

CONTENTS

Editorial – Chris Elliott	Page 1
The Corona Virus and its impact on train services – Chris Elliott, Adam Paice and Hugo Marybrasse	Page 5
Author’s rights and copyright – Chris Elliott	Page 8
Main Topic - The Balkans - a geographical and historical introduction – Chris Elliott	Page 9
CIWL services in 1939, Guide bleu	Page 13
CIWL in Yugoslavia - Jos Geilen	Page 16
Canfranc yet again - Carlos Abadias	Page 19
Mails from our Correspondents Juan Delgado Luna, Marc Stegemann, Karl Chang, Christian Pollach, Jean-Pierre Ravanelli, Pierre Birgé	Page 26
Corona: temporary shutdown at the WL AB30 (MP, ex P) in Köln-Deutz	Page 34
EETC (Euro-Express Treincharter) trains in Holland - a report by Marc Stegeman	Page 36
Book review:	
Sporen door de nacht / Zülig durch die Nacht	Page 38
Evolutia Vagoanelor C.I.W.L. in Romania in Perioada 1875 – 1948	Page 39
Orient Express 1883 – 1914	Page 40
The European Commission has proposed to make 2021 the European Year of Rail	Page 41
Main Topic – The Balkans, CIWL in Yugoslavia - Christian Pollach	Page 44
English summary of Christian's text	Page 72
The Two Renés – René Lalique and René Prou by Chris Elliott	Page 82
Novita’ Modellistiche della CIWL - Francesco Bochicchio	Page 90
New - CIWL Models (english translation of Francesco's Review)	Page 98
CIWL in Guerra - Francesco Bochicchio	Page 100
CIWL in Guerra, CIWL in the war (engl. translation of Francesco's text)	Page 104
CIWL Book list (additions are always welcome)	Page 106

Editorial – Chris Elliott

We start this editorial with a little look back over the past six issues and as there are several editorial points that we need to explain, we have written this first part not only in English but in French, German, Italian and Spanish.

You may recall that this newsletter produced in the UK follows the tradition started back in 1993 by George Behrend, Rob Heron and Dave Carson under the banner of The Wagons-Lits Society.

When it stopped issuing its magazine back in 2008, the Nene Valley Railway and its IRPS section decided to continue by launching their own magazine as they owned two CIWL Cars.

Towards the end of 2018 they the NVR IRPS told us that they could not continue as their restoration work on their CIWL cars was more urgent so we suggested that we could carry on the aims under the banner of Amis des Wagons-Lits.

Our first six issues have been well received. There have been a couple of little problems. However the first is the length and size of the document. There are a small number of you whose internet server cannot receive a document of over 100.000 pixel ko's, this means limiting the issue to 100 pages and to make sure that there are not too many photographs, and in some cases to issue the extra-long article as a supplement as we did with Dirk Frielingsdorf's TEN Pool article.

Having got that message 'off our chests', we can return to the Focus of this edition namely 'The Balkans'.

Nous commençons cet éditorial avec un petit retour en arrière sur les six derniers numéros et comme il y a plusieurs points éditoriaux que nous devons expliquer, nous avons écrit cette première partie non seulement en anglais mais en français, allemand, italien et espagnole.

Vous vous souviendrez peut-être que ce bulletin d'information produit au Royaume-Uni suit la tradition commencée en 1993 par George Behrend, Rob Heron et Dave Carson sous la bannière de The Wagons-Lits Society.

Quand il a arrêté de publier son magazine en 2008, le Nene Valley Railway et sa section IRPS ont décidé de continuer en lançant leur propre magazine car ils possédaient deux voitures CIWL.

Vers la fin de 2018, le NVR IRPS nous a dit qu'ils ne pouvaient pas continuer car leurs travaux de restauration de leurs voitures CIWL étaient plus urgents. Nous avons donc suggéré que nous pourrions poursuivre les objectifs sous la bannière des Amis des Wagons-Lits.

Nos six premiers numéros ont été bien accueillis. Il y a eu quelques petits problèmes. Cependant, le premier est la longueur et la taille du document. Il y a un petit nombre d'entre vous dont le serveur Internet ne peut pas recevoir un document de plus de 100.000, cela signifie limiter le problème à 100 pages et s'assurer qu'il n'y a pas trop de photos, et dans certains cas émettre le extra-long article en supplément comme nous l'avons fait avec l'article TEN Pool de Dirk Frielingsdorf.

Après avoir fait ce message nous pouvons revenir au thème central de cette édition, à savoir «Les Balkans».

Comenzamos este editorial con una pequeña mirada retrospectiva a los últimos seis números y, como hay varios puntos editoriales que debemos explicar, hemos escrito esta primera parte no solo en inglés, sino en francés, alemán, italiano y español.

Puede recordar que este boletín producido en el Reino Unido sigue la tradición iniciada en 1993 por George Behrend, Rob Heron y Dave Carson bajo el estandarte de The Wagons-Lits Society.

Cuando dejó de publicar su revista en 2008, Nene Valley Railway y su sección IRPS decidieron continuar con el lanzamiento de su propia revista, ya que eran propietarios de dos coches CIWL.

Hacia fines de 2018, el NVR IRPS nos dijo que no podían continuar ya que su trabajo de restauración en sus coches CIWL era más urgente, por lo que sugerimos que podríamos continuar con los objetivos bajo la bandera de Amis des Wagons-Lits.

Nuestros primeros seis números han sido bien recibidos. Ha habido un par de pequeños problemas. Sin embargo, el primero es la longitud y el tamaño del documento. Hay un pequeño número de ustedes cuyo servidor de Internet no puede recibir un documento de más de 100.000 píxeles ko's, esto significa limitar la edición a 100 páginas y asegurarse de que no haya demasiadas fotografías, y en algunos casos emitir el extra largo. artículo como suplemento, como hicimos con el artículo TEN Pool de Dirk Frielingsdorf.

Habiendo explicado esto, podemos volver al tema principal de esta edición, a saber, "Los Balcanes".

Wir beginnen dieses Editorial mit einem kleinen Rückblick auf die letzten sechs Ausgaben. Da wir einige redaktionelle Punkte erläutern müssen, haben wir diesen ersten Teil nicht nur auf Englisch, sondern auch auf Französisch, Deutsch, Italienisch und Spanisch verfasst.

Sie erinnern sich vielleicht, dass dieser in Großbritannien produzierte Newsletter der Tradition folgt, die 1993 von George Behrend, Rob Heron und Dave Carson unter dem Banner der Wagons-Lits Society begonnen wurde.

Als die Nene Valley Railway und ihre IRPS-Abteilung 2008 die Herausgabe ihres Magazins einstellten, beschlossen sie, ein eigenes Magazin herauszubringen, da sie zwei CIWL-Fahrzeuge besaßen.

Gegen Ende 2018 teilten uns die NVR-IRPS mit, dass sie nicht fortfahren könnten, da ihre Restaurierungsarbeiten an ihren CIWL-Wagen dringender seien. Wir schlugen daher vor, die Ziele unter dem Banner von Amis des Wagons-Lits fortzusetzen.

Unsere ersten sechs Ausgaben wurden gut aufgenommen. Es gab ein paar kleine Probleme. Das erste ist jedoch die Länge und Größe des Dokuments. Es gibt eine kleine Anzahl von Ihnen, deren Internet-Server kein Dokument zu lang empfangen kann. Dies bedeutet, das Problem auf 100 Seiten zu beschränken und sicherzustellen, dass nicht zu viele Fotos vorhanden sind, und in einigen Fällen das extra lange auszustellen Artikel als Ergänzung wie bei Dirk Frielingsdorfs TEN Pool Artikel.

Nachdem wir diese kleine Erklärung, können wir zum Schwerpunkt dieser Ausgabe zurückkehren, nämlich „Der Balkan“.

Iniziamo questo editoriale con un piccolo sguardo agli ultimi sei numeri e poiché ci sono diversi punti editoriali che dobbiamo spiegare, abbiamo scritto questa prima parte non solo in inglese ma in francese, tedesco, italiano e spagnolo.

Ricorderete che questa newsletter prodotta nel Regno Unito segue la tradizione iniziata nel 1993 da George Behrend, Rob Heron e Dave Carson sotto la bandiera della The Wagons-Lits Society.

Quando ha smesso di pubblicare la sua rivista nel 2008, la Nene Valley Railway e la sua sezione IRPS hanno deciso di continuare lanciando la propria rivista poiché possedevano due auto CIWL.

Verso la fine del 2018 l'NVR IRPS ci ha detto che non poteva continuare poiché il loro lavoro di restauro sulle loro carrozze CIWL era più urgente, quindi abbiamo suggerito di portare avanti gli obiettivi sotto la bandiera di Amis des Wagons-Lits.

I nostri primi sei numeri sono stati ben accolti. Ci sono stati un paio di piccoli problemi. Tuttavia il primo è la lunghezza e la dimensione del documento. Ci sono pochi di voi il cui server Internet non può ricevere un documento troppo lungo, questo significa limitare il problema a 100 pagine e fare in modo che non ci siano troppe fotografie, e in alcuni casi emettere l'extra-lungo articolo come supplemento come abbiamo fatto con l'articolo TEN Pool di Dirk Frielingsdorf.

Averlo spiegato possiamo tornare al fulcro di questa edizione, ovvero "I Balcani".

As just under a half of 'The Orient Express's' journey was in 'The Balkans' the region deserves our special attention. We do not need a history lesson, perhaps rather a prompt as up until the 1914 - 1918 war large parts of The Balkans were either in The Ottoman or in The Austro-Hungarian Empires.

As we are of the generation that collected stamps and as that great hobby continues we were lucky enough to be offered some maps dating back to pre-1918 , the great challenge is to decipher place names be they then German, Serbo-Croat or even Italian or Greek.

Our timetables have helped a lot to follow the exact route and we are grateful to several of our friends for sending us details of border crossing points and lots more.

Another topic is for those of you who concentrate on the history of CIWL. We have been asked about books dedicated to CIWL. So we have started work on putting together a list. Clearly this list is by no means complete and we welcome any book details that can be added, the list and introduction are to be found in our special article.

We are all too well aware of the impact of the Corona Virus on train services throughout Europe and beyond, we have included a short article written by our colleague Adam Paice who is a train manager on the UK's East Coast main line and SNCF Freight driver Hugo Marybrasse.

Beyond this issue we are thinking of focusing a future newsletter on Central and Northern Europe.

As a foretaste of what we will writing about in our next edition, this newsletter pays special attention to the truly excellent painstaking work being carried out in Norway by Morten Tranøy and his many friends and for allowing us to include this article and many work-in-progress photographs.

Sadly we also have to announce that this is the last newsletter that Brendan our co-editor has put together. Brendan will now concentrate on keeping his CIWL car database and photo collection up todate. So for any future contacts please mail Chris Elliott, elliott.chris@gmx.com

We are very pleased to welcome Dirk Frielingsdorf as our new co-editor.

This issue has been compiled with the help of Francesco Bochicchio, Dirk Frielingsdorf, Marc Stegeman, Jos Geilen, Adriaan Intveld, Juan Delgado Luna, Jean-Pierre Ravanelli, Morton Tranøy, Christian Pollach, Xavier Guerra, Brendan Martin, Pierre Birgé.

The Corona Virus and its impact on train services

by Chris Elliott

By the time that this newsletter appears we will all have read detailed reports from both within Europe, the USA and Asia.

A detailed country by country affected train services appeared in the July edition of the French magazine 'Rail Passion'. What has not been reported is the impact on the working conditions of the thousands of rail workers.

We start with the account by **Train Manager Adam Paice** who works on the UK's East Coast Mainline train services. Adam mailed us on the 17th June as follows:

Our mainline:

All railways in Britain initially had their service cut down to a third with us on the East Coast running an hourly service between London and Edinburgh and a two-hourly service to Leeds. All staff were sent home except the safety critical ones so Drivers, Train Managers/Guards, Signalmen and platform dispatchers remained.

On our busy services we usually carry about 700 people but in the first few weeks I had about 10 people on every train. We are now back to about 100 people on every train but it's nothing like what it was. I think most people are still working from home. It's much cheaper for companies but their productivity goes down a lot, hence why I don't think it will be permanent.

As for me I just carried on being a train manager- it's a lot easier at the moment as I'm not allowed to do ticket checks, I have no catering crew to manage and there are far less passengers to worry about. I just keep patrolling the train and dispatching at stations.

They did say we could just isolate ourselves in our office but I had a passenger having a heart attack in the first week and if we just sat in our office then we wouldn't have been able to help him. Luckily, he was resuscitated and I got an ambulance to meet us at the next station so he was fine. Therefore you can understand why I wouldn't feel comfortable abandoning my passengers to hide in my office.

We are back to the full timetable now to allow people to spread out on different trains. All trains are strictly reservation only so they can control the numbers and prevent overcrowding. I do hope this is retained like on European high-speed trains as one of my biggest problems before the virus was overcrowded trains with people sitting and lying in the aisles and vestibules.

I never wore a mask or gloves I just kept washing my hands as I always have done as trains are filthy anyway. Now the government has forced everyone on public transport to wear a mask from this Monday. I think it's mostly so they can scrap the social distancing and fit as many workers on to the trains as possible to get the economy moving again but you can't blame them for wanting that.

That is interesting the OBB continued their sleeper services although our two services, 'The Caledonian Sleeper' to Scotland and the 'Night Riviera' to Cornwall kept running as well, albeit with reduced capacity and everyone was confined to their single occupancy compartments. I suppose people do commute on them occasionally and like you say are far safer than flights for not spreading disease.

Adam Paice now works as a train manager on the UK's East Coast Mainline with its services from London Kings Cross to Scotland. Adam also spends his free time as a volunteer on the Nene Valley Heritage

Railway just to the west of Peterborough where the IRPS section is restoring two CIWL cars numbers WR 2975 and WL 3916



Adam Paice at London's Kings Cross mainline station

As is the case in Europe, with particular reference to France with the substantial reduction of train frequencies, there have been difficulties in the way that drivers normally work, not only their return trips but the closure of railway hotel accommodation has made life difficult for many.

In the French railway magazine 'Rail Passion' July edition, there was an article entitled '*Une journée de conducteur en temps de pandémie*'. This article was published in French but we have reproduced it in English with the permission of the magazine 'Rail Passion' and 'des éditions de La Vie du Rail' and the driver author Hugo Marybrasse.

What consequences for the daily organization of our days of service by Hugo Marybrasse

With the decrease in the number of trains ordered by our customers, approximately 60% of the normal offer, our programming is reduced. Some colleagues are forced to stay at home to babysit, others may be sick.

Work weeks can vary dramatically. Some are quite busy and others have gone by to wait for us to contact them before going to work, which I do not hide from you, is not what I prefer.

Our order tries as far as possible to offer us an AR with a train to be insured. Something that is not easy to do, the reduction in the number of circulations leads to a lower need for conductors. It is then possible to take us or

repatriate with a colleague in the cabin, or else by taxi over short and medium distances. And in the latter case we continue to use passenger trains, which at the moment are not much used.

For accommodation, this has evolved with the days that have passed. The majority of hotels closing their doors, it was necessary to review the "division" of the days of service: to ensure trains on shorter distances instead of the usual route for example. This allows you to take up service at its depot, make a train and then get on one in a single day. This implies that there is no longer an RHR (rest away from home). An example with the many combined flows that link Woippy to Perpignan / Cerbère. Nominal chopping involves three conductors. In this period five colleges are necessary to transport these goods by passing the following traction stages.

Woippy – Chalon sur Saône ; Chalon sur Saône – Avignon ; Avignon – Perpignan/Cerbère ;

A celles-ci Woippy – Dijon ; Dijon – Lyon ; Lyon- Avignon ; Avignon – Béziers ;

Béziers – Perpignan/Cerbère

When these arrangements cannot be made due to the low number of trains running on an axis, we always sleep in the foyer or in some hotels that are open again.

The rooms are disinfected before and after our visit, cleaning instructions are therefore transmitted between the establishments and our order to ensure our health security.

However, all common areas are prohibited. We have no choice but to stay in our room. A breakfast bag is given to us upon arrival, to be consumed in your room. Some homes just allow access to the microwave as well as the coffee machine. All this in order to limit the number of contacts as much as possible.

This implies somewhat ubiquitous situations. Meet up with three colleagues under the Lens sunshine to eat our hot meal, standing 3 m apart from each other, to remake the world today ...

As for the work itself, the locomotives are as far as possible tucked into the depots in order to disinfect the consoles and clean the guard rails of the access doors.

While they are customarily left in construction sites while waiting to carry out a next mission, currently we are carrying out marches between the terminals and the depots as is the case between Dourges Delta 3 and Lens - Depot for example.

A tracking sheet, slipped into the vehicle's log book, tells us the date and place where the cleaning operation was last carried out. This is reassuring for drivers who have to use locomotives. This does not prevent us when relieving or returning the machine to pass a disinfectant wipe ourselves on the console.

The reliefs may take longer than what is planned on the train sheet, but the positions are quite understanding in this delicate period. Reduced traffic and fewer passenger trains are not affected by this extended downtime.

In any case, many of us hope that this thorough cleaning of the machines will continue. It is nice to know that they are regularly dusted!

Regarding personal supplies, as mentioned in the day of service, we are supplied by our CTT. Whether in gel; wipes or masks. The latter regularly monitors needs and makes himself available daily if we run out of equipment.

In a few lines, here is a small overview of the changes that affect our professional life.

Hugo has been a Fret SNCF driver since December 2012 and started his career at Trappes in the Paris Region

Author's rights and copyright

by Chris Elliott

This newsletter produced in the UK follows the tradition started back in 1993 by George Behrend, Rob Heron and Dave Carson under the banner of The Wagons-Lits Society (WLS).

When the WLS stopped issuing its magazine back in 2008, the Nene Valley Railway and its International Railway Preservation Society (IRPS) section decided to continue by launching their own magazine as they owned two CIWL Cars N°s WR 2975 & WL 3916.

The editors of the Amis des Wagons-Lits newsletters were major contributors to both of these magazines during many years.

Towards the end of 2018 they, the NVR IRPS, told us and their members that they could not continue with their magazine as their restoration work on their CIWL cars was more urgent so we suggested that we could carry on the aims of their magazine under the banner of Amis des Wagons-Lits.

- So it is a UK based newsletter; It is free and therefore is not commercial
- The editors produce it at their own small expense
- It is not available in a printed format and has no website
- Its subscribers are those who contacted us by way of the IRPS and others
- The articles are written in several languages and are published sometimes with another language translation

As it is a UK based group of friends the subject of copyright is governed by the UK Government Intellectual Property Office notice November 2015. Despite the belief that copyright protection ceases after a stated number of years, it should be assumed that any document published after 1945 is protected so the illustrations, docs, and photographs that are supplied by the contributors from their own collections are subject to these laws.

As you will have read we do impose a restriction for copyright purposes on the contents of each of the newsletters. However we do need to make sure that any articles that are sent to us and if they include photographs taken from the Internet or other publications that the author who sends us the article has the right to use them. Many of our friends will be aware of the legal protection regarding the Wagons-Lits and Orient Express names and brand-images held by the SNCF and Accor which has been even applied to models as well as publicity material.

So it is essential that we do not include any texts, copies of documents, or photographs that have not been sent to us direct by the writer. Similarly that when writers include photographs etc, the writer has the author's - photographer's written permission to reproduce it in this newsletter. If we are in doubt we will sadly not be able to include them. Whereas there is an exemption for research work we urge caution.

For reasons of protecting our copyright and as this newsletter is only circulated around a group of friends we do ask you not to pass on this pdf. If any of your friends would like to receive it, please ask them to contact us.

We also add a disclaimer clause at the end of each newsletter.

What are the aims of this newsletter?

Simply to keep anyone interested in CIWL informed about the history and present day whereabouts and condition of over some 370 cars.

Currently SNCF, VSOE, PCE all have fleets of CIWL cars and we do our best to promote their services Likewise the National Railway Museums in Austria, Croatia, United Kingdom, Israel, Serbia, Belgium, France, Germany, Netherlands, Italy, Spain, Hungary, Japan and Denmark. There is a shortage of archive material but there are only a small handful of retired staff who still have the knowledge of how these trains operated.

We write reviews of related books and DVDs to help their authors.

We write about the night train services currently operated by the European railway companies.

Summing up we aim to help and inform whilst respecting the standard norms of privacy.

Always our aim is to assist, promote and publicise those individuals and organisations working to both preserve and where possible run their individual ex-CIWL cars and railways offering opportunities to the general public to ride in the cars that remain and experience standards and quality now rarely available. We do this without favour and hope to be completely inclusive but respect privacy in a cordial spirit when owners wish it.

Main Topic: The Balkans - a geographical and historical introduction

by Chris Elliott

In the editorial of our last newsletter we made a promise that we would focus on 'The Balkans' in this issue. It would be easy to include or exclude a country that we assume was or still is in 'The Balkans' but we hope that you will forgive us for starting with a combined geography and history lesson.

The history of this region of South Eastern Europe goes back in time and a little over a hundred years ago the region was divided into the two main Empires The Austrian-Hungarian and the Ottoman Empires that was of course until a day in 1914 when a Serbian student shot and killed Archduke Ferdinand and his wife in Sarajevo which gave the Austrians the excuse that they had been looking for some years and that was 'to teach Serbia a lesson' and brought about the first world war in Europe.

The countries in those empires were from north to south Slovenia, Croatia, Bulgaria, Bosnia and Hercegovina, Serbia, Greece, Kosovo, Macedonia and Romania, but you can shout and what about Thrace, Bessarabia and tiny parts of Italy?

Dare one also state that there was a good mix of ethnic nationalities, many of which had arrived in their respective regions and countries in waves to avoid persecution during hundreds of years?

We have found three maps which were 'Europe in 1914', East Central Europe in 1919 and Europe in 1920.

At the end of the war in 1918, German and Austria surrendered and lost territory, the victors set in motion the Treaty of Versailles in 1919 which was a compromising-failure promising everything to everyone and achieving very little and sowing the seeds of the second world war.

Cast oneself forward to the summer of 1939 literally weeks before the start of world war two and our CIWL Blue Guide includes maps of Yugoslavia, Bulgaria, Greece and Romania, not forgetting Turkey.

However we need to say more about the origins of Yugoslavia:

Yugoslavia was a Balkans country for most of the 20th century. It came into existence after [World War I](#) in 1918 under the name of the [Kingdom of Serbs, Croats and Slovenes](#) by the merger of the provisional [State of Slovenes, Croats and Serbs](#) (it was formed from territories of the former [Austro-Hungarian Empire](#)) with the [Kingdom of](#)

[Serbia](#), and constituted the first union of the South Slavic people as a [sovereign state](#), following centuries in which the region had been part of the [Ottoman Empire](#) and Austria-Hungary. It gained international recognition on 13 July 1922 at the [Conference of Ambassadors](#) in Paris.

[Yugoslavia](#) was [invaded](#) by the [Axis powers](#) on 6 April 1941. In 1943, a Democratic Federal Yugoslavia was proclaimed by the [Partisan resistance](#). In 1944 King [Peter II](#), then living in exile, recognised it as the legitimate government. The monarchy was subsequently abolished in November 1945. Yugoslavia was renamed the Federal People's Republic of Yugoslavia in 1946, when a communist government was established. It acquired the territories of [Istria](#), [Rijeka](#), and [Zadar](#) from Italy. Partisan leader [Josip Broz Tito](#) ruled the country as president until his death in 1980.

The six constituent republics that made up Yugoslavia were [SR Bosnia and Herzegovina](#), [SR Croatia](#), [Macedonia](#), [Montenegro](#), [Serbia](#), and [Slovenia](#). After an economic and political crisis in the 1980s and the rise of nationalism, Yugoslavia [broke up](#) along its republics' borders, at first into five countries, leading to the [Yugoslav Wars](#).

One does not much reminding that all of the various Orient Expresses set off for Istanbul (Constantinople) and en-route travelled just under 1700 kms from Calais before arriving in The Balkans a small fraction less than half of the total of 3497 kms for the whole journey.

Most accounts of the CIWL recite the aims of its founder George Nagelmackers to provide a seamless train journey, recording the struggle that he had to persuade the various countries and their railways along the route to allow his international trains to cross frontiers.

Perhaps we should run a competition inviting anyone to name all of the many railway companies en-route.

But let's make a start, now the research is based on the year 1939 and in the CIWL Blue Guide of 1939 we find that 'The Orient Express' stopped at the frontier posts of France at Kehl, in Germany (Austria was at this time part of Germany) on the border crossing east of Vienna at Hegyeshalom. After leaving Budapest the frontier station was Kelebia-Subotica where it entered Serbia only to leave at Caribrod-Dragoman where it entered Bulgaria, it left Bulgaria at Svilengrad and entered Turkey at Uzunkopro.

Whereas this is all about CIWL and its routes to Istanbul, some stretches were close to the river Danube from its source in Donaueschingen to the Delta and then emptying into The Black Sea in Romania.

The later Simplon Orient Express as we know from its name travelled via Switzerland and Italy its frontier posts were Vallorbe where it entered Switzerland, left at Brigue and entered Italy at Domodossola,. It left Italy after Trieste at Postumia-Rakek to enter Yugoslavia. The portion of the train destined for Romania and Bucharest left Yugoslavia at Velika-Kikinda and entered Romania at Jimbolia. The portion destined to Belgrade and Greece left Yugoslavia at Devdeliaj to enter Greece.

The final section to Istanbul left Serbia Yugoslavia at Caribrod-Dragomanto to enter Bulgaria it left Bulgaria at Svilengrad and entered Turkey at Uzunkopro.



1 Source: wikipedia.de, CC BY-SA 3.0

To follow these later routes we suggest that you read our CIWL 1939 article



2 Source: wikipedia.de, CC BY-SA 3.0



3 Source: wikipedia.de, CC BY-SA 3.0



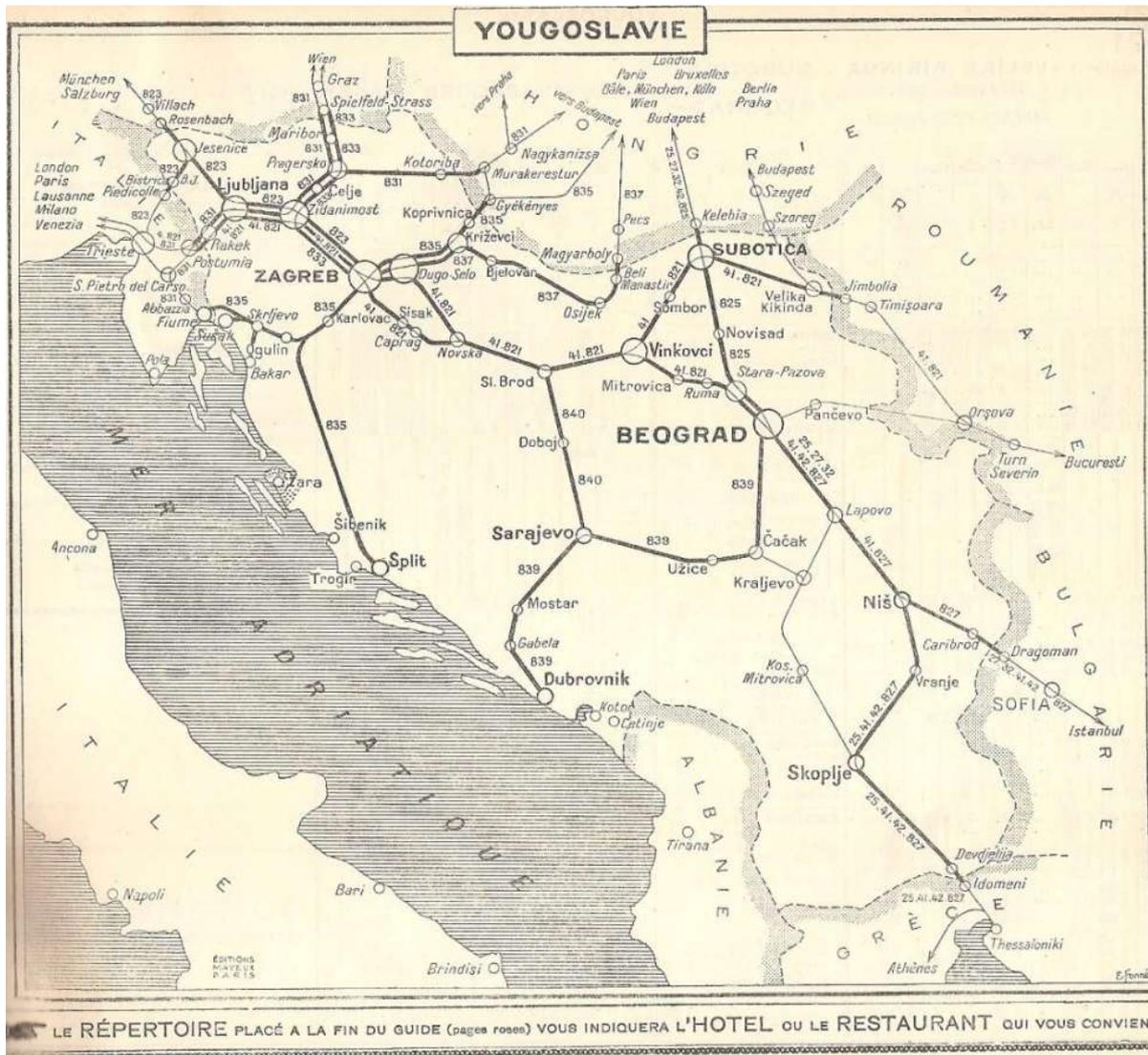
4 Source: wikipedia.de, CC BY-SA 3.0

The above maps were published in Ute Dorr's excellent book *The Orient Express 1883 – 1914* with the sources <https://de.wikipedia.org/wiki/Orient-Express> CC BY-SA 3.0 <https://creativecommons.org/licenses/by-sa/3.0/>

CIWL services in 1939

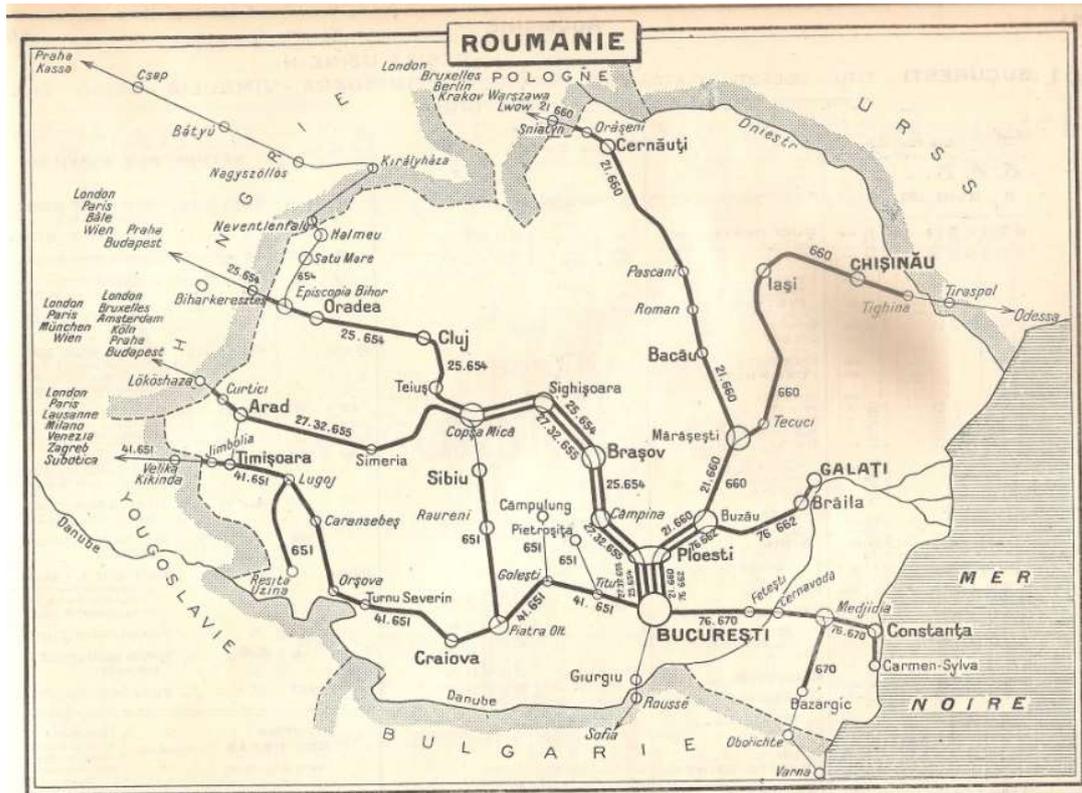
by Chris Elliott

Although we have concentrated several of our articles on the CIWL services in the 1920s we thought we should continue to illustrate the services as they were just weeks before the start of world war two in September 1939. The map of Yugoslavia show just how many of today's republics formed part of the country. To understand how the many CIWL services operated we have set out below the maps of all these Balkan CIWL services (Guide bleu CIWL 1939).



Collection ; chris elliott

Romania played a pivotal role with not only some important services such as 'Danubiu Pullman Rapid' and 'Rapid Regele Carol 1' but CIWL workshops that built and serviced cars in the west of the country at Arad:



LE RÉPERTOIRE PLACÉ À LA FIN DU GUIDE (pages roses) VOUS INDIQUERA L'HOTEL OU LE RESTAURANT QUI VOUS CONVIENT



LE REPERTOIRE PLACÉ À LA FIN DU GUIDE (pages roses) VOUS INDIQUERA L'HOTEL OU LE RESTAURANT QUI VOUS CONVIENT.

ATHÈNES-THÉSSALONIKI-ALEXANDROUPOLIS-ISTANBUL

Numéros des trains		Numéros des services	
501	←	345	→
19 21 dép.	LE PIRÉE	arr.	11 00
20 10	ATHÈNES	dép.	10 16
8 40	THÉSSALONIKI	arr.	21 44
10 21	KALINDIA	dép.	20 14
12 27	SÈRE	dép.	17 19
14 00	DRAMA	dép.	15 28
14 15 dép.	PARANESTION	arr.	15 23
15 21	XANTHI	dép.	14 26
16 44	KOMOTINI	dép.	11 51
17 14	ALEXANDROUPOLIS	dép.	10 22
19 41 dép.	PITHION	arr.	8 25
22 13	ISTANBUL	dép.	5 48
0 20 dép.	PITHION	arr.	6 34
6 40	ISTANBUL	dép.	1 28 35

NATURE DES SERVICES

nos des trains	nos des services	description
501	345	R 1.2cl. ATHÈNES-ISTANBUL. Les mardi et samedi au départ d'Athènes (suppléments page 278).
...	346	X THÉSSALONIKI-ALEXANDROUPOLIS.
502	346	R 1.2cl. ISTANBUL-ATHÈNES. Les mardi et samedi au départ d'ISTANBUL (suppléments page 278).
...	346	X ALEXANDROUPOLIS-THÉSSALONIKI.

