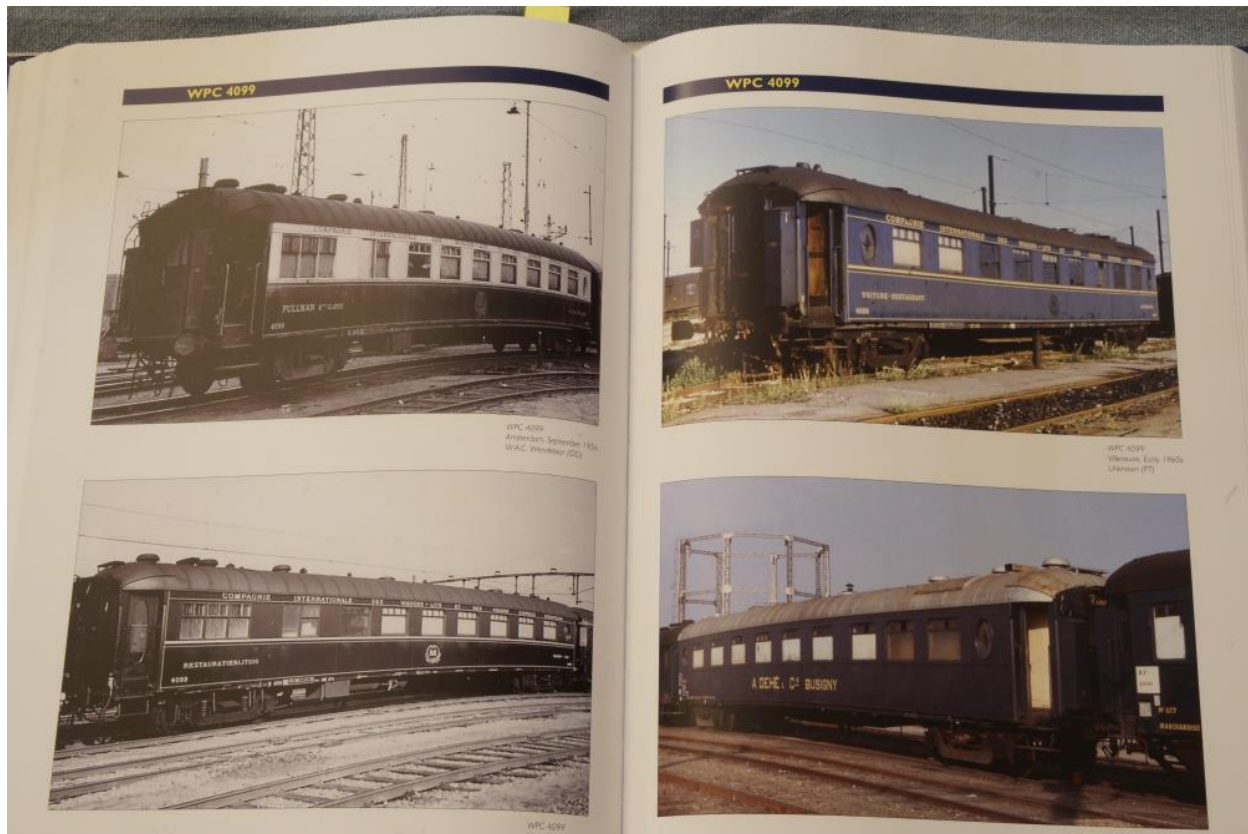
Jos Geilen also deals with alleged marginal issues, such as the "Type X" steel sleeping car, only occasionally mentioned in previous literature, as the first steel sleeping car with a fish carrier, which the CIWL is said to have ordered from Pullman in the USA in 1913, but which was due to the first World War then did not take place. Jos not only shows the underlying contract of this order (of a single car!), Which

was actually only started in 1914, but also presents a floor plan of the sleeping car.

