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Editorial

It is with great pride that we present our twelfth Amis des Wagons-Lits newsletter. It is with great pleasure that we have had plenty of news and activities this summer:

Firstly, our authors are increasingly complementing each other with their articles, picking up and continuing topics from older issues. After the article by Jos Geilen in Newsletter No. 10 about the British influenced capital structure of the CIWL and the temporary British dominance in carriage construction in an article by Chris Elliott in Newsletter No. 11, we can now present an article again by Jos, who investigates the question of how the numerous British-built carriages (with their significantly larger European loading gauge) came to the continent. Numerous photos complement his article.

The CIWL's cooperation with the British travel agency Thomas Cook & Sons also fits into this context; John King looks at the subject in detail in this issue.

There are other numerous points of contact between the CIWL and other companies, in this issue Bram van der Velden introduces us to the Compagnie des Wagons-Bars, which became increasingly linked to the CIWL in the course of its existence.

You may have spotted that we regularly include an article about the successors or predecessors of the CIWL trains and services. This time it is the TEE trains that bridged the gap between the CIWL trains and the new air services. Whereas many will ask who or what was the TEE, we strongly believe that these 'special' need a place in our railway and CIWL history. To that end we include an article from Iain Dobson with an introduction from Marc Stegeman about the Netherlands – Dutch Railways TEE diesel powered trains.

Then we are also pleased that that rail travel is slowly returning to normal despite the ongoing pandemic. In particular, progressive vaccinations and thus diminishing danger of serious or even fatal illnesses make the operation of night and car trains possible again, even if under not always clear hygiene conditions. Not only are the stainless steel sleeping cars (WL AB30 ex P see below), which are essentially more than 60 years old, rolling again on behalf of various night train operators, but after years of storage, at least two of the total of only four WL MUn built have so far found their way back into their core business. These last CIWL-built sleeping cars, built in 1998/99 by the CIWL Ostend atelier, have been running since this summer on behalf of RDC in the Alpen-Sylt night express between Lake Constance and Austria and the island of Sylt. In our next issue N° 13 Brendan Martin will have a closer look to the history of this car series.

This edition includes a book review of the new book 'Orient Express', it is not yet another book on this famous train but a very welcome addition for anyone researching the literature that surrounded this mythic series of trains. It is in French but a fascinating introduction to just how many books, articles were written for almost 100 years. It even adds books written over the years to our long list, and for anyone who would like a copy of our CIWL book list, just mail us.

Nostalgie Istanbul Orient Express – NIOE, we have been working with the aim of writing a series of articles about this Swiss Venture that was started in 1977. After many weeks of research we are coming to the conclusion that a book is needed. What Albert (Alby) Glatt achieved is worthy of a complete story. Anyone who can supply us with any details about this famous train will be most welcome.

Vienna's Heizhaus Strasshof Museum is one of Europe's largest railway museums. It is used from time to time for filming and a recent film which was staged there is to be seen on this link from Drehscheibe Online <https://www.drehscheibe-online.de/foren/read.php?108,9786054> the film features scenes shot for a cinema film about Alma Mahler / Gropius / Werfeland and their relationship with Oskar Kokoschka.

Chris & Dirk



65 Years old and still going strong: WL AB30 ex P N° 4559 an N° 4529 in UEx1385 to Verona Porta Nuova in Düsseldorf main station on 24 September 2021. Photo: Dirk Frielingsdorf

The transmarine shipment of CIWL cars

by Jos Geilen

In the years before 1920, the Compagnie Internationale des Wagons-Lits had its sleeping, saloon and restaurant cars and baggage vans built mostly by manufacturers in the countries where these cars were to be used. Well-known examples are Dyle et Bacalan (Louvain), van der Zypen & Charlier (Cologne), Rathgeber (Munich), Compagnie Générale de Construction (St. Denis near Paris), Ringhoffer (Prague) and Ober-Volga (Kalinin).

An exception to this are the American-built sleeping and restaurant cars of Jackson Sharp (Wilmington) and Pullman (Chicago). Cars were also already supplied by an English company, viz. Brown Marshalls & Co. Ltd. in Birmingham delivered in 1892 dining cars (Nos. 350-352) and baggage vans (Nos. 1034-1035 and 1041-1044) for the Peninsular & Oriental Express Calais-Brindisi and the 'Voiture Royale' No. 501, a sleeping car with a salon for eight people and a smoking terrace.

Little is known about the transmarine transport of these cars, only that they were often delivered as a 'construction kit' and all the parts had to be built together on the continent.

However, because Wagons-Lits placed orders at English companies for the construction of no fewer than 388 cars and vans, another way of transmarine transport had to be found. These orders explicitly stated that in most cases the delivery had to take place in Zeebrugge.

And not only the transport by ship had to be considered, also the transport of 'too large' continental cars over the English railway lines to the ports was a case of many headaches!

This article describes in chronological order the transports of cars and vans that have taken place from the factories in England to the various destinations on mainland Europe and Egypt respectively. When details about the cars and/or the transports are known, these are also mentioned.

Sleeping cars Nos. 2641-2680

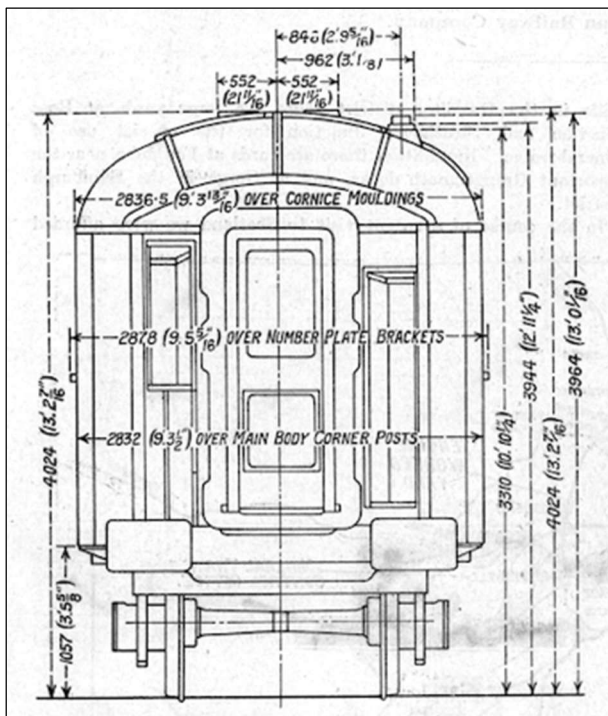
The Leeds Forge Company Ltd., although it had won a major contract for 40 all-steel sleeping cars, encountered many problems in its completion. 'The Newlay works of the Leeds Forge Co., Ltd., were converted from a shell factory to cope with the present work, which is quite a new industry to the district. Some 450 men are employed there, but many of the key men had to be imported from other districts, and they have suffered the disadvantage of the housing shortage. Unless remedied, this may have a detrimental effect on future contracts. The present contract had brought work not only to Newlay, but to the Armley works of the company as well as those of the subsidiary company at Bristol, and evidence that these cars are an international product was furnished by the fact that Scotland, Wales, France, Italy, and Belgium contributed parts'.¹ However, the – not unimportant – delivery of the cast steel bogies, bolster, and spring planks by the Commonwealth Steel Co. of Saint-Louis (America) was overlooked herewith!

Much of the work in the construction of these sleeping cars had to be outsourced to subcontractors, for example for the wooden interior finishing the Bristol Wagon & Carriage Works Ltd. and Waring & Gillow Ltd. of London are the best known.² Unfortunately, there is no record of whether Leeds Forge carried out the exterior painting of the sleeping cars in-house or had it outsourced. The cars left the factory (Erecting shop) in Newlay 'painted "industrial grey", with nothing on their sides apart from the maker's logo'³ as can be seen in the accompanying photo from the Railway Gazette.

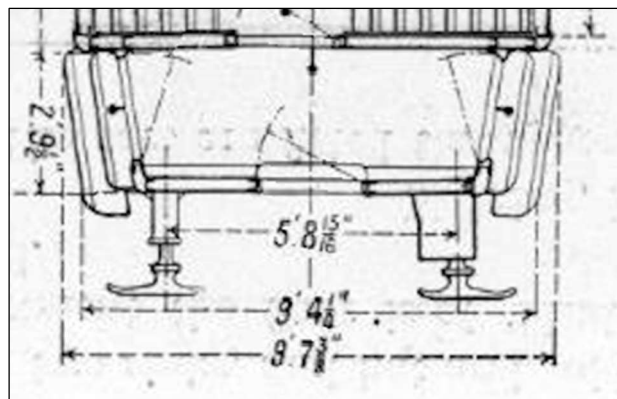
According to George Behrend, the sleeping cars were painted in the fitting-out shed at Immingham before being shipped by ferry to Calais.⁴ The only known photo of the temporary train ferry terminal at Immingham during the loading of sleeping car No. 2641 is proof of this.

It is also not known why the very labour-intensive painting was not carried out entirely in the factory in Leeds. Was it related to possible damage to the paintwork during transport by rail to Immingham?

A major problem during transport were the dimensions of the sleeping cars. The width of 9'.3¹/₂" over main body corner posts and of 9'.7³/₈" over steps and the height of 13'.2⁷/₁₆" (without roof structures such as ventilation fittings, etc.) exceeded the loading gauge of the Great Central Railway (from January 1, 1923, grouped into the London & North Eastern Railway, LNER) of 9'.3" and 13'.5". A solution to this problem was found together with the railway companies involved. The Railway Gazette of November 17, 1922, wrote: '...., the car was allowed to go forward with only such exterior fittings removed as would inevitably have come in contact with fixed structures if left in position, and certain of the roof fittings remaining on at one side necessitated the vehicle being retained in the same position (that is, not reversed) throughout the journey to Immingham. The special train, which conveyed a number of the Leeds Forge Company's officials and workmen, and was in charge of responsible railway officials, was worked over a carefully selected path, running "dead" slow past all station platforms and awnings, over curves and through overbridge openings, tunnels, &c., a sharp look-out being kept for any possibility of contact, as it was well known that the clearances at many points on the route would be very small. The carriage was safely delivered at Immingham the same day, but the fact of the clearance being almost "nil" at some places and the coach actually rubbing at one station platform, abundantly proved the necessity for the greatest care, and showed that the railway companies' difficulties in accepting and handling such traffic had by no means being over-estimated. Other coaches have since been worked over the same route and under the same conditions, and further cars will be dispatched on successive weekends, two or more at a time, until the order is completed.'⁵



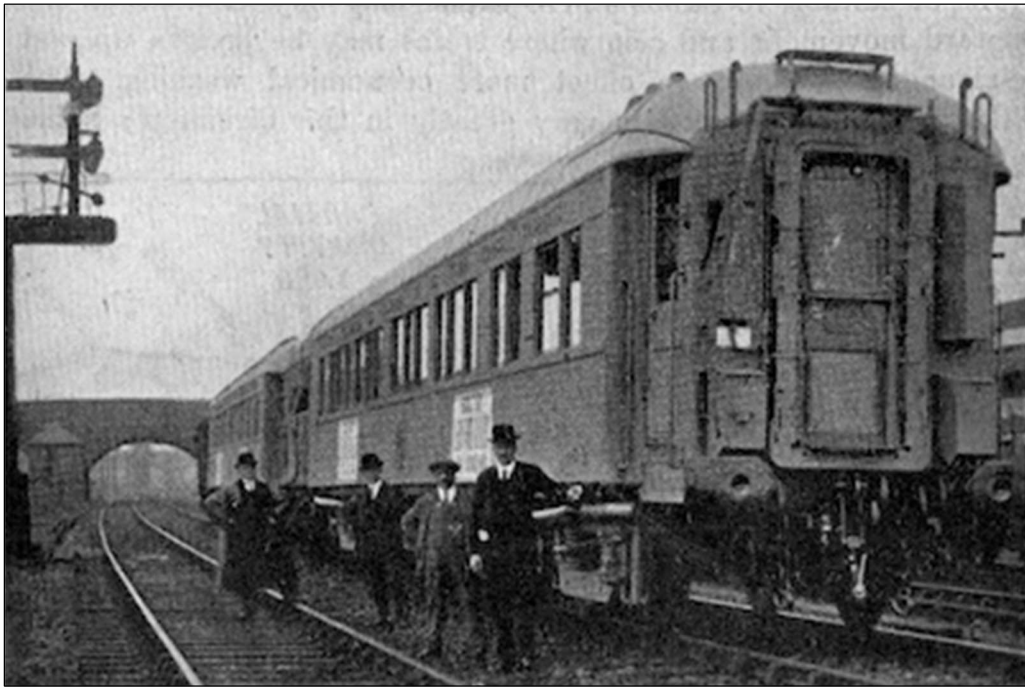
End view of all-steel sleeping car
Drawings: Railway Gazette



Width of all-steel sleeping car

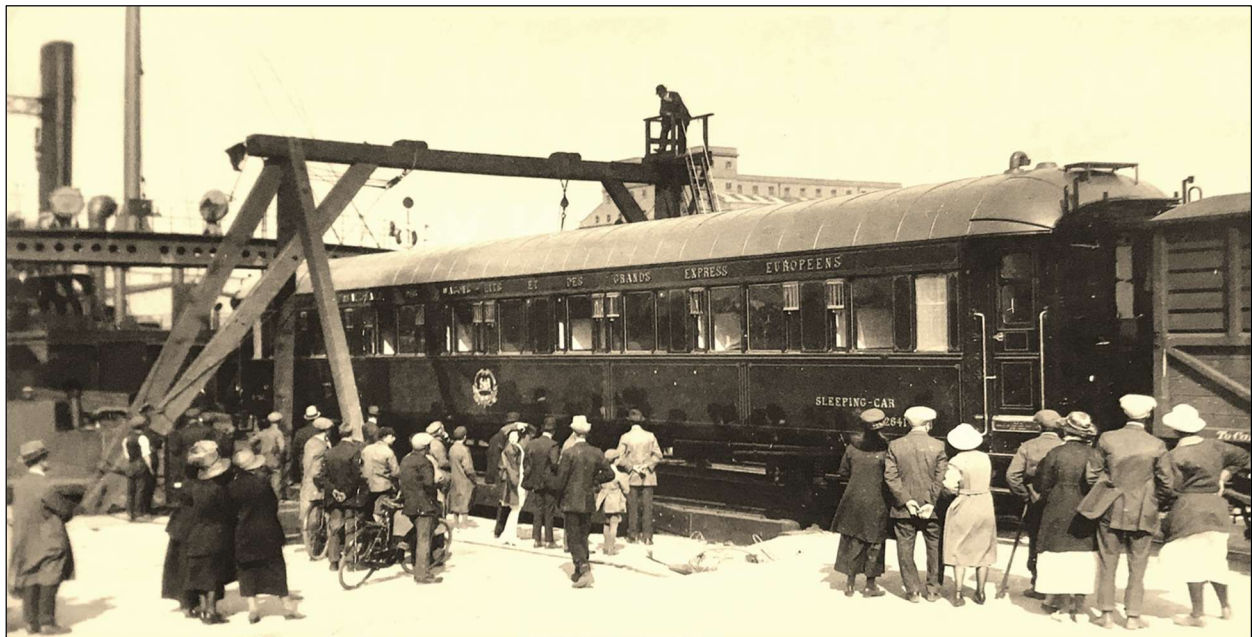
In particular, the steps or footboards temporarily removed for rail transport are frequently mentioned in the literature. In the book on Metropolitan-Cammell it can be found that the 'Continental rolling-stock was built to a slightly larger loading gauge than British, so the cars were run to the ports minus steps and handrails, mounted on screw-action travelling-jacks which permitted some transverse movement to avoid lineside obstacles.'⁶

Next photo from the Railway Gazette however shows sleeping cars without steps, but with handrails.



All-steel sleeping cars prepared for transit

The first transport between Immingham and Calais by Train Ferry No. 2 took place early August 1922 according to Kevin Hoggett, however the CIWL register⁷ noted August 1, 1922, as date of delivery of sleeping cars Nos. 2641 and 2642. According to this register the second batch of cars Nos. 2643-2648 was delivered on September 12, the third batch of cars Nos. 2649-2656 on October 9 and the fourth batch of cars Nos. 2657-2664 on November 13, 1922. On December 11, sleeping cars Nos. 2665-2672 were delivered in Calais and the last batch of cars Nos. 2673-2680 on January 15, 1923.



The temporary train ferry terminal at Immingham, with new Wagons-Lits sleeping car No. 2642 being loaded over the linkspan and on to Train Ferry No. 2.⁸
Photo: Collection North East Lincolnshire Council

A total of four trips were performed by Train Ferry No. 2: the second trip in September, the third in October and the last in November. Train Ferry No. 3 made two trips with sleeping cars, viz. one in December 1922 and one in January 1923.⁸

Remark: During the research for my book on the 'Étoile du Nord' type Pullman cars of the CIWL, it was discovered that the dates of shipment and delivery differ. The delivery in Zeebrugge took place the day after shipment from Harwich. I also came into possession of a digital copy of a register⁷ of Wagons-Lits in which a lot of information can be found about the delivery date, manufacturer, renovations, etc. of almost all cars and vans.

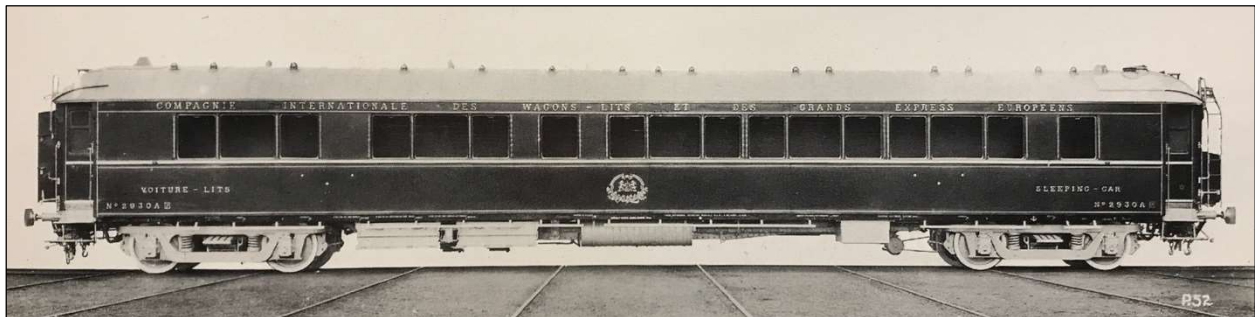
It is also interesting to mention the livery of the first steel sleeping cars. According to Mr. M. Doassans (chief engineer of CIWL) in his article 'Les Nouvelles Voitures Lits de la CIWL'⁹ this livery was as follows: 'The exterior which is, as we have explained, in sheet steel, is painted in two-tone blue. The lower part is very dark and the part above the waist a little lighter. Gold trims frame the panels and run the length of the waistband. Finally, as in all the ordinary material of the Compagnie des Wagons-Lits, the inscriptions are in bronze letters, standing out well on the dark paint.'



Exterior view of sleeping car No.2644 - Corridor side

Photo: Leeds Forge Co. Ltd. / The Railway Engineer

The next series of steel sleeping cars (Nos. 2918-2932) built by BRC&W in 1926 and all subsequent series received the new, often discussed, livery, i.e., blue body with yellow lines as shown in the photo below.



Exterior view of sleeping car No. 2930

Photo: Birmingham Railway Carriage and Wagon Co. Ltd.

¹ Unknown writer, *Continental Sleeping cars*, in *Locomotive Magazine and Railway Carriage and Wagon Review*, Number 360, August 15, 1922

² Unknown writer, *New rolling-stock for the International Sleeping car Company*, *The Railway Engineer*, 12/1922

³ Jean-Paul Caracalla, *Le Goût du voyage*, Compagnie des Wagons-Lits / Flammarion 2001

⁴ George Behrend, *Luxury Trains – From the Orient Express to the TGV*, The Vendome Press 1983

⁵ Unknown writer, *The Railway Gazette*, November 17, 1922

⁶ Keith Beddoes, Colin and Stephen Wheeler, *Metro-Cammell – 150 years of craftsmanship*, Runplast 1999

⁷ Registre contenant des information sur le type, le nombre de sièges, le constructeur, la date de livraison, la mise hors service, la date de vente ou de démolition et le numéro de planche de toutes les voitures de la CIWL

⁸ Kevin Hoggett, *Rails across the sea – The Harwich – Zeebrugge Train Ferry Story*, Mainline & Maritime Ltd. 2020

⁹ M. Doassans, ingénieur en chef à la CIWL, *Nouvelles Voitures Lits de la Compagnie Internationale des Wagons-Lits*, dans la *Revue Générale des Chemins de Fer et des Tramways*, August 1922

Restaurant cars Nos. 2700, 2852-2866 and 2867-2881

In 1918, a group of businessmen had set up a financial group 'Syndicat Belgo-Anglais' with the object of setting up a regular train ferry service between Great Britain and Belgium. In 1922, they, together with representatives from the Great Eastern Railway and the Chemins de fer de l'Etat Belge (Belgian State Railway), decided to introduce a train ferry service between Harwich and Zeebrugge, the seaport for Bruges. For this, two companies were founded, on the 14th of March 1923, the Great Eastern Train Ferries Limited. £ 200,000 was allowed for to purchase the three train ferry ships and the terminal equipment. In Belgium, the Société Belgo-Anglaise des Ferry-Boats S.A. was formed on the 16th of April 1923 to provide terminal facilities, continental agencies, and internationally acceptable wagons for use on the service.

On the 2nd of February 1923, the final sale of the three ferries, the gantries and linkspans at Richborough and Southampton, and those of Dunkirk laying on barges in Zeebrugge, was sanctioned.

The linkspan and associated equipment from Southampton was dismantled on 13th of July 1923 and was to be moved by sea to Harwich where it was to be installed at a site in Harwich Town next to what was then known as New Pier. The terminal at Zeebrugge, using the gantry and linkspan from Dunkirk, was built situated in what became known as the Ferry Dock, a side dock off the Bruges sea canal.

The official opening of the service was planned at Harwich for Thursday 24th of April 1924 and for Zeebrugge the next day.¹

The transport of the cars, built by the Smethwick plant of the Birmingham Railway Carriage and Wagon Company Ltd. and the Saltley plant of the Metropolitan Carriage Wagon and Finance Company Ltd., to the port of Harwich was arranged by the London & North-Eastern Railway Company.

It is striking that, since the LNER arranged the transports, it was no longer written that there were problems with the loading gauge. The LNER probably managed to have the transports take place via railway lines that had no platforms that could be hit. The same applies to the transport of cars for Spain and Egypt to the ports on the west coast by the London, Midland and Scottish Railway (LMS).

Later in 1923, and in 1924 the Birmingham companies did not have to transport cars built for the CIWL. In May 1925, two restaurant-cars of the series Nos. 2852-2866, built by the Birmingham Railway Carriage and Wagon Company Ltd. had the honour being the first CIWL cars to be shipped from Harwich to Zeebrugge. The deliveries of thirty-one restaurant cars, all built by BRC&W, took place in Zeebrugge on the following days:

19.05.1925	2852, 2853
02.07.1925	2854, 2855, 2856, 2857
22.07.1925	2858, 2859, 2860, 2861
31.08.1925	2862, 2863, 2864, 2865, 2866
08.10.1925	2700, 2867, 2868, 2869
05.11.1925	2870, 2871, 2872, 2873
03.12.1925	2874, 2875, 2876, 2877
23.12.1925	2878, 2879, 2880
26.10.1926	2881

Restaurant-car No. 2700 was reserved for special governmental trips from 1926 till 1938.

Oddly enough, car No. 2881 was delivered not until October 26, 1926.

¹ Kevin Hoggett, *Rails across the sea – The Harwich – Zeebrugge Train Ferry Story*, Mainline & Maritime Ltd. 2020

Pullman cars Nos. 51-60

'Since 1922 the CIWL had been using steel sleeping cars, but had not had any steel dining-cars, nor had any steel Pullman cars been built in the U.K. Hence it was arranged in 1925 that 10 British built wooden-bodied cars should be sent to the Continent for trial in ordinary traffic. At various times, statements have been made that six of these cars were built by the Midland Carriage and Wagon Company and four by the Birmingham Railway Carriage and Wagon Company, and certain records still exist which purport to show that this was the case.'¹

Roger Commault was able to tell us more about this transport and that 'these cars were transferred from the factories of Birmingham to Milan as follows: leaving the factories on October 31, 1925, they were transported to the port of Harwich from where they were embarked on the ferry-boat to the Belgian port of Zeebrugge. Disembarked on November 3 and 4, the next day, the ten cars formed a special fast train in the direction of France via Bruges and Kortrijk. In Tourcoing an accident occurred: as this train included in addition to the Pullman four new steel dining cars (Nos. 2870 to 2873)², the latter seemed so much larger next to the British Pullmans that the visiting chef demanded before their departure, their passage through the template. This train set off from Tourcoing at 1:52 p.m. and arrived at Villeneuve-Prairie the same evening. It was parked on November 7 at the P.L.M. garage. On the November 11, it joined the workshops of Wagons-Lits in Milan to undergo different modifications. Designed for the British services, this equipment had to undergo many changes, the main ones being the change of couplings, addition of safety chains, handbrakes, intercommunication doors, replacement of gas cookers by coal and installation of Italian and French footboards.'³



Ten Pullman cars parked next to the ferry terminal at Zeebrugge

Photo: unknown

These Pullman cars were used on the very first Pullman train of the CIWL, the Milan-Cannes Pullman Express from December 15, 1925, and in the following years also on the Milan-Venice, Milan-Ancona, and others Pullman trains.

'It is now known that the series comprised no less than 4 distinctly different types of vehicle, and this sample pattern created certain difficulties in making up the set as well as sorting out the seats of passengers having their seats reserved by agencies.'¹

These were the four different types of Pullman cars:

- | | |
|--|----------------------------|
| - 20-seat kitchen car with office and one lavatory | car Nos. 51, 52, 54 and 55 |
| - 22-seat kitchen car with office and one lavatory | car Nos. 57, 58 and 59 |
| - 24-seat parlour car with two lavatories | car Nos. 53 and 56 |
| - 26-seat parlour car with two lavatories | car No. 60 |

Cars Nos. 51-56 were constructed by the Midland RC&W Co. in 1925 and cars Nos. 57-60 by the Birmingham RC&W Co. in 1924/25. These Pullman cars were built in conformity with the British loading gauge and therefore did not suffer from footboards that rubbed against station platforms!

¹ Antony Ford, *Pullman Profile No. 2 – The Standard 'K-Type' Cars*, Noodle Books 2010

² Restaurant-cars Nos. 2870-2873 were part of the series Nos. 2867-2881 built by BRC&W in 1925/26.