PRIX DES REPAS (vin non compris)

Premier déjeuner drachmes 21 00
 Déjeuner ou dîner " 70 00

412 LE PIRÉE — ATHÈNES — CORINTHOS — PATRAS — PIRGOS — OLYMPIE — KALAMATA

Numéros des trains		Numéros des services		NATURE DES SERVICES		
1	201	71	91	1	3471	X ATHÈNES-PATRAS.
...	...	...	...	201	3473	X ATHÈNES-MILI-NAFLIOU.
...	...	...	...	71	3479	X Autorex ATHÈNES-OLYMPIE.
...	...	...	...	91	3477	X Autorex ATHÈNES-KALAMATA.
...	...	...	...	92	3478	X Autorex KALAMATA-ATHÈNES.
...	202	3474	X MILI-NAFLIOU-ATHÈNES.
...	2	3472	X PATRAS-ATHÈNES.
...	74	3480	X Autorex OLYMPIE-ATHÈNES

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HOTELS TOKATLIAN
ISTANBUL-THERAPIA (Été)

Collection; chris eliott

CIWL in Yugoslavia by Jos Geilen
To be read in connection with the CIWL 1939 feature

PARTIE DU BULLETIN RESTAURANT ENTRE LES LIGNES DU VOYAGEUR. N° 0083135

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2° Numéro 1935.

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S. R.

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Repas table d'hôte	Ручак	Вечера	Цр. кафа	Турска	Доручак	Simple	Meat	After-					
	Dé-jeuner	Dîner	Café noir	кафа	Compleт		Break-fast	noon Tea					
Repas à la carte	1	1.50	2	2.50	3	4	5	6	7	8			
	9	10	12	14	16	18	20	22	24	26			
Consumptions	Plavac	Ka-berne	Auslese	Sil-vanec	Rizling	Rizling Bouvier	Margo	Grav	Fruš-kogorsko				
	Bouvier	Pivo	Miner-ralna voda	Sifon	Kompot	Biskvit							
Liqueurs	2	2.50	4	5	6	7	8	9	10	11	12	13	35

600
4

9

43
40

11.10

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Kilo- métr.	Mardi, Jeudi et Samedi LONDRES (Victoria)	Arr.	Dép. 8 30
—	CALAIS (Maritime)	—	12 35
298	PARIS (Nord)	16 25	10 40
—	Gagny	17 17	—
—	PARIS (Est)	—	17 30
45	Gagny	17 43	18 10
473	Châlons-sur-Marne	20 19	20 29
254	Bar-le-Duc	21 45	21 50
333	Nancy	23 26	23 41
412	Nouvel-Avrincourt	0 42	0 44
432	Sarrebourg	1 02	1 12
502	Strasbourg	2 11	2 20
510	Kehl (douanes française et allemande)	2 30	—
—	H. Europe centrale)	—	—
555	Baden-Oos	5 09	5 11
586	Carlsruhe	5 44	5 55
617	Pforzheim	6 48	6 53
676	Stuttgart	8 00	8 10
770	Ulm	10 00	10 07
855	Augsbourg	11 27	11 29
917	Munich	12 28	12 43
1070	Salzbourg (frontière autrichienne)	15 15	16 00
1160	Alttnang-Puchheim	17 27	17 37
1405	Linz	18 30	18 40
1450	Amstetten	19 47	19 56
1523	St-Pölten	20 52	21 02
1589	VIENNE (Est)	22 46	23 45
1435	Marchegg	1 10	1 40
1451	Bratislava	2 12	2 35
1600	Szob	3 48	5 49
1668	BUDAPEST (Ouest)	7 00	8 08
1670	Rakos	—	8 27
1709	Szolnok	10 15	10 27
1780	Szajol	10 54	10 56
1810	Mézotár	11 31	11 32
1829	Gyoma	11 55	12 07
1865	Békéscsaba	12 52	13 07
1882	Kétegyhaza	13 31	14 41
1905	Curtici (H. E. orientale)	—	17 00
1923	Arad	17 27	17 52
2081	Savarsin	21 34	21 52
2154	Simeria	23 31	23 46
2256	Telusa	2 38	2 48
—	Sighisoara	4 16	4 28
2384	Homorod-Cohalm	6 28	6 48
2414	Bressó	8 01	8 16
2434	Predeal	8 50	9 00
2463	Sinaia	9 45	9 48
2499	Ploesti	10 27	10 39
2559	BUCAREST (Nord)	11 50	—

Vendredi, Dimanche et Mardi

	Mardi, Jeudi et Dimanche	Arr.	Dép.
—	BUCAREST (Nord)	—	18 25
—	Ploesti	19 43	19 53
—	Câmpina	20 48	21 08
—	Sinaia	22 31	22 41
—	Predeal	23 29	23 44
—	Bressó	0 47	1 07
—	Homorod-Cohalm	3 03	3 11
—	Sighisoara	4 44	4 54
—	Telusa	7 36	7 50
—	Simeria	9 34	9 44
—	Savarsin	11 25	11 35
—	Arad	13 28	13 53
—	Curtici	—	15 10
—	Kétegyhaza (H. E. centrale)	14 40	15 45
—	Békéscsaba	16 07	16 22
—	Gyoma	17 11	17 20
—	Mézotár	17 52	17 53
—	Szajol	18 32	18 33
—	Szolnok	19 03	19 18
—	Rakos	21 08	21 09
—	BUDAPEST (Ouest)	21 45	22 50
—	Szob	0 01	0 02
—	Bratislava	3 00	3 20
—	Marchegg	3 50	5 15
—	VIENNE (Est)	6 30	7 12
—	St-Pölten	9 00	9 00
—	Amstetten	10 03	10 13
—	Linz	11 19	11 29
—	Alttnang-Puchheim	12 34	12 44
—	Salzbourg (frontière autrichienne)	14 03	14 42
—	Munich	17 27	17 42
—	Augsbourg	18 39	18 41
—	Ulm	20 00	20 10
—	Stuttgart	21 50	22 00
—	Pforzheim	23 11	23 19
—	Carlsruhe	23 45	23 55
—	Baden-Oos	0 27	0 28
—	Kehl (douanes française et allemande)	1 15	—
—	H. Europe occidentale)	—	1 10
—	Strasbourg	1 20	2 45
—	Sarrebourg	3 48	3 58
—	Nouvel-Avrincourt	4 18	4 20
—	Nancy	5 14	5 27
—	Bar-le-Duc	7 00	7 05
—	Châlons-sur-Marne	8 07	8 17
—	PARIS (Est)	10 35	11 00
—	— Nord)	11 23	11 55
—	CALAIS (Maritime)	15 28	—
—	LONDRES (Victoria)	19 30	—

Vendredi, Dimanche et Mercredi

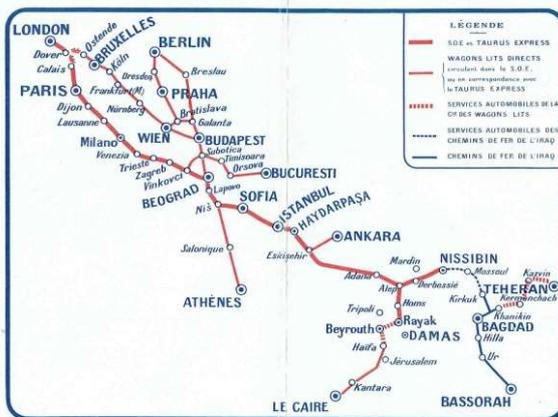
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Canfranc Yet Again

When we were reviewing which articles we would include in this edition it was suggested that we should do an update on Canfranc. As it had been the subject of various news items in previous editions we thought that we would leave it out, then we were proved wrong as within a week, two major events took place there.

Those who watch BBC 2 Television will have spotted that on the 29th July, the scheduled programme was one of Michael Portillo's Great Continental Railway Journeys 'Salamanca to Canfranc'.

Then we received a mail from our good friend Juan Delgado Luna and Carlos Abadias telling us about an impending movement of CIWL cars to and from Zaragoza, Canfranc; Casetas and Caminreal, the plan is as you will read to establish two new railway museums.

So we start this article with the mail from Carlos We have taken the offer of Carlos to reprint his announcement in Spanish:

Por Carlos Abadías

Por otra parte, tal y como os anunciamos en la Asamblea General y tras una ardua labor de gestión y negociación, la próxima semana van a comenzar los traslados de los vehículos de nuestra colección que no van a permanecer en Canfranc. Para ello se ha organizado una compleja operación de rescate que permitirá trasladar 12 vehículos por vía y 5 por carretera desde Canfranc hasta la Estación de Zaragoza Plaza.

De los 12 vehículos que bajan por la vía, 10 son propiedad de la Asociación y dos pertenecen al convenio con la Fundación de Ferrocarriles Españoles. Estos vehículos han pasado la correspondiente revisión técnica por parte de un taller homologado y disponen de la correspondiente Autorización de Transporte Especial expedida por ADIF. También desde la Asociación hemos conseguido que la Empresa Ferroviaria Alsa se haga cargo de los traslados. Además, aprovechando que suben las locomotoras de Alsa, se maniobrarán en Canfranc todos los vehículos que hay en la explanada para situarlos en los terrenos que ocupará el Museo del Ferrocarril de Canfranc en la rotonda de locomotoras. Para ello ADIF, a petición nuestra, va a reconstruir una de las antiguas vías exteriores de la rotonda, sobre la que se situarán definitivamente los vehículos, fuera del ámbito ferroviario de la nueva Estación, pero conectados a la Rfig. Por último en la primera semana de septiembre se trasladarán por carretera los cinco vehículos que, por su estado de conservación, no hemos creído prudente trasladar por ferrocarril. Los diecisiete vehículos se trasladarán a la Estación de Zaragoza Plaza, los que bajan por tren a una vía alquilada sin coste, según se ha comprometido la presidenta de ADIF, por la Asociación y los que bajan por camión a un terreno del Gobierno de Aragón dentro de la propia estación. Se ha seleccionado Plaza por ser la única que tiene las medidas de seguridad necesarias para proteger los vehículos de los vándalos.

Toda esta operación se ha gestado en conversaciones con el Gobierno de Aragón, Adif y la UTE Acciona Avintia, buscando las soluciones mas factibles y realistas, para poder hacer viable este traslado, que a pesar de tener un elevado coste económico, es la mitad del coste inicialmente previsto, lo que ha permitido que se pueda ejecutar en estos momentos en su totalidad, preservando los vehículos de actos vandálicos.

Entre los vehículos trasladados a Zaragoza Plaza y los que tenemos en Casetas, se seleccionará los que se situarán en el Museo del Ferrocarril de Caminreal, también promovido por el Gobierno de Aragón.

Aprovechando este movimiento de vehículos, el Gobierno de Aragón ha entablado negociaciones con la Fundación de Ferrocarriles Españoles para la renovación y cambio de titularidad del convenio que actualmente ampara parte de la colección. Este convenio que durante 30 años ha tenido a su nombre la Diputación Provincial de Zaragoza y que comprende 60 vehículos de nuestra colección, pasará a nombre del Gobierno de Aragón. Además, tras las vacaciones, la Asociación negociará con el Gobierno de Aragón un convenio de colaboración para poder seguir siendo los gestores de la colección completa y los asesores en los nuevos museos del ferrocarril.

Para aquellos que quieran fotografiar los traslados, el domingo 2 de agosto circulará de Casetas a Canfranc, remolcada por una 321 en cabeza y con otra en cola, la composición del Tren Azul, que servirá de vehículos con freno para los trenes que bajan. La salida prevista de Casetas es en torno a las 8:30 de la mañana. El lunes, martes y miércoles de la semana próxima se harán las maniobras correspondientes en Canfranc. Os recordamos que es una obra y no se puede acceder y que podréis verlo perfectamente desde el Paseo de los Melancólicos. El jueves a las 6:40 saldrá de Canfranc la primera composición, que dormirá en Tardienta, para continuar viaje hasta Zaragoza Plaza el Viernes. El sábado bajará la segunda composición directa a Zaragoza Plaza. Estas composiciones bajarán a velocidad muy reducida. Por último el domingo 9 de agosto, regresarán a nuestra nave de Casetas los coches del Tren azul.

En próximas semanas también se realizará el traslado de los cinco coches Cubanos al Museo de Mora la Nova. Tras la decisión de que no eran unos coches interesantes para los museos aragoneses, se procedió a su devolución a la Fundación y a su vez esta inició los tramites para cederlos al Museo de Mora la Nova, que se hará cargo de todos los gastos de revisión técnica de los vehículos y del traslado.

Por último comentaros que en una de las composiciones que bajan la semana próxima, aprovechamos a trasladar un coche tipo P que pertenece a la Asociación de Venta de Baños y que de momento guardaremos en Plaza hasta que a finales de año. En ese momento el P, junto con el T2-5423 regresarán a Venta de Baños. El T2 del Tren Azul era un préstamo que nos hizo la Asociación de Venta de Baños hace 14 años, a los que estamos muy agradecidos, y que ahora tenemos que devolver para que pueda estar presente en la inauguración de su museo.

Os recordamos que hay que tener presente las normas de protección y distancia social para intentar que no se expanda mas el Covid. Si queréis venir a perseguir o fotografiar los trenes que bajan de Canfranc os rogamos que seáis muy cuidadosos.

Feliz verano a todos. Un saludo, Carlos Abadias Presidente de AZAFT

So here is small selection of photos taken of these movements in Canfranc





Back then to the Michael Portillo programme in 'The Great Continental Railway Journeys' series, this time from Salamanca to Canfranc which followed the usual plan with stop offs in Salamanca, Avila, Madrid, Huesca and the final destination of Canfranc.

It was in effect more of a personal pilgrimage for Michael as he was able to see documents relating to his father who supported The Republican Side in the Spanish Civil War.

We got a shot of Michael sitting on the platform at Portillo station.

All very interesting, but and there is but, albeit there was a fleeting reference to Jews being evacuated across the frontier at Canfranc in the 1940s, almost nothing was mentioned about the accident on the French side that in effect closed Canfranc as an international station. Neither was there any mention of the use of the multi-gauge station by the German Occupying forces in France from November 1942 to early summer 1944 who had access to the standard gauge track on one side of the station.

What happened there were the transhipments to pay Spain for the chemical Wolfram needed by the Germans for the manufacture of Aluminium by shipping money! In addition confiscated jewellery, works of art and other items were shipped from Switzerland to Spain and onward to Lisbon and South America. This story has filled a number of books and we published a detailed account in an edition of the NVR IRPS magazine. The Germans used Swiss registered lorries; loaded them on to French flat wagons, moved them by train and transhipped them in Canfranc.

Neither was there any mention of Canfranc being the main route used by spies and a few allied airmen who had landed in Occupied France. The BBC résumé for the programme described the Canfranc Giant Station as a ruin and derelict, we will leave you to judge from below



Interior of station hall structurally sound, not quite a ruin! now undergoing a complete refit

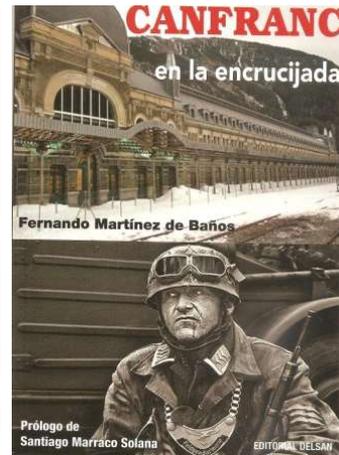
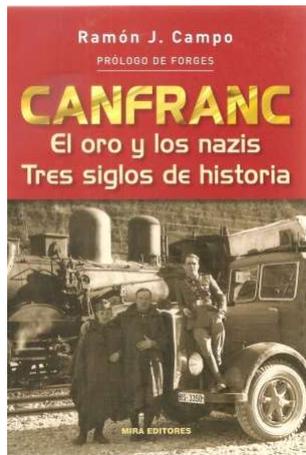


Signboards telling the story



Canfranc French side with standard gauge tracks

The books



Part of the AZAFT fleet at Canfranc in 2015



Two of the car destined for Cuba at Canfranc, but never delivered.

Photos Chris Elliott

As is often the case for Canfranc watch this space. The Spanish and French regional governments had obtained an EU grant to carry out the technical studies to re-open the tunnel and line into France. The line when re-opened will re-connect Valencia, Teruel Zaragoza, Huesca, Canfranc to Pau and beyond to Bordeaux. The political will is there of that there is no doubt.

Chris Elliott

Two videos on youtube are showing the trains with CIWL cars leaving Canfranc for Zaragoza:

<https://youtu.be/nUsuPSe7xcU>

<https://youtu.be/qoi26ZGNWHg>

Mails from our correspondents

Some new sketches from our correspondent Juan Delgado Luna who works at the important junction of Miranda de Ebro in North West Spain. Miranda de Ebro serves as an interconnection for trains from Bilbao, Irun on their way to Madrid and Lisbon.



Expreso Madrid-Caceres- Lisboa. Expreso con coches Lx. Paso a nivel de Leganes- Madrid

Copyright Juan Delgado Luna



The Sud Express arrives from Hendaye on its way to Lisbon, change of drivers



Chris Elliott



Chris Elliott



9-241-1080 arrives at the Miranda de Ebro workshops
Photo from the Archive of Juan Delgado Luna

This major junction of Miranda de Ebro has played an important role as a railway junction ever since the railway arrived in Spain, its workshops looked after both rolling stock and the extra powerful steam locomotives needed to climb the ramps towards the frontier with France.

And from Marc Stegeman who wrote:

Hello Chris,

for a different subject I was searching the Delpher website again; I wrote you already about this Fundgrube on June 5. The magazine "Spor- en Tramwegen" (S&T) was intended for the professionals working in rail transport companies in the Netherlands and NEI. The office was in a room in the NS headquarters in Utrecht, so the editor probably was not completely free to write anything he liked.

Railfans, who were regarded by the professionals as laymen and sometimes a bit strange, were not taken very serious in those days. In many instances in pre- and early post war years the railfans did not get easy access to serious information, other than reading the S&T-magazine.

So, the NVBS (nowadays: www.nvbs.com) for their magazine "Op de Rails" (OdR) mostly had to rely on visually collected information by their members. Much later, many laymen railway photographers deemed "Op de Rails" unsuitable for publishing their pictures and "Rail Magazine" (RM) started.

After the demise and ending of the S&T-magazine, the niche was filled by the "Openbaar Vervoer" magazine (OV). But OV in general rode on the waves of road transport and rail professionals just had their NS-staff magazine "De Koppeling" (DK) left. However, DK was intended for all NS staff and had a low level of information. Then due to right wing pressure the semi state rail transport was to be privatised and finally DK also had to stop. Funny is that many of these rail transport companies have a subscription to "OdR" in order to read information about their competitors....

Back to "Spor- en Tramwegen" 1948. I already did a Delpher query for "Nagelmackers". This time it was serendipity getting me to these CIWL hits.

- S&T March 25: about the train ferry Duinkerken ("Dunekirk") Dover, translated article by SNCF staff member F. de Peyret. The photo shows a shiny CIWL wagon onboard and the caption reads: It is already chained to the deck eyes and stabilized by poles or struts between deck and jacking supports under the car body, so the train guests can sleep undisturbed. My remark: the track left of the WL clearly shows a white bin and a similar bin farther away, and under the bogies of the WLs. Could these be intended to collect eventual waste water from the lavatories of the train ?
- S&T July 29, p.255: on June 17 the Moroccan Express train from Casablanca arrived in Paris. Although this international train was organised by CIWL, it is not mentioned which rolling stock was used. Note that passengers had to transfer from train to ferry to BG train to SG train. Of course there may be more to be found in S&T, but that's for later.

Hello Chris,

in addition to the results indicated below I've found another picture where I wouldn't have expected it. The archive of the Dutch chapter of the Theosophical Organization is in the Amsterdam Archives. Of course, as an international movement, apart from writing letters, the philosophers travelled to meet and discuss theosophical matter.

This archive contains a photo printed as a postcard depicting part of a teak WR, without a number. I assume the persons in the WR could be some important theosophers but I can't recognize them.

<https://archieff.amsterdam/inventarissen/scans/30006/2.10.8.2.3.6/start/0/limit/10/highlight/1>

Picture SAA.KLAL03419000001 downloaded, slightly rotated, a bit more contrast, cropped & attached. On the flipside I read the name of the photographer in Antwerp "J. van den Berg", but unfortunately no date.

<https://archieff.amsterdam/inventarissen/scans/30006/2.10.8.2.3.6/start/0/limit/10/highlight/2>

Picture SAA.KLAL03419000002 downloaded, rotated, cropped & attached.

Usually, the Amsterdam Archives (SAA) allow to copy pictures like this into documents for research or own use, mentioning SAA origin in the capture.

Best regards,

Marc

Karl Chang wrote:

TAIPEI (Taiwan News) — Rail travel in Taiwan will be more fun and diversified with the launch of new trains, including sleeping cars, over the coming years, the state-owned Taiwan Railways Administration (TRA) announced Thursday (Aug. 6).

Chang Chen-yuan (張政源), director-general of TRA, laid out the seven objectives for the railway operator in a ceremony awarding outstanding TRA employees on Thursday (Aug. 6). In line with the Year of Rail Travel 2022 campaign, the company plans to roll out five themed tourist trains targeting various markets.

The new services will feature bed carriages that provide a luxury travel experience. The trains will also make the most of the island country's mountainous and coastline scenery, according to a press release.

The signature TRA [bento](#) boxes (meal boxes) will continue to take centre stage in the company's marketing efforts, with six new flavours set to be released in August. More collaborations and creative merchandising can be expected to promote TRA food and services.

The overhaul also entails an initiative to improve the rail network's aesthetics and a bid to push for the amendment of the Railway Act. This will pave the way for more structural changes to the 72-year-old company and provide a legal foundation for new ticketing and wage policies.

Von unserem Freund in Belgrad, Serbien, Christian Pollach:

Hallo Chris,

wie bereits erwähnt, ein ex-CIWL Wagen ist auch in Serbien vorzufinden. Es handelt sich (vermutlich) um den WR 2407 und er befindet sich im Eigentum der Eisenbahnfreunde aus Pančevo. Somit existiert noch ein Wagen aus derselben Serie wie der "Waffenstillstandswagen".

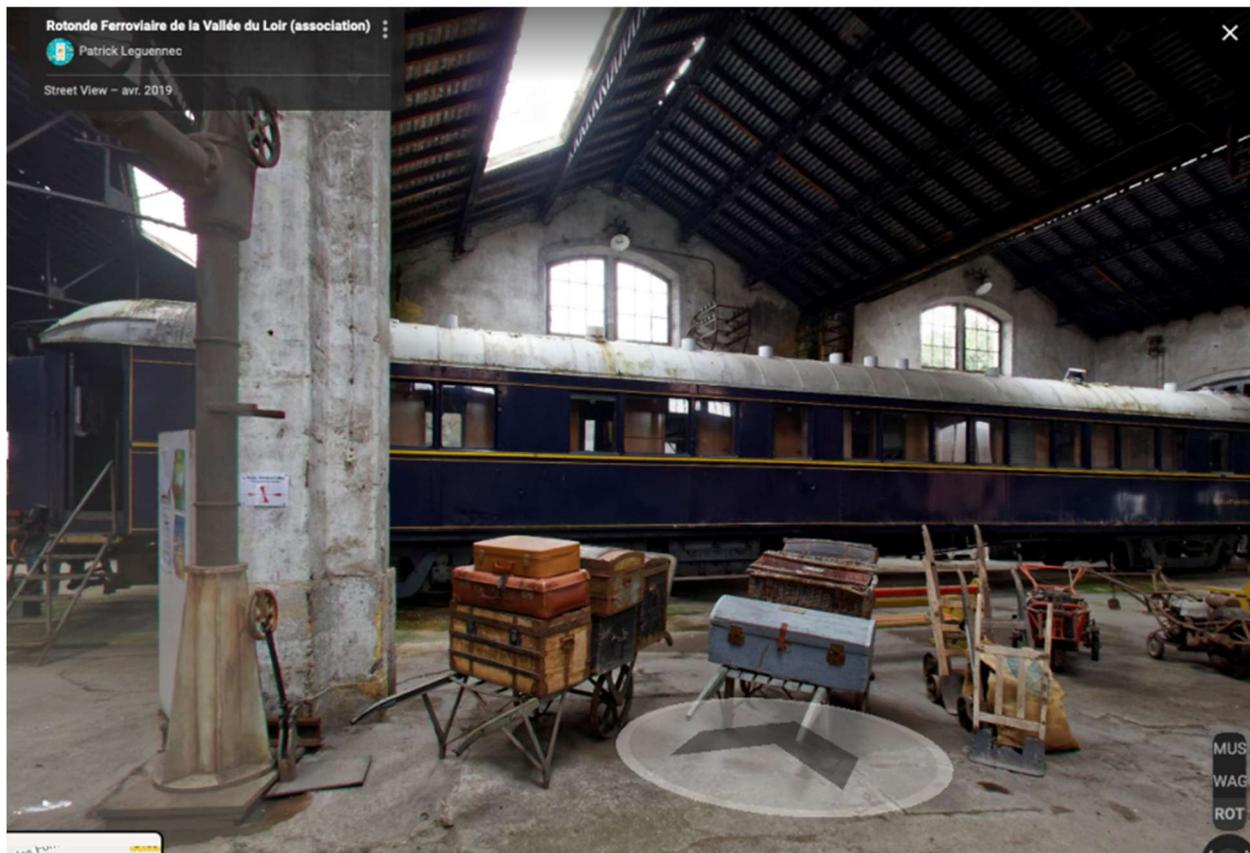




Beste Grüße, Christian

Sent by Jean-Pierre Ravanelli:

WL 3434 on the move



<https://www.facebook.com/Train-%C3%A0-vapeur-Thouarsais-1667332500187404/videos/arriv%C3%A9e-de-la-voiture-lits-ciwl-n3434-propri%C3%A9t%C3%A9-de-tvt-au-sein-de-la-rotonde-de-/1784391565148163/>

Pierre Birgé wrote:

Hello Chris, hello Brendan,

I hope you are both well.

I came across the attached picture today, what would have been CIWL dining car 4223. As George Behrend mentions "4223 and 4224 never entered service, owing to war. 4223 became 1cl. PKP coach, Polish Rlys."



And this is it : http://www.wgk.cal.pl/details.php?image_id=18713

Two other pictures : http://www.wgk.cal.pl/details.php?image_id=9180 , and http://www.wgk.cal.pl/details.php?image_id=9181

Internet is full of surprises! Best wishes, Pierre Birgé and

All three pictures were posted by kilanziom (http://www.wgk.cal.pl/member.php?action=showprofile&user_id=7). Best to ask him.

This is the story, with deepL online translator:

Saloon car 'Ashx 01' parked near Warsaw-Western station. This car was built in 1939 for CIWL as a restaurant with the no. 4223, but it never reached the customer. After the outbreak of World War II, it was taken over by the DRB railways and then rebuilt into a salon car of Nazi dignitaries. Until 1945, however, it was not used and after the end of the war, it was once again under the flag of the Polish State Railways (known as the salon wagon '01 Asx' - type 26W). April 5, 2009, Warszawa-Zachodnia.

I found a fourth picture: http://www.wgk.cal.pl/details.php?image_id=10860 .

This is the link to all four pictures: http://www.wgk.cal.pl/search.php?search_keywords=01_Ashx

Best regards, Pierre

Corona: zeitweiliger Stillstand bei den WL AB30 (MP, ex P) in Köln-Deutz

Corona: temporary shutdown at the WL AB30 (MP, ex P) in Cologne-Deutz

von Dirk Frielingsdorf

In der Abstellanlage Köln-Deutz standen im Frühjahr 2020 längere Zeit vier WL AB30, zwei ehemals bei den ÖBB zugelassene Wagen (mit dunkelgrauen Dächern, Nrn. 4544 und 4559) und zwei ehemals bei den NS zugelassene Wagen (Nrn. 4536 und 4552 mit hellgrauen Dächern). Sie alle werden aktuell bzw. wurden zuletzt von MSM eingesetzt.

In spring 2020, four WL AB30, two cars formerly registered with the ÖBB (with dark grey roofs, Nos. 4544 and 4559) and two cars formerly registered with the NS (Nos. 4536 and 4552 with light grey roofs) were parked in the Köln-Deutz depot for a longer period of time. All of them are currently or were last used by MSM.



Vier WL AB30 in Köln-Deutz am 08. Mai 2020 - four WL AB30 in Cologne-Deutz on 08 May 2020 (DF)

Im August 2020 mit den Reiseerleichterungen kam Bewegung in die Abstellgruppe: Neu hinzugekommen ist der einzige rot lackierte WL AB30 Nr. 4529 (MSM), weiter östlich, leider direkt neben dem Durchfahrtsgleis meines Zuges, konnte ich auch drei der rot lackierten WMD-MU von 1968, mutmaßlich die Nrn. 4792, 4793 und 4795, leider sehr graffitiverschmiert, sehen, aber nicht fotografieren. Einige Fotos gelangen mir aus dem fahrenden Zug dennoch so leidlich, die ich hier zeigen kann:

In August 2020 with the travel opportunities, the stabling group started to move: Newly added is the only red painted WL AB30 No. 4529 (MSM). Further east, unfortunately right next to the through track of my train, I could see but not photograph three of the red painted WMD-MU from 1968, presumably the

numbers 4792, 4793 and 4795, unfortunately very graffiti-stained. Some photos from the moving train are still quite nice, which I can show here:



WL AB30 Nr. 4529 am 21. August 2020 in Köln-Deutz - WL AB30 No. 4529 on 21 August 2020 in Köln-Deutz (DF)



Zwei WL AB30, Nrn. 4536 und 4552 am 23. August 2020 in Köln-Deutz - Two WL AB30 with the numbers 4536 and 4552 on 23 August 2020 in Köln-Deutz (DF)

EETC (Euro-Express Treincharter) trains in Holland

a report by Marc Stegeman

Good morning Chris, as I wrote you on march 2, just before EETC stopped the Autoslaaptrein I made a few trips as an onboard train technician. When I read the CIWL newsletter # 4 on pp34-35 I spotted the NS and EETC car numbers. About the NS period I don't know anything, although I might occasionally have seen these cars passing by.

My part of the EETC maintenance files used a different numbering and unfortunately I didn't have access to the technical administration at the office. So now I give you a list of the EETC car numbers within the trains formation and the abbreviation of the UIC computer numbers. Possibly other "amis" know the exact identification of the EETC train formation and have made up a complete cross reference list. I only noted down the ident numbers when there were any technical remarks. So car numbers in the train formation wouldn't turn up in my list if the cars functioned well.

Of the return trips below I just mention the revenue "to"-part. The stock (except auto carriers) was stabled at Watergraafsmeer yard in Amsterdam. The empty run to Den Bosch where passengers boarded and auto carriers were attached I used to check the technical aspects of the interior. After the auto carriers were shunted to our train and coupled up, I had to assist at the train brake system test. Within the Netherlands under the 1.800 V catenary, EETC was proud to have our famous 1200-series electrics pulling the train.

These pictures show these class 1200 locomotives at the EETC service platform of Watergraafsmeer depot.



To get us over the border, a locomotive suitable for the German catenary voltage & Dutch train safety system was obligatory. Once in Germany, another locomotive was used for the long haul. That meant two more times checking of the train brake system, so had to walk to the last auto carrier and back. With such a long consist I really was wearing out my shoe soles.

AB30:

EETC 960 = UIC ~ 419-6 (ex CIWL 4529) Den Bosch - Alessandria 11(-13) July 2014

961 ~ 418-8 (4536) Den Bosch - Alessandria 11(-13) July 2014

962 ~ 416-2 (4558) Den Bosch - Alessandria 11(-13) July 2014

970 ~ 417-0 (4552) Den Bosch - Koper 27(-29) june 2014
971 ~ 417-0 (4552) Den Bosch - Koper 15(-17) august 2014

MU:

970 ~ 615-9 (4792) Den Bosch - Koper 15(-17) august 2014
971 ~ 615-9 (4792) Den Bosch - Koper 27(-29) june 2014
990 ~ 618-3 (4795) Den Bosch - Livorno 20 july / 3 & 29(-31) august 2014
991 ~ 616-7 (4793) Den Bosch - Livorno 20 july / 3 & 29(-31) august 2014

WR

EETC.WR = UIC ~ 016-8 (ex NS "Andante") Den Bosch - Alessandria 11(-13) july 2014
EETC.WR = UIC ~ 017-6 (ex NS "Allegro") Den Bosch - Livorno 3 & 29(-31) august 2014
EETC.WR = UIC ~ 018-4 (ex NS "Allegretto") Den Bosch - Koper 27(-29) june 2014 / 15(-17) august 2014

Although EETC ceased running these holiday trains already 6 years ago, I'm a bit reluctant to provide more detail about technical failures encountered "on the road". It proved always necessary to replace some lamp bulbs and adjust compartment door rollers etcetera before the passengers entered.

All the best,

Marc



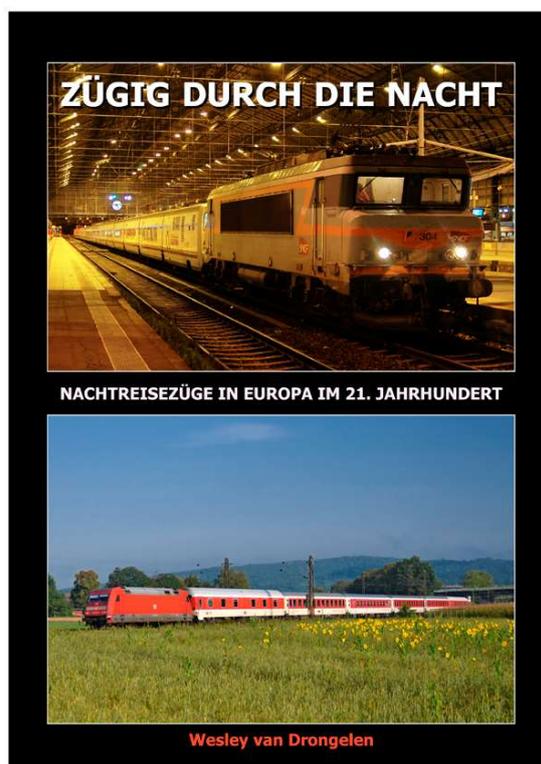
Former EETC MU 61 84 06-70 615-9 (4792) at MSM-UEx 79152 to Verona Porta Nuova in Hamburg-Altona on June 9th 2017.
(DF)

Book Review

One of our regular articles is dedicated to book reviews, this month the book '[Sporen door de nacht. Nachttreinen in Europa in de 21e eeuw](#)' by Wesley van Drongelen has been reviewed by **Adriaan Inveltd**.

Book review *Sporen door de nacht. Nachttreinen in Europa in de 21e eeuw*, written by Wesley van Drongelen, published by Lycka till Förlag, 2015, 128 pages.

