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Editorial – Chris Elliott

We start this newsletter as we return to our normal area of activity, dare we call it ‘West of Istanbul’, so as others will say ‘business as usual’.

One of our leading articles is ‘El Vagón de Beni’ by our colleague Juan Delgado Luna. As is our practice it is included in Spanish with an English translation. To keep it to a reasonable size we have added the English translation of the photograph captions to the original Spanish version and not repeated in the English version. It is very interesting for all owners of teak bodied cars such as early CIWL cars!

We also have another article about the Spanish CIWL fleet and make no apologies for including this truly excellent article sent to us our colleague Bram van de Velden. It is an article from the AFAC archives and tell us in more detail about what happened to the CIWL fleet stationed at Irun and the Madrid –Aravaca works.

In our newsletter N° 14 we published an article about the transfer of these CIWL cars to the care of AZAFT and destined then for Canfranc. So the AFAC article fills the gaps and adds more detail.

We have also just learned that Javier Aranguren's excellent book "Coches, camas, restaurantes y salones en los ferrocarriles de la Peninsula Iberica" is being revised and a new edition will be published in the next few months.

Now one of our book reviews is in fact a 'magazine review'. Our friend J P Ravanelli told us about the 'Trains de Légende' articles appearing in the weekly magazine 'La Croix L'Hebdo'. In French with all of the beauty of the French Language adding to the luxury of the 'Train Bleu'.



It is a powerful reminder of the non-stop media interest in the history of CIWL. As is often the case the author is, we guess, from the generation who has not often travelled on a night train and refers to 'les lits' as couchettes.

There is as we all know a subtle difference from the comfort of a CIWL sleeping berth and a couchette where you might, if in 1st class, just have four to a compartment six in second. The editor reflects on a night or two sleeping in the luggage rack when working on trains in the late 1950s and early 1960s.

Though we might have reviewed 'Jean de Cars' book 'Sleeping story' published in 1976 some years ago, it remains a very readable and important witness of CIWL's operations at that time. Written with the support of Roger Commault, it sets the record straight of many stories that have appeared in other books and films. What is so relevant appears on page 109 at the end of the chapter entitled 'Il était une fois L'Orient Express' when the final few words are expressed by a thirty year old student on arrival in Istanbul says 'En Avion, on se déplace – Dans le train on Voyage! **By plane, we move – In the train, we travel!** We have included a review of this book. One also might agree with the last paragraph in the book " As Emile Henriot already wanted in 'La Rose de Bratislava', they are looking for "this recovery of oneself in idleness and perfect availability of spirit, the absence of mail, the divine silence". They know that "the train today is the only thing that remains of the days of yesteryear, when time passed more slowly, in the fullness and respect of hours". They savour this pleasure, which has become rare, that we call time to live.

We are also very pleased to also include an article by Roger Commault 'Wagon-restaurant ; premier service.' Published in the 'Revue Chemins de fer (AFAC) n° 181 July-August 1953 pages 95 to 99. It was sent to us by our colleague Jean-Mac Dupuy and published by the express permission of the AFAC.

There are references in these articles to two classes of trains in France: They are "L'Express" is defined as a train that only stop at junctions or for connections. "La Rapide" is as a general rule only made up of just a few vehicles, this class of train runs faster and only stops at large cities or from terminus to terminus.

As we say in France 'nous vous souhaitons une bonne lecture'.

Chris and Dirk



An Orient Express with a Difference

Les voitures-salon

par Jean-Marc Dupuy, avec des remerciements spéciaux à Pierre-Yves Toussirot et Jos Geilen

A la Compagnie Internationale des Wagons-Lits et des Grands Express Européens, il y eut tout d'abord des voitures-lits offrant de confortables places couchées et en complément, des voitures-restaurant afin de pouvoir se restaurer sereinement pendant le voyage. Il manquait toutefois quelque chose à ce binôme : des voitures où l'on puisse causer : ce fut le point de départ d'aménagement d'espaces salon tout d'abord dans certaines voitures-restaurant. Ensuite, devant le nombre croissant de clients fréquentant les convois, on dut avoir recours à des véhicules entièrement réservées aux voyageurs assis. Avec ces voitures-salon, de nouvelles relations diurnes pouvaient être envisagées sur des parcours connaissant de forts flux de transport.

Premières tentatives en Europe

Le 4 janvier 1873 la Mann-Sleeping-Car Compagny absorbe la jeune Compagnie Internationale de Wagons-Lits ; un service de salon est proposé entre Londres et Douvres par les voitures n° 42 et 43 jusqu'au 31 décembre 1876 (depuis le 4 décembre 1876 rachat de Mann par la CIWL). Les deux véhicules sont ensuite transférés en France en mars 1877, la voiture n° 42 étant assez rapidement transformée en voiture-lits. La **WS n° 43** conserve ses aménagements initiaux jusqu'en 1886, époque de sa modification en voiture-lits.

La voiture n° 43 est notamment dirigée vers la Riviera française en 1878 pour un essai. Ces circulations étant concluantes, le PLM demande au ministère des Travaux publics l'autorisation de mise en service de ce véhicule à partir du 7 décembre 1879. Les rotations ont lieu entre Cannes et Menton (trains omnibus n° 475-496) et entre Menton et Nice (trains omnibus n° 488-503), le wagon admettant 18 voyageurs ayant des billets de 1^{ère} classe augmenté d'un supplément (8 francs Cannes - Menton aller et retour ou de 5 francs Menton - Nice aller et retour). Dans l'avis édité à cette occasion par le PLM, il est indiqué que l'accès est possible sans réservation mais dans la limite des places disponibles. Un agent de la CIWL est affecté au véhicule. Si ce service est à nouveau proposé l'hiver 1880-1881, le contrat liant la CIWL au PLM n'est pas renouvelé à l'hiver 1881-1882. En dehors de la saison hivernale, la voiture n° 43 est utilisée durant les étés entre Paris et Fontainebleau.

En 1883, les chemins de fer néerlandais demandent la création d'un service de voitures-salon entre Amsterdam et Rotterdam. Les **WS n° 156 et 157** sont livrées avec retard en juillet 1884 par la firme Waggonfabrik J. Rathgeber (München). Ayant 26 places assises à l'origine, elles sont dès 1890 réaménagées en voitures-restaurant avec 36 places. Si la n° 157 est détruite à Villepreux, on retrouve de l'été 1898 à celui de 1902 la WS n° 156 sur des relations entre Oderberg et Lemberg.

Afin de satisfaire sans délai la demande néerlandaise, la CIWL doit acheter la **WS n° 155** en mai 1884 à la Pullman Car Co (construction 1874 baptisée Victoria). D'une longueur de 18,334 m, ce véhicule est aux normes américaines avec une caisse surmontée d'un lanterneau de toiture. Equipée de bogies du type X, elle peut accueillir 28 passagers, (transformée WR 31 places par les ateliers CIWL-Saint-Ouen 11-1890, réformée et vendue 1909).

La voiture « Mars » avait été construite en 1875 par la firme américaine Pullman Palace Car Company comme voiture-salon (ou « Parlour Car », la dénomination de ces voitures en Angleterre). Elle avait été acheminée par bateau vers la Grande-Bretagne en pièces détachées et assemblée par les « Derby

Works », les ateliers de la compagnie britannique Midland Railway à Derby. Livrée le 26 octobre 1875, elle fut engagée dès le 1^{er} novembre 1875 dans une paire de trains express entre Londres Victoria et Brighton du LB & SCR (« London, Brighton & South Coast Railway »). Retirée du service en avril 1884, elle fut transférée par bateau vers le continent européen. Selon le registre des voitures de la Pullman Palace Car Company, cette voiture est vendue à la CIWL le 28 avril 1884. Il y eut donc une vraie voiture Pullman sur l'Oude Lijn.

Au début de 1884, la Compagnie des chemins de fer de l'Ouest demande à son tour l'établissement d'un train de voitures-salon entre Paris-Saint-Lazare et les plages normandes de Trouville-Deauville. Pour assurer cette relation, la CIWL fait l'acquisition de voitures du train impérial autrichien ; la **WS n° 148** est transformée par les ateliers CIWL-Saint-Ouen. Sa longueur de 13,100 m permet le transport de 36 personnes. De 1884 à 1887, elle sert en compagnie des deux WRS n° 149 et 150 sur le Trouville-Express (plateformes extrêmes ouvertes, transformée 1891 WRS 14 places restauration et 9 places salon).

Le service aux Pays-Bas est interrompu dès 1885. La CIWL doit alors trouver des emplois à ses trois WS n° 155 à 157. Grâce à des accords passés avec les compagnies du Nord et du PLM, ces véhicules sont notamment employés dans des trains circulant entre Paris et Bruxelles, Paris et Genève et Paris et Marseille. Le nombre de voitures étant insuffisant, la CIWL achète en 1886 au duc de Castries le **WLS n° 191** (Chevalier à Grenelle 1878). A deux essieux, il offre sept places salon ainsi que quatre lits ; un petit local équipé d'une cuisine et une grande armoire à linge complètent les aménagements. Ce véhicule sert également entre Bruxelles et Verviers (transformée wagon réservoir à gaz R 1102 en 1897).

Construites par WL-Marly et parachevées par WL Saint-Ouen en 1885, ces trois unités longues de 16,780 m offrent 29 places assises ; leurs caisses sont en bois tôle et il n'y a pas de lanterneau de toiture. Leurs bogies sont du type Z (transformées WRS en 1889 avec 24 places de restaurant et salon de 12 places).

Le 15 mai 1888, le lancement de la relation Bâle - Milan par la ligne du Saint-Gothard nécessite l'achat des deux **WS n° 209 et 210**. Ayant 15 places salon et 11 autres ordinaires, pour une longueur hors tampons de 16,074 m, elles sont construites en Belgique par SA Ragheno à Malines. Des frises en bois de teck sont utilisées pour les flancs de caisse. Suivant une mode venue des USA, une plateforme ouverte placée à l'une des extrémités sert d'observatoire pour les voyageurs, l'autre étant fermée. Leurs bogies sont du modèle Z (transformées en WR à 30 places). Dans les livrets CIWL de répartition des matériels, on retrouve la WS n° 210 affectée en Roumanie au service d'été 1898 entre Bucarest, Sinaia et Predeal jusqu'à l'été 1902.

Les voitures-salon du Club-Train

Si dès 1860, des voitures de 1^{ère} classe de type « coupé » (un demi-compartiment placé en extrémité de caisse) ont commencé à circuler sur la ligne de Paris-Nord vers les ports assurant des dessertes vers l'Angleterre, il faut attendre la fin des années 1880 pour y voir émerger un véritable service de luxe entre les deux pays.

Pour faciliter les transports des voyageurs anglais souhaitant visiter l'Exposition universelle de Paris se déroulant en 1889, la CIWL décide donc de lancer une relation entre l'Angleterre et la France désignée sous le nom de « Club-Train français » et de « Club-Train anglais ». Pour assurer les compositions de ces convois en France, la CIWL passe notamment commande de huit voitures-salon **WS n° 245 à 252** auprès de la société des Forges de l'Horme, chantier de la Buire à Lyon.

Livrés en 1889, ces véhicules ayant une longueur hors tampons s'élevant à 18,340 m ont tous des toitures surmontées d'un lanterneau. Pour la construction des caisses réalisées selon les techniques américaines

de l'époque, on a utilisé du tulipier (essence de bois des USA appréciée en ébénisterie) recouvert de tôles minces clouées ; toutes sont peintes en teinte vert olive. Elles peuvent recevoir vingt-six voyageurs assis répartis dans deux salons, l'un à huit places placées en deux travées, l'autre plus vaste pour dix-huit personnes réparties sur quatorze fauteuils pivotants et quatre fixes montés dans les angles de la salle. Le tissu (panne en laine imitant le velours) recouvrant ces sièges est de teinte bleue clair, un ton voisin étant aussi adopté pour les rideaux, les stores et les tapis de sol. Afin d'atténuer les bruits du roulement, un matelas en feutre est interposés sous ce tapis.

De son côté, les plafonds sont en toile peinte à fond argenté, le tout encadré de moulures et de bordures en acajou. Pour les habillages des parois internes, la CIWL a également opté pour des panneaux en acajou. Dans l'une des extrémités, une case à bagages est aménagée afin de permettre le rangement de petits colis. Les divers objets garnissant les intérieurs sont tous en bronze doré.

Leurs deux plateformes d'extrémités sont ici fermées ; les accès s'effectuent grâce à trois marches extérieures. Une intercirculation par soufflets et passerelles est aussi montée pour garantir un meilleur passage des voyageurs entre les voitures du train.

Si l'éclairage reste assuré par des becs de gaz, la voiture n° 248 reçoit une installation prototype avec ampoules à incandescence alimentées en énergie électrique continue. Le chauffage est assuré par un Thermosiphon placé dans une armoire d'extrémité

Les attelages d'un type spécial au Club-Train sont combinés avec les appareils de choc à balanciers ; les tampons étant eux-mêmes reliés par un balancier compensateur. Le système de freinage est du modèle à air comprimé Westinghouse (France) ou Smith-Hardy (Angleterre).

Comme toutes les autres voitures affectées au train, elles sont dotées de bogies du type Z. Ce type est presque construit entièrement en fer ; afin d'atténuer les vibrations, on a toutefois choisi des pièces en bois pour les parties recevant les pivots de caisse ainsi que pour les guides de côté.

Du côté anglais, la CIWL décide de faire l'acquisition de sept autres voitures-salon **WS n° 255 à 258** (32 places) et **WS n° 259 à 261** (26 places) livrées par les ateliers de Constructions Métallurgiques SA de Nivelles. Utilisées sur le réseau London Chatham & Dover Railways, les quatre premières offrent un grand salon contenant des fauteuils et des canapés doubles agrémentés de tables ainsi que quatre compartiments à trois places communiquant deux à deux par des portes internes. Deux banquettes placées contre les parois de caisse sont disposées en extrémités de caisse de part et d'autre du couloir central, les compartiments classiques étant quant à eux desservis par un couloir latéral. Réservées pour les circulations utilisant les voies ferrées du South Eastern Railways (SER) ; les trois autres voitures aux aménagements calqués sur les WS n° 245 à 252 disposent quant à elles de deux salons séparés équipés de fauteuils pivotants, complétés par des tables et des fauteuils fixes.

Tous ces véhicules français et anglais possèdent dans l'une de leurs extrémités des cabinets de toilette avec lavabo et cuvette de WC, l'un pour les Messieurs et un second réservé pour les Dames.

Devenu l'objet de nombreuses critiques de clients mécontents des désheurements continuels de ces trains, ainsi que de la part des compagnies du Nord, du PLM et du PO pour les ruptures de correspondances dans les gares parisiennes, la CIWL renonce à cette relation le 1^{er} octobre 1893 après une courte carrière d'un peu plus de quatre années.

Les voitures françaises sont ensuite transformées (WS n° 245 transformée WRS 48 places, WS n° 246 et 247 transformées WL en 1906, WS n° 248 transformée WR 35 places en 1906, WS n° 249 transformée WR 35 places 1894, vendue grands réseaux pour PR 2 en 1896, WS n° 250 et 251 transformées WR en 1896, WS n° 252 transformée WR 35 places en 1896). Le parc anglais est transféré en France pour y être utilisé

dans des convois entre Paris-Saint-Lazare et les ports normands du Havre et de Cherbourg (Transatlantique-Express et New York-Express), les WS n° 259, 260, 261 sont transformées WR 35 places. Lors de leurs révisions, la plupart de ces matériels reçoivent ensuite des parois latérales de caisse en frise de teck.



Les WS 255 (à gauche) et 256 à Cherbourg vers 1900, avec un revêtement en bois peint en vert olive et des inscriptions peintes en doré (voir photo de détail). Ces voitures ex-Clubtrain ont été utilisés dans des boat-trains comme le New-York-Express Paris-Cherbourg de la Norddeutscher Lloyd (collection Dirk Frielingsdorf)



Les Ateliers de Constructions Métallurgiques à Nivelles livrent en 1889 deux autres **WS n° 269 et 270**. D'une longueur hors tampons de 19,600 m, leurs aménagements sont identiques à ceux proposés sur les WS n° 245 à 252 ; il en est de même pour le nombre de voyageurs admis : 26 places réparties en deux salles. Ayant des parois latérales de caisse recouvertes de frises de teck et les toitures surmontées d'un lanterneau, la voiture comporte en outre une petite chambre à bagages, destinée à recevoir les petits colis que les voyageurs désirent conserver à leur portée, et deux cabinets de toilette avec lavabo et WC, l'un pour les Messieurs, l'autre pour les Dames, chacun à une extrémité de la voiture. La voiture n° 269 est présentée à L'Exposition universelle de Paris de 1889 dans l'annexe de Vincennes.

Ces deux unités sont destinées à la liaison Paris - Bruxelles. Un incendie survenant le 15 octobre 1893 dans des ateliers de la CGC à Saint-Denis les détruit entièrement toutes les deux. Reconstituées sous les mêmes numéros l'année suivante mais avec des aménagements différents, elles poursuivent leurs prestations vers la Belgique jusqu'en 1896. A cette date, la WS n° 269 est alors cédée au syndicat des Grands réseaux français pour devenir la voiture présidentielle PR 1 en 1896 ; une nouvelle n° 269 est donc construite en 1898 pour Paris - Bruxelles (WS n° 270 transformée WR 42 places puis 40 places en 1901).

Dans les effectifs de la CIWL, à l'été 1896, la WS n° 245 effectue un trajet entre Calais et Bruxelles (Nord-Express) puis Paris - Liège (été 1899). Au service de l'été 1898, les WS n° 259, 260, 261 (réserve) sont utilisées sur Bruxelles - Bâle ; il en est de même à l'été 1902. Ensuite à l'été 1910, les WS n° 260, 261 servent sur Paris - Angers et les WS n° 246, 247 sur le New York-Express. Durant le premier conflit, à l'été 1915, la présence de la WS n° 245 est signalée comme disponible en garage dans l'entretien de Clichy ; elle est à l'hiver 1916 déplacée vers les faisceaux de Coudray-Monceau.

Les années fastes de la belle époque

En 1899, les livraisons reprennent grâce à l'arrivée de la **WS n° 677** ; construite par la CGC, sa longueur hors tampons est de 19,780 m. Pour des circulations dans la péninsule ibérique, elle est équipée de bogies Y1 dérivant des types Y continentaux. Elle propose 30 places assises réparties en deux salons de 12 places chacun et deux compartiments particuliers de 4 et 2 places. Jusqu'en 1910, elle est utilisée entre Lisbonne et Porto. Réaménagée en voiture-restaurant 40 places en 1910, elle sert notamment entre Lisbonne et Madrid jusqu'en 1926-1927. Garée, elle est placée en attente de réforme à l'été 1930.

Après 1900 et l'Exposition universelle de Paris, la construction du matériel roulant atteint à cette époque un développement considérable, suite aux progrès réalisés par les grandes Administrations de chemins de fer et à l'extension donnée aux services de la CIWL.

Parmi les nouveaux types de voitures réceptionnés par la CIWL, on remarque plus particulièrement les **WS n° 770 à 773**. Ces unités sont destinées aux trains de luxe circulant de jour comme le Sud-Express, le Trouville-Express, le Savoie-Express etc. ; elles offrent aux voyageurs tout le luxe et le confort voulus pour de longs trajets effectués sans arrêts. Comme les autres voitures-lits et voitures-restaurant contemporaines, ces quatre unités n° 770 à 773 ont elles aussi une longueur hors tampons de 19,740 m pour une masse de 37,800 tonnes. Leurs aménagements intérieurs comportent trente places assises réparties en trois compartiments à trois fauteuils, deux compartiments à quatre fauteuils, un compartiment à un fauteuil et un salon à douze places. L'éclairage était assuré à l'électricité système Stone. Construites en 1902 par la Compagnie Générale de Construction à Saint-Denis 1902, elles bénéficient d'un système d'éclairage électrique Stone. Leurs bogies sont du type Y.

Dans les répartitions de l'été 1910, les WS n° 770, 771 sont dans la composition du Savoie-Express (Paris - Aix-les-Bains), alors que les WS n° 772, 773 le sont dans le Sud Express (Paris - Irun). Conséquence sans

doute des arrivées des quatre voitures n° 2443 à 2446, les WS n° 770, 771, 772, 773 sont garées à l'hiver 1913-1914 ; elles peuvent toutefois être utilisées pour des voyages spéciaux. Pour l'été 1914, la WS n° 772 entre dans la rame du Trouville Express tandis que les WS n° 770, 771, 772 retrouvent le Savoie Express. Entre 1914 et 1918, la WS n° 772 est longtemps garée à Clichy alors que les WS n° 770, 771 et 773 stationnent en garage à Cannes-la-Bocca.

En 1903, la Compagnie Générale de Construction livre les quatre **WS n° 840 à 842 et 911**. D'une longueur hors tampons s'élevant à 19,740 m, ils sont montés sur des bogies du type Y. Equipés comme les précédents d'un système d'éclairage électrique Stone, leur particularité réside dans l'adjonction d'une vigie en bout de l'une des extrémités de caisse. Ce montage a été imposé par la Compagnie du PO afin de supprimer dans les compositions du Sud-Express un fourgon, ce qui allège le tonnage à remorquer. Ces unités peuvent accueillir 30 voyageurs.

En plus des deux rames du Sud-Express Paris - Irun où l'on remarque leurs présences en 1904, on trouve ces quatre véhicules à l'été 1910 dans le Savoie-Express. Ils reviennent ensuite dans le Sud-Express jusqu'à l'été 1914. Pendant la guerre, les trois WS n° 840 à 842 stationnent dans les garages de Vendôme tandis que la WS n° 911 est quant à elle à Cannes-la-Bocca.

A l'issue du conflit, les WS n° 840, 841 sont tous deux réformés dès 1918. Les deux autres voitures sont conservées pour servir dans le Sud-Express jusqu'en novembre 1926 ; après les arrivées des matériels métalliques, elles sont placées en attente de décision puis réformées en 1930 après être longtemps restées garées à Villeneuve.

Pour assurer les compositions du Berlin-Karlsbad-Express, la CIWL commande cinq autres **WS n° 905 à 908 et 912** auprès de son fournisseur habituel la CGC. Elles sont réceptionnées en 1904. Dotées elles aussi de bogies du type Y, elles offrent 26 places assises. Dans les deux extrémités, un salon d'observation pour sept voyageurs est aménagé en complément de quatre compartiments. De par ces aménagements, les deux cabinets de toilette ne sont plus placés sur les plateformes ; il en est de même pour le local de la chaudière. Pendant l'été 1904, ces cinq unités entrent dans les rames du Berlin-Karlsbad-Express (parcours Berlin - Vienne et Berlin - Karlsbad). Au service de l'hiver 1906-1907, on relève un parcours entre Berlin et Vérone dans la composition du Nord-Sud-(Brenner)-Express. Ces affectations varient au fil des années et on note à l'hiver 1911-1912 des trajets entre Milan et Trieste dans le Simplon-Express (WS n° 905 à 908). A l'été 1910, on relève leurs présences dans le parc du Sud-Express (WS n° 907, 908), tandis que les trois autres (WS n° 905, 906, 912) sont garées disponibles, la troisième à Rome. A l'été 1914, elles sont toutes affectées au Savoie-Express. Ensuite jusqu'en, les WS n° 905, 906, 907, 908 sont dirigées vers Cannes-la-Bocca, alors que la voiture n° 912 est affectée au train réservé au général américain Pershing. Cette dernière est d'ailleurs reconstruite en 1923 pour service aux déplacements officiels et aux voyages spéciaux. Cette affectation particulière lui permet de demeurer dans les inventaires parisiens jusqu'en 1930, époque de sa réforme à Villeneuve.

En juin 1904, la CIWL réceptionne un lot de dix **WS n° 956 à 965**, C'est le plus fort contingent dans ses effectifs ; livrées par la CGC, elles offrent aux voyageurs tout le confort et le luxe voulus pour les longs parcours effectués sans arrêts. Les dimensions générales de ces voitures montées sur des bogies Y sont les suivantes :

- longueur totale hors tampons 19,740 m,
- longueur totale de la caisse (plateformes comprises) 18,500 m,
- largeur extérieure de la caisse 2,834m,
- hauteur totale au-dessus du rail 4,027 m,
- distance d'axe en axe des bogies 13,200 m,

- empattement de chaque bogie 2,500 m,
- masse en ordre de marche 36,500 tonnes.

Leurs aménagements intérieurs se composent de la façon suivante :

- un grand salon fumoir, contenant des fauteuils et des canapés (12 places),
- trois grands compartiments à 3 places contenant un canapé et un fauteuil (9 places),
- deux compartiments à 4 places, contenant deux canapés (8 places),
- un compartiment avec un fauteuil (1 place),

Ces voitures offrent donc 30 places assises. On relève que deux des compartiments à trois places possède une grande porte de communication qui permet d'obtenir pour ainsi dire un unique compartiment. Un couloir latéral donne accès à tous les compartiments ainsi qu'au salon et au cabinet de toilette avec WC, situé à une extrémité de la voiture. A proximité de ce cabinet, un siège pour le conducteur de la voiture est disposé ; on trouve également le placard contenant l'appareil de chauffage.

Le couloir d'accès aux compartiments et au salon est garni de panneaux d'étoffe tissée de teintes vert et jaune, encadrés de rappliques en acajou verni ; chacune des grandes baies latérales offrant une excellente clarté diurne est en outre pourvue de stores enroulables et masqués par des lambrequins en étoffe brodée de ton jaune d'or. Le plafond est quant à lui recouvert de toile peinte coupée par des rappliques en acajou cintrées. Les petits panneaux supérieurs au-dessous de la voussure sont en Lincrusta, décorés à plusieurs tons.

Dans tous les compartiments, un canapé occupe toute la longueur ; sa partie inférieure est mobile se déplace de façon à permettre au voyageur de se coucher sans être gêné par le dossier ; il possède des accoudoirs mobiles pouvant former oreiller ; le fauteuil est rond amovible ; il existe en plus sur la paroi de caisse un strapontin à coulisse. Tous les sièges sont recouverts de velours bleu paon à ramages ; les panneaux des cloisons de compartiments sont en étoffe brochée et brodée ; les petits panneaux supérieurs directement au-dessous de la naissance de la voussure sont en Lincrusta de plusieurs tons. La voussure et le plafond du lanterneau sont en toile peinte ainsi que les panneaux supérieurs des cloisons. Toutes les toiles peintes sont encadrées de moulures ou de rappliques en acajou verni.

Les bronzes des appliques électriques, les porte-bagages, serrures, etc. sont traitées en modern style. Les tapis sont de nuance assortie à la teinte bleue des compartiments. Une table en acajou verni, fixée sur la paroi de caisse, complète l'ameublement de chaque compartiment.

Dans le grand salon, les fauteuils et les canapés sont habillés d'étoffe gaufrée de teinte jaune d'or. Les panneaux des parois jusqu'à la naissance de la voussure sont en étoffe brochée brodée jaune d'or mais de ton plus clair que celui des sièges, sauf pour les petits panneaux supérieurs au-dessous de la naissance de la voussure qui sont en Lincrusta peinte.

Comme ces dix unités sont alors les derniers types construits pour les trains rapides de jour mis en route par la CIWL, l'une d'entre elles est présentée en 1905 à l'Exposition internationale s'étant tenue à Liège. Les autres unités entrent tout d'abord dans les compositions des relations Savoie-Express et Sud-Express. Les effectifs subissent des changements d'affectation. A l'été 1910, les deux WS n° 958 et 959 dépendent de Madrid pour servir dans la rame du Sud-Express ibérique. La Direction parisienne ne conserve alors que les huit autres unités utilisées sur le Trouville-Express WS n° 962, 963, 964 et 965 et le Savoie-Express WS n° 956, 957, 960 et 961.

Au service de l'hiver 1913-1914, la composition des deux rames du Sud-Express Paris - Irun rassemble les huit WS n° 956, 957, 960, 961, 962, 963, 964 et 965 ; du 9 décembre au 11 mars, les deux WS n° 964 et 965 sont dirigés vers l'Engadine-Express. Les deux véhicules dépendant de Madrid sont alors en service

dans le Barcelona-Express entre Port-Bou et Barcelone. Pendant le conflit de 1914-1918, les huit véhicules français sont garés à Vendôme, tandis que les deux restant en Espagne gardent quelques services au départ de Madrid. En 1919, ils sont réintroduits progressivement en roulement dans le Sud-Express français (WS n° 956, 957, 961 à 965, n° 960 garée). En novembre 1926, l'ensemble du parc français est placé en disponibilité dans l'attente de décision

Si les deux WS n° 958 et 959 circulent toujours entre Madrid et Irun (Sud-Express), puis n° 9-10 (Madrid - Hendaye), les six WS n° 960 à 965 vont subir des transformations d'importance à partir de 1926 et jusqu'en 1927. Les ateliers de Saint-Denis les modifient en effet en voitures-restaurant n° 2983 à 2988. Dans leur nouvelle configuration, elles offrent 48 places réparties en deux salles de restauration. A l'été 1928, elles dépendent de l'Inspection CIWL de Toulouse qui les emploie au départ de la cité rose vers Cerbère, Hendaye, Pau, Bordeaux, Avignon et Marseille. Les deux WS n° 956 et 957 sont quant à eux placées en attente de décision à Paris pour être réformées en 1930. En Espagne, les deux WS n° 958 et 959 cessent leurs prestations en 1929 pour être garées aux ateliers de Madrid et radiées en 1930 et 1932. A l'hiver 1934-1935, les WR n° 2983 et 2986 garées à Corbeil depuis près d'une année sont pressenties pour être dirigées vers Ostende afin d'y être adaptées aux formations des trains radio ; elles sont alors basées en Belgique à l'été 1935 avant de revenir en France à l'hiver suivant. Au service de l'hiver 1937-1938, elles dépendent de l'Inspection CIWL de Lyon pour les services :

- Lyon - Marseille WR n° 2984, 2985,

Inspection de Paris-PO pour services facultatifs navires :

- Toulouse - Port-Vendres quais WR n° 2986, 2987, 2988.

La voiture-restaurant n° 2983 est partie vers les Pays-Bas (Direction d'Amsterdam) où elle est en service sur la relation La Haye - Bâle D 26-D 17.

Leurs retraits interviennent entre 1939 (WR n° 2985 vendue à Liège), et 1943 (WR n° 2983 vendue Belgique), les trois WR n° 2986 à 2988 étant vendues à la SNCF en 1940. A noter qu'en 1945, on retrouve la WR n° 2984 garée à Munich et la WR n° 2985 à Rome.

Les salons belges : WS n° 1501 à 1553

En 1898, les autorités belges décident de confier l'exploitation en Belgique des services de 1^{ère} classe à la CIWL. Cette dernière commande donc chez divers fournisseurs un contingent conséquent de **53 WS n° 1501 à 1553** spécialement étudiées pour les services de luxe :

- WS n° 1501-1510 : Nivelles 1899, 41 places avec office et salle de restaurant,
- WS n° 1511-1515 : Ragheno à Malines 1899, 41 places avec office et salle de restaurant,
- WS n° 1516-1520 : Braine-le-Comte 1899, 41 places avec office et salle de restaurant,
- WS n° 1521-1530 : OM Milan 1899, 35 places avec buffet et petite office d'extrémité,
- WS n° 1531-1545 : CGC 1899, 34 places avec meuble bar-buffet,
- WS n° 1546-1553 : OM Milan 1899, 35 places avec meuble bar-buffet.

Présentée au public lors de l'Exposition universelle de Paris en 1900, la WS n° 1515 figure dans la section belge. Pour valoriser sa présentation, un salon central de 11 places a été aménagé au lieu de la salle de restauration à 18 places. Son diagramme intérieur comprend successivement :

- un salon meublé de deux canapés, deux fauteuils fixes, cinq fauteuils tournants et plusieurs tablettes,
- un petit compartiment meublé de deux canapés et de deux fauteuils,

- un fumoir dans lequel se trouvent deux canapés, deux fauteuils fixes et deux fauteuils mobiles,
- un bar dans lequel se trouvent des armoires à provisions, une glacière, un lave-vaisselle, une étagère à verres, des porte-bouteilles et un siège mobile,
- un compartiment de six places et un de trois places,
- un cabinet de toilette avec cuvette de WC et une armoire pour l'appareil de thermosiphon.