³ Roger Commault, *Histoire des Services "Pullman" de la Compagnie des Wagons-Lits 1925-1971*, La Vie du Rail 1977

Sleeping cars Nos. 2918-2942, Pullman cars Nos. 2914-2917, 4001-4030, and 4051-4080

In 1926, twenty-five sleeping cars and no less than fifty Pullman cars were transported from Birmingham via Harwich to Zeebrugge. Deliveries took place in Zeebrugge on the following days:

	Sleeping cars Nos.	Pullman cars Nos.
19.03.1926	2920, 2921, 2933	
05.04.1926	2934, 2935	
08.04.1926	2922, 2923	
23.04.1926	2936	
27.04.1926		2914
30.04.1926	2937	
26.05.1926		2915
28.05.1926	2938, 2939	
01.06.1926	2924, 2925	
18.06.1926	2940, 2941, 2942	
22.06.1926	2926, 2927	
28.06.1926	2918, 2919	2916, 2917
15.07.1926		4016, 4017, 4018
21.07.1926		4001, 4002
30.07.1926		4019, 4020, 4021, 4022
31.07.1926		4023, 4024
10.08.1926		4003, 4004
11.08.1926		4025, 4026
17.08.1926		4005, 4027, 4028
24.08.1926		4006, 4007, 4008, 4009, 4010
25.08.1926		4029, 4030
09.09.1926		4011, 4012, 4013, 4014, 4015

14.09.1926	2928, 2929, 2930	
21.09.1926	2931, 2932	
26.10.1926		4066
13.11.1926		4051, 4067, 4068, 4069
19.11.1926		4052, 4053, 4054
26.11.1926		4055, 4056, 4070, 4071
10.12.1926		4057, 4058, 4072, 4073
23.12.1926		4059, 4060, 4074, 4075

Ten Leeds built Pullman cars were shipped in 1927:

22.01.1927	4061, 4062, 4076, 4077, 4078
12.02.1927	4063, 4064, 4065, 4079, 4080

The sleeping cars series Nos. 2918-2932, the Pullman kitchen cars Nos. 2914-2917 (metal sheet plated wooden bodywork) and Nos. 4001-4015 were built by the Birmingham Railway Carriage and Wagon Company Ltd. The Metropolitan Carriage Wagon and Finance Company Ltd. did build the sleeping cars series Nos. 2933-2942 and the Pullman parlour cars Nos. 4016-4030. Leeds Forge Ltd. delivered the Pullman kitchen cars Nos. 4051-4065 and the Pullman parlour cars Nos. 4066-4080.¹

The series Nos. 4001-4030 were of the type 'Flèche d'Or' (Golden Arrow) and the series Nos. 4031-4090 of the type 'Flèche d'Or complémentaires'.

Little is known about the shipment of the Pullman kitchen cars Nos. 2914-2917 to Egypt, only that they were embarked directly to Egypt and had names, viz. Luxor, Assuan, Fayoum and Siwa.²

According to George Behrend these cars were embarked at a South Wales Port.³ But which of the South Wales Ports: Barry, Cardiff, Newport, Port Talbot, or Swansea, he did not mention.

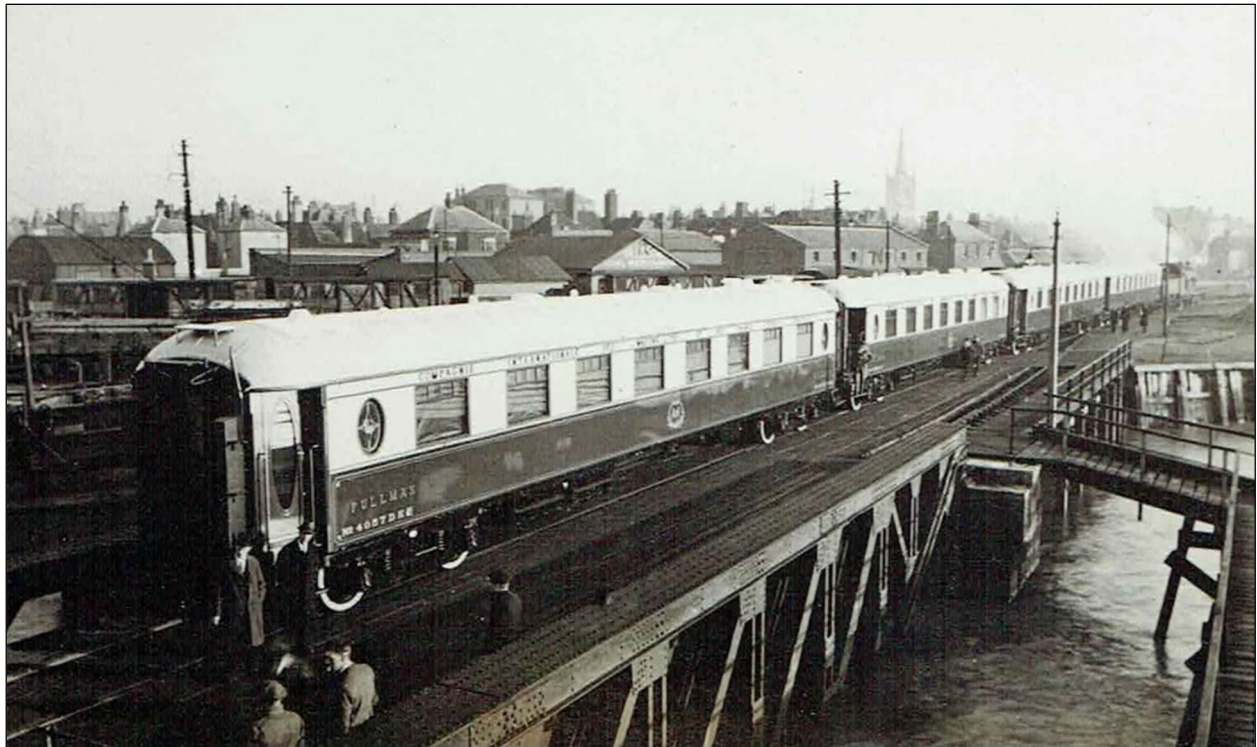
Deliveries of the Pullman cars for Egypt were made in all probability at the works of BRC&W.

According to the '*Répartition du Matériel*' of the Cairo Division for the winter of 1926/27, the four Pullman cars were deployed from Cairo to Alexandria. A disembarkation of these Pullman cars in the port of Alexandria is therefore plausible.

¹ It is often written that the Metropolitan Carriage Wagon and Finance Co. Ltd. did build the Pullman cars Nos. 4051-4065 and Nos. 4066-4080. This is not correct because in 1927 Leeds Forge Ltd. still did exist and was since June 1923 in alliance with Cammell Laird and the Midland Railway Carriage & Wagon Co. Ltd. It was not until December 1927 that the Metropolitan and Cammell Laird groups amalgamated their carriage and wagon building interest.

² Roger Commault, *Histoire des Services "Pullman" de la Compagnie des Wagons-Lits 1925-1971*, La Vie du Rail 1977

³ George Behrend, *Pullman and the Orient Expresses*, 2004



Embarkation of Pullman cars Nos. 4057, 4058, 4072 and 4073 on December 9, 1926

Photo: Graphopress Brussels

Collection: Jos Geilen

Pullman cars Nos. 4081-4085, 4086-4090, 4091-4110 and 4111-4130

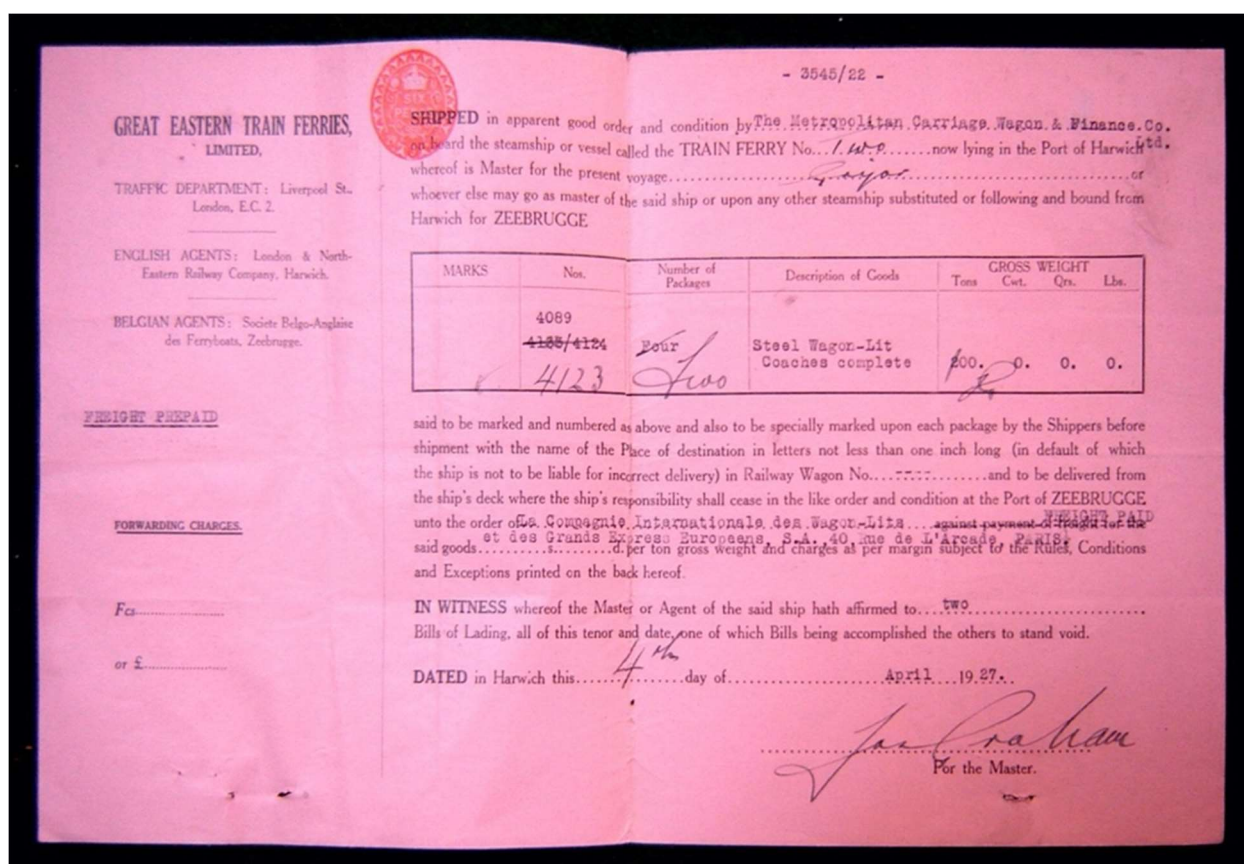
In 1927, only Pullman cars were transported to the continent. Next to the above-mentioned Leeds cars, the Birmingham Railway Carriage and Wagon Company Ltd. did deliver five Pullman kitchen cars (Nos. 4081-4085), type 'Flèche d'Or complémentaire' and twenty second class Pullman kitchen cars (Nos. 4091-4110), type 'Etoile du Nord'. The Metropolitan Carriage Wagon and Finance Company Ltd. did build five Pullman parlour cars (Nos 4086-4090), also of the type 'Flèche d'Or complémentaire' and twenty second class Pullman parlour cars (Nos. 4111-4130), type 'Etoile du Nord'.

Deliveries took place in Zeebrugge on the following days:

	Pullman cars Nos.
11.03.1927	4111, 4112
12.03.1927	4086
16.03.1927	4092, 4096
18.03.1927	4091, 4095, 4113
19.03.1927	4093, 4094, 4097, 4098, 4114, 4115
23.03.1927	4087, 4116, 4117, 4118
31.03.1927	4088, 4119, 4120, 4121
05.04.1927	4089, 4099, 4101, 4103, 4106, 4123
06.04.1927	4100, 4102, 4104
07.04.1927	4122, 4124
14.04.1927	4090, 4125, 4126, 4127
20.04.1927	4128, 4129, 4130
26.04.1927	4105, 4107, 4108, 4109, 4110
01.06.1927	4081, 4082, 4083, 4084, 4085

The Bills of lading of several Pullman cars were found and the date of shipment is therefore known:
 Pullman cars Nos.

15.03.1927 4092, 4096
 30.03.1927 4120
 04.04.1927 4089, 4099, 4101, 4103, 4106, 4123
 05.04.1927 4100, 4102, 4104



Bill of lading No. 3545/22 of 4 April 1927 of two steel cars Nos. 4089 and 4123 built by MCW&F
 Collection: Archives Patrimoine Compagnie des Wagons-Lits, Paris (nowadays Archives SNCF, Le Mans)

Sleeping cars Nos. 3361-3380, baggage vans Nos. 1263-1296

In 1928, the Metropolitan Carriage Wagon and Finance Co. Ltd. did deliver twenty sleeping cars (Nos. 3361-3380) for CIWL services in Spain (Iberian wide gauge of 1,668 mm) and started the delivery of thirty-four all-steel baggage vans (Nos. 1263-1296). According to Keith Beddoes and others these twenty sleeping cars were loaded by crane at Swansea docks in 1927 and shipped direct, as were some BRC&W cars for Egypt.^{1,2}

Presumably the Spanish sleeping cars were transported to the loading area on English auxiliary bogies, where they were loaded onto the cargo ship without bogies and placed on wide gauge bogies upon disembarkation in the Spanish port. Unfortunately, nothing is known about the shipment.

Deliveries of these sleeping cars took place on the following days, probably at the works of MCW&F:

	Sleeping cars Nos.
26.05.1928	3361
15.06.1928	3362, 3363, 3364
21.06.1928	3365, 3366
29.06.1928	3367, 3368, 3369
12.07.1928	3370, 3371
19.07.1928	3372, 3373, 3374
26.07.1928	3375, 3376, 3377
03.08.1928	3378, 3379, 3380

The above-mentioned sleeping cars entered service on September 1, 1928, on the lines of the Norte Railway.³ Javier Aranguren did not mention neither the port of disembarkation (San Sebastian, Bilbao, Santander and A Coruña were ports connected by lines of the Norte) nor the number of shipments.

Deliveries of the all-steel baggage vans took place in Zeebrugge on the following days:

22.12.1928	1264, 1268, 1269	
24.12.1928	1263, 1265, 1266, 1267	
04.01.1929	1270, 1271, 1273, 1276	
05.01.1929	1272, 1274, 1275	
15.08.1929	1277, 1278, 1279, 1280, 1281, 1282	
04.09.1929	1283	
05.09.1929	1284, 1285, 1286	
07.09.1929	1287, 1288, 1289, 1290	
27.09.1929	1291, 1292, 1293, 1294, 1295, 1296	(Nos. 1277-1296 with douches)

¹ Keith Beddoes, Colin and Stephen Wheeler, *Metro-Cammell – 150 years of craftsmanship*, Runplast Publishing 1999

² Remark: 1927 must be 1928

³ Javier Aranguren, *Coches-camas restaurantes y salones en los ferrocarriles de la peninsula Iberica*, Madrid 1996

Sleeping cars Nos. 3570-3577, Pullman cars Nos. 4171-4176

‘1928 also saw neighbouring Metropolitan Carriage Wagon & Finance Co. sub-contract an order to BRC&W for the construction of 40 WL (Nos. 3416-3431 and 3432-3455) and similar arrangements also applied to Nos. 3570-3577 and 4171-4176’.¹ According to the Order Book 5189-8153 of BRC&W this company got three orders, viz. No. 6973 for eight sleeping cars, No. 6974 for three Pullman parlour cars and No. 6975 for three Pullman kitchen cars.²

So, in November that year the Birmingham Railway Carriage and Wagon Co. Ltd., did ship eight all-steel sleeping cars (Nos. 3570-3577) and six all-steel Pullman cars (Nos. 4171-4176) to Egypt. But BRC&W was not paid directly for the three orders worth £ 111,500.0.0., being £ 70,400.0.0. for eight sleeping cars and £ 41,100.0.0. for six Pullman cars. CIWL bought these carriages on instalment and in August 1942 still had to pay a balance outstanding of £33,450.0.0. !³



Sleeping car No. 3571 at the tail of six Pullman and seven other sleeping cars leaving Birmingham

Photo: G.P. Keen

Collection: C. Opladen / French Railway Society

Much has been written about the transport of the Pullman and sleeping cars for Egypt, but often not entirely correct! Roger Commault wrote that the Pullman cars Nos. 4171-4176 were transported from Liverpool to Alexandria on board of the Norwegian cargo ship S/S Belpanela.⁴

Jean des Cars probably quoted Roger Commault and wrote 'the most spectacular transport took place in 1928 aboard the S/S Belpamela, eight sleeping cars and six Pullman cars went from Liverpool to Alexandria'.⁵

¹ John Hypher, Colin and Stephen Wheeler, *Birmingham Railway Carriage & Wagon Company – A century of achievement 1855-1963*, Runplast Publishing 1995

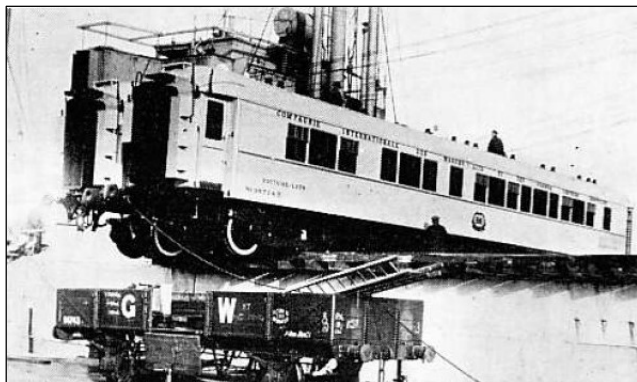
² *Order Book 5189-8153 (1924-1932)* of BRC&W, Staffordshire Record Office

³ Invoice of BRC&W addressed to CIWL in Paris, dated August 18, 1942

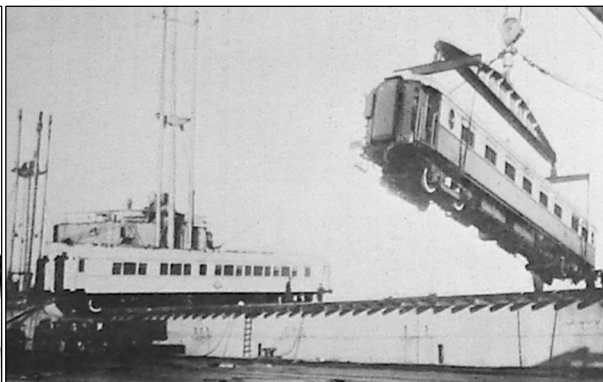
⁴ Roger Commault, *Histoire des Services "Pullman" de la Compagnie des Wagons-Lits 1925-1971*, La Vie du Rail 1977

⁵ Jean des Cars, *Sleeping story*, Julliard 1976

On the contrary, Keith Beddoes did mention the Swansea Docks as port of embarkation¹ and George Behrend wrote 'They were shipped direct to Egypt in the 'Bel Pamela from Cardiff Docks (or possibly Swansea Docks).² S/S Belpamela, as this cargo ship was officially called, entered the service of Rederiet Belmoira A/S (Christen Smith) in Oslo in February 1928.



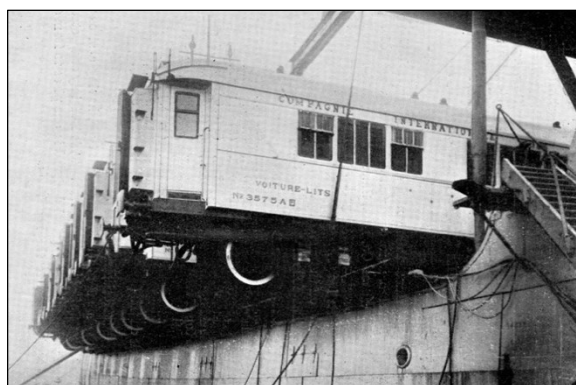
1. Sleeping car No. 3571 on deck of motorship



2. Lifting Pullman car on to deck of motorship



3. Lifting sleeping car No. 3575



4. Cars in position on motorship

The shipping of sleeping and Pullman cars on the S/S Belpamela

Photos: CIWL and The Railway Gazette

Collection: Archives Wagons-Lits Diffusion, Paris (Photos 1, 3, 4)

In The Railway Gazette of January 11, 1929, the article on the 'New Pullman and sleeping cars for Egypt' started with the text 'Fourteen vehicles, comprising three Pullman parlour cars, three Pullman kitchen cars, and eight sleeping cars, were dispatched from the works of the Birmingham Railway Carriage & Wagon Co. Ltd., Smethwick, on December 17, to the port of shipment in one consignment, together with ten carriage underframes, for the Egyptian State Railways. The vehicles were shipped whole on the ms. Belpamela'.³

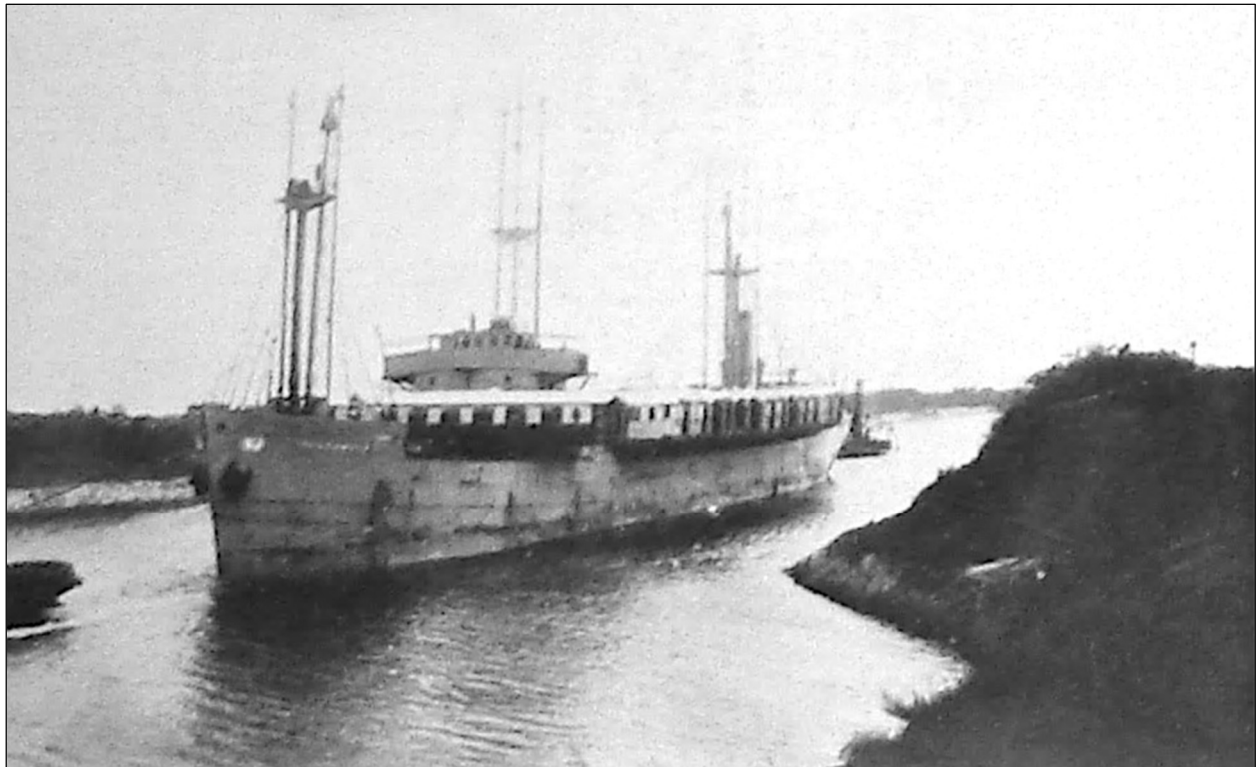
Unfortunately, the dates of embarkation and disembarkation were not mentioned in this article.

In addition to two photos of the loading in an unnamed port, this magazine also showed a photo of the S/S Belpamela, while sailing on the Suez Canal. This photo raises question because the, often mentioned, port of Alexandria is not on the Suez Canal.

¹ Keith Beddoes, Colin and Stephen Wheeler, *Metro-Cammell – 150 years of craftsmanship*, Runplast Publishing 1999

² George Behrend, *Pullman and the Orient Expresses*, 2004

³ The Railway Gazette, *New Pullman and sleeping cars for Egypt*, January 1929



Motorship with cars on board passing through Suez Canal

Photo: The Railway Gazette

Was S/S Belpamela via the Suez Canal on her way to Kantara or Ismailia located on the railway Cairo-Benha-Zagazig-Ismailia-Kantara and on to Palestine? Or even to Suez, situated nearest to Cairo?

The sleeping cars (Nos. 3570-3577) were planned in the winter season 1928/29 in the Star of Egypt train of the CIWL between Cairo, Assuan (Aswan or Assouan) and El Shallal, the Pullman cars (Nos. 4171-4176) in trains between Cairo and Port Said and Cairo-Luxor.¹

In the 1920's CIWL had no workshops in Egypt, the workshops in Abou-Ghatos near Cairo opened 1938.

Deliveries of the cars for Egypt took place on the following days, in all probability at the works of BRC&W:

Sleeping cars Nos.

22.09.1928 3570, 3571, 3572, 3573, 3574, 3575, 3576, 3577

Pullman cars Nos.

22.11.1928 4171 (Edfou), 4172 (Dendera), 4173 (Rosetta), 4174 (Tutankh-Amen), 4175 (Nefertari), 4176 (Ramses)

George Behrend wrote about the Pullman cars 'They were possibly the first Pullmans to be painted blue and cream and were ready by 28th November 1928. They bore names painted at either end of their all-steel bodies in English and Arabic with 'Pullman' in the centre below the Wagons-Lits badge, with the Company's title in French over the windows'.²

Sorry Mr. Behrend, but the first Pullmans with the blue and cream livery were the series Pullman kitchen cars Nos. 4051-4065 and parlour cars Nos. 4066-4080 built by the Leeds Forge Ltd. in 1926 and delivered between 10/1926 and 2/1927.