This Dutch book was first published in 2015. In the meantime, it has also been published in German, with this title: *Zügig durch die Nacht. Nachtreisezüge in Europa im 21. Jahrhundert*. In English the title would be: 'Tracks through the night. Night trains in Europe in the 21st century'. Although this book is already five years old, it is still more than worthwhile to spend a few words on it.



In this great book, the author describes in detail the developments of the night train traffic during the first 15 years of this century. As the reader could expect it is not a very happy story... The first chapter describes the dramatic reduction in the number of night trains in Europe, from 289 in 2000 to just 126 in 2015, so a reduction of 56%! In this chapter also two handy railway maps of Europe are included, picturing the night train connections in 2000 and in 2015.

In the rest of the book all European countries are covered, from Finland to Portugal and from the UK to Greece. Quite remarkable is that a better part of the pictures is made by the author himself.

In separate sections special night trains are described, for instance the pilgrimage trains to Lourdes and the popular winter holiday trains from the Benelux countries and northern part of Germany to the Alps.

The book ends with an interesting analysis of the structural problems night train traffic is coping with, called "Night train, quo vadis?". The final 18 pages contain tables of the regular night trains in 2000 respectively in 2015.

For those of you who after reading this review like to take a closer look at this book see: https://issuu.com/lyckatill/docs/sporen_door_de_nacht_voor_doorblade

What never ceases to surprise us is that books about either 'The Orient Express' or other CIWL themes keep appearing and it seems that both the enthusiast and the general public never tire of reading them.

Only last month we reviewed Jos Geilen's latest book 'The Etoile du Nord – type Pullman cars of the C.I.W.L.' and in July we received a copy of Ute Dorr's book. This prompted us to look at our lists and to compare notes with our colleagues. So we are including our list. We think that it would a great idea if you could add any titles not on the list, there is no prize but at least it will help when carrying out research.

Also just published is the third book by Ing Ilie Popescu

EVOLUTIA VAGOANELOR C.I.W.L. IN ROMANIA IN PERIOADA 1875 – 1948

(The evolution of C.I.W.L wagons in Romania in the Period 1875-1948)

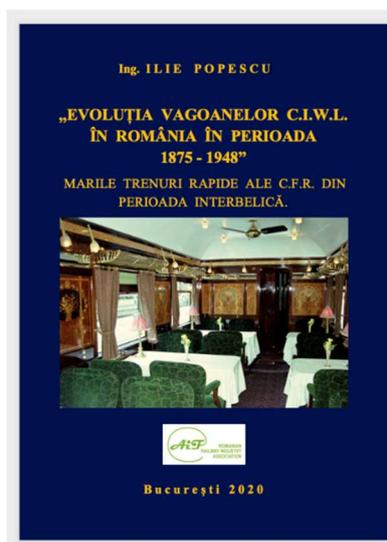
MARILE TRENURI RAPIDE ALE C.F.R. DIN PERIODOD INTERBELICA y Ing. ILIE. POPESCU

(The Great Fast Trains of the C.F.R. From the Interwar Period)

This is the third book dedicated to CIWL in Romania published in 2020 by 'The Romanian Railway Industry Association'

Before you look for the price and where to order this new book, one needs to understand that it is written in Romanian. However, for anyone with a working knowledge of CIWL, its history, and its long list of cars they will find it not that difficult to decipher. It includes several well-known photographs, timetables some excellent diagrams and reproductions of timetables, tickets and a lot more, but is extra interesting is the great choice of photographs hardly any of which have been previously published. Amongst the photographs are many not just of CIWL cars but cars with passengers, staff and some of major accidents

Romania played an important role in CIWL's operations in 'The Balkans', not only with its major city stopping points en-route, but the vital port of Black Sea port of Constanta back, in 1883 when the railway line had not been extended further south. It was in Constanta where the 'Orient Express' passengers were transferred for the final stretch/ voyage to Istanbul in the early years. Romania had its own internal express trains that are listed in the CIWL Blue Guides. These are referred to in detail in the book. Romania had in addition its own manufacturing and workshops at Arad in the west of the country. There are some truly excellent photographs of CIWL earlier teak cars plus the more modern cars including CIWL Pullman 4129 beautifully restored by Jos Geilen and his team at Simpleveld NL.



This next book is an important addition to the history of The CIWL and The Orient Express:

Orient Express 1883 - 1914 by Ute Dorr fellow of the Royal Philatelic Society London ISBN: 978-973-0-31371-0

Unlike many others that gloss over the subtleties of the various routes of the train, this book provides visual empirical proof of the dates and routes taken. This is done by providing maps, timetables and postal calendars that prove the link and allow the reader to discover the exact route taken by the train on any day of the week at that time.

What few readers will know is that first and foremost the postal services were not railway mails but sent from the various post offices based largely in Constantinople (Istanbul). So it was not just the Ottoman Empire post offices that provided the services but the post offices of all of who had substantial premises in the Galata part of Constantinople as well as Thomas Cook and the Pera Palace Hotel established by CIWL. So if you were Austrian, German, French and British you went to the post office of your country and posted your letter there.

The book has some very interesting envelopes, postcards not only showing all of the dates but by using the calendar author Ute Dorr has been able to state the exact day of the week and route taken by your letter and the train.

It also sets down the various pre-empire railway companies and the critical role played by CFR the Romanian Railway Company.

As the base for most of these postal services in Constantinople, the book really does emphasise the role played in the life of The Orient Express by The Balkans, we consider the book 'A Must'.

Very lavishly illustrated with letters and their stamps and various Orient Express Vignettes and post marks, there maps to illustrate the various routes taken by the train at this time.

We have included the Wikipedia maps in the 'Introduction to The Balkans' article.

Ute Dorr has offered a special price of just 39,- € plus 14 euros postage, anyone interested should contact Chris Elliott at elliott.chris@gmx.com.



South Eastern Railway, London-Orleans-Dover Railway
CHEMINS DE FER DU NORD & DE L'EST DE FRANCE
Ute Dorr FRPSL
Dr. Elmar Dorr FRPSL
The Orient Express
1883-1914

At last! The English translation of the book on the postal history of the Orient Express has finally arrived! Join us on a postal history journey to the Far Orient. The book will be published by Ute Dorr in June 2020. Please note the particularly favourable subscription offer!

Subscription price (until 31.5.2020)
only 39 Euro

Price from 1.6.2020: 49 Euro. Payment via Paypal possible.
Postage & Shipping: Germany 5,50 Euro, Europe 14 Euro, World 17 Euro

Short info:
Format DIN A4, 164 pages, 135g ar1 paper, 4/4-colour, hardcover with thread stitching.

Available from: **Ute Dorr**
Pistoriusstr. 3
73527 Schwäbisch Gmünd
Germany
email: utedorr@web.de.

The European Commission proposes to make 2021 the *European Year of Rail*

by Chris Elliott

We have been informed that the European Commission and the EU Parliament will declare 2021 "European Year of the Rail", because railways and tramways, both buildings, infrastructure and rolling stock are important industrial heritage, EFAITH will emphasize on this heritage and starts a campaign:

<http://industrialheritage.eu/2021/European-Year-Rail>><http://industrialheritage.eu/2021/European-Year-Rail>

We focus on rescuing endangered railway heritage because in many countries old stations are dilapidated, old locomotives are rusting. COVID-19 also seems to threaten a number of heritage railways managed and exploited by volunteers, as the necessary income has been lost for more than three months now, and the next few months will look uncertain as well.

We are working on a database of threatened heritage, each time linked to a call to cooperate or contribute to conservation and rescue. A questionnaire has been developed to report endangered rail heritage, and attached we send you the English and French version. However, the questionnaire is already available in six languages and these can be downloaded from the webpage <http://industrialheritage.eu/2021/European-Year-Rail/ENDANGERED> citizens and organisations can use these to identify and report endangered railway heritage.

May we ask you to spread this message and to distribute the questionnaires to anyone who can contribute - or even identify yourself a site or an item. We hope to publish a first list by the end of June, beginning of July, thanks for your support. Adriaan Linters, general secretary.

EFAITH the European Federation of Associations of Industrial and Technical Heritage,

<mailto:secretariat@e-faith.org> or see our website

<http://www.industrialheritage.eu/>

Postal address: Vredelaan 72 - B-8500 Kortrijk - Flanders – Belgium





The European Commission has proposed to make 2021 the *European Year of Rail*, because it marks several important anniversaries for rail: the 20th anniversary of the first EU Railway Package, the 175th anniversary of the first ever rail link between two EU capitals (Paris-Brussels), as well as 40 years of TGV and 30 years of ICE.

Although the decision has not yet been formally taken or communicated, it is clear that it will be communicated shortly. EFAITH is closely following the dossier and publishes the information already available on its website.

The main objective of the European Commission is to contribute to the achievement of the objectives of the European Green Deal in the field of transport. A series of events, campaigns and initiatives will promote rail as a sustainable, innovative and safe mode of transport in 2021. They will highlight the benefits of rail for the population, the economy and the climate, as well as the remaining challenges to create a true European railway area without borders.

It is therefore not a campaign focusing on the history and heritage of the railways. But from EFAITH, together with our members, partners and contacts, we also want to make clear the impact of railways on the social, economic and political fabric and events in Europe from the 1840s onwards. And how their heritage still has an impact on the identity of regions and municipalities today.

La Commission européenne a proposé de déclarer 2021 l'*Année européenne du rail*, car cette année marque plusieurs anniversaires importants pour le rail : le 20e anniversaire du premier paquet ferroviaire de l'UE, le 175e anniversaire de la toute première liaison ferroviaire entre deux capitales de l'UE (Paris-Bruxelles), ainsi que les 40 ans du TGV et les 30 ans de l'ICE. Bien que la décision n'ait pas encore été formellement prise ou communiquée, il est clair qu'elle le sera prochainement. L'EFAITH suit

de près le dossier et publie les informations déjà disponibles sur son site web. L'objectif principal de la Commission européenne est de contribuer à la réalisation des objectifs du "Green Deal" européen dans le domaine des transports. Une série d'événements, de campagnes et d'initiatives viseront à promouvoir le rail en tant que mode de transport durable, innovant et sûr en 2021. Ils mettront en évidence les avantages du rail pour la population, l'économie et le climat, ainsi que les défis qui restent à relever pour créer un véritable espace ferroviaire européen sans frontières. Il ne s'agit donc pas d'une campagne axée sur l'histoire et le patrimoine des chemins de fer.

Mais à partir de l'EFAITH, avec nos membres, partenaires et contacts, nous voulons aussi faire comprendre l'impact des chemins de fer sur le tissu social, économique et politique et sur les événements en Europe à partir des années 1840. Et comment leur patrimoine a encore aujourd'hui un impact sur l'identité des régions et des municipalités.

Die Europäische Kommission hat vorgeschlagen, das Jahr 2021 zum *Europäischen Jahr der Schiene* zu erklären, weil es ein wichtiges Jubiläum für die Eisenbahn ist: der 20. Jahrestag seit Verabschiedung des ersten EU Eisenbahnpakets ist der 175. Jahrestag der ersten Eisenbahnverbindung zwischen zwei EU-Hauptstädten (Paris-Brüssel) sowie 40 Jahre TGV und 30 Jahre ICE.

Obwohl die Entscheidung noch nicht formell getroffen oder mitgeteilt wurde, ist klar, dass sie in Kürze mitgeteilt werden wird. EFAITH verfolgt das Dossier aufmerksam und veröffentlicht die bereits verfügbaren Informationen auf seiner Website. Das Hauptziel der Europäischen Kommission ist es, zur Erreichung der Ziele des Europäischen ‚Green Deal‘ im Verkehrsbereich beizutragen. Eine Reihe von Veranstaltungen, Kampagnen und Initiativen wird die Bahn im Jahr 2021 als nachhaltigen, innovativen und sicheren Verkehrsträger fördern. Sie werden die Vorteile des Schienenverkehrs für die Bevölkerung, die Wirtschaft und das Klima sowie die verbleibenden Herausforderungen bei der Schaffung eines echten europäischen Eisenbahnraums ohne Grenzen aufzeigen.

Es handelt sich also nicht um eine Kampagne, die sich auf die Geschichte und das Erbe der Eisenbahnen konzentriert.

Aber von EFAITH aus wollen wir zusammen mit unseren Mitgliedern, Partnern und Kontakten auch den Einfluss der Eisenbahnen auf das soziale, wirtschaftliche und politische Gefüge und die Ereignisse in Europa seit den 1840er Jahren deutlich machen. Und wie sich ihr Erbe noch heute auf die Identität der Regionen und Gemeinden auswirkt.

De Europese Commissie heeft voorgesteld om 2021 uit te roepen tot het *Europees Jaar van het Spoor*, omdat dit een aantal belangrijke verjaardagen voor het spoor is: de twintigste verjaardag van het eerste spoorwegpakket van de EU, de 175ste verjaardag van de allereerste spoorverbinding tussen twee EU-hoofdsteden (Parijs-Brussel), evenals 40 jaar TGV en 30 jaar ICE.

Hoewel het besluit nog niet formeel is genomen of gecommuniceerd, is het duidelijk dat het binnenkort zal worden gecommuniceerd. EFAITH volgt het dossier op de voet en publiceert de reeds beschikbare informatie op haar website. De voornaamste bedoeling van de Europese Commissie is bij te dragen tot de verwezenlijking van de doelstellingen van de Europese Green Deal op het vlak van vervoer. Met een

reeks evenementen, campagnes en initiatieven zal het spoor in 2021 worden aangeprezen als een duurzame, innovatieve en veilige vervoerswijze. Daarbij zullen de voordelen van het spoor voor de bevolking, de economie en het klimaat worden benadrukt, evenals de resterende uitdagingen om tot één echte Europese spoorwegruiimte zonder grenzen te komen.

De voornaamste bedoeling van de Europese Commissie is bij te dragen tot de verwezenlijking van de doelstellingen van de EDuropese Green Deal op het vlak van vervoer. Met een reeks evenementen, campagnes en initiatieven zal het spoor in 2021 worden aangeprezen als een duurzame, innovatieve en veilige vervoerswijze. Daarbij zullen de voordelen van het spoor voor de bevolking, de economie en het klimaat worden benadrukt, evenals de resterende uitdagingen om tot één echte Europese spoorwegruiimte zonder grenzen te komen.

Het is dus geen campagne waarbij de geschiedenis en het erfgoed van de spoorwegen centraal staat. Maar vanuit EFAITH willen we, samen met onze leden, partners en contacten, ook duidelijk maken welk de impact was van spoorlijnen op het sociaal, economisch en politiek weefsel en gebeuren in Europa vanaf de jaren 1840. En op welke wijze het erfgoed daarvan ook vandaag een impact heeft op de identiteit van regio's en gemeenten Vanaf deze pagina zullen wij U verder informeren.

Main topic: The Balkans

This article written by Christian Pollach, our friend and contact, in Belgrade is a very important and readable treatise on CIWL in what was Yugoslavia. It sets out very-concisely just how international train services operate throughout Yugoslavia right up to the collapse of the country in 1991. We include the article in its entirety plus a shortened English translation.

Die Zeit der ersten Bahnlínen bis zum 1. Weltkrieg

Vorgeschichte

Da diese Zeitspanne vor der Gründung des Staates Jugoslawien liegt, beginne ich der Vollständigkeit halber mit einem kurzen Blick auf die Gebiete, die später zum Vielvölkerstaat gehören werden.

Bevor wir mit der Zeitreise beginnen, hier ein kurzer Überblick zum besseren Verständnis des späteren jugoslawischen Streckennetzes, das aus diversen heterogenen Teilen entstand.

Das slowenische Netz wurde überwiegend von der Südbahngesellschaft (SB) gebaut, die kroatische Infrastruktur im Wesentlichen von der *Magyar Államvasutak* (MÁV), in der serbischen autonomen Provinz Vojvodina überwiegend von der MÁV und der privilegierten Österreichisch-ungarischen Staatseisenbahn-Gesellschaft (StEG). In Zentralserbien erfolgte der Bau dagegen eigenständig durch die

*Srpske Državne Železnice (SDŽ-CES)*¹ und in Mazedonien und im Kosovo durch die *Compagnie des Chemins de fer Orientaux (CO)*. Auf das eigenständige Schmalspurnetz in Bosnien-Herzegowina gehe ich später ein.

Der Orient-Express und weitere CIWL-Wagenläufe

Der allgemein bekannteste und wichtigste Zug der CIWL, der die hier behandelte Region durchquerte, war der Orient-Express. Über diesen wurde bereits viel geschrieben, weshalb ich mich auf dessen Bezugspunkte zu Jugoslawien konzentriere.

Vor der Eröffnung der durchgehenden Strecke über Serbien und Bulgarien nach Istanbul 1888 verkehrte der Orient-Express seit Oktober 1883 über den StEG-Streckenabschnitt Szeged - Kikinda - Timișoara. Laut Werner Sölch führte er bereits ab dem 1. November 1885 einmal wöchentlich auch zwei Schlafwagen mit, die ab Wien zweigten und bis Niš führen.

Der erste Direktzug von Budapest nach Istanbul über Belgrad - Sofia fuhr am 12. August 1888, die Fahrzeit betrug 38 Stunden; die Fahrt über Bukarest - Warna dauerte 58 Stunden. Am selben Tag leitete die Fahrt eines Sonderzuges mit zwei Schlaf- und einem Speisewagen der CIWL von Bulgarien aus an die serbische Grenze die Eröffnung der durchgehenden Strecke Europa-Türkei ein.² Der internationale Zugverkehr wurde durch die Konvention „à quatre“ zwischen Österreich-Ungarn, Serbien, Bulgarien und dem Osmanischen Reich geregelt. Somit wurde die Voraussetzung für den Verkehr des Orient-Express auf dem direkten Schienenweg nach Istanbul geschaffen.

Eine serbische Tageszeitung³ gab den Fahrplan des Orient-Express durch Serbien mit folgenden Daten an:

Ab dem 28. Oktober 1888 verkehrte der Orient-Express immer freitags:

Belgrad ab 12:50

Palanka ab 14:45

Ćuprija ab 16:20

Niš ab 18:45

Pirot ab 20:30

Und in der Gegenrichtung jeden Montag.

¹ Serbien erlangte seine volle Unabhängigkeit vom Osmanischen Reich nach dem Berliner Kongress unter folgenden Bedingungen: Bahnbau von Belgrad (Grenze zu Österreich-Ungarn) nach Niš, Abzweig nach Pirot (Grenze zu Bulgarien) sowie nach Ristovac (Grenze zum Osmanischen Reich). Der Bau wurde von der *Société pour la construction et l'exploitation des chemins de fer de l'État serbe* durchgeführt und 1889 vom serbischen Staat übernommen und seitdem als *Srpske Državne Železnice - SDŽ-CES* bezeichnet.

² Werner Sölch: *Orient-Express - Glanzzeit, Niedergang und Wiedergeburt eines Luxuszuges*, Düsseldorf 1998

³ *Srpske novine* br 235 od 26.10.1888. (Serbisches Amtsblatt Nr. 235 vom 26.10.1888)



Der Orient-Express in Niš um 1900. Foto aus dem Internet

Im serbischen Kursbuch von 1900 ist der Orient-Express zweimal wöchentlich verzeichnet, 1904 bereits drei Mal. Die Fahrzeiten und Zwischenhalte änderten sich.

СРПСКЕ ДРЖАВНЕ ЖЕЛЕЗНИЦЕ
РЕД ВОЖЊЕ
Врећи од 1. децембра 1904 год. до даље наређење.

БЕОГРАД — НИШ — ПИРОТ — ЦАРИБРОД (бугарска граница).

Српска и македонска и вагонска класе	Од Београда					СТАНЦИЕ	Повратак				
	№ 1. I класа	№ 2. II класа	№ 3. III класа	№ 4. IV класа	№ 5. V класа		№ 1. I класа	№ 2. II класа	№ 3. III класа	№ 4. IV класа	№ 5. V класа
7:00	—	—	—	—	—	Београд	—	—	—	—	—
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19:30	—	—	—	—	—	Београд	—	—	—	—	—
20:20	—	—	—	—	—	Београд	—	—	—	—	—
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Српска и македонска и вагонска класе	Од Београда					СТАНЦИЕ	Повратак				
	№ 1. I класа	№ 2. II класа	№ 3. III класа	№ 4. IV класа	№ 5. V класа		№ 1. I класа	№ 2. II класа	№ 3. III класа	№ 4. IV класа	№ 5. V класа
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25:20	—	—	—	—	—	Београд	—	—	—	—	—

НИШ — РАЈСТОВАЦ (турска граница)

Српска и македонска и вагонска класе	Од Ниша					СТАНЦИЕ	Повратак				
	№ 1. I класа	№ 2. II класа	№ 3. III класа	№ 4. IV класа	№ 5. V класа		№ 1. I класа	№ 2. II класа	№ 3. III класа	№ 4. IV класа	№ 5. V класа
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11:10	—	—	—	—	—	Ниш	—	—	—	—	—
12:00	—	—	—	—	—	Ниш	—	—	—	—	—
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14:30	—	—	—	—	—	Ниш	—	—	—	—	—
15:20	—	—	—	—	—	Ниш	—	—	—	—	—
16:10	—	—	—	—	—	Ниш	—	—	—	—	—
17:00	—	—	—	—	—	Ниш	—	—	—	—	—
17:50	—	—	—	—	—	Ниш	—	—	—	—	—
18:40	—	—	—	—	—	Ниш	—	—	—	—	—
19:30	—	—	—	—	—	Ниш	—	—	—	—	—
20:20	—	—	—	—	—	Ниш	—	—	—	—	—
21:10	—	—	—	—	—	Ниш	—	—	—	—	—
22:00	—	—	—	—	—	Ниш	—	—	—	—	—
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23:40	—	—	—	—	—	Ниш	—	—	—	—	—
24:30	—	—	—	—	—	Ниш	—	—	—	—	—
25:20	—	—	—	—	—	Ниш	—	—	—	—	—

Serbisches Kursbuch von 1904: auf der linken Seite ist die Hauptstrecke Belgrad – Niš – Pirot – Caribrod (Bulgarische Grenze) verzeichnet, rechts unten der Abzweig Niš - Ristovac (türkische Grenze). Zug No. 1 / 2: Orient-Express und Zug No. 3 / 4 (und 222/221) Konventionszug.

Weitere Zug- und Wagenläufe

Eine Betrachtung wert ist auch der Verkehr auf der Südbahnroute zwischen Wien und Triest.

Ein Vertrag sah die Verlängerung des Ostende-Wien-Express vom 3. Dezember 1895 an einmal wöchentlich als Ostende-Wien-Triest-Express über die Südbahn und Ljubljana nach Triest vor. Ab dem 1. Mai 1900 wurde der Zug zwischen Wien und Triest durch einen gewöhnlichen Südbahnschnellzug ersetzt, der täglich einen direkten Schlafwagen mitführte. Im Jahr 1909 wurde die Linie gänzlich aufgegeben. Keine Beweise fand ich bislang für angebliche Schlafwagenläufe zwischen Wien und Fiume, dem heutigen Rijeka.

Auf der MÁV-Route Budapest - Zagreb - Fiume wurden laut MÁV Kursbuch von 1914 folgende Schlaf- und Speisewagenläufe angeboten:

- Zug 1002 WR Budapest - Zagreb - Fiume
- Zug 1004 WL Budapest - Zagreb - Fiume und WR Budapest - Zagreb
- Zug 1006 WL Budapest - Zagreb - Fiume und WR Zagreb - Fiume

Im selben Kursbuch sind auf der Route Budapest - Subotica - Novi Sad - Belgrad folgende Schlaf- und Speisewagenläufe angegeben:

Zug 902 Orient-Express

Zug 906 WR Budapest - Novi Sad

Zug 904 WL Berlin - Budapest - Konstantinopel und WR Budapest - Zemun

Zug 912 WL Wien - Budapest – Thessaloniki

Der Konventionszug

Aus dem Berliner Kongress ging die bereits erwähnte Konvention à quatre hervor. Diese sah u. a. einen mindestens täglich verkehrenden internationalen Schnellzug zwischen Wien und Konstantinopel, den sogenannten Konventionszug, vor. Sitz der verkehrsregelnden Kommission war Budapest. Die Konvention à quatre beschloss einen täglichen Direktzug zwischen Wien und Konstantinopel mit einer Mindestgeschwindigkeit von 35 km/h. Der Zug verließ Wien um 8 Uhr und erreichte Konstantinopel am übernächsten Tag gegen 7:30 Uhr. Im selben Zug war eine Kurswagengruppe nach Thessaloniki vorgesehen, die am Folgetag um 19:15 Uhr ankam.

Auf der mitteleuropäischen Eisenbahn-Sommerfahrplan-Konferenz im Jahr 1890 wurde die Gewährung täglicher direkter Anschlüsse an die Nachtschnellzüge Berlin - Sagan - Breslau und umgekehrt beschlossen. Dies sollte einerseits unter teilweiser Verlegung dieser Züge über Ruttko nach Budapest im Anschluss an die ungarisch-serbisch-bulgarisch-türkischen Konventionszüge nach Saloniki und Konstantinopel, andererseits über Wien und Galizien, geschehen.⁴

Im serbischen Kursbuch von 1900 ist der Konventionszug unter der Nummer 3 / 4 zu finden. Er führte folgende Kurswagen mit:

AB Wien – Konstantinopel

AB Budapest – Thessaloniki

CR Belgrad - Konstantinopel (mit Küche)

Lt. Vermerk konnten in den Kurswagen der I. und II. Klasse (mit Schlafeinrichtung) auch Liegeplätze gebucht werden, was nur für den Streckenabschnitt Belgrad – Istanbul, nicht aber für Ungarn und Österreich, galt. Ein weiterer Hinweis machte auf den von diesem Zug mitgeführten WL Paris - Istanbul aufmerksam.

Eine größere Änderung gab es erst nach den Balkankriegen, als aus einem zwei separate Züge entstanden. Ein Zuglauf führte weiterhin von Budapest nach Istanbul; ein weiterer, aus der ehemaligen Kurswagengruppe hervorgegangen, von Budapest nach Thessaloniki.

Der Monopolvertrag zwischen der CIWL und der SDŽ wurde am 1. April 1914 mit einer Laufzeit von 30 Jahren unterzeichnet. Dieser Vertrag wurde später mit dem Beschluss 5170/22 auf die Eisenbahnen der

⁴ ZEITUNG des Vereins Deutscher Eisenbahn-Verwaltungen. Dreißigster Jahrgang 1890.

SHS übertragen.⁵ In diesem Beschluss sind folgende Wagen erwähnt, die bereits bei der SDŽ stationiert waren:

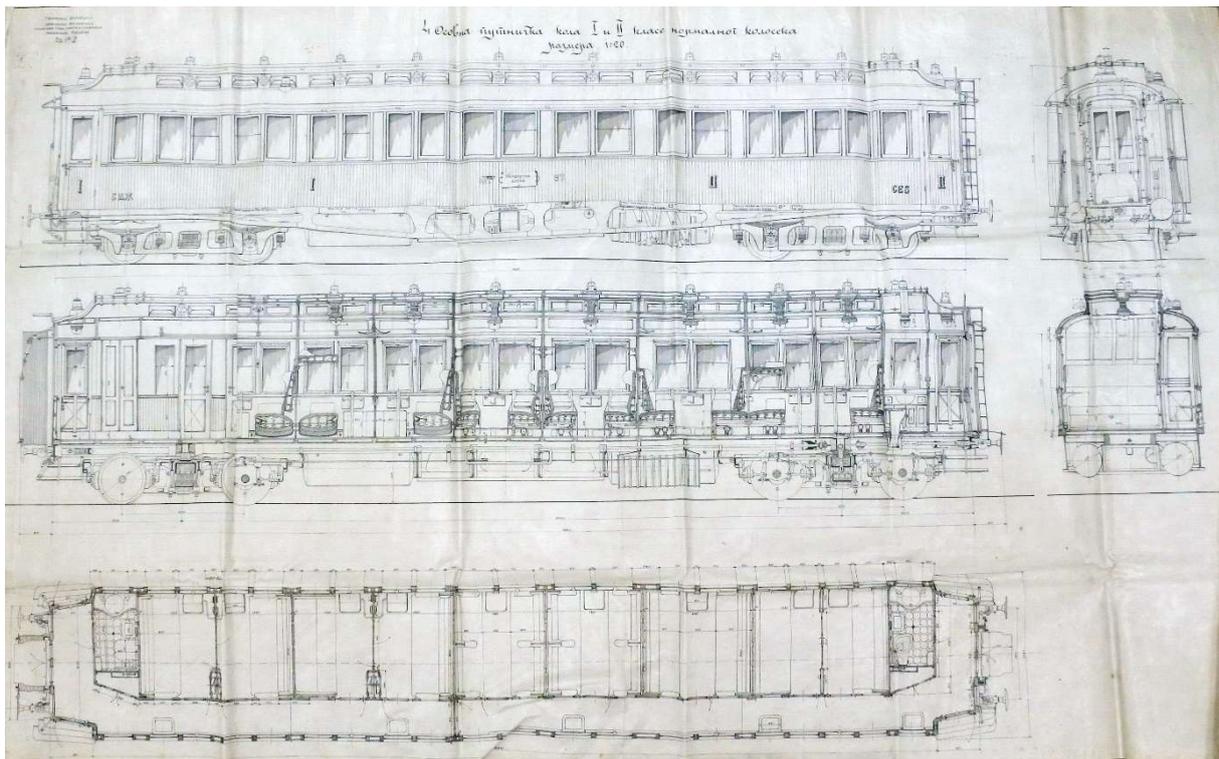
1 WL für die Strecke Belgrad – Thessaloniki

1 WR für die Strecke Belgrad – Skopje

1 WR für die Strecke Belgrad - Konstantinopel (für Konventionszüge)

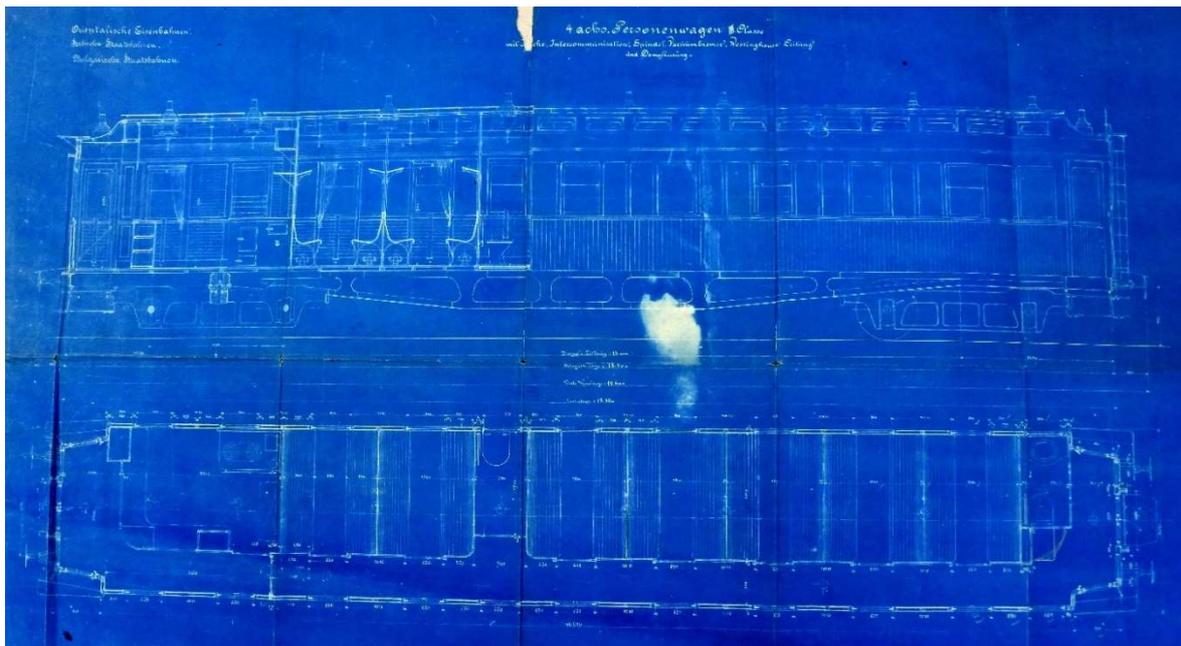
Die Wagen der Konventionszüge

Für die Konventionszüge wurden zwei Wagentypen entwickelt: ein 1./2. Klasse-Wagen mit Schlafeinrichtung und ein Wagen 3. Klasse mit Küche. Die Schlafeinrichtung (bei Nachtfahrt ausklappbare Liegen) der Wagen 1./2. Klasse war nicht in allen Abteilen verfügbar. Alle Abteile mit Liegen waren als Halbabteile mit Zwischentüren und ohne Waschgelegenheit ausgeführt. Wie bereits erwähnt war die Benutzung der Liegen nur südlich von Belgrad möglich, da der CIWL-Monopolvertrag in Österreich-Ungarn bereits in Kraft war. Einige Wagen der 3. Klasse verfügten über einen Küchenraum, welcher nur in Zügen ohne CIWL-Speisewagen südwärts von Belgrad benutzt wurde.



Der Aba mit Liegeplätzen (Abteile 1-4links und letzte zwei rechts)

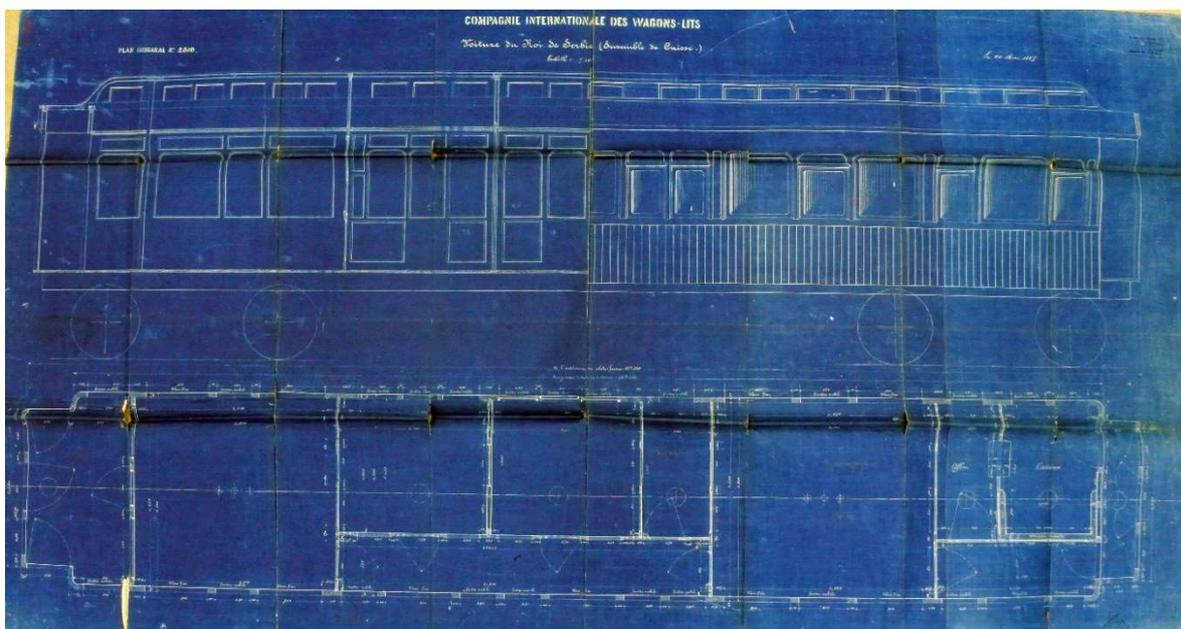
⁵ Službene novine državnih saobraćajnih ustanova iz 1925, Br. 16, Str 3 (Amtsblatt der staatlichen Verkehrsunternehmen von 1925, Nr. 16, Seite 3)



Der Ca mit Küche (links)

Der Voiture-Salon de Roi de Serbie

Dieses Kapitel behandelt nicht die regulären CIWL-Fahrzeuge oder Zugläufe; der Vollständigkeit halber möchte ich aber einen Blick auf diese Wagen werfen. Vor dem Ersten Weltkrieg bestand der serbische Hofzug aus drei Wagen. Der Letzte, Salonwagen Nr. 3, wurde 1912 von Linke-Hoffmann für den König Petar I (Dynastie Karađorđević) gebaut. Die Salonwagen 1 und 2 wurden 1890 respektive 1891 (Projekt von 1887) für die Dynastie Obrenović gefertigt. Leider verfügen wir nur über sehr wenige Informationen über die Wagen 1 und 2. Es existiert jedoch eine Zeichnung eines „Voiture Salon de Roi de Serbie“, der von der CIWL entworfen und wahrscheinlich auch gebaut wurde.⁶



Der SDŽ Salonwagen Nr. 1 gebaut von der CIWL

⁶ Für jeden Hinweis zu diesen Wagen wäre ich mehr als dankbar.