Dans le couloir, des armoires sont disposées pour recevoir des bouteilles et du linge. Un strapontin mobile avec accoudoirs se trouve à l'extrémité du couloir, près de l'armoire contenant l'appareil de chauffage.

Les meubles du salon et du compartiment voisin sont garnis en cuir, les autres l'étant en panne (étoffe ressemblant au velours mais à poils plus longs). Les deux compartiments situés du côté du cabinet de toilette ont des dossiers démontables, leurs accoudoirs mobiles ont été disposés de façon à s'effacer dans la garniture quand ils sont relevés. Les panneaux sont ici en cuir estampé. Des porte-bagages en bronze, des miroirs biseautés, des porte-chapeaux complètent l'aménagement du compartiment. La ventilation est assurée au moyen d'un ventilateur à persiennes, placé au-dessus de la porte du couloir. Le couloir est garni de panneaux en panne avec application de broderies. Sur le placard qui fait face à l'office est placé le tableau d'appel des sonneries.

Agencé aux normes habituelles des Wagons-Lits, le cabinet de toilette est surmonté d'un réservoir pour l'alimentation en eau ; il peut se remplir depuis la plateforme, l'eau étant élevée dans un réservoir supérieur au moyen d'une petite pompe. Le lavabo à bascule est du système Beresford.

Chauffée grâce à un système par Thermosiphon, cette voiture possède en outre une conduite de vapeur qui alimente un injecteur Koerting monté en dérivation sur le tuyau de départ du thermosiphon. Elle est éclairée au gaz, ventilée au moyen de ventilateurs à palettes et a un frein Westinghouse ainsi qu'un frein à vis d'immobilisation.

Réseau Etat-Belge 21 août 1899

Bruxelles - Ostende,
 Bruxelles - Blankenberge - Heyst,
 Bruxelles - Malines - Anvers,
 Bruxelles - Liège - Verviers - Herbesthal,
 Verviers - Pepinster - Spa,
 Bruxelles - Charleroi,
 Bruxelles - Namur - Arlon,
 Bruxelles - Charleroi - Namur,
 Ostende - Ardenne,
 Bruxelles-Quartier-Léopold - Ottignies - Gembloux,
 Ostende - Gand - Anvers,
 Ostende - Lille,
 Paris - Bruxelles - Amsterdam.

L'Etat belge achète 44 de ces 53 voitures par une loi entrée en vigueur le 1^{er} décembre 1901 ; il en confie la location à la CIWL par contrat exclusif courant jusqu'au 31 décembre 1928 (loi ensuite révisée le 5 décembre 1903, fin de location reportée en 1933). Interrompus entre 1914 et 1918, les services ne reprennent qu'en juillet 1919. Ensuite à compter de 1922, compte tenu de faibles recettes, le nombre des relations proposées est revu à la baisse. A l'été 1928, il ne subsiste plus en Belgique que 4 WSR n° 1512,

1513, 1517, 1518 et 9 WS n° 1501, 1503, 1505, 1508, 1509, 1510, 1521, 1522, 1523 qui circulent sur les relations suivantes :

- 4 WSR : Bruxelles - Herbesthal n° 116-686 (Bruxelles - Jemelle n° 1214-1285), 614-126, Ostende - Tourcoing - Lille n° 2540-2545 (du 1^{er} juillet au 30 septembre),

- 9 WS : Bruxelles - Liège n° 627-656, Bruxelles - Courtrai n° 2810-2823, Bruxelles - Calais n° 154-169, Ostende - Bruxelles n° 3042-3055, n° 3034-3045, trains balnéaires juillet et août Bruxelles - Ostende n° 3085/3024/3097-3012/3041/3098.

En 1931, il ne reste plus que quatre voitures n° 1503, 1508, 1522 et 1523 rassemblées sur Bruxelles - Ostende, ces prestations cessant le 15 mai 1931.

Il subsiste ainsi un parc de 9 unités restant propriété de la CIWL (WS n° 1542, 1546 à 1553) qui les utilise sur divers services. Le buffet est d'abord supprimé sur les WS n° 1546 à 1553 pour une capacité de 37 places assises. Dès 1905, la WS n° 1542 devient une voiture-restaurant classique offrant 48 places assises dans deux salles de consommation (été 1909 Paris - Nancy et Avricourt). Au gré des services d'été et d'hiver, la présence de ces salons est notamment relevée dans les compositions du Riviera-Express (hiver 1907-1908 : WS n° 1546, 1549, 1550 Lyon - Vintimille et WS n° 1551 La Haye - Francfort-sur-le-Main). D'autres sont aussi visibles dans les rames du Vichy-Express (été 1910 : WS n° 1549, 1551, 1552, 1553). Des prestations en Italie entre Milan et Cannes (hiver 1903-1904), parcours ramené ensuite entre Gênes et Cannes (Saint-Petersburg-Vienne-Nice-Cannes-Express WS n° 1549, 1551, 1552 à l'été 1913). En 1910, les deux WS n° 1546 et 1550 sont à leur tour transformées en WR à 44 places ; en compagnie de la WR n° 1542, elles font toutes trois des rotations entre Avignon et Vintimille (été 1913). Adaptées à Irun, les deux WS n° 1547 et 1548 sont transférées dans la péninsule ibérique pour servir dans le Sud-Express au départ de Lisbonne ; elles sont rejointes en 1920 par les WS n° 1549 et 1553 restées garées à Cannes-la-Bocca durant la guerre.

Au lendemain du conflit, les trois WR n° 1542, 1546 et 1550 redémarrent leurs prestations commerciales sur une relation Paris - Calais (été 1920) puis entre Paris et Tourcoing (été 1921). Le parc italien reçoit les WS n° 1551 et 1552 qui ont jusque-là fait quelques rotations au départ de Prague. On les rencontre jusqu'au 30 juin 1926 dans un train Rome - Gênes. Pour compléter une rame circulant sur le trajet Rome - Naples, la CIWL loue aux Chemins de fer de l'Etat belge les deux WS n° 1539 et 1541 ; elles sont remplacées en juillet 1926 par les WS n° 1551 et 1552 circulant jusqu'à l'automne.

Après la Région Nord, la WR n° 1542 sert entre Lyon et Strasbourg (été 1926), tandis que la WS n° 1547 est employée entre Madrid et Hendaye (trains n° 9-10), les WS n° 1548, 1549 et 1553 circulant entre Lisbonne et Porto. Basées à Milan, les WS n° 1551 et 1552, qui ont effectués en 1920 des trajets vers Trieste dans les compositions du Simplon-Orient-Express, sont garées en 1927 à Greco dans l'attente de leurs réformes. Dépendant de Bâle, les deux WR n° 1546 et 1550 entrent dans des express en direction de Milan ; elles sont ensuite mutées vers Bucarest à l'hiver 1928-1929 et réformées à l'été 1930. Le parc ibérique est progressivement retiré des compositions dès 1931 ; on relève toutefois leur emploi à l'hiver 1930-1931 entre Madrid et Bilbao (WS n° 1547 et 1548) avant leur garage à Aravaca en 1932.

En 1906, la CIWL complète sa dotation en voitures-salon par l'acquisition des deux **WS n° 1677, 1678**. Livrées par la CGC le 21 septembre, leur longueur hors tampons reste fixée à 19,740 m, leur capacité étant de 30 places assises ; elles sont dotées de bogies du type Y. Leur carrière débute sur le Trouville-Express et le Sud-Express. A l'été 1910, elles sont en service sur le Savoie-Express avant de retrouver le Sud-Express (été 1914). Pendant la Première Guerre mondiale, ces deux véhicules sont garés à Vendôme (WS n° 1677) et Serquigny (WS n° 1678). Ils retrouvent au début des années 1920 leurs roulements antérieurs dans le Sud-Express jusqu'en novembre 1926 (mise en service le 15 des matériels Pullman métalliques).

Suite à ces arrivées, elles sont mutées vers la péninsule ibérique au début de 1927. Les Ateliers CIWL d'Irun changeant leurs bogies les adaptent aux conditions de circulation sur les voies larges. Elles reprennent leurs prestations tout d'abord à l'été 1930 dans le Barcelone-Express vers Port-Bou puis entre Lisbonne et Porto jusqu'en 1935. Garées ensuite, elles sont réformées en 1941 et vendues à Lisbonne.

L'ultime série en 1913 et la fin des services

En juin 1913, la firme Ringhofferovy Zavody & Sp basée à Prague livre à la CIWL les quatre dernières voitures-salon en teck. Affichant une longueur hors tampons de 20,300 m, les quatre **WS n° 2443 à 2446** sont dotées d'un châssis entièrement métallique et de bogies du type U. Leurs aménagements intérieurs offrent 26 places assises. Débutant leurs carrières commerciales sur le Trouville-Express avant d'être dirigées vers le Sud-Express à l'hiver 1913-1914, elles reviennent sur le Trouville-Express jusqu'à la fin juillet 1914. Lors du conflit, les WS n° 2445 et 2446 sont garées à Châteaudun alors que la WS n° 2443 est réquisitionnée pour servir aux déplacements du général Foch, la WS n° 2444 l'étant quant à elle pour les voyages officiels de Georges Clemenceau Président du Conseil à partir de 1917.

En 1919-1920 après réfection et réaménagement en salon, elles reprennent leurs prestations dans le Sud-Express. Les deux rames nécessaires pour ce train mobilisent alors seize des dix-neuf voitures-salon présentes dans le parc français (WS n° 842, 911, 956, 957, 960, 961, 962, 963, 964, 965, 1677, 1678, 2443, 2444, 2445 et 2446) ne laissant disponibles que les 3 WS n° 912, 1551 et 1552. A l'été 1923, on note dans la composition du train saisonnier Deauville-Express la présence de la WS n° 2443 repeinte en bleu avec 20 places assises seulement.

Au début de l'année 1926, ces quatre unités sont rénovées ; leurs faces sont ainsi revêtues de feuilles de tôles pour masquer les frises en teck. Leur capacité en places assises est réduite à 20 voyageurs. Repeintes en livrée marron et crème, celles des Pullman Sud-Express, elles assurent à compter de novembre 1926 les forçements du Sud-Express ainsi que les réserves à Hendaye. Suite à des disponibilités suffisantes en voitures Pullman, les WS n° 2443 et 2444 sont ensuite mutées en Espagne à l'hiver 1928-1929. Adaptées à la voie large par échange de leurs bogies, on les retrouve à l'été 1929 dans les compositions du Barcelone-Express pour des parcours depuis Barcelone vers la frontière française. Cette affectation change rapidement avec leurs retours en France dès l'été 1930. Rassemblées à Villeneuve, les quatre unités sont à nouveau modifiées, leurs bogies d'origine du type U étant remplacés par des Pennsylvania neufs. Leurs caisses sont repeintes aux teintes des Pullman bleue et crème afin de pouvoir circuler comme tels dans le nouveau train Golden-Mountain-Pullman-Express devant circuler sur le réseau suisse BLS (parcours Zweisimmen - Interlaken) à partir du 15 juin au 10 septembre 1931 ; pour ce service, leurs aménagements repensés offrent dorénavant 14 places de 1^{ère} classe et 18 places de 2^{ème} classe. Cette relation ayant été très rapidement un échec commercial, elles restent sur le sol helvétique jusqu'à leurs réformes prononcées en 1938.

Hélas, aucun de ces véhicules salon n'est en définitive sauvé et c'est dommage. Représentatif d'une certaine époque des voyages, ils auraient sans doute été appréciés des visiteurs des musées ferroviaires. Dans l'ère des trains à grande vitesse, on peut toujours rêver de la reconstitution d'une rame CIWL en bois de teck des années 1900...

Lounge cars (engl. Version)

by Jean-Marc Dupuy with special thanks to Pierre-Yves Toussirot and Jos Geilen

At the Compagnie Internationale des Wagons-Lits et des Grands Express Européens, there were first of all sleeping cars offering comfortable sleeping places and in addition, restaurant cars in order to be able to eat serenely during the journey. However, there was something missing from this pair: cars where you could chat: this was the starting point for the development of lounge areas, first of all in certain dining cars. Then, in view of the growing number of customers frequenting the trains, they had to resort to vehicles entirely reserved for seated passengers. With these lounge cars, new daytime relations could be envisaged on routes experiencing strong transport flows.

First attempts in Europe

On 4 January 1873 the Mann-Sleeping-Car Company absorbs the young Compagnie Internationale de Wagons-Lits; a lounge service was offered between London and Dover by cars n° 42 and 43 until December 31, 1876 (since December 4, 1876 acquisition of Mann by the CIWL). The two vehicles were then transferred to France in March 1877, car no. 42 being fairly quickly transformed into a sleeping car. WS No. 43 kept its initial fittings until 1886, when it was modified into a sleeping car.

Car No. 43 was notably sent to the French Riviera in 1878 for a test drive. These circulations being conclusive, the PLM asked the Ministry of Public Works for authorization to put this vehicle into service from December 7, 1879. The rotations take place between Cannes and Menton (omnibus trains n° 475-496) and between Menton and Nice (omnibus trains n° 488-503), the carriage admitting 18 passengers with 1st class tickets plus a supplement (8 francs Cannes - Menton round trip or 5 francs Menton - Nice round trip). In the notice published on this occasion by the PLM, it is indicated that access is possible without reservation but within the limit of available places. A CIWL agent is assigned to the vehicle. Although this service was offered again in the winter of 1880-1881, the contract linking the CIWL to the PLM was not renewed in the winter of 1881-1882. Outside of the winter season, because no. 43 was used during the summers between Paris and Fontainebleau.

In 1883, the Dutch railways requested the creation of a lounge car service between Amsterdam and Rotterdam. WS n° 156 and 157 were delivered late in July 1884 by the firm Waggonfabrik J. Rathgeber (Munich). Originally with 26 seats, they were refitted in 1890 as dining cars with 36 seats. N° 157 was destroyed in Villepreux, we find from the summer of 1898 to that of 1902 the WS n° 156 was on relations between Oderberg and Lemberg.

The service in the Netherlands was interrupted in 1885. The CIWL then had to find jobs for its three WS n° 155 to 157. circulating between Paris and Brussels, Paris and Geneva and Paris and Marseille. The number of cars being insufficient, the CIWL bought in 1886 WLS n° 191 (Chevalier à Grenelle 1878) from the Duke of Castries. With two axles, it offered seven lounge seats as well as four beds; a small room equipped with a kitchen and a large linen closet completed the facilities. This vehicle was also used between Brussels and Verviers (transformed gas tank wagon R 1102 in 1897).

Built by WL-Marly and completed by WL Saint-Ouen in 1885, these three 16.780 m long units offered 29 seats; their bodies were made of sheet wood and there was no roof skylight. Their bogies were of the Z type (converted to WRS in 1889 with 24 restaurant seats and a 12-seat lounge).

On May 15, 1888, the launch of the Basel - Milan service via the Saint-Gothard line necessitated the purchase of two WS n° 209 and 210. With 15 lounge seats and 11 ordinary seats, for a length over buffers

of 16.074 m, they were built in Belgium by SA Ragheno in Mechelen. Teak wood friezes are used for the body sides. Following a fashion from the USA, an open platform placed at one end serves as an observatory for travellers, the other being closed. Their bogies were of the Z model (transformed into 30-seater WRs). In the CIWL material distribution booklets, we find WS n° 210 assigned to Romania for the summer service of 1898 between Bucharest, Sinaia and Predeal until the summer of 1902.

Club-Train lounge cars

If from 1860, 1st class carriages of the "coupé" type (a half-compartment placed at the end of the body) began to circulate on the Paris-Nord line towards the ports providing services to England, it was not until the end of the 1880s that we saw the emergence of a real luxury service between the two countries.

To facilitate the transport of English travellers wishing to visit the Universal Exhibition in Paris in 1889, the CIWL therefore decided to launch a relationship between England and France designated under the name of "French Club-Train" and "English Club -Train". To ensure the composition of these trains in France, CIWL notably placed an order for eight saloon cars WS n° 245 to 252 with the Forges de l'Homme company, La Buire shipyard in Lyon.

Delivered in 1889, these vehicles with a length over buffers amounting to 18.340 m all have roofs surmounted by a skylight. For the construction of the bodies made according to the American techniques of the time, we used tulip tree (species of wood from the USA appreciated in cabinetmaking) covered with thin nailed sheets; all are painted olive green. They accommodated twenty-six seated travellers divided into two lounges, one with eight seats placed in two bays, the other larger for eighteen people spread over fourteen swivel armchairs and four fixed ones mounted in the corners of the room. The fabric (wool imitating velvet) covering these seats was light blue, a similar tone also being adopted for the curtains, blinds and floor mats. In order to reduce rolling noise, a felt mattress was interposed under this mat.

For its part, the ceilings were painted canvas with a silver background, all framed with mouldings and mahogany borders. For the cladding of the internal walls, CIWL also opted for mahogany panels. In one of the ends, a luggage compartment was arranged to allow the storage of small parcels. The various objects lining the interiors were all in gilded bronze.

Their two end platforms were closed; access was via three external steps. An intercirculation by bellows and walkways was also installed to guarantee a better passage of passengers between the cars of the train.

The lighting was still provided by gas burners, car n° 248 received a prototype installation with incandescent bulbs supplied with continuous electrical energy. Heating was provided by a Thermosiphon placed in an end cabinet.

The couplings of a special type at the Club-Train were combined with the shock apparatus pendulums; the pads being themselves connected by a compensating pendulum. The braking system was of the Westinghouse (France) or Smith-Hardy (England) compressed air model.

Like all the other cars assigned to the train, they were equipped with bogies of the Z type. This type was constructed almost entirely of iron; in order to reduce vibrations, however, wooden parts were chosen for the parts receiving the body pivots as well as for the side guides.

On the English side, CIWL decided to acquire seven other saloon cars WS n° 255 to 258 (32 seats) and WS n° 259 to 261 (26 seats) delivered by the Constructions Métallurgiques SA workshops in Nivelles. Used on the London Chatham & Dover Railways network, the first four offered a large lounge containing armchairs

and double sofas with tables as well as four three-seater compartments communicating two by two by internal doors. Two benches placed against the body walls were arranged at the ends of the body on either side of the central corridor, the classic compartments being served by a side corridor. Reserved for traffic using the South Eastern Railways (SER) tracks; the three other coaches with fittings modelled on WS nos. 245 to 252 have two separate lounges equipped with swivel seats, supplemented by tables and fixed seats.

All these French and English vehicles had at one of their ends toilets with washbasin and toilet bowl, one for gentlemen and a second reserved for ladies. Having become the object of numerous criticisms from customers dissatisfied with the continual misfortunes of these trains, as well as from the companies of the Nord, the PLM and the PO for the breaks in connections in the Parisian stations, CIWL renounced this relationship on the 1st October 1893 after a short career of just over four years.

The French cars were then transformed (WS n° 245 transformed WRS 48 places, WS n° 246 and 247 transformed WL in 1906, WS n° 248 transformed WR 35 places in 1906, WS n° 249 transformed WR 35 places 1894, sold large networks for PR 2 in 1896, WS n° 250 and 251 transformed into WR in 1896, WS n° 252 transformed into WR 35 places in 1896). The English fleet was transferred to France to be used there in trains between Paris-Saint-Lazare and the Norman ports of Le Havre and Cherbourg (Transatlantique-Express and New York-Express), WS n° 259, 260, 261 were converted WR 35 seats. During their revisions, most of these materials then received side body walls in a teak frieze.

(See picture of cars N° 255 and 256 in French version before)

In 1889, the Ateliers de Constructions Métallurgiques in Nivelles delivered two other WS n° 269 and 270. With a length over buffers of 19,600 m, their fittings were identical to those offered on WS n° 245 to 252; the same was true for the number of passengers admitted: 26 places divided into two rooms. Having side walls of the body covered with teak friezes and roofs surmounted by a skylight, the car also had a small luggage room, intended to receive the small parcels that travellers wish to keep within their reach, and two cabinets for toilets with washbasin and WC, one for gentlemen, the other for ladies, each at one end of the car. Car no. 269 was presented at the Universal Exhibition in Paris in 1889 in the Vincennes annex.

These two units were intended for the Paris - Brussels link. A fire occurred on October 15, 1893 in the CGC workshops in Saint-Denis completely destroyed them both. Rebuilt under the same numbers the following year but with different layouts, they continued their services to Belgium until 1896. On this date, WS n° 269 was then sold to the union of the Major French networks to become the presidential car. PR 1 in 1896; a new n° 269 was therefore built in 1898 for Paris - Brussels (WS n° 270 transformed into WR 42 places then 40 places in 1901).

In the workforce of CIWL, in the summer of 1896, WS n° 245 made a journey between Calais and Brussels (Nord-Express) then Paris - Liège (summer 1899). In service in the summer of 1898, WS n° 259, 260, 261 (reserve) were used on Brussels - Basel; the same was true in the summer of 1902. Then in the summer of 1910, WS n° 260, 261 served on Paris - Angers and WS n° 246, 247 on the New York-Express. During the first conflict, in the summer of 1915, the presence of the WS n° 245 was reported as available in the maintenance garage at Clichy; in the winter of 1916 it was moved to the Coudray-Monceau marshalling yards.

The golden years of the Belle Époque

In 1899, deliveries resumed with the arrival of WS No. 677; built by the CGC, its length over buffers is 19.780 m. For traffic in the Iberian Peninsula, it was equipped with Y1 bogies derived from continental Y

types. It offered 30 seats divided into two lounges with 12 seats each and two separate compartments with 4 and 2 seats. Until 1910, it was used between Lisbon and Porto. Converted into a 40-seat restaurant car in 1910, it served in particular between Lisbon and Madrid until 1926-1927. Parked, it was placed awaiting reform in the summer of 1930.

After 1900 and the Universal Exhibition in Paris, the construction of rolling stock reached considerable development, following the progress made by the major railway Administrations and the extension given to the services of CIWL.

Among the new types of coaches approved by CIWL, we in particular note WS n° 770 to 773. These units were intended for luxury trains running during the day such as the Sud-Express, the Trouville-Express, the Savoie-Express, etc ; they offered travellers all the luxury and comfort needed for long journeys without stops. Like the other contemporary sleeping cars and restaurant cars, these four units, nos. 770 to 773, also had a length over buffers of 19,740 m for a mass of 37,800 tonnes. Their interior layouts included thirty seats divided into three compartments with three seats, two compartments with four seats, one compartment with one seat and a lounge with twelve seats. The lighting was provided by the Stone system electricity. Built in 1902 by the Compagnie Générale de Construction in Saint-Denis 1902, they benefitted from a Stone electric lighting system. Their bogies were of the Y type.

In the 1910 summer allocations, WS n° 770, 771 were in the composition of the Savoie-Express (Paris - Aix-les-Bains), while WS n° 772, 773 are in the Sud Express (Paris-Irun). Undoubtedly a consequence of the arrival of the four cars n° 2443 to 2446, the WS n° 770, 771, 772, 773 were parked in the winter of 1913-1914; however, they could be used for special trips. For the summer of 1914, WS n° 772 entered the Trouville Express trainset while WS n° 770, 771, 772 joined the Savoie Express. Between 1914 and 1918, WS n° 772 was parked for a long time in Clichy while WS n° 770, 771 and 773 were parked in the garage in Cannes-la-Bocca.

In 1903, the Compagnie Générale de Construction delivered the four WS n° 840 to 842 and 911. With a length over buffers amounting to 19.740 m, they were mounted on type Y bogies. Equipped like the previous ones with a Stone electric lighting system, their particularity lies in the addition of a observation tower at the end of one of the body ends. This assembly was imposed by the Compagnie du PO in order to eliminate a van from the compositions of the Sud-Express, which reduceg the tonnage to be hauled. These units accommodated 30 travellers.

In addition to the two trains of the Sud-Express Paris - Irun where we notice their presence in 1904, we find these four vehicles in the summer of 1910 in the Savoie-Express. They then returned to the Sud-Express until the summer of 1914. During the war, the three WS n° 840 to 842 were parked in the garages of Vendôme while the WS n° 911 was in Cannes-la- Boca.

At the end of the conflict, the WS n° 840, 841 were both retired in 1918. The two other cars were kept to serve in the Sud-Express until November 1926; after the arrival of metal cars, they were park awaiting decision and then reformed in 1930 after having remained parked for a long time in Villeneuve.

To ensure the compositions of the Berlin-Karlsbad-Express, CIWL ordered five other WS n° 905 to 908 and 912 from its usual supplier the CGC. They were delivered in 1904. Also fitted with type Y bogies, they offered 26 seats. In both ends, an observation lounge for seven travellers was fitted out in addition to four compartments. As a result of these arrangements, the two toilets were no longer placed on the platforms; the same applies to the boiler room. During the summer of 1904, these five units entered the trains of the Berlin-Karlsbad-Express (route Berlin - Vienna and Berlin - Karlsbad). During the service of the winter of 1906-1907, there was a route between Berlin and Verona in the composition of the Nord-Sud-(Brenner)-Express. These journeys varied over the years and in the winter of 1911-1912 there were trips

between Milan and Trieste in the Simplon-Express (WS n° 905 to 908). In the summer of 1910, we note their presence in the park of the Sud-Express (WS n° 907, 908), while the three others (WS n° 905, 906, 912) were parked available, the third in Rome. In the summer of 1914, they were all assigned to the Savoie-Express. Then until, the WS n° 905, 906, 907, 908 were directed towards Cannes-la-Bocca, while the car n° 912 was assigned to the train reserved for the American general Pershing. The latter was rebuilt in 1923 to serve official trips and special trips. This particular assignment allowed it to remain in the Parisian inventories until 1930, when it was reformed in Villeneuve.

In June 1904, the CIWL received a batch of ten WS n° 956 to 965, It was the strongest contingent in its workforce; delivered by CGC, they offered travellers all the comfort and luxury required for long journeys without stops. The general dimensions of these cars mounted on Y bogies were as follows:

- total length excluding buffers 19.740 m,
- total length of the body (platforms included) 18,500 m,
- exterior width of the body 2.834m,
- total height above the rail 4.027 m,
- distance from axis to axis of the bogies 13.200 m,
- wheelbase of each bogie 2,500 m,
- weight in running order 36,500 tons.

Their interior fittings consist of the following:

- a large smoking room, containing armchairs and sofas (12 places),
- three large 3-seater compartments containing a sofa and an armchair (9 seats),
- two 4-seater compartments, containing two sofas (8 seats),
- a compartment with an armchair (1 seat),

These cars therefore offered 30 seats. We note that two of the three-seater compartments had a large communicating door which made it possible to obtain, so to speak, a single compartment. A side corridor gave access to all the compartments as well as to the living room and the bathroom with WC, located at one end of the car. Near this cabinet, a seat for the car of the car was placed; there was also the cupboard containing the heater.

The access corridor to the compartments and the living room was lined with panels of woven fabric in green and yellow hues, framed with varnished mahogany appliques; each of the large side bays offering excellent daytime clarity was also fitted with roll-up blinds and hidden by valance in fabric embroidered in a golden yellow tone. The ceiling was covered with painted canvas cut by curved mahogany sconces. The small upper panels below the arch were in Lincrust(embossed wallpaper) , decorated in several tones.

In all compartments, a sofa occupied the entire length; its lower part was mobile and moved in such a way as to allow the traveller to lie down without being bothered by the backrest; it had movable armrests that could form a pillow; the armchair was round and removable; there was also a sliding jump seat on the body wall. All seats were upholstered in peacock blue velour; the panels of the compartment partitions were in brocaded and embroidered fabric; the small upper panels directly below the birth of the arch were in Lincrusta (embossed wallpaper) of several tones. The arch and the roof of the skylight were in painted canvas as well as the upper panels of the partitions. All the painted canvases were framed with varnished mahogany mouldings or sconces.

The bronzes of the electric wall lights, luggage racks, locks, etc. were treated in modern style. The mats were a shade matching the blue tint of the compartments. A varnished mahogany table, fixed to the body wall, completed the furnishing of each compartment.

In the large living room, the armchairs and sofas were upholstered in embossed fabric in a golden yellow hue. The panels of the walls up to the birth of the arch were in brocaded fabric embroidered golden yellow but in a lighter tone than that of the seats, except for the small upper panels below the birth of the arch which were covered in Lincrusta (embossed wallpaper) .

As these ten units were then the last types built for the daytime fast trains started by the CIWL, one of them was presented in 1905 at the International Exhibition held in Liège. The other units first entered into the compositions of the Savoie-Express and Sud-Express trains. The workforce was undergoing assignment changes. In the summer of 1910, the two WS n° 958 and 959 were assigned to Madrid to serve in the Iberian Sud-Express train. The Parisian Direction then only kept the eight other units used on the Trouville-Express WS n° 962, 963, 964 and 965 and the Savoie-Express WS n° 956, 957, 960 and 961.

In winter service 1913-1914, the composition of the two trains of the Sud-Express Paris - Irun brought together the eight WS n° 956, 957, 960, 961, 962, 963, 964 and 965; from December 9 to March 11, the two WS n° 964 and 965 were directed to the Engadine-Express. The two vehicles assigned to Madrid were then in service in the Barcelona-Express between Port-Bou and Barcelona. During the 1914-1918 conflict, the eight French vehicles were parked in Vendôme, while the two remaining in Spain kept some services from Madrid. In 1919, they were gradually reintroduced in rotation in the French Sud-Express (WS n° 956, 957, 961 to 965, n° 960 parked). In November 1926, the entire French fleet was placed on standby pending a decision.

If the two WS n° 958 and 959 still ran between Madrid and Irun (Sud-Express), then n° 9-10 (Madrid - Hendaye), the six WS n° 960 to 965 undergoing major transformations from 1926 until 1927. The workshops of Saint-Denis modified them into dining cars n° 2983 to 2988. In their new configuration, they offered 48 seats divided into two dining rooms. In the summer of 1928, they were assigned to the CIWL Inspection of Toulouse, which employed them from the pink city to Cerbère, Hendaye, Pau, Bordeaux, Avignon and Marseille. The two WS n° 956 and 957 were placed awaiting a decision in Paris to be retired in 1930. In Spain, the two WS n° 958 and 959 ceased their services in 1929 to be parked in the Madrid workshops and taken out of service in 1930 and 1932. In the winter of 1934-1935, the WR n° 2983 and 2986 parked in Corbeil for almost a year were approached to be directed towards Ostend in order to be adapted there to the formations of the radio trains; they were then based in Belgium in the summer of 1935 before returning to France the following winter. In service for the winter of 1937-1938, they depended on the Lyon CIWL Inspection for services:

- Lyon - Marseille WR n° 2984, 2985,

Inspection of Paris-PO for optional boat services:

- Toulouse - Port-Vendres quays WR n° 2986, 2987, 2988.

Restaurant car n° 2983 left for the Netherlands (Direction of Amsterdam) where it was in service on the The Hague - Basel D 26-D 17 service.

They were withdrawn between 1939 (WR n° 2985 sold in Liège), and 1943 (WR n° 2983 sold in Belgium), the three WR n° 2986 to 2988 being sold to SNCF in 1940. Note that in 1945, finds WR n° 2984 parked in Munich and WR n° 2985 in Rome.

Belgian salons: WS n° 1501 to 1553

In 1898, the Belgian authorities decided to entrust the operation of 1st class services in Belgium to CIWL. The latter therefore ordered from various suppliers a substantial contingent of 53 WS n° 1501 to 1553 specially designed for luxury services:

- WS no 1501-1510: Nivelles 1899, 41 places with pantry and dining room,
- WS no 1511-1515: Ragheno in Mechelen 1899, 41 places with pantry and dining room,
- WS no 1516-1520: Braine-le-Comte 1899, 41 places with pantry and dining room,
- WS no 1521-1530: OM Milan 1899, 35 seats with buffet and small end pantry,
- WS no 1531-1545: CGC 1899, 34 seats with bar-buffet cabinet,
- WS n° 1546-1553: OM Milan 1899, 35 seats with bar-buffet furniture.

Presented to the public at the Universal Exhibition in Paris in 1900, WS n° 1515 appeared in the Belgian section. To enhance its presentation, a central 11-seat lounge had been set up instead of the 18-seat dining room. Its interior diagram comprised successively:

- a living room furnished with two sofas, two fixed armchairs, five swivel armchairs and several shelves,
- a small compartment furnished with two sofas and two armchairs,
- a smoking room in which there were two sofas, two fixed armchairs and two mobile armchairs,
- a bar in which there were cupboards, a cooler, a dishwasher, a glass shelf, bottle holders and a movable seat,
- one six-seat compartment and one three-seat compartment,
- a bathroom with toilet bowl and a cupboard for the thermosiphon device.