From chapter 3 onwards, the train and the type of car "Étoile du Nord" are actually dealt with in great detail: history, contractual agreements, technical requirements for the manufacturing plants, construction plans of the car and many of its details, shipping, complaints (especially the Painting of the wagons), detailed technical description of the assemblies, which can also be applied to all other English productions of CIWL wagons at least until 1928 ("English" roof, short frame etc.), the interior with woods, carpets and upholstery, including drawings of all later plan versions as dining cars with different seating numbers or as bar cars up to the museum cars, both stationary and rolling (VSOE, ZLSM).



The second half of the book from chapter 7 then presents each individual wagon, with different photos from its respective stages of life, station lists, etc. My conclusion now, before I go deeper and work through the book: a well-researched and historical document dealing with this Type of wagons that you would like for all important types of wagons. The book is written in English throughout and is therefore accessible to as large a readership as possible. Highly Recommended! The 'Étoile du Nord' Pullman cars of the CIWL Nos. 4091-4130 (c) Jos Geilen 2020 ISBN 978-90-9032824-9



Hardback, case bound, 352 pages in colour and black / white  
 Price: Euro 72.50 (including international insured delivery)

Make sure to order your copy of this limited edition to avoid disappointment!

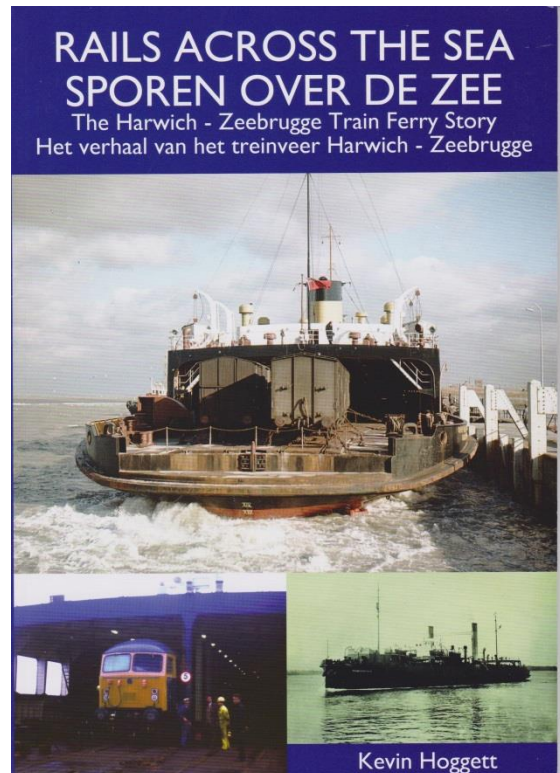
Just send an email to [read it now \(at\) outlook.com](mailto:read_it_now@outlook.com)

Dirk Frielingsdorf

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**Kevin Hoggett “Rails across the sea / Sporen over der Zee” - Brendan Martin**

Hoggett's book covers in historical detail, the story of the Harwich – Zeebrugge train ferry service which grew out of a necessity to move loaded freight wagons and equipment from Britain to continental Europe during the hostilities of the 1914-1918 war, recovering the rail wagons and supplying materials for the post-war reconstruction. During the war-time military activity the ports closer to France were utilised continuously and well described with pictures and plans in the book. In 1917 the British decided to build additional specialized ferries and port facilities at Harwich because of the on-going post-war needs, on the east coast some 70 miles (110Km) from London but necessitating a much longer sea crossing to the Belgian port. When it became operational in April 1924, the first load to arrive at Harwich was 18 'retired' ambulance cars from Belgium.