Die Zwischenkriegszeit und die CIWL-Direktion Belgrade

Das Sprichwort „Es ist einfacher, Jugoslawien zu sagen als es aufzubauen“ ist zutreffend, zumindest im Bezug auf die Eisenbahn. Das bereits beschriebene heterogene Schienennetz wurde im Krieg weitgehend zerstört. Dazu kamen noch das bosnisch-herzegowinische und zentralerbische Schmalspurnetz, die ab 1924 zusammengeführt das größte derartige Eisenbahnsystem Europas bildeten. Im neuen Königreich⁷ fehlten viele Verbindungen, während andere wiederum überflüssig wurden. Dies alles prägte eine Zeit, die wir uns etwas genauer anschauen werden.



Sitz der Direktion Belgrad und des CIWL-Reisebüros (unten rechts). Archiv Miloš Jurišić

Unser Star aus der Vorkriegszeit, der Orient-Express, wurde ersetzt. Sein auch als „Siegessäuge“ bezeichneter Nachfolger war der „Simplon-Orient-Express“. Hierzu übernehme ich ein Zitat von Werner Sölch: „Höchst offiziell durch die Regierungsvertreter von Frankreich, Belgien, England, der Niederlande, der Schweiz, Italien, Rumänien, Griechenland und dem vereinigtem Königreich der Serben, Kroaten und Slowenen wurde am 22. August 1919 eine Konvention unterzeichnet, die dem neuen Simplon-Orient-Express für die nächsten 10 Jahre das absolute Verkehrsmonopol als Luxuszug nach Konstantinopel garantierte.“

Nach dem Wiederaufbau der Savebrücke bei Belgrad gelang dies erst im Sommer 1920 als durchgehende Verbindung. Unter Vorbehalt dürfte dies auch der erste innerjugoslawische Schlafwagenlauf gewesen sein, der die drei Großstädte Belgrad, Zagreb und Ljubljana verband. Wie beim Orient-Express werde ich mich auch beim Simplon-Orient-Express auf die Einzelheiten mit Bezug zu Jugoslawien konzentrieren.

⁷ Vereinigtes Königreich der Serben, Kroaten und Slowenen (Kraljevina Srba, Hrvata i Slovenaca - SHS), ab 1929 Königreich Jugoslawien

Aufgrund eines dokumentierten Zugunglücks, welches am 27. Januar 1924 in Ralja bei Belgrad geschah, kennen wir die Zugbildung des SOE zu diesem Zeitpunkt. Zug (101) SOE:

Lok 1079 (Reihe 01) und Hilfslok 6073 (Reihe 20)

F 1104
WL 2291
WL 1977
WL 2331
WL 2336
WR 2012
F 1219

Der Vertrag zwischen der CIWL und der SDŽ wurde wie bereits erwähnt 1922 an die SHS übertragen. Zur Unterzeichnung 1914 waren drei Wagen stationiert, 10 Jahre später zählen wir schon eine größere Zahl an Wagen und Kursen. Für das Jahr 1924 liegen mir ein Bericht der CIWL-Direktion Belgrad sowie das jugoslawische Kursbuch vor, wo folgende Wagenkurse der CIWL-Direktion Belgrad vermerkt sind (ohne SOE):

WL Belgrad - Ljubljana 6-5
WL Zagreb - Osijek 1217-1216
WL Belgrad - Thessaloniki 104-103
WL Belgrad - Konstantinopel 104/604-603/103
WR Belgrad - Vinkovci 6-5
WR Belgrad - Zagreb 4-3
WR Zagreb - Celje 706-701
WR Zagreb - Sušak
WR Belgrad - Subotica 204-201
WR Belgrad - Niš 106-105
WR Niš - Gevgelija 104-103

Und weitere CIWL-Kurse:

WL Budapest - Triest
WL Wien-Ost - Konstantinopel
WL Prag Masarykovo - Athen
WL Prag Masarykovo - Konstantinopel
WL Zagreb - Wien-Süd
WL Wien-Süd - Triest
WL Budapest - Fiume
WR Belgrad - Budapest
WR Bukarest - Vinkovci
WR Wien - Triest

SOE-Zugbildung nach SHS-Kursbuch von 1924:

WL Calais - Konstantinopel
WL Ostende - Konstantinopel

WL Paris - Athen (103/104)
 WL Paris - Bukarest (501/502)
 WL Paris - Sofia
 WR Triest - Konstantinopel
 WL Prag - Konstantinopel (über Budapest kommend)

Zu diesem Zeitpunkt ersetzte bereits ein weiterer Zug auf der „Simplon-Orient-Route“ den Konventionszug der Vorkriegszeit. Bezeichnet wurde er als „Direct-Orient“, im Kursbuch vermerkt als „Train Rapide Direct-Orient Constantinople - Beograd - Trieste“. Lasst uns einen Blick auf den Direct-Orient und die oben genannten CIWL-Kurse werfen:

Der Direct-Orient war eigentlich ein auf die Relationen Belgrad - Triest und Belgrad - Istanbul aufgespaltener Zug, wobei er bis Niš gemeinsam mit dem Athener Flügel des SOE fuhr. In Richtung Süden nahm er Kurswagen aus Wien, Prag (über Budapest kommend), den Athener Kurswagen aus Paris (mit dem SOE kommend) und die Wagen aus Belgrad mit. Mit ihm fuhren auch Sitzwagen aus Wien nach Istanbul, von Belgrad nach Thessaloniki und Istanbul, sowie ein Speisewagen Niš - Gevgelija (sein Lauf änderte sich in späteren Jahren etwas) mit. Sein nördlicher Teil nahm nach fast ganztägiger Pause in Belgrad den Schlafwagen Belgrad - Ljubljana, den Speisewagen Belgrad - Vinkovci sowie Sitzwagen aus Belgrad, Bukarest (über Vinkovci) und Ljubljana nach Triest mit. Somit war er neben dem SOE der „zweitinteressanteste“ Zug seiner Zeit, da er die meisten der oben genannten CIWL-Wagenläufe in und über Jugoslawien abdeckte.

Übersicht der Schlafwagenläufe der CIWL-Direktion Belgrad

WL Service	19 28	19 28 /2 9	19 29	1 9 2 9 /1 9 3 0	1 9 3 0	1 9 1	1 9 3	1 9 3/3 4	1 9 4	1 9 5	3 4/9 3 5	1 9 5	1 9 5/3 6	1 9 6	1 9 6/3 7	1 9 7	1 9 7/3 8	1 9 8	1 9 8/3 9
Belgrad Jesenice 4/5	- x	x				x	x	x	x				2		2	x	2		
Belgrad Ljubljana 4/5	-		x	x	x					x	x	x		x					2
Belgrad Zagreb 6/3	- x	x	x	x	x	x	x		x		x								
Belgrad Athen	- x																		

Belgrad Subotica	-	x	x	x	x	c	x		c	c	c	c	c	c	c	c	c	c	c	
Belgrad Budapest	-	x	x	x	x	x	x	x												
Belgrad - Stalać			x																	
Belgrad - Ćuprija				x																
Zagreb - Sušak	2	z	2	x	x	2	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Zagreb - Plački (Šentilj)	x	x	x		x	x														
Zagreb Pragersko	-	x	x	x	x	x	x													
Zagreb - Novska	x	x	x	x	x	x	t	t	t	t	t	t	t	t	t	t	t	t	t	t
Zagreb Vrhovine (Split)	-	x	x	x	x	x	x	x	2	x	x	x	x	x	x	x	x	x	x	x
Zagreb Jesenice	-	x	x	x	x	2	k	s	s	s	s	s	s	s	s	s	s	s	s	s
Zagreb - Zidani Most						x		x	x	x	x	x	x	x	x	x	x	x	x	x
Split - Gračac														x		x		x		

y : Belgrad - Skopje, Skopje - Thessaloniki

C: Belgrad - Novi Sad

K: Zagreb - Jesenice - Linz

L: 1x Belgrad - Thessaloniki, 1x Belgrad - Niš

B: Belgrad - Vinkovci - Velika Kikinda

F: Belgrad - Vinkovci - Timișoara

P: 1x Niš - Thessaloniki, 1x Belgrad - Niš

O: 1x Belgrad - Niš, 1x Niš - Gevgelija, 1x Niš - Thessaloniki

S: Zagreb - Salzburg

Z: Zagreb - Bakar

T: Zagreb - Ruma

Im Amtsblatt der staatlichen Verkehrsunternehmen von 1925 wurde ein von der CIWL an die Behörden gerichteter Protest erwähnt, nachdem einige Bahnhofsgaststätten Speisen und Getränke am Bahnsteig an Reisende verkauften.⁸



Schlafwagen 700 oder 710 (mit Dank an Dirk Frielingsdorf) im Juli 1931 mit jugoslawischer Inschriftion in Osijek.
Foto: Sammlung Christian M. Pollach

Die Schlafwagen der JDŽ

Mitte der zwanziger Jahre beschaffte die JDŽ zahlreiche Wagen im Rahmen von Reparationslieferungen aus Deutschland. Darunter waren auch 15 Hecht-Schlafwagen, die 1923 von WUMAG Görlitz geliefert und ursprünglich als Aah 900001 - 900015 (Sitzwagen 1. Klasse mit Seitengang) bezeichnet wurden. Die Wagen verfügten über 9 Abteile mit je drei Sitzplätzen bzw. zwei Liegeplätzen und Waschgelegenheit.

Die erste Probestrecke war Belgrad - Sušak. Nach Protesten der CIWL endete ihr Planeinsatz schon bald und sie wurden meist zu Salon- und Inspektionswagen umgebaut. Einige Salonwagen sind heute noch als Bahndienstwagen im Bestand.

Erst nach der Kündigung des Vertrages mit der CIWL 1948 gingen drei Exemplare als Schlafwagen bei der KSR in den Dienst.

⁸ Službene novine državnih saobraćajnih ustanova iz 1925, Br. 6, Str 5 (Amtsblatt der staatlichen Verkehrsunternehmen von 1925, Nr. 6, Seite 5)

Eine Werksaufnahme vom Wagen ist unter dem Link

<https://sachsen.museum-digital.de/index.php?t=objekt&oges=11982&cachedLoaded=true> zu finden.

Die Schmalspur-Speisewagen

Wie bereits erwähnt wuchsen das bosnische und serbische Schmalspurnetz ab 1925 zwischen Užice und Višegrad zusammen. Dies erhöhte den Verkehrswert, da nunmehr die Hauptstadt Belgrad und die Landeshauptstadt Sarajewo per Schiene verbunden waren. Die lange Reisedauer zwischen beiden Städten verlangte jedoch nach mehr Komfort und höheren Reisegeschwindigkeiten.

Bald nach der Eröffnung fuhren hier erste Schnellzüge, die sogar Kurswagen bis Dubrovnik mitführten. Die Fahrzeit von Belgrad nach Sarajewo betrug 13,5 Stunden, womit die hohe Bedeutung von Verpflegungsmöglichkeiten im Zug verständlich wird. Die ersten beiden Test-Speisewagen waren die ehemals bosnischen Dreiachs-Salonwagen 82 und 83, die später zu WR 0301 und 0302 umgebaut wurden und 1933 in Betrieb gingen. Bald folgten weitere vier Speisewagen 0401-0404, die als Eigenkonstruktion auf vierachsigen Rahmen früherer deutscher Reparationswagen aufgebaut waren. Alle Speisewagen bewirtschaftete die CIWL.

Zum Winterfahrplan 1938 folgte die Auslieferung der Schnelltriebwagen von Ganz Budapest und der Ersten Jugoslawischen Waggon-, Brücken- und Maschinenfabrik AG Slavonski Brod, später bekannt als Đuro Đaković. Diese Triebwagen waren u.a. mit Büffeträumen ausgestattet, deren Betrieb ebenso durch die CIWL durchgeführt wurde.

Im Vertrag zwischen der Generaldirektion der JDŽ und der CIWL von 1938 steht Folgendes: „Die Generaldirektion der Staatsbahn gibt 6 Schmalspur-Speisewagen für einen Zeitraum von drei Jahren zur Nutzung an die CIWL“.⁹

Vermutlich handelte es sich hier nur um eine Vertragsverlängerung, da nach der CIWL-Dokumentation (s.a. nachfolgende Tabelle) deren Bewirtschaftung bereits 1933 startete.

Ein weiterer Vertrag zwischen der CIWL und der JDŽ von 1938 sah die Bedienung der Buffets in den Schnelltriebwagen zwischen Belgrad und Sarajewo vor.¹⁰

⁹ Službene novine državnih saobraćajnih ustanova iz 1939, Br. 7, Str 159 (Amtsblatt der staatlichen Verkehrsunternehmen von 1939, Nr. 7, Seite 159)

¹⁰ Službene novine državnih saobraćajnih ustanova iz 1939, Str 7 (Amtsblatt der staatlichen Verkehrsunternehmen von 1939, Seite 7)

Übersicht der Speisewagenläufe der CIWL-Direktion Belgrad

WR Service	3 3	33 /3 4	34	34 /3 5	35	35/ 36	36	36/3 7	37	37/38	38	38/39
Belgrad Sarajewo	- x	x	x	x	x	x	x	x	x	x	x	x
Sarajewo Doboj	-				x		x		x		x	
Mostar Dubrovnik	-				x		x					
Belgrad Dubrovnik Buffet service	-											x

Der Letztgenannte ist der besagte Buffetraum im Schnelltriebwagen

Erwähnenswert ist in diesem Zusammenhang, dass 1938 ein Projekt zum Bau von Schmalspur-Schlafwagen anlief, welches aufgrund des baldigen Kriegsausbruchs unvollendet blieb. Dabei betrieb die BHStB (bosnisch-herzegowinische Staatseisenbahn) bereits als „1. Klasse-Sitzwagen“ bezeichnete Schlafwagen. Bei Nachtfahrten verwandelten sich die vis-à-vis angebrachten Sitze zu pullmanartigen Liegen.

Die Zeit nach dem Zweiten Weltkrieg und die Auflösung der CIWL- Direktion Belgrad

Nach dem Zweiten Weltkrieg änderte sich die politische Lage Jugoslawiens. Die Monarchie dankte ab, das Land wurde zu einer sozialistischen Republik.

Dies spiegelte sich auch im Monopolvertrag mit der CIWL wieder, der im April 1948 auslief. Zum gleichen Zeitpunkt wurde eine landeseigene Gesellschaft zur Bewirtschaftung von Schlaf- und Speisewagen mit der Bezeichnung KSR (Kola za spavanje i ručavanje) gegründet. Die KSR übernahm jugoslawische Binnenkurse, die CIWL bediente zunächst den internationalen Verkehr komplett weiter. Später beschränkte sich die CIWL auf die Verbindungen richtung Westen.

Das jugoslawische Kursbuch vom Sommer 1947 beinhaltet die In- und Auslandskurse, die noch immer alle von der CIWL betrieben wurden. Es fällt sofort ins Auge, dass die Auslandskurse inzwischen

hauptsächlich richtung Osten laufen. Nennenswert sind die Inlandskurse, die meist noch dem Zwischenkriegszustand entsprechen. Die neue politische Situation brachte es offensichtlich mit sich, dass die Inlandskurse nicht mehr im Kurswagenverzeichnis vermerkt wurden, sondern nur noch in den einzelnen Kursbuchstrecken auftauchten. Dies erschwerte das Auffinden von Wagenläufen erheblich.

WL Paris - Istanbul (SOE)

WR Belgrad - Ljubljana (SOE)

WL Belgrad - Prag (201-202)

WL Budapest – Venedig

WL Belgrad - Skopje (101-102)

WR Belgrad - Niš (110-109)

WL Belgrad - Zagreb (4-5)

WL Belgrad - Ljubljana (3-6)

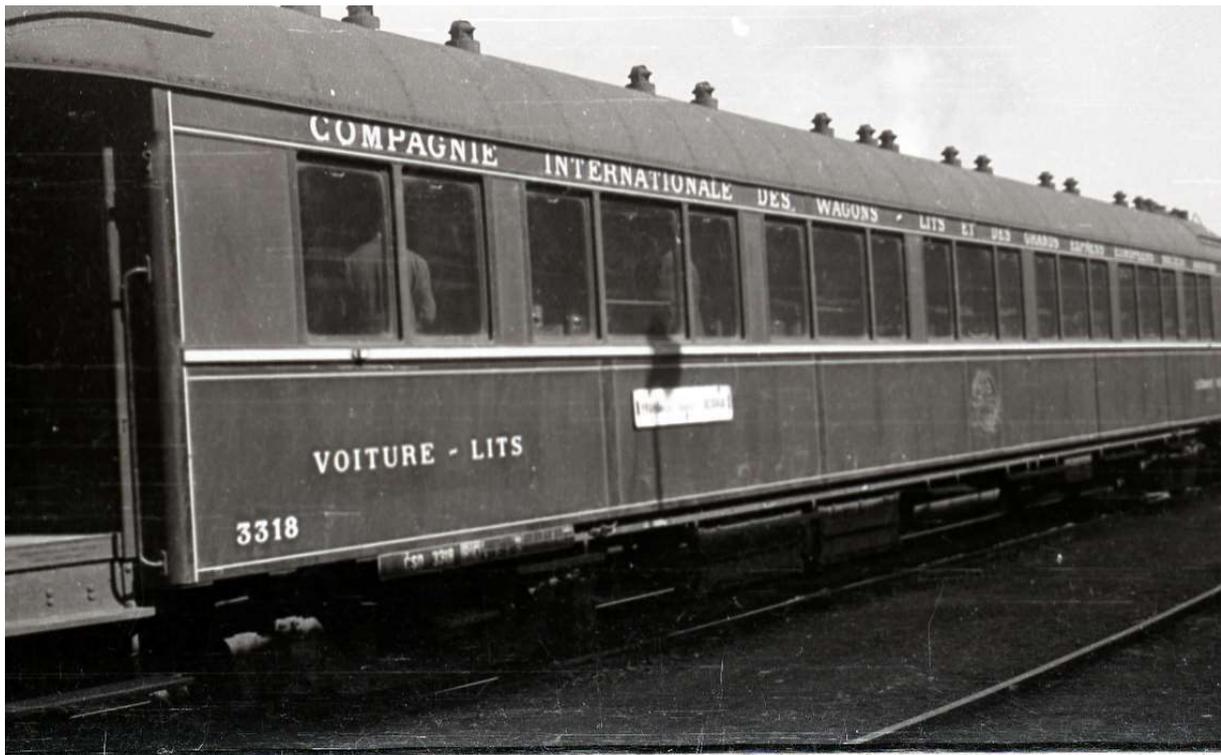
WR Zagreb - Ljubljana (3-6)

WR Zagreb - Split (1009-1010) Sommer

WR Zagreb - Rijeka (301-302)

WL Zagreb - Split (1001-1002) Sommer

WL Zagreb – Osijek



Kurswagen Belgrad - Prag im April 1947 in Belgrad. Foto: Muzej železnica Srbije

Als 1948 der Vertrag zwischen der JDŽ und der CIWL endete, verkaufte die CIWL folgende Wagen an die JDŽ:

Schlafwagen: 2120, 2121, 2184, 2185, 2343, 2485, 2516, 2517, 2558, 2559, 2610, 2623, 2626, 2627

Speisewagen: 2052, 2060, 2093, 2099, 2104, 2118, 2137, 2188, 2284, 2289, 2298, 2301, 2305, 2307, 2407, 2527, 2528, 2529, 2531

Gepäckwagen: 1185, 1312

Verglichen mit obiger Liste wich der Kaufvertrag zwischen der CIWL und der JDŽ ab, da der in Belgrad als Lager dienende WL 754 unentgeltlich zu übergeben war. Die CIWL-Direktion Belgrad wurde nun geschlossen, das Büro aber beibehalten.

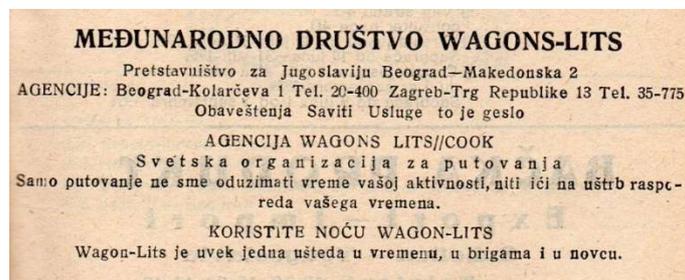
In den Kursbüchern von 1949 und 1950 sind folgende CIWL¹¹ Kurse vermerkt:

WL Stockholm - Svilengrad (BOE)
WL Warschau - Belgrad (BOE)
WL Prag - Belgrad (BOE)
WL Paris - Belgrad/Istanbul (SOE)
WL Budapest - Venedig (fiel bereits 1950 weg)

Dieser Zeitpunkt brachte abermals eine Änderung der politischen Ausrichtung Jugoslawiens: Titos Bruch mit Stalin 1948 führte wieder zu einer Annäherung und Öffnung gegenüber dem Westen. Die neuen Verhältnisse spiegelten sich auch im Kursbuch wieder. So behielt die CIWL ihre Position zumindest im internationalen Verkehr bei und entwickelte sich sogar weiter. Im JŽ¹² Kursbuch 1954/55 finden sich folgende CIWL-Schlafwagenkurse:

WL Paris - Belgrad/Thessaloniki - Istanbul (SOE)
WL Paris - Sofia - Istanbul (SOE)
WL Paris - Athen (SOE)
WL Ostende - Athen (SOE)
WL Ostende - Belgrad/Athen (Tauern-Express)
WL Salzburg - Rijeka (Adria-Express)

Neben den zunehmenden Schlafwagenkursen (CIWL-Speisewagen werden nie mehr durch Jugoslawien rollen) richtung Westen fielen die Kurse richtung Osten weg. Im besagten jugoslawischen Kursbuch ist sogar eine CIWL-Reklame zu finden:



¹¹ Ab jetzt folgen nur noch Auslandskurse, da nun alle Inlandskurse von der KSR geführt wurden.

¹² 1953 ging die JDŽ zur JŽ über. JDŽ steht für „Jugoslovenske državne železnice“ (Jugoslawische Staatsbahnen). JŽ ist das Kürzel für „Zajednica jugoslovenskih železnica“ (Gemeinschaft der jugoslawischen Eisenbahnen). Die JŽ war eine Art Holding, die unter ihrem Dach 6 bzw. zeitweise 8 selbständige Bahnunternehmen koordinierte.

Die 60er Jahre können wir als Blütezeit des Nachkriegsverkehrs der CIWL nach und durch Jugoslawien betrachten. Der SOE ging endgültig in die Geschichte ein und wurde durch den „Direct-Orient“ ersetzt. Eine ganze Reihe neuer Züge, die zumindest zeitweise CIWL-Kurse mitführten, erschienen auf der Bühne: Jugoslavia-Express, Austria-Express, Tauern-Orient mit seinem Flügel Marmara-Express, Direct-Orient als Nachfolger des SOE mit seinem Flügel Athens-Express, Akropolis, Adria-Express, Balkan-Express, und Hellas-Express. Abgesehen von wenigen Ausnahmen lagen die Haupttrouten der CIWL-Schlafwagen zwischen Paris, München und Wien einerseits sowie Athen und Istanbul andererseits.



Belgrad im April 1963. Am Gleis 4 ist der Direct-Orient oder der Jugoslavia-Express zu sehen. Foto: Muzej železnica Srbije

Zugbildung SOE 1961/62¹³:

- Pw Paris - Istanbul (5)
- Pw Paris - Belgrad (1,2,3,4,6,7)
- WLA Paris - Belgrad (3,7)
- AB Paris - Belgrad (3,7) Winter
- AB Paris - Belgrad (1,2,3,4,5,6,7) Sommer
- WLA Belgrad - Istanbul (1,5)
- AB Paris - Istanbul (1,5)
- WLA Paris - Athen (2,4,6)
- AB Paris - Athen (2,4,6)
- B Venedig - Belgrad
- AB Venedig - Zagreb

¹³ Buch 2494 serbisches Eisenbahnmuseum: JŽ Internationaler und Inlandsverkehr der Express- und Schnellzüge, endgültiger Entwurf zum Jahresfahrplan 1961/62

AB Sežana - Belgrad
 A Rijeka - (2417) Postojna - Skopje Sommer
 B Rijeka - (2417) Postojna - Skopje Sommer
 WR Ljubljana - Belgrad
 B Ljubljana - Skopje
 WL Zagreb - Skopje
 Pw Belgrad - Thessaloniki
 AB Belgrad - Thessaloniki
 B Belgrad - Thessaloniki (1,2,4,6)
 B Belgrad - Skopje
 AB Belgrad - Skopje
 B Belgrad - Sofia (1,3,4,5,7)
 Pw Crveni Krst - Sofia



Der SOE nordwärts von Belgrad 1961: Lok 661, KSR-Speisewagen Bauart Dunakeszi, zwei JŽ Sitzwagen, SNCF AB und WL Athen - Paris, ÖBB B Istanbul - Wien, Packwagen nach Paris und Heizwagen der JZ. Foto: Muzej železnica Srbije

PA/AP Zweig des SOE: Crveni Krst - Athen

Pw Belgrad - Thessaloniki
 AB Belgrad - Thessaloniki
 B Belgrad - Thessaloniki (1,2,4,6)
 B Belgrad - Skopje
 AB Belgrad - Skopje
 WL Zagreb - Skopje
 B Ljubljana - Skopje
 A Rijeka - Skopje (Sommer)
 B Rijeka - Skopje (Sommer)
 WLA Paris - Athen (3,5,7)
 AB Paris - Athen (3,5,7)

In den 60-er Jahren sind folgende CIWL Schlafwagenkurse in Jugoslawien zu finden:

Im Direct-Orient: Paris – Istanbul (2)/Beograd (2)/Athen (3); München – Athen; München – Belgrad
Im Balkan Express / Jugoslavia Express: München – Belgrad; München – Istanbul; Wien – Istanbul; Wien – Belgrad

Im Austria Express 1962 war ein Schlafwagenkurs Belgrad – Thessaloniki zu finden und im Adria Express gab es 1963 den Kurs München – Rijeka.

Bis 1972 ist die Situation relativ unverändert geblieben. Einige Kurse haben die Züge gewechselt: München – Istanbul auf den Tauern-Orient; Wien – Istanbul auf den Istanbul Express; Wien – Athen auf den Hellas Express. Zusätzlich sind Kurse im Balkan Express gekommen: Wien – Ljubljana und ab 1973 Wien – Zagreb und für kurze Zeit im Akropolis München – Athen, die Kurse München – Belgrad im Jugoslavia Express gingen an die KSR. Zuletzt, 1975/76 haben wir nur noch die CIWL Schlafwagenkurse Paris – Athen/Istanbul im Direct-Orient und Wien – Zagreb im Balkan Express.

Kurz danach endete der Planeinsatz von CIWL-Kursen in und durch Jugoslawien mit dem letztmaligen Einsatz eines Schlafwagens Istanbul - Paris im Direct-Orient zum Fahrplanwechsel am 22. Mai 1977.

Die letzte Fahrt des CIWL-Schlafwagens Istanbul - München wurde im Roman eines CIWL- Kondukteurs niedergeschrieben. Das Buch mit dem Titel „Bitte wecken in Vinkovci“ von Richard Künzel erschien 1985 im Mandala Verlag Peter Meyer, Klingelbach.



Marmara-Express bei Resnik im April 1970. Foto: Muzej železnica Srbije



Akropolis bei Batajnica im Mai 1970. Foto: Muzej železnica Srbije



Tauern-Orient bei Batajnica im August 1970. Foto: Muzej železnica Srbije



Athens-Express im Juni 1974 in Lapovo. Foto: Muzej železnica Srbije

Autoreisezüge

Neben Planeinsätzen kamen CIWL-Schlafwagen seit 1970 auch in folgenden Autozügen nach Jugoslawien:

9020/9021 Schaerbeek/Schaarbeek - Ljubljana

9026/9027 's-Hertogenbosch - Ljubljana

9310/9311 Brüssel - Ljubljana

9314/9315 Düsseldorf - Ljubljana

9390/9391 Hamburg - Ljubljana

9210/9211 Wien - Thessaloniki

Die meisten dieser Züge fuhren noch bis zum Zusammenbruch Jugoslawiens 1991/92.

Literatur:

Dragomir Arnautović: Istorija srpskih železnica 1850 - 1918, Belgrad 1934

Werner Sölch: Orient-Express - Glanzzeit, Niedergang und Wiedergeburt eines Luxuszuges, Düsseldorf 1998

Službene novine državnih saobraćajnih ustanova, više godišta (Amtsblatt der staatlichen Verkehrsunternehmen, mehrere Jahrgänge)

Kursbücher der jugoslawischen Eisenbahnen, mehrere Jahrgänge

Aleksandar Zidolović, Sastav železničkih kola

CIWL im Film

Einfahrt des SOE in den 1930-er in Belgrad ab Minute 13:40:

<https://www.youtube.com/watch?v=DAP5I7yN8Ow>

Anhänge:

Internationale Fahrplankonferenz zu Simplon-Orient-Express in Lugano 1945

A/

Conférence Internationale
du Train "SIMPLON-ORIENT-EXPRESS"

tenue à

LUGANO

les 22 - 23 et 24 Novembre 1945

PROCES - VERBAL

-:-:-:-

A - COMMISSION "MOUVEMENT"

1^e) Situation au 7 janvier 1946

a) Branche principale

Les horaires suivants sont fixés après accord des Administrations intéressées :

22 ^h .20	dép.	Paris-Lyon	↑	arr.	6 ^h .45
3.05/3.15		Dijon			1.25/1.40
6.30/8.03		Vallorbe			21.30/22.42
8.47/8.54		Lausanne			20.40/20.45
10.56/11.16		Brigue			18.03/18.25
11.56/13.30		Domodossola			15.40/17.15
16.30/21.00		Milan			11.00/12.30
7.07	arr.	Venise	↓	dép.	23.50

Le W.L. "Paris-Rome" sera acheminé de Milan à Rome dans l'horaire ci-après :

17 ^h .50	dép.	Milan	↑	arr.	9 ^h .30
15.45	arr.	Rome	↓	dép.	10.50

La circulation du train est prévue à partir du lundi 7 janvier au départ de Paris s'il est quotidien, et à partir du mardi 8 janvier s'il est tri-hebdomadaire (1). Au départ de Rome, la première circulation est fixée, dans les deux cas, au jeudi 10 janvier.

Le train S.O.E. aura la composition suivante :

1	Dp	Paris-Milan	fourni par la S.N.C.F.	-	Course EWP	60
1	WL	1/2e classe	Paris-Venise	-	Course EWP	62
1	WL	1/2e classe	Paris-Rome	-	Course EWP	63
1	AB4u	Paris-Milan	fourni par la S.N.C.F.	-	Course EWP	60
1	WR	Vallorbé-Milan		-	Course EWP	1071
1	AB4u	Berne-Milan	fourni par le BLS	-	Course EWP	1061

Ces véhicules devront être munis du chauffage électrique.

....

(1) Dans ce cas, les départs de Paris et de Rome auront lieu les mardi, jeudi et dimanche.

b) Branche adjacente

De Calais et de Bruxelles à Bâle et à Milan

15 ^h .00	dép.	Calais	↑ arr.	15 ^h .10
17.00/17.30		Lille		12.39/12.49
21.15/21.30		Mézières-Charleville		8.59/9.09
0.20/0.42		Thionville		5.33/6.05
<hr/>				
16.20	dép.	Bruxelles-Nord	↑ arr.	13.42
22.00/22.15		Luxembourg		7.55/8.13
23.12/0.42		Thionville		5.33/6.48
1.28/1.33		Metz		4.35/4.45
4.44/4.54		Strasbourg		1.05/1.15
7.51/9.01		Bâle		20.45/22.05
10.38/10.50		Lucerne		19.10/19.20
14.54/15.55		Chiasso		14.00/15.05
16.45	arr.	Milan	dép.	13.00

La voiture "Berne-Milan" circulera dans l'horaire suivant entre Berne et Brigue :

8 ^h .57	dép.	Berne	↑ arr.	20 ^h .31
11.01	arr.	Brigue	dép.	18.12

La composition de ce train est fixée comme suit :

1	Pw2	Calais - Bâle	fourni par la S.N.C.F.	- Course EWP 146
2	C4t	d ^e	d ^e	- Course EWP 146
2	AB4t	d ^e	d ^e	- Course EWP 146
1	AB4t	Bruxelles-Bâle	fourni par la S.N.C.B.	- Course EWP 414
1	C4t	d ^e	d ^e	- Course EWP 414
1	CPw4t	d ^e	d ^e	- Course EWP 414

Ces trains seront en correspondance à Bâle avec les trains 60/67 C.F.F.