In the corridor, cupboards were arranged to receive bottles and linen. A movable folding seat with armrests was at the end of the corridor, near the cupboard containing the heater.

The furniture in the saloon and the adjoining compartment were upholstered in leather, the others being damaged (fabric resembling velvet but with longer hairs). The two compartments located on the side of the bathroom had removable backrests, their mobile armrests had been arranged in such a way as to disappear into the upholstery when they were raised. The panels here were in embossed leather. Bronze luggage racks, bevelled mirrors, hat racks completed the layout of the compartment. Ventilation was provided by means of a louvered fan, placed above the hallway door. The corridor was lined with broken panels with embroidery application. On the cupboard facing the pantry was placed the bell call panel.

Arranged to the usual standards of Wagons-Lits, the bathroom was surmounted by a tank for the water supply; it could be filled from the platform, the water being raised into an upper tank by means of a small pump. The tilting washbasin was from the Beresford system.

Heated using a Thermosiphon system, this car also had a steam pipe which fed a Koerting injector mounted as a bypass on the thermosiphon outlet pipe. It was gas lit, ventilated by means of vane fans and had a Westinghouse brake as well as an immobilizing screw brake.

Belgian State network August 21, 1899

Bruxelles - Ostende,
Bruxelles - Blankenberge - Heyst,
Bruxelles - Malines - Anvers,
Bruxelles - Liège - Verviers - Herbesthal,
Verviers - Pepinster - Spa,

Bruxelles - Charleroi,
Bruxelles - Namur - Arlon,
Bruxelles - Charleroi - Namur,
Ostende - Ardenne,
Bruxelles-Quartier-Léopold - Ottignies - Gembloux,
Ostende - Gand - Anvers,
Ostende - Lille,
Paris - Bruxelles - Amsterdam.

The Belgian State bought 44 of these 53 cars by a law that came into force on December 1, 1901; it entrusted its rental to CIWL by exclusive contract running until December 31, 1928 (law subsequently revised on December 5, 1903, end of rental postponed to 1933). Interrupted between 1914 and 1918, services did not resume until July 1919. Then from 1922, given the low revenue, the number of services offered was reduced. In the summer of 1928, there remained in Belgium only 4 WSR n° 1512, 1513, 1517, 1518 and 9 WS n° 1501, 1503, 1505, 1508, 1509, 1510, 1521, 1522, 1523 which circulated on the following relationships:

- 4 WSR: Brussels - Herbenthal n° 116-686 (Brussels - Jemelle n° 1214-1285), 614-126, Ostend - Tourcoing - Lille n° 2540-2545 (from July 1 to September 30),

- 9 WS: Brussels - Liège n° 627-656, Brussels - Kortrijk n° 2810-2823, Brussels - Calais n° 154-169, Ostend - Brussels n° 3042-3055, n° 3034-3045, seaside trains July and August Brussels - Ostend no. 3085/3024/3097-3012/3041/3098.

In 1931, there were only four cars left, n° 1503, 1508, 1522 and 1523 used in Brussels - Ostend, these services ending on May 15, 1931.

There thus remained a fleet of 9 units remaining the property of CIWL (WS n° 1542, 1546 to 1553) which used them on various services. The buffet was first removed on WS n° 1546 to 1553 for a capacity of 37 seats. From 1905, WS n° 1542 became a classic restaurant car offering 48 seats in two dining rooms (summer 1909 Paris - Nancy and Avricourt). According to the summer and winter a service, the presence of these lounges was particularly noted in the compositions of the Riviera-Express (winter 1907-1908: WS n° 1546, 1549, 1550 Lyon - Ventimiglia and WS n° 1551 The Hague - Frankfurt am Main). Others were also visible in the Vichy-Express trains (summer 1910: WS n° 1549, 1551, 1552, 1553). Performances in Italy between Milan and Cannes (winter 1903-1904), route then brought back between Genoa and Cannes (Saint-Petersburg-Vienne-Nice-Cannes-Express WS n° 1549, 1551, 1552 in the summer of 1913). In 1910, the two WS n° 1546 and 1550 were in turn transformed into WR with 44 seats; in the company of WR n° 1542, all three rotated between Avignon and Ventimiglia (summer 1913). Adapted to Irun, the two WS n° 1547 and 1548 were transferred to the Iberian Peninsula to serve on the Sud-Express departing from Lisbon; they were joined in 1920 by WS n° 1549 and 1553 which remained parked in Cannes-la-Bocca during the war.

In the aftermath of the conflict, the three WRs n° 1542, 1546 and 1550 restarted their commercial services on a Paris - Calais connection (summer 1920) then between Paris and Tourcoing (summer 1921). The Italian fleet received WS n° 1551 and 1552 which have so far made a few rotations from Prague. We met them until June 30, 1926 on a Rome - Genoa train. To complete a train running on the Rome - Naples route, CIWL leased the two WSs nos. 1539 and 1541 from the Belgian State Railways; they were replaced in July 1926 by WS n° 1551 and 1552 running until the autumn.

After the Northern Region, WR n° 1542 served between Lyon and Strasbourg (summer 1926), while WS n° 1547 was used between Madrid and Hendaye (trains n° 9-10), WS n° 1548, 1549 and 1553 circulating

between Lisbon and Porto. Based in Milan, the WS n° 1551 and 1552, which made trips to Trieste in 1920 in the compositions of the Simplon-Orient-Express, were parked in 1927 at Greco pending their reforms. Assigned to Basel, the two WRs n° 1546 and 1550 entered express trains in the direction of Milan; they were then transferred to Bucharest in the winter of 1928-1929 and reformed in the summer of 1930. The Iberian park was gradually withdrawn from the compositions from 1931; however, we note their use in the winter of 1930-1931 between Madrid and Bilbao (WS n° 1547 and 1548) before they were garaged in Aravaca in 1932.

In 1906, the CIWL completed its staffing of lounge cars by acquiring two WS n° 1677, 1678. Delivered by the CGC on September 21, their length over buffers remained fixed at 19.740 m, their capacity being 30 seats; they were equipped with type Y bogies. Their career began on the Trouville-Express and the Sud-Express. In the summer of 1910, they were in service on the Savoie-Express before returning to the Sud-Express (summer 1914). During the First World War, these two vehicles were parked in Vendôme (WS n° 1677) and Serquigny (WS n° 1678). At the beginning of the 1920s, they found their previous bearings in the Sud-Express until November 1926 (commissioning of metal Pullman bodies on the 15th).

Following these arrivals, they were transferred to the Iberian Peninsula at the beginning of 1927. The CIWL workshops in Irun changed their bogies and adapted them to the traffic conditions on the wide tracks. They resumed their services first in the summer of 1930 in the Barcelona-Express to Port-Bou then between Lisbon and Porto until 1935. Then parked, they were reformed in 1941 and sold in Lisbon.

The last series in 1913 and the end of the services

In June 1913, the Prague-based firm Ringhofferovy Zavody & Sp delivered the last four teak lounge cars to the CIWL. With a length over buffers of 20.300 m, the four WS n° 2443 to 2446 had an all-metal frame and U-type bogies. Their interior fittings offered 26 seats. Beginning their commercial careers on the Trouville-Express before being directed to the Sud-Express in the winter of 1913-1914, they returned to the Trouville-Express until the end of July 1914. During the conflict, the WS n° 2445 and 2446 are parked in Châteaudun while WS n° 2443 was requisitioned to be used for travel by General Foch, WS n° 2444 being used for the official trips of Georges Clemenceau, President of the Council from 1917.

In 1919-1920 after repair and refitting into a living room, they resumed their services in the Sud-Express. The two trains needed for this train then mobilized sixteen of the nineteen lounge cars present in the French fleet (WS n° 842, 911, 956, 957, 960, 961, 962, 963, 964, 965, 1677, 1678, 2443, 2444, 2445 and 2446) leaving only the 3 WS n° 912, 1551 and 1552 available, blue with 20 seats only.

At the beginning of 1926, these four units were renovated; their outside were thus covered with sheet metal to hide the teak friezes. Their seating capacity was reduced to 20 passengers. Repainted in brown and cream livery, those of the Pullman Sud-Express, they ensured from November 1926 the forces of the Sud-Express as well as the reserves in Hendaye. Following sufficient availability of Pullman cars, WS n° 2443 and 2444 were then transferred to Spain in the winter of 1928-1929. Adapted to broad gauge by exchanging their bogies, they were found in the summer of 1929 in the compositions of the Barcelona-Express for routes from Barcelona to the French border. This assignment changed rapidly with their return to France in the summer of 1930. Parked in Villeneuve, the four units were again modified, their original type U bogies being replaced by new Pennsylvania ones. Their bodies were repainted in the colours of the blue and cream Pullmans in order to be able to circulate as such in the new Golden-Mountain-Pullman-Express train to circulate on the Swiss BLS network (Zweisimmen - Interlaken route) from June 15 to September 10, 1931; for this service, their redesigned facilities now offered 14 1st class seats and 18 2nd

class seats. This relationship having very quickly been a commercial failure, they remained on Swiss soil until their pronounced reforms in 1938.

Alas, none of these salon vehicles were ultimately saved and that's a shame. Representative of a certain period of travel, they would undoubtedly have been appreciated by visitors to railway museums. In the era of high-speed trains, one can always dream of the reconstruction of a CIWL trainset in teak wood from the 1900s...

EL VAGÓN DE BENI



por Juan Delgado Luna



Aspecto actual de las instalaciones del restaurante. En primer plano el coche SSA-613 espera pacientemente la llegada de "pasajeros y comensales" Foto cedida por los propietarios. Current appearance of the restaurant facilities. In the foreground, the SSA-613 car patiently awaits the arrival of "passengers and diners" Photo courtesy of the owners.

INTRODUCCION

Cualquier amante del ferrocarril y de la buena cocina se quedará sorprendido al visitar- *El Vagón de Beni* - en la población madrileña de Hoyo de Manzanares.

Paseando por las calles del pueblo, nadie se espera encontrar esta gran sorpresa. ¿Será un museo del ferrocarril? La curiosidad hace que nos adentremos en sus instalaciones, quedando atónitos al ver en su andén dos lujosos coches de época y una estación.

De sobra es conocido por cualquier habitante de esta población el antiguo Bar-Restaurante de Pepe, propiedad del suegro de Benito Celestino, nuestro protagonista, en el que la buena comida de toda la vida no dejaba indiferente al mejor comensal.

Desde finales de los años 80, Benito barajaba la posibilidad de crear un nuevo negocio hostelero que se saliese del típico restaurante clásico y ofreciese un servicio acorde a los nuevos tiempos. En él la innovación, la calidad y el buen servicio harían atractiva la visita de los comensales de siempre. A estos se sumarían muchos forasteros a los que les mereciese la pena realizar un viaje desde las poblaciones limítrofes, la capital o de cualquier punto de España, por diversas razones, entre ellas, además de la culinaria, la ferroviaria. Y ello, por disponer de una estación, andén y dos coches dignos de formar parte de las composiciones más prestigiosas de los expresos de lujo de todos los tiempos como el Orient Express. (1)

Por esas fechas, Celestino conversó con sus dos hermanos, por cierto empleados de la Compagnie des Wagons Lits, acerca de la idea de comprar uno de estos coches o, en su defecto, alguno enajenado por Renfe para poder emprender ese nuevo negocio. Así, tras varias gestiones, surgió la posibilidad de adquirir un vehículo que aunque no era un prestigioso coche Wagons Lits (como los Lx o WR), cumplía gran parte de las exigencias requeridas, aunque había que traerlo desde Aranda de Duero-Chelva. Su estado era lamentable, por la dejadez y vandalismo al que había estado sometido tras ser dado de baja en RENFE.

A continuación los lectores podrán conocer las interesantes historias de estos dos vehículos que conocieron otros tiempos en los que las estaciones y los recintos ferroviarios estaban impregnados de olor a carbonilla y la vida no era tan estresante. Gracias a la gran labor de Benito fueron salvados del



Benito Celestino, posa junto a uno de los testeros de su querido vehículo. El esfuerzo valió la pena y todas esas jornadas de duro trabajo se ven recompensadas con el agradecimiento de aquellas personas que diariamente visitan las instalaciones y que se van con un buen sabor de boca gracias a la profesionalidad del personal de este curioso restaurante. Foto cedida por los propietarios. Benito Celestino poses next to one of the front ends of his beloved vehicle. The effort was worth it and all those days of hard work are rewarded with the gratitude of those people who visit the facilities on a daily basis and who leave with a good taste in their mouths thanks to the professionalism of the staff at this curious restaurant. Photo provided by the owners.

temido soplete y hoy lucen sus mejores galas, rememorando aquellas épocas pasadas que ya no regresarán pero que quedaron grabadas en la memoria colectiva de todos nosotros. Si a todo esto unimos un ambiente ferroviario y un servicio de restauración digno de los mejores trenes de lujo, tenemos como resultado “el vagón de Beni”. Sin más comentarios, iniciamos este viaje en el tiempo con el primero de los protagonistas: “El vagón grande”.



“VAGÓN 1931”

Corresponde a un coche de segunda clase de la Compañía de los Ferrocarriles del Oeste de España. BWfHV-263, ex RENFE BB-263, de 1931. Estaba integrado en la serie BWfHV 261 a 275. Fue fabricado por Sociedad Anónima Vers. Se trataban de coches de pasillo lateral con capacidad para 56 plazas, distribuidas en 7 departamentos y dos WC.

La serie de la que procede nuestro vehículo fue transformada en RENFE, formándose la numeración BBR 261 y 262, así como BB 263 a l 273 y 275, además del coche de tercera clase CC 271.

La longitud entre topes era de 18.200mm, siendo la distancia entre ejes de bogies de 11.500mm. En relación a las dimensiones de la caja, su longitud era de 17.000mm, siendo la anchura de la misma de 3.150mm. Su bastidor era de hierro, con caja de madera y plataformas extremas cerradas. Estaba dotado de freno por vacío y husillo. En la serie original el bogie era del tipo Pennsylvania, con eje WR y caja de engrase 14R, aunque como podemos ver en nuestro caso, le fue cambiado el bogie por otro denominado popularmente “Prusiano”, de concepción más antigua y que nos recuerda los coches clásicos de la CIWL. La calefacción y su alumbrado eran del tipo eléctrico. Estuvo durante un tiempo considerable destinado en La Coruña, ya numerado como SSA-613 (UIC -60 71 99-29 162-8). En esa etapa estaba pintado de verde y es posible, según nos comenta Manuel González Márquez, que hacia 1980 fuera asignado a Linares-Baeza, donde prestó importantes servicios de socorro. Fue rotulado como Coche-Taller de Intervención Local-Linares-Baeza.

Como suele ocurrir en RENFE, con la incorporación de nuevo material móvil, el anterior queda obsoleto y la mayor parte de las veces es dado de baja y ofrecido en venta a un chatarrero que con buenos ojos ve en estos vehículos un buen rendimiento económico. Afortunadamente en este caso pudo ser rescatado *in extremis* por Benito y María del Carmen, del Centro de desguace de Aranda de Duero en Burgos. Ellos se encargaron de darle una segunda vida, esta vez como coche restaurante.

El SSA-614 Norte AA-906/RENFE AA-906, que se llevó al mismo tiempo que nuestro protagonista a este centro de desguace burgalés, también está felizmente preservado. En esta ocasión por el Museo del Ferrocarril de Asturias, aunque está pendiente su restauración. También, al igual que su compañero, prestó sus últimos servicios en Linares-Baeza, como coche de Gran Intervención. En relación al SSA-613, fue comprado por Benito a precio de kilo-chatarra, teniendo que añadir los costes del traslado.





En esta curiosa instantánea, tomada el 22 de enero de 1975 en La Coruña, vemos al coche RENFE SSA-613 junto a un coche 8000 y un "J" estacionado esperando un nuevo servicio. La foto es de Luis Campo Sentís, proporcionada por nuestro amigo Manuel González Márquez. Obsérvese a lo largo del bastidor el juego de eslingas- cables de arrastre para su utilización en rescates. In this curious snapshot, taken on January 22, 1975 in La Coruña, we see the RENFE SSA-613 car next to a 8000 car and a "J" parked waiting for a new service. The photo is of Luis Campo Sentís, provided by our friend Manuel González Márquez. Observe along the frame the set of slings-drag cables for use in rescues.



Coche Taller de Intervención Local de Linares-Baeza RENFE - SSA-613 junto a un "J" y a una grúa de socorro, esperando un triste final en el Centro de Desguace de Aranda de Duero. Benito impedirá que se lleve a cabo, salvándolo para siempre. Foto tomada por Manuel González Márquez el 25 de marzo de 1989. Linares-Baeza RENFE Local Intervention Workshop Car - SSA-

613 next to a "J" and a rescue crane, waiting for a sad end at the Aranda de Duero Scrapping Center. Benito will prevent it from being carried out, saving it forever. Photo taken by Manuel González Márquez on March 25, 1989.



Operación de izado desde las vías de las instalaciones de Madrid-La Imperial al camión-góndola de Cesáreo Martín. Foto proporcionada por la familia. 27 de abril de 1989. Hoisting operation from the tracks of the Madrid-La Imperial facilities to the truck-gondola of Cesáreo Martín. Photo provided by the family. April 27, 1989.

El transporte del vehículo se realizó por ferrocarril en una primera etapa, desde Aranda de Duero hasta las instalaciones de clasificación de Vicálvaro. Después se llevó hasta la playa de vías de Madrid-Paseo Imperial, lugar en el que se procedió al izado por dos grúas Demag HC 120, una de ellas la nº 18 de la empresa Azcona, y posterior colocación sobre el camión góndola Mark DM 895 ST 6X4 nº 37 de Transportes Especiales Cesáreo Martín Sanz hasta su destino final.





Lentamente va llegando la comitiva a su destino. En la foto podemos ver el transporte especial a su paso por el Bar-Restaurante Pepe. Algunos transeúntes asisten a un espectáculo inusual en el pueblo. Sin prisa pero sin pausa el viaje estaba llegando a su final. Foto cortesía de la familia. 27 de abril de 1989. Slowly the procession arrives at its destination. In the photo we can see the special transport as it passes through the Bar-Restaurant Pepe. Some passers-by attend an unusual show in town. Slowly but surely the journey was coming to an end. Photo courtesy of the family. April 27, 1989.

La mañana del 27 de abril de 1989 los habitantes de Hoyo de Manzanares asistían incrédulos a la llegada a esta localidad de este curioso e inusual transporte. Finalmente, tras callejear los apenas 3 kilómetros que lo separan en “régimen de maniobras” coronó el Bar Nuevo del yerno de Pepe. El vagón destartado estaba a punto de llegar a la explanada donde dos grúas lo izaron y situaron en su emplazamiento definitivo, un pequeño tramo de vía con traviesas de madera sin nada más alrededor que un descampado. “La locura de un emprendedor empezaba a ser una realidad” y la primera parte de este proyecto, tras 8 largas horas de trabajo, tensión y nervios, finalmente había culminado. Esa noche sus nuevos dueños dormirían tranquilos. Mirándolo desde la perspectiva actual esta decisión económicamente fue muy arriesgada.

La complicada logística de traslado, a la que hubo que sumar innumerables gastos inesperados que fueron saliendo según se realizaban las distintas fases de restauración y acondicionamiento del material e instalaciones, no fueron nada fácil, pero afortunadamente aquella toma de decisión con el tiempo se convirtió en un acierto, aunque también hay que pensar que podría haber sido un fracaso.

Una de las primeras actuaciones previas a la vez que se procedía a la restauración del material móvil, fue crear un andén y montar una marquesina metálica (cerchas-celosía) que reguardase los vehículos y a los futuros comensales, además de crear el edificio del restaurante.



Posicionamiento góndola-tramo de vía. En esta operación hay que prestar mucha atención a la fragilidad de los puntos de amarre, arqueamiento y deformaciones del bastidor. En este caso los testeros podían suponer un problema por el estado en que se encontraban. La profesionalidad de los gruistas garantizó un buen trabajo y el vehículo fue instalado sobre el tramo de vía, calzándose posteriormente para evitar desplazamientos indeseados. Foto proporcionada por sus propietarios. 27 de abril de 1989.

Positioning gondola-section of track. In this operation, great attention must be paid to the fragility of the fastening points, bowing and deformation of the frame. In this case, the headwalls could be a problem due to the state they were in. The professionalism of the crane drivers ensured a good job and the vehicle was installed on the section of track, subsequently chocking to avoid unwanted displacement. Photo provided by their owners. April 27, 1989.



En estas dos instantáneas podemos ver las operaciones de izado y colocación del coche en el tramo de vía. Benito y y Estrella posan para la posteridad. El primero de sus sueños se había cumplido. El "Vagón de Beni" ya estaba en casa. Foto proporcionada por la familia. 27 de abril de 1989.

In these two snapshots we can see the operations of hoisting and placing the car on the section of track. Benito and and Estrella pose for posterity. The first of his dreams had come true. The "Beni Wagon" was already at home. Photo provided by the family. April 27, 1989



En esta instantánea podemos ver el lamentable estado del interior de este coche, síntoma de la dejadez y actos vandálicos sufridos tras la baja en la red ferroviaria. Hubo que desguazar los departamentos para hacer diáfano su interior, faltaba mucho trabajo por hacer, pero felizmente se había salvado del desguace, le esperaba un nuevo uso, esta vez como coche restaurante. Foto proporcionada por la familia del propietario.

In this snapshot we can see the unfortunate state of the interior of this car, a symptom of neglect and acts of vandalism suffered after being dropped from the railway network. The apartments had to be scrapped to make their interior diaphanous, there was still a lot of work to be done, but happily it had been saved from scrapping, a new use awaited it, this time as a restaurant car. Photo provided by the owner's family.



Tuvieron que pasar más de 5 años para que este proyecto se materializase en su totalidad. Gracias a la ayuda de Manolo, gran profesional, conocido en el pueblo por su habilidad en trabajos de ebanistería y el tío Benito, a los que ayudó su hijo Manolín, se pudo llevar hacia adelante este inusual proyecto, dándole vida y esplendor a este coche.

Tras una primera inspección ocular, se comprobó que había que sustituir gran parte del friso de madera de los laterales (interior y exterior), recomponer el esqueleto que lo sustentaba, dañado por el tiempo e inclemencias meteorológicas, con zonas podridas, a las que se sumó la falta de mantenimiento. El bastidor fue granallado, y se aplicó una primera capa de imprimación, a la que le siguió la pintura definitiva, en la cual se realizó la rotulación de las características del coche y su denominación en RENFE. Los dos testeros fueron desmontados para dejarlos con balconillos a los que se les añadieron refuerzos y una escalera con barandilla de época para acceso de visitantes y comensales. Hubo que sanear e impermeabilizar el techo del vehículo, aprovechando la ocasión para realizar una nueva distribución interior, aislarlo térmicamente con la aplicación de espuma de poliuretano, instalándose nuevo cableado eléctrico, sistema antincendios, de ventilación –calefacción (equipos sobre el techo exterior) y conductos de agua. El suelo fue sustituido por tarima flotante.



Diversas etapas de la restauración, granallado del bastidor y trabajos de ebanistería. Fotos cortesía propietarios.

Various stages of restoration, shot blasting of the frame and joinery work. Photos courtesy owners.

Su interior fue forrado de madera con módulos estilo Wagons Lits, con apliques y lujosa decoración clásica de un restaurante de época. Merecen unas fotografías las mesas montadas adornadas con centros florales, que nada tienen que envidiar a las de los más prestigiosos trenes de lujo en sus épocas de esplendor en los que se servían los más selectos manjares a la sociedad más pudiente del momento.

Parecía que el trabajo nunca iba a finalizar, pero en los miles de ratos libres robados al día a día, como comenta Benito, el esfuerzo empezaba a dar resultados.



Tras la operación de granallado del bastidor, se pudieron ver distintas capas de pintura que sirvieron como cata para aplicar el color del bastidor más acorde a su estado original. Fotos cedidas por sus propietarios.

After the shot blasting operation of the frame, different layers of paint could be seen that served as a taster to apply the colour of the frame more in keeping with its original state. Photos provided by their owners.





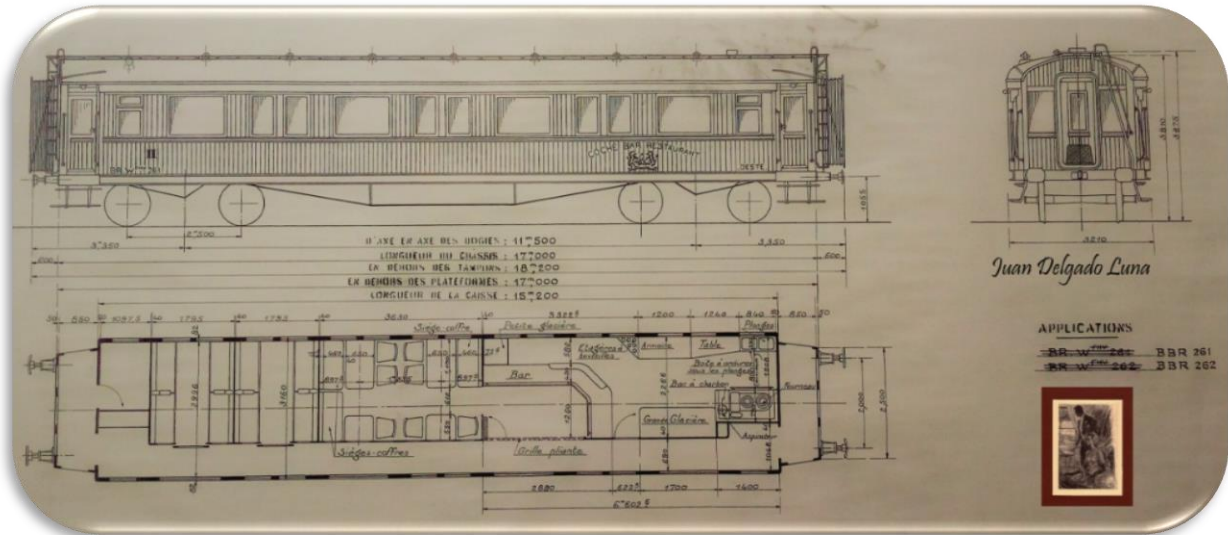
En la instantánea superior podemos ver el forrado del armazón superior del techo y de sus laterales interiores. En la inferior se puede observar la aplicación de material de impermeabilización del techo, eliminación de testeros extremos, pintado de imprimación de bogies, timonería de freno y bastidor, además del forrado exterior con listones de madera. Fotos cortesía propietarios.

In the snapshot above we can see the lining of the upper frame of the roof and its interior sides. In the lower one you can see the application of waterproofing material to the roof, elimination of end walls, primer painting of bogies, brake wheelhouse and frame, in addition to the exterior cladding with wooden slats. Photos courtesy owners.



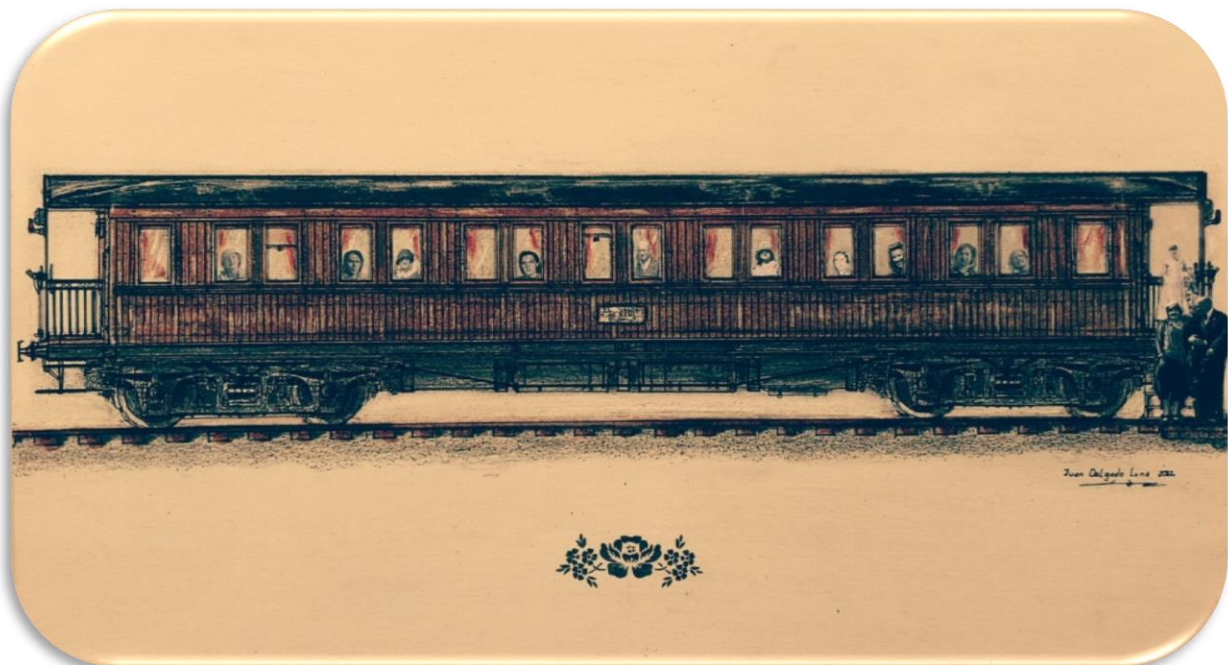
En un primer momento se le pensó llamar “La estación de los ratos libres” Se puede comprobar hoy en día pudiendo observar en sus cristales interiores la siglas EDR con locomotoras serigrafadas.

Llega el momento de citar el segundo coche del que dispone el restaurante que procede del extinto ferrocarril Olot-Gerona.



En la Compañía Nacional de los Ferrocarriles del Oeste, dos de estos coches, BRW261 y BRW 262, prestaron servicio como mixtos 2ª clase/comedor-bar. A RENFE pasaron como BBR261 y BBR262. La caja es de similares características, aunque la distribución interior difiere. Su constructor, la S.A. Vers, de Málaga. Plano propiedad del autor.

On the National Western Railway Company, two of these cars, BRW261 and BRW 262, served as mixed 2nd class/dining-bar. They passed to RENFE as BBR261 and BBR262. The box has similar characteristics, although the interior layout differs. Its builder, the S.A. You see, from Malaga. Map owned by the author..



Representación artística del Vagón de Beni. En el dibujo se pueden observar viajeros mirando a través de las ventanas y una señorial pareja junto a su nieta en el día de su Primera Comunión. Dibujo realizado a mano por el autor.

Artistic representation of the Beni Wagon. In the drawing you can see travellers looking through the windows and a stately couple with her granddaughter on the day of her First Communion. Drawing made by hand by the author.

EL VAGÓN ALFONSO XIII



Coche Salón A-1. Construido, en madera y sobre bastidor metálico, por la firma Cravens. Fue vendido a un particular el 14 de junio de 1973. Foto cedida por sus propietarios.

Saloon car A-1. Built, in wood and on a metal frame, by the firm Cravens. It was sold to a private individual on June 14, 1973. Photo courtesy of its owners.



En esta bonita foto podemos ver las distintas mesas interiores montadas para dar servicio de restauración. Obsérvese la calidad y acabados de sus interiores de madera, todo un lujo para la vista. Foto cedida por los propietarios.

In this interesting photograph we can see the two cars sold to the CEHFE. The first of them corresponds to the C-11, being in second place the C-8. . Manzanares hole. Photo courtesy of Carlos Guasch.

Este coche Salón de madera y bastidor metálico numerado como A-1, fue fabricado en Inglaterra en 1893 por la firma Cravens Railway Carriage, C^o Ltd, situada en Sheffield. Este vehículo disponía de unos cómodos sofás y pequeñas mesas de té.

Su propietario, el Ferrocarril de Olot a Gerona, lo utilizaba en ocasiones especiales, por lo que existen muy pocas fotografías de época. La mayor parte del tiempo estaba guardado en las naves del taller, aunque pasaba las revisiones pertinentes para poder ser utilizado cuando era necesario.

En el viaje S.M Alfonso XIII en compañía de la Reina Victoria Eugenia en una visita a Gerona en el año 1927.