The details of the CIWL cars built in England to be shipped to the Continent has always had an element of mystery about it because of the generally smaller loading gauge in Britain. While not fitting the steps for passengers to board the Wagons-Lits and Voiture Pullmans overcame the restrictions passing through stations en-route to Harwich, the determination of routes to the port from Leeds Forge was a different matter. In 1927, thirty CIWL Pullman cars (Nos. 4051-4080) travelled where necessary using the lines owned by (or jointly-owned) by the Great Central Railway frequently built to increased line clearances, as it's owner foresaw the eventual Channel Tunnel, some 60 years too early! Among the book's extensive photographs, is one of four Pullmans being pushed on to a ferry. In 1927 and 1928 Pullmans built at Birmingham (4001-4030 and 4081-4130) may have taken the same route but Behrend suggested that the Channel crossing from Richborough on Kent was the preferred route.

The shipping of CIWL cars was not only from England; one unique car came to Harwich in December 1978. Wagon Restaurant No. 2975 was bought from CIWL to celebrate Thomas Cook's fifty year ownership by the company. The car had worked as part of the Dutch Direction, and after it's withdrawal from service was stored at CIWL's atelier at Slykens / Oostende. Thomas Cook leased the car for a number of years to the Nene Valley Railway and was due to re-enter service on the NVR this year but restoration has been delayed because of the line's temporary close because of the virus.

Recommended reading for anyone interested in shipping, railways and CIWL history.

Kevin Hoggett's book, which is in English and Dutch, can be ordered from the publishers – Mainline & Maritime Ltd. ([www.mainlineandmaritime.co.uk](http://www.mainlineandmaritime.co.uk) or through their e-mail facility [orders@mainlineandmaritime.co.uk](mailto:orders@mainlineandmaritime.co.uk) - Price: £14.95 – 84 pages – Colour and Black and white photos (ISBN 978-1-900340-59-5)

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Here is the title of the new book

**„Die Evolution den C.I.W.L. Wagen in Rumanien, in die Zeitspanne 1875-1948“**

Sind 196 Seiten., leider in rumaenisch / –en francais Évolution du wagon C.I.W.L. en Roumanie, dans la période 1875-1948 »Sont 196 pages, malheureusement en roumain

Editor: More details to follow.

### Pullman Car 4013 – A Brief Overview - Xavier Guerra

4013 was a 1<sup>st</sup> class Pullman kitchen saloon built in 1926 by the Birmingham Railway Carriage and Wagon company in Smethwick (Birmingham), England, for the new Flèche D'Or (Golden Arrow) dining train between Calais Maritime and Paris, taking British travellers to Paris from the channel crossing. It was originally a 24-seat 1<sup>st</sup> class saloon with kitchen, and in tandem with the initial batch of Flèche D'Or Pullman cars, it was outshopped in Pullman Umber and Cream with gold lining, chromed steel cast lettering and insignia (including golden arrows), off-white painted roof and the above-window trim was finished in cream.

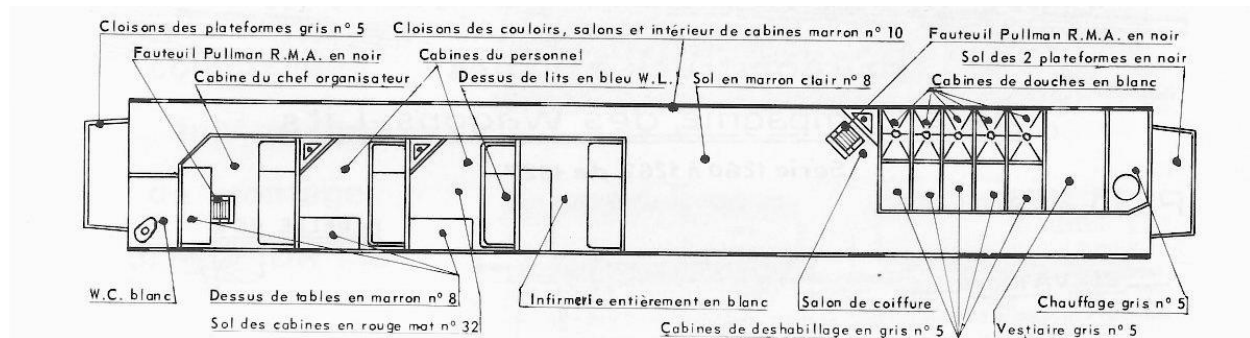


[01\_FD.jpg]