2^e) Situation à réaliser au cours de la première quinzaine de mars 1946

M. HACKER fait connaître que son Administration disposera vraisemblablement d'un paquebot dans les premiers jours du mois de mars pour assurer le service entre Douvres et Calais et vice-versa. Les horaires de la branche adjacente seront prolongés à ce moment de Calais à Londres et retour comme suit :

8 ^h .00	dép.	Londres-Victoria	↑ arr.	20 ^h .30
9.40/11.00		Douvres		17.20/18.50
13.20/15.00		Calais-Maritime		15.10/17.00

....

b) Branche adjacente

de Calais et de Bruxelles à Bâle et à Milan

15 ^h .00	dép.	Calais-Maritime	↑ arr.	15 ^h .10
15.05/15.45		Calais-Ville		14.30/15.05
17.35/17.47		Lille		12.17/12.27
21.35/21.51		Mézières-Charleville		8.32/8.47
0.48/1.08		Thionville		4.40/5.31
<hr/>				
17.05		Bruxelles-Nord		12.11
22.34/22.52		Luxembourg		7.06/7.21
23.48/1.08		Thionville		4.40/6.00
1.46/1.56		Metz		3.46/3.56
4.45/4.55		Strasbourg		0.57/1.07
7.40/9.01		Bâle		20.45/22.05
sans changement jus-				sans changement de
qu'à Milan (ar. 16.45)				Milan (dép. 13.00)

La voiture "Berne - Milan" circulera dans l'horaire suivant entre Berne et Brigue :

8 ^h .57	dép.	Berne	↑ arr.	22 ^h .17
11.01	arr.	Brigue	dép.	20.06

La composition de ce train sera la suivante :

1	Pw2	Calais - Bâle	fourni par la SNCF	- Course EWP 146
2	C4u	d ^e	d ^e	- Course EWP 146
2	AB4u	d ^e	d ^e	- Course EWP 146
1	WL	2e classe Calais-Bâle		- Course EWP 146
2	AB4u (*)	Bruxelles-Bâle	fournis par la SNCB	- Course EWP 414
1	C4u	d ^e	d ^e	- Course EWP 414
1	CPw4u	d ^e	d ^e	- Course EWP 414

(*) dont 1 AB4u prévu à titre facultatif

Relation Bordeaux - Lyon - Turin - Milan et retour

La relation Bordeaux - Milan et vice-versa était assurée avant la guerre par les trains BM/MB en correspondance à Milan avec le train S.O.E.

La reprise de cette relation ne pourra être envisagée qu'après le rétablissement de la circulation sous le tunnel du Mont-Cenis entre Modane et Bardonecchia. L'état actuel des travaux permet de prévoir ce rétablissement pour le début du 2ème semestre 1946.

Toutefois, l'horaire qui pourrait être adopté entre Lyon et Milan pour les trains BM/MB ne permettrait pas d'assurer les correspondances utiles à Milan avec le S.O.E.

Cette question sera reprise lors d'une prochaine conférence, à la faveur d'une amélioration de l'horaire du S.O.E.

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English Version (Please note the footnotes in the original text.)

The history of the time of the first railway lines up to World War

Since this period of time precedes the founding of the state of Yugoslavia, for the sake of completeness I will begin with a brief look at the areas that will later belong to the multi-ethnic state.

Before we begin the journey through time, here is a brief overview to better understand the later Yugoslav route network, which arose from various heterogeneous parts. The Slovenian network was mainly built by the Southern Railway Company (SB), the Croatian infrastructure mainly by Magyar Államvasutak (MÁV), in the Serbian autonomous province of Vojvodina mainly by MÁV and the privileged Austro-Hungarian State Railway Company (StEG). In central Serbia, however, the construction was carried out independently by the Srpske Državne Železnice (SDŽ-CES)¹ and in Macedonia and Kosovo by the Compagnie des Chemins de fer Orientaux (CO). **[End of page 42 german text]** I will go into the independent narrow-gauge network in Bosnia-Herzegovina later.

The Orient Express and other CIWL carriage runs

The best-known and most important train of the CIWL, which crossed the region covered here, was 'The Orient Express'. Much has already been written about this, which is why I am concentrating on its reference points to Yugoslavia.

Before the opening of the continuous route via Serbia and Bulgaria to Istanbul in 1888, The Orient Express had operated since October 1883 on the StEG section Szeged - Kikinda - Timișoara. According to Werner Sölch, as early as November 1, 1885, it had two sleeping cars in it once a week, which branched off from Vienna and drove to Niš.

The first direct train from Budapest to Istanbul via Belgrade - Sofia ran on August 12, 1888, the journey time was 38 hours; the journey via Bucharest - Varna took 58 hours. On the same day, the journey of a special train with two sleeping cars and a dining car of CIWL from Bulgaria to the Serbian border initiated the opening of the continuous route Europe-Turkey². The International train traffic was regulated by the "à quatre" convention between Austria-Hungary, Serbia, Bulgaria and the Ottoman Empire. Thus the prerequisite for the operation of the Orient Express on the direct rail route to Istanbul was created.

A Serbian daily newspaper³ gave the timetable of the Orient Express through Serbia with the following data:

From October 28, 1888, the Orient Express ran every Friday:

Belgrade from 12:50

Palanka from 14:45

Ćuprija from 16:20

Niš from 18:45

Pirot from 8.30 p.m.

And in the opposite direction every Monday. **[End of page 43 german text]**

In the Serbian timetable of 1900 the Orient Express is listed twice a week, in 1904 it was listed three times. The journey times and stops changed. **[End of page 44 german text]**

Serbia gained full independence from the Ottoman Empire after the Berlin Congress under the following conditions: construction of the railway from Belgrade (border with Austria-Hungary) to Niš, branch to Pirot (border with Bulgaria) and Ristovac (border with the Ottoman Empire). The construction was carried out by the Société pour la construction et l'exploitation des chemins de fer de l'État serbe and taken over by the Serbian state in 1889 and has since been referred to as Srpske Državne Železnice - SDŽ-CES.

Further train and carriage runs

The traffic on the southern railway route between Vienna and Trieste is also worth considering.

A contract provided for the extension of the Ostend-Wien-Express from December 3, 1895 once a week as the Ostend-Wien-Trieste Express via the southern railway and Ljubljana to Trieste. As of May 1, 1900, the train between Vienna and Trieste was replaced by a normal Südbahn express train, which carried a direct sleeping car every day. In 1909 the line was completely abandoned. So far I have not found any evidence of alleged sleeper runs between Vienna and Fiume, today's Rijeka.

According to the MÁV timetable from 1914, the following sleeper and dining car runs were offered on the MÁV route Budapest - Zagreb - Fiume:

Train 1002 WR Budapest - Zagreb - Fiume

Train 1004 WL Budapest - Zagreb - Fiume and WR Budapest - Zagreb

Train 1006 WL Budapest - Zagreb - Fiume and WR Zagreb – Fiume **[End of page 45 german text]**

In the same timetable, the following sleeper and dining car runs are specified on the route Budapest - Subotica - Novi Sad - Belgrade:

Train 902 Orient Express

Train 906 WR Budapest - Novi Sad

Train 904 WL Berlin - Budapest - Constantinople and WR Budapest - Zemun

Train 912 WL Vienna - Budapest – Thessaloniki

The convention train

The already mentioned 'Convention à quatre' emerged out of 'The Berlin Congress'. This saw an international express train that runs at least daily between Vienna and Constantinople, the so-called 'Convention Train'. The base of the traffic regulating commission was in Budapest. The 'convention à quatre' decided to operate a daily direct train between Vienna and Constantinople with a minimum speed of 35 km / h. The train left Vienna at 8 a.m. and reached Constantinople the day after next at

around 7:30 a.m. On the same train, a group of through coaches to Thessaloniki was planned, which arrived the following day at 7.15 p.m.

At the Central European Railway Summer Timetable Conference in 1890, it was decided to grant daily direct connections to the night express trains Berlin - Sagan - Breslau and vice versa. This was to be done on the one hand with partial relocation of these trains via Ruttka to Budapest following the Hungarian-Serbian-Bulgarian-Turkish convention trains to Saloniki and Constantinople, on the other hand via Vienna and Galicia⁴.

In the Serbian course book (timetable) from 1900 the convention train can be found under the number 3/4. He carried the following through cars:

AB Vienna - Constantinople
FROM Budapest - Thessaloniki
CR Belgrade - Constantinople (with kitchen)

Lt. Note, berths could also be booked in the through coaches of the 1st and 2nd class (with sleeping facilities), which only applied to the Belgrade - Istanbul section, but not to Hungary and Austria. Another reference drew attention to the WL Paris - Istanbul carried by this train.

There was a major change only after the Balkan Wars, when two separate trains were created from one. A train continued to run from Budapest to Istanbul; another, which emerged from the former group of through coaches, from Budapest to Thessaloniki.

The monopoly agreement between the CIWL and the SD[®] was signed on April 1, 1914 for a period of 30 years. This contract was later transferred to the SHS railways with decision 5170/22. **[End of page 46 german text]**

In this agreement the following cars are mentioned, which were already stationed at the SDŽ:

1 WL for the Belgrade - Thessaloniki route
1 WR for the Belgrade - Skopje route
1 WR for the Belgrade - Constantinople route (for convention trains)

The wagons of the convention trains

Two types of wagons were developed for the convention trains: a 1./2. Class car with sleeping facilities and a 3rd class car with kitchen. The sleeping facilities (beds that can be folded out when driving at night) of the carriages 1./2. Class was not available in all compartments. All compartments with couches were designed as half compartments with intermediate doors and no washing facilities. As already mentioned, the use of the loungers was only possible south of Belgrade, as the CIWL monopoly agreement in Austria-Hungary was already in force. Some 3rd class cars had a kitchen area, which were only used in trains without a CIWL dining car south of Belgrade. **[End of page 47 german text]**

The Voiture-Salon de Roi de Serbie

This chapter does not deal with the regular CIWL vehicles or train routes; For the sake of completeness I would like to take a look at these cars. Before the First World War, the Serbian court train consisted of three cars. The last, saloon car No. 3, was built in 1912 by Linke-Hoffmann for King Petar I (Karađorđević dynasty). Salon cars 1 and 2 were manufactured in 1890 and 1891 (project from 1887) for the Obrenović dynasty. Unfortunately we have very little information about cars 1 and 2. There is, however, a drawing of a "Voiture Salon de Roi de Serbie", which was designed and probably also built by the CIWL⁶. **[End of page 48 german text]**

The interwar period and the CIWL Directorate Belgrade

The adage "It is easier to say Yugoslavia than to build it" is true, at least when it comes to railways. The heterogeneous rail network already described was largely destroyed in the war. In addition, there were the Bosnian-Herzegovinian and central Serbian narrow-gauge networks, which, when merged, formed the largest such railway system in Europe from 1924. In the new kingdom⁷, many connections were lacking, while others became redundant. All of this shaped a time that we will take a closer look at.

Our pre-war star, the Orient Express, has been replaced. Its successor, also known as the "triumphal march", was the "Simplon-Orient-Express" (SOE). For this purpose I take over a quote from Werner Sölch: "On August 22nd, 1919, the government representatives of France, Belgium, England, the Netherlands, Switzerland, Italy, Romania, Greece and the United Kingdom of Serbs, Croats and Slovenes became one and signed the convention that guaranteed the new Simplon-Orient-Express the absolute transport monopoly as a luxury train to Constantinople for the next 10 years."

International train traffic was regulated by the "à quatre" convention between Austria-Hungary, Serbia, Bulgaria and the Ottoman Empire. This created the prerequisites for the Orient Express to run on the direct rail route to Istanbul

After the reconstruction of the Savebrücke - Save River Bridge near Belgrade, this was only possible in the summer of 1920 as a continuous connection. With reservations, this is also likely to have been the first inner Yugoslav sleeper car service, which linked the three major cities of Belgrade, Zagreb and Ljubljana. As with the Orient Express, I will also concentrate on the details relating to Yugoslavia with the Simplon Orient Express. **[End of page 49 german text]**

Due to a documented train accident that happened on January 27, 1924 in Rajka near Belgrade, we know the formation of trains in the SOE at that time. Train (101) SOE:

Lok 1079 (Reihe 01) und Hilfslok 6073 (Reihe 20)

F 1104

WL 2291

WL 1977

WL 2331

WL 2336

WR 2012

F 1219

As already mentioned, the contract between the CIWL and the SDŽ was transferred to the SHS in 1922. When it was signed in 1914, three cars were stationed, 10 years later we are already counting a larger number of cars and routes. For the year 1924 I have a report from the CIWL Directorate Belgrade as well as the Yugoslavian course book, where the following car routes of the CIWL Directorate Belgrade are noted (without SOE):

WL Belgrad - Ljubljana 6-5
WL Zagreb - Osijek 1217-1216
WL Belgrad - Thessaloniki 104-103
WL Belgrad - Konstantinopel 104/604-603/103
WR Belgrad - Vinkovci 6-5
WR Belgrad - Zagreb 4-3
WR Zagreb - Celje 706-701
WR Zagreb - Sušak
WR Belgrad - Subotica 204-201
WR Belgrad - Niš 106-105
WR Niš - Gevgelija 104-103

And other CIWL courses:

WL Budapest - Triest
WL Wien-Ost - Konstantinopel
WL Prag Masarykovo - Athen
WL Prag Masarykovo - Konstantinopel
WL Zagreb - Wien-Süd
WL Wien-Süd - Triest
WL Budapest - Fiume
WR Belgrad - Budapest
WR Bukarest - Vinkovci
WR Wien - Triest

SOE train formation according to the SHS course book of 1924:

WL Calais - Konstantinopel
WL Ostende – Konstantinopel **[End of page 50 german text]**
WL Paris - Athen (103/104)
WL Paris - Bukarest (501/502)
WL Paris - Sofia
WR Triest - Konstantinopel
WL Prag - Konstantinopel (über Budapest kommend)

Pre-war convention train. It was called "Direct-Orient", noted in the timetable as "Train Rapide Direct-Orient Constantinople - Beograd - Trieste". Let's take a look at the Direct Orient and the CIWL routes mentioned above:

The Direct-Orient was actually a train split between Belgrade - Trieste and Belgrade - Istanbul, and travelled to Niš together with the Athens section of the SOE. To the south it took through coaches from Vienna, Prague (coming via Budapest), the Athens through coaches from Paris (coming with the SOE) and the coaches from Belgrade. Seated cars were included in it from Vienna to Istanbul, from Belgrade to Thessaloniki and Istanbul, as well as a dining car Niš - Gevgelija (its route changed somewhat in later years). Its northern part took the Belgrade - Ljubljana sleeping car, the Belgrade - Vinkovci dining car and seated cars from Belgrade, Bucharest (via Vinkovci) and Ljubljana to Trieste after an almost full day break in Belgrade. Thus it was next to the SOE the "second most interesting" train of its time, as it covered most of the above-mentioned CIWL car runs in and over Yugoslavia.

International train traffic was regulated by the "à quatre" convention between Austria-Hungary, Serbia, Bulgaria and the Ottoman Empire. This created the prerequisites for the Orient Express to run directly to Istanbul by rail.

[The original text is followed by tables showing the sleeping and dining car runs of the CIWL direction Belgrade. Ending with page 53 german text]

The 1925 Official Journal of State Transportation Companies mentioned a protest addressed to the authorities by the CIWL after some station restaurants sold food and drink to passengers on the platform⁸.

The sleeping car of the JDŽ

In the mid-twenties, JDŽ procured numerous wagons as part of reparation deliveries from Germany. Among them were 15 Hecht sleeping cars, which WUMAG Görlitz delivered in 1923 and which were originally designated as Aah 900001 - 900015 (1st class seated car with side aisle). The cars had 9 compartments, each with three seats or two berths and washing facilities.

The first test route was Belgrade - Sušak. After protests by the CIWL, their planned use soon ended and they were mostly converted into salon and inspection cars. Some saloon cars are still in stock today as service cars.

Only after the termination of the contract with the CIWL in 1948 did three units go into service as sleeping cars at KSR. **[End of page 54 german text]**

A factory photo of the car can be found under the link: <https://sachsen.museum-digital.de/index.php?t=objekt&oges=11982&cachesLoaded=true>.

The narrow-gauge dining car

As already mentioned, the Bosnian and Serbian narrow-gauge network grew together from 1925 between Užice and Višegrad. This increased the market value since the capital Belgrade and the state capital Sarajevo were now connected by rail. However, the long journey between the two cities required more comfort and higher travel speeds.

Soon after the opening, the first express trains ran here, which even took through coaches to Dubrovnik. The travel time from Belgrade to Sarajevo was 13.5 hours, which explains the great importance of catering options on the train. The first two test dining cars were the formerly Bosnian three-axle saloon cars 82 and 83, which were later converted to WR 0301 and 0302 and went into operation in 1933. Another four dining cars 0401-0404 soon followed, which were built as an in-house design on four-axle frames from earlier German reparations cars. CIWL operated all dining cars.

The 1938 winter timetable was followed by the delivery of the express railcars all from Budapest and the First Yugoslav Wagon, Bridge and Machine Factory, Inc. Slavonski Brod, later known as Đuro Đaković. These railcars were i.e. equipped with buffet rooms, which were also operated by the CIWL⁹.

In the 1938 contract between the General Management of JDŽ and the CIWL: "The General Management of the State Railways gives 6 narrow-gauge dining cars to the CIWL for use for a period of three years".

Presumably this was just a contract extension, since according to the CIWL documentation (see also the following table) its management started as early as 1933.

Another contract between CIWL and JDŽ from 1938 provided for the service of the buffets in the express railcars between Belgrade and Sarajevo¹⁰. **[End of page 55 german text]**

[The German text is followed by a tabular overview of the narrow-gauge dining car runs of the CIWL Directorate Belgrade]

It is worth mentioning in this context that a project to build narrow-gauge sleeping cars started in 1938, which remained unfinished due to the imminent outbreak of war. The BHStB (Bosnian-Herzegovinian State Railway) was already operating as "1. Class Sitzwagen" designated sleeping car. When driving at night, the vis-à-vis seats were transformed into Pullman-like loungers.

The time after the Second World War and the dissolution of the CIWL Directorate Belgrade

After the Second World War, the political situation in Yugoslavia changed. The monarchy abdicated and the country became a socialist republic.

This was also reflected in the monopoly agreement with the CIWL, which expired in April 1948. At the same time, a state-owned company for the management of sleeping and dining cars called KSR (Kola za spavanje i ručavanje) was founded. The KSR took over Yugoslav internal routes, CIWL initially continued to serve international traffic. Later the CIWL limited itself to the connections to the west.

The Yugoslav course book from the summer of 1947 contains the domestic and foreign routes, all of which were still operated by CIWL. It is immediately noticeable that the foreign routes are now mainly heading east. **[End of page 56 german text]**. The domestic courses, which mostly correspond to the interwar state, are worth mentioning. The new political situation obviously meant that the domestic

courses were no longer recorded in the through car directory, but only appeared in the individual course book sections. This makes it considerably more difficult to locate wagon runs.

WL Paris - Istanbul (SOE)
WR Belgrad - Ljubljana (SOE)
WL Belgrad - Prag (201-202)
WL Budapest – Venedig
WL Belgrad - Skopje (101-102)
WR Belgrad - Niš (110-109)
WL Belgrad - Zagreb (4-5)
WL Belgrad - Ljubljana (3-6)
WR Zagreb - Ljubljana (3-6)
WR Zagreb - Split (1009-1010) Sommer
WR Zagreb - Rijeka (301-302)
WL Zagreb - Split (1001-1002) Sommer
WL Zagreb – Osijek

When the contract between JDŽ and CIWL ended in 1948, CIWL sold the following cars to JDŽ:

Sleeping cars: 2120, 2121, 2184, 2185, 2343, 2485, 2516, 2517, 2558, 2559, 2610, 2623, 2626, 2627 **[End of page 57 german text]**

Dining cars: 2052, 2060, 2093, 2099, 2104, 2118, 2137, 2188, 2284, 2289, 2298, 2301, 2305, 2307, 2407, 2527, 2528, 2529, 2531

Baggage cars: 1185, 1312

Compared to the above list, the sales contract between CIWL and JDŽ differed, as WL 754, which was used as a warehouse in Belgrade, had to be handed over free of charge. The CIWL Belgrade Directorate has now been closed, but the office has been retained.

The following CIWL¹¹ courses are noted in the course books of 1949 and 1950:

WL Stockholm - Svilengrad (BOE)
WL Warsaw - Belgrade (BOE)
WL Prague - Belgrade (BOE)
WL Paris - Belgrade/Istanbul (SOE)
WL Budapest - Venice (already dropped out in 1950)

This point in time again brought about a change in Yugoslavia's political orientation: Tito's break with Stalin in 1948 led to a rapprochement and opening up to the West again. The new conditions were also reflected in the course book. Thus the CIWL maintained its position at least in international traffic and even developed further. In the JŽ¹² Course Book 1954/55 the following CIWL sleeping car courses can be found:

WL Paris - Belgrade/Thessaloniki - Istanbul (SOE)
WL Paris - Sofia - Istanbul (SOE)
WL Paris - Athens (SOE)

WL Ostend - Athens (SOE)
WL Ostend - Belgrade/Athens (Tauern Express)
WL Salzburg - Rijeka (Adriatic Express)

In addition to the increasing number of sleeping car courses (CIWL dining cars will never roll through Yugoslavia again) towards the west, courses towards the east were no longer available. There is even a CIWL advertisement in the mentioned Yugoslavian course book. **[End of page 58 german text]**

We can see the 1960s as the heyday of post-war traffic from CIWL to and through Yugoslavia. The SOE finally went down in history and was made possible by the "Direct-Orient". A whole series of new trains, which at least temporarily included carried CIWL services, appeared on the stage: Jugoslavia-Express, Austria-Express, Tauern-Orient with its Marmara-Express wing, Direct-Orient as the successor to the SOE with its Athens-Express wing , Akropolis, Adria-Express, Balkan-Express, and Hellas-Express. With a few exceptions, the main routes of the CIWL sleeping cars were between Paris, Munich and Vienna on the one hand and Athens and Istanbul on the other.

Train composition SOE 1961/62¹⁴³:

Pw Paris - Istanbul (5)
Pw Paris - Belgrad (1,2,3,4,6,7)
WLA Paris - Belgrad (3,7)
AB Paris - Belgrad (3,7) Winter
AB Paris - Belgrad (1,2,3,4,5,6,7) Sommer
WLA Belgrad - Istanbul (1,5)
AB Paris - Istanbul (1,5)
WLA Paris - Athen (2,4,6)
AB Paris - Athen (2,4,6)
B Venedig - Belgrad
AB Venedig – Zagreb **[End of page 59 german text]**
AB Sežana - Belgrad
A Rijeka - (2417) Postojna - Skopje Sommer
B Rijeka - (2417) Postojna - Skopje Sommer
WR Ljubljana - Belgrad
B Ljubljana - Skopje
WL Zagreb - Skopje
Pw Belgrad - Thessaloniki
AB Belgrad - Thessaloniki
B Belgrad - Thessaloniki (1,2,4,6)
B Belgrad - Skopje
AB Belgrad - Skopje
B Belgrad - Sofia (1,3,4,5,7)
Pw Crveni Krst – Sofia

PA/AP arm of the SOE: Crveni Krst – Athens:

Pw Belgrad - Thessaloniki

AB Belgrad - Thessaloniki

B Belgrad - Thessaloniki (1,2,4,6)

B Belgrad - Skopje

AB Belgrad - Skopje

WL Zagreb - Skopje

B Ljubljana - Skopje

A Rijeka - Skopje (Sommer)

B Rijeka - Skopje (Sommer)

WLA Paris - Athen (3,5,7)

AB Paris - Athen (3,5,7) **[End of page 60 german text]**

In the 1960s the following CIWL sleeping car courses can be found in Yugoslavia:

In the Direct Orient: Paris - Istanbul (2) / Beograd (2) / Athens (3); Munich - Athens; Munich - Belgrade

In the Balkan Express / Jugoslavia Express: Munich - Belgrade; Munich - Istanbul; Vienna - Istanbul; Vienna - Belgrade

In the Austria Express 1962 there was a sleeping car from Belgrade - Thessaloniki and in the Adria Express there was the Munich - Rijeka service in 1963.

Until 1972 the situation remained relatively unchanged. Some services have changed trains: Munich - Istanbul to the Tauern-Orient; Vienna - Istanbul on the Istanbul Express; Vienna - Athens on the Hellas Express. In addition, there were routes in the Balkan Express: Vienna - Ljubljana and from 1973 Vienna - Zagreb and for a short time in the Akropolis Munich - Athens, the Munich - Belgrade courses in the Jugoslavia Express went to KSR. Finally, in 1975/76 we only have the CIWL sleeping car services Paris - Athens / Istanbul in the Direct-Orient and Vienna - Zagreb in the Balkan Express.

Shortly thereafter, the planned use of CIWL courses in and through Yugoslavia ended with the last use of a sleeping car from Istanbul to Paris in the Direct Orient at the timetable change on May 22, 1977.

The last trip of the CIWL sleeping car Istanbul - Munich was written down in a novel by a CIWL conductor. The book with the title "Please wake up in Vinkovci" by Richard Künzel was published in 1985 by Mandala Verlag Peter Meyer, Klingelbach. **[End of page 61 german text]**

Motorail trains

In addition to scheduled missions, CIWL sleeping cars have also been coming to Yugoslavia in the following car trains since 1970:

9020/9021 Schaerbeek / Schaarbeek - Ljubljana

9026/9027 's-Hertogenbosch - Ljubljana

9310/9311 Brussels - Ljubljana

9314/9315 Düsseldorf - Ljubljana

9390/9391 Hamburg - Ljubljana
9210/9211 Vienna - Thessaloniki

Most of these trains ran until the collapse of Yugoslavia in 1991/92. [End of page 63 german text]

Literature:

Dragomir Arnautović: Istorija srpskih železnica 1850 - 1918, Belgrade 1934

Werner Sölch: Orient Express - the heyday, decline and rebirth of a luxury train, Düsseldorf 1998

Službene novine državnih saobraćajnih ustanova, više godišta (Official Journal of State Transport Companies, several years)

Course books (timetables) of the Yugoslav railways, several years

Aleksandar Zidolović, Sastav železničkih kola

CIWL in film

Entry of the SOE in Belgrade in the 1930s from 1:40 pm:

<https://www.youtube.com/watch?v=DAP5I7yN8Ow>

The Two Renés – René Lalique and René Prou

by Chris Elliott

We who are interested in the world of CIWL past and present instantly recognise the considerable contribution made by René Lalique and René Prou. These two master designers and craftsmen not only contributed their 'Art Deco' skills to the world of CIWL but also to the wider world of maritime transport and the exciting world of motor car racing in the 1920s.

Back in the 1920s CIWL ordered its first class Lx steel bodied cars. First came the luxury Pullman cars which needed some very special interiors. Those were designed and provided by René Lalique with his magical glass panels and René Prou with his marquetry in wood.

Several of these cars are still in running condition and their interiors have been very carefully restored at the ACC railway engineering works in Clermont Ferrand.





Chris Elliott

In late 2018 SNCF's Pullman Orient Express bought the former NIOE fleet parked just inside Poland.



B T Martin

One of the former NIOE cars 4158 not bought by SNCF is now housed in Japan at the Lalique museum at Hakone close to Tokyo.



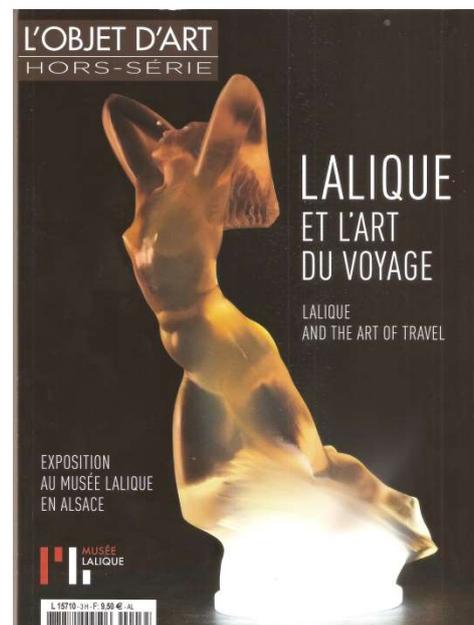
When in service with NIOE it featured in the special train operated in The Netherlands as seen in this photograph supplied to us by Audouin de Forestier.



There are two Lalique museums, one in France at Wingen-sur-Moder in Alsace and another in Japan at Hakone near to Tokyo

Both of these museums have their catalogues. The Museum in France has three catalogues on offer one of which is dedicated to René Lalique and his contribution to the world of transport, Railway, Transatlantic Shipping and the Motor Racing World.

www.musee-lalique.com



René Prou started his creative career by decorating interiors of the Ships of the Compagnie Transatlantique in 1919 and went on to decorate the interiors of some 280 cars for the CIWL starting in 1922 with the new steel bodied cars class Lx.

Long time forgotten, 'Art Deco' furniture featured in an exhibition in Paris in May 2018.



This illustration show a design proposed by René Prou and Marc Simon for the Trans-Atlantic liner ' *La Fayette*', illustration by Guy Arnoux of The French Line in 1930.

René Prou designed interiors for some 15 Atlantic liners including the ' *Normandie*',

René Lalique after his contribution to CIWL, went on to design jewellery, car mascots and host of other beautifully designed glassware. The exhibits at the two Lalique museums are principally devoted to this world of jewellery and glassware.



Victory, 1928



Cattleya Orchid, c 1898-1902



Two Dragonflies, c.1903-1905



Sylphide or Winged Siren, c. 1897-1899

The above illustrations have been provided by the Lalique Museum in Hakone Japan.

The 'Art Deco' movement short for Art Décoratif was born in the years immediately after the end of world war in 1918 and resulted in [Exposition Internationale des Arts Décoratifs et Industriels Modernes](#) held in Paris in 1925,¹ though the diverse styles that characterize Art Deco had already appeared in Paris and Brussels before World War I.

This new world of design cannot have failed to have made deep impressions on these two young Frenchmen.

Rene Lalique was absorbed in sketching the countryside surrounding his home in the region of 'Champagne'. In the countryside where he spent his dream holidays, there were forests and fields full of wild flowers and insects, swaying with light. Nancy's critic Roger Marx saw "Artist Lalique's" "The Book of Truth" in a huge number of sketches that he wrote all summer. "Mystery that is close to us" was written down by this boy Lalique with a light but solid pencil. It can be said that these mysteries are manifested in the poetic imaginary world of Lalique, who later became a jewellery designer, according to the principle of all things anaphor. The term "imagination" could be used according to the philosopher and poet Gaston Bashlar. Bashlar, who was born in Champagne like Lalique and was well aware of the importance that an artist owes to his "home town", he has written many essays on the imagination of matter, among which the most beautiful is "Water and Dreams". In the introduction, he said, "It is in our home town where we shape our dreams, our dreams are alive."

Rare homes provide the proper substance, and it's the home where we seek our basic colours. " that applies equally to the roots of the poetic and figurative imagination of Rene Lalique creations, it's certainly true: Rene Lalique belongs to a generation that has idealized nature in the midst of industrial life, one that has inherited two major heritages: according to the architect Eugène Viollet-le Duc. = Knowledge gained from the study of medieval architecture of Joseph-Louis Duc, another was to be known to the Western world at the World Exposition in London in 1862 and then in Paris in 1867 and 1878, Originating from the 19th century oral art, Viollet-le-Duc met the indigenous flora and fauna through the study of fresco murals and stigma carvings in medieval churches. To the most "naive" plants such as it can be familiar are also included. The plants were depicted in their original simple form and were completely free from the interpretations of the past cultures, especially the ancient Greek and Roman Romans. He travelled around the countryside and towns of France, roaming the mountains of the Alps, and taking a large amount of notes and photos he brought back from there.

The four designs shown above from the collection in the Lalique Museum in Japan reflect Lalique's detailed study of the world of flowers, and insects not forgetting the car bonnet mascot



www.lalique-museum.com

How the NIOE Pullman Car 4158 was brought to our museum

We were told that the car had belonged to the German company Siemens who sold it to the museum. The journey took place in the winter of 2003 from Weinfelden, Switzerland, to the port of Moerdijk (near Rotterdam), passing through Suez canal, to the port of Yokohama and then of Numazu, Shizuoka, and finally to Hakone. It was discharged at the port of Numazu in Shizuoka prefecture, transported up to

the mountain of Hakone and installed at the planned site of the museum in Sengokuhara, Hakone at the 22nd of April 2004. The building was built after the carriage had arrived. It took long time to bring the carriage and the museum was finally completed.

Why did the NIOE car arrive at our museum?

Around the end of his life, Lalique wanted to make more people enjoy his works and share the beautiful things with them, so he started to work on decorating public spaces by glass. With such motivation, Lalique made the lamps for The Avenue des Champs-Élysées, the decoration for the dining room of the ocean liner 'Normandie' as well as the interior of Côte d'Azur carriage.

In our museum too, we exhibit the installation of Lalique interior. So, visitors can enjoy, for example, the recreation of the room designed for Lalique's beloved wife, the glass fountain designed for Jeanne Paquin's mansion and so on.

Before building the museum, an opportunity to acquire one of the carriages that Lalique designed its interior had occurred, so the founder decided to add it to the collection. There were three of them, and he chose one in the best condition. Since the museum is dedicated to Lalique, it must have been felt like the last piece of puzzle to take in the car of yearning, which was originally made as the Côte d'Azur carriage and later served beyond the borders as one of the NIOE wagons. We think that to have acquired the space that Lalique created around the end of his life and to be able to make visitors enjoy it, can provide them with the experience to savour his art in the way as Lalique had intended.

How the special interest in Lalique started.

Lalique Museum, Hakone's collection consists of works by René Lalique from the early period to the end of his career. The collection was built, over the 40 years, not by a company, but an individual who was enchanted by a car mascot that he found by chance in a flea market in Paris. The museum houses about 1500 works and usually exhibits around 230 of them.

The founder of our museum first encountered the Lalique's work in the Clignancourt flea market of Paris around 1970. It was a glass car mascot. Because the glass is easy to break, it made him feel the fleeting nature of beauty. He was also surprised and wondered how the glass-made mascot can be set on the car.

Thus, he got interested in Lalique. He then learned that Lalique was a darling artist of Art Nouveau who created the stage jewelries for the most famous actress at the end of 19th century in Europe and the States, Sarah Bernhardt. He was also intrigued by Lalique's spirit of the innovation and his forethought as an entrepreneur, because the artist went with the age's trend, using molds as a jewelry artist, and, applying its technics, made a transition to a mass producing glass maker. Therefore, he started collecting the artist's works.

We are grateful to our Asia correspondent Karl Chang who liaised with and helped us a lot with the translation of the Japanese Lalique Museum's catalogue texts and photographs.

"The word" Art Deco "really means" Ah Deco should be emphasized more than once.

The squid. Because there are at least 10 to 15

Mutually exclusive "style" is included, Are they independent and distinct? "

It's a 19th century European sweeping city 'Art Nouveau' has penetrated all the way into the room

From the antithesis to the style called Vaud wait. And in a blink of an eye

He has flown to America and Japan, In the era between World War I and World War I,

Repainting everything with "Art Deco".
Art Nouveau is a plant and a woman. Such as organic curves, paintings and sculptures
From the intentional affinity of "Surgery (Bozar) "
I used a lot of different human expressions, while Art Deco is a half-scientific pattern
Inspired by Wolm, Egypt and Amaralika,
Exoticism of ancient civilization in South America, a machine to the new technique
There is no such thing as ticism, and in urban culture
There is a sense of earthiness that exists the tile is being made.