¹ CIWL, *Répartition du matériel de la division du Caire, Hiver 1928/1929*

² George Behrend, *Pullman and the Orient Expresses*, 2004

Sleeping cars Nos. 3466-3495, 3416-3455, restaurant cars Nos. 3391-3405

In 1929 the Metropolitan-Cammell Carriage Wagon and Finance Co. Ltd. (the new name of MCW&F after the amalgamation with Cammell, Laird and Co. Ltd.) did deliver thirty sleeping cars of the Lx-type (Nos. 3466-3495) and fifteen restaurant cars (Nos. 3391-3405). MCW&F also got an order to build forty S1-type sleeping cars (Nos. 3416-3455) but did hand over this order to the Birmingham Railway Carriage and Wagon Co. Ltd. (BRC&W order No. 6940).¹ Strange enough the register van Wagons-Lits records sleeping cars Nos. 3416-3434 being built by 'Birmingham' (ceded by Metropolitan) and Nos. 3435-3455 by Metropolitan.² But here too it was an instalment payment. Of the total amount of £364,207.6.8. for these forty sleeping cars (at £9,105.3.8.), delivered in 1929, on 18 August 1942 CIWL still had to pay a balance outstanding of £121,400.0.0.³

Deliveries of the sleeping cars took place in Zeebrugge on the following days:

22.03.1929 3466
10.04.1929 3467, 3468
18.04.1929 3469, 3470
30.05.1929 3471, 3472
08.06.1929 3473, 3474
13.06.1929 3475, 3476
21.06.1929 3477, 3478
28.06.1929 3479, 3480
05.07.1929 3481
12.07.1929 3482
18.07.1929 3483
15.08.1929 3485
29.08.1929 3484, 3486, 3487, 3488
13.09.1929 3489, 3490, 3491
04.10.1929 3492, 3493, 3494, 3495
05.06.1929 3416, 3417
18.06.1929 3418, 3419, 3420
03.07.1929 3421, 3422, 3423, 3424
17.07.1929 3425, 3426, 3427, 3428
31.07.1929 3429, 3430, 3431, 3432
21.08.1929 3433, 3434, 3435, 3436
04.09.1929 3437, 3438, 3439, 3440
18.09.1929 3441, 3442, 3443, 3444
02.10.1929 3445, 3446, 3447, 3448, 3449, 3450, 3451, 3452
30.10.1929 3453, 3454, 3455

Deliveries of the restaurant cars took place in Zeebrugge on the following days:

08.06.1929 3391
13.06.1929 3392, 3393
21.06.1929 3394, 3395
28.06.1929 3396, 3397
05.07.1929 3398, 3399
12.07.1929 3400, 3401
18.07.1929 3402, 3403
01.08.1929 3404, 3405

Sleeping cars Nos. 3743-3752 and 3753-3767

In 1932 the last twenty-five sleeping cars built by the Birmingham Railway Carriage and Wagon Co. Ltd. were shipped to the continent. According to the Register of CIWL sleeping cars Nos. 3743-3752 were again ceded by the Metropolitan-Cammell Carriage Wagon and Finance Co. Ltd. to BRC&W and Nos. 3753-3767 were ordered directly from BRC&W.²

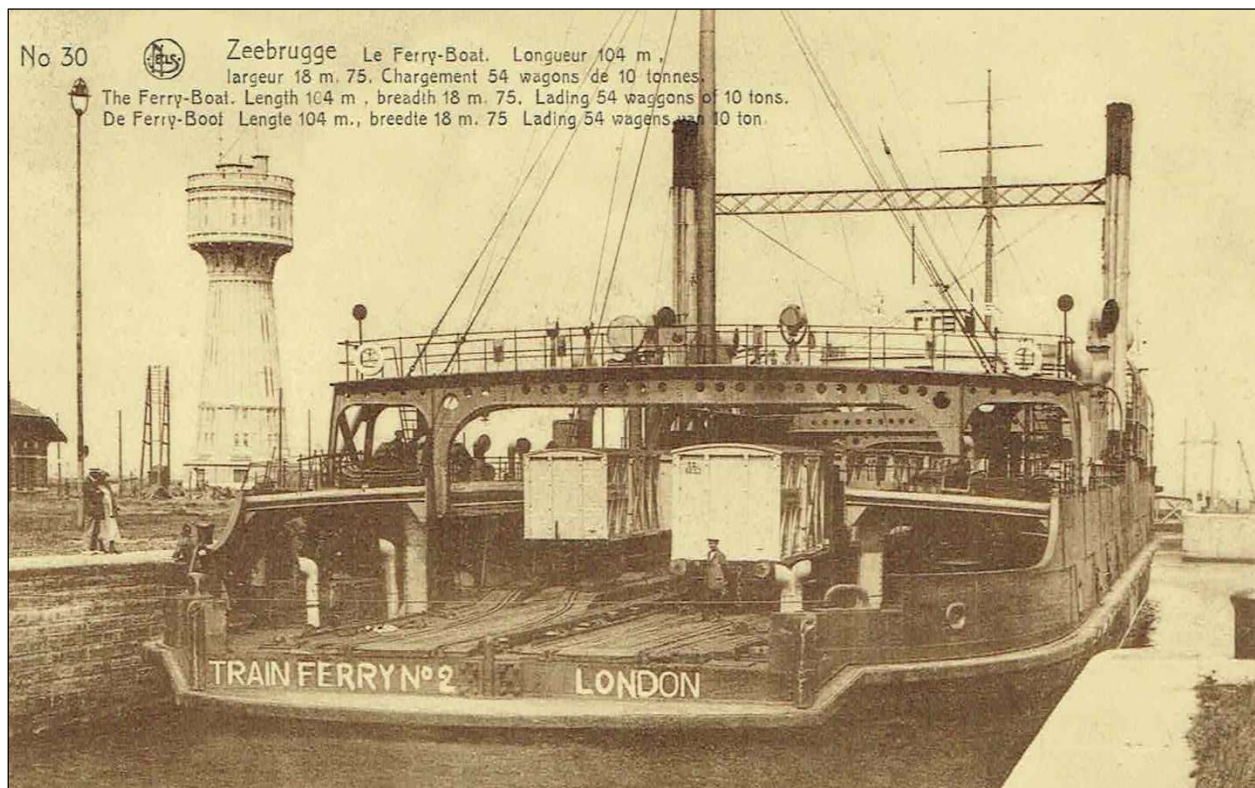
Deliveries of these sleeping cars were made in Zeebrugge on the following days:

28.01.1932 3743, 3744
02.03.1932 3745, 3746
23.03.1932 3747, 3748
07.05.1932 3749, 3750, 3751, 3752
01.06.1932 3753, 3754, 3755
29.06.1932 3756, 3757
07.09.1932 3758, 3759, 3760, 3761, 3762, 3763, 3764
19.10.1932 3765, 3766, 3767

¹ Order Book 5189-8153 (1924-1932) of BRC&W, Staffordshire Record Office

² Registre contenant des information sur le type, le nombre de sièges, le constructeur, la date de livraison, la mise hors service, la date de vente ou de démolition et le numéro de planche de toutes les voitures de la CIWL

³ Invoice of BRC&W addressed to CIWL in Paris, dated August 18, 1942



Train Ferry No. 2 at Zeebrugge

Postcard Edition J. Revyn

Collection: Jos Geilen

Car N°	Type	Manufacturer	When delivered	Where built	Ports of embarkation and disembarkation
Sleepers & Diners					
2641- 2680 (40)	WL S2	Leeds Forge	08/1922-01/1923	Leeds	Immingham-Calais
2700 (1)	WR 42 places	BRC&W	10/1925	Birmingham	Harwich - Zeebrugge
2852-2866 (15)	WR 56 places	BRC&W	05/1925-08/1925	Birmingham	Harwich - Zeebrugge
2867-2881 (15)	WR 40/56 places	BRC&W	10/1925-10/1926	Birmingham	Harwich - Zeebrugge
2918- 2932 (15)	WL S1	BRC&W	03/1926-09/1926	Birmingham	Harwich - Zeebrugge
2933-2942 (10)	WL S1	MCW&F	03/1926-06/1926	Birmingham	Harwich - Zeebrugge
3361-3380 (20)	WL S4 for Spain	MCW&F	05/1928-08/1928	Birmingham	Swansea Docks - ?
3391-3405 (15)	WR 42 places	MCW&F	06/1929-08/1929	Birmingham	Harwich - Zeebrugge
3416-3455 (40)	WL S1	BRC&W	06/1929-10/1929	Birmingham	Harwich - Zeebrugge
3466-3495 (30)	WL Lx	MCW&F	03/1929-10/1929	Birmingham	Harwich - Zeebrugge
3570-3577 (8)	WL S1 For Egypt	BRC&W	09/1928	Birmingham	Liverpool – Alexandria (?) (MS Belpamela)
3743-3752 (10)	WL Y	BRC&W	01/1932-05/1932	Birmingham	Harwich - Zeebrugge
3753-3767 (15)	WL Y	BRC&W	06/1932-10/1932	Birmingham	Harwich - Zeebrugge
Baggage vans					
1263-1296 (34)	F	MCW&F	12/1928-09/1929	Birmingham	Harwich - Zeebrugge
Pullman Cars					
51-56 (6) 54	WPc / WP Sent to Egypt 08/1927	MRCW	11/1925	Birmingham	Harwich - Zeebrugge Marseille – Port Said
57-60 (4) 58	WPc / WP Sent to Egypt 09/1927	BRC&W	11/1925	Birmingham	Harwich – Zeebrugge Marseille – Port Said
2914-2917 (4)	Pullman with Kitchen WSP 21 places	BRC&W	04/1926-06/1926	Birmingham	a South Wales Port - Alexandria
4001-4015 (15) "Flèche d'Or"	Pullman with kitchen WPc 31 places	BRC&W	07/1926-09/1926	Birmingham	Harwich - Zeebrugge
4016-4030 (15) "Flèche d'Or"	Pullman parlour without kitchen WP 41 places	MCW&F	07/1926-08/1926	Birmingham	Harwich - Zeebrugge
4051-4065 (15) FdO complémentaire	WPc 24/34 places	Leeds Forge	11/1926-02/1927	Leeds	Harwich - Zeebrugge
4066-4080 (15) FdO complémentaire	WP 32 places	Leeds Forge	10/1926-02/1927	Leeds	Harwich - Zeebrugge
4081-4085 (5) FdO complémentaire	WPc 26 places	BRC&W	06/1927	Birmingham	Harwich - Zeebrugge
4086-4090 (5) 4088 FdO complémentaire	WP 32 places Sent to Egypt 05/1939	MCW&F	03/1927-04/1927	Birmingham	Harwich - Zeebrugge Dunkirk (?) - Port Said
4091-4110 (20) "Étoile du Nord"	2nd class Pullman with kitchen WPcII 38 places	BRC&W	03/1927-04/1927	Birmingham	Harwich - Zeebrugge
4111-4130 (20) "Étoile du Nord"	2nd class Pullman without kitchen WPcII 51 places	MCW&F	03/1927-04/1927	Birmingham	Harwich - Zeebrugge
4171-4173 (3) Type Egyptian	WPc 24 places for Egypt	BRC&W ³	11/1928	Birmingham	Liverpool – Alexandria (?) with WL 3570-3577
4174-4176 (3) Type Egyptian	WP with office 28 places for Egypt	BRC&W ³	11/1928	Birmingham	Liverpool – Alexandria (?) with WL 3570-3577

THOMAS COOK AND CIWL

by John King

The excellent article by Jos Geilen in Newsletter 10 of March 2021 discussed the complexities of Compagnie Internationale des Wagons-Lits (the international Sleeping Car Company - CIWL) ownership including the acquisition of Thomas Cook in 1929. With an interest in Thomas Cook in the inter-war years and its relationship with the railways, this prompted me to try and unravel the business politics.

So what sources might reveal more? There is not a great amount of literature on the history of travel agents in the British Isles, the notable exception being Thomas Cook which has been the subject of several books, one of them being very much a business history, *Thomas Cook: A Hundred Years of Popular Tourism*, Piers Brendon, 1991 - and it is outstanding. Other useful books are by George Behrend, John Pudney, Robert Ingle, Andrew Williamson, Jill Hamilton, Derek Seaton, Edmund Swinglehurst, Bill Cormack and Paul Smith.

Very little however has been written about travel agents in a railway context. The nearest to this subject that I am aware of is the entry on travel agencies in the Oxford Companion to Railway History, 1997. Edited by Professor Jack Simmons and Gordon Biddle, the article by Simmons is only 500 words long. It is however a useful introduction to the subject and emphasises that before the railways in the United Kingdom there were no travel agencies. There is also an interesting article by Simmons in the Leicestershire Archaeological & Historical Society's journal, *Thomas Cook of Leicester*, vol. 49, 1973-4 which detailed the beginnings of his business in Leicester, its early years and something of its relations with railways, in particular the Midland Railway.

CIWL appears to have opened a travel department in 1879 but I am not aware of any details of this. It was the Great Central Railway that was the first railway in England to acquire and operate a passenger agency working as a separate company under a separate name when it purchased Dean & Dawson in 1904, which the following year was incorporated as a limited company. The business had originated in 1871 when John Dawson opened an office in Sheffield as an agent of the Manchester, Sheffield and Lincolnshire Railway (later re-named Great Central Railway.) According to George Dow in his masterly history of the Great Central, the railway's action was to counteract the efforts of the Midland Railway (MR) to increase its passenger business through its association with Thomas Cook which had started life in Leicester in 1841. Then there was Harry Gaze of Southampton who after an association with the London & South Western Railway from the mid-1860s, secured in 1868 the Continental agency of the London & North Western Railway which took it over in 1898. As far as I know, the Southern Railway never owned an agency, although in 1932 it seriously considered acquiring the ailing George Lunn but in the event it allowed it to disappear. George Lunn should not be confused with the agency of Sir Henry Lunn whose business was very successful and endured for many years.

Given the fragmented nature of the travel industry at this time, it is not surprising that few archives of travel agents have survived to enter the public domain. Again the notable exception is Thomas Cook and to a lesser extent, Pickford and Dean & Dawson, the reason being because of their ultimate ownership by the railways. Indeed, there is considerable information in the archives of the main line railways in the National Archives at Kew about the railways and Thomas Cook in the inter-war years and later. There is also the Thomas Cook archive itself which was at Peterborough at the company's head office until the demise of the company but is now safe at the Leicester Record Office where it is the process of being listed.

Pickford, the removals, storage, freight forwarder and travel agent had a close arrangement with the railways which began long before the grouping of the railways in 1923 when it distributed much of the

freight traffic of the London & North Western Railway. It also had a contract with the London, Brighton & South Coast Railway. The L&NWR contract was inherited by the London, Midland & Scottish Railway (LMS), and the biggest of the main line railways after the grouping in 1923. In 1920 the company was acquired by Hay's Wharf which was jointly acquired with the four main line railways in 1928. The travel side of the Pickford business was and continued to be successful and, like Thomas Cook, Pickford was also a tour operator. Pickford's travel was then however a comparatively small activity.

Thomas Cook

The following information is largely derived from railway files in the National Archives (TNA). According to LMS file LMS 9/13, Cooks had received special financial assistance for many years from the Midland Railway but no start date was detailed in the file. This was eventually commuted by an annual payment which was supposed to diminish each year until May 1934. Whether the MR ever considered actually acquiring Thomas Cook has not been discovered. According to the Dictionary of National Biography, John Mason Cook, the son of the founder of the company, after working for his father, was superintendent of the MR's excursion traffic from 1856 for three years. The LMS file reveals the railway did itself consider purchasing the agency on more than one occasion in the 1920s but again no dates were detailed.

According to Alban Guizol in his 2005 book *La Compagnie Internationale des Wagons-Lits Développement Spatial Construction d'un réseau multinational*, the decision to acquire Cooks was taken at the beginning of 1926 at an extraordinary general meeting. He also noted that the decision flowed from the successful proposal of CIWL director Lord Dalziel to buy the entire capital of Thomas Cook which was still held by the Cook family. Dalziel was more than just a director which he had been since 1925 – he was a Member of Parliament, a financier, newspaper owner and since 1908 had controlled the British Pullman Car Company. In 1926 he had become chairman and president of CIWL. Alban's book had followed from his PhD thesis when he had examined the archives of CIWL near Paris. It was in **1927** that the negotiations began for the CIWL to acquire Thomas Cook.

The year also saw significant changes in the control of CIWL itself. Thus on 8 November 1927 The Times in its City Notes reported that arrangements were virtually complete for the sale to an English company of a large holding of ordinary shares of the International Sleeping Car Company. The number of shares to be acquired would be 525,000 and they included both old and new shares. The new company would have the title of the International Sleeping Car Trust with a capital of £5,250,000 in £1 shares which would be offered at par. The chairman would be Lord Dalziel who was president of the operating company whose board would also include Lord Ashfield who was the chairman and managing director of the Underground Electric Railways of London Company Ltd, the forerunner of London Transport. The newspaper report ended that the real purpose of the new concern would be that of a voting trust with a proviso that the shares must not be sold for a period of ten years and that the voting power would be vested in Lord Dalziel for life. Dalziel then formed the International Sleeping Car Trust, a holding company with a capital of £5.25 million in order to gain a controlling interest in CIWL. (He would be ennobled Lord Dalziel of Wooler in July).

While files on the Thomas Cook take over have yet to be found, the Thomas Cook archive revealed that at the company's board meeting at Barclays Bank in Lombard Street on 7 March 1928 the sale was formally announced by Frank Cook through his legal representative, Captain Smith. As to why the meeting was at Barclays Bank, almost certainly it was because the bank was one of the trustees for Thomas Cook debentures which had been issued to enable CIWL to finance the purchase. Tantalisingly there is a reference in Brendon's book to two documents by John Price about this, *Wagons-Lits/Cook: New Light on the 1928 Merger* and *Lord Ashfield and Wagons-Lits*. Frustratingly the two papers were never deposited

with the Cook archive. John Price who is no longer with us, was of course the editor of the Thomas Cook Continental Timetable for many, many years.

As to the price paid by CIWL, the LMS file records this as £3,900,000, subsequently reduced to £3,400,000. This was confirmed by Alban Guizol, although it was not a simple transaction in that as CIWL did not have the financial resources to make the purchase, it had to borrow £1.86m from Thomas Cook itself to pay the Cook brothers. Indeed, the sale had the effect of immobilising CIWL's funds which was accentuated by the financial depression. In fact, the company was finding it difficult to pay its carriage builders. As for the detail of the transaction, CIWL issued a 10-year 6% corporate bond for £2 million which it put at the disposal of Thomas Cook & Son Ltd for the return of the £1.86m. It should be noted that the finances of CIWL had not been encouraging for a few years and the company was no longer a favourite with investors - in 1926 when sterling bonds were issued to finance new coaches, the underwriter had to take up a large proportion of the issue.

So why did CIWL acquire Thomas Cook?

Piers Brendon stated that it was not known if the sale of Thomas Cook to CIWL in 1928 was prompted by shrewd intimations of the coming slump or whether the Cook brothers simply wanted to retire from the business. In a 2019 academic paper, *The Nationality of an International Company vs the National Interest*, Professor Luciano Segreto at Florence University stated that the price was excessive in relation to its real economic value, although he added that it could have made sense in a long term strategy for CIWL. He noted that the staff were devastated and regarded the action as an abdication of trust by the Cook family.

Interestingly the takeover was described as a fusion of interests in a statement at the beginning of February 1928. Behrend did not seem to appreciate all the circumstances of the sale but he did emphasise that it was carefully disguised from the public who were led to believe it was a straight amalgamation. Indeed, in Britain the new organisation would be known as Cook/Wagons-Lits.

As to the immediate future, Dalziel would join the board of Thomas Cook as vice chairman while Frank Cook would continue as chairman. Other people were also involved in the politics of the sale and according to the biography of the industrialist and financier, Dudley Docker, *The Life and Times of a Trade Warrior* (Davenport-Hines, 1984), Docker was one such. He was also a director of the Southern Railway, Midland Bank, the Metropolitan Railway and CIWL. Docker certainly had great influence in business finance. Unfortunately the details of his involvement are not revealed in the biography. All the circumstances of the acquisition are still not clear which is partly why I have penned this article. The ensuing paragraphs are largely based on railway files in the National Archives (TNA) at Kew.

So how did the new arrangements at Thomas Cook work out?

It is railway records that reveal that it was far from ideal. Thus a 1931 LMS memorandum noted that the CIWL ownership change had not been satisfactory and that not only had Cook's unique position abroad been weakened but that the morale of its staff had been impaired. It was opined that with a new ownership in purely British hands with management on the old lines with the assistance of the Cook family, the business could be made prosperous again. It also noted that it had been suggested that a purely British syndicate could be formed to acquire Cook from Wagons-Lits, consisting of the Cook family, railway interests and possibly other tourist interests.

The scheme was that the syndicate should acquire the shares of Thomas Cook from CIWL. The paper noted previous annual net profits between 1923 and 1930 ranged from £410,000 to £120,000. The drop in profits was explained as partly due to the bad tourist season and partly to the management. Any offer

would be subject to the independent audit of accountant Price Waterhouse. The syndicate would provide £1,800,000 in cash in order to permit Cook to repay its own debenture stock and then recapitalise the company at £1,800,000 which could be made up of cumulative preference and ordinary shares in equal proportions but with voting power only in the latter. The railways could not at first appear as the principals. The document concluded that the indirect advantages to the railways would be material and that they would be increased if other businesses were transferred to the new Cook Company.

It is not clear why the scheme did not develop but in 1934 purchase was again considered by the LMS, but was deemed not to be practical while the price was too high. According to the file, the CIWL/Thomas Cook relationship had not been satisfactory with low staff morale in the agency. LMS Vice President W. V. Wood was quite blunt in a note to fellow Vice President, Ernest Lemon, on 11 May. 'Their close association with CIWL has, I think, been detrimental due to business done in the name of Cooks. CIWL methods with their accompanying graft have made the combined CIWL and Cooks offices on the Continent most unpopular with the travelling public, and it is a pleasure to come across one of the old Cook's staff in one of these offices and usually I find when I do so that they very much feel the way CIWL are damaging the name of Cooks.' The profit of Cook for the year 1929-30 was £120,000 but Wood understood it should have been double that figure.

Sale to railways

With the outbreak of war in 1939, much of Cook's business disappeared and the company faced financial collapse. It was of course still owned by Wagons-Lits in Brussels which was threatened with occupation by Germany. Belgium was duly occupied at the end of May 1940 whereupon Thomas Cook was vested in the Custodian of Enemy Property in London. The company did not however completely withdraw into a state of hibernation in the war in that it supervised the transmission of mail to prisoners of war in Germany and enemy-occupied countries, Stanley Adams also acting as managing director of the Prisoner of War department of the British Red Cross until 1942.

It was in the early part of 1940 that the LMS Chairman, Lord Stamp of Shortlands, was approached with the suggestion that the four railways jointly acquire Thomas Cook. Discussions followed and I have yet to see the details but it was on 10 July 1941 that the leading accountant Sir William McLintock who was acting as consultant to the railways, attended a meeting under the auspices of the Railway Companies Association to explain progress. The meeting agreed in principle that the railways would acquire the whole capital of the company through Pickfords and Hay's Wharf for a nominal £1. Each of the four railways would however have to individually ratify the decision. This is detailed in a memorandum of 24 July 1941 to the LNER board by Chief General Manager C H Newton who related the aforementioned involvement of Stamp. (RAIL 390/1194, TNA). As to who approached Stamp is not clear but it was probably Montagu Norman, the Governor of the Bank of England. According to Bill Cormack, a former Cook's employee who assisted Brendon when researching the company's history, Thomas Cook chairman Stanley Adams "persuaded his old friend Winston Churchill to save the firm." In his 1982 autobiography, *On and Off the Rails*, Sir John Elliot, then Deputy General Manager at the Southern Railway and a later chairman of Cooks, stated that Stanley Adams, the company's chairman since 1938, consulted Montagu Norman who said 'Let Cooks be bought by the main railways for the duration of the war...'

In his report to the LNER Board, Newton noted that McLintock had revealed that at 31 October 1939 the balance sheet had shown an excess of assets over liabilities of £643,000. The fact however was that with the losses since the beginning of the war, no value could be attached to the equity capital and any valuation of the business had to be coloured by consideration as to how long the war would last and likely conditions thereafter and the part which Cooks could be expected to play in peace time. It was noted that the government was in accordance with the general view that there would be an important national

advantage in the company's restoration to British interests and that it would take a benevolent attitude towards any negotiations by the railways to acquire it. The meeting also noted that there could be an economy with the rationalisation of other railway-owned agencies including Pickfords and Dean & Dawson. The board meeting endorsed the purchase of Thomas Cook, one member, Beckett, dissenting. The General Managers subsequently agreed to acquire the company.

In the meantime, several newspapers on 5 July 1941 had noted that it was the hundredth anniversary of the beginning of Thomas Cook but none commented that there were private negotiations taking place with a view to the railways acquiring Thomas Cook from the Custodian of Enemy property. Seemingly everyone involved in the negotiations was being very discreet.

It was at a board meeting of Thomas Cook on 25 July 1941 that chairman Stanley Adams gave a resume of negotiations with the Custodian of Enemy Property and Sir James Milne, the GWR General Manager, for the acquisition of a controlling interest in the company by the railways.

The archives of British Airways also have some information on this. A file in the airline's archives at Heathrow reveal that Ronnie Waugh, former Imperial Airways West End Manager and subsequently Sales Manager of BOAC, wrote on 29 July 1941 to the BOAC Director General that he had been informed in confidence the previous day by Keith Grand of the Great Western Railway that the British railways had bought Thomas Cook. 'Cooks were evidently on the point of going bankrupt, so the railways were able to obtain this organisation for the sum of £1 plus the taking over of Cooks' liabilities. I understand these liabilities amount to something in the neighbourhood of £150,000 a year. This information worries me considerably because it means the three main agents, Cooks, Dean & Dawson and Pickfords are now under the control of the railway companies.' It should be explained that Imperial Airways had been merged by the state in 1940 with another airline to form the state-owned British Overseas Airways Corporation.

The same July day several newspapers carried the story that the railways' acquisition of Thomas Cook was not entirely correct. But it was acknowledged through the Press Association that provided certain conditions could be overcome; the railways might eventually acquire a controlling interest. It is intriguing that the source of the original story has not been discovered nor the identity of any newspapers that reported it. On 1 August some of the newspapers such as the Belfast Telegraph reported that the company would repay at 102½ on 1 February next the outstanding £375,000 6% Guaranteed First Mortgage Debenture Stock. It noted that the price of the stock had jumped up considerably following the report that the railways were negotiating to acquire the company.

On 4 September 1941 Sir Charles Hambro, the merchant banker and chairman of the Great Western Railway but by this time almost full time executive chief of the war-time Special Operations Executive of the government, wrote to the chairmen of the other three main line railways. He reminded them that a condition of the purchase of Thomas Cook was that the rent paid on the Berkeley Street headquarters office should be substantially reduced. The property was owned by Covent Garden Properties of which the chairman was the banker Philip Hill. Hambro advised that Hill was not prepared to co-operate.