*The Flèche D'Or Pullman Train at Calais Maritime around 1930 (G. Coudert, C. Opladen).*

Later on in 1935, several cars were rebuilt, including 4013, to increase capacity on the Flèche D'Or train. New cars were also ordered, with some Flèche D'Or Pullmans joining new cars in brand new services. These were the Etoile Du Nord (Paris Nord – Brussels/Amsterdam), Edelweiss Express (Amsterdam – Strasbourg/Luzern) and Oiseau Bleu (Paris Nord – Antwerpen). 4013 was converted to a 32-seat kitchen dining car. Work was probably carried out at one of the CIWL workshops in Oostende in Belgium or St. Denis in Paris. The car lost its Pullman Umber livery in favour of Wagons-Lits Blue but keeping the cream upper half. Cast accessories except for the CIWL insignia were replaced with painted details. The car survived the second world war unscathed and appeared on CIWL's named trains until the mid-1960's. One by one the prestigious dining services were withdrawn as lines were electrified and journey times became faster. The Flèche D'Or was especially affected as a full dining service outstripped the time it took to travel to Paris, and by 1969 only two Pullman cars were regularly used. 4013 was cascaded to Italy in 1969, where it was modified into a staff service car for CIWL's brand of cruise trains. The work, conducted by Reggio Emilia in Milan, included the removal of all the saloon seating and the kitchen area. In the kitchen's place were installed five shower units and a small staff pantry. At the other end of the car were four staff compartments with beds, wash basins and desks with chairs. The elliptical-windowed Pullman doors were replaced with rectangular-windowed doors of the type featured on CIWL restaurant cars and lower-prestige sleeping cars. It gained the car type designation "Voiture Servizi Crociera", or Cruise Train Service Car.





[02\_4013.jpg]

A diagram of the new layout of 4013 after modification into a shower and service car (J. Bourgeois).

CIWL's domestic cruise trains in Italy were mostly run in partnership with tourist ocean liner companies to get travellers to/from the cities to the ports, in the same way the Golden Arrow/Flèche D'Or connected with ferries from Dover to Calais. They were also used as a stage to launch the new T2 and MU sleepers built for CIWL in 1971/2, several of which had been assembled by Fiat in their famous Lingotto factory near Torino. The first charter train running internationally out of Italy was at the end of 1969 and was called the "Canteuropa". The train consisted of 8 CIWL coaches (WSC "Servizi Crociera" 4013, WSP 4148, WSP 4158, WR 2982, WBD "Bar Dancing" 4152 and a choice of further cars from 2 WL type Y cars, 1 WL type YU or 1 WL type P) and two cars from Italian national operator FS. A second international train called the "Austria Caravan" was launched in 1975 and brought together 4013 with WR 2970, WSP 4158, WSP Bar Car 4121 and a selection of MU or T2s vehicles. Towards the end of this tenure, the car received a bright grey colour in place of cream and the above-window trim was painted blue, a non-original colour scheme but was later mimicked by VSOE for their Orient Express train.



[03\_4013.jpg]

4013 is seen at the head of a cruise train at Milano Centrale station on 1<sup>st</sup> May 1981 (J.M. Frybourg).

In 1982, 4013 and three Cote D'Azur Pullmans from the cruise train pool (4148, 4151 and 4159) were put forward by CIWL to be registered with FS so that they could continue to be operated and maintained despite CIWL reconsidering certain ventures in Italy. But FS refused CIWL's requests, citing the cars as antiquated and unsuitable for their services. Instead, they were taken on by an operations chief from SBB called Walter Finkbohner, who had been hiring out the cruise trains for Italy-Switzerland excursions since 1975. Finkbohner formed Intraflug with Albert Glatt and these cars joined their growing collection. 4013's utility as a shower/service car led it to appear on many Intraflug excursions including extended journeys to Istanbul and Hong Kong from Paris.