The Muses

I started by exploring the story in one piece
Yes. Choker Hed, a work of the museum Woman of pressure) (no.6-2). Art Noo at the end of the 19th
century Vaud, then "Unagi-sama" "-doll style"
"The whip style was called a bit like withdrawal, aimed at organic curves. Female Yutaka in
loose flowing hair, the era obsession and appeared in many decorative arts. For example AI pictured on
the poster of Fonse Maria Mucha
A woman's hair is as if it were alive I remember having a strange swell right. Laric was also a treasure
craftsman at the time
I made many female figures. But in that even though there is a group like "this flowing woman"
is a method of expressing the movement of hair with a muscle.
Willow's entangled in her hair, and has many flowers. One scene from there
Stand up. "The willow branches are white on the edge of the stream.
Pass the flow behind the leaves and stand upright on the slope
Yes. (Nakaro Office is a beautiful flower ring.
I'm going to put the end of the flower on the weeping branch. And then, at the moment of the long run

It folds down, and the flower ring and the stream flow. " Madness
Prove your dedication to your lover by falling into
An office girl who dies, The illusion of a man
Satisfied and often present in works of art at the end of the century
A rainbow that has appeared frequently.
Or her fine hair is Melisan. Look at the edge of Hizumi, which reminds me of that
Melisan, a young woman who is known to anyone
While being the wife of Lord Goro, his brother Pele, she's as if she's a friend to each other
Leap to Peleas who leans out and waits under the tower
In the short process of entrusting this long like Nzer,
Goro suddenly appears under the tower. Hide however, the enemy is also on the branch of willow
I can't move, and the second relationship breaks and breaks
It will lead to a reduction. "Only the plants can be personified"
Not only that, but humans also have plant-like characteristics.
In particular, the fate that even the mid-speaking can resist
Enduring Metelrank [Mama] Charcoal Woman, Sex [Merisan] is expensive and trapped in heat I am
worthy of both flowers and water. " Melisando is the true identity of a woman with loose hair.

Maybe.
Of Shakespeare's Four Great Tragedy, Hamlet
Office area. Maeterlink's dream "Pele
Merizand of As and Merizand ". Which one I mean, if you are a completely different woman,

*Give me a mysterious smile answer. However, offices and meridians are
You can say that he has one of the standard forms of women that Ku draws
Will Washi for her fate He has a heart and does not have a strong ego.
It's a vague and innocent smile.*

Drawing a woman like this is the end of the 19th century.

In the male-centred society you can see women are emerging due to changes in social conditions

When I've been to the men who have begun to be beaten up

Fam Full Wadojuku Maiden and all that

Inverted innocent saint or an angel of the hearth women as housewives who can be represented

Various women who appeared at the end of the holy century Is a maker of men's misogini and sexuality

There was a spurt of Arity. For the work of Lalique who says that it doesn't hide

I wonder. However, in order to depict a woman, Greek mythology and

Many artists and crafts are sought after Laric has the opposite vector to the houses

I tried to draw the things and poetry itself.

He simply draws a beautiful flower Yagrotos, not to express the volatile nature of time

*Captures the clear picture of the faint flora and fauna. A woman, don't trace sexual intercourse for that
beauty, draw for stories and emotions*

Jewellery in a reality, simply decorating women

No, beauty, music, literature architecture is the same, it is one of artistic expressions. It's a beautiful set.

By the way, it was unprecedented. Emile Moth what he has achieved in the field of rattle work,

Rari was in jewellery and achieved it. Larry, first put up his own name

In the sculpture section of the Salon in 1894, a magnificent story

NOVITA' MODELLISTICHE DELLA COMPAGNIE INTERNATIONALE DES

WAGONS-LITS

Francesco Bochicchio

Nel mese di maggio 2020, il mercato modellistico internazionale, nonostante la grossa crisi scaturita dallo scoppio della pandemia, ha visto l'uscita di molti prodotti importanti, alcuni molto attesi, del grande parco della *Compagnie Internationale des Wagons-Lits*. Di fondamentale importanza, ricordiamo l'uscita delle carrozze-ristorante classe 1955, modello molto atteso da parte del pubblico europeo, presentate dal marchio LS Models.

Vediamo ora qualche accenno storico. Le carrozze-ristorante Breda furono costruite in dieci unità da parte delle Officine di Sesto San Giovanni¹⁵, vicino Milano, nel 1955, sfruttando i telai di alcune carrozze-Pullman della *Compagnie Internationale des Wagons-Lits* gravemente danneggiate durante la Seconda Guerra Mondiale. Avevano, sorprendentemente, le porte d'accesso unicamente dal lato della sala da pranzo, mentre dall'altro lato erano state completamente eliminate, e disponevano di 52 posti a sedere; per il rifornimento del necessario per i cuochi, da entrambi i lati della carrozza, vi erano degli sportelli di

¹⁵ Renzo Perret, *Le Carrozze Pullman*, Elledi Edizioni, Torino 1982, p. 64.

carico in corrispondenza del terzo finestrino¹⁶ della cucina (per completezza, essa era dotata di frigoriferi elettrici ed era stata interamente concepita in acciaio¹⁷). Il marchio Belga ha presentato ben quattro versioni ambientate tra le Epoche III/IV che ho voluto riportarvi qui sotto:



Il primo modello che incontriamo è l'articolo LS 49 196, riprodotto la WR 4269 della Divisione Italiana della CIWL, ambientata in Epoca III con imperiale in grigio scuro e carrelli PP¹⁸. Fu ricostruita utilizzando i telai di ben due carrozze-Pullman senza cucina della classe *Etoile du Nord* (4114 + 4116)¹⁹, costruite anch'esse dalla *Metropolitan* nel 1927²⁰.



Il secondo modello che incontriamo è l'articolo LS 49 197, riprodotto la WR 4265 appartenente alla Divisione francese della CIWL e ambientata in Epoca IVa con imperiale in grigio scuro, marcatura UIC e carrelli PP²¹. Fu ricostruita utilizzando il telaio della carrozza-Pullman senza cucina 4073, quest'ultima costruita dalla *Leeds Forge Company* nel 1927²².

¹⁶ Renzo Perret, *Le Carrozze Pullman*, Elledi Edizioni, Torino 1982, p. 65.

¹⁷ <https://www.facebook.com/voiturerestaurant/photos/a.1775657819423717/2122685264720969>

¹⁸ 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. 275

¹⁹ Renzo Perret, *Le Carrozze Pullman*, Elledi Edizioni, Torino 1982, p. 64.

²⁰ Renzo Perret, *Le Carrozze Pullman*, Elledi Edizioni, Torino 1982, p. 114.

²¹ 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. 275

²² Renzo Perret, *Le Carrozze Pullman*, Elledi Edizioni, Torino 1982, p. 111.



Il terzo modello che incontriamo è l'articolo LS 49 198, riprodotto la WR 4268 della Divisione italiana della CIWL, ambientata in Epoca IV con marcatura UIC, imperiale in grigio argentato e carrelli PP²³. Fu ricostruita utilizzando il telaio della carrozza-Pullman senza cucina della classe *Etoile du Nord* 4112²⁴, costruita anch'essa dalla *Metropolitan* nel 1927²⁵.



Il quarto modello che incontriamo, è l'articolo LS 49 199, riprodotto la WR 4274 della Divisione francese della CIWL, ambientata in Epoca III con imperiale in grigio scuro e carrelli PP²⁶. Fu ricostruita utilizzando il telaio della carrozza-Pullman senza cucina della classe *Etoile du Nord* 4124²⁷ della *Metropolitan* 1927²⁸. Siamo ancora in attesa dell'uscita della versione delle carrozze-ristorante 1955 in livrea Eurofima.

²³ 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. 275

²⁴ Renzo Perret, *Le Carrozze Pullman*, Elledi Edizioni, Torino 1982, p. 64.

²⁵ Renzo Perret, *Le Carrozze Pullman*, Elledi Edizioni, Torino 1982, p. 114.

²⁶ 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. 275

²⁷ Renzo Perret, *Le Carrozze Pullman*, Elledi Edizioni, Torino 1982, p. 64.

²⁸ Renzo Perret, *Le Carrozze Pullman*, Elledi Edizioni, Torino 1982, p. 114.





L'ultimo modello che incontriamo delle nuove carrozze-ristorante 1955 è l'articolo PI99109, ordinato da Pi.R.A.T.A., distributore italiano della LS Models, riprodotte la WR 4268 della Divisione italiana della CIWL, ambientata in Epoca III con imperiale in grigio argentato e carrelli PP²⁹. La carrozza 4268 è da

²⁹ 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. 275

impiegare per il treno veloce italiano chiamato *Treno Azzurro* Milano – Napoli del 1962 (composto da un bagagliaio, quattro carrozze di prima classe e tre carrozze di seconda classe nell'iconica livrea blu-azzurro chiaro), insieme a un *couplage* di carrozze-Pullman classe *Côte d'Azur*. Tale modello è stato prodotto in edizione limitata di duecento pezzi. Fu ricostruita utilizzando il telaio della carrozza-Pullman senza cucina della classe *Etoile du Nord* 4112³⁰ della *Metropolitan* 1927³¹.



Un altro modello particolarmente interessante, uscito nel mese di maggio 2020, è l'articolo LS 49 999 riprodotte la carrozza Bar-Dancing 4152, con marcatura UIC, appartenente alla Divisione italiana della CIWL. Ambientata in Epoca IV, la carrozza ha l'imperiale in grigio scuro e carrelli PP³², e può essere impiegata per svolgere servizio sui treni d'agenzia. L'auto n. 4152 è stata convertita in Italia negli anni '50 da Pullman della Costa Azzurra ad auto da ballo per l'utilizzo in speciali treni delle agenzie di viaggio.



³⁰ Renzo Perret, *Le Carrozze Pullman*, Elledi Edizioni, Torino 1982, p. 64.

³¹ Renzo Perret, *Le Carrozze Pullman*, Elledi Edizioni, Torino 1982, p. 114.

³² 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. 275



Grande sorpresa, nel mese di giugno 2020, è stata l'uscita dell'articolo LS Models MW40905 nel quale è compresa la carrozza-ristorante *Wagons-Lits* 358, appartenente ad un gruppo di ex carrozze-Pullman A2 *transatlantique* di dieci esemplari con cucina costruite nel 1931 da EIC per i treni transatlantici francesi³³. Appartenente alla Divisione francese della CIWL, la carrozza è ambientata in Epoca III, possiede l'imperiale in grigio scuro e carrelli PP³⁴, e viene proposta nell'articolo MW40905 insieme a due carrozze tipo A8myfi e B9myfi della SNCF.



³³ 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. 277.

³⁴ 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. 275.



Bagages (1066)



WL S2 (2899)



WL SI (2909)



WR (3348)



Bagages & Post (1064)

E infine, grande sorpresa, nel mese di aprile 2020, è stato l'annuncio del seguente articolo: LS Models MW1004, ovvero il *Train Bleu*, ovvero il *Calais-Méditerranée Express*³⁵, Calais – Paris – Ventimiglia, ambientato in epoca II. Di particolare interesse, i due bagagliai in cassa di teck del 1896 in livrea bleu nuit - adottata dal 1922 con l'entrata in servizi delle prime carrozze a cassa metallica - F1064 e F1066³⁶ costruiti dalla MAN. Il set viene completato dalle carrozze-ristorante 3348 (EIC 1928)³⁷, e dalle carrozze-letti classe S2 2899 (Ringhoffer) e 2909 (CGC)³⁸.

Fotografie tratte da i seguenti siti:

- <http://www.reisezugwagen.eu/?cat=35>
- https://www.modellbahnshop-lippe.com/Set/Set+di+carrozze+passengeri/LS+Models-MW1004/it/modell_337263.html
- <https://www.trenietreni.it/cc83/carrozze>

Le fotografie dell'articolo PI99109 sono state fatte da Francesco Bochicchio

³⁵ Gérard Coudert, Maurice Knepper, Pierre-Yves Toussiro, *La Compagnie Des Wagons-Lits: Histoire des véhicules ferroviaires de luxe*, cit., p. 376.

³⁶ Gérard Coudert, Maurice Knepper, Pierre-Yves Toussiro, *La Compagnie Des Wagons-Lits: Histoire des véhicules ferroviaires de luxe*, cit., p. 314.

³⁷ Gérard Coudert, Maurice Knepper, Pierre-Yves Toussiro, *La Compagnie Des Wagons-Lits: Histoire des véhicules ferroviaires de luxe*, cit., p. 262.

³⁸ Gérard Coudert, Maurice Knepper, Pierre-Yves Toussiro, *La Compagnie Des Wagons-Lits: Histoire des véhicules ferroviaires de luxe*, cit., p. 190.

NEW - CIWL MODELS (english translation of Francescos Review)

In May 2020, despite the major crisis resulting from the outbreak of the pandemic, the international modelling market saw the release of many important products, some highly anticipated, from the large park of the Compagnie Internationale des Wagons-Lits. Of fundamental importance, we remember the exit of the restaurant carriages class 1955, a model highly anticipated by the European public, presented by the LS Models brand.

Now let's see some historical hints. The Breda restaurant carriages were built in ten units by the Officine di Sesto San Giovanni¹⁵, near Milan, in 1955, taking advantage of the chassis of some coach-carriages of the Compagnie Internationale des Wagons-Lits which were seriously damaged during the Second World War. They had, surprisingly, the access doors only from the side of the dining room, while on the other side they had been completely eliminated, and had 52 seats; for refuelling the cooks, on both sides of the carriage, there were loading doors at the third window¹⁶ of the kitchen (for completeness, it was equipped with electric refrigerators and was entirely conceived in steel¹⁷). The Belgian brand presented four versions set between the Epochs III / IV that I wanted to report below:

The first model we meet is the article LS 49 196, reproducing the WR 4269 of the Italian Division of the CIWL, set in Era III with imperial in dark grey and PP bogies¹⁸. It was rebuilt using the chassis of two Etoile du Nord-class coaches without buses (4114 + 4116)¹⁹, also built by the Metropolitan in 1927²⁰.

The second model we meet is the article LS 49 197, reproducing the WR 4265 belonging to the French Division of the CIWL and set in Era IVa with imperial in dark grey, UIC marking and PP bogies²¹. It was rebuilt using the chassis of the 4073 Pullman coach less kitchen, the latter built by the Leeds Forge Company in 1927²².

The third model we meet is the article LS 49 198, reproducing the WR 4268 of the Italian Division of the CIWL, set in Epoch IV with UIC marking, imperial in silver grey and PP bogies²³. It was rebuilt using the chassis of the Etoile du Nord 4112²⁴ class Pullman coach less car, also built by the Metropolitan in 1927²⁵.

¹⁵ Renzo Perret, *Le Carrozze Pullman*, Elledi Edizioni, Torino 1982, p. 64.

¹⁶ Renzo Perret, *Le Carrozze Pullman*, Elledi Edizioni, Torino 1982, p. 65.

¹⁷ <https://www.facebook.com/voiturerestaurant/photos/a.1775657819423717/2122685264720969>

¹⁸ 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. 275

¹⁹ Renzo Perret, *Le Carrozze Pullman*, Elledi Edizioni, Torino 1982, p. 64.

²⁰ Renzo Perret, *Le Carrozze Pullman*, Elledi Edizioni, Torino 1982, p. 114.

²¹ 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. 275

²² Renzo Perret, *Le Carrozze Pullman*, Elledi Edizioni, Torino 1982, p. 111.

²³ 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. 275

²⁴ Renzo Perret, *Le Carrozze Pullman*, Elledi Edizioni, Torino 1982, p. 64.

²⁵ Renzo Perret, *Le Carrozze Pullman*, Elledi Edizioni, Torino 1982, p. 114.

The fourth model that we meet, is the article LS 49 199, reproducing the WR 4274 of the French Division of the CIWL, set in Era III with imperial in dark grey and PP bogies²⁶. It was rebuilt using the chassis of the Etoile du Nord 4124²⁷ 2nd class Pullman coach-cars of the Metropolitan 1927²⁸. We are still awaiting the release of the 1955 version of the restaurant carriages in Eurofima livery.

The last model we meet of the new 1955 restaurant-carriages is the article PI99109, ordered by Pi.RATA, Italian distributor of LS Models, reproducing the WR 4268 of the Italian Division of CIWL, set in Epoch III with imperial in silver grey and PP bogies²⁹. The 4268 carriage is to be used for the Italian fast train called the Milan-Naples Blue Train of 1962 (consisting of a trunk, four first-class carriages and three second-class carriages in the iconic light blue-light blue livery), together with a couplage of Côte d'Azur class coaches. This model was produced in a limited edition of two hundred pieces. It was rebuilt using the chassis of the Pullman coach without kitchen of the Etoile du Nord 4112³⁰ class of the Metropolitan 1927³¹.

Another particularly interesting model, released in May 2020, is the article LS 49 999 reproducing the Bar-Dancing carriage 4152, with UIC marking, belonging to the Italian Division of the CIWL. Set in Epoch IV, the carriage has the imperial in dark grey and PP bogies³², and can be used to perform service on agency trains. The Bar-Dancing 4152 carriage was converted from its original coach-coach stage Côte d'Azur in Italy in the 1950ies to be used for special travel agency trains^{32a}.

A great surprise, in June 2020, was the release of the LS Models MW40905 article which includes the Wagons-Lits 358 restaurant-car, belonging to a group of former transatlantique A2 coach-cars of ten specimens with built kitchen in 1931 by EIC for French transatlantic trains³³. Belonging to the French Division of the CIWL, the carriage is set in Epoch III, has the imperial in dark grey and PP carriages³⁴, and is proposed in article MW40905 together with two carriages type A8myfi and B9myfi of the SNCF

And finally, a big surprise, in April 2020, was the announcement of the following article: LS Models MW1004, or the Train Bleu, or the Calais-Méditerranée Express, Calais - Paris – Ventimiglia³⁵, set in era II. Of particular interest, the two teak body in 1896 in bleu nuit livery - adopted since 1922 with the entry into service of the first metal box carriages - F1064 and F1066³⁶ built by MAN.

²⁶ 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. 275

²⁷ Renzo Perret, *Le Carrozze Pullman*, Elledi Edizioni, Torino 1982, p. 64.

²⁸ Renzo Perret, *Le Carrozze Pullman*, Elledi Edizioni, Torino 1982, p. 114.

²⁹ 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. 275.

³⁰ Renzo Perret, *Le Carrozze Pullman*, Elledi Edizioni, Torino 1982, p. 64.

³¹ Renzo Perret, *Le Carrozze Pullman*, Elledi Edizioni, Torino 1982, p. 114.

³² 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. 275

^{32a} Renzo Perret, *Les Voitures Pullman*, Les Éditions du Cabri, Breil-sur-Roya 1983, p. 130

³³ 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. 277

³⁴ 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. 275.

³⁵ 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.

³⁶ Gérard Coudert, Maurice Knepper, Pierre-Yves Toussiro, *La Compagnie Des Wagons-Lits: Histoire des véhicules ferroviaires de luxe*, cit., p. 314.

The set is completed by the restaurant carriages 3348 (EIC 1928)³⁷, and by the carriage-beds class S2 2899 (Ringhoffer) and 2909 (CGC)³⁸.

³⁷ Gérard Coudert, Maurice Knepper, Pierre-Yves Toussiro, *La Compagnie Des Wagons-Lits: Histoire des véhicules ferroviaires de luxe*, cit., p. 262.

³⁸ Gérard Coudert, Maurice Knepper, Pierre-Yves Toussiro, *La Compagnie Des Wagons-Lits: Histoire des véhicules ferroviaires de luxe*, cit., p. 190.

Photographs taken from the following sites:

- <http://www.reisezugwagen.eu/?cat=35>
- https://www.modellbahnshop-lippe.com/Set/Set+di+carrozze+passengeri/LS+Models-MW1004/it/modell_337263.html
- <https://www.trenietreni.it/cc83/carrozze>

The photographs of the article PI99109 were taken by Francesco Bochicchio

CIWL IN GUERRA

Breve panoramica delle carrozze di lusso e delle scelte della Compagnie Internationale des Wagons-Lits nel secondo conflitto mondiale

Francesco Bochicchio

Come già avvenuto durante la Prima Guerra Mondiale, anche durante il nuovo conflitto scoppiato tra il 1939 e il 1945 molte carrozze della *CIWL* furono sequestrate e inglobate nei treni-militari o nei treni-ospedale³⁹. Le carrozze di quest'ultimo gruppo risultarono le più danneggiate. Secondo la *Wagons-Lits Diffusion*, l'ammontare di carrozze distrutte alla fine del conflitto risultò di circa quattrocento esemplari⁴⁰.

Nessuno dei dirigenti della Compagnia, all'inizio delle ostilità, poteva immaginare l'elevato livello di distruttività che assunse il secondo conflitto mondiale. Ricordiamo che, dopo aver occupato Danimarca, Norvegia, Olanda, Belgio e Lussemburgo⁴¹, l'esercito tedesco riuscì a chiudere in una sacca i franco-inglesi a Dunkerque⁴², e il generale Weygand non riuscì a reggere l'urto della *Wermacht* tra la Somme e

³⁹ Renzo Perret, *Le Carrozze Pullman*, Elledi Edizioni, Torino 1982, p. 64.

⁴⁰ <http://www.wagons-lits-diffusion.com/en/pages/la-compagnie-des-wagons-lits-and-the-orient-express-since-1883.html>.

⁴¹ Alfredo Falcone, *Una C.I.W.L. entrata nella storia. 2419D: la Carrozza dell'Armistizio – parte seconda*, «Ferrovie», XXX, dicembre 1996, p. 481.

⁴² Alfredo Falcone, *Una C.I.W.L. entrata nella storia. 2419D: la Carrozza dell'Armistizio – parte seconda*, «Ferrovie», XXX, dicembre 1996, p. 481.

l'Aisne⁴³ provocando la caduta della Francia, tutto questo in un solo anno di guerra. Con la Francia in rotta, e l'occupazione del Belgio, la *Compagnie Internationale des Wagons-Lits* si ritrovò improvvisamente sulla linea del fronte, con tutte le implicazioni che ne potevano derivare.

È in questo clima tragico per la Francia, che riemerse dal suo riposo, nella gloria del monumento di Compiègne, la carrozza 2419D, la famosissima *Voiture-de-l'Armistice*. La Germania Nazista, il 22 giugno 1940, obbligò i francesi a firmare un rovinoso armistizio a bordo della stessa carrozza ricollocata⁴⁴, per l'occasione, nella medesima posizione in cui si trovava nel novembre 1918.

L'evento fu organizzato ad arte dalla propaganda tedesca, proprio per vendicare l'umiliante trattamento riservato alla Germania alla fine della Prima Guerra Mondiale, su cui il Nazionalsocialismo aveva costruito il suo consenso e le basi per affrontare una nuova guerra.

Il Generale Weygand⁴⁵, protagonista delle trattative del 1918 e divenuto nel 1940 Ministro della Difesa, delegò a Charles Hutzinger⁴⁶ il ruolo di capodelegazione per conto dei francesi per condurre i colloqui con il nemico.

A differenza del precedente armistizio del 1918, dove Foch aveva garantito che l'incontro avrebbe avuto l'assoluta riservatezza e privacy, i tedeschi vi vollero dare la massima visibilità, impiegando cineprese, microfoni nascosti e chiamando un reporter d'eccezione, lo statunitense William L. Shirer⁴⁷, giornalista di un paese neutrale. La sua presenza avrebbe fatto sicuramente presa sul pubblico internazionale, cosa a cui i tedeschi miravano.

Nel corso delle drammatiche trattative, le condizioni imposte alla Francia nel 1940 furono durissime⁴⁸: il paese sconfitto doveva mantenere le truppe d'occupazione tedesche stanziare nei porti atlantici e sulla manica, nonché nelle regioni nord-orientali e nel dipartimento di Parigi, smobilitare e disarmare le forze armate e la flotta. I termini non potevano essere discussi⁴⁹. I francesi firmarono, e l'armistizio entrò in vigore.

Dopo la firma dello storico armistizio, la carrozza 2419D fu portata a Berlino⁵⁰ su ordine di Hitler, dopo aver distrutto sistematicamente il sacrario della *Clairière* di Compiègne, e la *Voiture-de-l'Armistice* fu fatta sfilare per le vie di Berlino come un trofeo di guerra, passando sotto la Porta di Brandeburgo, come nelle migliori celebrazioni militari prussiane.

⁴³ Alfredo Falcone, *Una C.I.W.L. entrata nella storia. 2419D: la Carrozza dell'Armistizio – parte seconda*, «Ferrovie», XXX, dicembre 1996, p. 481.

⁴⁴ Alfredo Falcone, *Una C.I.W.L. entrata nella storia. 2419D: la Carrozza dell'Armistizio – parte seconda*, «Ferrovie», XXX, dicembre 1996, p. 481.

⁴⁵ Alfredo Falcone, *Una C.I.W.L. entrata nella storia. 2419D: la Carrozza dell'Armistizio – parte seconda*, «Ferrovie», XXX, dicembre 1996, p. 481.

⁴⁶ Alfredo Falcone, *Una C.I.W.L. entrata nella storia. 2419D: la Carrozza dell'Armistizio – parte seconda*, «Ferrovie», XXX, dicembre 1996, p. 483.

⁴⁷ Alfredo Falcone, *Una C.I.W.L. entrata nella storia. 2419D: la Carrozza dell'Armistizio – parte seconda*, «Ferrovie», XXX, dicembre 1996, p. 484.

⁴⁸ Alberto Mario Banti, *L'età contemporanea. Dalla Grande Guerra ad oggi*, Editori Laterza, Bari 2009, p. 219.

⁴⁹ Alfredo Falcone, *Una C.I.W.L. entrata nella storia. 2419D: la Carrozza dell'Armistizio – parte seconda*, cit., p. 483.

⁵⁰ Alfredo Falcone, *Una C.I.W.L. entrata nella storia. 2419D: la Carrozza dell'Armistizio – parte seconda*, «Ferrovie», XXX, dicembre 1996, p. 484.

Per alcune settimane dopo il suo arrivo nella capitale tedesca, la *Voiture-de-l'Armistice* fu esposta nella piazza *Lustgarten*⁵¹ ai berlinesi, con all'interno la copia dell'Armistizio del 1918. La vendetta era completa, e i tedeschi poterono così ammirare con soddisfazione il simbolo della loro rivincita contro gli alleati.

Dopo quest'esposizione, della carrozza 2419D se ne persero le tracce. Secondo le testimonianze, la *Voiture-de-l'Armistice* fu accantonata in una stazione suburbana di Berlino⁵², venendo poi distrutta durante i bombardamenti che la capitale tedesca subì negli anni seguenti.

Altre fonti, indicano che la carrozza 2419D fu portata in Turingia⁵³ nel 1944 dove, avvicinandosi i carri armati americani, e con il pericolo che i francesi potessero riprendersela per farvi firmare nuovamente la resa ai tedeschi, le SS la fecero saltare in aria⁵⁴.

Quello che è certo fu che la firma dell'Armistizio del 1940, e la fine ignota ma rovinosa della carrozza 2419D, segnarono nell'immaginario collettivo la fine dell'epoca d'oro della *Compagnie Internationale des Wagons-Lits*, e del suo impero continentale fatto di carrozze-letti, Pullman e ristorante. Non solo per le distruzioni, ma anche per le conseguenze che il conflitto ebbe sulla riorganizzazione delle ferrovie durante e alla fine delle ostilità.

Parallelamente all'espansione della Germania Nazista in Europa, gran parte del parco della *Compagnie Internationale des Wagons-Lits* fu requisito dagli invasori tedeschi, e inglobato nel parco della *Mitropa*. Stando allo studio compiuto dall'autore Fritz Stöckl, tra il 1939 e il 1948 rimasero nel parco della compagnia tedesca le seguenti carrozze⁵⁵: tredici carrozze-letti⁵⁶, costruite tra il 1911 e il 1914⁵⁷ dalle officine di Ringhoffer e Nesselsdorf; cinque carrozze-letti R⁵⁸ costruite nei primi anni del XX secolo; otto carrozze-letti S1⁵⁹; diciotto carrozze-letti ST⁶⁰; due carrozze-letti S⁶¹, entrambe costruite dalle Officine di Savigliano nel 1926; sei carrozze-letti S2⁶²; diciassette carrozze-letti Z⁶³; due carrozze-letti WL 3⁶⁴,

⁵¹ Alfredo Falcone, *Una C.I.W.L. entrata nella storia. 2419D: la Carrozza dell'Armistizio – parte seconda*, «Ferrovie», XXX, dicembre 1996, p. 484.

⁵² Alfredo Falcone, *Una C.I.W.L. entrata nella storia. 2419D: la Carrozza dell'Armistizio – parte seconda*, «Ferrovie», XXX, dicembre 1996, p. 485.

⁵³ Alfredo Falcone, *Una C.I.W.L. entrata nella storia. 2419D: la Carrozza dell'Armistizio – parte seconda*, «Ferrovie», XXX, dicembre 1996, p. 485.

⁵⁴ Alfredo Falcone, *Una C.I.W.L. entrata nella storia. 2419D: la Carrozza dell'Armistizio – parte seconda*, «Ferrovie», XXX, dicembre 1996, p. 485.

⁵⁵ Fritz Stöckl, *Komfort auf Schienen. Schalfwagen, Speisewagen, Salonwagen der Europäischen Eisenbahnen*, Verlag für Eisenbahn- und Strassenbahnliteratur Claude Jeanmaire, Basel 1970, p. 105.

⁵⁶ 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. 185.

⁵⁷ Fritz Stöckl, *Komfort auf Schienen. Schalfwagen, Speisewagen, Salonwagen der Europäischen Eisenbahnen*, Verlag für Eisenbahn- und Strassenbahnliteratur Claude Jeanmaire, Basel 1970, p. 105.

⁵⁸ Fritz Stöckl, *Komfort auf Schienen. Schalfwagen, Speisewagen, Salonwagen der Europäischen Eisenbahnen*, Verlag für Eisenbahn- und Strassenbahnliteratur Claude Jeanmaire, Basel 1970, p. 105.

⁵⁹ Fritz Stöckl, *Komfort auf Schienen. Schalfwagen, Speisewagen, Salonwagen der Europäischen Eisenbahnen*, Verlag für Eisenbahn- und Strassenbahnliteratur Claude Jeanmaire, Basel 1970, p. 105.

⁶⁰ Fritz Stöckl, *Komfort auf Schienen. Schalfwagen, Speisewagen, Salonwagen der Europäischen Eisenbahnen*, Verlag für Eisenbahn- und Strassenbahnliteratur Claude Jeanmaire, Basel 1970, pp. 105-106.

⁶¹ Fritz Stöckl, *Komfort auf Schienen. Schalfwagen, Speisewagen, Salonwagen der Europäischen Eisenbahnen*, Verlag für Eisenbahn- und Strassenbahnliteratur Claude Jeanmaire, Basel 1970, p. 105.

⁶² Fritz Stöckl, *Komfort auf Schienen. Schalfwagen, Speisewagen, Salonwagen der Europäischen Eisenbahnen*, Verlag für Eisenbahn- und Strassenbahnliteratur Claude Jeanmaire, Basel 1970, p. 105.

costruite originariamente per gli stati baltici e la Polonia⁶⁵; nove carrozze-letti P⁶⁶, costruite anch'esse per la Polonia⁶⁷ e stati baltici tra il 1927 e il 1928; otto carrozze-letti Y⁶⁸; due *Fourgon*⁶⁹; diciassette carrozze-letti Lx⁷⁰. Molte di esse furono distrutte durante il corso del conflitto.

Non si sa, con precisione, se tali carrozze furono riverniciate nella livrea rossa *Mitropa*, ma secondo le ricerche di Fritz Stöckl lo furono e le vetture sequestrate furono riclassificate⁷¹ con una sequenza di sei cifre numeriche (per esempio, la carrozza-letti S2 Breda 2842 divenne la vettura 15 2842⁷²) perdendo quella originaria a quattro cifre conferita dalla *CIWL*.

Per proteggere le proprie carrozze, la *Compagnie Internationale des Wagons-Lits* le fece ricoverare all'interno delle Officine della Compagnia stessa, o in stazioni lontane dai teatri d'operazione o di quelle interessate dai bombardamenti⁷³. Nonostante questi accorgimenti, molte vetture risultarono distrutte o danneggiate alla fine del conflitto.

Ricostruire tali carrozze alla fine della guerra risulterà, nella maggior parte dei casi, dispendioso e azzardato, in quanto la geografia dell'Europa dopo il 1945 risultò completamente stravolta, e con essa il settore delle ferrovie, tanto da non consigliare un ripristino dei treni-Pullman e dei *Trains-Hotel* esattamente come negli anni '30.

Anche tutti gli *Orient-Express* furono sospesi tra il 1938 e il 1939, insieme ai principali treni di lusso della Compagnia lungo tutto il Vecchio Continente. Il *Simplon-Orient-Express*⁷⁴ fu riattivato brevemente durante il corso del 1940, per collegare Parigi con Roma, Bucarest, Atene, Budapest, Istanbul. In seguito, la stazione di partenza fu spostata a Losanna⁷⁵, poco dopo la resa francese. Tale servizio durerà fino al

⁶³ Fritz Stöckl, *Komfort auf Schienen. Schalfwagen, Speisewagen, Salonwagen der Europäischen Eisenbahnen*, Verlag für Eisenbahn- und Strassenbahnliteratur Claude Jeanmaire, Basel 1970, pp. 105-106.

⁶⁴ Fritz Stöckl, *Komfort auf Schienen. Schalfwagen, Speisewagen, Salonwagen der Europäischen Eisenbahnen*, Verlag für Eisenbahn- und Strassenbahnliteratur Claude Jeanmaire, Basel 1970, p. 105.

⁶⁵ 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. 196.

⁶⁶ Fritz Stöckl, *Komfort auf Schienen. Schalfwagen, Speisewagen, Salonwagen der Europäischen Eisenbahnen*, Verlag für Eisenbahn- und Strassenbahnliteratur Claude Jeanmaire, Basel 1970, p. 105.

⁶⁷ 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. 198.

⁶⁸ Fritz Stöckl, *Komfort auf Schienen. Schalfwagen, Speisewagen, Salonwagen der Europäischen Eisenbahnen*, Verlag für Eisenbahn- und Strassenbahnliteratur Claude Jeanmaire, Basel 1970, p. 106.

⁶⁹ Fritz Stöckl, *Komfort auf Schienen. Schalfwagen, Speisewagen, Salonwagen der Europäischen Eisenbahnen*, Verlag für Eisenbahn- und Strassenbahnliteratur Claude Jeanmaire, Basel 1970, p. 106.

⁷⁰ Jean-Paul Lepage, *Le temps des voitures: Les voitures lits type "LX" de la C.I.W.L.*, Presses Centrales, Lausanne 1987, pp. 77-79.