On 28 January 1942 another meeting of the Railway Companies Association noted that Thomas Cook would be acquired by the railways via Hays Wharf. On 4 February Miss Stanley of the Ministry of Public Works & Buildings wrote to Denis Handover of BOAC at Bristol to where the London headquarters of the airline had been evacuated. 'We hear from the Treasury to whom Lord Reith communicated your fears about Thomas Cook that the railway companies have given their assurance that under its new ownership the concern will be run with due regard to national as well as commercial interests and will continue as heretofore to deal even-handedly with all forms of traffic.' Reith, of course, was the former Director

General of the British Broadcasting Corporation which after leaving was pushed onto Imperial Airways. On 10 Feb 1942, the Railway Companies (Thomas Cook & Son Ltd Guarantee) Bill was submitted to the House of Lords. The following day Handover of BOAC replied to Miss Stanley that he was 'by no means satisfied with the assurance that has now been given and, if pre-war experience of the internal airline operators with the railways is any criterion, the even handed dealing as heretofore would be by no means satisfactory. If the railways post-war are to become one national railway corporation, then the position would not be so bad but if they are to preserve their pre-war commercial entities and be in fact in competition with BOAC on for example Continental services, then it would be entirely against human nature to expect their agencies to deal even handedly with competitors... I must say that the assurance given by no means comforts me at present. I can see one of my most fruitful sources of traffic going slap into the hands of our competitors under the present arrangements...'

Denis Handover subsequently expressed his concern to B.H.Russel of Cunard White Star Line in Cockspur Street in London. The reply was that his people in Liverpool did not think there was any need to be too perturbed. Handover wrote to Russel on 2 March 1942 that his Director General had reached the same conclusion, 'largely on the basis that we could not do anything at present. Admittedly we are all most anxious that Cook should be saved and I only hope that my fears as to the effect of railway control on them will prove wrong. Probably post-war the conditions will be so entirely different that what now seems a serious matter will be of small importance.' In 1943 Denis Handover would become the Air Adviser to the railways.

The progress of the enabling legislation was well reported in the press. Thus on 17 February 1942 the Scotsman noted that a Bill was before Parliament that would enable the railways to give financial aid to Thomas Cook to enable it to carry on as a going concern. It added that the purchase price was not known. On 21 February, it was reported in the Perthshire Advertiser and others that a Bill was before Parliament to allow the capital of Thomas Cook to be acquired by the railways.

At the Annual General Meeting of the LNER on 6 March 1942, the chairman Sir Ronald Matthews was very defensive when he emphasised that it was not intended to use Thomas Cook as a weapon to put independent travel agencies out of business. It was in the interest of the railway companies and in the national interest that the tourist company should be kept on foot as a going concern. Funds of £150,000 a year were guaranteed for Cooks, if required, for three years.

The same day saw the annual meeting of the LMS Railway. It was John Wilson of Accrington, a local councillor, who criticised the action. He was reported by the Belfast Newsletter, inter alia, to say the company was buying scorched earth and blue sky. He objected to such charity, brotherly love or a financial wrangle – he thought the latter. He said he was sorry for the shareholders of Thomas Cook but he questioned if the railway could afford to be so charitable. The chairman Sir Thomas Royden denied that it was a wrangle or charity but a pure matter of business. 'Thomas Cook had created an enormous organisation and machine for getting business and it was the view of the railways not to let that organisation fall into the hands of some undesirable competitors. The price paid was very small.' Consequently a poll of shareholders was held with the result announced at a special general meeting on 9 March. 16,960 members supported the proposal while 128 were against.

On 11 March 1942 it was the turn of the GWR. Some questions were asked about Thomas Cook but on a show of hands the Bill for the acquisition was approved by a large majority. It was John Wilson again who demanded a poll. This prompted the chairman Sir Charles Hambro to describe the proposal as a real stupidity as proxies held by the board would overwhelmingly pass the resolution. According to the Western Daily Press, this was followed by cries of Rot. The result of the poll was announced at a special meeting on 15th March, 8043 members supporting the proposal with 24 against.

On 12 March the Southern Railway chairman, Robert Holland-Martin, told the annual meeting that it was in the interests of the railways and also in the national interest that the business of Thomas Cook should be maintained as a going concern. He said that negotiations had been completed whereby the shares of Thomas Cook would be acquired by Hay's Wharf in consideration of an undertaking by Hay's Wharf to provide sufficient finance to enable Thomas Cook to continue for three years until October 1943. He also said that it was intended to keep the company in the hands of those in England who had guided it for many years. The aim was for Cook to continue to serve the public as a medium for effecting business with all reputable travel interests alike.

The LNER file revealed that McIntosh of American Express had called at the company on 20 March 1942 to complain about comments of the chairman at the annual meeting. The Secretary assured him that nothing was further from the chairman's intention to say anything disparaging about American Express or any travel agent. I have not to date found any mention of American Express in press reports.

On 15 May 1942 the LNER Chief Legal Adviser, I.B.Pritchard, reported to the meeting of the Railway Companies Association that the Thomas Cook Bill had passed all stages in the House of Lords but was blocked on the second reading in the House of Commons by a motion from the Railway Clerks Association (It would be renamed Transport Salaried Staffs' Association in 1951) and the National Union of Railwaymen. He correctly thought the motion arose from the claim of the former to represent Pickfords clerks but anticipated it would be ruled out of order 'having regard to the Speaker's decision on the LMS Bill in 1936.' The meeting noted that Pritchard and Sir James Milne would discuss the matter with Sir Richard Hopkins (the Permanent Secretary to the Treasury) the following day and would urge the Minister and the Government Whips to speak in support of the Bill. As Pickfords was still owned by Hay's Wharf which was 50% owned by the railways, negotiations were quickly opened with the trade unions. According to the official history of the TSSA (*Single or Return*, Malcolm Wallace, 1996), a week later Pickford's agreed to recognise the Railway Clerks Association, the NUR and the Transport & General Workers Union. On 11 May 1942 the Bill received its second reading and on 11 June 1942 it received the Royal Assent. Thus the Railway Companies (Thomas Cook & Son Ltd Guarantee) Act 1942 authorised the railway companies to give guarantees and to make the other financial arrangements which were required. On 10 March 1943 GWR Chairman Sir Charles Hambro advised the annual meeting that the purchase of Thomas Cook had been concluded.

Behrend had little to say about the change of ownership and just described it as rather a surprise that the company had fallen into the hands of the Custodian of Enemy Property and was followed in 1942 by railway ownership. He did not seem to appreciate the circumstances of the change.

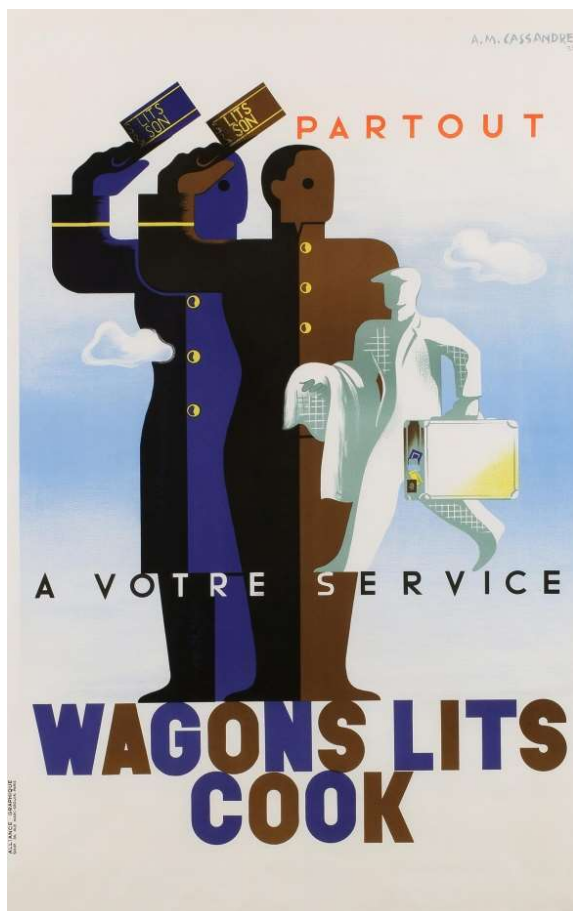
At a political level, the sale to the railways did not just pass into history as on 25 October 1944, Frank Bowles, Labour MP for Nuneaton, asked the Parliamentary Secretary to the Ministry of War Transport in what circumstances the railway companies became the owners of Thomas Cook. Philip Noel-Baker, the Parliamentary Secretary at the Ministry of War Transport, replied that in 1940 the share capital of Thomas Cook had passed to the Custodian of Enemy Property which after negotiations sold it to Hays Wharf as a subsidiary of the four main line railways. The purpose was to carry on the business of Thomas Cook as a going concern under British control. It was Labour MP George Strauss who asked the Minister whether the shares were offered to anyone else and if they had been put on the market. He asked if there been direct negotiation and if anybody else had had an opportunity of buying the shares. Noel-Baker admitted he was not aware of all the facts and asked for notice of the question. Labour MP for Whitehaven and former railway clerk, Sir Frank Sanderson, intervened claiming that it was entirely a matter between Thomas Cook and the railway companies but several Members challenged this with a positive No.

State Ownership

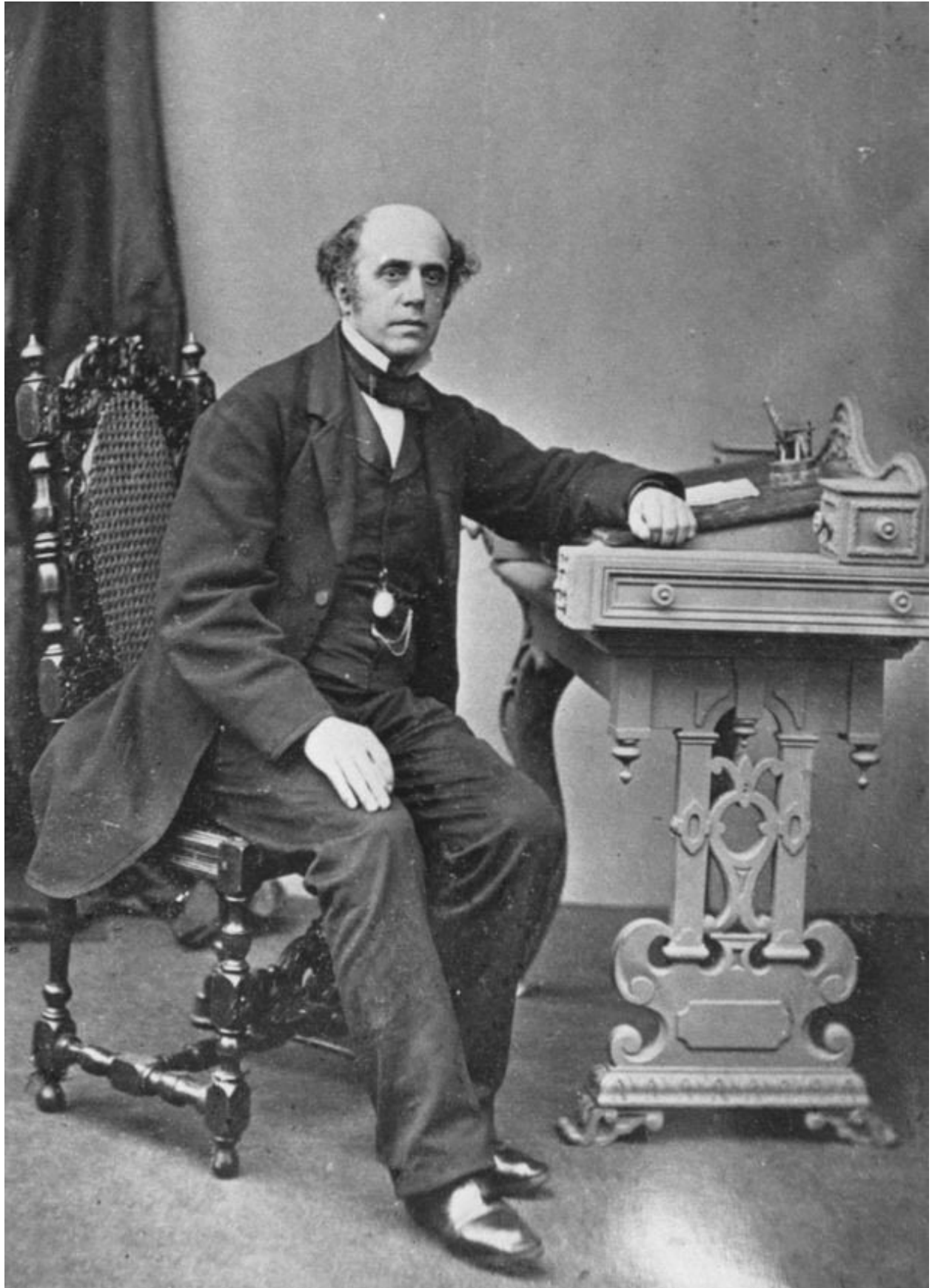
It was through railway ownership, that Thomas Cook became a state-owned company in 1948 when the railways were nationalised. Viewed from a distance, although I was at the time working for British Rail, the railway relationship was never in my opinion very close, the company becoming just another activity of the British Transport Commission. With the break-up of the BTC in 1963, Thomas Cook was vested in the new state-owned Transport Holding Company alongside British Road Services, several bus companies, two shipping companies and Pickfords. It was not until 1972 that the company was sold to a consortium which included the Midland Bank. There would be more changes in ownership.

Personal

I feel that the story of the relationship of Thomas Cook with the railway is not complete and demands more research, in particular in the minutes of Thomas Cook at Leicester which are in the process of being listed, other railway files and the records of the Custodian of Enemy Property in the National archives at Kew. There are also the records of CIWL in France. The two documents of John Price could also be very useful but where are there copies? It is understood that after his death, many of his papers went to the National Tramway Museum at Crich but a preliminary enquiry has not revealed them to be there. Thomas Cook historian Piers Brendon saw the two papers but was never given copies. So I think it is a matter of work in progress while any suggestions will be welcome.



Lord Stamp



Thomas Cook

Petites histoires de l'Histoire la voiture lits WL 3381

par Ángel González

1 – Introduction.

C'est connu de tous l'histoire de la CIWL, à la fois la vraie et toute la mythologie créée autour d'elle. Il y a des histoires vraies et d'autres pas tellement mais, dans ce cas, nous allons raconter l'histoire d'une voiture qui, bien qu'elle soit loin des voies ferrées, a continué à accumuler de petites histoires, certaines vraies, d'autres moins, mais qui peuvent être ajoutées à cette section mythologique qui accompagne les voitures de la Compagnie.

Allons au début du dernier siècle, plus précisément à 1928, lorsque les « Ateliers Métallurgiques » de Nivelles (Belgique) vont faire une petite série de voitures-lits du type S4, les dernières construites avec une caisse en bois de teck, puisque la compagnie dont les lignes devaient circuler, Les Chemins de Fer de Madrid, Zaragoza y Alicante, a rejeté l'utilisation de voitures métalliques car elles étaient considérées comme trop chaudes pour le sud de l'Espagne.

Ces 10 voitures font partie de la série de la 3381 à la 3390 et ont été mises en service en avril 1929, assurant le service sur les trains Madrid-Barcelone, Madrid-Carthagène, Madrid-Badajoz et Barcelone-Valence jusqu'à 1964, avec une apparition exceptionnelle dans les trains du congrès international des chemins de fer de 1958.



Voiture lits WL-3382. Photo : Juan B. Cabrera. Archive du Museo Vasco del Ferrocarril

Lors d'être radiées, certains ont été vendus à M. Gorrochategui et d'autres à M. Santesteban (Javier Aranguren dixit), à l'exception du WL-3388, détruit en 1956.

Parmi les voitures vendues à M. Gorrochategui, nous pouvons souligner la WL-3381, qui allait être destinée à une exposition de matériel ferroviaire qui se tiendrait dans ces années.

2 - La Adrada, Ávila (Espagne). Été 1999.

Un groupe d'amis se retrouve le soir sur une terrasse pour profiter de la fraîcheur nocturne avec quelques boissons et tandis que je suis ami des chemins de fer on me dit :

- Hein, nous avons ici un wagon dans une propriété.
- Eh bien ? Donnez-moi quelques détails SVP.
- Il appartient à un homme qui l'a acheté et l'a mis là comme maison.
- Oh, et serait-il possible de le voir ?
- Eh bien, c'est une question de le demander. Le propriétaire n'habite pas ici, mais il y a quelqu'un qui s'occupe de la maison.
- C'est parfait. On trouve parfois des choses curieuses.

J'ai laissé passer quelques jours lorsqu'une des amies m'a dit qu'elle allait m'accompagner, puisque le wagon est visible depuis le chemin qui y mène.

Nous nous sommes promenés jusqu'à la porte de la propriété et pour le moment je n'ai vu qu'un toit en ardoise, mais en regardant par-dessus la clôture j'ai failli tomber par terre de surprise. Une voiture-lits avec carrosserie en teck. Apparemment il est en assez bon état, bien que j'aie vu l'absence de certains éléments.

- Demain si tu veux on peut y entrer. Le vigiliant sera ici et vous pourrez la voir en détail. Il m'a dit que vous pouvez prendre des photos, mais seulement de l'extérieur, puisque le propriétaire ne veut pas que l'intérieur soit photographié.

- Pas de problème, l'important c'est la voir et vérifier dans quel état est-elle.

Nous sommes revenus le lendemain et nous avons pu accéder à la voiture. J'ai pris quelques photos de l'extérieur en vérifiant les détails et, bien sûr, en vérifiant le numéro de la voiture.



Numéro de la voiture lits WL-3381. Photo : Ángel González.

La voiture manque des tampons et des escaliers, étant encastré dans un berceau en béton. Un toit en ardoise la recouvre lui permettant d'être préservé des intempéries, bien qu'au côté couloir on peut voir des petits défauts dans le vernis et un état légèrement détérioré du bois.



Côté couloir de la voiture lits WL-3381. Photos : Ángel González.

La voiture à déjà les plaques du constructeur situées sous les portes et les plaques d'immatriculation internes, ce qui permet une identification correcte.



Plaque



constructeur et numéro sur la porte. Photos : Ángel González.

L'extérieur du côté compartiments est en meilleur état et elle est une terrasse, comme en témoigne la présence du mobilier de jardin.



Vue côté compartiments. Photos : Ángel González.

On peut voir également que la quasi-totalité du lettrage en bronze est conservée, ainsi que les emblèmes des Wagons-Lits



Lettrage en portugais et emblème de la Compagnie.

Photos : Ángel González

De là, nous sommes allés à l'intérieur, dont je n'ai pas pu faire des photos pour préserver l'intimité du propriétaire. Les compartiments "single" sont conservés dans toute leur splendeur et pratiquement inchangés. Les compartiments doubles avec les toilettes communes ont été démantelés pour faire une pièce salon et bibliothèque. Heureusement, la plupart des panneaux de marqueterie restent intacts et ceux qui ont été enlevés ont servi pour faire des tables.

Sous la voiture il y a un grand salon et c'est là que nous allons ensuite. Le châssis de la voiture est parfaitement visible d'en bas, mais tous les éléments de traction, de freinage et les coffres ont été retirés à l'époque. Evidemment, les bogies ne sont pas là et, à ma grande surprise, ce qui se trouve en dessous ressemble plus à une discothèque qu'à un salon. Plus tard, on me clarifiait la raison.

Le reste de la propriété dispose d'une piscine et, en descendant la colline, vous pourrez rejoindre la rivière qui coule à proximité.

A la fin de la visite, nous retournons au village et nous nous asseyons à nouveau sur la terrasse du bar où ils me racontent d'autres histoires sur la voiture.

3 - Les mythes de la CIWL et ceux de la voiture WL-3381.

Comme d'habitude, le thème de l'Orient Express et la présence de la voiture dans sa composition se révèlent. Je l'ai rapidement démenti, car la voiture était fabriquée pour le parc espagnol et elle n'a jamais circulé dans ce train.

A ma question sur la "discothèque" sous la voiture et après quelques regards interrogateurs ils commencent à me parler de l'usage réel de la voiture, qui s'avère n'être pas une maison mais un endroit discret pour certains hommes d'affaires, politiques et membres de la jet set espagnole pour faire ses fêtes privées. Apparemment, il y avait eu des personnages connus qui, à un moment donné, avaient été vus par la ville.

Mais la meilleure histoire est liée à Luis Roldán, personnage de la politique espagnole et ancien directeur de la Guardia Civil, un des corps de police de l'Espagne, recherché par corruption et qui, apparemment, s'était caché quelques jours dans la voiture avant de fuir du pays vers Laos, où il est finalement arrêté et extradé.

4 - Epilogue... Pour le moment.

Après cette visite, la voiture était silencieuse. J'ai réussi à la localiser à Google Maps, même qu'il n'est pas facile, et je n'ai eu des nouvelles.

Un beau jour, j'ai commencé à chercher des informations sur Internet sur les voitures de Wagons-Lits et, à ma grande surprise, j'ai trouvé un document d'un cabinet d'architectes de Madrid, appelé "Casa Leganitos", dans lequel il y a une étude pour la réforme et la réhabilitation de la « Casa Wagon-Lit » à La Adrada.

Le projet en question concerne la réhabilitation pour un nouveau propriétaire de la voiture WL-3381 et du domaine, comme on peut le voir ci-dessous. Evidemment la mention de la ligne Paris – Lisboa est une erreur.

“CASA WAGON LIT”

Fecha Proyecto: DIRECCIÓN DE OBRA 2009

2006-

Lugar Residencia privada que incluye la rehabilitación de un vagón de tren de la línea “Paris-Lisboa”.

La adrada
ESPAÑA

Presupuesto
218.000 €

Autoría
[CASALEGANITOS]
→ Leticia López
→ Alejandro Prieto



Je ne connais pas l'état actuel de ce projet et s'il a été achevé, bien que d'après les informations que j'ai trouvées dans la presse, il semble que ce soit le cas et que la propriétaire soit une actrice et chanteuse espagnole bien connue.

Maintenant que les restrictions ont été levées en raison de la pandémie, ce serait peut-être une bonne occasion d'aller voir l'état réel de la voiture.



Plaque constructeur de la voiture lits WL-3381. Photo : Ángel González.

English version

Stories of the history. The sleeping car WL 3381

by Ángel González

1 – Introduction.

Here, the history of the CIWL is well known to all. Both, the real one and all the mythology created around. There are true stories and others not so much, but in this case, we go with the story of a car that, despite being far from the tracks, continued to accumulate small stories, some true, but can be added to that mythological section that accompanies the company's cars.

We are going to the beginning of the last century, specifically to 1928, when the “Ateliers Métallurgiques” of Nivelles (Belgium) built a small series of S4-type sleeper cars, the last ones built with a wooden body, since the company whose lines were to circulate, The Madrid, Zaragoza and Alicante railways rejected the use of metallic cars as they were considered too hot for southern Spain.

These 10 cars form the series from 3381 to 3390 and were put into service in April 1929, providing service on the Madrid-Barcelona, Madrid-Cartagena, Madrid-Badajoz and Barcelona-Valencia trains until 1964, with an exceptional appearance in the trains of the 1958 International Congress of Railways.

When they were decommissioned, some were sold to a certain Mr. Gorrochategui and others to Mr. Santesteban (Javier Aranguren dixit), except for WL-3388, destroyed in 1956.

Among the cars sold to Mr. Gorrochategui we can highlight the WL-3381, which was to be destined to an exhibition of railway equipment to be held in those years.

2 - La Adrada, Ávila. Summer 1999.

A group of friends meet at night on a terrace to enjoy the fresh night with some beverages and as I was known to be a railfan they started to tell me the story.

- Hey, here we have a railway wagon on a farm.

- Nice. Can you tell me something about that?
- Well, a man who bought and put it there as a home.
- Oh, and would it be possible to see it?
- Well, we can ask for. The owner does not live here, but he has a person who takes care of the property.
- Nice, sometimes we can find curious things.

After a couple of days, a friend of mine told me that she was accompanying me to have a look from outside, since it is visible from the path that leads to the property.

We reached the door of the farm and I only saw a slate roof but looking over the fence I almost fell to the ground because the surprise. A wooden Wagons-Lits sleeping car. Apparently, it's in fairly good condition, although the absence of some elements was appreciated.

- Tomorrow, if you want, we can go back. The caregiver will be there, and you will be able to see it in detail. He has told me that you can take pictures, but only from the outside, since the owner does not want the interior to be photographed.

- No problem for me, it's more important to be able to see it and check the condition of the car.

We returned next day and were able to access the car. I took some photos from the outside checking details and, of course, checking the running numbers.

The car has had the buffers and the stairs removed, being embedded in a concrete cradle. A slate roof covers it allowing to be preserved from the weather, although on the side of the corridor there are defects in the varnish and a slightly damages in the teak walls.

The car retains the manufacturer's plates located under the doors and the internal numbering plates, which aids in correct identification.

The exterior of the compartment side is in better condition and is used as a terrace, as can be seen by the presence of the garden furniture.

It can also be seen that practically all the bronze lettering is preserved, as well as the Wagons-Lits emblems.

From there we went to the interior, of which I could not take pictures to preserve the owner's privacy. The "single" compartments are preserved in all their splendour and practically unaltered. The double compartments with the shared toilet have been dismantled to make a library room. Fortunately, most of the marquetry panels are intact and those that have been removed have been used as tabletops.

Under the car there is a large living room built and this is where we go next. The frame of the car is perfectly visible from below, but all the traction, brake elements and battery boxes were removed at the time. Obviously, the bogies are not there either and, to my surprise, what's underneath looks more like a disco than a lounge. Later they would clarify to me the reason.

The rest of the property has a swimming pool and, going down the hillside, you can reach the river that runs nearby.

At the end of the visit, we return to the village and sit down again on the terrace of the bar where they come to tell me other stories about the car.

3 – CIWL myths and some from the sleeping car WL-3381.

One more time, the theme of the Orient Express and the presence of the car in its composition come to light. I quickly denied it, since the car was manufactured for the Wagons-Lits Spanish rolling stock, and it never circulated on that train.

To my question about the "disco" under the car and after some questioning looks, they begin to tell me about the real use of the car, which turns out not to be a home but a discreet place for some businessmen, politicians and members of the Spanish jet set to make their private parties. Apparently, there had been known characters that at some point had been seen by the town.

But the better story is related to Luis Roldán, a well-known character in Spanish politics and former director of the Guardia Civil police corps, wanted for corruption and who, apparently, was hidden for a few days in the car before fleeing the country to Laos, where he was finally arrested and extradited.

4 – Epilogue... By now.

After this visit there the car remains in silence. I managed to locate it by Google Maps, although it is not easy at all, and I did not hear more news from it again.

One day I started looking for information on the Internet about Wagons-Lits cars and to my surprise I found a document from an architectural firm in Madrid called "Casa Leganitos" in which are a project for the reform and rehabilitation of the "Casa Wagon Lit" in La Adrada.

The project in question addresses the rehabilitation for a new owner of the car WL-3381 and the property, as can be seen, although with some error as to the origin of the car:

I don't know the current status of this project and if it was completed, although from news that I have been finding in the press it seems that it is, and the owner is a well-known Spanish actress and singer.

In the future, when the pandemic restrictions have been lifted, perhaps it would be a good opportunity to go there to see the actual state of the car.