The car's next sale came in 1994 when Intraflug assets passed to Reiseburo Mittelthargau and operations were significantly reigned back such that it became surplus to requirement. The new owner was Patrimoine Wagons-Lits, a subsidiary of the Accor Group based in France, who became the archivists and owners of CIWL assets after the company's demise in 1992. It was repainted back into CIWL Pullman colours and embellished with "Pullman Orient Express" (POE) over the shower section to signify the excursion train that Patrimoine CIWL operated with other cars in collection. It also had its original Pennsylvania-Patent (PP) bogies swapped for Minden-Deutz bogies, increasing the maximum permissible speed the car could run at from 120km/h to 160km/h.



[04\_POE.jpg]

*4013 is seen in the depot at Noisy-Le-Sec, east of Paris, as part of the Pullman Orient Express collection in 1997 (C. Pochet).*

Patrimoine Wagons Lits sold 4013 again in 2007 when the Pullman Orient Express entered the care of SNCF. Ownership passed to Luxembourg-based CIER who wanted to initiate a small mainline charter train along with other ex-POE car 2973. 4013 was transferred to the workshops at ZOS Ceske Velenice, Czech Republic, in August 2007 for restoration back to its Flèche D'Or Kitchen Saloon setting, but was then sold on to an unknown benefactor in 2010. Restoration work then halted in 2011 when ZOS was closed, liquidated and assets seized in an anti-corruption case.



[05\_4013.jpg]4013 is seen at Ehrang in southern Germany while in transit from Luxembourg to the Czech Republic on 27<sup>th</sup> August 2007 (J.M. Thill).

It is still there as far is known, along with a handful of ex-NIOE cars lost to the Czech state by Transeurop Eisenbahn AG, and the current condition is totally speculative.



[06\_ZOS.jpg]

4013 stripped to bare metal and in protective paint inside the Ceske Velenice workshops in May 2008 (CIER). VSC 4013 in its first blue and grey outfit:

[https://www.wagonslits.de/phpbb2/album\\_showpage.php?pic\\_id=102](https://www.wagonslits.de/phpbb2/album_showpage.php?pic_id=102)

VSC 4013 in its latest Pullman outfit (POE park, but still VSC):

[https://www.wagonslits.de/phpbb2/album\\_showpage.php?pic\\_id=101](https://www.wagonslits.de/phpbb2/album_showpage.php?pic_id=101)

Vdouché 2761 ex WR NIOE:

[https://www.wagonslits.de/phpbb2/album\\_showpage.php?pic\\_id=1957](https://www.wagonslits.de/phpbb2/album_showpage.php?pic_id=1957)

## The Simplon Orient Express Part two into Italy and beyond

The SOE entered Italy at Domodossola, then went on to Milan – Verona – Padova - Venice and Trieste before leaving Italy at Postumia and entering the then Yugoslavia at Rakek. It was split into two trains at Zagreb and Vinkovci, one half proceeding to Bucharest, another to Istanbul. It was in Belgrade that it was divided again with one half proceeding to, Nis, Skopje, Thessaloniki, Athens and Piraeus and the remaining half continuing to Sofia and Istanbul.

As can be seen from the summer edition of the CIWL blue guide Table 41 the services offered were very extensive.