⁷¹ Fritz Stöckl, *Komfort auf Schienen. Schalfwagen, Speisewagen, Salonwagen der Europäischen Eisenbahnen*, Verlag für Eisenbahn- und Strassenbahnliteratur Claude Jeanmaire, Basel 1970, pp. 105-106.

⁷² Fritz Stöckl, *Komfort auf Schienen. Schalfwagen, Speisewagen, Salonwagen der Europäischen Eisenbahnen*, Verlag für Eisenbahn- und Strassenbahnliteratur Claude Jeanmaire, Basel 1970, p. 105.

⁷³ Renzo Perret, *Le Carrozze Pullman*, Elledi Edizioni, Torino 1982, p. 64.

⁷⁴ Jean-Marc Dupuy, *Les Grands Trains – Orient-Express, Simplon-Orient-Express, Arlberg-Orient-Express, VSOE*, «Le Train», XCVII, gennaio 2019, p. 40.

⁷⁵ Jean-Marc Dupuy, *Les Grands Trains – Orient-Express, Simplon-Orient-Express, Arlberg-Orient-Express, VSOE*, «Le Train», XCVII, gennaio 2019, p. 40.

1941⁷⁶, quando le Ferrovie dello Stato Italiane organizzarono un nuovo collegamento notturno tra Milano e Salonicco⁷⁷, fino alla capitolazione⁷⁸ italiana del settembre 1943.

Durante la guerra, fu l'Italia fascista⁷⁹, in virtù della sua alleanza con la Germania, a mantenere in piedi la *Compagnie Internationale des Wagons-Lits* fino al 1943, garantendone l'autonomia e costruendo delle carrozze nuove, con l'ambizione di diventare, in caso di vittoria, il nuovo centro nevralgico dei collegamenti ferroviari di lusso in Europa ma senza tuttavia poter far riprendere la circolazione dei suoi servizi.

La stazione di Milano Centrale divenne⁸⁰, in seguito alla caduta della Francia, il terminale di molti collegamenti con carrozze-letti provenienti dai Balcani. I collegamenti⁸¹ tra l'Europa Occidentale e la Turchia furono sostituiti con materiale *Mitropa* tra il 1940 e il 1943, con collegamenti da Parigi (dopo l'Armistizio), Berlino, Torino, Genova, Milano, Roma e Trieste per Sofia, Istanbul, Atene⁸².

A partire dal 1942/1943, quando l'iniziativa militare volse a favore degli Alleati, e i fronti di guerra si spostarono in Europa, tutti i collegamenti ferroviari internazionali furono progressivamente interrotti.

CIWL IN GUERRA – CIWL IN THE WAR (English translation of Francescos text)

None of the leaders of the Company, at the beginning of the hostilities, could imagine the high level of destructiveness that the Second World War assumed. We recall that, after having occupied Denmark, Norway, Holland, Belgium and Luxembourg, the German army managed to lock up the Franco-British in Dunkirk, and General Weygand could not withstand the impact of the Wehrmacht between the Somme and the Aisne causing the fall of France, all this in a single year of war. With France en route, and the occupation of Belgium, the *Compagnie Internationale des Wagons-Lits* suddenly found itself on the front line, with all the implications that could derive from it.

It was in this tragic climate for France that the carriage 2419D, the famous *Voiture-de-l'Armistice*, emerged from its rest in the glory of the monument of Compiègne. Nazi Germany, on June 22, 1940, forced the French to sign a disastrous armistice aboard the same carriage relocated, for the occasion, to the same position in which it was in November 1918.

⁷⁶ Jean-Marc Dupuy, *Les Grands Trains – Orient-Express, Simplon-Orient-Express, Arlberg-Orient-Express, VSOE*, «Le Train», XCVII, gennaio 2019, p. 42.

⁷⁷ Jean-Marc Dupuy, *Les Grands Trains – Orient-Express, Simplon-Orient-Express, Arlberg-Orient-Express, VSOE*, «Le Train», XCVII, gennaio 2019, p. 42.

⁷⁸ Jean-Marc Dupuy, *Les Grands Trains – Orient-Express, Simplon-Orient-Express, Arlberg-Orient-Express, VSOE*, «Le Train», XCVII, gennaio 2019, p. 42.

⁷⁹ 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. 56.

⁸⁰ Jean-Marc Dupuy, *Les Grands Trains – Orient-Express, Simplon-Orient-Express, Arlberg-Orient-Express, VSOE*, «Le Train», XCVII, gennaio 2019, p. 40.

⁸¹ Jean-Marc Dupuy, *Les Grands Trains – Orient-Express, Simplon-Orient-Express, Arlberg-Orient-Express, VSOE*, «Le Train», XCVII, gennaio 2019, p. 40.

⁸² Jean-Marc Dupuy, *Les Grands Trains – Orient-Express, Simplon-Orient-Express, Arlberg-Orient-Express, VSOE*, «Le Train», XCVII, gennaio 2019, p. 40.

The event was artfully organized by German propaganda, precisely to avenge the humiliating treatment reserved for Germany at the end of the First World War, on which unlike the previous armistice of 1918, where Foch had guaranteed that the meeting would have absolute confidentiality and privacy, the Germans wanted to give it maximum visibility, using cameras, hidden microphones and calling an exceptional reporter, the American William L. Shirer, journalist from a neutral country. His presence would surely have an impact on the international audience, which the Germans were aiming for.

During the dramatic negotiations, the conditions imposed on France in 1940 were extremely harsh: the defeated country had to keep the German occupation troops stationed in the Atlantic ports and on the English Channel, as well as in the north-eastern regions and in the department of Paris, demobilize and disarm the armed forces and the fleet. The terms could not be discussed. The French signed, and the armistice went into effect.

After the signing of the historic armistice, the carriage 2419D was brought to Berlin by order of Hitler, after having systematically destroyed the shrine of the Clairière of Compiègne, and the Voiture-de-l'Armistice was paraded through the streets of Berlin as a trophy of war, passing under the Brandenburg Gate, as in the best Prussian military celebrations. For a few weeks after its arrival in the German capital, the Voiture-de-l'Armistice was exhibited in the Lustgarten square to Berliners, with the copy of the 1918 Armistice inside. The revenge was complete, and the Germans could thus admire with satisfaction the symbol of their revenge against the allies.

After this exhibition, the 2419D carriage was lost. According to testimonies, the Voiture-de-l'Armistice was parked in a suburban station in Berlin, and was then destroyed during the bombing that the German capital suffered in the following years.

Other sources indicate that the 2419D carriage was brought to Thuringia in 1944 where, as the American tanks approached, and with the danger that the French could take it back to make the Germans sign the surrender, the SS blew it up.

What is certain was that the signature of the Armistice of 1940, and the unknown but ruinous end of the 2419D carriage, marked the end of the golden age of the Compagnie Internationale des Wagons-Lits, and its continental empire, in the collective imagination, made up of sleeping carriages, coaches and restaurants. Not only for the destruction, but also for the consequences that the conflict had on the reorganization of the railways during and at the end of the hostilities.

Parallel to the expansion of Nazi Germany into Europe, much of the park of the Compagnie Internationale des Wagons-Lits was requisitioned by the German invaders, and incorporated into the Mitropa park. According to the study carried out by the author Fritz Stöckl, between 1939 and 1948 the following carriages remained in the park of the German company: thirteen sleeping carriages, built between 1911 and 1914 by the Ringhoffer and Nesselndorf workshops; five R sleeping cars built in the early 20th century; eight S1 sleeping cars; eighteen ST sleeping cars; two S sleeping carriages, both built by the Officine di Savigliano in 1926; six S2 sleeping cars; seventeen Z sleeping cars; two WL 3 sleeping cars, originally built for the Baltic states and Poland; nine P sleeping cars, also built for Poland and the Baltic states between 1927 and 1928; eight Y sleeping cars; two Fourgons; seventeen sleeping carriages Lx. Many of the It is not known precisely whether these carriages were repainted in the Mitropa red livery, but according to the research of Fritz Stöckl they were and the seized cars were reclassified with a

sequence of six numerical digits (for example, the S2 Breda 2842 sleeping car became the car 15 2842) losing the original four-figure given by the CIWL.

To protect their carriages, the Compagnie Internationale des Wagons-Lits had them hospitalized inside the Company's workshops, or in stations away from the theatres of operations or those affected by the bombings. Despite these precautions, many cars were destroyed or damaged at the end of the conflict. Reconstructing these carriages at the end of the war will be, in most cases, expensive and risky, as the geography of Europe after 1945 was completely disrupted, and with it the railway sector, so much so as not to recommend a restoration of the trains. Coaches and Trains-Hotels exactly like in the 1930s.m were destroyed during the course of the conflict.

All Orient-Express were also suspended between 1938 and 1939, along with the Company's main luxury trains throughout the Old Continent. The Simplon-Orient-Express was reactivated briefly during the course of 1940, to connect Paris with Rome, Bucharest, Athens, Budapest, Istanbul. Later, the departure station was moved to Lausanne, shortly after the French surrender. This service lasted until 1941, when the Italian State Railways organized a new night connection between Milan and Thessaloniki, until the Italian capitulation in September 1943.

During the war, it was fascist Italy, by virtue of its alliance with Germany, that kept the Compagnie Internationale des Wagons-Lits up until 1943, guaranteeing its autonomy and building new carriages, with the ambition of becoming , in case of victory, the new nerve centre of luxury rail connections in Europe but without being able to resume the circulation of its services.

Milano Centrale station became, following the fall of France, the terminal of many connections with sleeping carriages from the Balkans. The connections between Western Europe and Turkey were replaced with Mitropa material between 1940 and 1943, with connections from Paris (after the Armistice), Berlin, Turin, Genoa, Milan, Rome and Trieste for Sofia, Istanbul and Athens.

Starting from 1942/1943, when the military initiative turned in favour of the Allies, and the war fronts moved to Europe, all international rail connections were progressively interrupted.

CIWL Booklist (additions are always welcome)

Author	Title	Published	Publisher	ISBN N°
Coudert, Knepper & Toussiot	La Compagnie des Wagons-Lits, Histoire des véhicules ferroviaires de luxe	2009	La Vie du Rail	978-2-916034-97-4
Lepage	Les Voitures LX de la CIWL	1987	Lepage	2-905 708 - 05-0
Lepage	Etat Numérique CIWL (1)	1986	Lepage	2-905 708 - 03-4
Lepage	Les Voitures Pullman 4001/4030 de la CIWL	1985	Lepage	2-905 708 - 02-6
Lepage	Les Voitures Lits Type Y de la CIWL	1985	Lepage	2-905 708 - 00-X
Lepage	Les Voitures Lits Type F de la CIWL	1985	Lepage	2-905 708 - 01-8
Lepage	Les Voitures restaurants No 3341 à 3360 de la CIWL	1984	Lepage Motor Books London	--- x-78-00001- ???????
George Behrend	Pullman and the Orient Expresses	1997	George Behrend	0-901845 183
George Behrend	Pullman in Europe	1962	Ian Allan	---

George Behrend & Gary Buchanan	Night Ferry	1985	Jersey Artists	0-901845 13 2
George Behrend	History of trains de Luxe 1875 - 1955	1959	Transport Publishing Company	---
George Behrend	History of trains de Luxe Geschichte der Luxuszüge	1977 1977	Transport Publishing Company Orell Füssli	0-903839 45 8 3-280-00918-9
George Behrend & Vincent Kelly	Yatakli – Vagon – Turkish Steam Travel	1968	Jersey Artists	
George Behrend & Vincent Kelly	Yatakli – Vagon – Turkish Steam Travel	2006	Locomotives International	978-1-900340-19-9
George Behrend	100 Years of Wagons-Lits Catering	1982	Thomas Cook Ltd	0-906273-16-1
George Behrend	Van Pullman Tot TEE translated into Dutch	1977		
George Behrend	Histoire des Trains De Luxe – de L’Orient-Express au TEE	1977	Office du Livre	
George Behrend	Grand Europeans Expresses	1962	George Allen & Unwin	---
Losos & Mahel	Salonni vozy RINGHOFFER (RINGHOFFER Saloon cars)	1999	NADATUR – VÚKV	80-85884-92-5
Fabio Cherubini – Luigi Voltan	FS Carrozze ex CIWL delle FS	2012	Edizione Dugi Editrici	978889506-100
Emmanuel Collet	<i>Reis naar Constantinopel De Oriënt- Express</i>	1997		9053250816
Emmanuel Collet	<i>Le voyage à Constantinople l’Orient- Express</i>	1997	Snoeck	
EH Cookridge	Orient Express Abenteuer Orient Express	1979 1980	Allen Lane Orell Füssli	0-7139 12715 3-280-01169-8
Friedhelm Ernst	Rheingold - 50 jaar luxetrein Nederland-Zwitserland	1977	Schuyt & Co.	90-6097-089-6
Jos Geilen	De Pullman rijdt weer ...	2012	Zuid-Limburgse Stoomtrein Maatschappij	
Jos Geilen	The ‘Étoile du Nord’-type Pullman cars of the CIWL	2020	Jos Geilen	9789090328249
Guizol Alban	La Compagnie Internationale des Wagons-Lits.	1995	La Régordane	2-9069-8461-2
Knepper & Toussiot	L’Ajecta une belle aventure	2011	Ajecta	978-2-7466-3708-5
Jean Pierre Malaspina	60 ans de Composition de trains de Nuit Francais 1950 - 2010	2010	LR Presse	978-290365163-3
André Papazian	<i>Hotel auf Schienen</i>			9783613714007
Michael Patterson	<i>Europe by Sleeping Car</i>	2019		978-1445669243
John Poulsen	<i>De blå tog - Det internationale Sovevognsselskab i Danmark - og DSBs nattog Sove- og Spisevogne i Danmark</i>	2014 1980	Bane Bøger Kurland	978-87-91434-41-9 87-87826-10-0
Shirley Sherwood	The VSOE (published in English and German 4 editions) Revised fourth edition	 1996	Weidenfeldt & Nicholson Motorbooks International	0-297-78261-4 0-7603-0266-9
Robert Spark	Sleepers, Diners & Pullmans	1995	Trafton Publishing	0-947890-08-4
Robert Spark	I treni della CIWL E il leggendario Orient Express	2018	Duegi Editrice	9-771724-264016
Fritz Stöckl Fritz Stöckl Fritz Stöckl & Claude Jeanmaire	Die zwölf besten Züge Europas Rollende Hotels Komfort auf Schienen	1967 1967 1970	Bohmann Verlag Verlag für Eisenbahn Basel	--- ---

Fritz Stöckl	Wagons-Lits Das Exquisite Reisen	1984	Verlag Otto Slezak Wien	3-85416-091-7
Fritz Stöckl	Speisewagen - 100 Jahre Gastronomie auf der Schiene	1987	Motorbuch Verlag	3-613-01168-9
Fritz Stöckl	Europäische Eisenbahnzüge	1958	Carl Rohrig Verlag	---
Alec Hasenson	The Golden Arrow	1970	Howard Baker Publishers	09-304810-6
J. Deppmeyer, F. Ernst, W. Sölch, H. D. Reinhardt	Die blauen Schlaf-und-Speisewagen - eine Geschichte der Internationalen Schlafwagen Gesellschaft	1976	Alba Verlag	3 87094-035-2
Werner Sölch	Jules Verne's Express	1980	Alba Verlag	3-87094-068-9
	Orient Express (Editions 1974, 1983, 1998)	1974-98	Alba Verlag	3-87094-173-1
	Kap-Kairo, Eisenbahnen zwischen Ägypten und Sudafrika	1985	Alba Verlag	3-87094-101-4
	Transsibirien und Ost-West-Express Expresszüge im Vorderen Orient	1989	Alba Verlag	3-87094-131-6
Werner Sölch	Orient-Express im Bild	1985(?)	Bufe-Fachbuch-Verlag	3-922138-27-6
Jean-Paul Caracalla	Le Goût du Voyage (French and English edition)	2001	CIWL Flammarion	2-0801-0671-6
Javier Aranguren	Coches camas, restaurantes y salones en los ferrocarriles de la Peninsula Iberica	1996	Javier Aranguren	84-922420-0-0
Rixon Bucknall	The English Short Sea Route	1957	Vincent Stuart Publishers	---
	Construction du matériel	1928	CIWL	---
Roger Commault	Plaquette La Compagnie Internationale des Wagons-Lits et des Grand Expresses à soixante ans 1876 – 1951			
Roger Commault	Georges Nagelmackers - Un pionnier du confort sur rail	1966	Éditions de la Capitelle	2.000 exemplaires
Roger Commault	Histoire de la voiture-restaurant No. 2419 D	1969	Éditions de la Capitelle	2.000 exemplaires
Roger Commault	100 Anniversaire de la Compagnie Internationale des Wagons-Lits et du Tourisme 1876-1976	1976	CIWL	
C.I.W.L.T.	Recettes Grands-Express	1991	Éditions Bianchini Paris	2-908-285-07-X
Jean Des Cars et Jean-Paul Carcalla	L'Orient Express	1984	Éditions Denoël	2-207-24400-18
	100 Jahre Orient-Express	1984	Orell Füssli	3-280-01552-9
	The Orient Express - a century of railway adventures	1988	Bloomsbury Books	1-870630-42-4
	Le Train Bleu et les grands express de la Riviera	1988	Éditions Denoël	
	Train Bleu - Expresszüge der Riviera	1989	Orell Füssli Verlag	3-280-01908-7
	Le Transsibérien L'Extreme Orient Express	1986	Éditions Denoël	
	Les Trains des Rois et Présidents	1992	Éditions Denoël	
	L'Aventure de la Malle des Indes	1996	Éditions Denoël	
Jean de Cars	Sleeping Story Schlafwagen	1976 1984	Juliard Motorbuch Verlag	2-260-00049-5 3-613-01028-3
	Les Grands Trains de 1830 à nos jours L'Age d'or des locomotives et des grands trains de luxe internationaux 1850 – 1980	1990 2003 2006	Larousse Hachette Editions Atlas	
Christie's	L'Age d'Or du Rail - Souvenirs de la CIWL	2011	Christie's	Auction catalog

Jürgen Franzke	Orient Express - König der Züge	1998	Verlag W. Tümmels	3-921590-65-5
Jürgen Franzke	Rheingold - Ein europäischer Luxuszug	1997	Verlag W. Tümmels	3-8218-1481-0
DB-Museum			Eichborn Verlag	
Anthony Burton	The Orient Express - The History of the service from 1883-1950	2001	Amber Books Ltd.	0-7858-1352-7
Ilie Popescu	"Orient-Express" Trenul Legenda Al Europei - Volumul 1	2016	Club Feroviar Bucurest Romanian Railway Industry Association	978-973-0-21982-1
	Volumul 11	2017		978-973-0-25045-9
Ilie Popescu	"Evolutia Vagoanelor CIWL in Romania in Perioda 1875 – 1948 Marile Trenuri Rapide Ale CFR Din Periodica Interbelica	2020	Romania Railway Industry Association	978-973-0-31371-0
M. Wiesenthal	La Belle Epoque de l'Orient Express English edition originally published in spanish	1979	Geocolor	84-7424-084-0
	Compagnie Internationale des Wagons-Lits et des Grands Express Européens	1934	Bulletin de l'association Intern Du congrès de Chemins de Fer	
Eugenio Cardona Martin et al	Trenes de Lujo en Espana	1980	Fed Espanola de Amigos del Ferrocarril	
Andrew Martin	Night Trains – The Rise and Fall of the Sleeper	2017	Profile Books	978-1781-255599
Paul Mawet	Cie Internationale des Wagons-Lits Les Années 1955 - 1996	1996	Bruxelles	Paul Mawet
Albert Mühl	Internationale Luxuszüge Die Grossen Europäischen Expresszüge durch Deutschland, Österreich und die Schweiz	1991	EK Verlag	3-88255-673-0
Albert Mühl	75 Jahre MITROPA	1992	EK-Verlag	3-88255-674-9
Albert Mühl	Speisewagen in Deutschland	1994	EK-Verlag	3-88255-675-7
Albert Mühl	Schlafwagen in Deutschland	1996	EK-Verlag	3-88255-680-3
Albert Mühl & Jürgen Klein	125 years CIWL Travelling in Luxury - The International Sleeping Car Company	1998 2006	EK-Verlag EK-Verlag	3-88255-684-6 3-88255-696-X
Jürgen Klein	Die Grand Hotels der ISG - CIWL	2012	Kühlen Verlag	978-3-87448-361-2
Constantin Parvulesco	Orient Express - Un Train de Rêve	2002	E.T.A.L.	9-78-2726-885727
	Orient-Express - Zug der Träume	2007	Transpress Verlag	978-3-613-71305-5
Renzo Perret	Le carrozze Pullman - La storia della CIWL	1982	Edizioni Elledi	88-7649-008-6
	Les voitures Pullman - l'Histoire de la CIWL	1982	Les Éditions du Cabri	2-903310-29-7
	Die Pullman-Wagen - Die Geschichte der CIWL	1986	Franckh'sche Verlagsbuchhandlung	3-440-05612-0
	Grandi Espressi Europei -1 L'Epoca del Teck	1991	Gulliver	88-85361-016-1
	Grandi Espressi Europei -2 Treni in Blu	1990	Gulliver	88-85361-022-6
Guillaume Picon & Benjamin Chelly	Orient Express The Story of a Legend	2018	ACC Art Books	978-185149-915-1
MAV Nostalgalia	Exkluziv Nostalgalia Vonatok		MAV Nostalgalia Kft	X 4004-01354
Enzo Pifferi	Le Transsibérien	1980	Office du Livre Fribourg	2-85109-090-9
P Ransome-Wallis	Train Ferries of Western Europe	1968	Ian Allan	---
Derek Campbell	1883 The Orient Express 1983	1983	New Houzon-Transeuros	

Edmund Swingelhurst	The Romantic Journey The Story of Thomas Cook & Victorian Travel	1974	Pica Editions	0-904226-00-X
Wesley van Drongelen,	Sporen door de nacht. Nachttreinen in Europa in de 21e eeuw and in German Zügig durch die Nacht. Nachtreisezüge in Europa im 21. Jahrhundert.	2015	Lycka till Förlag	
EP Veale	Gateway to the Continent	1955	Ian Allan	
Eve-Marie Zizza Lalu	Au bon Temps des Wagons-Restaurants	2012	La Vie du Rail	978-2-918758-50-1
Ljubomir Trbuhovic	Design und Aesthetik der CIWL-Schlafwagen Schlafwagen im Wandel, ETH Zürich 2002 Le dossier des trains de luxe et du matériel roulant de la CIWL	1997 2002 2008	ETH Zürich ETH Zürich ETH Zürich	--- --- ---
Walther Brandt	Schlaf- und Speisewagen der Eisenbahn	1968	Frankh'sche Verlagsbuchhandlung	---
Heike Schiller, Luca Siermann	Orient-Express, London-Paris-Budapest-Belgrad-Sofia-Istanbul (Reise im NIOE 1988 mit geliehenen U-Hansa der CIWL)	1990	Reich Verlag, Terra magica	3-7243-0264-9
Traude Veran	Erfolg auf Schienen, 100 Jahre Werkstätte Wien-Intzersdorf	2005	RSI (Rail Services International), Mandelbaum Verlag, Wien	---
Berndt Schulz	Zu Gast im Orient-Express	1998	Kunstverlag Weingarten	3-8170-0037-5
Peter Goette	Rheingold – Légende auf Schienen	2014	EK-Verlag	978-3-88255-735-0
Maurice Mertens, Jean-Pierre Malaspina	TEE – Die Geschichte des Trans-Europ-Express	2009	alba	978-3-87094-199-4
Friedhelm Ernst	Rheingold – Geschichte eines Luxuszuges	1971-2003	alba	3-87094-362-9
	<u>Brochures:</u>			
AJECTA	Liste of Matériel	1988	AJECTA	
	Catologo de Construciones de coches del parque hispano- portuges			
	Contrat SNCF – CIWLT L'Exploitation des Voitures-Lits		SNCF - CIWLT	
	Le 75 ans CIWL decembre 1876 – Dec 1951	1951	CIWL	
Jean-Marc Dupuy	Orient Express – Simplon Orient Express – Arlberg Orient Express	2019	Le Train Magazine	ISBN 1267-5008
Jean Marc Dupuy	Voitures-lits et restaurants ex CIWL	2017	Le Train Magazine	ISSN 1296-5537
LS Models	CIWL Models Modern Gala			
Thomas Cook	European sleeping Cars	1981		
Thomas Cook	European sleeping Cars	1982	Thomas Cook Ltd	0-906273-45-5
Thomas Cook	European sleeping Cars	1988		
Sotheby Parke Bernet Monaco SA	Voitures des Années 1920 de la CIWL Sale catalogue Samedi 8 Octobre 1977 à 12h.	1977		No ISBN
Sothebys	L'Age D'Or du Rail – Souvenirs de CIWL Mardi 27 Sept 2011 Auction Catalogue			
Eisenbahn Journal	75 Jahre MITROPA	1992		
Konrad Koschinski	125 Jahre Orient - Express	2008	Eisenbahn Journal	4-198013-112509

Institut du Monde Arabe	Il Etait une Foix L'Orient Express	2014	Beaux Arts Éditions	9-791020-400666
Institut du Monde Arabe	Il était une fois l'Orient Express	2014	Snoeck	978-94-6161-142-0
Roger Commault	Histoire des services 'Pullman' de la Compagnie des Wagons-Lits, 1925-1971, Exploitation	1977	La Vie du Rail No. 1333, Paris 12 Mars 1977	
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Wagons-Lits Society	Repas Bleu, Issues 1-32 (?)	1993-2002	Wagons-Lits Society	---
	<u>Night Ferry:</u>			
Hans Hanenbergh	Au Revoir Mon Ami Souvenir Brochure 31 st October 1980	1980	British Rail Southern Region	
	The Night Ferry 1936 – 1980	1980	Utrecht, Netherlands	
	Compendium or press cuttings in Dutch, French and English – Presented to passengers on the last night of the service			
	Night Ferry 40 ans entre Paris et Londres	1977	Article in la Vie du Rail N° 1598 Paris	
Chris Elliott & Eric Duvoskeldt	Ferry Boat de Nuit – Night Ferry 1936 – 1980	2011	IRPS Nene Valley Railway	978-0-9570549-0-5
	<u>Novels – Romans:</u>			
Edmond About	De Pontoise à Stamboul	1883	Hachette	9-781160-061490
Agatha Christie	Murder on the Orient Express	1934		978-0-06-207350-1
	The Mystery of The Blue Train	1928	Harper Collins	
	4.50 from Paddington	1957	Harper Collins	
Graham Greene	Stamboul Train - Orient Express also in Spanish	1932	Penguin Books	978-0-099-47836-2
Maurice Dekobra	La Madone des Sleepings	1974	Presses de la Cité/J'ai lu	9782290 014431
Bryan Edgar Wallace	Murder on the <i>Night Ferry</i> /	1965		
Jacques Lanzmann	Les Transsiberiennes	1978	Editions Robert Laffont	2-221-00066-8
Lassabliere	Le Transsiberien Band Dessiné	2015	Soleil Paris	978-2-302-04304-6
Michael Rowbottom	The Night Ferry	2007	Sphere	978-0-7515-3730-7
Gregor von Rezzori	The Orient-Express	1992	Vintage	9-780099-821007
Vladimir Féodorovski	Le Roman de L'Orient Express	2006	Editions du Rocher	9-782268-059037
Steffen Kopetzky	Grand Tour oder die Nacht der großen Complication	2004	btb	3-442-73108-9
Richard Künzel	Bitte wecken in Vincovci - Schlafwagengeschichten	1985	Mandala Verlag	3-922057-34-9
	<u>Reports:</u>			
Edmond About	L'Orient-Express	1884, 2013	Magellan & Cie	978-2-35074-075-1
Albert Thomas	Le Transsibérien	1905, 2013	Magellan & Cie	978-2-35074-078-2
	<u>Pullman:</u>			
Julian Morel	Pullman	1983	David & Charles	0-7153-8382-5

Brian Haresnape	Pullman Travelling in Style	1983	Malaga Books	0-7110-1648-8
Charles Fryer	British Pullman Trains	1992	Silver Link Publishing	0-947971-78-5
Antony M. Ford	Pullman Profile No 1 - The 12-Wheel Cars	2008	Noodle Books	978-1-906419-00-4
	Pullman Profile No 2 - The Standard 'K-Type' Cars	2010	Noodle Books	978-1-906419-22-6
	Pullman Profile No 3 - The All-Steel 'K-Type' Cars	2011	Noodle Books	978-1-906419-57-8
	Pullman Profile No 4 - The Brighton Belle and Southern Electric Cars	2012	Noodle Books	978-1-909328-05-1
	Pullman Profile No 5 - The Golden Arrow	2018	Crécy Publishing Ltd	978-1-90932-870-9
R.W. Kidner	Pullman trains in Britain	1998	Oakwood Press	0-85361-531-4
J.B. Radford	The American Cars of the Midland Railway	1984	Ian Allan Ltd	0-7110-1387-X
J.H. Price	Tramcar, carriage and wagon builders of Birmingham	1982	Nemo Productions	0-903479-18-4
Keith Beddoes, Colin and Stephen Wheeler John Hypher, Colin and Stephen Wheeler	Metro-Cammell - 150 years of craftsmanship	1999	Runplast Publishing	1-870754-46-8
	Birmingham Railway Carriage & Wagon Company - A century of achievement 1855-1963 in pictures and words	1995	Runplast Publishing	1-870754-34-4
	<u>Timetables:</u>			
DSG	DSG	several		
CIWL	Guide Bleu (Hiver, Été)	several		
Cook	Continental Timetable	several		
TEN	Indicateur international voiture-lits (Hiver, Été)	several		

This list has been compiled by Brendan Martin, Dirk Frielingsdorf, Jos Geilen and Chris Elliott.

**Please note our separately sent supplement to the newsletter
with a photo report from Norway!**

Appendix to Newsletter #7

Norway – A study of the restoration of teak bodies cars

by Morton Tranöy

Norway, quite a distance from central Europe, and covered with high mountains, deep fjords and not so many people.

Norway was until recently a rather poor country with very little heavy industry, mostly farms and forest-based industry. From south to north the same distance as from Oslo to the south of Italy.

Because of the landscape, with high mountains, deep fjords, large valleys it was a challenge to build railways. The most famous railway in Norway, the Bergen line was not completed until 1909 after 15 years work to cross the Hardangervidda, between 1000 and 1300 meter above sea level. A lot of tunnels and bridges had to be made, most of the tunnels in very hard granite. The longest tunnel – Gravehalsen 5311 meter, in “the middle of nowhere” 850 meter above sea level and no road access was built between 1895 to 1907.

In Norway, in early days most of its richdom was “exported” to the kings of first Denmark and later Sweden until Norway became an independent country in 1905.

The first railway line opened in Norway in 1854 between Christiania (Oslo, the Capital) and Eidsvoll, the south end of the largest lake in Norway, Mjøsa. The line was financed by a mix of private investors from Great Britain and the Norwegian government. This line was originally built to ease the transport of forest and farm products from the inland to the coast – and then for export.

Then a lot of lines were built and most of the lines were from the coast to the inland, mostly larger lakes. There were also numerous battles regarding gauges, but when the Norwegian Parliament decided that the Bergen line was built with standard gauge (1435 mm) the battle was almost over. In the '20-es the railway net in Norway was the biggest ever.

Because of the difficulties building railways in the landscape of Norway and the lack of money there are few fast-straight tracks, instead a lot of tight curves, stone bridges and tunnels – and weak tracks. Most of the main lines were originally build with just 14 tonnes axle load and gravel ballast. With the Bergen line crushed stone came to the railways.

In Norway there has always been a bigger interest in good traction effort than high speed. Therefore, locomotives for the main lines were built to a maximum axle load of 14 tonnes, 70 km/t and maximum traction effort. Just a few steam locomotives had a top speed of 90 km/h and they were delivered to the

Dovre Line, between Oslo and Trondheim. This line was designed with better gradients than the Bergen Line and wider curves – and 16 tonnes axle load. The gradients on the Bergen line is max 2,2 % and for the Dovre Line 1,8 %. Some of the gradients of the Bergen line are quite heavy, especially for the fireman as they are – from Voss to Finse = 85 km continuous 2,2 % uphill. The line is built with small “steps” so that the fireman could recover in between.

With the Bergen Line the first tourists came to Norway and the railways – and the dining cars as well. To the opening of the Bergen Line the Norwegian State Railways didn't dare start with dining cars, but a private restaurant owner in Drammen, near Oslo, had the courage and money and ordered two dining cars privately for the Bergen line.

In Norway there has always been very low demand for 2. class tickets, probably because of the kind of population there is in Norway. But with the Bergen Line the tourists came to Norway, especially at first the English ones. To the Bergen line more 2.class coaches were ordered than before and this time also coaches with only 2.class. In earlier days most of the coaches with 1.class were combined 2. and 3.class. With the opening of the Bergen line the NSB tried to order 4 really 2.class luxury coaches for tourist purpose but the initiative was turned down by the Norwegian Storting (Parliament) which had to grant the money.

In Norway there has never been offered 1.class tickets since approx. 1890 as day coaches. 1.class was only offered in sleeping coaches and for other travels the premium class was 2. class and then 3.class until the reform in Europe in 1956 when 1.class and 2.class was combined and 3.class became 2.class. Today there is no 1.class in Norway, but some companies offer “Comfort class”, with a little bit better space for the legs and free coffee and newspapers.

In Scandinavia the only country where European companies, like CIWL, operates no one has operated in Norway. The only company operating passenger trains in Norway until 2019 was the NSB – Norwegian State Railways. (and in 2019 the NSB changed name from NSB to VY (“View” in English)) On private railways the owners did offer passenger service.

In 1969 the Norwegian Railway Club was established, mostly because all the old steam locos were withdrawn and, for most of them, scrapped, but also almost no wooden coaches were saved. In Norway wooden coaches were used until the last one was retired in 1981. Up until 1980 you could find wooden coaches everywhere in Norway, in main line service and on branch lines. The last wooden dining car was retired in 1974 – and then bought by the Norwegian Railway Club.

In the late 1960' most of the 1.class coaches were withdrawn. There were several saloon coaches, normal coaches with compartments but also a lot of coaches with open seating, these coaches were often divided in two separate large compartments, mostly one for smokers and the other for non-smoker.

In 1981 when all the wooden coaches were withdrawn the Norwegian Railway club was the largest and only railway association working to preserve railway stock for standard gauge in Norway. The rolling stock that was in the club's hands was quite a large number of units, 5 steam locos, 2 electric locos, 4 diesel DMUs, about 45 coaches with 4 axles, 15 with two axles and some 60 freight wagons. Some of the locos and coaches were on loan from the Norwegian railway museum as they were not able to take care of them themselves.