Versión en Español

Historias de la Historia. El coche camas WL 3381

por Ángel González

1 – Introducción.

De todos es conocida la historia de la CIWL, tanto la real como toda la mitología creada a su alrededor. Hay historias ciertas y otras no tanto, pero en este caso vamos con la historia de un coche que, a pesar de encontrarse lejos de las vías férreas, continuó acumulando pequeñas historias, algunas ciertas, otras no tanto, pero que pueden pasar a engrosar ese apartado mitológico que acompaña a los coches de la compañía.

Nos vamos a principios del siglo pasado, concretamente a 1928, cuando los "Ateliers Métallurgiques" de Nivelles (Bélgica) construyen una pequeña serie de coches cama de tipo S4, los últimos construidos con caja de madera, ya que la compañía en cuyas líneas iban a circular desestimó el uso de coches metálicos por considerarlos demasiado calurosos para el sur de España.

Estos 10 coches forman la serie del 3381 al 3390 y se ponen en servicio en el mes de abril de 1929 prestando servicio en los trenes Madrid-Barcelona, Madrid-Cartagena, Madrid-Badajoz y Barcelona-Valencia hasta 1964, con una aparición excepcional en los trenes del Congreso Internacional de Ferrocarriles de 1958.

Al ser dados de baja fueron vendidos, algunos a un tal Sr. Gorrochategui y otros al Sr. Santesteban (Javier Aranguren dixit), con la excepción del WL-3388, destruido en 1956.

De entre los coches vendidos al Sr. Gorrochategui podemos destacar el WL-3381, que iba a estar destinado a una exposición de material ferroviario a celebrar en esos años.

2 - La Adrada, Ávila. Verano de 1999.

Un grupo de amigos nos reunimos por la noche en una terraza para disfrutar del fresquito nocturno con unas cervezas y sale a colación el tema de que era aficionado al ferrocarril.

- Oye, pues aquí tenemos un vagón en una finca.
- ¿Y eso? Cuenta, cuenta...
- Pues un señor que lo compró y lo puso ahí como vivienda.
- Ah ¿Y sería posible verlo?
- Pues es cuestión de preguntar. El dueño no vive aquí, pero tiene una persona que lo cuida.
- Pues, por mí, perfecto. A veces se encuentran cosas curiosas.

Dejé pasar un par de días cuando una de las amigas me dijo que me acompañaba, ya que es visible desde el camino que llega hasta él.

Nos dimos un paseo hasta la puerta de la finca y de momento solo vi un tejado de pizarra, pero al mirar por encima de la valla casi me caigo al suelo de la sorpresa. Un coche camas de Wagons-Lits con carrocería de teca. Aparentemente estaba en bastante buen estado, aunque se apreciaba la ausencia de algunos elementos.

- Mañana si quieres podemos volver. Estará el cuidador y lo podrás ver con detalle. Me ha dicho que puedes hacer fotografías, pero sólo del exterior, ya que el dueño no quiere que se fotografíe el interior.
- Por mí no hay inconveniente, lo importante es poder verlo y comprobar en qué estado se encuentra.

Volvimos al día siguiente y pudimos acceder al coche. Hice unas fotos por el exterior revisando detalles y, por supuesto, comprobando la matrícula.

Al coche se le han retirado los topes y las escaleras de acceso, estando encajado en una cuna de hormigón. Un tejado de pizarra lo cubre permitiendo preservarlo de la intemperie, aunque en el lado del pasillo se observan desperfectos en el barniz y un estado de la madera un poco deteriorado.

El coche conserva las placas del fabricante situadas bajo las puertas y las placas de matrícula internas, lo que ayuda a la correcta identificación.

El exterior del lado de los departamentos goza de mejor estado y es utilizado como terraza, como se puede observar por la presencia de los muebles de jardín.

También se puede ver que se conserva la práctica totalidad de la rotulación con letras de bronce, así como los emblemas de Wagons-Lits.

De ahí pasamos al interior, del que no pude hacer fotografías para preservar la privacidad del dueño. Los departamentos “single” se conservan en todo su esplendor y prácticamente inalterados. Los departamentos dobles con el aseo compartido han sido desmontados para hacer un salón biblioteca. Afortunadamente, la mayoría de los paneles de marquetería se conservan intactos y los que han sido desmontados se han usado como tableros de mesa.

Bajo el coche hay construido un gran salón y es a donde vamos a continuación. El bastidor del coche es perfectamente visible desde debajo, pero todos los órganos de tracción, freno y cofres fueron retirados en su momento. Evidentemente, los bogies tampoco están y, para mi sorpresa, lo que hay debajo parece más una discoteca que un salón. Más tarde me aclararían la razón.

El resto de la finca tiene una piscina y, bajando por la ladera, se puede llegar al río que discurre por las proximidades.

Acabada la visita volvemos al pueblo y nos sentamos otra vez en la terraza del bar donde pasan a contarme otras historias del coche.

3 – Los mitos de la CIWL y los del WL-3381.

Como no puede ser de otra forma, sale a relucir el tema del Orient Express y de la presencia del coche en su composición. Rápidamente lo desmentí, ya que el coche fue fabricado para el parque español y nunca circuló en dicho tren.

A mi pregunta sobre la “discoteca” bajo el coche y tras unas miradas interrogativas empiezan a contarme el uso real del coche, que resulta no ser una vivienda sino un sitio discreto para que algunos empresarios, políticos y miembros de la jet set española hiciesen sus fiestas privadas. Al parecer, por allí habían pasado conocidos personajes que en algún momento habían sido vistos por el pueblo.

Pero la historia que se lleva la palma está relacionada con Luis Roldán, funesto personaje de la política española y exdirector del cuerpo de la Guardia Civil, buscado por corrupción y que, al parecer, estuvo escondido unos días en el coche antes de huir del país en dirección a Laos, donde fue finalmente apresado y extraditado.

4 – Epílogo... Por ahora.

Tras esta visita allí quedó el coche en silencio. Lo conseguí localizar por Google Maps, aunque no es nada fácil, y no volví a tener noticias de él.

Un buen día me puse a buscar información por internet de los coches de Wagons-Lits y para mi sorpresa encuentro un documento de un estudio de arquitectos de Madrid llamado “Casa Leganitos” en el que aparece un estudio de reforma y rehabilitación de la “Casa Wagon Lit” en La Adrada.

El proyecto en cuestión aborda la rehabilitación para un nuevo propietario del coche WL-3381 y de la finca, como se puede ver a continuación, aunque con algún error de bulto en cuanto al origen del coche:

Desconozco el estado actual de este proyecto y si llegó a completarse, aunque por noticias que he ido encontrando por la prensa parece que sí y que la propietaria es una conocida actriz y cantante española.

Ahora que ya nos han levantado las restricciones por la pandemia, tal vez sería una buena oportunidad para ir a ver el estado real del coche.

Ángel González. Barcelona. 24 de Mayo de 2021.

CIWL F 1259 modelled

by Fred van der Lubbe

There has been a single two-axle wagon of the "Spanish closed wagon" type with 10 tons of maximum load owned by the CIWL as a "light van" and registered as a fourgon (F). The CIWL number was 1259, but it also bore the registration PJ.257, indicating the "P" that it was a private van, and the "J" the type of wagon (closed). As can be seen, it is a wooden freight wagon with a brakeman's cab. It has an open-plan cargo compartment, which is accessed by two side sliding doors. The wagon was painted in the blue colour of the C.I.W.L and wore the lettering of the Company and other registrants in golden yellow colour. Its base was the Irún Workshop where it was used for internal service of the CIWL, moving material and small tools between the Irún and Aravaca workshops. It was never used for the transport of freight or luggage on CIWL trains.



On request of the late Javier Aranguren, author of the Spanish book on luxury trains "Coches camas, restaurantes y salones en los ferrocarriles de la península" the Spanish model train maker Electrotren made a model of this 4-wheel Spanish Fourgon with number 1259. This model was made for the introduction of the mentioned book and as far as I know is not available for sale or presented in the Electrotren catalogue; definitely a collectors' item. The plastic model is to a scale of 1:87 and is 10 cm long. It is a nicely detailed and lettered, but not exact, model.

Arnold, now part of Hornby International, made in N gauge with catalogue number HN4124 also a model of this wagon with CIWL number 1259. The plastic model, based on an existing model of the German G10 wagon, is to a scale of 1:160 and is 6 cm long (and my smallest CIWL item). It is a nicely detailed and lettered, but also not fully correct, model.



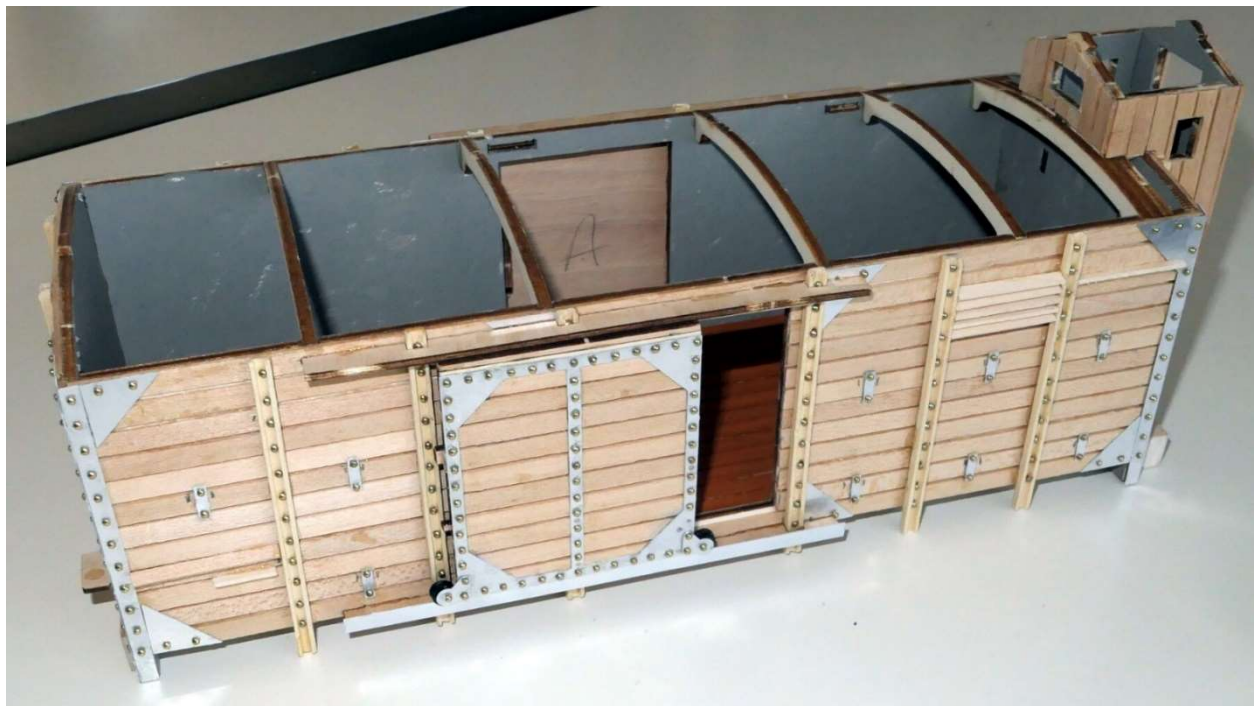
The Spanish manufacturer of (wooden) model kits OCCRE made a kit of a German type G10 closed van for gauge 1 (1:32). The model of 1259 made by Arnold in N was based on their model of the type G10 wagon. So I decided to do something similar with the OCCRE kit and make it into a (not completely correct) model of 1259. The resulting wagon will of course not run in a CIWL train; the wagon is 30 cm long.



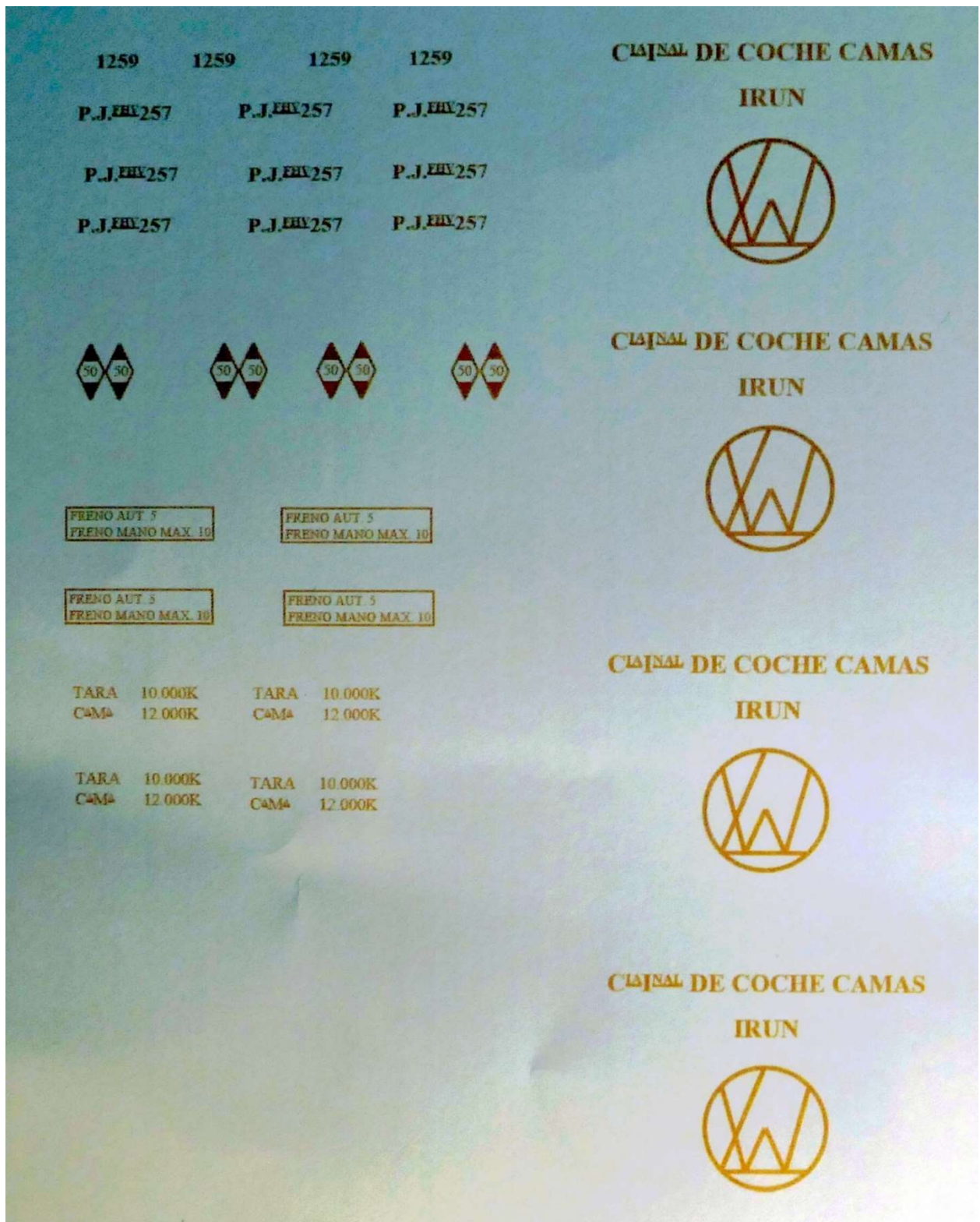
I considered shortening the car to make it look better; when the kit arrived I reviewed this decision and decided to just copy the version of Arnold (type G10). After all, I am a simple tinkerer and not a modeller. I stole the example of the numbers and letters from the Electrotren car:



As can be seen the doors and walls are rather detailed with strips and rivets:



The sheet of decals I designed was printed by a specialist:



The wooden roof didn't seem to want to be in the right shape, so I made a roof of cardboard. The buffers and couplings are not of the OCCRE kit. I still had these lying around.







And when finished I made a video of it when it was moved around my garden layout:

<https://youtu.be/g-x77cAF0n4>

Movimiento de material histórico CIWL *CIWL historical material movement*

Por Mariano Álvaro/Juan Delgado Luna

En los últimos meses, la locomotora a vapor Confederación RENFE 242F-2009 y uno de los coches clásicos de la CIWL han recuperado protagonismo entre la afición ferroviaria madrileña.

In recent months, the Confederación RENFE 242F-2009 steam locomotive and one of the CIWL classic cars have regained prominence among the Madrid railway fans.

Gracias al rodaje de una producción audiovisual, la histórica locomotora y el coche R 12-12955 (ex CIWL WSPc 2746 Tipo Sud-Expreso) han salido del interior de la marquesina del Museo del Ferrocarril de Madrid-Delicias, siendo el centro de atención de amigos del ferrocarril y curiosos que pudieron fotografiar y ver circular de nuevo este material por los enlaces ferroviarios.

Thanks to the filming of an audiovisual production, the historic locomotive and the car R 12-12955 (ex CIWL WSPc 2746 Type Sud-Express) have left the interior of the marquee of the Madrid-Delicias Railway Museum, being the centre of attention of railway friends and curious people who were able to photograph and see this material circulate again on the rail links.



La espera de nuestro colaborador Mariano Álvaro, se vio recompensada con esta interesante instantánea, en la cual se puede ver a la composición pasando por el viaducto de Rebolledo. 13-05-2021

The wait for our collaborator Mariano Álvaro was rewarded with this interesting snapshot, in which you can see the composition passing along the Rebolledo viaduct. 05-13-2021

Como consecuencia de tener apartado estáticamente estos vehículos durante un tiempo considerable, además de poder pasar las revisiones oficiales correspondientes, se tuvo que desplazar un equipo de ARMF de Lérida a las instalaciones madrileñas. Actualmente son los únicos autorizados y homologados para realizar la labor revisión y puesta a punto de la locomotora Confederación, además de realizar las operaciones de acompañamiento y traslado para este importante evento.

As a consequence of having these vehicles statically separated for a considerable time, in addition to being able to pass the corresponding official reviews, an ARMF team from Lleida had to be moved to the Madrid facilities. Currently they are the only ones authorized and approved to carry out the revision and fine-tuning of the Confederación locomotive, in addition to carrying out the accompaniment and transfer operations for this important event.

Engrase, comprobaciones, mediciones y labores de entretenimiento, supusieron un trabajo al que esta institución está acostumbrada a hacer frente. Gracias a este efectivo equipo de personal, el material que vemos en las fotos del artículo estuvo listo en la fecha acordada.

Lubrication, checks, measurements and entertainment tasks were a job that this institution is used to dealing with. Thanks to this effective team of personnel, the material that we see in the photos of the article was ready on the agreed date.

Para realizar las múltiples tomas de cine, fue necesario invertir el sentido habitual que suele tener estos vehículos en el comentado emplazamiento, por lo que se tuvo que sacar también gran parte del material que está expuesto en las vías principales.

To take the multiple film shots, it was necessary to reverse the usual sense that these vehicles usually have in the aforementioned location, so much of the material that is exposed on the main tracks had to be removed as well.



Operaciones de movimiento de material en la playa de vías del Museo del Ferrocarril de Madrid-Delicias. En la imagen el coche salón R 12-12955 (ex CIWL WSPc SE 2746) Foto Juan Carlos Casas
Material movement operations on the railway line of the Madrid-Delicias Railway Museum. In the image the saloon car R 12-12955 (ex CIWL WSPc SE 2746) Photo Juan Carlos Casas



En esta instantánea proporcionada por Oscar Urgeles, podemos ver el equipo de ARMF y del Museo del Ferrocarril que intervino en el traslado y acompañamiento de nuestra composición.

In this snapshot provided by Oscar Urgeles, we can see the ARMF and the Railway Museum team that intervened in the transfer and accompaniment of our composition.

El pasado martes 11 de mayo la composición traccionada por una locomotora diesel serie 333.337-4 junto a dos furgones de servicio interno del museo numerados como (PV 340-115/J2 401-331) se desplazaron hasta el triángulo ferroviario de *Rebolledo*. Invertida la escueta composición se desplazó nuevamente hasta la playa de vías del museo, lugar en donde realizó varias entradas en la estación para filmar diversos planos de llegada a los andenes. Curiosamente se simuló con efectos especiales el vapor de la locomotora y el ambiente ferroviario de las antiguas estaciones.

Last Tuesday, May 11, the composition driven by a 333.337-4 series diesel locomotive together with two internal museum service vans numbered (PV 340-115 / J2 401-331) moved to the Rebolledo railway triangle. The small composition was reversed, then moved again to the sidings of the museum's tracks, where it made several entrances to the station to film various views of its arrival at the platforms. Curiously, the steam from the locomotive and the railway environment of the old stations were simulated with special effects.

Una vez terminada las tomas cinematográficas, el día 13 por la mañana se volvió a invertir la composición y se estacionó nuevamente en su emplazamiento original.

Once the cinematographic shots were finished, on the morning of the 13th the composition was reversed and parked again in its original location.



Confederación 242F-2009 inmersa en un ambiente ferroviario como en los viejos tiempos. Foto proporcionada por Oscar Urgelés.

Confederation 242F-2009 immersed in a railway environment like in the old days. Photo provided by Oscar Urgelés.

Resulta espectacular ver rodar esta imponente locomotora con su gran diámetro de ruedas, el movimiento de su distribución y el conjunto de bielas, integrada en una pintoresca composición en la que se incluyó un antiguo y lujoso coche Wagons Lits. ¡Ojala algún día vuelva a rodar por sus propios medios esta majestuosa locomotora traccionando una azulada composición CIWL, como lo hacía en sus viejos tiempo

It is spectacular to see this imposing locomotive rolling with its large wheel diameter, the movement of its distribution and the set of connecting rods, integrated into a picturesque composition that included an old and luxurious Wagons Lits car. Hopefully one day this majestic locomotive will once

again roll on its own, pulling a bluish CIWL composition, as it did in its old days.

De momento, debemos conformarnos con esta pequeña circulación histórica, que nos ha sacado de la monotonía diaria a la que estamos acostumbrados últimamente.

For now, we must settle for this small historical circulation, which has taken us out of the daily monotony to which we are used lately.

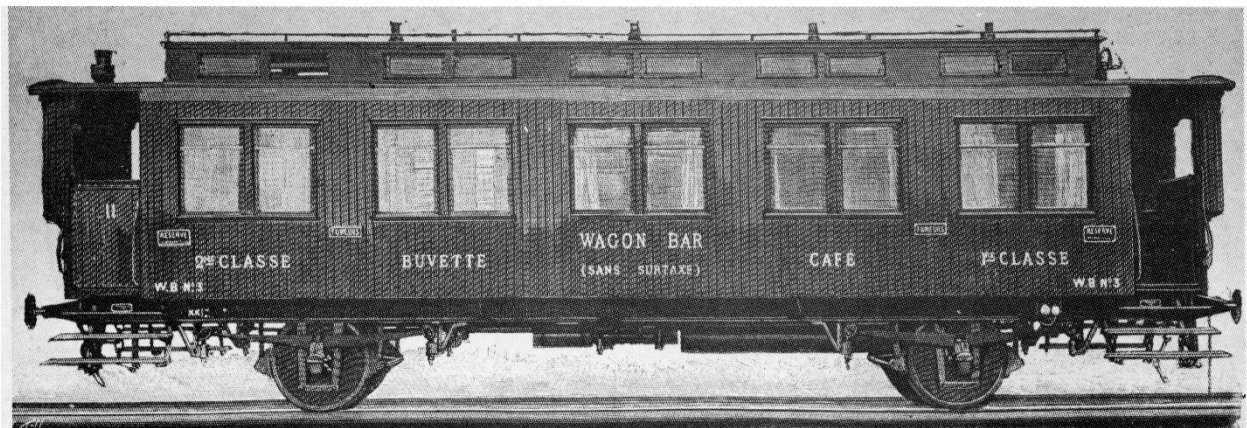
Agradecimientos al equipo de ARMF y en especial a Oscar Urgelés, al Museo del Ferrocarril de Madrid, a Juan Carlos Casas y a Diego Sánchez.

Thanks to the ARMF team and especially to Oscar Urgelés, the Madrid Railway Museum, Juan Carlos Casas and Diego Sánchez.

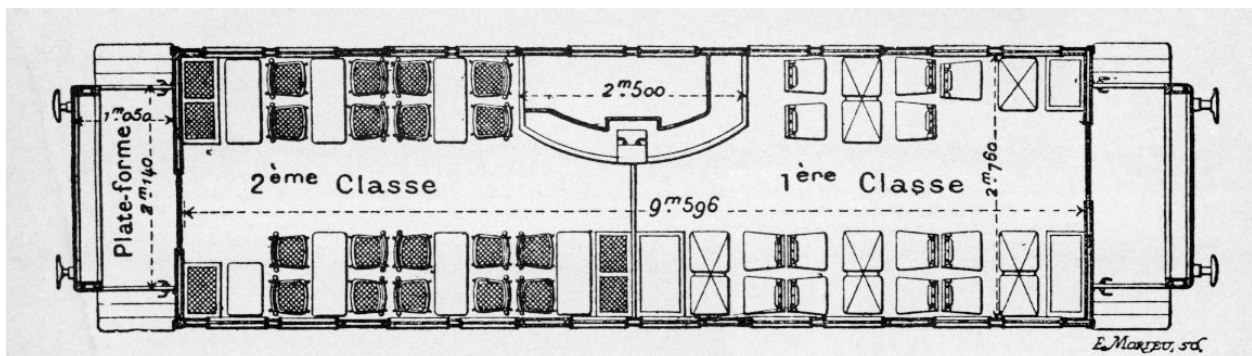
La Compagnie des Wagons-Bars

by Bram van der Velden

When the commuters on the St Lazare to Auteuil line turned up for their regular train in July 1896 they found that a new type of vehicle had been added to their train, which on closer inspection turned out to be a Wagon-Bar. This two-axle vehicle made of varnished teak had two equal-sized compartments called “le Cafe” for first class and “la Buvette” for second class passengers, serving coffee & croissants in the morning and aperitifs in the afternoon and evenings. Five such vehicles were introduced to the trains for St Germain and Versailles during a trial period between July and November of that year in an agreement between the Chemin de Fer de l’Ouest and the owners of the Wagons-Bar. The latter being the two brothers Desouches, one being a banker and the other being the partner in the coach-building firm of Desouches & David, based at Pantin, and a regular supplier of Ouest vehicles.