41		GRANDS EXPRESS INTERNATIONAUX		41	
SIMPLON ORIENT EXPRESS QUOTIDIEN 1. ET 2. CLASSE					
LONDON - CALAIS		LAUSANNE - MILANO - ZAGREB - BEOGRAD - SOFIA - ISTANBUL		BUCURESTI ATHÈNES - LE PIRÉE	
<b>NATURE DES SERVICES</b>					
Ce train comporte au Sud de Beograd les services ci-après : (voir renseignements au tableau 42)					
<b>NATURE DES SERVICES</b>					
Les suppléments à percevoir, pages 263 à 265. La taxe de location par place réservée à l'avance, pages 291 à 293. Les renseignements relatifs aux passeports pages 8 et 9.					
<b>PRIX DES REPAS (Vin non compris)</b>					
FRANCE — entre Calais-Paris					
+ Paris-Boulogne					
+ Dijon-Paris					
SUISSE					
ITALIE					
YUGOSLAVIE					
entre Rakek-Caribrod					
+ Subotica-Jimbolja					
+ Nis-Devdelija					
BULGARIE					
entre Sofia-Plovdiv					
+ Plovdiv-Svilengrad					
ROUMANIE					
entre Bucharest-Berlin					
+ Berlin-Paris					
GRECE					
entre Athènes-Pirée					
+ Pirée-Athènes					
* En Italie, il sera perçu en outre, par déjeuner ou dîner, un droit fixe de 1 lire et un droit de timbre de 1 lire.					
** Pour les premiers déjeuners il sera perçu un droit de timbre de lire 0.20 par note dont le montant est inférieur ou égal à 100 lire, et de 1 lire par note d'un montant supérieur à 100 lire.					
*** En Bulgarie, il est perçu un droit de timbre.					
En Turquie, le premier déjeuner est servi dans les compartiments des voitures lits.					

One of the interesting tasks is deciphering the names of cities and stations that when they were part of the Austro-Hungarian Empire they had German names but since they adopted their former names



Rakek was once served by the Southern Austrian Railway and was the border station, and as can be seen in this postcard, a depot for timber

This account is treated in detail in our article 'Lusso Sui Binari' by Francesco Bochicchio  
We will continue the Simplon Orient Express story in our 'Into the Balkans' edition

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### **René Lalique and René Prou**

Two great names in the world of CIWL and their stunning work decorating many of CIWL's Pullman , restaurant and sleeping cars

We have been prompted into writing about them by our recent contact with the Lalique museum in Hakone, near Tokyo in Japan thanks to the help of our colleague in Taiwan, Karl Chang

In the Japanese museum is Pullman car 4158 once part of the NIOE fleet. The Museum tell us that they bought it from Siemens so it may be one of those cars that NIOE used but never owned

So we plan to collect as many details and photos of what these two master craftsmen added to not only CIWL but to the world of elegance in glass and marquetry

Whereas there is number of books relating to the work of René Lalique and his company there are very few about René Prou.

Today in 2020 Lalique is a very successful luxury goods company

Anyone reading this short résumé who would like to contribute to our planned article will be most welcome please contact [elliott.chris@gmx.com](mailto:elliott.chris@gmx.com).



Deux grands noms dans le monde de CIWL et leur superbe travail décorant de nombreux Pullman, restaurants et voitures-lits de CIWL

Nous avons été amenés à les écrire par notre récent contact avec le musée Lalique à Hakone, près de Tokyo au Japon grâce à l'aide de notre collègue de Taiwan, Karl Chang

Au musée japonais se trouve la voiture Pullman 4158 qui faisait autrefois partie de la flotte NIOE. Le Musée nous dit qu'ils l'ont achetée à Siemens, donc ce pourrait être une de ces voitures que NIOE a utilisées mais n'a jamais possédées.

Nous prévoyons donc de collecter autant de détails et de photos de ce que ces deux maîtres artisans ont ajouté non seulement au CIWL mais au monde de l'élégance du verre et de la marqueterie.

Alors qu'il existe de nombreux ouvrages relatifs au travail de René Lalique et de sa société, il y en a très peu sur René Prou.

Aujourd'hui en 2020 Lalique est une entreprise de produits de luxe très réussie

Toute personne lisant ce court résumé qui souhaiterait contribuer à notre article prévu sera la bienvenue, veuillez contacter [elliott.chris@gmx.com](mailto:elliott.chris@gmx.com).