Benito Celestino lo adquirió a un particular de las cercanías madrileñas, junto a otros dos vehículos más de la misma casa, aunque estos últimos fueron construidos posteriormente en 1901.

Estos dos otros coches de viajeros eran de tercera clase y estaban numerados como C-8 y C-11, respectivamente.



En esta interesante fotografía podemos ver los dos coches vendidos al CEHFE. El primero de ellos corresponde al C-11, estando en segundo lugar el C-8. . Hoyo de Manzanares. Foto cedida por Carlos Guasch.

In this interesting photograph we can see the two cars sold to the CEHFE. The first of them corresponds to the C-11, being in second place the C-8. . Manzanares hole. Photo courtesy of Carlos Guasch.

En sus planes había pensado también transformarlos y utilizarlos en su negocio hostelero. Fue en ese punto cuando intervino el Centro de Estudios Históricos del Ferrocarril Español (CEHFE), entidad puntera en la materia, a través de la relación que con Celestino tenía el presidente de la entidad, Carlos Guasch. Éste le hizo ver el gran valor cultural y patrimonial que caracterizaba a ambos vehículos, el cual no aconsejaba su transformación, sino la restitución a su estado de



Una vez colocados los dos coches cuidadosamente en la plataforma del transporte especial, se encaminaron hacia su destino, la población de Olot. Esperemos que este retorno sea el definitivo y estas dos grandes piezas puedan ser restauradas para disfrute de todos nosotros. Localización: cercanías de Olot. Coches C-8 y C-11. Foto cedida por Carlos Guasch.

Once the two cars were carefully placed on the platform of the special transport, they headed towards their destination, the town of Olot. We hope that this return is the definitive one and these two great pieces can be restored for the enjoyment of all of us. Location: near Olot. Cars C-8 and C-11. Photo courtesy of Carlos Guasch.

origen y su puesta en valor al servicio de la sociedad española. Persuadido Celestino de la idoneidad de tales planteamientos, accedió a vendérselos al CEHFE para compensar los costes que hasta aquel momento había tenido. Guasch accedió a que la entidad se hiciera cargo de dichos costes por mera responsabilidad histórica, pues la entidad que presidía no realizaba actividad alguna ligada a material diferente al de ancho normal español (1.672 mm), cuando los dos coches en cuestión eran de vía métrica (1.000 mm). La idea de Guasch era buscar un posterior interesado, evitando, en primera instancia, su transformación y asegurando, en segunda, su puesta en valor, en el marco de cualquier iniciativa de carácter cultural y patrimonial en la que ambos encajaran adecuadamente por su ancho de vía. Así, el CEHFE los preservó durante un tiempo hasta que, tras varios sondeos, logró interesar a un interlocutor capaz de apreciar la importancia de estas valiosas piezas históricas. Tras las conversaciones y acuerdos oportunos, en 2007 el Excmo. Ayto de Olot (Girona) se hizo cargo definitivamente de los mismos, dentro de un plan de puesta en valor del antiguo e histórico ferrocarril al que habían pertenecido los vehículos, que debía dar lugar a la creación del Centro de Interpretación del mismo en esta localidad gerundense. Esperemos que en un futuro no muy lejano, los coches finalicen su actual proceso de restauración (desarrollado actualmente bajo potestad y dirección del Ayuntamiento local) y puedan ser disfrutados por todos, aportando un signo de identidad de la comarca de la Garrotxa y de su pequeño pero importante ferrocarril, el cual nunca debió ser clausurado.



Otra interesante instantánea del interior del vehículo en la que se crea un ambiente especial y reservado para parejas y enamorados. Foto institucional de los propietarios.

Another interesting snapshot of the interior of the vehicle in which a special atmosphere is created, reserved for couples and lovers. Institutional photo of the owners.

En el pequeño y coqueto *Vagón Alfonso XIII* sus comensales pueden disfrutar de una cena romántica que será inolvidable. En su interior se ha creado un espacio señorial que no pasará inadvertido a sus comensales. A esto hay que añadir las restantes zonas de las que disponen estas instalaciones, como “El Apeadero” o “la Chimenea del Vagón”. Este último es un cálido y acogedor rincón, ideal para cualquier reunión familiar, empresarial o de amigos en el que podemos encontrar, entre otras piezas, maquetas de la prestigiosa marca de trenes a escala Marklin o preciosas serigrafías. Más no se puede pedir.



EL RECUERDO

Uno de los sueños de Benito y su esposa ha podido convertirse en realidad. Ellos lo quieren compartir con los demás, *viajando a su estación* en la que tiene parada estable un tren con el que trasladarse al pasado sin moverte del presente.



Placa del constructor inglés Cravens. Foto Juan Delgado. Cravens English builder's plate. Photo Juan Delgado.

El esfuerzo empleado en su restauración y su puesta en servicio comercial, han merecido la pena al ver como cada día se hace un poco más feliz a cada uno de los comensales que visitan sus instalaciones y a los que aún *quedan por llegar a sus andenes*. Sirva este pequeño trabajo de homenaje a estos grandes emprendedores que, con la ayuda de su hija Ana, hacen posible que este sueño siga haciéndose realidad cada día.

El Vagón de Beni, está situado en la Calle de San Macario, 6 de Hoyo de Manzanares (Madrid). <https://elvagondebeni.es>

Agradecimientos: En primer lugar a Ana Celestino, hija de Benito, por la atención y paciencia que ha tenido con nosotros ,aun estando embarazada, a Estrella y al propio Benito Celestino y su esposa María del Carmen Salmerón. Acknowledgments: First of all to Ana Celestino, Benito's daughter, for the care and patience she has had with us, even while pregnant, to Estrella and to Benito Celestino himself and his wife María del Carmen Salmerón.

Como en muchas ocasiones, tampoco dejaré de nombrar a Manuel González Márquez, Manuel Galán Eruste, Carlos Guasch (presidente del CEHFE), Julio Armando García Mendoza, Luis Campo Sentis, Ángel González Mir, Vicente Ferrer y Enrique Dopico, por sus conocimientos y sabiduría en temas histórico-ferroviarios y todos los compañeros que han colaborado de una u otra manera en la realización de este breve trabajo. As on many occasions, I will also mention Manuel González Márquez, Manuel Galán Eruste, Carlos Guasch (president of the CEHFE), Julio Armando García Mendoza, Luis Campo Sentis, Ángel González Mir, Vicente Ferrer and Enrique Dopico, for their knowledge and wisdom. in historical-railway issues and all the colleagues who have collaborated in one way or another in the realization of this brief work. Realmente estos coches no podrían circular en la composición del Orient Express, sin modificaciones por diferencias técnicas, gálibos o anchos de vía entre otras causas, aunque El "VAGON 1931" y el denominado "ALFONSO XIII" puedan hacerlo en la imaginación de muchos de los que sentimos el ferrocarril como algo nuestro. Really these cars could not circulate in the composition of the Orient Express, without modifications due to technical differences, gauges or track gauges among other causes, although the "VAGON 1931" and the so-called "ALFONSO XIII" could do so in the imagination of many of us who feel the railway as something of our own.

(1)



Nostalgia y recuerdos de otra época

Luna 2022



EL VAGON DE BENI (engl. Translation)



INTRODUCCION

Any lover of the railway and good cuisine will be surprised when visiting- El Vagón de Beni - in the Madrid town of Hoyo de Manzanares.

Walking through the streets of the town, no one expects to find this great surprise. Will it be a railway museum? Curiosity makes us enter its facilities, being astonished to see two luxurious vintage cars and a station on its platform.

The old Bar-Restaurant of Pepe, owned by the father-in-law of Benito Celestino, our protagonist, in which the good food of a lifetime did not leave the best diner indifferent, is well known by any inhabitant of this town.

Since the end of the 1980s, Benito was considering the possibility of creating a new hotel business that would go beyond the typical classic restaurant and offer a service according to the new Times. In him the innovation, the quality and the good service would make the visit of the usual diners attractive. To these would be added many foreigners who would find it worthwhile to make a trip from the neighbouring towns, the capital or from anywhere in Spain, for various reasons, including, in addition to culinary, the railway. And this, for having a station, platform and two cars worthy of being part of the most prestigious compositions of luxury expresses of all time such as the Orient Express. (1)

Around that time, Celestino talked with his two brothers, by the way employees of the Compagnie des Wagons Lits, about the idea of buying one of these cars or, failing that, one sold by Renfe in order to start this new business. Thus, after several steps, the possibility of acquiring a vehicle arose that, although it was not a prestigious Wagons Lits car (such as the Lx or WR), met a large part of the required requirements, although it had to be brought from Aranda de Duero-Chelva. Its condition was unfortunate, due to the carelessness and vandalism to which it had been subjected after being discharged from RENFE.

Next, readers will be able to learn the interesting stories of these two vehicles that knew other times in which the stations and the railway enclosures were impregnated with the smell of charcoal and life was not so stressful. Thanks to the great work of Benito they were saved from the dreaded torch and today they wear their best clothes, recalling those past times that will no longer return but that were recorded in the collective memory of all of us. yes to all this

We combine a railway environment and a catering service worthy of the best luxury trains, resulting in "the Beni wagon". Without further comment, we begin this journey through time with the first of the protagonists: "The Big Wagon"

"VAGON 1931"

Corresponds to a second class car of the Western Spanish Railways Company. BWfhv-263, ex RENFE BB-263, from 1931. It was part of the BWfhv 261 to 275 series. It was manufactured by Sociedad Anónima Vers. They were side aisle cars with a capacity for 56 seats, distributed in 7 compartments and two WCs.

The series from which our vehicle comes was transformed into RENFE, forming the numbering BBR 261 and 262, as well as BB 263 to 273 and 275, in addition to the third class car CC 271.

The length between buffers was 18,200mm, with the bogie wheelbase being 11,500mm. In relation to the dimensions of the body, its length was 17,000mm, with a width of 3,150mm. Its frame was made of iron, with a wooden box and closed end platforms. It was equipped with a vacuum brake and spindle. In the original series, the bogie was of the Pennsylvania type, with a WR axle and a 14R grease box, although as we can see in our case, the bogie was changed for another popularly called "Prussian", of older conception and which reminds us of the CIWL classic cars. The heating and its lighting were of the electric type. He was stationed in La Coruña for a considerable time, already numbered as SSA-613 (UIC -60 71 99-29 162-8). At that stage it was painted green and it is possible, as Manuel González Márquez tells us, that around 1980 it was assigned to Linares-Baeza, where it provided important relief services. It was labelled as Local Intervention Car-Workshop- Linares-Baeza.

As is often the case in RENFE, with the incorporation of new rolling stock, the previous one becomes obsolete and most of the time it is withdrawn and offered for sale to a scrap metal dealer who sees good economic performance in these vehicles. Fortunately, in this case, it was able to be rescued in extremis by Benito and María del Carmen, from the Aranda de Duero Scrapping Centre in Burgos. They were in charge of giving it a second life, this time as a restaurant car.

The SSA-614 Norte AA-906/RENFE AA-906, which was taken to this Burgos scrapyard at the same time as our protagonist, is also happily preserved. On this occasion by the Asturias Railway Museum, although its restoration is pending. Also, like his partner, he provided his last services in Linares-Baeza, as a Grand Intervention coach. In relation to the SSA-613, it was bought by Benito at the price of kilo-scrap, having to add the costs of the transfer.

The vehicle was transported by rail in a first stage, from Aranda de Duero to the Vicálvaro classification facilities. It was then taken to the Madrid-Paseo Imperial railway yard, where it was hoisted by two Demag HC 120 cranes, one of them number 18 from the Azcona company, and subsequently placed on the Mark DM 895 gondola truck. ST 6X4 nº 37 of Transportes Especiales Cesáreo Martín Sanz to its final destination.

On the morning of April 27, 1989, the inhabitants of Hoyo de Manzanares watched in disbelief as this curious and unusual transport arrived in this town. Finally, after strolling the barely 3 kilometres that separate it in "manoeuvring regime" it crowned Pepe's son-in-law's Bar Nuevo. The dilapidated wagon was about to reach the esplanade where two cranes hoisted it up and placed it in its final location, a small section of track with wooden sleepers with nothing else around it but a vacant lot. "The madness of an entrepreneur was beginning to be a reality" and the first part of this project, after 8 long hours of work, tension and nerves, had finally culminated. That night their new owners would sleep peacefully. Looking at it from today's perspective, this decision was economically very risky.

The complicated transfer logistics, to which countless unexpected expenses had to be added as the different phases of restoration and conditioning of the material and installations were carried out, were not easy at all, but fortunately that decision-making over time became a success, although you also have to think that it could have been a failure.

One of the first actions prior to the restoration of the rolling stock was to create a platform and mount a metal canopy (trusses-latticework) that would shelter the vehicles and future diners, in addition to creating the restaurant building.

It took more than 5 years for this project to materialize in its entirety. Thanks to the help of Manolo, a great professional, known in the town for his skill in carpentry work, and Uncle Benito, who was helped by his son Manolín, this unusual project was carried out, giving life and splendour to this car.

After a first visual inspection, it was found that a large part of the wooden frieze on the sides (interior and exterior) had to be replaced, the skeleton that supported it recomposed, damaged by time and inclement weather, with rotten areas, to which added lack of maintenance. The frame was shot blasted, and a first coat of primer was applied, which was followed by the final painting, in which the characteristics of the car and its RENFE name were marked. The two front walls were dismantled to leave them with small balconies to which reinforcements were added and a staircase with a period railing for access by visitors and diners. It was necessary to sanitize and waterproof the roof of the vehicle, taking advantage of the opportunity to carry out a new interior distribution, thermally insulate it with the application of polyurethane foam, installing new electrical wiring, fire-fighting system, ventilation – heating (equipment on the exterior roof) and water pipes. The floor was replaced by floating flooring. Various stages of restoration, shot blasting of the frame and joinery work.

Its interior was lined with wood with Wagons Lits style modules, with sconces and luxurious classic decoration of a period restaurant. The assembled tables adorned with floral centres deserve some photographs, which have nothing to envy to those of the most prestigious luxury trains in their heyday in which the most select delicacies were served to the wealthiest society of the moment.

It seemed that the work was never going to end, but in the thousands of spare moments stolen from day to day, as Benito comments, the effort began to bear fruit. At first it was thought to call it "The free time station" It can be verified today by being able to observe the acronym EDR with serigraphed locomotives on its interior windows. It is time to mention the second car that the restaurant has that comes from the extinct Olot-Gerona railway.

EL VAGÓN ALFONSO XIII

This wooden saloon car with metal frame numbered A-1, was manufactured in England in 1893 by Cravens Railway Carriage, Ltd., located in Sheffield. This vehicle had comfortable sofas and small tea tables. Its owner, the Ferrocarril de Olot a Gerona, used it on special occasions, so there are very few vintage photographs. Most of the time it was stored in the workshop warehouses, although it passed the pertinent revisions to be able to be used when necessary.

H.M. Alfonso XIII travelled on it in the company of Queen Victoria Eugenia on a visit to Gerona in 1927.

Benito Celestino acquired it from a private individual near Madrid, along with two other vehicles from the same company, although the latter were built later in 1901. These two other passenger cars were third class and numbered C-8 and C-11, respectively.

In his plans he had also thought of transforming them and using them in his hotel business. It was at this point that the Centre for Historical Studies of the Spanish Railway (CEHFE) intervened, leading entity in the matter, through the relationship that the entity's president, Carlos Guasch, had with Celestino. He made him see the great cultural and patrimonial value that characterized both vehicles, which did not advise their transformation, but rather the restitution to their state of origin and its enhancement at the service of Spanish society. Celestino was convinced of the suitability of such approaches, he agreed to sell them to the CEHFE to offset the costs he had incurred up to that time. Guasch agreed that the entity would bear said costs for mere historical responsibility, since the entity he chaired did not carry out any

activity linked to material different from the normal Spanish width (1,672 mm), when the two cars in question were metric gauge (1,000 mm). Guasch's idea was to look for a subsequent interested party, avoiding, in the first instance, its transformation and, in the second, ensuring its enhancement, within the framework of any initiative of a cultural and heritage nature in which both would fit adequately due to their width. via. Thus, the CEHFE preserved them for a time until, after several surveys, it managed to interest an interlocutor capable of appreciating the importance of these valuable historical pieces. After the appropriate conversations and agreements, in 2007 the Hon. Ayto de Olot (Girona) took charge of them definitively, within a plan to enhance the value of the old and historic railway to which the vehicles had belonged, which should lead to the creation of the Interpretation Centre of the same in this town. Girona. We hope that in the not too distant future, the cars will complete their current restoration process (currently developed under the authority and direction of the local City Council) and can be enjoyed by all, providing a identity sign of the Garrotxa region and its small but important railway, which should never have been closed.

In the small and charming Alfonso XIII Wagon, your guests can enjoy a romantic dinner that will be unforgettable. Inside, a stately space has been created that will not go unnoticed by its guests. To this must be added the other areas that these facilities have, such as “El Apeadero” or “La Chimenea del Vagón”. The latter is a warm and welcoming corner, ideal for any family, business or friends gathering where we can find, among other pieces, models of the prestigious Märklin model train brand or precious serigraphs. More cannot be asked for.



THE MEMORY

One of the dreams of Benito and his wife has been able to become a reality. They want to share it with others, traveling to their station where a train has a permanent stop with which to travel to the past without moving from the present.

The Beni Wagon is located at Calle de San Macario, 6, Hoyo de Manzanares (Madrid).

<https://elvagondebeni.es>

Our last issue No. 15 dealt extensively with the topic "beyond Istanbul", but you have to get there first. We publish here a text by the railway author and photographer Marc Dahlström, who was killed in a railway accident on 22 April 1991, as a supplement to the topic. This article appeared in issue 238 in January 1963 of AFAC's magazine "Chemins de Fer" and with thanks to AFAC we reprint it here in English, translation by Chris Elliott:

De Paris à Ankara par le rail

by Marc Dahlström †

July 1962, Paris Gare de Lyon, at 7:28 p.m., the "Simplon-Express" takes me on the first leg of a major rail journey from Paris to Ankara. I am going to try to revive this trip which has 3,606 km of lines, for our readers 1,586 km of which are electrified with four main types of current, more than twenty relays of locomotives, nine border stations to cross and so many other things, likely to delight the amateur in search of the picturesque.

Via Vallorbe, the Simplon, Milan, Venice, "beaten paths" on which we will not return, the "Simplon-Express" arrives in Trieste an hour late for which the three administrations already can share the responsibility.

Behind a BBB E. 626, the "Simplon-Express" turns around and leaves Trieste, allowing the traveller to admire the splendid view of the Adriatic shore and arrives at Poggioreale-Campagna, the Italian border station. There another BBB 626, but flying the Yugoslav flag series 61, painted in a slightly lighter "coffee with milk" colour, hauls the SO (this is its number in Yugoslavia as in Italy) to Sežana, the Yugoslav border station. Customs formalities completed in thirty minutes, the SO, which had become a Brzy (fast train equivalent to the D-zug of the DB), was taken over by one of the many diesel-electric CCs of the 661 series. 1,950 h.p, built by General Motors, were recently delivered to JZ (Yugoslavian Railways) as American economic aid. They are very well maintained and highly appreciated by the driving teams, who gave them the familiar nickname of "Jacqueline Kennedy".

At Divaca, a ten-minute stop to add Pula - Zagreb cars, and another ten minutes at Pivka to drop the Trieste - Rijeka cars and the SO continues its route at a speed of 65 - 70 km/h through the Dinaric Karst on "Piombino 1928" rails in 12 m bars. The line is nevertheless double track, catenary suspension in the Italian style, and after Borovnica, the current end of the electrification sites actively pushed towards Ljubljana, track renewal works are wasting a little time so that the SO arrives finally in Ljubljana, already an hour late.

This city station, without platforms or underpasses, was built in the Austrian fashion of the 19th century. However, in conjunction with the electrification work, the facilities will be rebuilt and the entire station is already a vast construction site. The next day the journey continues in another "Brzi" hauled by a two-cylinder Series 06 Mikado built by Schwartzkopf in 1930. The line to Zidani-Most and Zagreb follows the Sava Valley; the permanent way is double and excellent. It is the second railway line built in Yugoslavia (then belonging to the Austrian Empire) in 1849, after Maribor - Celje in 1846: it was one of the sections of the old imperial line from Vienna to Trieste via the Semmering.

The express passes many freight trains hauled by 141 series 06, 150 series 30 and even 150 series 36 ex G12 of the Prussian State or 140 series 29 ex series 56 of the OBB. From Litija, the Sava valley becomes a narrow gorge like that of the Allier in France and Zidani-Most is reached in just one hour from Ljubljana (64 km).

This express is going to Maribor, you have to change for Zagreb and take the "Balkan-Express" arriving from Vienna. It is light and hauled by a 230 four-cylinder compound series 03 ex Austrian Südbahn of 1908.

Towards Sevnitza, the "Balkan-Express" crosses an omnibus (local train) drawn by a 131 T series 17 of Hungarian construction: the attentive reader will have noticed that in a little over an hour we were able to see steam locomotives running on the same line from six different series. Indeed, dieselization is still in its infancy and a number of old machines from various sources are still in service: After the networks of the Iberian Peninsula, the Yugoslav network is certainly the one that offers the most variety to the enthusiast and it could be a paradise for steam enthusiasts, if the innocent pleasure of parking near the railway tracks and photographing the trains were interpreted at its true value by the public and the railway workers and in any case if it were not pitilessly fought and sanctioned by the local police.

Along the way, the "Balkan-Express" continues towards Zagreb, now rolling on the right (from Sezana to Zidani-Most, the trains run on the left in the old Austrian fashion) and arrives in the latter town 78 km from Zidani- Most, in one hour and thirteen minutes. Zagreb station has four platforms and underpasses and even a glass roof shelter. It is quite comparable to the large stations of the major cities of Western Europe.

To continue south, we will take the Zagreb - Belgrade line, 414 km long, 308 of which are double track; this line crosses the great plain of Slavonia and if the landscape is sometimes monotonous, the route here is excellent. It is the main JZ artery connecting the two largest cities in the country and the best speed line where the schedules are constantly improving. In 1960, the best and last year of express steam, with the Pacific series 05, the fastest train on the line was the SOE which took five hours and thirty-seven minutes to cover the route from Belgrade to Zagreb. In 1961, with the introduction of diesel CCs, the SOE improved its performance with a time of five hours and twenty-six minutes. This summer of 1962, the "Austria-Express" broke the record with only four hours and fifty minutes for the 414 km at an average speed of 84.9 km/h. With the "Direct-Orient", the "Austria-Express" has the longest non-stop route of the JZ, Vinkovci - Zagreb (258 km).

Our express n° 303 coming from Rijeka has a less tense schedule than the previous ones: Zagreb - Belgrade in five hours and thirty-six minutes with seven intermediate stops. The train is well composed in part with the new elongated cars vaguely inspired by those of the DB. The occupation is normal and we note how big the difference is with a previous trip to Yugoslavia in 1960, where the expresses were still composed of seven to eight similar vehicles. We had to engage in a real pitched battle just to grab a ramp of the running boards... Inside the cars, we saw up to eleven people per compartment, even in 1st class, not to mention of course the corridors and the platforms.

Our train travels at 100 km/h on a satisfactory track, between pleasant crops of corn and poppies, separated by poplar hedges. Forgetting the bulbous bell towers, the muddy roads, the many teams of oxen or horses, we could imagine ourselves near Montpon-sur-l'Isle between Coutras and Périgueux.

Train No. 303 travels effortlessly in forty-seven minutes the 65 km from Slavonski-Brod to Vinkovci, this last station being the old junction of the Bucharest branch of the SOE from before 1939. So I decided to stop in Vinkovci. Unfortunately, the rain started to fall and I landed in the middle of the puddles, in front of a semi-hard BV(station) , without platforms of course; on the poorly paved station square, two mud-sticky roads lead towards a horizon of buildings under construction. Fortunately, the city bus is there and the traveller can even take horse-drawn carriages which are surely contemporary with the teak sleeping cars of the CIWL.

There is no question in this review of talking about the only hotel in Vinkovci, but the next morning, weighed down with an ersatz of coffee and dry black bread swallowed at the station buffet (there it's railway and it's is the best it has to offer as a usual breakfast)!

I take the "Direct-Orient" which is an Ekspresni-Voz (train equivalent to the German F-zug) to reach Belgrade. The plain of Slavonia now resembles Beauce, the PA (Paris - Athens, that's the "Direct-Orient" number) goes to Stara-Pazova, branch off towards Subotica and Budapest, then Zemun, the old border station Austro-Hungarian before 1918, today suburb of Belgrade. After the large metal bridge over the Sava and a curve of very small radius, the "Direct-Orient" arrives in Belgrade, capital of Yugoslavia.

The Belgrade station, built in 1883, in its present form, has ten platform tracks which receive and dispatch more than two hundred trains per day. These platforms present an extraordinary animation: smells of Cevapcici (grilled meat skewers), peasants dressed in jodhpurs made of thick woollen cloth, widespread Cyrillic writing, all this already brings the harbingers of the Orient. But the "Direct-Orient" is still at the platform and the cars coming from entrenched Paris, Greek cars Belgrade - Athens and Czech cars and sleeping cars Warsaw - Sofia will respectively form the Greek and Bulgarian branches.

The Belgrade - Nisch line, 244 km long, was built in 1883 and was the first line in Serbia. It is entirely single-track, but from Belgrade it is divided into two branches using different routes, alternately travelled by express trains to avoid untimely crossings and meet at Velika-Plana, 91 km further on.

But the PA has already left, the 10‰ ramp from Ripanj is finished at 40 km/h, and it goes down to Velika-Plana, still hauled by a diesel CC series 661; first stop: Svetozarevo (136 km from Belgrade in one hour and fifty-three minutes). The "Direct-Orient" finally has a restaurant car, its first since Paris. This WR is part of a series built in Hungary in 1958. Like its brothers, it belongs to the JZ and is operated by KSR, the state-owned sleeping car and dining car company. The forty-eight-seat restaurant is already full; at 10 a.m., in addition to the usual breakfasts, the menu written in four languages offers hot dishes such as sausages, soups or Gulyach, Wienerschnitzel, which are happily washed down with small glasses of Slivovitz (brandy plum).

The PA always runs at 95 km/h - 100 km/h on a satisfactory track, welded on many sections, Paracin pass, centre of narrow gauge lines (760 mm) another important face of the JZ. After an unexpected stop at Cuprija to cross the PA, past Stalatz, reaches the winding part of the line, in the Morava gorges. We are approaching Nisch, the important junction where the Greek and Turkish branches separate. Having learned from Vinkovci's experience, however, I have some doubts about its real importance. Finally here is Crveni Krst, suburb of Nisch (241 km from Belgrade in three hours and seventeen minutes). It's there: there are only a few more or less weed-free tracks, a very modest BV, no glass roof, no signal boxes; just at the exit of the station, the big bifurcation appears: a needle manoeuvred on the spot, on the right Athens, on the left Istanbul.

The Athens section is already arranged behind the diesel locomotive and the Sofia section will be taken over by a 131 of the 01 series. This is the first steam engine to haul the "Direct-Orient" from Paris. These "Prairies 2-5-2" were designed by the Serbian State Railways in 1912 and twelve were built at the time: eight four-cylinder compound units and four single expansion and four-cylinder units. It is the simple expansion type that was retained and after the First World War, a series of one hundred and twenty units was built by Schwartzkopf under German reparations due to the young Yugoslav state.

The 01.063 easily starts its five vehicles, goes up a rocky gorge, and after stopping at Bela Palanka (45 km from Crveni Krst in fifty-two minutes) waits in Stanicenje for the crossing of the "Direct-Orient" going up towards Belgrade with that day, its sleeping car and its modernized A3B5 Sud-Est bi-weekly Istanbul - Paris. One more stop at Pirot and the "Direct-Orient" continues its route at 65 km/h - 70 km/h on this

international line recalling by its eight-metre rails, its "secondary" type stations, the Avallon - Autun section of the Morvan line.

Dimitrograd, Yugoslav border station is reached on time (ninety-eight kilometres from Crveni Krst in two hours and four minutes) and there, a twenty-eight minutes stop for border controls. During this time, the "Prairie" gave way to a Bulgarian "Mikado" series 01; its livery is very attractive: black boiler with brass hoops, cabin, screens, emerald green tender, red wheels with white hoops and connecting rods as well polished as on the "Chapelons" of the North.

Immediately after Dimitrograd, the line crosses the border and the train runs on the Bulgarian track: heavy rails and ballast lined up with a chalk line leaving a very SNCF track in fine gravel. At Dragoman, Bulgarian border station, another forty-minute stop; the passports are picked up to be stamped in the offices of the station and a doctor in a white coat, case in hand, enquiries about the origin of the travellers, doubtless to track down anyone coming from a country where smallpox is rampant in the endemic state... Meanwhile, travellers are setting their watches to Eastern European time and a "Decapod" series 15 ex DR series BR 52 has replaced the "Mikado". From here Sofia, there are only fifty-two kilometres that must be covered in 39 minutes without intermediate stops. Although the line is partly sloping, it's a narrow section of track for such a machine; Leaving at Dragoman's time, the "Direct-Orient" awaits in Slivnitsa crossing a workers' train entirely composed of covered freight wagons, lined with benches inside. Then, Kostinbrod sped by and Sofia was reached some five minutes late.

Sofia station looks much like that of Brive-la-Gaillarde, but without a glass roof, only the first platform benefiting from a glass roof cover. There are only six through tracks plus a few dead-end tracks on either side of the BV for local trains; there is no underground passage, only a central planked passage guarded by militiamen during the movement of the cars. From the eastern half of the station, which is electrified, the trains of the Plovdiv line depart, recently equipped with single-phase 25 kV - 50 Hz. The machines used on this line are BB series E 41 from Skoda in Czechoslovakia. In the steam traction, the amateur can see machines with axle arrangements as curious as 250 and 162 T.

But we are barely two-thirds of the way through and as the goal approaches, the frequency of the trains has an unfortunate tendency to decrease. To reach Plovdiv, there are only two daytime expresses, one at 9.20 a.m. and the other at 7.25 p.m. The 9.20 a.m. express, a Sofia - Burgas, is made up of nine vehicles, all 1930s, but impeccably maintained, copiously filled with summer visitors heading to the beaches of the Black Sea.

The express, hauled by a BB E 41 starts from Sofia and, as it is a single track line, crosses countless freight trains in the stations; moreover, in some of these stations, only the direct track and one or two passing tracks are electrified. The stations are very clean, with stone platforms contrary to the general practice in central Europe. The BV (station buildings) are pretty, plastered in pink and often adorned with flags and flowers. The names of the localities are written in Cyrillic and French, as well as the usual inscriptions, station master, waiting room, etc. ...

Immediately after Sofia, the dining car is open; it is an old metal car with compartments in which a 48-seat restaurant has been fitted out; as on the JZ, these WRs belong to the BDZ (Bulgarian State Railways) and are operated by the RSV, a state company which also manages the station buffets. The restaurant is full, the only server visibly overwhelmed; only hot dishes are served, no usual breakfasts; a dish garnished with salad washed down with beer costs one Lev, or 4.50 Francs.

Soon the line leaves the plain and by 20‰ gradients climbs the rocky threshold between the Rhodope Mountains and the Balkan chain. Starting from Sofia at 559 m altitude, 39 km further, the railway reaches Vakarel the highest point of the line at 825 m. The line crosses Trajan's Gate, the dividing line between

the Black Sea basin and the Aegean Sea basin, then descends to Kostenetz (78 km from Sofia in 1 hour 21 minutes), then reaches the Maritza plain, and after stops in Septemvri, Pazardjik and Kritchim, arrives in Plovdiv. The express took 3h20 to cover the 156 km from Sofia with six intermediate stops, and now continues towards Burgas behind a Pacific of the 05 series.

On the Bulgarian Railways, dieselization is still unknown, except in the form of fairly old railcars, and the variety of the steam fleet is considerable. Photography does not encounter any obstacles, at least in the two cities visited, Sofia and Plovdiv, and in this last station, we took nocturnal photos which attracted a circle of about thirty onlookers, soldiers in the lead, both curious and delighted to see a foreign tourist photographing locomotives!