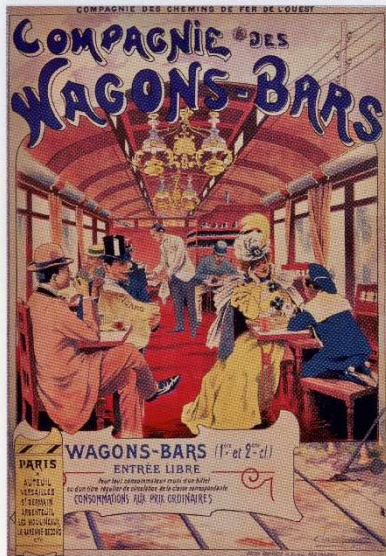
Wagon Bar N°3 with “Buvette” and “Café” compartments



Wagon Bar Layout

After the initial trials, a company was formed - Compagnie des Wagons-Bars - registered at 4, rue de la Bienfaisance, Paris 8eme, which two years later changed its registered address to 35 rue Joubert, Paris 9eme. In the course of 1900 the name of the company was changed to Compagnie Francaise des Wagons-Buffets (CFWB) and its statutes were amended to include the operation of voitures buffet/restaurant on other railway company lines.

The first such venture was a proposal for a voiture-bar to be deployed on the line from Paris to Fontainebleau, operated by the PLM. This initiative was promptly attacked in the strongest terms by the Compagnie des Wagons Lits (CIWL), who reminded the PLM company of certain contractual agreements and, although the PLM attempted to explain that there was a considerable difference between a wagon-bar and a wagon-restaurant, apart from one trial run no further wagons-bar were deployed on the route. Similarly, attempts to have the CdF du Nord and the CdF de l'Est accept the wagons-bar onto their networks ended in failure.



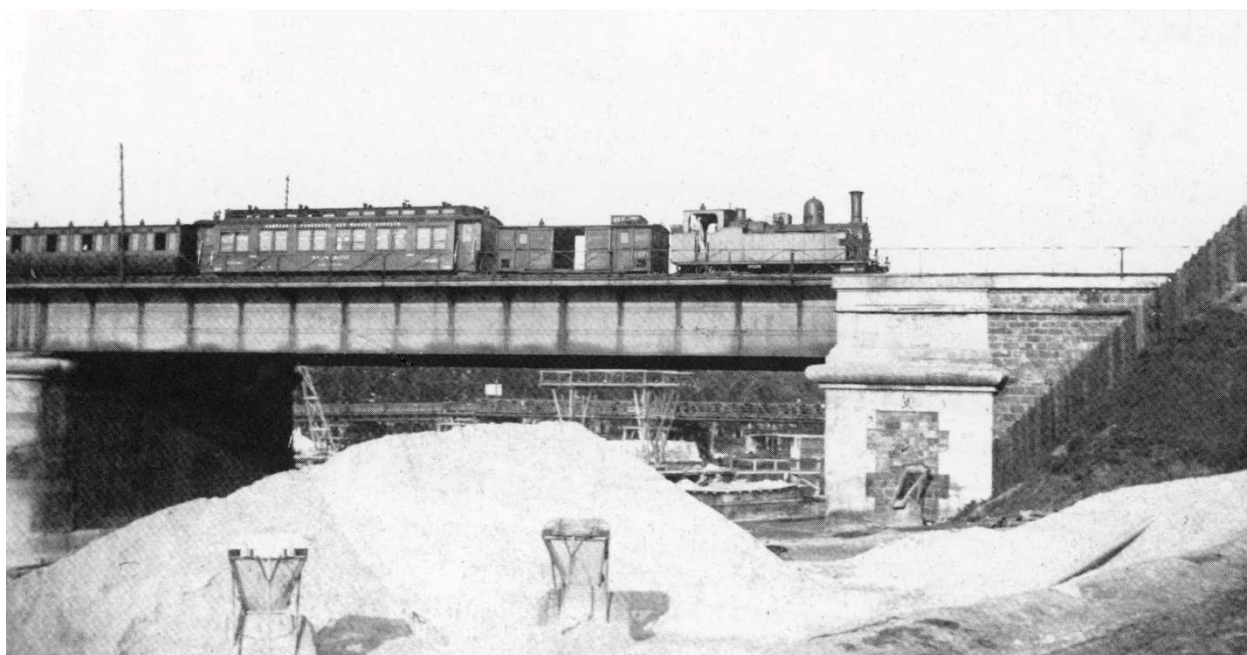
Advertising poster with interior view



contemporary interior view

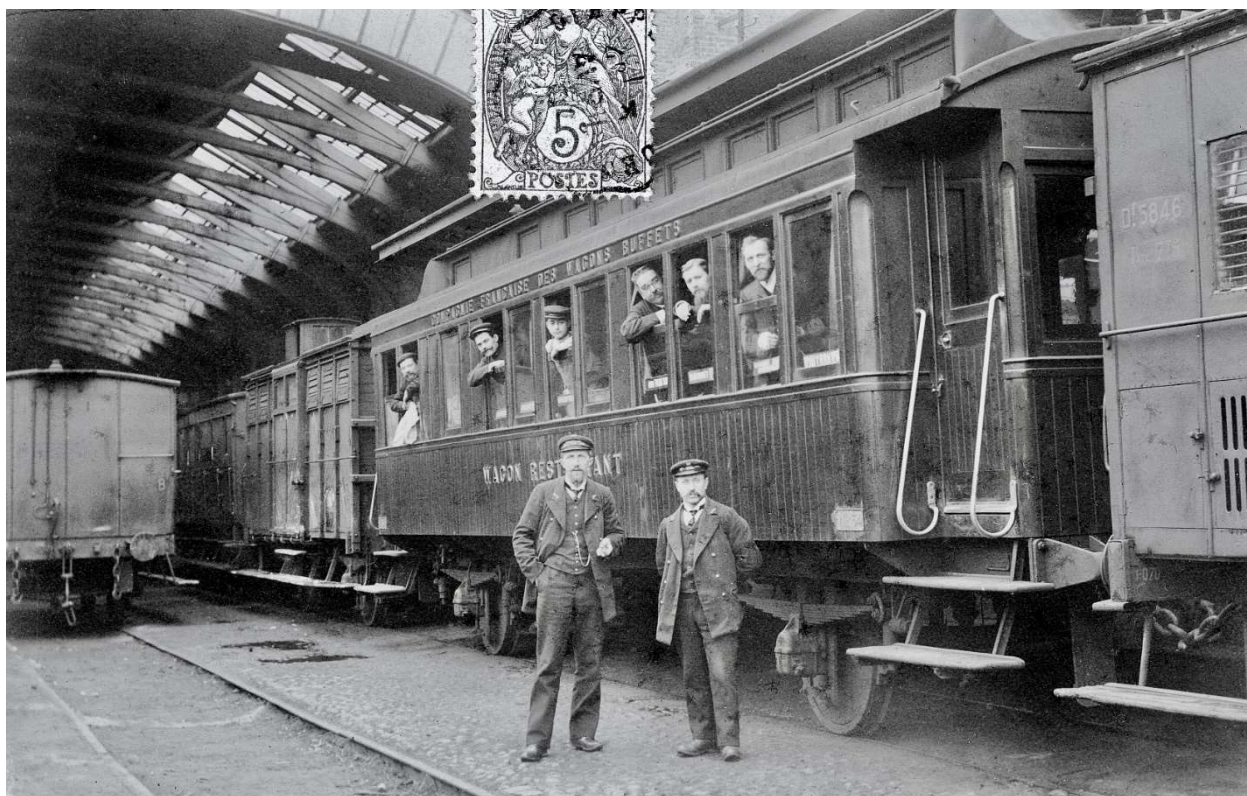
In the meantime, the CdF de l'Ouest continued to offer the service of the wagons-buffet on an increasing number of their services so that these wagons came to be seen in the Paris Banlieue-Ouest on the services from Paris St Lazare to, respectively, Saint Germain, Versailles RD, Argenteuil, La Garenne, Auteuil, Sannois and Les Molineaux.

Much to the chagrin of the Compagnie des Wagons Lits the wagons-buffet appeared to be spreading across the Ouest network and in 1902 the CIWL decided on a decisive action by purchasing just short of 75 percent of the CFWB share capital, thus effectively controlling its competitor. Most of the CFWB services were however maintained and although the CFWB tariffs were somewhat lower than those of the CIWL, at least the profits accrued to the CIWL.



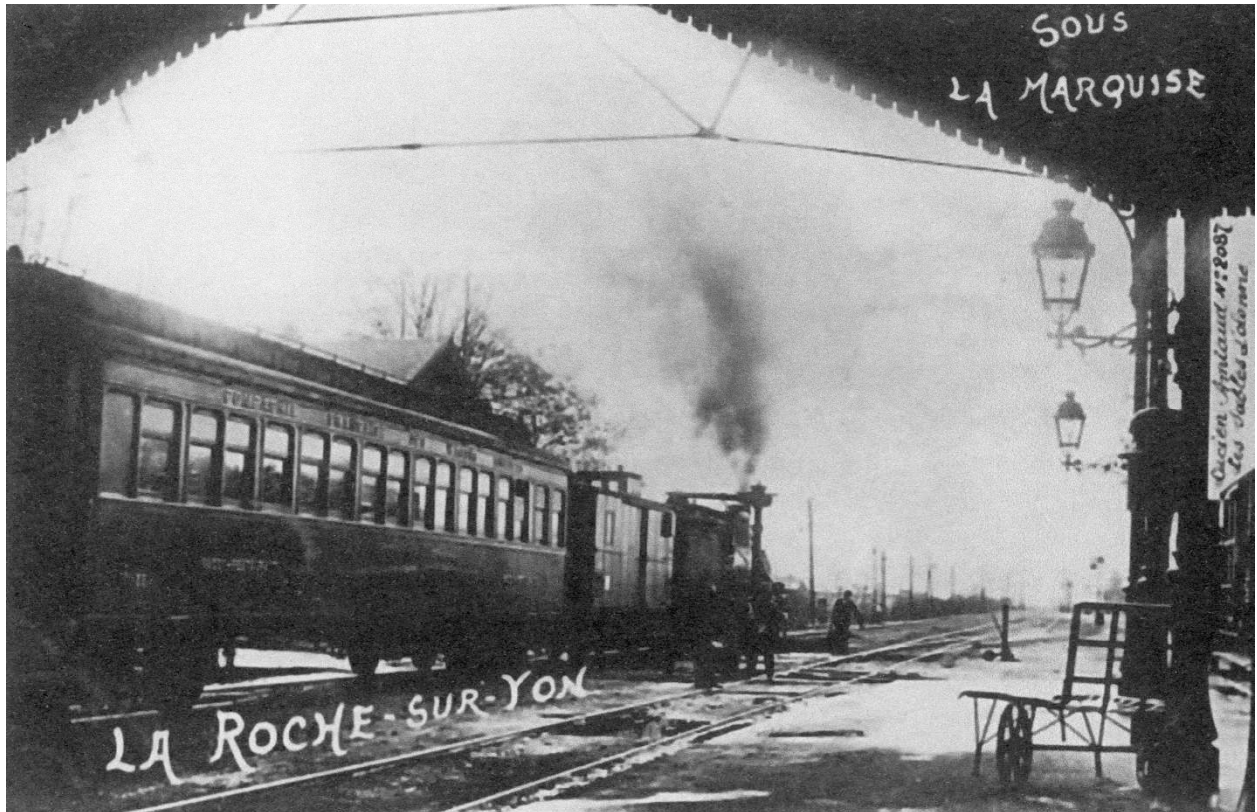
CFWB Serie 26_33, Photo: Bruno Bretelle

After the take-over the CIWL gradually expanded the use of the wagons-buffet onto the following long-distance services: Nantes/Bordeaux, Nantes/Poitiers, Nantes/Pornic, Thouars/Les Sables d'Olonne in 1902, Bordeaux/Royan & Nantes/Saintes in 1903, Paris/Dieppe, Paris/Caen, Rennes/Le Mans & Rennes/Brest in 1904. And, finally, a service on the Est network between Laon and St Dizier was started in 1903; using wagon 36, for the first time this catered also to 3rd class passengers. In addition, two additional banlieu services were started in 1902, covering Paris Montparnasse/Versailles RG and Paris St Lazare/Mantes-Gassicourt.



CFWB voiture 34 at Dieppe station. Photo: Bruno Bretelle

The CFWB deployed an initial quantity of 33 vehicles all built at Desouches & Davis in Pantin. The total consisted of three series, nos. 1/5 with 42 places built in 1896 (figure 1), nos. 6/25 with 44 places built in 1897 and nos. 26/33 with 52 places built during 1898/1901 (figure 2). After the CIWL take-over, an additional 4 wagons nos. 34/37 (designated wagon-restaurant) were built at the CIWL subsidiary CGC (Compagnie Generale de Construction) in 1903. In addition, a further eight Wagons-Restaurant nos. 38/45 were supplied by the CIWL to the CFWB, essentially a renumbering of existing CIWL wagons, as follows: CFWB 38 was CIWL 186, CFWB 39 was CIWL 164, CFWB 40 & 41 were CIWL 199 & 198, CFWB 42 & 43 were CIWL 177 & 178 and CFWB 44 & 45 were CIWL 745 & 746 (these latter two voitures-bar were originally owned by the shipping company Cie. Generale Transatlantique for use in the immigrant trains and were purchased by the CIWL in 1900 - later, CFWB wagon 44 finished its career at the CdF des Mines de Lens).



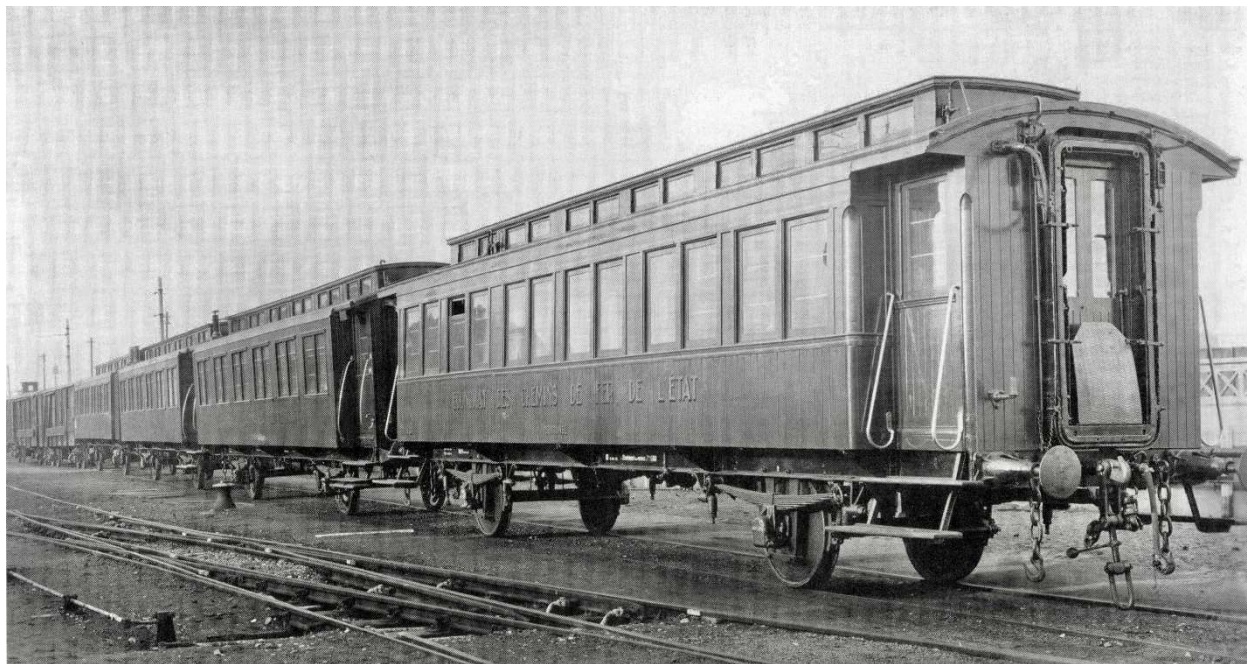
Voiture CFWB 38 (ex CIWL 186) at La Roche-sur-Yon

The first two series of wagons (nos. 1/25) had an overall length of 12.3 metres with platforms at either end gaining access to the first & second class sections, respectively. A horseshoe-shaped bar and screen separated the two sections (respectively, cafe & buvette). The wagons had a celestery roof, 10 windows either side and weighed in at 13 tonnes. The later serie (nos 26/33) had a length of 13.4 metres with platforms, 12 windows either side and weighed 14.5 tonnes. All three early series of vehicles were built out of teak and varnished. Figure 3 shows the lay-out of the wagons whilst figures 4 & 5 show examples of the interior. There appear to be few surviving visual records of the wagons in serie 34/37 built at CGC in 1903 other than figure 6, whilst figure 7 shows CFWB 38 (ex CIWL 186) in service at La Roche-sur-Yon.

The period from 1905 to 1914 was relatively stable with renewed contracts for the operation of CFWB vehicles with the CdF de l'Etat, following the absorption of the l'Ouest. In August 1914 however the French military took over the operation of the railways and all wagons-buffet services were suspended. The entire 2-axled fleet was stripped and put in storage at Gargenville and Courtalain (later at Montcontour) until 1918, with the exception of wagons 29 & 38 which had been destroyed previously in accidents at Auteuil.

After WW1 concluded, the remaining vehicles were purchased by the CdF de l'Etat and converted to regular 8-compartment banlieu stock whilst the 8 bogie vehicles returned to the CIWL fleet.

In 1915 the CFWB attempted to secure its network of services once the hostilities had passed but in view of the planned electrification of the Banlieu Ouest the company was not allowed to re-enter the Paris suburban market. Some one-year agreements were proposed by the CdF de l'Etat for some of the long distance routes operated previously (notably Nantes/Poitiers and Tours/Sable d'Olonne) but the CFWB considered it impossible to make a profit based solely on this diminished operation. As a result the CFWB directors voted in July 1916 to anticipate the dissolution of the company, which act finally took place on 29 January 1920.



Voiture Etat (ex CFWB). Photo coll. Joel Tasma

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"La Nature" magazine - August 1896

SNCF Golden Arrow Pacific Steam Locomotive 231-K-82 **to be fully restored into full working order**

by Chris Elliott

Surnommée Pacific en raison de la disposition de ses essieux (2 essieux porteurs avant, 3 essieux moteurs, 1 essieu porteur arrière), la locomotive est issue d'une série de 79 unités commandées par la compagnie des chemins de fer du Paris-Lyon-Méditerranée (PLM). La construction de la série s'est étalée de 1912 à 1921, partagée entre trois sociétés différentes. La **231-K-82** a pour sa part été construite en 1921 par la Société Alsacienne de Construction Mécanique à Belfort.

Avec des roues motrices de plus de 2m de diamètre et capables de délivrer une puissance de **2438 chevaux**, les 231-K sont taillées pour la vitesse et la traction des trains de voyageurs. Ainsi au cours de leur service sur les lignes desservant le Sud-Est de la France, ces locomotives ont remorqué les plus grands trains entre la capitale et la Méditerranée dont notamment le Train Bleu reliant alors Calais à Nice avec de luxueuses voitures Pullman.

Au début des années 50, avec l'électrification progressive de la ligne Paris-Lyon-Marseille ainsi que l'arrivée de nouvelles locomotives à vapeur plus puissantes, les 241-P, les 231-K ont progressivement été mutées sur le réseau Nord où elles ont continué à servir à la traction des trains de voyageurs et notamment la Flèche d'Or, un autre train de luxe composé lui aussi de voitures Pullman reliant Paris à Londres en combinaison avec un paquebot entre Calais et Douvres. Les capitales étaient reliées en 6h avec une vitesse moyenne de 110km/h pour les trains, une performance qui ne fut améliorée que par la mise en service de l'Eurostar et du tunnel sous la Manche.

Quant à la **231-K-82**, elle a la particularité d'avoir été la toute dernière locomotive de la SNCF, du type Pacific, à circuler en service régulier lorsqu'elle assurera son dernier train, le 11 janvier 1969 en remorquant la Flèche d'Or entre les gares d'Amiens et de Calais-Maritime. En 2011, après avoir passé près de 40ans en attente d'utilisation à Saint-Étienne, la locomotive a été acheminée par le rail jusqu'à notre atelier de Limoges.

Cette année nous lançons une campagne de financement participatif afin de débiter la rénovation de la machine dans le but de la remettre en service.

Pour participer à cette aventure vous pouvez soit adhérer soit faire un don en utilisant le formulaire disponible [ICI](#)



Nicknamed Pacific because of the arrangement of its axles (2 front carrying axles, 3 driving axles, 1 rear carrying axle), the locomotive comes from a series of 79 units ordered by the Paris-Lyon Mediterranean railway company (PLM). The construction of the series spanned from 1912 to 1921, shared between three

different companies. The 231-K-82 was built in 1921 by the Société Alsacienne de Construction Mécanique in Belfort.

With drive wheels over 2m in diameter and capable of delivering 2,438 horsepower, the 231-K is built for the speed and traction of passenger trains. Thus, during their service on the lines serving the South-East of France, these locomotives hauled the largest trains between the capital and the Mediterranean, including the Blue Train, which then linked Calais to Nice with luxury Pullman cars.

At the start of the 1950s, with the progressive electrification of the Paris-Lyon-Marseille line as well as the arrival of new, more powerful steam locomotives, the 241-P, the 231-K were gradually transferred to the North network where they continued to be used for the traction of passenger trains and in particular the Flèche d'Or - Golden-Arrow, another luxury train also made up of Pullman coaches connecting Paris to London in combination with a liner between Calais and Dover. The capitals were connected in 6 hours with an average speed of 110km / h for the trains, a performance which was only improved by the commissioning of the Eurostar and the Channel Tunnel.

As for the 231-K-82, it has the particularity of having been the very last SNCF locomotive, of the Pacific type, to run in regular service when it will provide its last train, on January 11, 1969 by pulling the Flèche d'Or between the stations of Amiens and Calais-Maritime. In 2011, after spending nearly 40 years waiting for use in Saint-Étienne, the locomotive was transported by rail to our workshop in Limoges.

This year we are launching a crowdfunding campaign to start the renovation of the machine with the aim of putting it back into service. To participate in this adventure you can either join or make a donation using the form available [HERE](#)

SNCF 231-K-82 was built in 1920 @ SACM (works no. 6626) as PLM 6282 as part of a series of 85 locomotives. The first 20 locomotives were built in 1912 @ Henschel and this subseries was originally numbered PLM 6011/6030. When the next orders were placed with Loire (1916/1921) and with SACM (1919/1921) the first 20 engines were renumbered PLM 6201/6220 and the remainder followed on as PLM 6221/6285. In 1925 the PLM renumbered their locomotives and this series became PLM 231C2/231C86 which fleet numbers were kept when the SNCF was created in 1938. The entire series

(except 231C26 - destroyed in 1944)was then rebuilt between 1938 and 1949 to become SNCF series 231K2/231K86. We understand that 3 of the series have been preserved (K8 - K22 - K82).



231 K 8, Gare de Noyelles, 16.04.2016, Photo: Didier Duforest (cc-by-sa 4.0)

<https://commons.wikimedia.org/w/index.php?curid=48286942>

A la Française

by Chris Elliott

CIWL was a Belgian Company but it soon established its operating headquarters in Paris and it was in and from France that it launched its many trains. In our last newsletter we reviewed the book 'Trains de Nuit' that talked about the night trains inside France.

There are parts of France little known to many in Europe and beyond, these regions no longer have a comprehensive service of trains. These regions are often referred to as 'La France Profonde' and in particular 'The Centre-Auvergne-Limousin' not to be called 'Le Midi' as 'Le Midi' is in fact the region to the South; confused? Well you have every reason to be.

Now the railway publishing house 'La Vie du Rail' has just published its latest truly excellent special called 'Le Rail en Auvergne et Limousin', stunning photographs, maps and a lot of history.

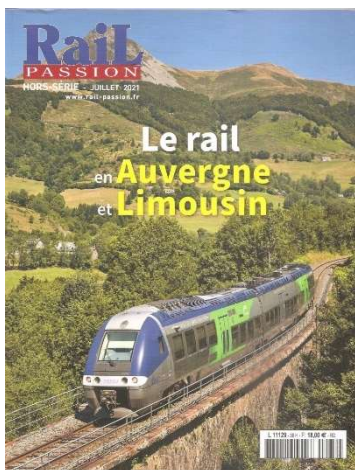
With sparse populations, these two regions have seen the train almost fade away to be replaced by the motor car and it was the President Valery Giscard d'Estaing who pushed ahead with the A75 Motorway free of tolls thus leaving the train far behind.

Yet despite France being the operating headquarters of CIWL, there is not one photo of any CIWL car in this book, however opening our 1939 CIWL Blue Guide it is easy to see why, there were no CIWL services serving the region, OK for Clermont Ferrand, Limoges, St Etienne, and beyond. Our 1939 Guide Bleu reveals only one page out of 32 pages of CIWL services into this area:



337-338		FRANCE				337-338	
		LA SUISSE — GENÈVE — AIX-LES-BAINS — CHAMBÉRY — VALENCE — MARSEILLE — NICE				337	
		← Numéros des trains →				NATURE DES SERVICES	
	L.E.L.				Nos des trains	Nos des services	
	X			X	GR	1222	X Bar..... CHAMBÉRY-MARSEILLE (du 2 juillet au 1er octobre).
	GN			MS	SM	357	ST.L.E.L. GENÈVE - VENTIMIGLIA (Suppléments page 284).
	SM			MB	MS	358	ST.L.E.L. VENTIMIGLIA - GENÈVE (Suppléments page 284).
					MB	1221	X Bar..... MARSEILLE-CHAMBÉRY (du 2 juillet au 1er octobre).
Location par place réservée à l'avance pages 291 à 293. Renseignements relatifs aux passeports page 8 et 9.							
PRIX DES REPAS (Vin non compris).							
WAGONS-RESTAURANTS-BARS et VOITURES-BUFFETS. — Il est servi dans ces voitures des consommations et des plats chauds ou froids aux voyageurs de toutes classes pendant toute la durée du parcours.							
En outre, dans les W.-R.-Bars : 1er Déjeuner fr. 6,00 et repas à prix fixe : 24 francs (vin non compris).							

338		ROANNE — ST-ÉTIENNE				338	
		PARIS - ST-GERMAIN-DES-FOSSÉS — VICHY - CLERMONT-FERRAND - ROYAT - LA BOURBOULE - LE MONT-DORE				338	
		← Numéros des trains →				NATURE DES SERVICES	
	L.E.L.				Nos des trains	Nos des services	
	X			X	PVC - 1003	29	1. cl..... PARIS (Orsay) - VICHY (1er juin-30 septembre).
	1413			1412	" "	2705	X..... PARIS (Orsay) - VICHY (jusqu'au 30 sept.).
	1009			CYP	1413 - 1013	1183	X..... PARIS (Lyon) - SAINT-ÉTIENNE.
	1417			1004	1009 - 1409	1181	X..... PARIS (Lyon) - CLERMONT-FERRAND.
	85			1408	1417 - 95	155	Y.L.E.L..... PARIS (Lyon) - LE MONT-DORE (du 24 juin au 2 septembre). Suppléments page 276.
					1012 - 1412	1184	X..... ST-ÉTIENNE - PARIS (Lyon).
					1004 - CYP	30	1. cl..... VICHY - PARIS (Orsay) (2 juin-1er octobre).
					" "	2706	X..... VICHY - PARIS (Orsay) (jusqu'au 1er octobre).
					1408 - 1008	1182	X..... CLERMONT - FERRAND-PARIS (Lyon).
					84 - 1418	150	Y.L.E.L..... LE MONT-DORE - PARIS (Lyon) (du 25 juin au 3 septembre). Suppléments page 276.
PRIX DES REPAS (Vin non compris).							
Premier déjeuner..... francs français 6 00				Déjeuner (Trains PVC 1003/1004 CYP)..... francs français 26 00			
Déjeuner ou dîner (Trains 1413 - 1013 - 1009 - 1409 - 1012 - 1412 - 1008 - 1408).....				Location par place réservée à l'avance..... " 1 50			
				34 00			
Pour les prix des repas dans la voiture PULLMAN PARIS-VICHY voir tableau 12.							