Zwei große Namen in der Welt von CIWL und ihre atemberaubende Arbeit schmücken viele der Pullman-, Restaurant- und Schlafwagen von CIWL

Dank unseres jüngsten Kontakts mit dem taiwanesischen Kollegen Karl Chang wurden wir durch unseren jüngsten Kontakt mit dem Lalique-Museum in Hakone bei Tokio in Japan dazu veranlasst, darüber zu schreiben

Im japanischen Museum befindet sich das Pullman-Auto 4158, das einst Teil der NIOE-Flotte war. Das Museum teilt uns mit, dass sie es bei Siemens gekauft haben, sodass es möglicherweise eines der Autos ist, die NIOE benutzt, aber nie besessen hat

Wir planen daher, möglichst viele Details und Fotos von dem zu sammeln, was diese beiden Meister nicht nur zu CIWL, sondern auch zur Welt der Eleganz in Glas und Intarsien beigetragen haben Während es eine Reihe von Büchern gibt, die sich auf die Arbeit von René Lalique und seiner Firma beziehen, gibt es nur sehr wenige über René Prou.

Heute im Jahr 2020 ist Lalique ein sehr erfolgreiches Luxusgüterunternehmen

Jeder, der diesen kurzen Lebenslauf liest und zu unserem geplanten Artikel beitragen möchte, ist herzlich willkommen. Bitte wenden Sie sich an [elliott.chris@gmx.com](mailto:elliott.chris@gmx.com).

Due grandi nomi nel mondo di CIWL e il loro straordinario lavoro che decorano molti Pullman, ristoranti e vagoni letto di CIWL

Il nostro recente contatto con il museo Lalique di Hakone, vicino Tokyo, in Giappone, ci ha spinto a scriverne grazie all'aiuto del nostro collega di Taiwan, Karl Chang

Nel museo giapponese si trova l'auto Pullman 4158 che un tempo faceva parte della flotta NIOE. Il museo ci dice che l'hanno acquistato da Siemens, quindi potrebbe essere una di quelle auto che NIOE ha usato ma mai posseduto

Quindi abbiamo in programma di raccogliere tutti i dettagli e le foto di ciò che questi due maestri artigiani hanno aggiunto non solo a CIWL ma al mondo dell'eleganza nel vetro e nell'intarsio

Considerando che ci sono numerosi libri relativi all'opera di René Lalique e alla sua compagnia, ce ne sono pochi su René Prou.

Oggi nel 2020 Lalique è un'azienda di successo nel settore dei beni di lusso

Chiunque legga questo breve curriculum e vorrebbe contribuire al nostro articolo programmato sarà il benvenuto, si prega di contattare [elliott.chris@gmx.com](mailto:elliott.chris@gmx.com).

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### ***Amis des Wagons-Lits***

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

Brendan Martin (contact e-mail: [btmartin@btinternet.com](mailto:btmartin@btinternet.com)) and Chris Elliott [elliott.chris@gmx.com](mailto:elliott.chris@gmx.com), with material freely supplied by our contributors, with special thanks to Francesco Bochicchio, Dirk Freilingsdorf, Xavier Guerra together with Jos Geiler, Marc Stegeman, Bernhard Graf, Rabbi Walther Rothschild, Diana Parums and Kevin Hoggett. We particularly thank 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, some of which we not been able to cover in this issue. 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! *Amis des Wagons-Lits* and this newsletter is entirely a 'not-for-profit' entity and is solely for enthusiasts and has no commercial interests or affiliations.