The indicator, which is getting poorer and poorer as we go, offers only two trains for Istanbul: one daily, the "Balkan-Express" at 3:24 a.m. and the other biweekly, the "Direct-Orient" at 10:14 p.m. Fortunately, it was the day of the "Direct-Orient" coming from Paris; on other days it is replaced at the same time by a domestic evening express Sofia - Svilengrad border.

Announced 30 minutes late, the "Direct-Orient" arrives at Plovdiv station; the BB E 41 is replaced by a Mikado series 02; as far as Svilengrad, the line descends the valley of the Maritza, one of the great Balkan rivers; the most important city is Dimitrovgrad (there are two Dimitrovgrads, one on the Yugoslav border and the other in Bulgaria, both placed on the Paris - Istanbul route. But the "Direct-Orient" has several lost stations in the night, interrupted by the passage of the controller who works like his CFF colleagues, the stations being free in Bulgaria as in Switzerland.

Still 30 minutes late, the "Direct-Orient" arrives at Svilengrad, the Bulgarian border station (143 km from Plovdiv in 2 h 32 with six intermediate stops). Customs formalities detain us an hour instead of the 35 minutes allocated and manoeuvres are done in the dark; the Bulgarian Mikado gave way to a Greek 050 of Austrian construction (identical to the 57 series of the OBB) and surprisingly, a good twenty freight wagons coupled at the back transform the "Direct-Orient" into an international MV.

With exhaust blasts, the 050 pulls out the Svilengrad MV and as soon as the border is crossed, the train rolls into Greek territory on short rails drowned in the grass. After stops at Ormenion and Ptelea, ghostly halts, the MV arrives at Dikea, the first station showing signs of life. In this region, after the Balkan wars of 1913, the borders were drawn in defiance of the existing railway, and the line crosses a piece of Greece of about thirty kilometres to enter Turkey at Edirne and then go back to Greece over some 30 km to Pithion before entering Turkey definitively at Uzünköprü.

After Dikea, the MV trots gently at 50 km/h, passing through stations protected only by a fixed yellow and white square. Yet in Marassia, as the MV passes, the station master brandishes a small luminous beacon at arm's length. After the Edirne, in Neavissa, under the first light of dawn, this little beacon simply appears as a household flashlight! Further on, in Nea Orestias, there is enough daylight to replace the flashlight with a green flag.

From green flags to green flags, burning up station after station, after all it is still an express MV, the train arrives at Pithion, a rural border station; it's like being in Provins! The MV took two hours and forty-six minutes to cover the 72 km from Svilengrad with four intermediate stops.

The 54 minutes allocated stop will become 1 hour 15 minutes and hauled by a Turkish 140 built by Schneider at Le Creusot in 1925, the international MV crosses the Maritza and stops for 42 minutes at Uzünköprü station, the Turkish border station. The "Direct-Orient" still MV, is weighed down by three Turkish carriages of 1st class, 2nd class and 3rd class for interior service and after the start behind a Décapod ex DR series 52, a small descent is used to reach enough spectacularly 75 km/h - 80 km/h. But

this good momentum is quickly broken and 20 km further, covered in 25 minutes, first stop at Pehlivanköy. The schedule is obviously not hectic and it will take 6:45 hours to cover the 272 km to Istanbul with ten intermediate stops. But the 150 does its best through the desolate countryside with loud, high-pitched, modulated whistles to drive away the herds wandering along the tracks.

After Cerkesköy, customs checks are over; it took three hours to do them in the three cars, including a sleeping car. At Ispartakule, the Sea of Marmara appears. From Halkali, a single-phase BB, the 4003, will haul the "Direct-Orient" for 28 km to Istanbul, Sirkeçi station, reached one hour and fifteen minutes late.

Sirkeçi station is the terminus of the European Railway and an important suburban service by triple car trains built in France. As for the Anatolian Railway, it has its station on the other side of the Bosphorus at Haydarpasa on the Asian continent connected to European land by a frequent boat service.

Haydarpasa is the terminus of long-distance traffic to the cities of Anatolia and the countries of the Near East, in particular by the "Taurus-Express", and also of an important suburban service along the Sea of Marmara.

But, the trip is coming to an end and having arrived at the end of Europe, it is for the last stage that I took the most luxurious and comfortable train that I could find from Paris: it is the "Ankara-Express" entirely made up of CIWL cars which covers the 578 km, in large part difficult, from Haydarpasa to Ankara in 12.30 hours. This train is hauled by the 141 of the 46 series and built by Henschel in 1937.

Some might think that no one takes the train to Istanbul anymore. It was therefore surprising to note during the Plovdiv - Istanbul leg that the sleeping car coming from Paris was full and that the congested A3B5 was 80% occupied by passengers coming directly from the Paris station. -Lyons. The "Balkan-Express" is also widely used by tourists from Germany and Austria.

Here we publish a text in English that was published 22 years ago in French in the AFAC's magazine "Chemin de Fer" issue N°463 in 2000 and describes the rescue of part of the CIWL's Spanish car fleet. AZAFT "evacuated" many CIWL carriages between 1992 and 1998. These had been stored for decades by the AZAFT in various places, including Canfranc, and a few had also been reconditioned for special use. The cars were removed from Canfranc two years ago to be refurbished and exhibited in a museum or to be put back into service: <https://www.wagonslits.de/phpbb2/viewtopic.php?p=13362#13362>

What Happened to the Spanish Sleeping Car Park?

From Oblivion to Hopeful Rescue

by Gérard de Santos

The Spanish fleet of the Compagnie Internationale des Wagons-Lits - the Compañía Internacional de Coches-Camas d'Outre-Pyrénées - was for a long time its most beautiful sample of equipment. Sleeping cars, dining cars, converted old Pullman saloons, vans, from series built well before the last war, were still running in the 1980s, alongside much more recent vehicles. Gérard de Santos, who had already told us the story of the Bérroa family, which was closely linked to the operation of the Irun and Aravaca workshops (Chemins de Fer No. 401, 1990/2), this time evokes the fate of the cars, and the hoped-for rescue of some of the units.

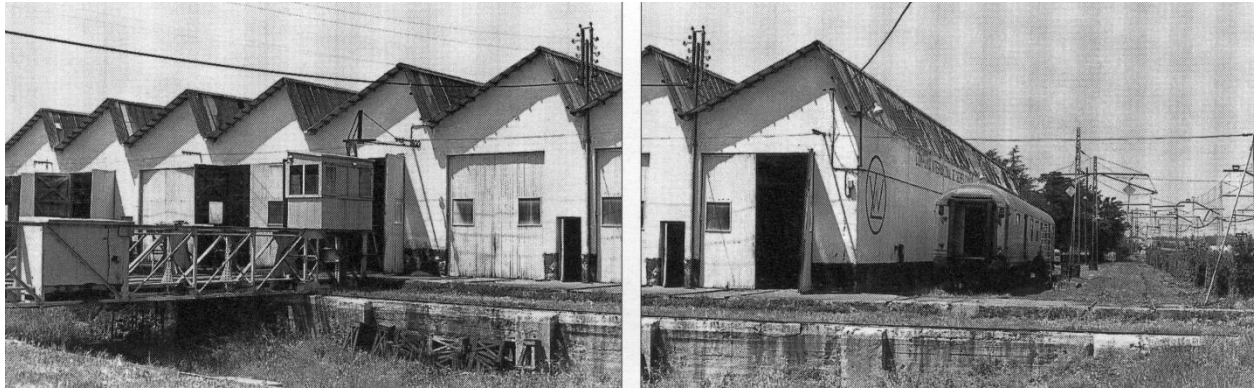


For those who are interested in the history of the rolling stock of the Compagnie Internationale des Wagons-Lits and the Grands Express Européens, a visit to one of the workshops responsible for maintaining or repairing the prestigious sleeping cars, restaurants, saloons and other vans is an opportunity not to be missed. When, moreover, it is a question of facilities located in Spain, a country traditionally rich in coches (carriages) of various series, the greatest interest joins the joy of discovery.

Il y a dix ans à Aravaca - Ten years ago in Aravaca

This is what the author of this text experienced in the past. Thanks to the kindness and understanding of Manuel Berroa, technical director of the Spanish fleet, and his brother Emilio, head of the workshops, he was able to visit the workshops in Irun, in the Basque Country, opposite Hendaye, and in Aravaca, near Madrid, in 1985, 1987 and 1998. The Irun workshops, literally squeezed into the RENFE facilities, did not have enough space to accommodate many cars at a time. Therefore, only a few units were being maintained, repaired or renovated. This was not the case in Aravaca, a small town located away from Madrid, on the Avila line (la linea del Norte), in a rural setting.

The establishment comprised various small buildings and a larger one for repairs, with seven entrances served by a ferry bridge about 30 m long. On either side of this parking lot: a large one, on the Madrid side (Principe Pio station), with 26 lanes, and a small one, on the Avila side, limited to 9 lanes. Each lane of the large carriage park could accommodate at least two cars, even the longest (such as the T2 sleeping cars: 26.40 m). As for the small one, three cars could fit on each of its lanes. At the time of our last visit, on 12 June 1989, there was still room here and there, despite the presence of the 65 coaches listed. It is these numbers that our readers will discover in the following list. They will easily imagine the nostalgia that invaded us while running through these places, haunted in a way, by these old servants of the railways, now immobile and abandoned. After the decay, many will know the torch of the scrap merchants, before the definitive closing of Aravaca in the course of 1992. But others, as we shall see, would have a better and unexpected fate, even after the irremediable closure of Irun in 1995



In June 1989 at the CIWL workshops in Aravaca near Madrid. View of the main maintenance and repair building, whose covered tracks were served by a ferry. The site was located along the Madrid to Avila line, close to the TALGO workshops. Note, on the right, the Spanish Post Office van being serviced.



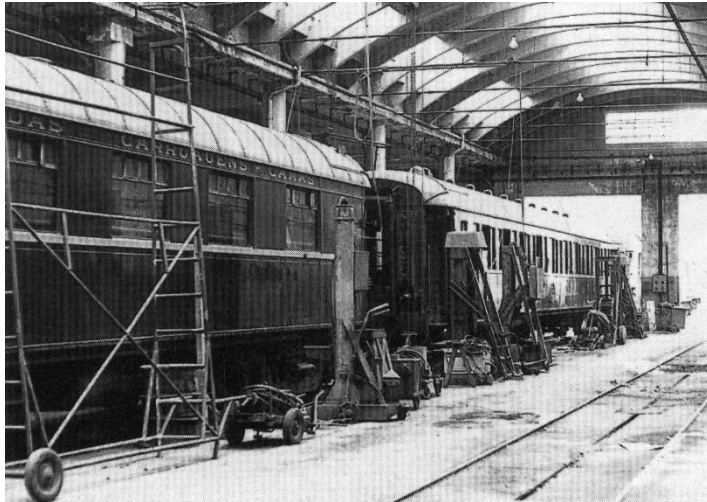
The Aravaca CIWL equipment parking area.

L'Intervention de l'AZAFT - The AZAFT Intervention

As time went by and the damage increased, what was to become of these pre-war cars, these S4s, LXs or ex-Pullman restaurants that we had seen parked in Aravaca in 1989?

In 1990, having decided to get rid of them, the CIWL undertook a vast demolition operation, which mainly affected vehicles in poor general condition or which had been involved in accidents. Over the months, some thirty cars fell prey to the torches. It was at the beginning of 1991 that an association, AZAFT (1), became interested in the preservation of certain cars. It obtained from Mr Berroa, the technical director, a list of equipment to be demolished or to be decided upon because of their historical interest. Some of these vehicles had indeed travelled on many European networks during their career. The association did not want to neglect the opportunity to preserve the notable parts, some members even wishing to recover them entirely!

It therefore decided, without delay, to approach the CIWL: various contacts were made with the Spanish Division in Madrid. At that time, the CIWL did not yet wish to part with its old fleet. But it was still faced with the difficult problem of keeping and parking its old servants. In addition, many of the company's executives, especially the older ones - and in particular the "Berroa-Lits" family (2) - wanted to avoid demolition at a later date.



In 1985, equipment being overhauled at the CIWL workshops in Irun, dining car 4078 (foreground) and sleeping car LX 3501.



What remains of these workshops in 1998, three years after their closure. The RENFE locomotive sheds are in the background

Several months after the first scrappings, the CIWL decided to free the Aravaca site entirely by the end of 1992. This meant the definitive closure of the workshops and the transfer of maintenance and repairs to Irun, in the Basque Country (3), or secondarily to Santa Catalina (RENFE annex in Madrid). This also meant that the remaining old units had to be moved quickly and a new location found. One solution was to transfer them to Irun, but this formula posed two major problems: the lack of space for the new arrivals, and the difficulty of transporting them via the RENFE tracks. In fact, the poor technical condition of the running gear (bogies, brakes) was obvious, and this had to be remedied before any circulation, with the expenses that this could entail. For reasons of efficiency, it was envisaged to limit the number of cars to be transferred, or even to transport to Irun, by truck, at least two cars considered more valuable than the others (4). If no solution was found for the rest of the lot, it would have been forced to be scrapped on the spot, like the cars already sacrificed. The worst case scenario.

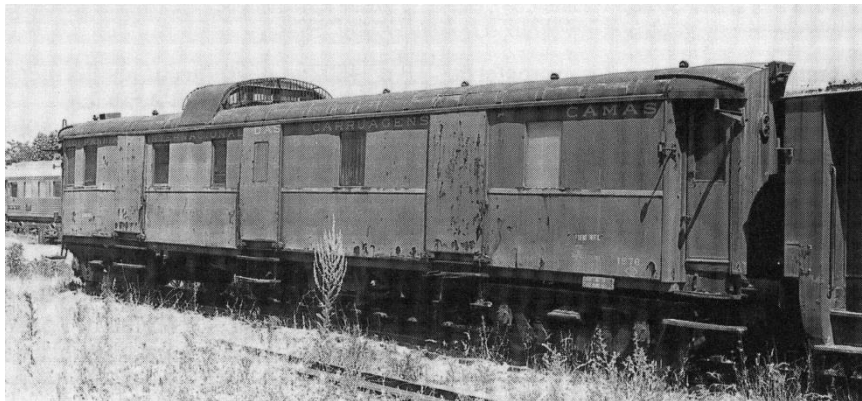
Le plan de sauvetage - The rescue plan

Two problems mentioned above. As regards the lack of space, it proposed to park the remaining cars at Canfranc, on the French-Spanish border, on the Pau-Zaragoza line. From the point of view of transfers, the members of the association, with their technical knowledge, would devote themselves and undertake the necessary repairs. In exchange for this, after agreement between the parties, an agreement was signed between the CIWL and the Provincial Council of Zaragoza. It stipulated that the rolling stock was

authorised to be stationed in the province of Aragon, while being entrusted to the safekeeping of the AZAFT (for minimum maintenance, surveillance and possible use). However, it remained the property of the CIWL.



Lisboa-Santa Apolonia station, 24 May 1985. On that day, the Lusitania Express from Madrid was reinforced with sleeping car 3368 (S4). Two of its 'sisters' (3361 and 3372), built by Metropolitan Carriage in Birmingham, have been preserved by AZAFT.



Seen in Aravaca in June 1989, the CIWL 1276 van now protected by AZAFT.

What remained was to carry out the transfers, a particularly delicate point. After many negotiations, conducted with the agreement of the Wagons-Lits management in Paris, the technical problems were addressed. After several years of immobilisation in the open air, often without any maintenance, the historic coaches required a certain number of special interventions, in particular on the running, impact and traction components, not forgetting the brake equipment, which had been badly affected by the ravages of time. Given their number, originally about fifteen units, the recovered cars had to be transported in four batches after various repairs. To reinforce the braking of the compositions, it was decided to interpose between the 'relics' to be transferred some recent P-type sleeping cars, in much better mechanical condition. This measure saved them from demolition!

What remained was to carry out the transfers, a particularly delicate point. After many negotiations, conducted with the agreement of the Wagons-Lits management in Paris, the technical problems were addressed. After several years of immobilisation in the open air, often without any maintenance, the historic coaches required a certain number of special interventions, in particular on the running, impact and traction components, not forgetting the brake equipment, which had been badly affected by the ravages of time.



A 1992 'Estrella', the Seville - Bilbao, seen between Medina del Campo and its terminus. The various liveries of the sleeping cars (blue CIWL style, white "largo recorrido"), not to mention the brown and cream "estrella" livery worn by a sleeping car (unless it is a 26x sleeping car), show RENFE's hesitations about the colours to be adopted for its night equipment.

Safeguard. The AZAFT could be proud of having been able to prolong the life of Aravaca's interesting "ancestors". This was despite some sacrifices, such as the restaurant coach that could not be used at all. Its interior installations and some equipment were nevertheless dismantled for future use. This was a good idea, as it allowed the restoration of a similar car, owned by the association, which had been burnt down by vandals while it was being refurbished (5), to be completed. Also among the sacrificed were the P-type sleeping cars, which were left unused and were to be scrapped.



At Canfranc, Bruno Legouest climbed up to the top of a window in one of the closed goods halls and spotted two parked CIWL cars: dining car 3581 (which do not appear in the list of cars kept by the AZAFT) and sleeping car type P 4506.

Une préservation confirmée et amplifié - Preservation confirmed and amplified

In 1995, two years after these significant events, the CIWL decided to close its Irun workshops and sell its entire existing fleet. From then on, it would only keep its accompanying activities (sleeping car attendants) on the Spanish network, as well as the catering service on board certain national trains.

The AZAFT, soon alerted, undertook negotiations with the Company without delay. They resulted, in 1996, in the purchase of an interesting lot: 2 dining cars, including the 2745, sister of the 2747 already owned by the association, and the 4104, a sleeping car S4U, n° 3361, with beautiful inlays, six sleeping cars LX, the sleeping car P n° 4508, and finally a fourgon - van, the F 1276.

Thanks to the efforts and understanding of those involved in this rescue, it has been possible to preserve and reunite one of the most beautiful collections of railway museum pieces. Some of them will undoubtedly be used again in the future. But in the meantime all of them will have to be completely restored.

Let us hope that, little by little, amateur volunteers, with the collaboration of public bodies, institutions or private companies, will succeed in renovating these railway jewels. Witnesses of a bygone era, they are still greatly admired and appreciated today.

Will we soon see new trains made up of camas, restaurantes or Pullman coaches on the most beautiful lines of the Iberian Peninsula? This is what this happy rescue, jointly achieved by the AZAFT and the CIWL, already suggests.

Notes:

- (1) Asociana zaragozana de los amigos del ferrocarril y de los tranvías (Zaragoza Association of Friends of Railways and Trams) Based in Zaragoza, this association has a very interesting fleet of motor and trailer equipment (see box p).
- (2) Many members of the Berroa family, belonging to several generations, were part of the staff of the Compañia Internacional de Coches-Camas. See Chemins de Fer No. 401.
- (3) At that time, only the sleeping cars of types YF and T2, belonging to the CIWL, remained in service. Maintenance was carried out by the Irun and Aravaca workshops. The dining cars, on the other hand, were hardly used since the end of the 1980s, due to less interest from customers and competition from the much newer RENFE vehicles.
- (4) As far as we know, it was Pullman No. 4165 and its "cousin", the restaurant car No. 2745, that were involved.
- (5) It is most probably the restaurant, ex-lounge, n° 2737 that we saw in June 1989. Indeed, the body and bogies were already in very poor condition, and this example, whose interior was better preserved, deserved to be recovered, seemed to be the right place to provide restoration material for no. 2736. The two cars are part of the 2737 to 2746 series, built by the Lorraine company in Lunéville in 1926 to run the French Sud-Express route.

The paragraph above **the notes that start** 'par ailleurs' reads 'In addition, on the same day, but this time in the Madrid-Pio station, five restaurant cars were decked out together, in good condition.

Notes pour éclaircir certains points de cet inventaire - Notes to clarify some points in this inventory

On 12 June, we counted some 65 units in the garage, including 58 sleeping cars, 5 restaurants, 1 Pullman and 1 van, plus 3 modern sleeping cars undergoing maintenance in the workshops (a)

Condition of cars. On the whole, the cars parked in the open air in Aravaca were in a rather poor external condition, some of them even in a very bad condition. Some of them had even been partially cannibalised in order to repair equipment that was still in commercial service. Almost all of them showed evidence of having been immobilised for a long time. Twelve of them were based on traditional PP (Pennsylvania) bogies with oil boxes, the other with SKF roller boxes, proof of a singular intervention by the workshops. It was not possible to really appreciate the condition of the compartments, corridors, dining rooms or kitchens of the vehicles. Some of the interiors nevertheless appeared to be relatively well preserved. Pullman 4165 disappeared under a gigantic protective tarpaulin, having always been considered "the most precious relic of the Aravaca collection".

Les S3K. The inventory shows that there were still 4 S3K sleeping cars, formerly S2, with a small cafeteria. The S2 sleeping cars, originally equipped with 12 double cabins, were redesigned as S3Ks by the Irun workshops in 1961. Three compartments at the edge of the car body were replaced by a kitchen and a bar. The 9 remaining cabins were refurbished to a total of 13 beds. According to our estimate, at least 9 S3K sleeping cars, from 5 different series, were put into service. The last ones reformed on 1 July 1962 were numbered 2698, 2848, 2851 and 2890.

Les S4U. There were also the S4U sleeping cars in the 3361 to 3380 series, in fact about fifteen delivered especially for Spain. Cars in this series started to operate on 20 July 1943 and then regularly operated the Madrid - Lisbon service of the Lusitania Express. Car no. 3369 is notable for having been practically rebuilt by the will of a remarkable man, Manuel Berroa-Maiz, then head of the Irun workshops and founder of a veritable rail dynasty within the CIWL. The 3369 in question, very badly damaged during the Spanish Civil War (1936-1939) while stationed in Aravaca awaiting repair, should have been scrapped.

In addition to this prestigious fleet, some of which is used occasionally (tourist trains) or for commemorative purposes, there are also 5 miscellaneous passengers, 4 locomotives, a motor coach and a diesel locomotive. The locomotives are as follows:

- 130 with a separate tender, constructed by Baldwin (USA) in 1920, called Aragon
- 242T, constructed in Germany by Jung in 1953, baptised Escatron
- BB 1005, constructed for The Spanish State (Transpyrénéen Orientale) by CAF and CEF Tarbes in 1927 (type BB Midi)
- CC 7702, constructed by English Electric/ Vulcan Foundry starting in 1952

It took a lot of faith, willpower and work by Don Manuel and his team to save it from a sad fate and to give it a new lease of life. In 1946, when it was put back into service, a plaque commemorating the event was placed in the corridor (later removed during renovation work). Sleeping car 3370 was not among the units counted, as it has been sitting in the car park of the Fuentarabia regional airport, near Irun, for some years (and we saw it again in May 1998). It has been stripped of its partitions and fitted with a counter and has been transformed into a bar.

LES VIEILLES GLOIRES D'ARAVACA

Tableau n° 1

Inventaire du matériel CIWL garé aux ateliers (en plein air), en date du 12 juin 1989

Voitures-lits

- n° 2698, type ST puis S3K (cafétéria), série 2695 à 2699, construite par Savigliano à Turin en 1926,
- n° 2848 et 2850, type S2 puis S3K (cafétéria), série 2842 à 2851, construite par Breda à Milan en 1926,
- n° 2890, type S2 puis S3K (cafétéria), série 2882 à 2891, construite par Miani à Milan en 1926,
- n° 2922, 2923 et 2932, type S1, série 2918 à 2932, construite par Birmingham Railway Carriage & Waggon à Smethwick en 1926 (par la suite, mise au type S3, puis ST),
- n° 2933, 2935, 2941 et 2942, type S1 puis S3, série 2933 à 2942, construite par Metropolitan Carriage à Birmingham en 1926,
- n° 2945, 2946, 2950, 2954, 2956 et 2958, type S1 puis S3, série 2943 à 2967, construite par Credé à Cassel en 1926-27,
- n° 3361, 3362, 3364, 3365, 3366, 3368, 3369, 3371, 3372, 3373, 3374, 3375, 3377, 3379, 3380, type S4, série 3361 à 3380, construite par Metropolitan à Birmingham en 1928,
- n° 3461, type S1 puis S3, série 3456 à 3465, construite par Simmering à Graz en 1930,
- n° 3479, type LX, série 3466 à 3495, construite par Metropolitan à Birmingham en 1928-29,
- n° 3496, 3500, 3505, 3512, 3515, 3520, 3522, 3526, 3527, 3534, 3536, 3538, 3545 et 3546, type LX, série 3496 à 3555, construite par Entreprises Industrielles Charentaises à Aytré en 1928/29,
- n° 4502, 4503, 4505, 4506, 4508, 4509, 4510, 4515 et 4516, type P, avec caisse en acier inoxydable, série 4501 à 4525, construite par Nivelles SA à Nivelles en 1955,
- n° 4653, type YF, série 4641 à 4668, construite par Material Movil à Saragosse en 1963-65.

Voitures-restaurants et Pullman

- n° 2737, ex-salon-Pullman, série 2737 à 2742, construite par Société Lorraine à Lunéville en 1926,
- n° 2747, ex-salon-Pullman, série 2743 à 2748, même constructeur que ci-dessus, 1926,
- n° 3581, série 3578 à 3587, construite par Entreprises Industrielles Charentaises à Aytré en 1928,
- n° 4066, ex-Pullman, série 4066 à 4080, construite par Leeds Forge à Leeds en 1926,
- n° 4101, ex-Pullman *Etoile du Nord*, série 4091 à 4110, construite par Birmingham à Smethwick en 1927,
- n° 4165, série 4165 à 4170, construite par Carde y Escoriaza à Saragosse en 1929-30, voiture Pullman à caisse en bois.

Fourgon

- n° 1276, série 1263 à 1276, construite par Metropolitan à Birmingham en 1928-29.

Outre ce matériel garé, trois voitures-lits de la CIWL se trouvaient en entretien ou réparation :

- n° 4645 et 4668, type YF, série 4641 à 4668, citée plus haut, et
- n° 5305, type T2, série 5301 à 5320, construite par CAF à Beasain en 1977-79.

Une voiture postale espagnole se trouvait également en atelier, en réparation complète.

Par ailleurs, le même jour mais cette fois dans la gare de Madrid-Principe Pio, cinq voitures-restaurants se trouvaient garées ensemble, en bon état :

- n° 3396, série 3391 à 3405, construite par Metropolitan à Birmingham en 1929,
- n° 3565, 3567 et 3568, série 3562 à 3569, construite par Naval à Bilbao en 1930,
- n° 3578, série 3578 à 3587, construite par Entreprises Industrielles Charentaises à Aytré en 1928.

The vehicles parked at 12 June 1989 in Aravaca

Les LX. Amongst the cars identified and counted were the 15 type LX sleeping cars, one of the most prestigious of the Company, introduced in the country of Cervantes from the 1960s and partly modernised over the years. For example, from the 1960-70 period, some units were equipped with UIC rubber bellows boxes, replacing the traditional intercommunication bellows (n° 3500, 3520, 3526, 3545). Others had their end platforms completely rebuilt, and UIC rubber bellows were also fitted. This gave them a slightly more contemporary look (nos. 3500, 3520, 3527, 3546 (b)). While all the observed 3505 and 3545 cars had oil boxes, 3522 had modernised PP bogies (the usual leaf springs or clamps being replaced by good sized dampers). On the other hand, these various LXs looked pretty good, with the exception of 3534, which was in very poor condition.

It should be noted that although many of the LXs present had been withdrawn from commercial service many years ago, notably at the time of the inventory of 1 July 1982, some were still running in the 1986-87 winter timetable, such as Nos. 3520, 3522, 3536 and 3545. To these four we must also add, included in the same 1986-87 rotation, 3490, 3501, 3507, 3510, 3518 and 3547. This last car, reformed at the end

of 1987, will be chosen with other LX (n° 3502, 3506, 3511 and 3541) to be assigned, after complex renovation, to the luxury train Al Andalus.

LE MATERIEL CIWL CONSERVÉ PAR L'AZAFT

Tableau 2

Liste établie en 1998.

* désigne les voitures confiées à l'AZAFT par le Musée ferroviaire de Madrid-Delicias,

** désigne les voitures confiées à l'AZAFT mais restant propriété de la CIWL.

Les voitures sans repère sont propriété de l'Association.

Voitures-lits

- n° 3361, 3372**, type S4U, série 3361 à 3380, construites par Metropolitan Carriage à Birmingham en 1928,
- n° 3490, type LX, série 3466 à 3495, construite également par Metropolitan, mais en 1929,
- n° 3500, 3510, 3520, 3522, 3536 et 3545**, type LX série 3496 à 3555, construite par Entreprises Industrielles Charentaises à Aytré en 1929,
- n° 4508, type P, caisse en inox, série 4501 à 4525, construite par Nivelles SA à Nivelles en 1955.

Voitures-restaurants

- n° 2739, 2745, 2747*, ex-salons Pullman série 2737 à 2748, construite par Société Lorraine à Lunéville en 1926,
- n° 3396*, série 3391 à 3405, construite par Metropolitan en 1929,
- n° 3565*, 3567*, 3569*, série 3562 à 3569, construite par Naval à Bilbao en 1930 (la 3569 sert de cafétéria au Musée ferroviaire de Madrid-Delicias),
- n° 3578*, série 3578 à 3587, construite par Entreprises Industrielles Charentaises à Aytré en 1928,
- n° 4101, ex-Pullman *Etoile du Nord*, série 4091 à 4110, construite par Birmingham Railway Carriage & Waggon à Smethwick en 1927,
- n° 4165**, Pullman à caisse en bois, série 4165 à 4170, construite par Carde y Escoriaza à Saragosse en 1930.

Fourgons

- n° 1276, fourgon à bagages série 1263 à 1276, construite par Metropolitan en 1928-29,
- n° 1296**, fourgon à bagages série 1277 à 1296, du même constructeur (1929).

Outre ce parc prestigieux, dont une partie circule occasionnellement (trains touristiques ou de commémoration), il convient d'ajouter 5 voitures voyageurs diverses, ainsi que 4 locomotives, une automotrice et un locotracteur diesel. Les locomotives sont les suivantes :

- 130 à tender séparé, construite par Baldwin (USA) en 1920, nommée *Aragon*,
- 242T, construite en Allemagne par Jung en 1953, baptisée *Escatron*,
- BB 1005, construite pour l'Etat espagnol (Transpyrénéen oriental) par CAF et CEF Tarbes en 1927 (type BB Midi),
- CC 7702, construite par English Electric / Vulcan Foundry à partir de 1952.

CIWL carriages that have been or are to be conserved by the AZAFT. The AZAFT does not own all of them, but the cars are entrusted to it for maintenance and restoration.

Les **P**. For the stainless steel-bodied P-type sleeping cars, the set, with the exception of the damaged 4505s, had an average exterior appearance. The 4503 and 4516 were based on the modernized PP bogies already mentioned. The other 7 kept the Minden-Deutz wide gauge bogies that replaced the original N-type WL bogies (Schlieren) in Spain. It should be remembered that of the 25 sleeping cars built by Nivelles in 1955-56, series 4501 to 4525, only the first 20 were assigned to the Spanish fleet in 1970-71. At the winter service on 28 September 1986, there were still 08 units on the roster. Missing were 4505, which had crashed shortly before, and 4518, which was seriously damaged by fire in 1980.

Restaurants et Pullman.

The single Pullman No. 4165 with typical wooden body, as well as the restaurant (ex-Pullman 4066), had retained their original bogies with oil boxes. Restaurant 2737 (ex-Pullman lounge) was in very poor condition externally. But the AZAFT was able to recover part of its interior equipment in order to refurbish 2739, of the same series, already owned by the association. Concerning the 5 dining cars parked on June 12 at Principe Pio, let us point out that n° 3396, 3565 and 3567 each had UIC bellows boxes, compatible of course with the original bellows of their neighbours.

Lx et S4U the last pre-war coaches in regular service. In the chapter on old equipment that was still in regular train service a dozen years ago. To the LX sleeping cars listed above should be added a group of S4Us. According to the table provided by the Aravaca workshops, as at 28 September 1986, there were still numbers 3362, 3363, 3365, 3366, 3369, 3370, 3373, 3374, 3375, 3377, 3379 and 3380, i.e. 13 cars generally used as back-up or reserve.

(a) A few foreign elements of the CIWL also caught the eye. Two large vans from the Spanish postal service were being serviced and repaired under a contract concluded in the spring of 1968. This was a measure to increase the workload of the workshops, which had been adversely affected by the reduction in the services provided by the CIWL equipment.