In France today apart from the luxury Trains such as the Pullman Orient Express CIWL cars are to be found chez

AJECTA based at Longueville some 75 kms south east of Paris. AJECTA has a fleet of passenger cars and steam locomotives and is often seen heading steam specials; visit their website www.ajecta.fr

In the west of France there is Chemin de Fer de la Vendée www.vendeetrain.fr

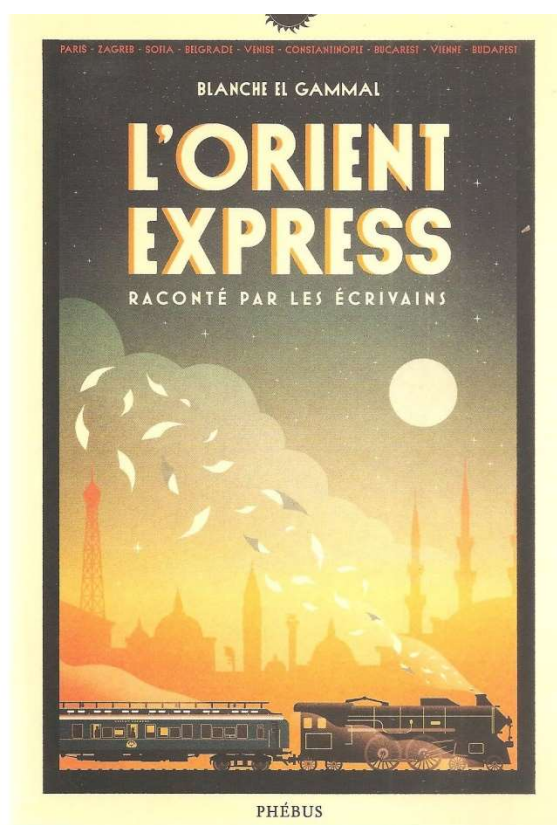
and the CFTLP train à Vapeur en Limousin www.trainvapeur.com

Book Review

by Marc Stegeman and Chris Elliott

This new book 'Orient Express' by author Blanche El Gammal and published here in France by 'Editions Phebus' is a veritable encyclopaedia and guide to the role of Literature surrounding 'The Orient Express' for almost a hundred years.

For those of us who thought that our libraries contained most of the books relating to the CIWL, you are in for surprise as there are many little known titles referred to and included in this book. It is also a social history as it follows the authors through the very early years starting in 1883 to the 'Golden Years' of the 1920s and 1930s.



As it illustrates this magic world, it reflects upon the not so golden times immediately after world war one when the train became the Simplon Orient Express. It takes us along the different routes and for many years into the regions of the Balkans that housed Dracula and considered as the lands of the bandits, albeit with stunning scenery. There is even an extract that some might call 'a frolic with the housemaid'. What is of interest is to read that when the train stopped in the large cities of Munich, Vienna and Budapest the passengers descend on to the platforms in a rush to buy the latest newspapers to learn what is happening in the larger world outside of the train. No mobile phone or laptops then.

It is written in French and for those students of French literature there are some purple passages that are a real delight to read, you might have to reach for a dictionary to check the meaning of some of these little used words of the early 1900s.

Almost at the end it notes 'et pour la plupart de ses contemporains et congénères une aventure érotique était certainement plus passionnante dès lors qu'elle se passait dans l'Orient Express plutôt que sur le

siège arrière d'une Volkswagen' - and for most of his contemporaries and friends an erotic adventure was certainly more exciting when it took place in the Orient Express rather than on the back seat of a Volkswagen'.¹

Yes Agatha Christie, Graham Greene, and Ian Fleming are there so are the two writers and journalists who set off on the very first 1883 Orient Express, Admond About and Henri Opper de Blowitz.

The book is divided into sections:

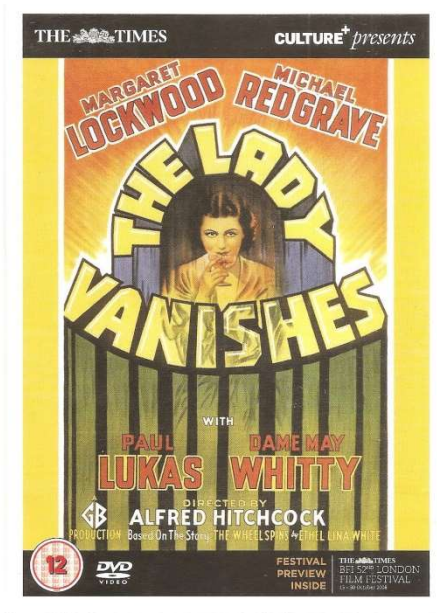
1. 1883-1914 Essor et imaginaires – The start and imagination;
2. 1918-1939 A l'épreuve de l'histoire - The test of history;
3. Expressions d'un déclin- Expressions of its decline

It has a selective Bibliography, a good index, a route map for all three train routes and a chronological history that has three columns; Histoire de la Compagnie des Wagons-lits - The history of CIWL, Évènements Européens touchant l'Orient Express – European Events that affected The Orient Express, and L'Orient Express littéraire- The Orient Express in Literature.

Price 22 euros www.editionsphebus.fr

¹ short extract from 'Kurze Reise übern langen Weg' by Gregor von Rezzori, 1986

As the TV programme often says 'Coming shortly!! A revised edition of Javier Javier Aranguren's book '**Coches, camas, restaurantes y salones en los ferrocarriles de la Peninsula Iberica**' first published in 1996 is now being revised and updated in Spain by the Spanish Railway Museum of Delicias with the approval of the Aranguren family. We also understand that a new book about the steel built cars of CIWL is being written. As and when we get more details we will be sure to publish them in one of the following newsletters.



Orient Express Film Remake

by Chris Elliott

During the Covid Pandemic 'Stay at Home' 'Confinement philosophy many of us have been watching films either on DVD, Netflix or on the television. The BBC included their remake of the classic Alfred Hitchcock film 'The Lady Vanishes'.

Those of us who take a close interest as to how they handle the train, its locomotive, and the CIWL cars. That is where the modern techniques differ from the films made many years ago. Back in time there were not all of the latest technology to help the producers.

Those of us who follow Hercule Poirot also are never quite sure as to which actor fits our imagination of how a Belgian Detective should be. Peter Ustinov, David Suchet or in the latest remake of Murder on The Orient Express - Kenneth Branagh.

When you turn to this re-make the introduction sets down that the plot is based on the story 'The Wheel Spins' by Ethel Lina White so the plot of the films can differ.

But the train itself is now our talking point.

Starting with the 1939 version of The Lady Vanishes, Locomotive and train run pasts, look very much like French Riviera and repeated more than once:

CIWL cars Nos. 3579, 2593 plus some Yugoslav cars. Whereas the interiors of the WR are not CIWL! The interior of the 1st class sitting cars are correct but Yugoslav. The credits are slow and the casting is good. The Hitchcock little additions are brilliant and add to the plot and confirm its 1938-39 origins.

When you turn to the various re-makes of The Murder on the Orient Express' one questions how and why the story differs, Agatha Christie's book is there to follow. Our book review sets the background to all of these literary accounts fiction and otherwise.

Editors Note: Of course, CIWL, which is of interest to all of us, did not only provide its services with its own coaches, but was also a service provider in railway-owned vehicles at an early stage, and not only in the period after the Second World War. And yet we want to look back to the 1950s, when the European railways on this side of the Iron Curtain created the TEE trains, fast, first-class daily connections between the major cities of the strengthening European Community and Switzerland. On many of these trains, the CIWL also offered its services in the dining cars or at the seats. It is therefore all the more gratifying to hear from the Netherlands that one of these trains, in this case one of the TEE multiple units built and operated jointly by the Netherlands and Switzerland, is looking forward to a future in a museum.

TEE Movement

by Ian Dobson

Background

The big picture is that Prorail want to make improvements to Amsterdam Station to cater for more passengers. Where Dijkgracht Yard is will become a flyover as part of a grade separated junction. Note lots of politically correct green in the photo below.

See this interesting video which explains the plan:



<https://www.youtube.com/watch?v=vMDBfsM4T7I>

It is in Nederlands. There are subtitles available and these can be translated into whatever language you wish [see attachment].

The Foundation/Society that brought back the TEE unit from Canada has become defunct and so the set has sat on Dijkgracht. I assume there was no owner, as such, and therefore no point of contact to be able to move the train to a new home. A new Foundation/Society has been formed to look after the TEE unit. Prorail want to close Dijkgracht for the Amsterdam works and so a home had to be found for the TEE unit. After some searching a new home has been found, but as with a lot of preservation groups, money is in short supply and so Prorail has effectively paid for the movement off Dijkgracht. The set can move by rail but the site it is going to is not rail connected and so the main movement has to be by truck.

From SOMDA [slightly modified by me]

The construction of the Dijkgracht was part of the renowned Railway Works Amsterdam East in the years 1934-1942. It was at the forefront of the work - the island's reclamation started as early as 1934 - because a few sidings were needed to replace the sidings at Weesperpoort station, where because of a lack of space (even then) rush-hour stock from Amsterdam CS was deployed. The first Dijkgracht mainly consisted of two tracks on half the length of the future site (up to Werkspoor), because the rest could only be raised later in the phasing. As a result of the war, this remained so for a long time, even though the site was ready. The Dijkgracht as we know it was not built until 1956 and 1958 - almost literally, because nothing structurally changed in the layout. In 1994 the entire international set-up and maintenance activities were moved to the Watergraafsmeer and in 1996 (I believe) also the last stabling of peak equipment. Incidentally, NS (Prorail) has always kept the Dijkgracht and kept it out of deals with Amsterdam Municipality about the sale of the Rietlanden and adjacent areas, because a grade separated junction, or more tracks in this area, have always been in the picture.

The TEE Unit

https://en.wikipedia.org/wiki/Trans_Europ_Express

“The idea was for a network of fast and comfortable transnational trains that would be attractive to businessmen and other regular travellers. All trains were first-class-only and required payment of a special supplement over the normal first-class ticket price, the amount of which depended on the distance covered. Where possible, TEE trains' schedules were timed to allow a business traveller to make a round trip (return journey) within a single day and also have time for business activity at the destination. Each train was named, and all were expresses, stopping only at major cities.”

The vehicles that are the subject of this article are the ones featured in this Wikipedia page https://en.wikipedia.org/wiki/SBB-CFF-FFS_RAM_TEE_I_and_NS_DE4. It is worth reading this article as it provides lots of detail. This is a nice mini documentary about the sets in this article. In Nederlands with English subtitles and I assume was made by the defunct TEE Foundation when the set was in Zwolle.

<https://www.youtube.com/watch?v=6yNfHPdSuuY>

The TEE sets were used in Europe before the advent of the High Speed Networks and improvements in domestic services made it redundant. Some of these redundant TEE sets were shipped to Canada and used by the Ontario Northland Railway. They operated 4 RAM/DE train sets from 1977 to 1980s after which most scrapped. Some vehicles came back to the Netherlands and it is these vehicles that has been moved to the Nederlands Transport Museum (NTM) in Nieuw-Vennep.

What is left are five non powered coaches

2 x First Class Driving Trailers [Ak]

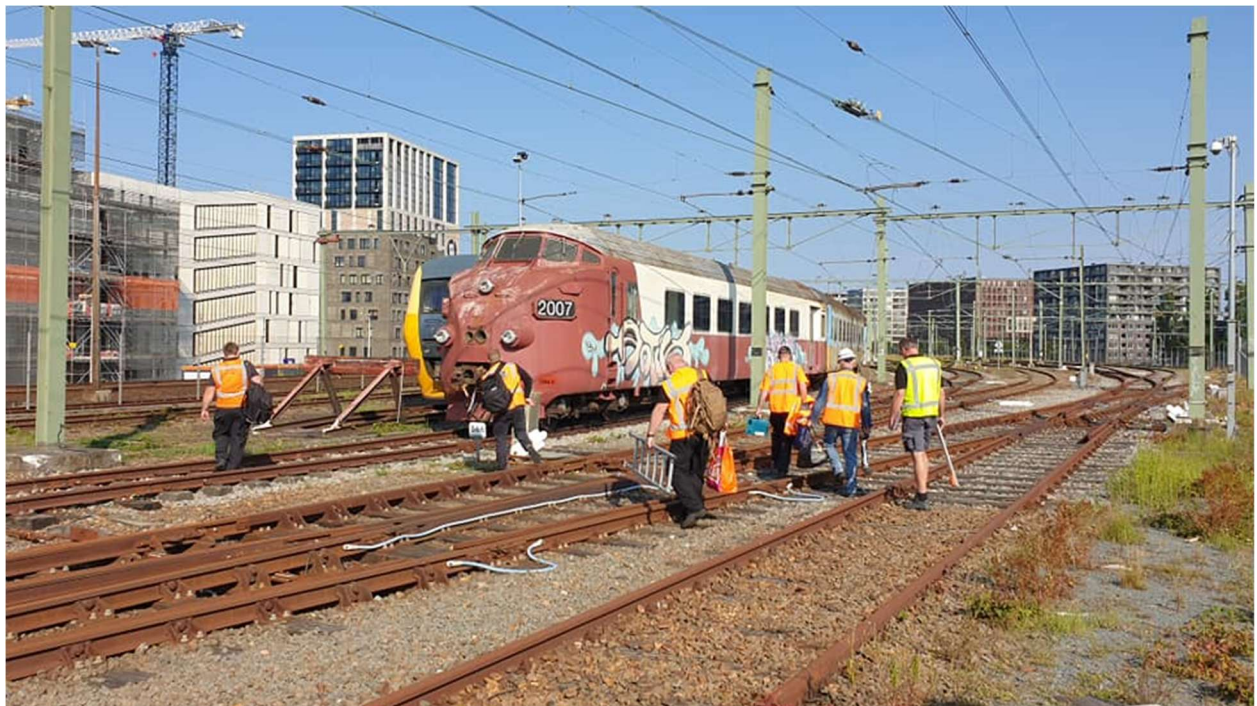
2 x First Class Open [A]

1 x First Class Restaurant [AR]

All the power cars have been scrapped but the engine is similar to the one installed in a Plan U dmu. It may be possible to use the power trailer of a Plan U to power the TEE set or loco haul it on a preserved railway. On 19th May 2021 a party visited the unit and this set of photos was taken inside and outside the unit.

<https://www.facebook.com/TEEtreinNTM/photos/9pcb.17738364292197/177385124293521>

There were people involved with the unit as well as a TV crew. On the 4th August a working party went onto the Dijkgracht to make the set fit to move. There were four vehicles at Dijkgracht and another one on the 'meer. The idea was to move the main set onto Watergraafsmeer, pick up the other vehicle and then move the whole consist across town to Zaanstraat. Here road transport could be brought in to move the vehicles to their new home at the NTM in Nieuw-Vennep.



I am sure I heard a mouse under here!



<https://www.facebook.com/TEEtreinNTM/photos/pcb.222094169822616/222092336489466>

On 19th August 9901 went to Dijkgracht and moved the TEE train to Watergraafsmeer. This video shows the four vehicles from Dijkgracht with unit 904 acting as additional brake force. Plenty of hornzzs for the boyzszs.

<https://www.youtube.com/watch?v=LEelf9hTkDU>

Also on the 19th August 2454 was filmed by Bas moving the set around Watergraafsmeer. The TEE had become a five car consist with the addition of the car that was at the 'meer. Still dragging round 904.

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

On the 23rd August, 9901 moved the TEE set from Watergraafsmeer to Zaanstraat. Tucked inside was 2454 which was need to position the set on an un-electrified road at Zaanstraat and 904 acting as extra brake force.

<https://www.facebook.com/TEEtreinNTM/videos/552899629394202>

The set is now here: <https://nederlandstransportmuseum.nl/>

Het Nederlands Transport Museum

Lucas Bolsstraat 7
2152 CZ Nieuw-Vennep
Telefoon: 0252-278 378
E-mail: info@sntm.nl

This is what to look forward to.

Get a professional carpet and upholstery cleaning company in to give the set a deep clean. This would brighten it up quickly and may allow the seating to be used and at the very minimum, demonstrate the potential of these vehicles.



Photo TEE / NTM

The next set of photos were taken by Frank Geurts, the NTM TEE project staff photographer:

<https://www.facebook.com/frank.geurts.58>

<https://www.facebook.com/photo/?fbid=1794262980760023&set=pcb.1794264650759856>



Being propelled by 2454 to the loading area at Zaanstraat on 24th August.



I am assuming this is where the new CAF units that are being brought in by road are unloaded.

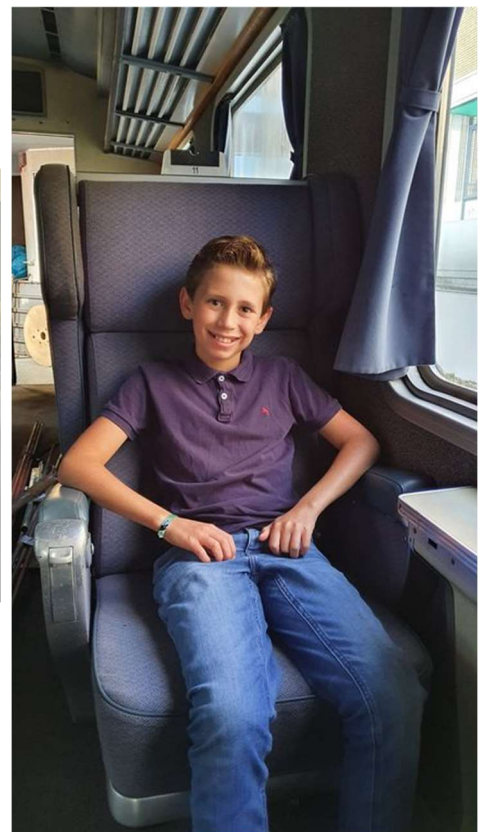




Here is a report by Frank Geurts of the transport of a steering stand and restaurant carriage being moved from the Zaanstraat to the NTM in Nieuw-Vennep on 23-8-2021:

<https://youtu.be/fHFV43QxrcU> [Warning the film has been speeded up]

Bas Bonhoff, our roving reporter, went along to Nieuw-Vewnnep and visited the NTM. I would like to thank Bas for these Photos. Also going along was Pascal, Bass' son an assistant reporter.



If you want to support the TEE Project, then all donations are welcome.

Bank Account: NL 30RABO 0332 65752 3 for the Dutch Transport Museum Stichting, mentioning "contribution TEE project".

Or go to our GO-FUND-ME page
<https://www.gofundme.com/f/aankoop-teetrein-fase-1>

Thank you in advance on behalf of a proud NTM - TEE team





The TEE set is safe for now but as you can see there is not the space at the Nederlands Transport Museum to display the set as a train. Being sat on short rail lengths like this can only be a temporary solution. For Prorail it has got rid of a problem and the future of this train is now firmly in the hands of preservationists.

The Kitchen area is going to need some TLC before any food is prepared in there:

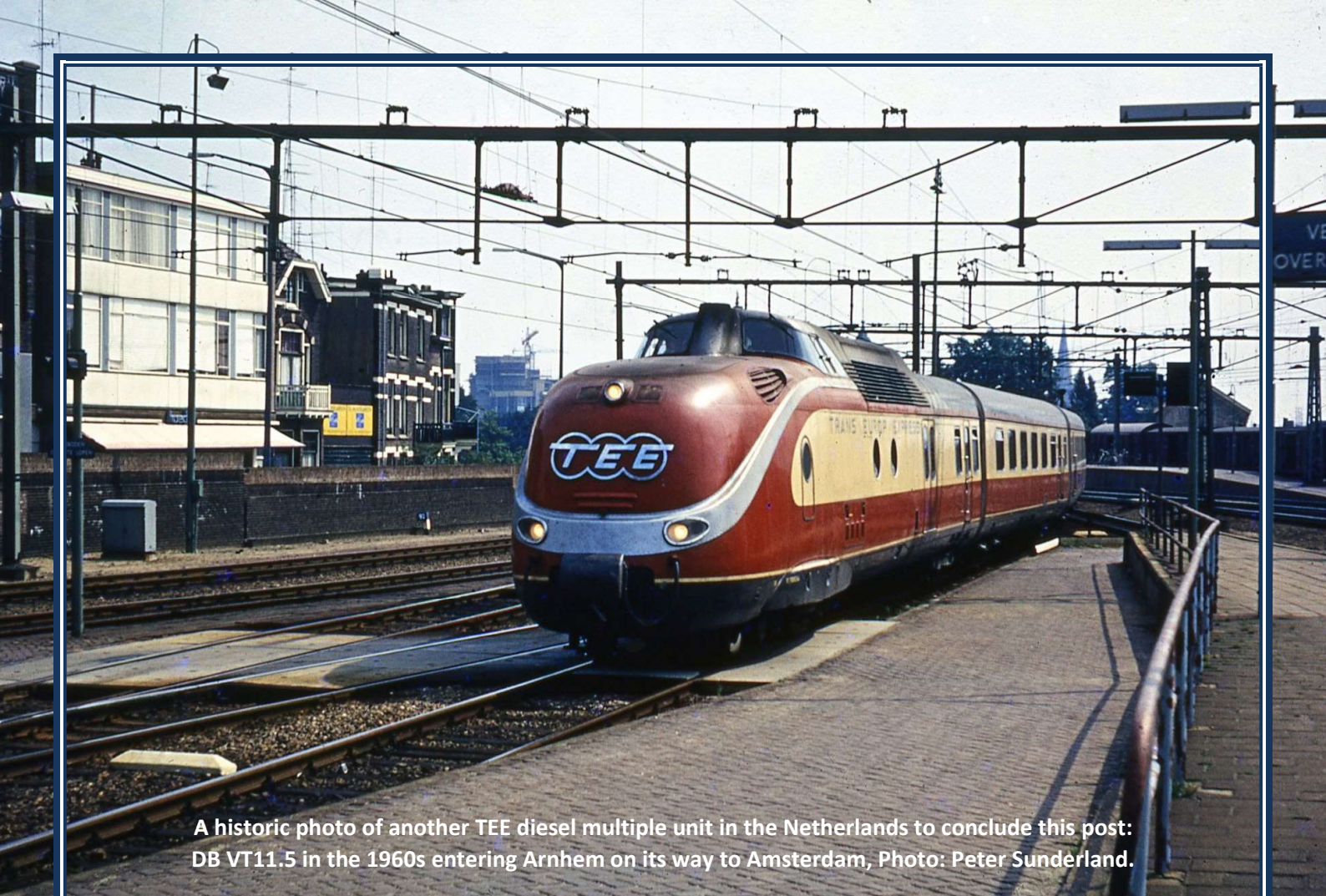


The Restaurant Car:





Any contribution, large or small, is welcome. Please deposit it into bank account: NL30RABO0332657523 in the name of. Stichting Nederlands Transport Museum stating "contribution to TEE project".



A historic photo of another TEE diesel multiple unit in the Netherlands to conclude this post: DB VT11.5 in the 1960s entering Arnhem on its way to Amsterdam, Photo: Peter Sunderland.

Advertising of the Sleeping Car Pool, from 1980 TEN Pool

by Dirk Frielingsdorf

After the very text-rich articles on the history of the Sleeping Car Pool and the sleeping cars built and purchased under its direction, we turn in this issue to the advertising of the Sleeping Car Pool. The "commercial board" was responsible for uniform advertising from 1971, but it took a few years until uniform advertising was achieved in the countries belonging to the pool.

In 1974 the "TEN" logo crystallised, in 1975 a more or less uniform lighter blue colour for the sleeping cars. This will be the subject of one of the following TEN articles, here it is now very pictorially about magazine advertising and stickers, which were still issued as a tried and tested advertising medium at that time.

Depending on the medium, the advertisements appeared in black and white or in colour, the visual language changed, but a basic concept remained over the years. The key message for both business travellers and holidaymakers were the time saved by travelling overnight, be it for an extra day's holiday or for a shorter business trip by not having to stay in a hotel.

pour voyager heureux,
voyagez couché



en voyageant de nuit par le train
vous gagnez un jour de vacances
ou de travail, un jour pour vous

tous les trains de nuit comportent des places couchées (voitures-lits ou couchettes)

renseignements : gares et agences de voyages



13/3/78

"For happy travel, travel in bed" (1976)



Une correspondance de rêve
entre le quotidien et les vacances.



Rêvez de la mer ou de la montagne, d'un joli coin de France ou d'un pays étranger encore inconnu... et oubliez le trajet. Déplacez-vous en voiture-lit TEN. Après avoir passé la nuit dans un lit confortable (en compartiments pour une, deux ou trois personnes), avoir fait votre toilette et pris un bon petit déjeuner, vous atteignez votre destination sans avoir rien perdu de votre première journée de vacances. Les voitures-lits TEN circulent sur les principales lignes françaises et internationales. Elles emmènent les vacanciers à destination dans de nombreuses villes et stations européennes. Au même titre que les hommes d'affaires. Rapidement. Confortablement. De nuit. Tous autres renseignements pourront vous être donnés dans les gares et les Agences de voyages.

TEN Trans Euro Nuit

Gagnez du temps: voyagez de nuit en voiture-lit.

"A dream match between everyday life and holidays" (1978)



Gagnez du temps:
voyagez de nuit
en voiture-lit.



Partir tard dans la soirée. Arriver tôt le matin et gagner ainsi toute une journée. Oublier tout le confort d'un véritable hôtel roulant: lits confortables en compartiments d'une, deux ou trois personnes. Tout ce qu'il faut pour faire sa toilette. Et, le matin, le petit déjeuner servi dans le compartiment. Ces possibilités vous sont offertes

sur les principales relations françaises et internationales. Les voitures-lits TEN amènent à destination dans de nombreuses villes européennes tant les hommes d'affaires que les touristes. Rapidement. Confortablement. De nuit. Tous autres renseignements pourront vous être donnés dans les gares et les Agences de voyages.

TEN Trans Euro Nuit

Gagnez du temps: voyagez de nuit en voiture-lit.