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**Congratulations – Félicitations - Herzliche Glückwünsche - Gratulálunk –  
Felicidades – Congratulazioni**

To our correspondent in Italy, Francesco Bochicchio who graduated from Genoa University in early March with a score of 108 out of 110 for his thesis on CIWL



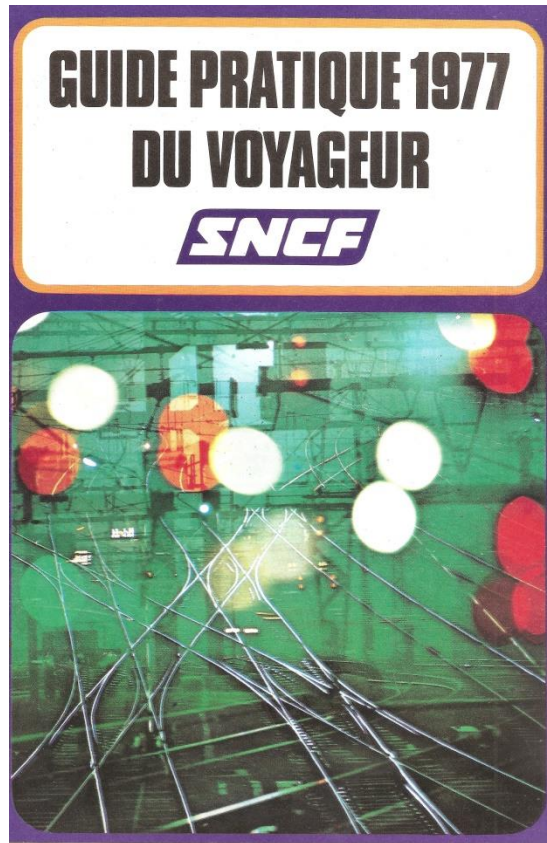
We first met as a result of his photographs that were published in Juan Delgado Luna's new book

'Coches CIWL y especiales de RENFE' in 2018



Lampe fin de convoi - Tail lamp

## SNCF's guide to TEN in 1977



### VOYAGES DE NUIT

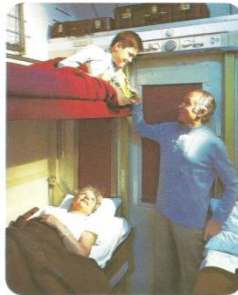
Le voyage de nuit vous permet de gagner du temps et de prolonger d'autant votre séjour.

Vous trouverez dans la plupart des trains de nuit des voitures-couchettes en 2<sup>e</sup> et 1<sup>re</sup> classes. Certains de ces trains comportent également des voitures-lits accessibles avec des billets de 2<sup>e</sup> et 1<sup>re</sup> classes.

Il vous est vivement recommandé de réserver vos places couchées à l'avance (voir p. 8 et 9).

En voiture-lit, une dame peut réserver sa place dans un compartiment pour dames.

En service international, chaque voiture-couchette, de même que chaque voiture-lit, est accompagnée par un agent des chemins de fer qui, la nuit, assure à votre place, si vous le souhaitez, les formalités de douane et de police aux frontières, et veille sur votre tranquillité.



10

### LES COUCHETTES

Pour un supplément de 28 F\* par personne, le même en couchettes de 2<sup>e</sup> et 1<sup>re</sup> classes, vous pouvez voyager de nuit, allongé plutôt qu'assis. Chaque couchette est équipée de housse, oreiller et couverture. Un éclairage individuel est à votre disposition.

Les compartiments transformés pour la nuit sont de 6 places en 2<sup>e</sup> classe et de 4 places en 1<sup>re</sup> classe.

Des sangles de protection doivent être installées aux couchettes intermédiaires et supérieures occupées par des enfants.

### LES VOITURES-LITS

Le voyage en voitures-lits vous procure le plus grand confort en train de nuit. Il en existe plusieurs types désignés par le sigle T.E.N. (Trans Euro Nuit), offrant des compartiments de 1, 2 ou 3 lits garnis de draps, oreillers et couvertures, équipés d'un coin-toilette avec eau chaude et froide et d'une prise pour rasoir électrique.

Une restauration légère (boissons, petits déjeuners, parfois plateaux-repas) peut vous être servie, à votre demande, par l'accompagnateur affecté à votre voiture.

\* Prix au 1<sup>er</sup> janvier 1977, sous réserve de modification ultérieure.