(b) It is known that at least the Lx sleeping cars Nos. 3528 and 3535 also benefited from this improvement. The excellent book by Javier Aranguren on the Spanish and Portuguese CIWL series of coaches is worth consulting. *Coches-camas, restaurantes y salones en los ferrocarriles de am península Iberica* (published in December 1996).

The 1954 Budapest Agreements on the Delimitation of the Services of the Service Companies CIWL and DSG

by Armin Gärtner

Negotiations between CIWL and DB and DSG in the early 1950s

Negotiations between the Administrative Council as the organ of the Economic Council of the Western Zones and CIWL had been going on since about 1948. In September 1949, the Deutsche Reichsbahn in the western zones was renamed "Deutsche Bundesbahn" (DB). The Deutsche Schlafwagen und Speisewagen Gesellschaft (DSG) was already founded in Hamburg on 25 January 1949, but did not start operations until 1 April 1950. It is not clear from the available documents to what extent the DR or the MITROPA Direktion West were already involved in these negotiations. However, it can be assumed that after the founding of the Federal Republic of Germany and the founding of the DB or the start of operations of the DSG, both companies took part in the negotiations with the CIWL.

The following documents are available in the historical archives of the Swiss Federal Railways (SBB-CFF) and are listed chronologically and then explained. They provide an insight into the development of the negotiations in the early 1950s.

No.	Date	Sender	Recipient	Content
	January 1953	DB-DSG	CIWL	Draft agreement DSG-CIWL on management of WR in three trains

A draft agreement between the CIWL and the DSG on the delimitation of interests in cross-border train movements (only concerned dining cars) is available dated January 1953. Apparently, DB had presented the proposal to the participating railways, but according to the French text, it was not discussed.

The draft also allows the conclusion that there may have been concrete negotiations between the two companies in 1952 regarding some dining car courses. According to this draft, DSG was to operate the following trains on its entire run with its own cars as of the timetable change in May 1953:

- Rheingold-Express

- Rheinpfail
- Rhein-Main-Express

For this purpose, DSG was to pay CIWL DM amounts - not entered in the draft - for each train run in each direction.

In the absence of further documents, it can only be assumed that the railways involved, such as the Netherlands State Railways (NS), rejected this proposal with regard to the Rheingold Express originating in Amsterdam.

As further evaluated documents show, the DB president at the time, Prof. Frohne, made intensive efforts to revise the CIWL's "exclusivity contracts". However, it took until the summer timetable of 1955 for the DB or DSG to be able to offer the following in three international trains

- Rheingold-Express
- Loreley-Express
- and Holland-Scandinavia-Express

were able to replace the CIWL dining cars with DSG cars. There was definitely resistance from the NS but also from the Schweizerische Speisewagen-Gesellschaft (SSG) against the efforts of DB/DSG.

	7. March 1953	CIWL	DB HVB	Proposed amendment by the CIWL to a minute of 24 February concerning a meeting on 4 February 1953.
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In a letter dated 7 March 1953, Mr Scheehl, CIWL Directorate Frankfurt/Main and apparently responsible for the contracts with DB and DSG, asked for an amendment to a minute of 24 February 1953 concerning the meeting of 4 February 1953 between DB and CIWL Director General René Margot-Noblemaire:

"In the negotiations with Deutsche Bundesbahn which preceded several times, Mr. General Director MARGOT-NOBLEMAIRE never used the expression "in need of revision". Right at the beginning of the negotiations with Deutsche Bundesbahn, he proposed replacing the agreements reached with the military occupying powers [which, from DB's point of view, were described as exclusive contracts or command contracts] with a contract to be concluded with Deutsche Bundesbahn directly on a commercial basis."

The protocol of 24 February 1953 should therefore be amended at the request of the CIWL as follows:

"Mr. MARGOT-NOBLEMAIRE replied that the I.S.G. [Editors Note: Abbreviation of the German CIWL designation "Internationale Eisenbahn Schlafwagen Gesellschaft"] had informed the Dutch Railways that they were prepared to replace the agreements made in Germany after the war with the occupying powers by a contract of long duration to be concluded directly with the German Federal Railways on a commercial basis. This contract would have to resolve in a satisfactory manner all questions pending between I.S.G. and D.B., in particular that of the amount of the sleeping car surcharges."

The letter proves that the exclusivity/command contracts were indeed an issue in the multiple discussions between CIWL and DB. CIWL was obviously aware that without an amendment of these contracts or - as proposed by CIWL - of a new commercial contract to be concluded with DB, no fruitful cooperation or reconciliation of interests between CIWL, DB and DSG could be achieved.

With this proposal, the CIWL was already clearly accommodating DB at the beginning of 1953.

As the preserved protocol of a conversation between DSG (managing director Karl Mutz) and CIWL (Messrs Mareschal and Scheehl) on 22 April 1954 in Paris also shows, there were apparently independent negotiations and levels of talks between CIWL - DB on the one hand and CIWL - DSG on the other.

The available documents, which are not complete, allow the conclusion that DB was concerned overall with amending or redrafting the contracts with CIWL, while DSG negotiated concrete questions about the future routing of sleeping cars and dining cars to neighbouring countries. It can be assumed that DB and DSG informed and coordinated each other regarding the negotiations with CIWL. As stated in the document of 22 July 1954 - Meeting CIWL, SSG and SBB-CFF - the participants clearly saw that DSG - at least with regard to Switzerland - was attempting to fundamentally restore the scope of action of pre-war MITROPA.

	12 März 1953	DB Prof. Frohne	General Director Dr Schwind of the SBB-CFF	Letter regarding dining cars and relationship DSG-CIWL, Basic questions for DB - CIWL and DSG
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Prof. Frohne sent a letter to Dr. Gschwind of the SBB-CFF on 12 March 1953 with a copy of his letter to Mr. den Hollander of the NS. The letter to the NS shows very clearly how much Prof. Frohne or the DB tried to change or redesign the CIWL "exclusivity contracts" of 1945 and 1946, which were perceived as "discriminatory". Mr. den Hollander or the NS apparently had major reservations or great reluctance to accommodate the DB or the DSG with regard to the transnational use of sleeping cars and dining cars. Incidentally, this also applied to the British Railways (BR), which supported the NS position. Certainly the German occupation of the Netherlands from 1939 to 1945 had a lasting effect on the NS and their representatives, so that their willingness to accommodate the DB/DSG was not very pronounced.

Prof. Frohne, in his letter sent to Dr. Gschwind (SBB-CFF) and copied to Mr. Armand (SNCF) and to Mr. den Hollander (NS), specifically addressed the issue of the servicing of cross-border sleeper and dining car runs by the sleeper and dining car companies operating in the Central European area:

"After the Second World War, the Compagnie Internationale des Wagon-Lits, at a time when the Deutsche Reichsbahn of the western occupation zone and the Deutsche Schlafwagen- und Speisewagen-Gesellschaft as the successor to MITROPA were legally and actually hindered in their ability to act, concluded contracts with most of the states bordering on West Germany. These contracts were to run for 25 years and grant the CIWL the exclusive right to operate sleeping and dining cars on the lines of the contracting parties. Any interests of the Deutsche Reichsbahn/Bundesbahn and the DSG are not included in these contracts.

My attempts, which I have been making for years, to change this preferential position of the CIWL, which discriminates against the Deutsche Bundesbahn and the Deutsche Schlafwagen- und Speisewagen-Gesellschaft, in a way that corresponds to today's conditions, through negotiations with the CIWL and individual railway administrations, have remained unsuccessful.

After some encouraging preliminary discussions between the Director General of CIWL, Mr. Margot-Noblemaire and myself, meetings took place - as I have already informed you - on 17.1.1953 in Brussels and on 4.2.1953 in Frankfurt (Main) with the aim of finding a demarcation of the spheres of interest of both sleeping car and dining car companies. In these meetings, the CIWL did not see itself in a position to recognise the moderate demand raised by the German side for an appropriate participation of DSG in cross-border traffic with the countries bordering on Germany, although the solution I initially proposed would have meant a strong limitation of DSG's claims compared to the contractual delimitation of interests of 1925. The CIWL's objection was essentially based on the exclusivity agreements of 1945 and 1946 and combined with the remark that the CIWL's contractual partners wished to adhere to these agreements".

In his letter, Frohne alluded to the negotiations of the CIWL with the DR and MITROPA in 1925, which led to the conclusion of a contract between the CIWL and MITROPA on 23 April 1925. On the one hand, this regulated the demarcation of the car runs of both companies and, on the other hand, regulated the return or whereabouts of car material requisitioned by the German Reich in 1916, when MITROPA was founded.

The abolition or at least the modification of the "exclusivity agreements" in the sense of the DB and DSG was obviously very important for Prof. Frohne during his term of office. He argued both with the "Europeanisation" of the railways in view of the growing competitive pressure from cars and planes, but also with the more recent developments of multiple unit trains with integrated dining room or built-in bed compartments (DSG articulated train VT 10.5). He pointed out the problems of service in such cross-border railcars, where a dining or sleeping car could not be removed or relocated at the border, as is the case with classic coach trains.

Prof. Frohne used his letter to solicit support from Dr. Gschwind (SBB-CFF), but also from the other interlocutors, to whom he sent a copy of the letter. He emphasised once again that the CIWL's negative attitude, in his view, would be a serious obstacle to solving future joint railway problems. He justified this by saying that adherence to the discriminatory set of contracts of exclusivity [sic] could not remain without effect on the willingness of the German Federal Railways to cooperate internationally without preconditions and with joy.

Prof. Frohne did not say a word in his letter about the events of the German occupation of the neighbouring countries and the behaviour of MITROPA towards CIWL before the end of the war in 1945, which, in the event of a German victory in Europe, would have resulted in the complete integration of CIWL into German MITROPA. It can be assumed that the wartime events and MITROPA's plans regarding CIWL understandably strongly influenced the attitude of the railways in Germany's western neighbouring states and at CIWL towards the wishes of DB and DSG.

Therefore, Prof. Frohne suggested in his letter to Dr. Gschwind to raise the issue at the next meeting of the Bureau des Affaires Communes (BAC) of the UIC or to put it on the agenda. He further suggested that a committee be formed, with two staff members from each of the railway administrations involved, to work on the following tasks/topics:

"1) Revision of the basic principles of European through passenger transport, taking into account the development of modern vehicle construction and paying particular attention to the competitive situation vis-à-vis the airlines.

2) to draw up guidelines on the performance of sleeping and dining car services in these international runs, and

3) issuing a recommendation on the resolution of disputed individual cases.

On both points, the sleeper and dining car companies involved could be heard as experts if necessary".

Prof. Frohne proceeded very skilfully overall by communicating with the presidents or general directors of the railways in the neighbouring countries to the west on a personal level and trying to win them over to his ideas. In the end, he succeeded in having not only the CIWL and the DSG draw up a first draft for a mutual delimitation of interests in Paris on 22 April 1954, but these arrangements were apparently also accepted by the railways of the neighbouring states such as the NS. Prof. Frohne also managed to have these agreements between CIWL and DSG recorded and agreed in the so-called Budapest Treaty of 15 October 1954. With this contract, he had achieved his essential goal of having the CIWL's exclusivity contracts of 1945/1946 revised and DSG was once again able to run sleeping and dining cars to Holland, Switzerland and Austria, albeit still to a limited extent.

	12 March 1953	DB Prof. Frohne	President den Hollander (NS)	Letter regarding dining cars and DSG-CIWL relationship
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On 12 March 1953, Prof. Frohne wrote a revealing letter to the Director General - President of the Dutch Railways, Mr den Hollander.

In this letter Frohne mentioned a draft contract for the regulation of relations between DSG and CIWL, which unfortunately is not currently available.

In this letter to Mr den Hollander he also sent the protocol of a meeting with the CIWL in Brussels on 17 January 1953 and the protocol of the meeting in Frankfurt on 4 February 1953.

As the (few) documents available show, Prof. Frohne was very committed to reaching an agreement between DB or DSG and the CIWL as well as the other West German railways. He did not lose sight of his goal of revising or even abolishing the "exclusivity agreements". He also justified these activities by pointing out that dining and sleeping car services would provide important support for rail transport. This was increasingly important in view of the growing competition from private car and air transport.

In the letter, Prof Frohne also commented on the role of DSG:

"DSG is a subsidiary of Deutsche Bundesbahn. It is completely independent in its accounting and does not receive any subsidies from the DB or other state agencies. DSG has to procure, set up and maintain all the rolling stock itself; it pays the Deutsche Bundesbahn a rate per km which is currently about 40% higher than the amount to be paid by ISG.

No net income has been generated to date. The operating surpluses are used to supplement and improve the rolling stock and for their equipment."

Frohne also explained the problem of different fares and rates between CIWL and DSG in the sleeper sector, the adjustment of which was very important to CIWL:

"The fare differences between ISG and DSG are relatively large. This is mainly explained by the fact that ISG's bed ticket price is a per km tariff, whereas DSG charges unit prices for one night without regard to the length of the route travelled; only for journeys over 600 km is a small surcharge levied. The current price differences between the two companies can be seen in the table in Appendix IV [editor's note: this appendix was not available]. Given the large differences, it is understandable that ISG repeatedly claims that DSG's prices are inadequate."

Prof. Frohne's letter to the Director General of the Dutch Railways and other (few) available documents suggest that the NS were apparently against an expansion of the activities of the German DSG and did not want to change the "exclusivity contracts" that the CIWL had also concluded with the Dutch Railways after 1945. Prof. Frohne's letter contains exactly this expectation, writing:

"I was - and still am - convinced that the railway administrations involved will give their consent to such an agreement and that in this way a certain modification of the "exclusivity contracts" can be achieved."

Prof. Frohne mentioned other interesting aspects regarding the CIWL in the letter. In 1948, the CIWL had apparently encouraged the DB (according to Prof. Frohne's original statement) to take over new shares in the CIWL and thus to acquire a stake in the company. The CIWL apparently justified this proposal with the fact that it was internationally active and that its wagon fleet needed to be renewed. It also held out the prospect of orders to the German wagon industry. Prof. Frohne wrote of the "DB", but in fact it was still the Deutsche Reichsbahn in 1948.

Furthermore, Prof. Frohne stated in the letter that the high bed ticket prices of the CIWL had caused many travellers in Germany to prefer to travel by plane or car to Switzerland, France and other Western European countries. This was also due to the fact that the sleeping cars that travelled to the border stations arrived there at such an inconvenient time that there was no sufficient night's rest or the important early morning connections were not reached.

Prof. Frohne complained that the CIWL, represented by Mr Margot-Noblemaire, repeatedly rejected the proposals made in the interest of all railways with reference to the exclusive agreements with the various states surrounding Germany.

Concerning the running of dining cars on the North-South trains

- Rheingold-Express
- Rheinpfail
- Rhein-Main-Express

he referred to complaints from German passengers, 80% of whom used the CIWL dining cars. These passengers had increasingly raised objections regarding the quality and prices of the food and drinks offered; these complaints had already led to several questions in the German Bundestag.

As early as November 1953, the CIWL or Mr. Margot-Noblemaire had apparently proposed to transfer the CIWL dining cars of these 3 trains to DSG in exchange for a "redevance kilométrique". Prof. Frohne proposed to apply this procedure also for sleeping cars in cross-border traffic.

In return for this arrangement, the CIWL wanted a certain increase in the German sleeping car prices in order to reduce the considerable price differences between the two companies.

In this regard, Prof. Frohne explained that DSG - with very great difficulty - had in the meantime implemented a price increase. Since 14 February 1953, it had been charging the bed ticket prices listed in Table 1 below.

class	distances	New price	Price so far
1. class	all	DM 35,--	DM 30,--
2. class	Up to 600 km	DM 18,--	DM 15,--
2. class	over 600 km	DM 20,--	DM 17,--
2. class per bed	Up to 600 km	DM 21,--	DM 17,50
2. class per bed	over 600 km	DM 24,--	DM 17,50
3. class		DM 12,--	DM 10,--

Table 1: DSG prices 1953 according to Prof. Frohne's letter of 12 March 1953

In the further text of the letter, Prof. Frohne clearly expressed his disappointment that the contract negotiations in Brussels on 17 January 1953 between CIWL and DSG had not led to a conclusion.

His letter to the NS or Mr den Hollander was aimed at softening the reticent attitude of the NS or the apparently existing resistance to an agreement between CIWL and DSG with an amendment of the "exclusivity contracts".

2 December 1953 in Paris

On 2 December 1953, there was a meeting in Paris between DB and DSG on the one hand and CIWL on the other, in order to clarify the fundamental questions of the relationship between them.

	24 February 1954	HV DB Prof. Frohne	Directorate General of the Dutch Railways	Annual timetable 1954/55 - Athens European Passenger Train Timetable Conference
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On 24 February 1954, the then President of DB, Prof. Frohne, wrote to the General Directorate of Dutch Railways regarding the provision of dining cars on the "Rheingold Express" and "Loreley Express" trains. DB had submitted a request to this effect at the European Passenger Train Timetable Conference (EFK) in Athens. DB had apparently applied to use dining cars from its subsidiary DSG on these trains in the 1954/1955 annual timetable. However, no agreement could be reached on this at the EFK in Athens. Presumably there were reservations and/or resistance on the part of the Dutch Railways.

For this reason, Prof. Frohne invited the NS General Management to Germany for 12 March 1954 to negotiate this issue. Interestingly, Frohne wrote regarding the CIWL:

"If, on the basis of the contracts with CIWL, of which we are not more closely acquainted, you consider it necessary for this company to participate, we would be happy to invite it as well and would ask you to inform us accordingly".

Why Frohne writes in this sentence about "contracts with CIWL of which we are not aware" leaves room for speculation. At the very least, it can be concluded that DB was not aware of the content of the contract between CIWL and NS.



Picture 1 shows the Loreley Express near Bingen ca. 1951 with a CIWL dining car (ex Flèche d'Or Pullman No. 4008 with, among others, Dutch inscription "Restauratierijtuig"), Photo: Ernst Below-DB, Coll. Oliver Strüber. In the negotiations, DB tried to get NS to agree to a change in the placement of a dining car from CIWL to DSG on the Rheingold Express.

4 March 1954	SBB-CFF Herr Gschwind ??	Director General of NS Mr D. J. Wansick	DSG dining cars in the Loreley, Rheingold and Holland-Scandinavia Express trains
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Dr. Gschwind informed the General Director of the NS, Mr. Wansick, in a letter dated 4 March 1954 *"that Prof. Frohne (DB) was prepared to waive for this time, but without wanting to commit himself for the future"*.

Dr. Gschwind obviously meant that Prof. Frohne had presumably waived the DB's wish or demand for 1954 to require the DSG to use dining cars on the trains mentioned, but kept this demand open for the future.

24 March 1954	NS Herr Wansick	General Director V. Uebeleis ÖBB	Relationship between DB and DSG/CIWL as well as the Rheingold, Loreley and Scandinavia-Holland Express.
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Mr Wansick referred to a meeting between DB/DSG and CIWL on 2 December 1953 concerning fundamental questions of the relationship between the two companies. He further referred to the position of CIWL dining cars in the through international day trains Rheingold-Express, Loreley-Express and Scandinavia-Holland-Express and described the situation of the state of affairs to the Director General of ÖBB Mr. V. Uebeleis:

"At the meeting in Athens (October 1953), at the request of DB, it had first been agreed that in the Scandinavia-Holland Express the CIWL dining car would be restricted to the Dutch Hoek van Holland-Oldenzaal route.

During the negotiations on the Rheingold and Loreley Expresses, DB then also requested that a DSG dining car be run on the Cologne-Basel route and that the CIWL dining car be restricted to the Hoek van Holland-Cologne route.

NS and British Railways did not agree to this and insisted that the status quo be maintained. (...) DB could not go along with this view and insisted on a change in the provision of the WR."

The DB pursued its course very stubbornly and published separate dining car runs in the draft timetables at the beginning of 1954 without these changes having been agreed by the international EFK or this request having been approved. The railways concerned were not enthusiastic about this approach by DB; NS and BR contacted the SBB-CFF as the managing administration of the RIC association. The latter then wrote to the DB, whereupon a conference was held in Cologne on 12 March 1954 between NS, BR, DB and the CIWL as well as the DSG, which was also attended by Mr Tribalhorn as a representative of the Managing Administration.

NS in particular took the view that, on the basis of the RIC statutes and in accordance with previous practice, the status quo would have to be maintained in certain cases if, as in the present case, unanimity was not achieved. DB, on the other hand, took the view that in the absence of unanimity, the previous agreements would lapse at the end of the current timetable year and an agreement would be required.

Wansick further wrote:

"However, in order to serve the spirit of cooperation which has hitherto been customary at the European Timetable Conference (EFK) and at the European Car Provision Conference (EWK), DB has declared itself willing, in the general interest of traffic, to withdraw its application for the 1954/55 timetable year and to agree to the continuation of the present situation, namely that CIWL will take over the WR provisions on the whole run in the three train pairs mentioned. For the timetable year 1955/56, DB would again submit

an application. DB hopes that by then it will be possible to find a basic solution that is fair to all parties by means of agreements between DB and CIWL and between DSG and CIWL."

Mr Wansick's letter as well as the other documents certainly indicate that the neighbouring railways such as NS did not necessarily want to accommodate DB and also wanted to retain the exclusive contracts. The reasons for these refusals were certainly also due to the Second World War, which had not yet lasted 10 years. It is all the more astonishing that DSG and CIWL were able to come to an agreement in accordance with the draft agreement of 22 April 1954 in Paris. This created the basis for the Budapest Treaty of 15 October 1954, which must ultimately have also received the approval of the neighbouring railways (even though no documents are currently available on this).

	24 March 1954	NS General Director Wansick	President of the SBB-CFF General Management Dr Gschwind	Letter concerning the relationship between DB and DSG/CIWL and dining cars in the Rheingold, Loreley and Scandinavia-Holland Express trains
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On 24 March 1954 D. J. Wansick (NS) continued to write to the President of the General Management of SBB-CFF Dr. Gschwind regarding the relationship between DB and DSG/CIWL and about the German wishes to use DSG dining cars again on the Rheingold, Loreley and Holland-Scandinavia Express trains.

Wansick referred to the meeting held in Paris on 3 December 1953 and felt compelled to inform the participants of the outcome of the disagreement between DB and NS on the position of dining cars on the Rheingold, Loreley and Holland-Scandinavia Express trains. Unfortunately, the statement mentioned as an annex does not exist or is not available.

The letter indicates reservations or possible resistance on the part of NS to the wishes of DB/DSG to allow DSG dining cars to run on the above-mentioned trains on Dutch sections of the route. However, these reservations/oppositions were apparently dispelled by the time of the timetable conference on 15.10.1954 in Budapest, especially as DB later provided the dining cars on the trains mentioned.

	5 April 1954	Prof. Frohne DB	General Director Armand SNCF	Letter concerning a new attempt to reach an accommodation between CIWL and DSG on the basis of the SNCF Armand proposal.
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On 5 April 1954, Prof. Frohne wrote to the Director General Armand of the SNCF, who had suggested that DSG and CIWL should once again try to reach an accommodation in a meeting in Paris. The result of this discussion was the draft of 22 April 1954, which then also became the basis of the Budapest Agreement of 15 October 1954:

"The attempt I made in this direction last year failed, since Mr Margot-Noblemaire declared that the Dutch Railways were not in a position to depart from the exclusivity agreement. I would be very pleased if in the meantime it had been possible to bring about a different view. I have no hopes of a direct negotiation between CIWL and DSG as long as the railway administrations involved do not adopt an accommodating attitude. Nevertheless, I am happy to call on DSG to agree to a factual discussion."

	13 July 1954	President of the Board of Directors of SSG	Dr. Gschwind SBB-CFF	SSG concerns about DSG extension or coordination with CIWL
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On 13 July 1954, the Chairman of the Board of Directors of Schweizerische Speisewagen-Gesellschaft (Switzerland's Dining Car Company SSG) wrote to the President of the General Management of Swiss Federal Railways, Dr Gschwind. It was about the interests of SSG, which was not involved in the talks between DSG and CIWL that were going on in July. It certainly had existential concerns in the event of CIWL agreeing to an extension of DSG's activities into Switzerland up to the Lake Chur line and justified this as follows:

"This concession of the C.I.W.L. would be granted on the basis of its contract with the SBB-CFF, apparently for the entire duration of the contract, and would indirectly give the D.S.G. a contractual claim, so to speak, also against the SBB-CFF. Practically speaking, D.S.G. would be granted a considerable part of the Swiss territory as an area of activity. Considering the dynamic attitude of the German companies, it is not difficult to imagine where this would lead.

According to the current treaty situation, the S.S.G. has no legal claim to be heard in the matter, since according to the current view it is a matter of international trains. As things stand, however, it is primarily threatened by the planned reorganisation, and the damage may assume such proportions that its livelihood is called into question. The increased occupancy of the Basel - Chur line, for example, with foreign dining cars threatens one of the main sources of income. The other north-south access lines, such as Constance-Zurich, are also very important because we provide the dining cars for the numerous extra trains from the border, and it is precisely these extra services that constitute an important source of income for our company. The losses to be feared by the C.I.W.L. are disproportionately much smaller, because it would not run most of the courses to be used by the D.S.G. anyway".

The SSG also saw the problem that DSG would be granted a sphere of influence in Switzerland for practically many years via the diversions via the existing contracts. It also considered the Chur line to be completely unacceptable.

The SSG therefore proposed as a way out that the contracts be limited to the "international courses" that passed through Switzerland in "transit traffic". With these and other arrangements, SSG hoped that SBB-CFF would avoid granting DSG long-term rights to individual trains or entire sections of territory.

The SSG had certainly recognised that the DSG was basically trying to restore the pre-war MITROPA's sphere of action in Switzerland. (see also the minutes of the meeting between CIWL, SSG and SBB-CFF of 22 July 1954).

	22 July 1954	CIWL, SSG, SBB-CFF		Note on the meeting of 22 July 1954 in Berne concerning the traffic of dining cars and sleeping cars of DSG in Switzerland
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On 22 July 1954, a discussion took place in Berne on the subject of "DSG dining cars and sleeping cars in Switzerland", attended by representatives of CIWL, SSG and SSB. The question was what the consequences would be of DSG entering international traffic on the SBB-CFF network.

In discussions with DSG, CIWL had declared itself willing to waive certain rights to which it was contractually entitled in favour of DSG if this meant that a satisfactory relationship could be created between the two companies in the longer term. The report noted the following key aspects:

"DSG's requests with regard to Switzerland are basically to restore MITROPA's sphere of action from before the war. This means that DSG dining cars should be able to travel as far as Chur, Zurich, Arth-Goldau and Lucerne, and DSG sleeping cars as far as Chur, Zurich, Lucerne, Lugano, Berne and Interlaken.

The circulation of DSG dining cars also affects the interests of SSG. SSG therefore asks SBB-CFF to exercise the greatest restraint vis-à-vis DSG and not to grant this company a general right in the form of a sphere of action, but to grant wagon runs only on a case-by-case basis."

During the discussion, it became clear that a distinction had to be made between the issue of dining cars and sleeping cars with regard to the desired activities of DSG. A distinction also had to be made between scheduled and special trains. The SBB-CFF made it clear that the railways had to be guided in their actions by customer service and the increase in traffic that could be achieved through this. Therefore, the SBB-CFF was interested in finding a reasonable arrangement for passengers, while at the same time safeguarding the legitimate interests of the CIWL and the SSG as far as possible.

Regulation for the dining car service

Between the three parties to the talks, the following arrangement emerged regarding international courses of dining cars, which the CIWL was able to agree to with regard to DSG. DSG dining cars were to be allowed to run in regular trains only via the Schaffhausen crossing, which were formed from German cars. Zurich, Lucerne and Arth-Goldau respectively were specified as the end points for these dining car runs.

The participants agreed that in the case of multiple unit trains, it made sense for the dining car service to be carried out by the same company on the entire run and that there should be no change at the border (this sensible regulation was also included in the Budapest Agreement between CIWL and DSG). DSG should be able, on request, to use dining cars with any destination in Switzerland on special trains (e.g. travel agency special trains) running in both directions on the German and Swiss routes during the day (without changing the train composition).

Arrangements for sleeper traffic

CIWL agreed at the meeting that DSG sleeping car courses were allowed to run in regular trains to the following Swiss stations (Chur, Zurich, Lucerne, Berne, Interlaken) subject to an arrangement between DB and CIWL concerning their traffic in Germany.

There was agreement between SBB-CFF, SSG and CIWL that there should be no extension of sleeper services in regular traffic to Lugano. The CIWL rejected this for tariff reasons and with regard to the location of Lugano in relation to Italy. It also pointed out that DSG would not run through Austria to Italy either, but that its sleeper services would be limited to Bregenz, Innsbruck, Salzburg and Linz. The SBB-CFF, on the other hand, could imagine running DSG sleeping cars as far as Lugano in principle, but according to its own information was not in a position to run additional DSG sleeping cars over the Gotthard at that time. It left open the possibility or option of running DSG sleeping cars in extra trains as far as Lugano in the interest of passenger traffic.

Also in this conversation, the subject of the different tariffs of CIWL and DSG in sleeper traffic was raised and noted, which was the main problem in the relationship between the two companies. On long routes, CIWL's surcharges were still much higher than those of DSG, despite a reduction. CIWL considered DSG's

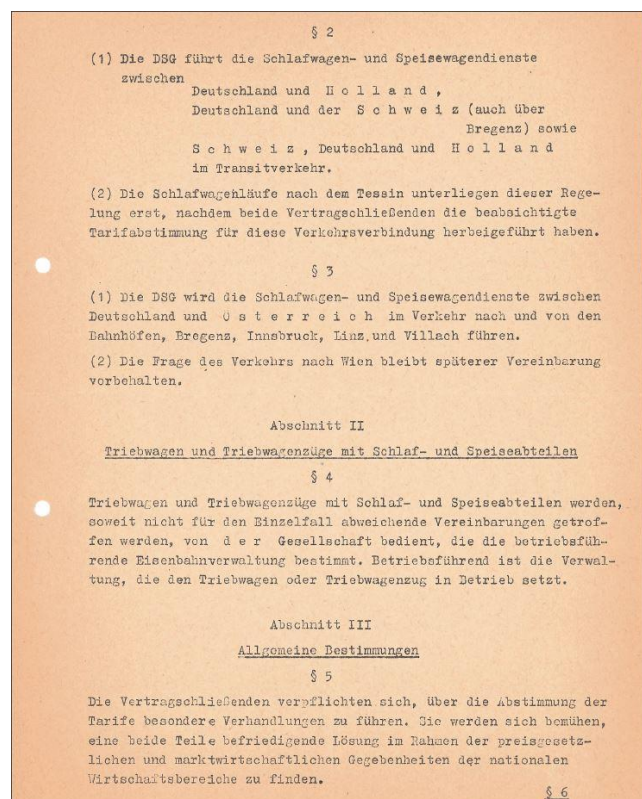
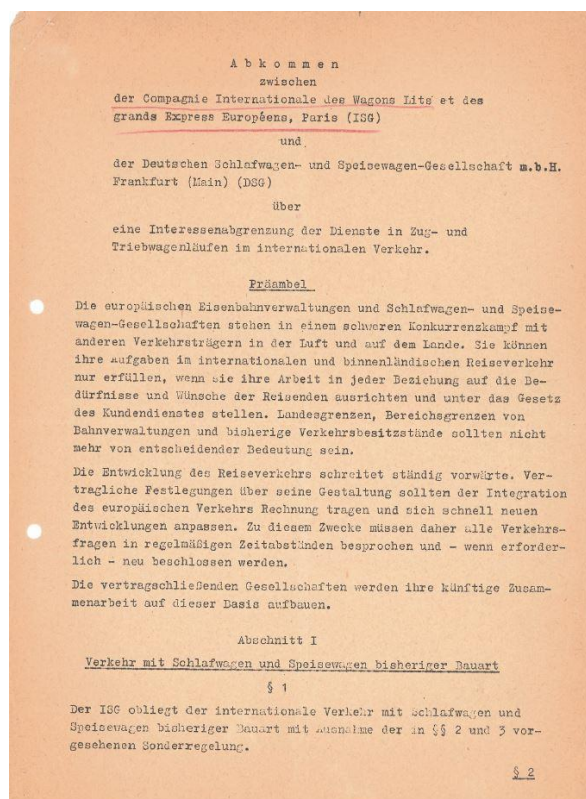
fares to be insufficient and therefore demanded an increase. In this case, it would also adjust (lower) its surcharges again, but this could not be done without the help of the railways.