The Norwegian Railway Club made the first excursions just for members the first years from 1969. After just a few years railway enthusiast traveling around the world focused on Norway, far north and almost outside Europe. They were too late to watch normal steam traffic, but the Railway club had 2 large (relative to Norwegian size) steam locos that were used. The first travelling enthusiasts visiting Norway didn't care much about service, hotel facilities and food as long as they could watch steam locos on spectacular spots and angels.

But time changed slowly and after a while a lot of travel- and event agencies took contact and asked if it was possible to transport "ordinary" people that wanted transport with old historic railway coaches. That was the slight beginning and it grew fast. In 1980 the dining car that we bought back in 1974 was restored to working order and was used in traffic for our heritage trains running mostly in the southern part of Norway, but also in our "Bergen-trains".

In the years 1986, 1987 and 1989 we had visits from Switzerland. Albert Glatt and his NIOE came to visit Norway. Back in the '80 it was easy to visit other countries compared to today. NIOE travelled to Bergen and Narvik – through Sweden and for some parts the train was hauled by old electric locos from the 1920-s in Norway. The Norwegian Railway Club helped otherwise organize the visits in Norway.

As all the locos and coaches was kept in working order by volunteers in Norway there wasn't enough people to manage the maintenance of all our coaches. In the beginning the part of the Norwegian Railway Club was really a part of the club, but as the activity became bigger and bigger the part got a name – Norsk Museums Tog = Norwegian Heritage Train. We had back in 1990 3 steam locos, 3 electric locos, 18 coaches, 5 freight cars – 4 of them for coal transport and 1 generator car making electricity when travelling with steam locos. It was a little bit too much, especially when most of our customers wanted 1.class and dining car for a little bit longer trip. The other part of our customers was arranging jubilees for a station or a line and the only wanted trains with a lot of seats and cheap ticket price. From 1991 until 2007 we also operated steam trains from Aandalsnes to Bjorli at the very spectacular line – Raumabanen. The mountains in Romsdalen are very scenic and rises to 1700 meter almost vertical and at the bottom of the valley is the river, railway, road and some farms. The mountains in Romsdalen are very popular for base – jumpers. The trains we operated in Romsdalen were only 3.class with steam locos and the railway is one of Norway's most important and spectacular tourist attractions. The line passes a lot of big and spectacular stone bridges, a horseshoe tunnel and steep gradients, up to 2% for approx. 35 km, a challenge for firemen.

But in 2007 came the end for heritage trains in Romsdalen as the NSB took over with new diesel DMUs.

Since 2007 the Norwegian Heritage trains reduced their offer to nearly just 1.class coaches, dining cars and some service cars because of lack of income, too few people interested in helping to service the train and shortage of workshops to maintain the train. The train consist of 2019 one 1. class saloon car, delivered to the opening of the Bergen line in 1909, one 1. class open car, delivered to the Bergen Line in 1912 (but with new inside fitting from 1947), one combined bar- and open 1.class coach from 1915, one combined 1.- and 2. class car with compartments from 1917, one 1. class saloon coaches delivered in 1923 as a special coach for the board of the Norwegian State Railways, one dining car from 1926, one dining car delivered in 1937 but with new outfit in the kitchen with equipment to the current regulations in Norway for serving food to the public. The two dining cars must run together because of the facilities they have and their function. Our Post and luggage van were delivered in 1920 for the traffic south and out of Norway to Denmark. We also have a white fridge van from the '30 for transport of fish, now used for luggage. The car has been thoroughly cleaned – no fish smell today. To supply the train with electricity we

have a former German freight van which was refurbished around 1960 with a generator driven by a Deutz diesel to generate 1000 volt 50 Hz and only 50 Amps. This car is used when we use steam locos as all the passenger coaches' charges batteries from the 1000 volt net through the whole train.

The last coach put in service is a little 2 axle luggage van, built in 1923. It was discovered in 2011 on an abandoned line, just standing there and we were looking for a car like that with roller bearings and air brake. Suddenly – right there in front of us it was. We had to transport it back to “the civilisation” by a big lorry. Here it was restored and put in traffic in 2015. This van is mostly used when steam locos haul the train to minimize the weight of the train in the steep gradients.

So, a little bit history for the running of heritage trains in Norway by the Norwegian Railway club. As earlier told, we started up in 1969 very carefully and with only a few coaches. The number of coaches increased fast as we also used a few of the preserved coaches belonging to the Railway Museum. These were 4 coaches and preserved due to the initiative from The Norwegian Railway Club. One of the coaches was the 1. class Ao 950 delivered to the opening of the Bergen Line. This coach has a saloon in the middle and 2 compartments on each side. This coach was also the favourite to Queen Maud, married to King Haakon, daughter of the English King Edvard VII. In the beginning the coach could be used as a sleeper when the seats in the compartments could be arranged as beds in the night. This arrangement was removed in the middle of the '50-es. A few years after we got hold of the coach Ao 990, delivered to the Bergen line in 1912. This coach is divided into 2 large compartments and was refitted with new chairs back in 1947. Another coach, the ABo 348 was retired from the NSB in 1976 as the last wooden combined coach. It has 3 1. class compartments with 18 seats and 4 2. class compartments with 32 seats. In 1978 we got hold of a coach which is remarkable in Norway, the saloon coach ABo 118. This coach was delivered for the board of the Norwegian State Railways and was used as the coach for the King from delivery until 1940. This coach has a bathroom with shower, a small kitchen, 3 compartments with 2 beds in each and the rest = half the coach is a big saloon with an open-air balcony outside at the rear end. In 1980 our dining car, Eo 119 from 1926 was for the first time used in charter trains. This was a very popular train set and was used a lot, mostly out of Oslo to all over the country.

In 2006 there was a very large railway jubilee in Sweden, the railways in Sweden celebrated its 150 years. The railways in Sweden and Norway are quite close and we were invited to the celebration. But to cross borders in Scandinavia isn't that easy and none of us had thought of the health authorities. In Norway the rules for preparing food, cooling systems and unbroken cooled chains and most of all the washing-up regarding serving the public are very strict. After the jubilee we had to restore another dining car, the BEO 18143 from 1937. The coach was almost a wreck and we restored it with a dining room for 22 people, 3 compartments 2 class and a brand-new kitchen with an industrial-approved dishwasher and all other features that the health authorities demanded we must have. If we haven't done this, we could not use our other dining car either. In Norway there are zones for clean and dirty food preparations, and you can't get any dispensations to bypass this. Now our 2 dining cars always runs together due to the kitchens – the old one is for preparation and making of meals and the other one is for only dishwashing.

When we started back in 1974 most of our coaches was taken direct out of service from the NSB. The coaches were in a fair condition and we could use them for some years before we had to restore for further use. As an example of what work we have done to most of our coaches here is the “short story” of the restoration and rebuilding of our 2.class and bar coach AEo 561, one of the coaches saved by the Norwegian Railway Club.

The coach AEO 561 was delivered as a 3.class coach in 1915. In 2008 we ran so many trains and the demand of “soft class” = 1.class was a little bit overwhelming and we had to do something. Our choice to get more 1. class seats and to better serve our customers was to rebuild a former 3. class coach to a coach that never has existed before, but nearly it had. We’ve found plans in archives, but not a single drawing. Therefore, we decided to make one half of the coach similar to 2 coaches delivered to the Rauma line, opened in 1926 and the other part like one of the coaches used in our train already. The wooden body of the coach had been delivered to the NSB as both 2. class and 3. class earlier, but we had to refit everything inside.

With this decision we got 17 more 2. class seats and a bar compartment nearly as the coaches delivered in 1926. We got a coach – the 561 delivered in 1915, which was in traffic until 1979. Then it was hidden from 1979 until 2011 when we took it back to a workshop in Oslo to start the restoration and rebuilding.

First, we had to make a good plan, including drawings. With the plan we could go to funds and finance companies to raise enough money to finance the whole project and in 2 years we managed to get 3,5 mill NOK. And the work started.

Then, we had to inspect the coach for safety failures in frame, bogies and wheels

After having started the rebuilding work, it soon became obvious that the project would be much more than anticipated. Lots of disappointments, like more rot in the wooden construction than expected that had to be repaired. Steel parts inside the wooden constructions had rusted and expanded necessitating replacing all the surrounding wood construction after the rust had been removed. This made the project much bigger than anticipated.

They who believe that it is “just start the restoration work of coaches that are complete” and stored are completely wrong. The job takes MUCH more time and cost LOTS more than can be imagined – and budgeted in advance.

Throughout the work with 561 we had very good contact with the appropriate authorities to prevent unwanted situations. We got lots of advice throughout. Therefore, all new equipment has been checked, weight- and stability calculations performed, carpeting, upholstery, curtains etc. controlled relative to fire safety regulations. The same goes for all technical installations – if not approved for railway use at first attempt it has been corrected to satisfy all applicable specifications.

Start of the restoration/reconstruction work

The coach was picked up at the railway club-s coach storage about 130 km from Oslo. Before transport a thorough check was performed to verify that it was railworthy. After all, it had been standing out of use for more than 30 years. When found railworthy, it was transported to the railway works Mantena Grorud, the biggest railway workshop in Norway, in Oslo where we were lucky to get track space indoors, heated and at no cost.

The first donation was received in 2011 from our largest donator, a savings and loans organisation. The restoration work started during the summer of 2011 with the frame, heavily rusted, bogies and wheel sets. Control and repair of bogies and wheel sets was done by Mantena Grorud, Disk wheels were replaced by reprofiled spoked wheels. All bearings were controlled and greased. Some bolster cracks had to be repaired. While the bogie job was underway, the frame was sandblasted and repaired.

It was soon discovered that there were a lot of – till now undiscovered – rust damage. To repair this, certified welders were needed. The railway works arranged for this. Parts of the frame had to be replaced, a difficult job as the frame had to be fully supported without distortions during repair.

While the coach was thus supported, without bogies, new 1000 V cabling for train heating, new 1000 V sockets, cable guides for various installations, a new transformer 1000V to 230 V, new old-fashioned buffers and draw hooks were all installed. Also, part of the necessary brake overhaul was also done at this stage.

And, everything inside of the teak outside wall was painted black. Quite some sight.

The wooden body

The outer walls of 561 are, like most Norwegian wooden coaches, teak-panelled. We soon discovered that there was quite a lot of rot, luckily not at the coach ends. As built, the 561 had 10 pull-down windows. We took the liberty to change this to only 4 pull-down windows – less risk of leakage. The windows were also relocated to better match the new interior. Each compartment in 561 is 62 cm longer than in 990 which gave us the opportunity to mount a shelf arrangement between some of the chairs. The reason for this is that the chairs in 561 (and 990) must stand either back-to-back or against a wall.

The interior walls in old 1. class coaches were covered with Gabon veneer from the windowsill to the roof. Today this is almost impossible to find and very expensive. The owner of a local veneer factory in Oslo heard of our plight which he readily accepted. He produced what we needed, of Italian poplar veneer, looking almost as the old wall covering. From the windowsill to the floor mahogany veneer had been used. This was available and was used. As the chairs were to be to a 1 + 2 arrangement, the dividing wall between the two compartments had to be rebuilt and the sliding door moved. One of the volunteers working on the project was an old boat builder. He solved all wood-related problems. A very able man.

The floor was very uneven and as spacle don't work well in a coach with temperature changes we instead used sound-absorbing floor sheets. Top cover is carpet which was common in coaches with movable furniture in Norway.

While replacing rotten wooden parts in the walls, we discovered that the bolts fastening the roof to the frame were all rusty and had to be replaced. Luckily, we found this before the roof had got its new tar paper. The bolts are 2,3 m long and had to be pulled up through the roof and new ones pushed down.

All Norwegian wooden coaches have some large reinforcements in all corners. These are called squeak mounts. They are made of steel and they had to be replaced because of rust. The same with the fasteners securing the end walls to the frame.

The interior

We needed 17 chairs. We were aware of some, but not all 17. As luck had it, during scrapping of a coach similar to 990 back in 1973, chairs were kept. The only problem was to find them, stored where? We found eventually the needed 17 chairs, so we didn't have to make new ones. Only 4 though had a base so the remaining ones we had to make.

For the lounge it became a bit more difficult because it should be wicker chairs. We made inquiries locally and far away – even at Bali. We wanted chairs similar to those in coaches 706 and 707. No problem, they

were available and the price per chair was quite reasonable but when the contract proposal arrived, we found that the minimum order was a full 40' container. That would have been around 380 chairs. We had to go for a different type, as similar to the wicker chairs as we could get. A Swedish company was a great help to us here.

For the rest of the chairs we wanted the upholstery to be correct for its time. The upholstery we needed was to be similar to that in saloon ABo 118, built in 1923. This upholstery is very well worn, and we wanted to make new. Gudbrandsdalen Uldvarefabrikk AS, an old factory for upholstery, turned out to be very cooperative! They reconstructed the original upholstery after the original in ABo 118 free of charge. We just had to pay for the upholstery itself. We now have enough to also replace the upholstery in saloon ABo 118 too.

Original curtains were anticipated to be a problem. Searching through old archives, we found that they had been delivered from Mandal Veveri, near the southernmost tip of Norway. As luck would have it, they had never removed the NSB curtains from 1934 from their assortment so this could just be ordered. Sheer luck!

We needed antimacassars (the white head rest cover for 1. Class) for all the chairs. In a railway shop in Bergen (in western Norway) that were to be closed we by accident found a roll, heavily damaged by moisture and fungus, of the type of material we needed. The material was near total destruction but then we found a company that was a specialist in saving almost completely destroyed materials, most with fire damage. They succeeded in saving the material and after a lot of (free) work we received a roll and now all chairs in 561 have new macassars. In Norway, this material has been a bit special as the three main lines each had their own motif woven in the material, Dovre line (Oslo-Trondheim) has a reindeer motif, the Bergen Railway (Oslo-Bergen) has an elk motif and Sørlands line (Oslo-Kristiansand-Stavanger) has a squirrel motif. The new material we now received has the elk motif. In stock we already had elk motif material.

The plan for the reconstruction / upgrade of coach 561 was to reconstruct half of it as it was in saloon cars 706 and 707 delivered to NSB in 1926 for use on the Raumabanen (Dombås-Åndalsnes). In "our" coach 561 one half got a saloon with wicker chairs and small round tables. The other half of 561 was modelled after the 1. Class coach 990 of Norsk Museumstog (Norwegian Heritage Train) NMT. This coach was built in 1912 but refitted in 1947 as a saloon car with soft armchairs. We also ended up making a bar in the wicker chair saloon. Old Norwegian coaches have never ever had a bar.

Before any applications for restoration funds were sent, a thorough project description was prepared, describing what NMT sought to achieve with the coach, why, and with a step-by-step plan. This plan accompanied all applications for funds, naturally with a specified budget for the restoration. The restoration and modifications should, as much as possible, use salvaged parts from old wooden coaches.

In all, we managed to obtain about NOK 2,5 mill before any work commenced. The project had an estimated cost of NOK 3 mill and anticipated 1550 hours work by volunteers.

After beginning the restoration of the coach, it soon became obvious that the work would be much greater than originally anticipated. Lots of let-downs as we discovered much more damage and also rot in the wooden body. Wood that HAD to be replaced to make the coach safe for usage. Most of the iron and steel

had rusted and expanded. All wood next to this rust-damaged iron/steel had to be replaced. The amount of this additional work made project 561 much more expensive and difficult.

He who believes that “it is easy to restore a coach that is complete” and stored is wrong. The restoration takes MUCH more time and costs a lot more money than one can imagine – and has anticipated in advance.

Technical installations

All cabling in the coach has been replaced, the old cables were rotten, liable to catch fire and generally in bad condition.

We kept 1000 V train heating. In the 1st class compartment heaters have been located as in 990. As we don't operate during the heaviest winter months, we used heaters with less effect to reduce the fire risk.

Battery charging is done with rectifiers salvaged from scrapped NSB-coaches. All NMT locomotives and coaches have now the same rectifier modules, resulting in improved reliability and fault correction easy. The rectifiers have 230 V input and 39 V output. They operate as well on the overhead frequency of 16 2/3 Hz as on the domestic frequency 50 Hz.

We have also installed a 5 kVA inverter that provides 230 V 50 Hz in the coach to operate a washing machine and a fridge as well as other equipment if needed. The inverter was delivered by ASG AG, Laupen, Switzerland.

Lamps are necessary in the coach. Here we got lots of help from the Norwegian Railway Museum to obtain documentation of lamps that had been in use in Norwegian 1st class coaches. By luck two original lamps suddenly were found – making it much easier to have copies made. But still, to find such lamps wasn't easy – till we came across Karlskrona Lampfabrik AB in Sweden – who was able to produce copies of the originals, including the glass shades. Bulbs were made by DanLamp in Denmark similar to the original incandescent lamps.

In the bar section we also installed a small dishwasher, rebuilt to function both on 230 V 50 Hz and 230 V 16 2/3 Hz.

Water components

Each end of the coach had a water tank of 180 litre, 40 Imp. Gal.. They were leaking profusely and were replaced by new stainless steel tanks of 400 litre capacity, 90 Imp. Gal., one in each end. The tanks are coupled. A water pump by Shurflo is installed to obtain water pressure.

Rot was discovered in the roof and before the new roof cover could be installed, this had to be repaired. No small undertaking as also all drip edges had to be replaced. These had special profile that had to be milled. Together with the roof job, new ventilators were put in place. It was a big job to get all of the old roof cover off and clean the roof of lots of old “gruff”.

Windows today are not what they were. Today, we have to use splinter-proof glass. Therefore, all windows were remade to use single layer glass with new framing. Those windows that can be lowered have slightly thicker glass to even out differences related to the lowering mechanism.

Doors

All exit doors had to be repaired as they at one time had been nailed closed. Furthermore, most of the door handles and fittings were missing. To replace these became another substantial job – nothing really matched, holes for fastening pins had to be redrilled, door handles didn't match the fittings etc. One is taken aback – and it takes a lot of time.

Lounge area

Planning of the lounge area continued for a long time and the original plan had frequent changes. The counter we had planned changed character and finally became a bar counter. In the counter is located a cooling arrangement, water, room for a percolator and a small dishwasher. Of course, a small music player. The interior in the lounge area is completed by wicker chairs and small round tables – similar to Bo 706 and 707. The whole area is made so that by the walls the two tables may be folded down and the smaller round tables may be loosened and removed – the lounge area may be used with a long table for meetings etc.

The wooden body exterior

New teak panelling is not easy to obtain – and if available it is VERY expensive.

We had to look for other solutions and they came in the form of a coach that was to be scrapped. All useable panelling was carefully removed. The panel was removed in large sheets and was as if glued together in tongue and groove fashion. Then the panel was flushed with boiling hot water to separate the individual panel boards. Removing the nails from the back side was a major job. Removing the nails from the front, outside, would damage the panel boards beyond usefulness. A tedious job. The panel boards were let in a bath with a paint remover for teak for some days to remove all traces of old varnish and teak oil. Having completed this major job all panel boards were treated with oxalic acid and bleached to get the original colour.

Next, fitting new panel where the old had been removed, which was at most of the coach walls. Spring 2013 saw all panelling back again.

The summer and early autumn 2013 saw intensive work to ready the coach for the new oil, teak oil of Owatrol brand. When such a job is to be performed one oils layer-by layer without the preceding layer drying before the next layer is applied. Lots of staff is needed, a challenge with an all-volunteer work force. 561 go 22 layers of oil no. 1, 120 litres, and 8 layers of oil no. 2, about 30 litres.

Oiling the outside and finishing the windows was completed just before Christmas 2013.

Finishing touches

We were now left with “only the rest” – all these small items that nobody sees, but that are important for the overall finish and that must be in place before the coach can be used in traffic. All these small items together takes an awful lot of time.

Through spring 2014 the furnishings were completed, tables were put in place, curtains put up, and the yet to be assembled chairs retrieved from storage. Assembling the chairs took several weeks, especially the arm rests were a complex process.

Lamps had to be hung up and the electric installation finished and tested.

Signs were put in place and finally all the enamel signs. These are newly made in a style appropriate for the correct time period.

The summer holiday of 2014 saw a period with intensive work. Lots of smaller faults were discovered and corrected. On September 11. The coach was moved to a track where 1000 V for train heating was available and all electric equipment was now tested. It all worked as it should!

Norsk MusumsTog NMT (Norwegian Heritage Train) finished project AEO 561 by spending NOK 3,0 Mill and about 4500 hours of voluntary work.

The coach is now the most popular among our historic coaches.

Comparable restorations have been done with the rest of NMT-s coaches. – repair of the supporting structure in the coach walls, rust removal of steel frames, bogies and wheels. Brake valves are today sent to a German workshop in Fulda. This is the only workshop doing this kind of work with our brake valves. It is a challenging and continuous job to keep these old wooden coaches' traffic safe, but with good maintenance the task has so far been surmountable. The economic conditions for saving the technical culture in Norway, and especially if railway related, are not good. This forces us to mostly store the coaches out in the open, tarpaulin-covered when not in use. Indoor storage is continuously sought but so far with little luck.

Norway - The Restoration Story told in Photographs by Morton Tranöy

Unless stated otherwise all of these photographs have been taken by and remain the property of Morton Tranöy



This photograph was taken end of May 2011, when the coach 561 for the first time was taken into the workshop. Here it is shown when it is lifted, and the bogies are taken out for service.



This photograph shows how rust has reduced the strength of the framework under the coach. This had to be repaired by certified welders.



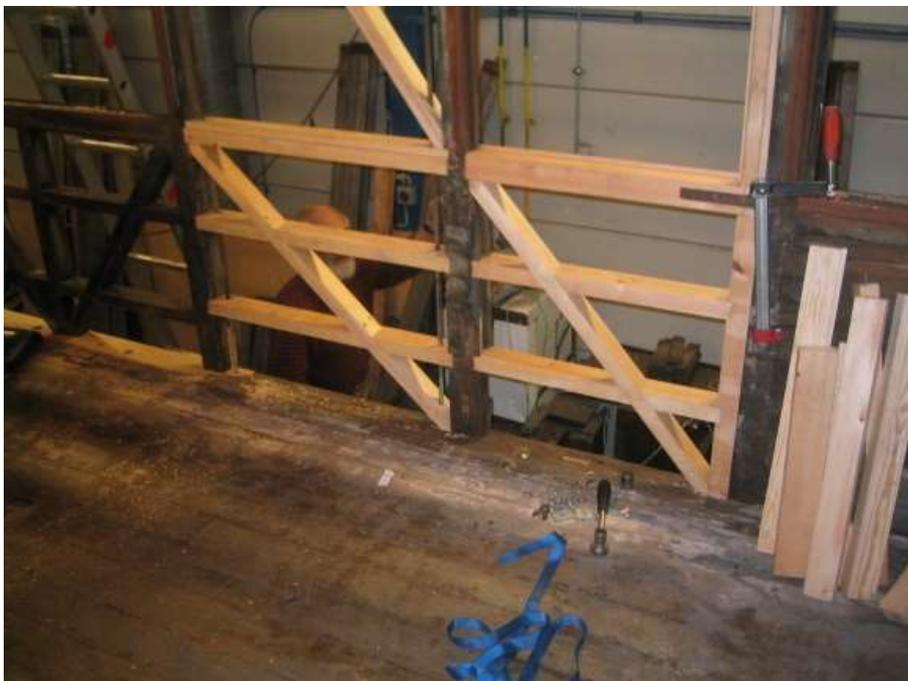
This photograph shows the situation before the work inside started. Here is the part of the coach that later became the bar counter



This photograph shows the coach when parts of the panelling are stripped off and we are starting to repair damage in the wooden structure. In front you can see the old bogies fully repaired and ready for new assembly.



There was really a lot more to do with the wooden framework in the coach. In some places everything had to be replaced with new materials.

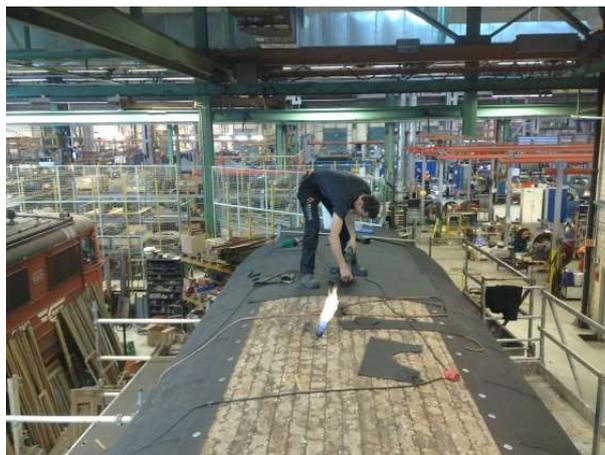




The above three photos show more details of repair of the details in the wooden frame works in the coach and what we had to do.



This photo shows coach AEO 561 after approx. 1,5 years of work. All the grey painted structure is changed into new materials. The original bogies are in the right place again. In the middle of the coach underneath a new transformer – 1000 volt to 230-volt 35 kVA is in place.



As the work continued, we discovered a lot more rust than we expected – and here is an old angel iron (left) and a new (right)

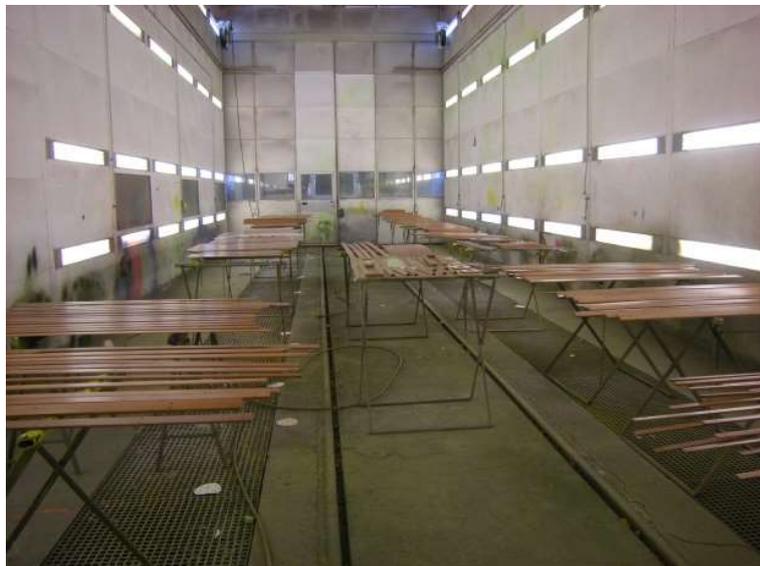
We also had to make a new roof covering and here is one of the men from working on the roof with the new covering. Due to the regulations of the workshop we had to maintain some sort of fire readiness in 12 hours after the work has ended for the day as we used so much open fire. Of course, the workshop has fire alarm systems, but the leader of the workshop wasn't very pleased when he was thinking of a possible scene if our coach had taken fire.



These two photos show two different fuse boxes with different electrical equipment. Although we struggle to have as little automatic equipment as possible due to reliability and simplicity, we had to install some minor things – like a cut off for the inverters for 230-volt 50 Hz after approx. 90 seconds without power. This allows us to keep up the power for fridges and some light due to gaps in the overhead wire, and the batteries in the coach do not run empty and to keep the light on. As soon as the current from the overhead wire is back everything works as normal again and nobody has ever discovered a break in the electrical supply. The batteries in each coach are 36 volts and 250 Ah.



This photo shows where a switch for the heating system is to be installed – 1000-volt switch. Behind the wooden cover there is a metal cover to protect the 1000-volt system from touching or failure. The metal cover is of course connected to ground/earth.



This photo 15 taken in the painter's workshop in the railway workshop. It was really easy for us to deliver all the inside panelling of our coach to the painters and have them back after 2 days – and every panelling board ready for mounting. We had to pre-cut each board before painting with clear varnish, but it saves us for a lot of work. The painters at Mantena Grorud workshop did almost all the paint jobs for us – all details as electric elements, slops buckets and a lot of other small parts



This is a photo that shows how we had to deal with the windows. All of them had to be reconstructed for new kind of glass that is splinter secure. This also meant that the weight of the windows changed, and we had to adjust the lifters for the opening windows. The framing of the new splinter proof glass had to be reconstructed in the teak framing. All the window frames also had to be repaired for damages, remove all old varnish, use some oxalic acid to reduce or remove the grey colour – and then we could start with the new varnish coating.

Here you see our exceptionally good joiner working with the bar counter. We used every free spot to make a shelf or cup board.



Here is the bar counter from inside. In the corner we have installed a sink where you can put a basket from the small dishwasher installed behind the photographer. You also have a LED-strip under the top counter and besides here it is also installed holders for glasses. Under the counter we have installed a fridge for beer, soda



This is what you'll see if the photographer has turned around. Here you have a coffee machine, dishwasher. Over the dishwasher you can put two baskets with cleaned glass and cups and to let it drip. Each basket has a sink which leads the possible water away. Under the dishwasher there is a waste collector.

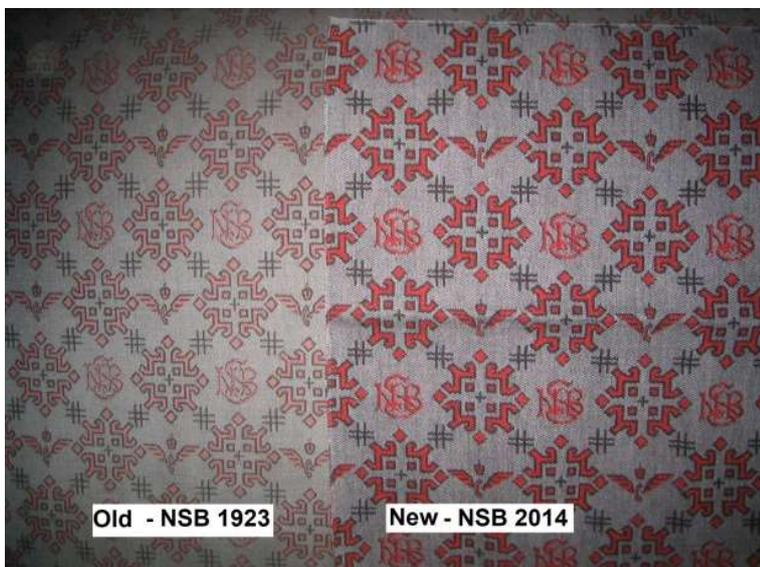




This photo shows the coach with all the panelling refitted on the coach again. A really big work to have it all fit together. The coach is now ready for new varnish to be painted on. Approx. 22 layers of Owatrol D 1 oil varnish, wet – in – wet and then afterwards 8 layers of Owatrol D2 oil varnish.



The same coach side, but now with new varnish.



Here you can see the old and new fabric for the furniture in the coach. The old fabric left and the new to the right. The new one has also all the new kind of fire prevention, allergic and other things you need to allow you to use it.



These two photos show the 1.class compartment in two different stages of completing. Here you have 17 seats in groups of 2 and 4 seats. In between you have a small table.



Here you'll see the bar compartment ready for use. Carpet on the floor, curtains with NSB- sign, copy lamps from the original as in the old days. Here you can enjoy a glass of your favourite beer or wine, or perhaps just coffee or tea. Nice wicker furniture and small round tables as in the coaches delivered to the NSB back in 1926.



A detail from a spot/shelf in the wall in the bar compartment



These photos show where our coach AEO 561 is nearly ready for use. In between wheels and motors, we have our spot in the big workshop.



This when our coach AEO 561 was shown to the press in the main station in Oslo and our those who have contributed with money, skills and hours of work.



Approx. 2 or 4 times a year we run trains from Oslo to Bergen. Here the train is shown near Myrdal, not far from Finse, the highest above sea level station in Norway 1222 meters. The stone bridge was built in 1905. Photo CF Salicath

In Myrdal the famous step branch line to Flam attach to the Bergen line.

A little photo taken in the station Kongsberg, about 100 km from Oslo. Photo BG Kvaerne



This photo is taken in one of our dining coaches. This is the dining car Eo 119 from 1926, refitted with new copies of the original furniture. Photo BG Kvaerne



Here people are enjoying themselves in the combined bar – and 1.class coach AEO 561 on a trip around Oslo, which goes nearly every Thursday in the summertime. Photo BG Kvaerne





Another snapshot from the Bergen line, between Finse an Haugastol, about 1200 meter above sealevel. Photo CF Salicath



This is our 1 class coach Abo 118, delivered in 1923 as the special coach for the board of the Norwegian State Railways. The coach was also used for the King from 1923 to 1940. This coach was the very best on Norwegian tracks in those years. Inside there is a small kitchen, 3 compartments we 2 beds in each, toilet with hot and cold water, shower and half of the coach is a big salon with wicker furniture and small tables. At the rear end there is a rather big open balcony. The coach is very popular on our trips and a social meeting point. Photo Morten Tranöy





The above three photos show different dishes that are served during a trip. We have a cooperation with a very good restaurant company and they try to served dishes for the season or old menus from early days from the dining car history. All our plates and coffee cups are newly made copies from the NSS-period. NSS = Norsk Spisevogn Selskap = Norwegian Dining Car Company. Photo BG Kvaerne



Here are our two dining cars, left the BEO 18143 from 1937 and right the Eo 119 from 1026. Photo Morten Tranøy



Our two dining cars together with a smiling volunteer, BG Kvaerne



These two photos are taken a little bit outside Honefoss and shows the normal train that we operate today.



This photo 38 is taken at Finse, the highest station in Norway, 1222 meters above sea level. Here in the former sheds for snow clearing equipment there is a collection of rotary snowploughs and other specialities from the building of the Bergen Line. A popular place to stop at, especially when the weather conditions are good like in the picture. Photo Salicath



These two photos are taken on the 100 years jubilee trip for the Bergen line. We ran with two steam engines due to the weight of the train and the steep gradients. On the line we have up to 2,5 % steep gradients and for 10s of kilometres. Here the train pauses at Finse and for taking water (witch was a problem) The now privately own water supply had trouble handling water supply in a short time for as much as 30 tons of water. Photo Morten Tranøy. On Photo 39B a diesel engine is in front, a NOHAB Di 3.616 Photo Morten Tranøy



Photo 40 shows our wooden coaches pulled by two steam engines not far from Oslo. The first car is a former cooling storage wagon using ice as cooling medium for transport of fish. Wagons like this ran in complete trains from northern Norway and the whole route to Milan transporting fresh fish. The trip took amazing only 30 hours before the war. On it's way to Milan where 2 supply

stations for ice blocks that were dumped through covers in the roof. After the war the service was not back in use. Photo Ö Öisjofoss



This photo is taken at Honefoss station during a stop. The passengers are in a hurry to get out on the platform to take pictures and stretch their legs. About two hours left to Oslo.



This photo is taken at Stanghelle station, not far from Bergen. At the rear end of the train you'll see our salon coach with the big open air balcony – ABo 118. Photo Morten Tranöy



Photo 43 is taken near Myrdal on the Bergen line. Here you can see how the line is winding it's way through the landscape. The snow galleries are easy to see in the back of the train. To the left you'll also see snow fences to make the snow to stop drifting. Along the Bergen line from Myrdal to Finse there is also a single high tension power line for extra supply and security for the current of the line. Photo CF Salicath