"Save time: travel overnight in a sleeping car" (1978)



Une correspondance de rêve
entre le quotidien et les vacances.



Rêvez de la montagne ou de la mer, d'un joli coin de France ou d'un pays étranger encore inconnu... et oubliez le trajet. Déplacez-vous en voiture-lit TEN. Après avoir passé la nuit dans un lit confortable (en compartiments pour une, deux ou trois personnes), avoir fait votre toilette et pris un bon petit déjeuner, vous atteignez votre destination sans avoir rien perdu de votre première journée de vacances. Les voitures-lits TEN circulent sur les principales lignes françaises et internationales. Elles emmènent les vacanciers à destination dans de nombreuses villes et stations européennes. Au même titre que les hommes d'affaires. Rapidement. Confortablement. De nuit. Tous autres renseignements pourront vous être donnés dans les gares et les Agences de voyages.

TEN Trans Euro Nuit

Gagnez du temps: voyagez de nuit en voiture-lit.

As above, now in winter. (1978)



SNCF

Supposons que vous terminiez tardivement dans la soirée vos conversations avec votre partenaire allemand ou italien et que vous deviez être en forme, tôt le lendemain matin en France, pour une prochaine conférence. C'est alors que vous voyageriez en voiture-lit TEN. Ne vous privez pas de ce rétablissement, dans un véritable hôtel roulant, avec ses compartiments pour une, deux ou trois personnes. Sans oublier le petit déjeuner et la possibilité de faire sa toilette.

Ainsi vous arriverez à votre conférence ponctuellement tout en étant frais et dispos. Les voitures-lits TEN circulent sur les principales lignes françaises et internationales. Elles vous permettent d'atteindre la plupart des grandes villes européennes. Et, en tant que grand voyageur, vous pourrez bénéficier de l'abonnement VL, qui vous permettra de faire onze voyages pour le prix de dix. Tous autres renseignements pourront vous être donnés dans les gares et les Agences de voyages.

TEN Trans Euro Nuit

Gagnez du temps: voyagez de nuit en voiture-lit.

“From one conference to another, the time of a dream” (1978)



SNCF

Laissez-vous bercer en direction du but de votre voyage. Dans un lit, avec de vrais draps, des couvertures et un oreiller. En compartiments pour une, deux ou trois personnes. En voitures-lits TEN. Goûtez le confort d'un véritable hôtel roulant. Un tel service vous est offert sur les principales lignes françaises et internationales.

Les voitures-lits emmènent, dans de nombreuses villes européennes, hommes d'affaires et touristes. Rapidement. Confortablement. De nuit. Afin que vous puissiez vous lever frais et dispos. Et profiter de toute la journée qui est devant vous. Tous autres renseignements pourront vous être donnés dans les gares et les Agences de voyages.

TEN Trans Euro Nuit

Gagnez du temps: voyagez de nuit en voiture-lit.

“The most comfortable way to travel is to sleep” (1978)



Gewinnen Sie einen Arbeitstag im Schlaf.

Augen zu – und Sie sind da.

Wir bringen Sie im Schlaf Ihren geschäftlichen Terminen näher. Im Schlafwagen. Ihr Ziel erreichen Sie über Nacht, ausgeruht und pünktlich. Mit allem Komfort, gepflegtem Service – bis hin zum reichhaltigen Frühstück. Nähere Informationen bei allen Fahrkartenausgaben, DER-Reisebüros und den anderen Verkaufsstellen der Bahn.

Zeit sparen. Nachts fahren. Im Schlafwagen.

TEN Trans Euro Nacht **DB**

“Eyes closed - and you're there” (1982)



In Europa ist die Nacht zum Reisen da.

Augen zu – und Sie sind da.

Genießen Sie die erholsame Art zu reisen: im Schlafwagen. Auf unserem dichten Streckennetz erreichen Sie schnell und bequem die größeren Städte in Europa. Über Nacht. Mit allem Komfort, gepflegtem Service – bis hin zum reichhaltigen Frühstück. Sie kommen ausgeruht und pünktlich an. Und haben den ganzen Tag noch vor sich. Nähere Informationen bei allen Fahrkartenausgaben, DER-Reisebüros und den anderen Verkaufsstellen der Bahn.

Zeit sparen. Nachts fahren. Im Schlafwagen.

TEN Trans Euro Nacht **DB**

These last motifs from 1982 also found their way into the design of stickers throughout Europe, with slightly different texts depending on the country. The design is based on a joint advertising campaign initiated by the TEN Pool Executive Committee in 1981:

**Zeit sparen. Nachts fahren.
Im Schlafwagen.**



TEN Trans
Euro
Nacht

DB

**Guadagnate un giorno.
Viaggiando in vettura letti.**



TEN Trans
Euro
Notte

FS

**Een nacht sporen,
1000 km op twee oren.**



TEN Trans
Euro
Nacht

WIN ÉÉN DAG... PER SLAAPRUITIG

B

**'s avonds ingeslapen,
's morgens uitgeslapen.**



TEN Trans
Euro
Nacht

NS

Mails from our correspondents

The “Orient Express” at Bassenthwaite Lake Station

After two years of painstaking restoration, the hotly anticipated opening of Bassenthwaite Lake Station in its latest incarnation as a café, wildlife walk and function space finally went full steam ahead on Friday the 30th of July 2021.

Owners of the station Simon and Diana Parums opened the gates at 7.30am to a procession of excited holiday-makers and locals alike who enjoyed takeaway coffee, breakfast butties, cakes and homemade scones on the sunny, historical station platform. A full dine-in service on board the famous Agatha Christie dining carriage shortly followed, with Cumbrian brunches, lunches, local ales and Lakeland ice creams all on the menu to name but a few!

Despite a few minor glitches (as is customary with any opening day); the staff, chef and kitchen team hit the ground running, serving over 100 hot meals with around 500 overwhelmingly satisfied ‘passengers’ enjoying the charm and romanticism of the Orient Express.

The station is fully wheelchair and buggy accessible throughout, family and dog-friendly and has so far been a roaring success with delighted visitors soaking up all that the leafy, green site has to offer.

“We knew that we would be busy, but we didn’t anticipate it being quite this busy! The feedback so far has been fantastic. Restoring Bass Lake was like seeing the station waking up and opening its eyes, it was really quite magical and it is wonderful to see people finally enjoying what we’ve worked so hard on these last two years”, says Diana.

The station sits on the side of the Cockermouth-bound A66 at the north end of Bassenthwaite Lake,



the road once served as the track for the Cockermouth, Keswick and Penrith line. Located directly opposite the Dubwath Silver Meadows nature reserve, special care has been taken to preserve the natural beauty of the station's surrounds, which also serve as a habitat for the many species of native flora and fauna that can be quietly observed from the peace of the wildlife walkway that runs alongside the newly restored and wheelchair-friendly platform.

Hannah Mitchell, Photos copyright Mark Metcalf

Chris,

I saw the link to your e-mail address in Terry Bye's Pullman newsletter, which I have enjoyed for some time now and hope that you will similarly let me subscribe to your own newsletter.

Yes. A fan since I was 14 years old in 1968 on a school trip to Venice and Florence. The train was double headed and was hauling about 20 carriages some of which were Wagons-Lits coaches. Not for a bunch of schoolchildren from North London of course, but I spent many happy hours walking up and down the length of the train peeping through the open doors of the Wagons-Lits coaches. Strange how they didn't bother to lock the last door on the long rake of carriages and I suppose that I would still be lost in Switzerland now if I hadn't stopped myself from falling onto the tracks on time!

Have to say that I was bitterly disappointed (having nearly crashed my car in excitement and then having spent ages pushing my way to the undergrowth to get to them), that the Wagons-Lits coaches at Bassenthwaite Lake are all fakes from the film set of the last make of Murder on the Orient Express. Keeps the whole thing alive in a strange sort of way, I suppose.

Anyway, I will look forward to hearing from you.

John Cowling Deighton, York.

John, hello

Good to hear from you. I was very interested to read your account. What I have already done is to add you to our list of contacts.

Our next newsletter N° 11 is ready and I plan to send it out either late on Friday or on Saturday. If you would like any of the older issues, just let me know.

Your trip back in 1968 is the sort of account that we like to include under our column 'Mails from our Correspondents'.

Bassenthwaite is, I know, not the real thing, but it does at least motivate those that are interested to take a look.

What puzzles me is that these carriages and loco were especially made for the latest Johnny Depp 'Murder on the Orient Express' film. For those of us who look to make sure that the train, loco, cars etc. are correct, it is inevitably a disappointment. What I did not like in that particular re-make was the inclusion of several things that were never in Agatha Christie's original story.

My introduction to the world of CIWL was in the winter of 1954/55 when I was working as a young lad for F. & W. Ingham as a train courier, so my memories do go back rather a long time.

Our newsletters are a mix of past and present and we are constantly on the lookout for any accounts and especially photos. To give you a flavour of what the newsletters are like I have attached the first two issues. Whereas I come from the UK I have lived and worked here in the South of France since early 1991.

Do let me know if you want any other earlier issues.

Best regards, **Chris**

Hi Chris,

FYI the Pullman Orient Express was on display in Lille Flandres station (with BB25236 no doubt) as an exhibition as part of the Journees du Patrimoine events on 17th, 18th and 19th September.

https://www.lavoixdunord.fr/1064460/article/2021-09-03/lille-flandres-accueillera-l-orient-express-pour-les-journees-du-patrimoine?fbclid=IwAR0tE9xDYfWTDD_LYItxM6827TwVMwITC-Pt3Ctw0M31j6uWVGmyjfbA8xQ#

Best regards, **Xavier**

Dear Chris,

I saw these standing at Crailsheim on 9th. September! "TRI" stock and also 'GFF' stock. <https://gff-fahrzeugtechnik.de/> - a firm based in Crailsheim which operated a class 111 and a train of former Silberlinge for my train from Stuttgart to Heilbronn! This is clearly a centre for privately-owned rolling stock.

https://de.wikipedia.org/wiki/Train_Rental

Cheers, **Walter**



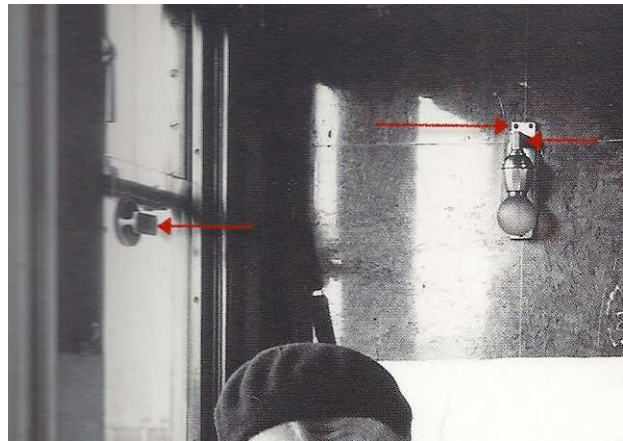
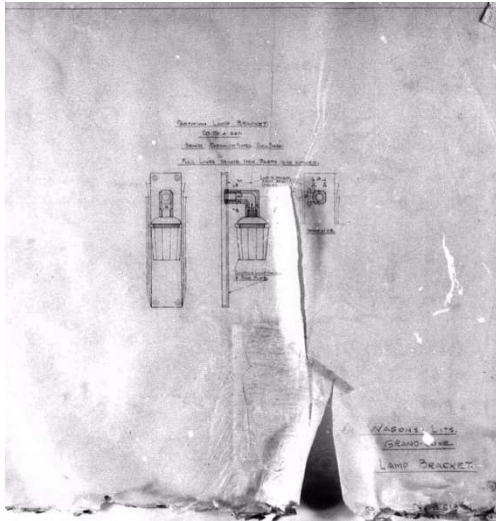
WL AB30 ex P 4557 as A-TRAIN 61 81 70-70 003-2 of TRI in Crailsheim on Sep. 9th 2021, Photo Walter Rothschild

Hi Juan,

I'm always looking for at least the first top portion of the little lamps above the sofa, pictures enclosed.

And of course marquetry, builder's bronze plates, etc etc.

Many thanks, **Alessandro**



Dear Chris,

I send you for our newsletter this pictures. Hamburg Altona 14.08.2020 NEX 1313 Alpen Sylt Express Radolfzell - Gemünden / Salzburg - Gemünden - Hamburg - Westerland / Sylt



NEX 1313 with Alpen-Sylt-Express



WL Mun 2002^{II} as A-RAG 61 81 90-70 002-0

Yours sincerely, **Heiko Müller**

Editors Note: The following report also illustrates the return of the MUn sleeping cars:

The return of the CIWL sleeping cars of the MUn type to the private train operator RDC

by Dirk Frielingsdorf, with special thanks to Dirk Lange (Photos)

The photos in the following report also bear witness to the pleasing return to service of two of the four MUn 2001^{II} - 2004^{II}. These four coaches were built by CIWL's Atelier Ostend on its own account in 1998/99 and initially leased to NS for its "Overnight Express" Amsterdam-Milan (ONE) from 2000 to 2002. They were then rented to ÖBB, which finally bought the cars in 2006.

They were last parked in Austria for years and faced an uncertain future, as no train operator dared approach the - in principle - four prototypes. The 2002^{II} and 2004^{II} carriages have been restored since last year and have been on the road since this summer season in the RDC-Alpen-Sylt-Nachtxpress (NEX), one carriage each for the wing from/to Radolfzell and one from/to Salzburg: <https://www.nachtexpress.de/>

For 2022, trips from Lörrach to Altona and back with WL MUn are planned, but it is not clear from the announcement whether these are the same two coaches or whether coaches 2001^{II} and 2003^{II} will also return to service: <https://www.rdc-deutschland.de/autoreisezug>

Brendan Martin will take an in-depth look at the history of these four modern sleeping cars in our next issue No. 13, we look forward to new photos and personal experiences from these cars!



MUn 2004^{II} as A-RAG 61 81 70-90 204-2, compartment side, in Radolfzell station on 18 July 2021, Photo: Dirk Lange



MUn 2004^{II} as A-RAG 61 81 70-90 204-2 in Radolfzell station on 18 July 2021, Photo: Dirk Lange



MUn 2004^{II} as A-RAG 61 81 70-90 204-2, compartment side, parked in Radolfzell freight station on 23 July 2021
Photo: Dirk Lange



MUn 2004^{II} as A-RAG 61 81 70-90 204-2 on tour at Böhringen-Rickelshausen on 23 July 2021, Photo: Dirk Lange



MUn 2004^{II} as A-RAG 61 81 70-90 204-2 on tour at Böhringen-Rickelshausen on 20 August 2021, Photo: Dirk Lange



MUn 2004^{II} as A-RAG 61 81 70-90 204-2 in Singen station on 25 September 2021, Photo: Dirk Lange



MUn 2004^{II} as A-RAG 61 81 70-90 204-2, corridor side, in Singen station on 25 September 2021, Photo: Dirk Lange

Restaurant car N°. 2975 update.

by Adam Paice

As the summer draws to an end, so too does our restaurant car restoration. We are now in the final stages of the project with lots of smaller finishing touches to complete. Unfortunately these smaller delicate jobs seem to take the longest.

A job that has been accelerated recently is the fabrication of a new coke-fuelled heater for the restaurant car. The old heater was unfortunately unsalvageable due to the corrosion but we have salvaged the original fittings such as the air flow vents etc from the old one which will be fitted to the new one.

The first task was to weld the rolled steel plates into tubes of two different diameters, an inner cylinder and an outer one. The inner vessel will hold the water with the heat rising around the outside.

To increase the efficiency of the heating process we have cut holes through the inner vessel through which we have run tubes to increase the surface area in contact with the water. The same principle is applied inside steam locomotive boilers. On such a complex shape, cutting circular holes is not as easy!

The tubes were welded up and the whole inner cylinder sealed with the base plate and top plate welded on.

Before we went any further we filled the system up with water and compressed it to a high pressure with an air compressor to check for any leaks.

The outer cylinder was formed and welded to the inner skin with the top being braced ready for the top to be fabricated in place.



Whilst this was happening some of the fittings from the original coke-fuelled boiler were being serviced and restored and will be fitted to the new boiler. At least it will retain some originality.

On one side of the coach we are reinstating the hot water system with the original copper pipes. The other side will be fitted with steam heating pipes due to its hot water pipes being lost many years ago. This may change in the future by installing steam to water heat exchangers but the current arrangement will suffice for now.

Often the biggest challenge is not warming the coach in winter but cooling them in the summer so we will be turning our attention to new roof fans in the new year after the coach has completed its Christmas running.

Welding the rolled steel into a sealed vessel.



The tabs holding the inner cylinder within the outer cylinder.



The inner cylinder with its tubes for increasing the surface area ready to be welded (left). Joel welding the outer cylinder of the heater (right).

The brake rigging underneath the coach has now been completed with modified brake blocks and shoes. The shoes which rub onto the wheel itself are of a British design of which we have a surplus at the railway. To fit them we had to modify each break block slightly before they would fit properly. Everything has been greased and painted and should give reliable operation. Final testing and calibration will take place in a few weeks in time for its Christmas running season.

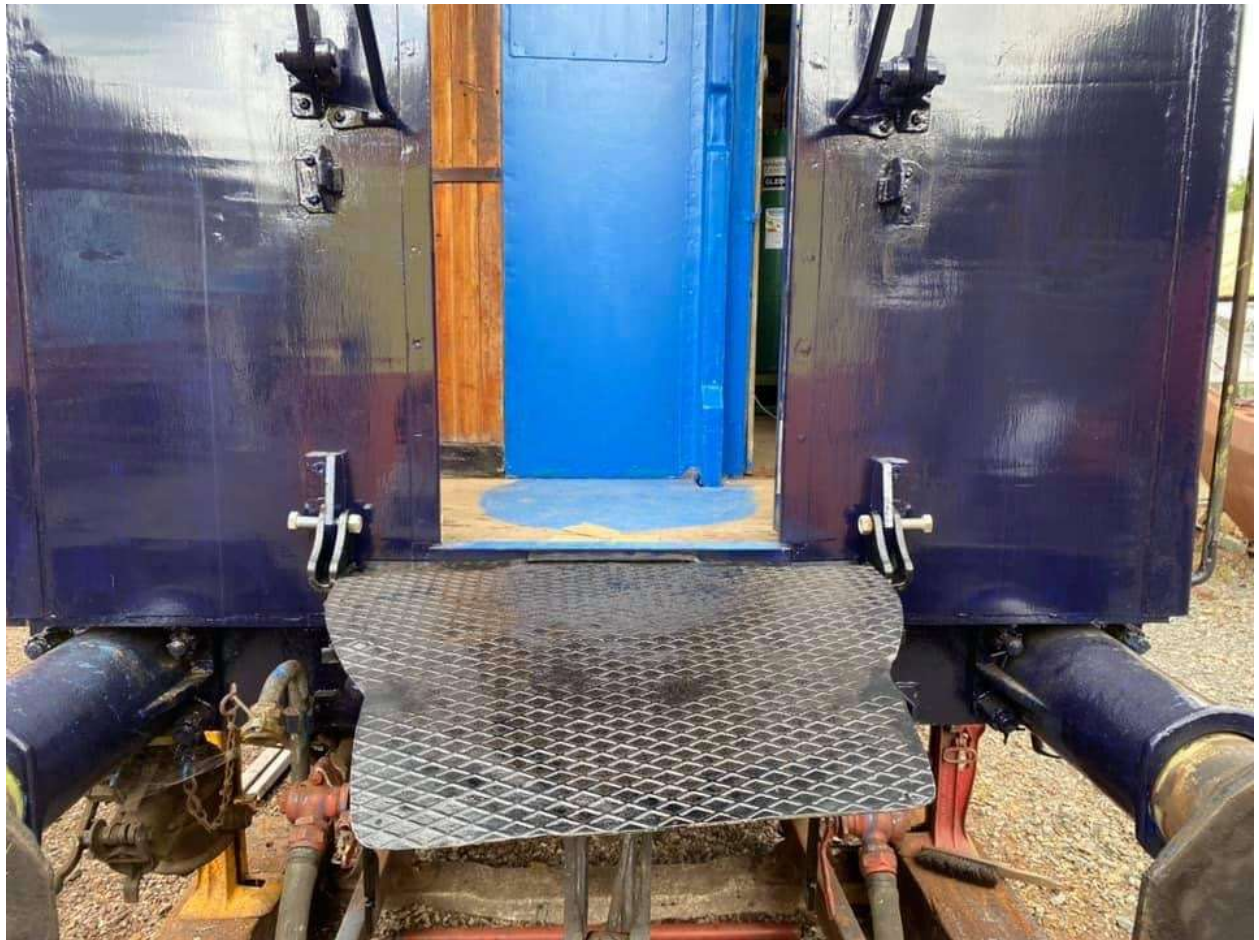


The newly restored brake rigging installed.

Work has continued on the gangway connections (or bellows) between coaches. Both sets have been descaled and new steel fitted where the original has corroded. The fall plates which people walk on to cross between coaches have had their springs restored so that they do not get caught as the coach negotiates tight corners and continue to provide a safe walking platform.



Gangway connection cover ready for painting.



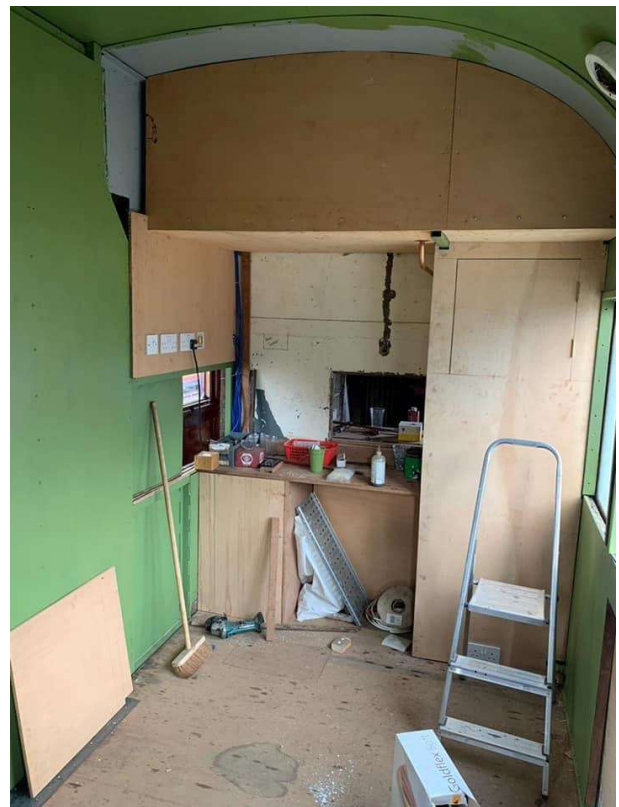
Newly restored fall-plate being installed.

Inside the coach the kitchen has been re-assembled and plywood has been used to fill gaps, holes and encase the water tank. On top of this plywood we will glue wipe-down plastic so the kitchen can be cleaned in accordance with modern hygiene standards.

Worktops and ovens will follow. We have built an exhaust flue for the ovens into the wall so we will be able to maximise the space inside the kitchen which although small, is still as big as the one we currently use on our Danish coaches. With the two kitchens operating simultaneously on our dining and Christmas trains we will be able to serve more passengers to a higher standard.

The kitchen awaiting the application of the wipe-down plastic to the walls.

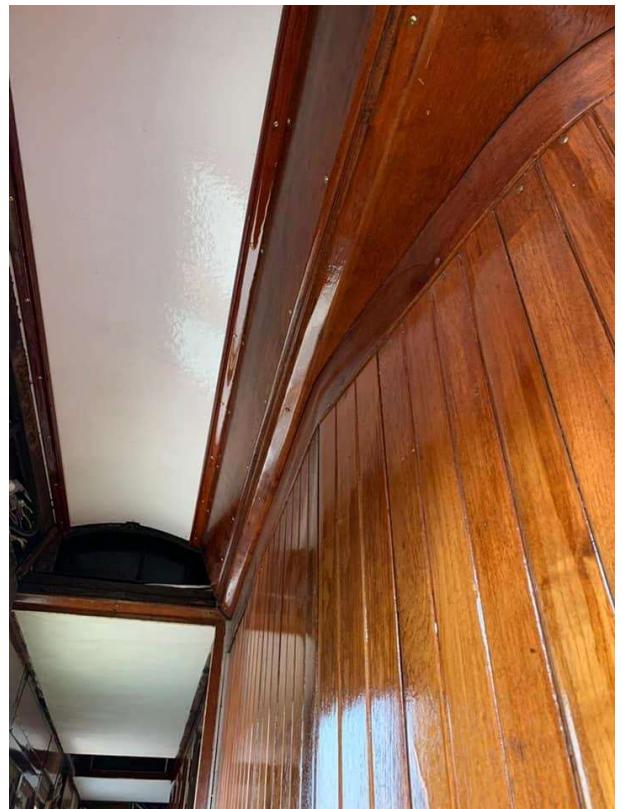
Around the kitchen and in the pantry, all the cream paint that was caked on previously has finally been removed by meticulously scraping away with a heat gun.



These wooden surfaces have been revarnished and with the original fittings installed look very impressive. It's a shame most passengers won't even see these parts as they have taken an extremely long time.



In our workshops the perpetual process of fixing the seat bases continue. We are nearing the end of this massive task but it is still extremely slow, time-consuming and brutal on our volunteers hands.



One bit of progress which is particularly visible is the application of the lining and lettering to the outside of the coach. We did originally intend to do the lettering in brass but this was not possible in the timeframe we have available so we are using vinyl lettering. The lettering is fairly simple to apply but it takes a long time. Most of this time is spent finding the correct position on the coach and making sure it is level.

The lining itself is even harder as the coach itself is not perfectly straight in many areas so we have to reach a compromise of following the contours of the coach and making the lining actually look good from a distance.

Additionally we have found from many reference photos and surviving examples that there are acute variations with the size, colour and positioning of the lining. We have followed some reference photos of a sister restaurant car so it is at least based as closely as possible to a real example.

The vinyls make a massive difference and the coach is really starting to look special.



Preparing the letters for application.



One almost completed side awaiting the rest of its lettering.

We hope you enjoyed seeing our progress at Overton on the Nene Valley Railway. Whilst reading about our work please remember that it is almost solely completed by volunteers, many of whom are in their teenage years. The amount of talent in our 25 youth group members is very impressive and they always make us proud.

Hopefully in the next issue we can provide you with another update and some fine pictures of it completed and running in service.

Last update:

ÖBB NightJet Paris-Vienna

As of now (29 September 2021), reservations can be made for places on the new ÖBB NightJet Paris-Vienna via Munich and back. The new connection will start on 13 December 2021, 14 years after the last night train connection Paris-Vienna on the Orient Express was discontinued. Connections between Zurich, Cologne and Amsterdam will also be added from December 2021. And: SNCF announces a Paris-Berlin night train connection for 2023. (DF)