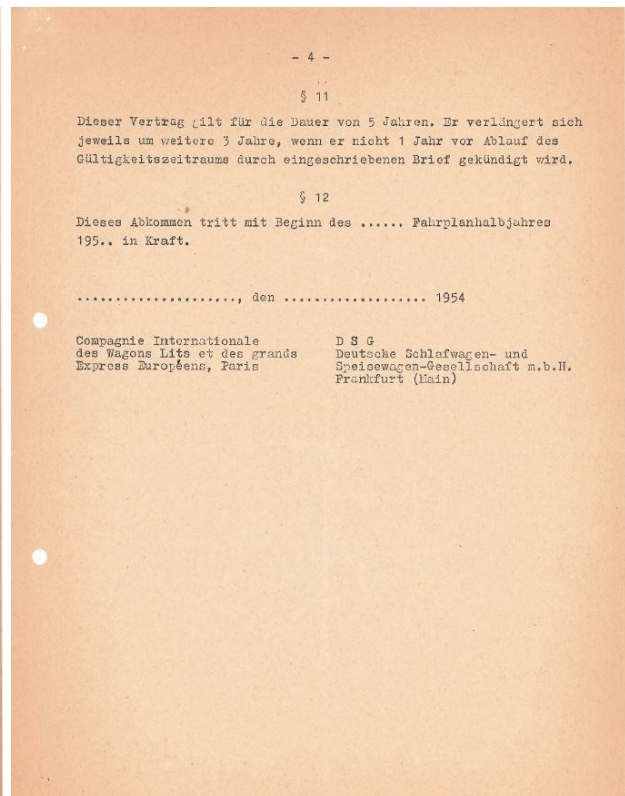
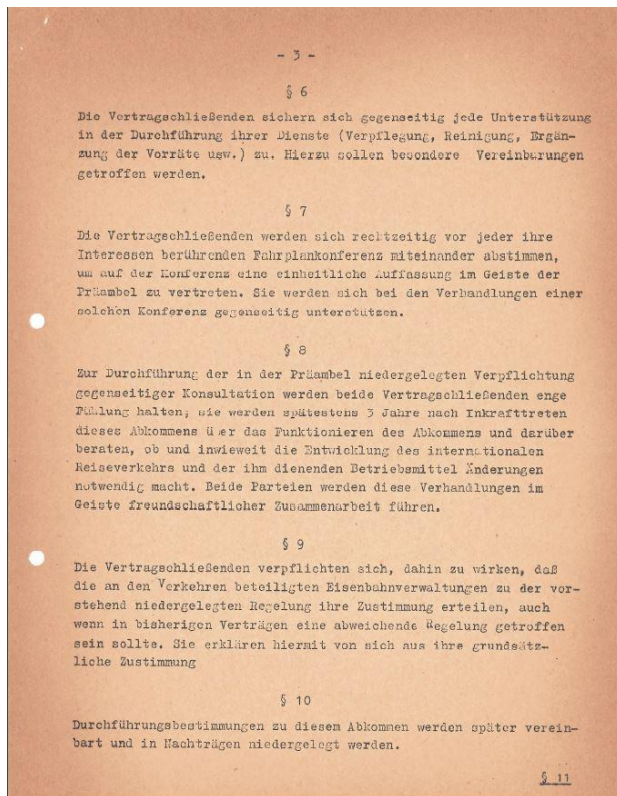
The protocol put the CIWL's demand in a nutshell: "A satisfactory settlement of the tariff issue is an essential prerequisite for the CIWL's consent to the transport of DSG sleeping cars abroad".

Furthermore, reference was made to the talks between DB/DSG and CIWL that were still ongoing in the last week of July 1954. The CIWL made it clear that any agreement on their part depended on the outcome of these negotiations. This concerned both a general waiver of certain contractual rights and also concessions for individual cases. This also concerned the provisional sleeping car courses of the DSG to Interlagen and Chur suggested by the SBB-CFF.

As the minutes of 22 July 1954 show, SBB-CFF was much more open to DSG's wishes than CIWL. The CIWL insisted on the solution of the open tariff questions or the fundamental settlement of interests between itself and the DSG.

The Budapest contracts delimiting the services of CIWL and DSG:





Budapest contract between CIWL and DSG, SBB Historic GD_GS_SBB32_017_01:

<https://www.sbbarchiv.ch/detail.aspx?ID=168451>

Conclusion Prehistory of the Budapest Agreements

The correspondence presented in excerpts shows how laborious the process was until the conclusion of the Budapest Treaty, which finally created a new basis for cooperation between the Western European railways and the two service companies CIWL and DSG. Certainly, the persistent efforts of Prof. Frohne, but also the situation of the European railways with regard to competition from private cars and aeroplanes, contributed to finding this solution and thus to permanently defusing the situation between the two service companies in the interest of rail transport.

Effects of the Budapest Treaty

The Bundesbahn-Mitteilungen No. 32 of 2 November 1954 reported on the effects of the Budapest Agreement of 15 October 1954, which formed the basis for agreements with the railway administrations involved on the running of DSG sleeping and dining cars in international traffic:

"As early as next winter, the following DSG sleeping cars are expected to be extended beyond Basel: Großenbrode - Chur in F 212/211 and Frankfurt (Main) - Interlaken in D 86/85. (...) In addition, Emmerich - Chur and Emmerich - Lucerne sleeping car runs are to be newly established." And: "For the 1955/56 timetable, DSG takes over the Hoek van Holland - Basel dining car runs in the "Rheingold" and "Loreley-Expresß" and Hoek von Holland - Cologne in D 286/267."

(Source: Contract between DSG and ISG, in: Bundesbahn-Mitteilungen No. 32 of 2 November 1954, p. 2.)

Continuation of the Budapest Treaty in 1959

The magazine "Die Bundesbahn" reported in issue 24 1959 on the close cooperation between DB, DSG and CIWL in the past five years since the conclusion of the Budapest Treaty. However, it was also clearly pointed out that the contract was initially only concluded for five years because the tensions caused by the war had not yet been resolved to the extent that a satisfactory solution between the contracting parties would have been possible for a longer period. This was also a clear indication of the resistance and concerns of the neighbouring European railways regarding an expansion of DSG activities into neighbouring countries, which were evident in the prehistory of the Budapest Treaty.

"The tensions were primarily related to the area of cross-border traffic with sleeping and dining cars of DSG. The possibilities of DSG were - in contrast to the situation of MITROPA before the war - restricted by numerous exclusive contracts which the International Sleeping Car Company had concluded with the railway administrations of the states bordering the Federal Republic after the end of the Second World War."

The paper paid tribute to the contract and noted that during the term of the 1954 contract, relations between the contracting parties had improved considerably. Due to this satisfactory development, nothing stood in the way of concluding a longer-term arrangement, so that a new operating agreement was concluded between DB and CIWL on 28 August and between DSG and CIWL on 15 September 1959. This contract came into force with the 1960 summer timetable and provided for a term of 15 years. The contract between DSG and CIWL was inserted as an annex to the contract. In principle, the new contract of 1959 did not differ from the contract of 1954. It was also divided into the actual main contract, which contained the basic provisions, and a "Regulation for Sleeping and Dining Car Services of CIWL in the DB Area". These regulations comprised the more technical and administrative provisions that governed the day-to-day relationship of the services.

(Source: Close cooperation DB/CIWL/DSG, in: Die Bundesbahn Heft 24 1959, pp. 1216-1217.)

Status as of 22.07.2022

This concludes the article on the history, conclusion and further development of the Budapest Treaty based on the documents and records available at the time of writing. It should be noted at this point that the topic will be continued if further documents/documents are found or become available.

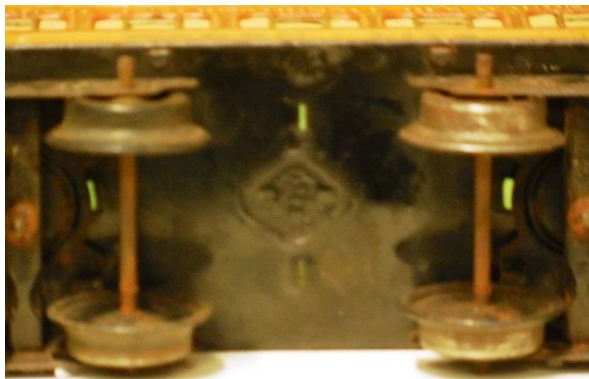
Letters from our correspondents

Marc Stegemann wrote:

Goodmorning again Chris and Dirk.

This e-mail is part 3 (of 4) about the O gauge tin plate model photos of my old friend Paul Brassem. In previous two Newsletters the Märklin (Maerklin) "Darstaed" and models by AS / France (assumed 19eighties), were presented.

In hindsight, as the Darstaed model was provided with lettering "unt(erhalten) 18.9.43", it would rather be manufactured in the 19fifties than in the thirties !



Paul also has a 1919 Bing model which doesn't show any indication except wagon-lits, or number.

But on the bottom plate BING is pressed within a rectangle (sorry for this out of focus photo).



In Paul's collection is also a simple model of a Pullman car by JEP which he dated as from the 19fifties.

Best regards,

Marc

CIWL in Miniature – A Catalogue of CIWL Models

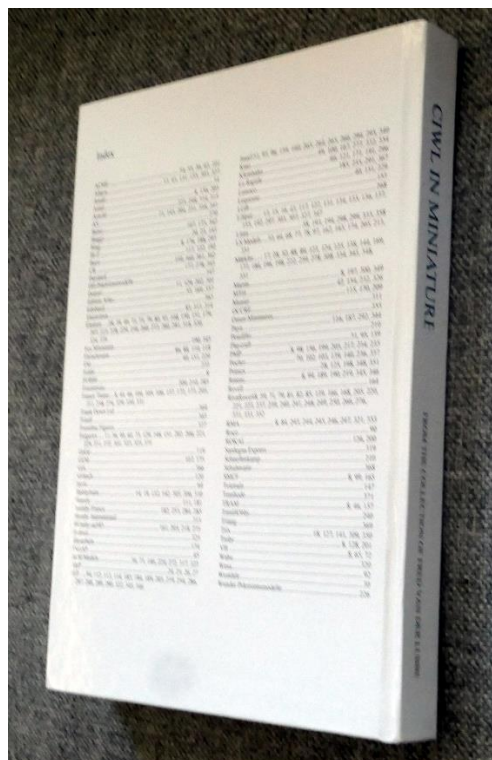
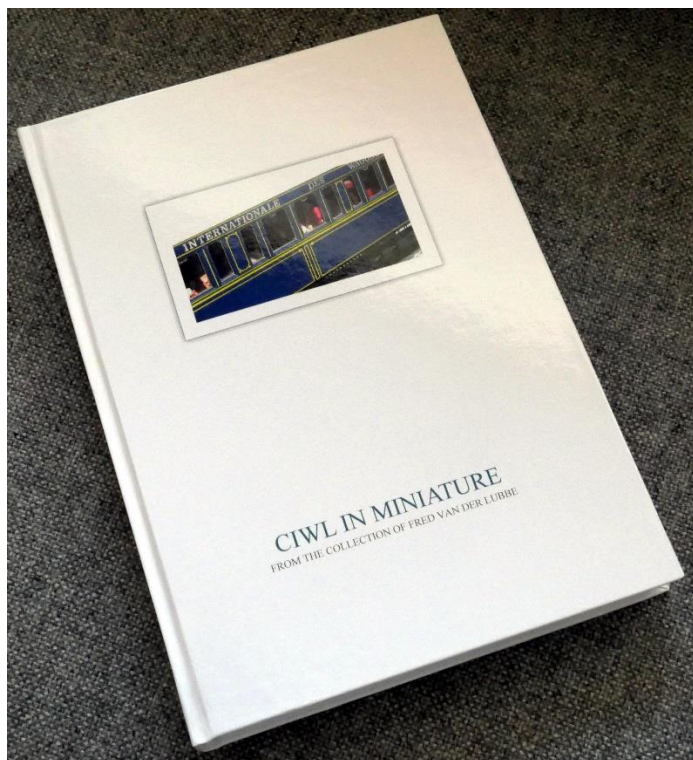
by Fred van der Lubbe

A couple of years ago in Newsletter #4 I mentioned the e-book I had made on models of CIWL cars. This e-book now contains pictures and descriptions of more than 330 models and toys of CIWL cars made by



many manufacturers in many gauges/scales through the years. I have updated and extended this e-book regularly and made a week ago a new version which can be downloaded for free from my website in small and large format at <http://snCF231e.nl/ciwl-carriages-by-fredsmall/>. Since the recent version is much larger than the previous, and since I prefer printed books above reading on the computer I had it printed by a Printing on Demand service (Pumbo.nl). As the pictures of the

book show it is quite a large book bound with a hard cover; the size is 21.4 * 30.4 * 3 cm, the weight is 1.8 Kg and it has 370 pages.



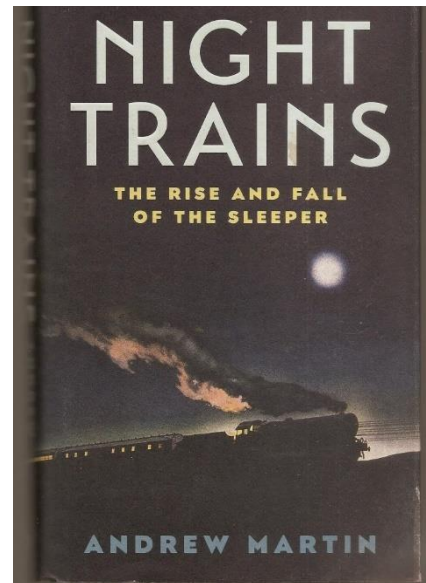
Of course you all are allowed to download the e-book and have it printed locally. If you prefer I can have this book printed for you and have it shipped to you. Of course you only have to pay what I pay to Pumbo.nl

for printing and shipping. The shipping cost of course depends on the country, the printing and binding cost are Euro 54. I can be contacted at fred.van.der.lubbe@planet.nl.

Book Reviews by Chris Elliott

Night Trains

We welcome Andrew Martin author to our list of friends and contacts. Andrew is a writer renowned for his stories in the Jim Stringer series of railway novels. Andrew chatted to us before writing his excellent book 'Night Trains' – The Rise and Fall of The Sleeper'. An interesting account of what has happened since the demise of CIWL in the mid-1970s. It is a fascinating analysis as seen by Andrew shortly before 2017 since when slowly but surely Night Trains are beginning to reappear with all of the latest extra comfortable sleeping cars. Andrew writes about his 2016 -2017 journeys on 'The Blue Train, 'The Nordland Railway', 'The Berlin Night Express' 'The Orient Express', 'Paris to Venice Express' 'Sud Express' and is until now the only account of what has replaced these former trains. If you plan to set off along 'The Orient Express Route' then this book is a must. It is 'a very good read' and comes with our recommendation. It is on offer in several formats and easily affordable.



Published by www.profilebooks.com ISBN 978-1781255599

'Sleeping Story' by Jean de Cars with the collaboration of Roger Commault

This is a book that I bought at the bookshop at the entrance to Calais Ville station shortly after it was published in 1976.

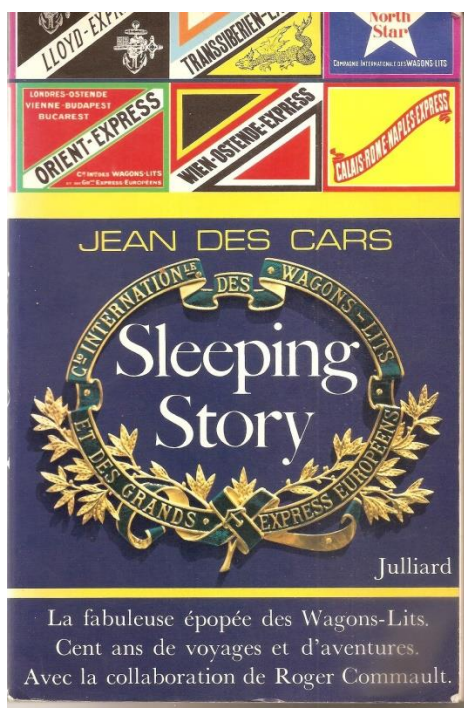
It is a long time since I read it and the world of night trains described in it was slowly coming to an end, but then we all knew what a CIWL Wagon-Lits was and for many of us with slender budgets what a couchette was.

Now they are all almost lost memories and the media have filled the gap plus the luxury trains such as The Sherwood's VSOE and Albert Glatt's Nostalgie Istanbul Orient Express.

Likewise there is a long list of books and films out there on DVD or Netflix for everyone to enjoy.

But what is so elusive are the facts of what, where and how CIWL operated its day to day operations. As we are told in Albert Guizot's book 'La Compagnie Internationale des Wagons-Lits' CIWL never had a policy of setting up an archive so we are totally reliant on others to find and research these precious documents.

One of those who worked for CIWL and spent quite some time collecting what he could find was Roger Commault who texts and records are of immeasurable help. Today we are helped by our colleagues Jos Geilen, Bram den Velden and our latest member of the team student Francesco Bochicchio.



This book is well worth reading as an excellent account of all aspects of George Nagelmackers' start and the problems that he overcame. Even some of the folklore is detailed and corrects the romantic view of these trains as they were.

Author Jean de Cars also relates just how the job worked starting when he was trained as a sleeping car *conducteur* and about his various trips and experiences. Jean de Cars and Roger Commault have been the key people who revealed the fine details of the work of the CIWL sleeping and restaurant car staff.

So this book is a must, and a good read! And even now it is still available via second-hand book sellers, when we last looked on the web it was on offer at less than 10 euros.

ISBN 2-260-00049-5

In German it was published under the title "Schlafwagen" at Motorbuch-Verlag Stuttgart, **ISBN 3-613-01028-3**.

la restauration ferroviaire

par Georges Ribeil

d'abord publié dans le magazine de l'AFAC "Revue Chemins de Fer"

La restauration ferroviaire a toujours été pour la SNCF une source de difficultés techniques et organisationnelles fort irritantes dans un monde obsédé par la rationalisation de la gestion. Elles permettent de comprendre l'extrême instabilité des solutions adoptées dans chacun des trois domaines que l'on peut distinguer :

- celui du financement des services de restauration et des relations contractuelles avec les concessionnaires de ces services,
- celui des moyens techniques mis en œuvre pour répondre aux attentes de la clientèle dans le domaine de l'organisation des services,
- celui enfin des choix dans le domaine d'une offre alimentaire adaptée, elle aussi, à ces attentes.

L'année 1954 marquait une première prise de conscience de la nécessité de définir une politique globale de restauration et le point d'aboutissement le début des années 1990, époque de la fin des voitures-restaurant classiques.

Une activité « structurellement déficitaire »

La doctrine constante des dirigeants de la SNCF fut que la restauration restait une activité structurellement déficitaire, mais qu'elle engendrait une induction de trafic qui justifiait son maintien sur les grandes lignes. Cette position se trouvait exprimée dans tous les rapports internes. En mars 1954, Charles Boyaux, Directeur général de la SNCF, indiquait devant son Conseil d'Administration qu'il était nécessaire de fournir aux voyageurs des grandes lignes des repas à prix normaux, car il fallait tenir compte de l'intérêt commercial que présentait la restauration pour les administrations des chemins de fer. De même, Roger Guibert, Directeur Général adjoint, affirmait-il en 1963 que le chemin de fer devait être en mesure de donner au public l'assurance qu'il pourra pendant le voyage se restaurer dans le train sous une forme ou sous une autre.

L'histoire des concessions du service de restauration entre 1954 et 1994 se divise en trois périodes allant de 1954 à 1961, de 1961 à 1972 et de 1972 à 1994.

1954-1961

De 1954 à 1961, les accords conclus en 1939 entre la CIWL et la SNCF permirent à la SNCF de faire porter la charge du déficit de la restauration sur le service des voitures-lits, qui était assez fortement excédentaire. La CIWL disposait d'un quasi-monopole. La SNCF avait pris le parti d'offrir à la clientèle des grandes lignes des repas et un service d'une qualité analogue à celle de l'offre d'un bon restaurant de province alors que le coût des prestations ferroviaires était supérieur de 50 à 60 % à celui du restaurant en ville. Le contrat de 1939 établissait un prélèvement par paliers au taux progressif de 20 %, 40 % et 60 %, indexé sur les variations des tarifs. La SNCF désignait les trains qu'elle désirait voir dotés d'une voiture-restaurant et la CIWL ne pouvait pas supprimer un service déficitaire. Dès 1954, cet équilibre était devenu fragile en raison de la nécessité pour la SNCF et la CIWL de faire face à la concurrence de l'avion et de réduire la tarification des voitures-lits. Le financement de la restauration ne pouvait plus être assuré par le jeu de la compensation de ses déficits par les excédents des voitures-lits (Charles Boyaux).

Charles Boyaux présenta au Conseil d'Administration deux propositions élaborées par un groupe de travail européen : le rachat du matériel CIWL et la désolidarisation des comptes des voitures-lits de ceux des voitures-restaurant. Elles furent rejetées. Un programme de redressement des comptes fut mis au point. Il prévoyait une coopération financière qui devait permettre à la CIWL d'enrichir son parc. La CIWL recevait une aide si le résultat d'exploitation était inférieur à l'annuité nécessaire à ce renouvellement.

Face à des résultats toujours décevants au cours de la décennie 1954-1964, un nouveau contrat entre la SNCF et la CIWL fut mis en place à la fin des années 1950. Il subordonnait le renouvellement du matériel à l'aide apportée par la SNCF à la CIWL. La SNCF rachetait le parc des voitures-restaurant et prenait à son compte la fourniture et l'entretien de ce matériel. Enfin, la SNCF prélevait une redevance de 14 % sur le bénéfice des voitures-lits et s'engageait à verser à la CIWL 80 % de l'insuffisance éventuelle de son produit d'exploitation par rapport à ses annuités. Les services déficitaires pouvaient alors être supprimés.

1961-1972

De 1961 à 1972, la mise en relation des annuités de renouvellement d'un matériel devenu vétuste et de l'aide apportée au service de restauration fut maintenue. Mais une réflexion, associée à une expérimentation permanente, fut entreprise. En mars 1967, une réforme radicale fut engagée après que la CIWL eut dénoncé les dispositions contractuelles la liant à la SNCF. Un nouveau contrat fut négocié qui

abolissait la solidarité entre les comptes des voitures-restaurant et ceux des voitures-lits. La CIWL supportait le risque total de ses services de restauration. Si son exploitation dégagait un profit supérieur à 5 %, la SNCF participait à son partage. En revanche, la SNCF indemnisait la CIWL si le déficit était supérieur à 25 %, en prenant à sa charge 75 % du déficit excédant les 25 %. Le but de ce dispositif était d'aider la CIWL à financer les services créés récemment ou la mise en route de nouveaux trains rapides. Cet engagement se révéla désastreux pour la SNCF. Les charges engendrées par ce dispositif s'élevèrent à 0,21 million de francs en 1967 puis à 18,7 millions en 1972. Si l'on y ajoutait le coût de traction, d'entretien et d'amortissement du matériel spécialisé pris en charge par la SNCF, le chiffre atteignait 71 millions de francs.

Deux orientations furent alors choisies : adopter des formules de restauration adaptées à la demande réelle, tenter l'expérience de la concurrence. En 1973, certaines parties du réseau SNCF furent concédées à quatre sociétés autres que la CIWL, à la suite d'une procédure de négociation de gré à gré :

- la CESAF, filiale de Servair, elle-même filiale d'Air France, obtint l'exploitation de l'étoile de Lyon.
- la société SHR, filiale d'une société qui exploitait les services de restauration maritimes vers la Corse, obtint divers services au départ de Nice.
- la société Rail-Service obtint toutes les relations au départ de Paris-Montparnasse.
- la société Gorsse formée par l'exploitant du buffet de Clermont-Ferrand reçut l'exploitation de la ligne Paris - Clermont-Ferrand.

Ces quatre sociétés employaient au total 553 agents. La CIWL, qui employait 1 959 agents, conserva le reste du réseau, soit 83 % de sa longueur. La SNCF acceptait de participer aux dépenses de personnel de la CIWL à hauteur de 50 % pour les voitures-restaurant DEV et de 25 % pour les Gril-Express.

En 1979, SHR reprit Rail-Service et, en 1980, abandonna son exploitation qui fut reprise par une filiale de la CIWL. Le TGV Sud-Est fut attribué dès 1981 à une autre filiale. La procédure de l'appel d'offres fut adoptée pour l'attribution du Réseau Est. Mais il était bien entendu, indiquait un rapport de 1976, que le mieux disant des appels d'offres ne serait pas nécessairement retenu.

Les contrats entre la SNCF et les concessionnaires reposaient sur le versement de subventions et de redevances calculées à partir des comptes. Les aides financières étaient définies en fonction de résultats établis service par service. Dans le cas de la CIWL, la SNCF versait une dotation destinée à couvrir les charges du personnel roulant et les prestations de nettoyage et d'entretien. Elle couvrait les déficits éventuels des différents services. Elle recevait en échange des redevances des services bénéficiaires. Les résultats d'exploitation étaient ainsi partagés. À partir de 1979, par exemple, la SNCF versait une subvention définie en fonction du résultat d'exploitation budgétisé, augmenté d'une rémunération de 3 %. Enfin, elle définissait la politique de restauration, faisait construire et entretenir le matériel, et déterminait les programmes des services à mettre en place.

1972-1994

À partir de 1972 le monopole de la CIWL fut donc aboli. Le but recherché était de faire jouer la concurrence et de réaliser les réformes reconnues nécessaires. Entre 1972 et 1994, trois tendances majeures s'étaient affirmées.

Les contrats, tout d'abord, sont accordés à la suite d'une procédure d'appel d'offres à laquelle répondent le plus souvent la CIWL, absorbée par Accor en 1991, et Servair ou leurs filiales. Les concessions avaient une durée limitée et la répartition des services était constamment modifiée. En 1985 l'exploitation de la restauration sur le Réseau Sud-Ouest fut retirée à la CIWL pour être confiée à Servirail, filiale de la SNCF

et de la Cesaf. En 1987, Servair fut choisie pour assurer la restauration sur le TGV Atlantique. En 1993, un appel d'offres attribua au groupe Servair 60,5 % du chiffre d'affaires total de la restauration et à la CIWL 35 %.

Le milieu de la restauration ferroviaire s'est structuré. Le groupement des entreprises de la restauration ferroviaire (GERF), lancé en 1983, a été chargé de gérer la convention collective nationale de 1985. La Société anonyme de restauration ferroviaire (SARF), lancée en 1985, avait pris en charge les problèmes généraux de coordination des activités des différentes sociétés. La même année avait été créé le Comité communication et promotion, chargé de suivre le niveau de satisfaction des voyageurs. Enfin, la société extérieure CREA a été chargée d'assurer le contrôle de qualité. Une autre forme de coopération a été la création de filiales communes pour gérer les centres d'avitaillement ouverts dans les grandes gares.

Les contrats sont alors caractérisés par le maintien d'une aide de la SNCF consacrée à la prise en charge totale ou partielle du déficit. Car la restauration restait toujours structurellement déficitaire, nous l'avons dit. En 1994, le déficit de la restauration était de 56 % du chiffre d'affaires, alors que la restauration en ville réalisait un bénéfice de 10 %. L'une des causes de ce déséquilibre fut que les tribunaux ont imposé aux nouvelles sociétés l'obligation de reprendre le personnel de la CIWL en maintenant son statut. Les relations sociales étaient très mauvaises dans la plupart des sociétés. On peut comprendre dès lors que l'aide apportée par la SNCF ait pris la forme, très souvent, d'une participation aux charges de personnel. Par ailleurs, la rémunération du concessionnaire est fixée en fonction de critères variés et changeants, comme les engagements assumés, les résultats obtenus dans le domaine de la qualité ou la participation à des programmes qualité contractuels.

La recherche de la « formule » idéale pour le service

En contrepartie des conditions avantageuses obtenues par la CIWL en 1954, l'entreprise s'était engagée à tout faire pour réduire le déficit de la restauration. Un bilan des résultats portant sur la période 1938-1962 a été dressé par Roger Guibert en 1962. Il permet de décrire la répartition des différentes formules de restauration à ces deux dates. La comparaison entre les résultats de la période 1938-1954 et la période 1954-1962 n'était pas encourageante. De 1938 à 1954 le nombre des voyageurs-kilomètres (VK) sur les grandes lignes s'était accru de 25 % et le nombre des repas distribués de 33 %. En revanche, de 1954 à 1962, le nombre des VK avait augmenté de 36 % et le nombre des repas de type classique servis en voitures-restaurant avait baissé de 5 %. Il était passé de 2,7 millions en 1954 à 2,1 millions en 1962. Les causes de cette évolution étaient facilement identifiables, selon Guibert : la fermeture du service sur quelques lignes déficitaires, la création de modes de restauration plus économiques et l'accélération des trains sur plusieurs grandes lignes. Elle avait entraîné l'augmentation du nombre des voyages sans que le voyageur éprouve le besoin de se restaurer pendant le parcours. Il y a une sorte de contradiction, constatait le 6 novembre 1968 le même Guibert, alors Directeur Général, entre l'équilibre de la restauration et la politique de développement des trains rapides que nous poursuivons. En 1963, le pourcentage de voyageurs fréquentant les voitures-restaurant dans les trains drapeaux était de 25 %, mais de seulement 5 % dans les trains rapides ordinaires.

Après le rachat du parc de la CIWL, la SNCF fit un considérable effort de renouvellement du matériel. Elle disposait de 114 voitures-restaurant. Un programme de radiation de trente-sept voitures-restaurant, d'achat de quarante-deux unités neuves DEV et de modernisation de quarante-neuf unités du matériel conservé fut entrepris. En 1971, l'âge moyen du matériel était de 16,5 ans au lieu de 33,3 ans en 1964. Le programme prévoyait la construction de voitures-restaurant affectées aux grands trains d'affaires et la

modernisation du parc existant pour assurer le service ordinaire, soit en restauration classique, soit en restauration simplifiée.

Des formules nouvelles de restauration simplifiée furent expérimentées à l'occasion de ces commandes qui furent livrées à partir de 1965. Cette politique n'était pas nouvelle, mais elle fut intensifiée. Dès avant 1954 la formule de la voiture-buffet, apparue dans les années 1930, avait rencontré un certain succès. Il s'agissait de voitures mixtes, une partie étant occupée par des compartiments ordinaires, une autre par une cuisine et une salle de restauration. Elles étaient exploitées dans les mêmes conditions que les voitures-restaurant. Ces voitures avaient assuré la restauration de 169 000 voyageurs en 1954. De même, des repas étaient servis à la place sur les trains automoteurs. Cette formule concernait 87 700 voyageurs en 1954. Les voitures nouvelles, de types Snack-Bars ou Bars, étaient divisées en deux parties, l'une comprenant des compartiments ordinaires, l'autre un office pour des plats simples, conserves réchauffées ou salades, le service étant assuré par deux agents. Elles avaient été essayées sur Paris - Strasbourg et cette clientèle de choix s'est contentée d'un service très simplifié, constatait Guibert. Il concluait que la formule était bonne pour les trains à fréquentation suffisante sans voitures-restaurant ni voitures-buffet. Mais la formule du repas complet sur plateau servi à la place avait été abandonnée sur les services réguliers en raison des aléas de la vente et des problèmes d'hygiène qu'elle posait. Une formule plus originale fut testée sur des trains de standing moyen (trains n° 1109 et 1110 de la ligne du Bourbonnais) en mai 1963. La voiture-restaurant était divisée en deux parties. Les voyageurs d'un premier service étaient admis dans une demi-salle, où ils étaient questionnés sur la boisson de leur choix et servis par plateaux. Pendant qu'ils consommaient, les mêmes opérations étaient effectuées dans l'autre demi-salle et pendant que ces voyageurs consommaient, ceux de la première demi-salle réglaient leur note et rejoignaient leur place. L'essai, selon le service commercial, fut réussi sur le plan technique. On avait pu accueillir 90 voyageurs dans une salle de 48 places et mobilisé trois agents au lieu de huit. Il fit pourtant l'objet de « réclamations vigoureuses » de la clientèle. Roger Guibert expliquait que ces réclamations proviennent à coup sûr de personnes d'un certain âge qui exigent de faire des repas copieux avec un grand service dans les voitures-restaurant de nos trains. Mais, dans dix ou quinze ans, lorsque la majorité des réclamants actuels aura disparu, la SNCF pourra alors appliquer la formule simplifiée. Une autre formule, celle du self-service, fut expérimentée sur le train d'agence Gallia-Express dans une voiture divisée en deux salles. De même, 90 voyageurs pouvaient y être servis en une heure et elle mobilisait trois agents au lieu de huit. Guibert affirmait qu'une fraction très importante des voyageurs demandera instamment des menus plus simples, moins chers avec un menu très simplifié, ce qui entraînera une augmentation du rendement des voitures-restaurant. Mais il faudra choisir entre des demi-salles en self-service et des voitures-restaurant modifiées. Il fallait cependant maintenir les voitures-restaurant pour assurer les grands trains d'affaires. Les voitures-buffet et les voitures Snack-Bar furent réaménagées à l'occasion des grandes opérations d'entretien. Leur aménagement ne posait pas de problèmes très importants car il était facilement obtenu à partir de voitures ordinaires.

Un bilan financier des différents secteurs fut établi, grâce à l'adoption des méthodes comptables et de contrôle de gestion modernes. Il mettait en valeur la grande diversité des résultats des différents services. La réforme de 1972 fut suivie d'une enquête très approfondie, portant sur la qualité des services et les résultats financiers entre 1973 à 1976 des différentes sociétés prestataires qui venaient d'être mises en place. Les rapports dressant le bilan de ces enquêtes analysent les résultats obtenus par les gérants et forment autant de comptes rendus d'expériences réalisées par ces sociétés. Ces années marquent ainsi un tournant décisif de l'histoire de la restauration ferroviaire. Les rapports détaillés rédigés par les contrôleurs ont nourri la réflexion portant sur la comparaison des différentes formules. De plus, c'est alors que furent mises en service les premières voitures Corail qui permettaient d'organiser un service à la place sans difficulté majeure, mais qui exigeaient elles aussi une expérimentation.

L'un des critères appliqués pour apprécier la qualité du service fut la capacité à exploiter en utilisant les nouveaux types de restauration et à assurer le service en voiture Corail ou en TGV. C'est ainsi que Servair, malgré une gestion jugée très mauvaise, fut retenue. Car il y avait un lien entre cette exploitation et les études de restauration Corail et TGV. Le savoir-faire aérien était transposable sur ces deux matériels. De même, le réseau SHR permit de tester des formules nouvelles pour organiser la vente ambulante et le service de Gril-Express. Il réalisa un démarrage correct de la restauration Corail qui devait remplacer le service snack. Le gril express fut exploité par les trois opérateurs du Sud-Est. La Cesaf enfin, après avoir échoué à exploiter un service de plateaux dans des rames qui ne disposaient pas de tablettes et de portes automatisées, s'orienta vers une exploitation expérimentale. On avait cherché, indiquait un rapport de Paul Gentil, Directeur Général, en 1975, à développer un type de service qui permettra de résoudre la principale source de coûts en faisant appel à la préparation à terre et au service en voitures non (ou peu) spécialisées. Le fait de détacher le personnel roulant des tâches de production a pour objectif d'éviter le recours aux professionnels, de rénover et de réduire les effectifs et les qualifications du matériel roulant. De plus un certain désordre dans l'organisation (services non assurés, approvisionnements interrompus, mal prévus) a été compensé dans le jugement des voyageurs, portant sur l'accueil et l'ambiance et, aussi, sur la qualité du personnel. Des plateaux-repas ont remplacé le service du type voiture-restaurant. Une tentative d'extension à la 2^{ème} classe a été organisée. C'est ainsi que naquit la restauration moderne. Elle fait la synthèse des expériences réalisées par les différentes sociétés entre 1973 et 1976 pour évoluer ensuite assez rapidement.

En 1975, le rapport de Paul Gentil misait sur le développement des voitures Gril-Express dont la capacité de restauration, selon lui, était deux à trois fois plus grande que celle de la voiture classique, ce qui correspond à une fréquentation voisine du double. Dès lors, la formule d'emploi la plus favorable consiste à associer un Gril-Express à une voiture dont les occupants peuvent se faire servir à leur place. Cette prévision ne se confirme qu'à moitié. Au lieu de la combinaison Gril-Express et service à la place, c'est la formule bar et service à la place fonctionnant séparément qui s'est imposée. En 1994, aussi bien en matériel classique qu'en matériel TGV, l'essentiel du parc se compose de voitures-bar accessibles aux voyageurs de 1^{ère} classe et 2^{ème} classe et de voitures de restauration à la place accessibles aux voyageurs de 1^{ère} classe. Quelques autres séries très limitées sont appelées à disparaître. Les voitures-bar B5rtux se différencient en fonction de la nature du train : la moitié d'une voiture sur les trains Corail, les deux tiers sur le TGV Sud-Est.

Des repas adaptés aux services et aux attentes de la clientèle

En 1954 le produit phare de la CIWL est le repas copieux d'un très bon standing servi en voiture-restaurant. Dès le début des années 1950, cette formule fut menacée de disparition du fait du déficit important qu'elle engendrait. Dans son rapport de 1954, Charles Boyaux envisage la possibilité de remplacer les voitures-restaurant par des voitures-buffet ou des services de vente ambulante. Cette solution est aussitôt rejetée au profit du nouveau contrat que nous avons décrit plus haut, associé à une recherche d'économies dans l'exécution même du service des voitures-restaurant en accord avec la CIWL. Il est en effet permis de concevoir des formules de repas (service froid sur plateau, comme dans les avions ou plat unique...) exigeant des frais de préparation ou de service moins élevés que les menus actuels.

Cette offre traditionnelle était caractérisée par un bon standing et un prix de repas élevé. Le service était très onéreux en personnel. Son coût, nous l'avons dit, était de près de 60 % supérieur à celui d'un bon restaurant de province et ne cessait de croître. Déjà, sur les trains automoteurs RGP et sur Paris - Bruxelles, la formule du repas classique à la place avait été proposée, les voitures étant aménagées en formule coach avec un couloir central et une cuisine. La formule de la voiture buffet rencontrait toujours un certain

succès : le nombre des repas servis dans ces voitures-buffet était passé de 169 000 à 278 000 et dans les trains automoteurs de 87 700 à 240 000 entre 1954 et 1962. Apparue en 1950, la vente ambulante avait connu une croissance très rapide : les recettes engendrées par cette prestation étaient passées de 2,3 millions de francs en 1954 à 9 millions en 1962, soit 7 % et 13 % des recettes totales. Entre 1954 et 1961, de nombreuses expériences furent testées pour orienter l'offre vers l'allégement des frais de repas. Dans les voitures-restaurant on proposa des « menus allégés », introduits en 1961. C'est un menu classique dans lequel on a supprimé un plat, l'entrée en général. Cette solution eut un grand succès. Les menus allégés représentaient en 1963 30 % des repas servis dans les voitures proposant les deux formules. Mais cette solution n'est pas rationnelle et n'engendre ni économie ni une plus grande fréquentation. La formule du paquet repas rencontra elle aussi un grand succès après 1962, sans que l'expérience soit poursuivie par la suite.

S'interrogeant en 1963 pour savoir quel type de repas faudra-t-il servir dans les voitures-restaurant et sous quelle forme, Roger Guibert répondait qu'il fallait prendre en considération l'évolution générale des habitudes des Français depuis un certain nombre d'années. On mange, disait-il, moins copieux et les restaurants à prix fixe et à menu copieux tendent à disparaître au bénéfice d'établissements offrant un service très simple, self-service souvent. Les buffets des grandes gares, comme celui de Lyon-Perrache par exemple, appliquaient cette formule, et qui remportait un grand succès.

Lors de la réforme de 1967, 5 % seulement des voyageurs faisaient appel au service de restauration dont 1,5 % aux voitures-restaurant et 3,5 % aux ventes ambulantes. Leur succès ne faiblissait pas. Le coefficient de fréquentation des voitures-restaurant pendant les plages horaires correspondant aux heures de repas normaux était de 12 % sur les voitures-restaurant et de 30 % pour les ventes ambulantes. Sur Bruxelles - Paris, entre 12 h 00 et 14 h 00, la première de ces fréquentations atteignait 60 %. Il fallait envisager de remplacer complètement ou partiellement des voitures-restaurant par des voitures-buffet, rechercher des économies dans l'exécution du service en appliquant de nouvelles formules et prendre acte de « l'inadaptation croissante des prestations aux demandes de la clientèle », que les nombreuses enquêtes de marchés confirmaient. C'est ainsi que les voyageurs de 1^{ère} classe se plaignaient d'être obligés de supporter la dépense d'un repas, dont le volume et le degré d'élaboration allaient nettement au-delà de leurs désirs.

Il fallait, selon Guibert, mettre au point des services simplifiés dont le but sera de nourrir simplement les voyageurs avec un service rapide et à un prix raisonnable, ce qui permettra d'augmenter le débit des voitures-restaurant et de satisfaire une fraction plus importante de la clientèle du train sans accroître les moyens matériels - voitures et personnels - et, pensons-nous, en améliorant le bilan. La technique des plats surgelés s'articulait très bien dans cette évolution. Elle permettait de réduire les dépenses élevées de personnel spécialisé, particulièrement difficile à recruter pour les services supplémentaires d'été. Des études prometteuses ont été menées à la gare Saint-Lazare. Mais il est nécessaire d'ajouter à ce service une chaîne des restaurants à poste fixe. Il faudra donc de longs délais avant que cette solution puisse être mise en application. Dans les années 1980, la surgélation, qui était le complément de la préparation des repas à l'extérieur des voitures, se trouva ainsi placée au cœur du système. Elle prolongeait un effort de rationalisation des achats de denrées et des approvisionnements qui date des années 1960. Il entraîna une forte réduction des dépenses.

En 1994, la restauration concernait 15 millions de consommateurs et 1 300 trains de grandes lignes, soit un consommateur pour cinq voyageurs. Son organisation repose sur deux métiers : le service à bord et l'avitaillement chaque jour, le long de la chaîne de froid, de tous les trains en partance depuis le commissariat hôtelier qui élabore les repas jusqu'au chargement du train en passant par l'espace de stockage et les camions portant les cellules isothermes. Hors région parisienne, huit centres occupaient moins de 1 000 m², deux en région parisienne. Deux centres en province occupaient entre 1 000 et

2 000 m² et deux en région parisienne. Deux centres de plus de 5 000 m² situés en région parisienne avaient une activité de production. En 1994 les petits services d'avitaillement (SAV) étaient en cours de disparition au profit de centres plus grands. Un accord était en cours de négociation pour assurer le partage des coûts des SAV. De plus la vente ambulante a été réorganisée pour obtenir un service mieux ciblé et une organisation plus souple. Les voitures bar et les autres formules de « solutions simplifiées » sont complémentaires du développement de la vente ambulante centrée sur le sandwich et la bière. Une statistique fondée sur le nombre de courses donne les résultats suivant : 57 % des consommateurs utilisent les bars, 21 % la vente ambulante, 16 % la restauration sur place et 6 % d'autres formules. La répartition des recettes est très différente.

L'ensemble de ces observations débouche sur trois constats. La relation entre la SNCF et ses concessionnaires ne s'est transformée que lentement. Mais le pas décisif est contemporain d'une période de transformation radicale des techniques, des stratégies et des structures de l'entreprise. L'histoire de la restauration est concrètement inséparable de celle de l'organisation de l'espace dans les voitures et du triomphe de la voiture coach.

Elle est étroitement dépendante de l'évolution des modes d'exploitation, de la politique des vitesses et enfin de la transformation radicale des relations entre la SNCF et ses partenaires.

La restauration s'est adaptée, comme les autres fonctions, à un changement profond de l'environnement économique et social et des pratiques alimentaires. Pourtant il a fallu du temps pour que soit abandonnée la formule du wagon-restaurant classique. Mais la SNCF s'est finalement soumise aux changements des modes de vie, selon une logique générationnelle. La voiture-restaurant renaîtra, à n'en pas douter, de ses cendres sous la pression de nouveaux consommateurs friands de repas de qualité mais non pas nécessairement copieux...

La restauration ferroviaire – english version

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Rail catering has always been a source of very irritating technical and organizational difficulties for SNCF in a world obsessed with the rationalization of management. They make it possible to understand the extreme instability of the following domains adopted in each of the three that can be distinguished:

- that of the financing of catering services and contractual relations with the concessionaires of these services,
- that of the technical means implemented to meet the expectations of the customers in the field of the organization of the services,
- finally, that of choices in the area of a food offer that is also adapted to these expectations.

The year 1954 marked the first awareness of the need to define a global catering policy and the culmination of the early 1990s, the era of the end of classic dining cars.

A “structurally loss-making” activity

The constant doctrine of the leaders of the SNCF was that catering remained a structurally loss-making activity, but that it generated an induction of traffic which justified its maintenance on the main lines. This position was expressed in all internal reports. In March 1954, Charles Boyaux, Managing Director of SNCF, indicated to his Board of Directors that it was necessary to provide passengers on the main lines with

meals at normal prices, because it was necessary to take into account the commercial interest of catering for railway administrations. Similarly, Roger Guibert, Deputy Managing Director, asserted in 1963 that the railway should be able to give the public the assurance that they will be able to eat on the train during the trip in one form or another. .

The history of the catering service concessions between 1954 and 1994 is divided into three periods ranging from 1954 to 1961, from 1961 to 1972 and from 1972 to 1994.

1954-1961

From 1954 to 1961, the agreements concluded in 1939 between the CIWL and the SNCF enabled SNCF to shift the burden of the catering deficit to the sleeping car service, which was quite heavily in surplus. The CIWL had a virtual monopoly. SNCF had decided to offer customers on the main lines, meals and a service of a quality similar to that offered by a good restaurant in the provinces, whereas the cost of rail services was 50 to 60% compared to that of the restaurant in town. The 1939 contract established a levy in stages at the progressive rate of 20%, 40% and 60%, indexed to price variations. SNCF designated the trains it wanted to see equipped with a dining car and those that CIWL could not remove a loss-making service. From 1954, this balance had become fragile due to the need for SNCF and CIWL to face competition from the aeroplane and to reduce the pricing of sleeping cars. The financing of the restauration could no longer be ensured by the game of offsetting its deficits by the surpluses of sleeping cars (Charles Boyaux).

Charles Boyaux presented two proposals to the Board of Directors drawn up by a European working group: the purchase of CIWL equipment and the separation of the sleeping car accounts from those of the restaurant cars. They were rejected. An accounts recovery programme was developed. It provided for financial cooperation which was to enable the CIWL to enrich its fleet. CIWL received aid if the operating result was lower than the annuity required for this renewal.

Faced with consistently disappointing results during the 1954-1964 decade, a new contract between SNCF and CIWL was put in place at the end of the 1950s. It made the renewal of equipment subject to the aid provided by SNCF to CIWL. SNCF bought the restaurant car fleet and took over the supply and maintenance of this equipment. Finally, SNCF levied a 14% fee on the profit from the sleeping cars and undertook to pay CIWL 80% of any shortfall in its operating income in relation to its annuities. Deficit services could then be abolished.

1961-1972

From 1961 to 1972, the linking of subsidies for the renewal of equipment that had become obsolete and the assistance provided to the catering service was maintained. But a reflection, associated with a permanent experimentation, was undertaken. In March 1967, a radical reform was initiated after CIWL had denounced the contractual provisions binding it to SNCF. A new contract was negotiated which abolished the solidarity between the accounts of the dining cars and those of the sleeping cars. The CIWL bore the full risk of its catering services. If its operation generated a profit of more than 5%, then SNCF participated in its sharing. On the other hand, SNCF compensated CIWL if the deficit was greater than 25%, by assuming 75% of the deficit exceeding 25%. The purpose of this mechanism was to help CIWL finance recently created services or the start-up of new fast trains. This commitment proved disastrous for SNCF. The costs generated by this device amounted to 0.21 million francs in 1967 then to 18.7 million in 1972. If we added the cost of traction, maintenance and depreciation of the specialized equipment taken into charged by SNCF, the figure reached 71 million francs.

Two alternatives were then chosen: adopt catering formulas adapted to real demand, try the experience of competition. In 1973, certain parts of the SNCF network these formulas were granted to four companies other than CIWL, following an over-the-counter negotiation procedure:

- CESAF, a subsidiary of Servair, itself a subsidiary of Air France, obtained the operation of the star of Lyon.
- the company SHR, a subsidiary of a company which operated maritime catering services to Corsica, obtained various services from Nice.
- the company Rail-Service obtained all connections from Paris-Montparnasse.
- the Gorsse company formed by the operator of the Clermont-Ferrand buffet received the operation of the Paris - Clermont-Ferrand line.

These four companies employed a total of 553 agents. CIWL, which employed 1,959 agents, kept the rest of the network, 83% of its length. SNCF agreed to participate in the personnel costs of CIWL up to 50% for the DEV restaurant cars and 25% for the Grill-Express.

In 1979, SHR took over Rail-Service and, in 1980, abandoned its operation which was taken over by a subsidiary of CIWL. The TGV Sud-Est was allocated in 1981 to another subsidiary. The call for the tenders procedure was adopted for the allocation of the Eastern Network. But it was understood, said a 1976 report, that the highest bidder in the tenders would not necessarily be selected.

The contracts between SNCF and the concessionaires were based on the payment of subsidies and royalties calculated from the accounts. Financial aid was defined according to results established service by service. In the case of CIWL, the SNCF paid a grant intended to cover the costs of the rolling stock and the cleaning and maintenance services. It covered any deficits of the various services. In exchange, it received royalties from the beneficiary services. The operating results were thus shared. From 1979, for example, SNCF paid a subsidy defined according to the budgeted operating result, increased by a remuneration of 3%. Finally, it defined the catering policy, had the equipment built and maintained, and determined the service programs to be put in place.

1972-1994

From 1972, CIWL's monopoly was therefore abolished. The aim was to bring competition into play and carry out the reforms recognized as necessary. Between 1972 and 1994, three major trends emerged.

The contracts, first of all, are awarded following a tendering procedure to which CIWL, absorbed by Accor in 1991, and Servair or their subsidiaries most often responded. Concessions were time-limited and the distribution of services was constantly changing. In 1985 the operation of catering on the South-West Network was withdrawn from CIWL to be entrusted to Servirail, a subsidiary of SNCF and of Cesaf. In 1987, Servair was chosen to provide catering on the TGV Atlantique. In 1993, a call for tenders awarded the Servair group 60.5% of the total catering turnover and CIWL 35%.

The railway catering sector has become structured. The railway catering companies group (GERF), launched in 1983, was responsible for managing the national collective agreement of 1985. The railway catering company (SARF), launched in 1985, took charge of the general problems of coordination of the activities of the different companies. The same year, the Communication and Promotion Committee was created, responsible for monitoring the level of passenger satisfaction. Finally, the external company CREA was responsible for ensuring quality control. Another form of cooperation was the creation of joint subsidiaries to manage the refuelling centres opened in major stations.

The contracts are then characterized by the maintenance of an aid from SNCF devoted to covering all or part of the deficit. Because the restoration always remained structurally in deficit, as we have said. In 1994, the catering deficit was 56% of turnover, while catering in towns made a profit of 10%. One of the causes of this imbalance was that the courts imposed on the new companies the obligation to take over the staff of CIWL while maintaining its status. Social relations were very bad in most societies. It is therefore understandable that the aid provided by SNCF very often took the form of a contribution to personnel costs. In addition, the dealer's remuneration is set according to varied and changing criteria, such as the commitments made, the results obtained in the field of quality or the participation in contractual quality programs.

The search for the ideal “formula” for the service

In return for the favourable conditions obtained by CIWL in 1954, the company had undertaken to do everything possible to reduce the restaurant deficit. An assessment of the results relating to the period 1938-1962 was drawn up by Roger Guibert in 1962. It makes it possible to describe the distribution of the different restoration formulas on these two dates. The comparison between the results of the period 1938-1954 and the period 1954-1962 was not encouraging. From 1938 to 1954 the number of passenger-kilometres (VK) on the main lines had increased by 25% and the number of meals distributed by 33%. On the other hand, from 1954 to 1962, the number of VKs had increased by 36% and the number of meals of the classic type served in dining cars had fallen by 5%. It had gone from 2.7 million in 1954 to 2.1 million in 1962. The causes of this development were easily identifiable, according to Guibert: the closure of the service on a few loss-making lines, the creation of more economical catering methods and the acceleration of trains on several major lines. It had led to an increase in the number of trips without the traveller feeling the need to eat during the journey. There is a kind of contradiction, noted on November 6, 1968 the same Guibert, then Managing Director, between the balance of catering and the policy of developing fast trains that we are pursuing. In 1963, the percentage of passengers using dining cars on flag trains was 25%, but only 5% on ordinary express trains.

After the acquisition of the CIWL fleet, SNCF made a considerable effort to renew the equipment. It had 114 dining cars. A programme to write off thirty-seven dining cars, to purchase forty-two new DEV units and modernize forty-nine units of the preserved equipment was undertaken. In 1971, the average age of the equipment was 16.5 years instead of 33.3 years in 1964. The program provided for the construction of dining cars assigned to the large business trains and the modernization of the existing fleet to ensure the ordinary service, either in classic catering or in simplified catering.

New formulas for simplified restoration were tested on the occasion of these orders which were delivered from 1965. This policy was not new, but it was intensified. Even before 1954, the formula of the buffet car, which appeared in the 1930s, had met with some success. They were mixed cars, one part being occupied by ordinary compartments, another by a kitchen and a dining room. They were operated under the same conditions as dining cars. These cars had provided catering for 169,000 travellers in 1954. Similarly, meals were served instead on self-propelled trains. This formula concerned 87,700 passengers in 1954. Cars new ones, of the Snack-Bar or Bar type, were divided into two parts, one comprising ordinary compartments, the other a pantry for simple dishes, reheated preserves or salads, the service being provided by two attendants. They had been tried on in Paris - Strasbourg and this clientele of choice was satisfied with a very simplified service, noted Guibert. He concluded that the formula was good for trains with sufficient attendance without restaurant cars or buffet cars. But the formula of the full meal on a tray served instead had been abandoned on regular services due to the vagaries of sales and the hygiene problems it posed. A more original formula was tested on medium-class trains (trains n° 1109 and 1110

of the Bourbonnais line) in May 1963. The dining car was divided into two parts. The travellers of a first service were admitted in a half-room, where they were questioned on the drink of their choice and served by trays. While they consumed, the same operations were carried out in the other half-room and while these travellers consumed, those of the first half-room paid their bill and rejoined their place. The test, according to the sales department, was technically successful. We had been able to accommodate 90 travellers in a 48-seat room and mobilized three agents instead of eight. However, it was the subject of "vigorous complaints" from customers. Roger Guibert explained that these complaints undoubtedly come from people of a certain age who demand to have hearty meals with great service in the dining cars of our trains. But, in ten or fifteen years, when the majority of current claimants will have disappeared, SNCF will then be able to apply the simplified formula. Another formula, that of self-service, was tested on the Gallia-Express agency train in a carriage divided into two rooms. Similarly, 90 travellers could be served there in one hour and it mobilized three agents instead of eight. Guibert asserted that a very large fraction of travellers will urge simpler, cheaper menus with a very simplified menu, which will lead to an increase in the yield of dining cars. But you will have to choose between self-service half-rooms and modified restaurant cars. However, it was necessary to maintain the restaurant cars to ensure the large business trains. The buffet cars and Snack-Bar cars were refurbished during major maintenance operations. Their arrangement did not cause very significant problems, since it was easily obtained from ordinary cars.

A financial balance sheet of the different sectors was established, thanks to the adoption of modern accounting and management control methods. It highlighted the great diversity of the results of the different services. The 1972 reform was followed by a very thorough investigation of the quality of services and the financial results between 1973 and 1976 of the various service providers which had just been set up. The reports summarizing these surveys analyse the results obtained by the managers and form accounts of the experiences carried out by these companies. These years thus mark a decisive turning point in the history of railway catering. The detailed reports written by the controllers have fuelled the reflection on the comparison of the different formulas. In addition, it was then that the first Corail cars were put into service, which made it possible to organize a service in place without major difficulty, but which one of the criteria applied to assess the quality of service was the ability to operate using new types of catering and to provide service by Corail car or TGV. This is how Servair, despite its management deemed very poor, was retained. Because there was a link between this operation and the Corail and TGV restoration studies. The aerial know-how was transposable on these two materials. Similarly, the SHR network made it possible to test new formulas for organizing itinerant sales and the Grill-Express service. It got the Corail catering off to a good start, which was to replace the snack service. The express grill was operated by the three Southeast operators. Finally, Cesaf, after failing to operate a tray service in trains that did not have shelves and automated doors, turned to experimental operation. We had sought, indicated a report by Paul Gentil, General Manager, in 1975, to develop a type of service which would make it possible to solve the main source of costs by calling on the preparation on land and the service in cars not (or little) specialized. The purpose of detaching rolling stock from production tasks is to avoid recourse to professionals, to renovate and reduce the number and qualifications of rolling stock. In addition, a certain disorder in the organization (services not guaranteed, supplies interrupted, badly planned) was compensated for in the judgment of travellers, relating to the reception and the atmosphere and, also, to the quality of the service. It also required experimentation by the personnel. Meal trays have replaced restaurant car type service. An attempt to extend to 2nd class has been organised. This is how the modern restaurant was born. It summarizes the experiments carried out by the various companies between 1973 and 1976 and then evolved quite rapidly.

In 1975, Paul Gentil's report on the development of Grill-Express cars whose catering capacity, according to him, was two to three times greater than that of the classic car, which corresponds to an attendance close to double. Therefore, the most favourable employment formula consists in associating a Grill-

Express with a car whose occupants can be served in their place. This prediction is only half confirmed. Instead of the combination Grill-Express and service in the travellers place, it is the formula bar and service at the place operating separately which has imposed itself. In 1994, both in conventional equipment and in TGV equipment, most of the fleet consisted of bar cars accessible to 1st class and 2nd class passengers and catering cars accessible to 1st class passengers. A few other very limited series are destined to disappear. The B5rtux bar cars are differentiated according to the nature of the train: half of a car on the Corail trains, two thirds on the TGV Sud-Est.

Meals adapted to the services and expectations of the customers

In 1954, the flagship product of CIWL was the copious meal of a very good standard served in the restaurant car. From the beginning of the 1950s, this formula was threatened with disappearance because of the significant deficit it generated. In his 1954 report, Charles Boyaux considers the possibility of replacing restaurant cars with buffet cars or itinerant sales services. This solution was immediately rejected in favour of the new contract that we described above, associated with a search for savings in the actual execution of the restaurant car service in agreement with CIWL. It is in fact allowed to design meal formulas (cold service on a tray, as in airplanes or a single dish, etc.) requiring lower preparation or service costs than current menus.

This traditional offer was characterized by good standing and high meal prices. The service was very expensive in terms of staff. Its cost, as we have said, was almost 60% higher than that of a good provincial restaurant and was constantly increasing. Already, on the RGP self-propelled trains and on Paris - Brussels, the classic meal formula had been offered instead, the cars being converted into a coach formula with a central corridor and a kitchen. The buffet car formula still met with some success: the number of meals served in these buffet cars increased from 169,000 to 278,000 and in the self-propelled trains from 87,700 to 240,000 between 1954 and 1962. In 1950 there appeared, itinerant sales which had experienced very rapid growth: the receipts generated by this service had risen from 2.3 million francs in 1954 to 9 million in 1962, or 7% and 13% of total receipts. Between 1954 and 1961, many experiments were tested to direct the offer towards the reduction of meal costs. In the restaurant cars, "light menus" were offered, introduced in 1961. This is a classic menu in which one main course; the starter in general, has been removed. This solution was a great success. In 1963, light menus represented 30% of the meals served in cars offering both formulas. But this solution is not rational and generates neither savings nor greater attendance. The meal package formula also met with great success after 1962, without the experiment being continued thereafter.

Asked in 1963 as to what type of meal should be served in restaurant cars and in what form, Roger Guibert replied that it was necessary to take into consideration the general evolution of the habits of the French for a certain number of years. We eat, he said, less hearty and restaurants with a fixed price and a rich menu tend to disappear in favour of establishments offering a very simple service, often self-service. The buffets of the big stations, like that of Lyon-Perrache for example, applied this formula, which was a great success.

During the 1967 reform, only 5% of travellers used the catering service, including 1.5% in restaurant cars and 3.5% in itinerant sales. Their success did not diminish. The traffic coefficient for restaurant cars during the time slots corresponding to normal meal times was 12% for restaurant cars and 30% for itinerant sales. On Brussels - Paris, between 12:00 p.m. and 2:00 p.m., the first of these attendances reached 60%. Consideration had to be given to completely or partially replacing dining cars with buffet cars, savings in the execution of the service by applying new formulas and taking note of the "increasing unsuitability of

services to customer demands", which numerous market surveys have confirmed. Thus, 1st class travellers complained of having to bear the expense of a meal, the volume and degree of elaboration of which went far beyond their desires.

It was necessary, according to Guibert, to develop simplified services whose aim will be to simply feed travellers with a fast service at a reasonable price, which will make it possible to increase the flow of dining cars and satisfy a larger fraction of train customers without increasing material resources - cars and staff - and, we believe, improving the balance sheet. The technique of frozen dishes was very well articulated in this evolution. It made it possible to reduce the high expenditure on specialized staff, which was particularly difficult to recruit for the additional summer services. Promising studies have been carried out at Saint-Lazare station. But it is necessary to add to this service a chain of fixed-point restaurants. It will therefore take a long time before this solution can be implemented. In the 1980s, freezing, which was the complement to the preparation of meals outside cars, was thus placed at the heart of the system. It extended an effort to rationalize food purchases and supplies that dates back to the 1960s. It led to a sharp reduction in expenditure. Seeking in 1994, catering involved 15 million consumers and 1,300 mainline trains, or one consumer for every five passengers. Its organization is based on two businesses: on-board service and refuelling each day, along the cold chain, of all departing trains from the hotel commissariat which prepares the meals to the loading of the train, passing through the storage space and the trucks carrying the isothermal cells. Outside the Paris region, eight centres occupied less than 1,000 m², two in the Paris region. Two centres in the provinces occupied between 1,000 and 2,000 m² and two in the Paris region. Two centres of more than 5,000 m² located in the Paris region had a production activity. In 1994, small refuelling services (SAV) were disappearing in favour of larger centres. An agreement was being negotiated to ensure the sharing of after-sales costs. In addition, itinerant sales have been reorganized to obtain a better targeted service and a more flexible organization. Bar cars and other "simplified solution" formulas are complementary to the development of itinerant sales centred on sandwiches and beer. A statistic based on the number of sales gives the following results: 57% of consumers use bars, 21% itinerant sales, 16% on-site catering and 6% other formulas. The revenue distribution is very different.

All of these observations lead to three conclusions. The relationship between SNCF and its concessionaires changed only slowly. But the decisive step is contemporaneous with a period of radical transformation of the techniques, strategies and structures of the company. The history of restoration is concretely inseparable from that of the organization of space in cars and the triumph of the coach car.

It is closely dependent on changes in operating methods, speed policy and finally on the radical transformation of relations between SNCF and its partners.

Catering has adapted, like other functions, to a profound change in the economic and social environment and food practices. However, it took time for the classic dining car formula to be abandoned. But SNCF finally submitted to changes in lifestyles, according to a generational logic. The restaurant car will undoubtedly rise again from its ashes under the pressure of new consumers fond of quality meals but not necessarily hearty...

Wagon-restaurant : premier service

by Roger Commault †

d'abord publié dans le magazine de l'AFAC "Revue Chemins de Fer" n° 181 de juillet-août 1953

Simple en apparence, l'exploitation d'une voiture-restaurant (WR) telle qu'elle se pratiquait jusque dans les années 1970 mérite bien cette étude approfondie : le but de cet article sera donc de montrer la complexité d'un service de restauration dont bénéficiait chaque année plusieurs millions de voyageurs.

Division CIWL de Paris, Inspection de Paris-PO, WR n° 3682 sur les rapides n° 1-2

La Brigade du WR affectée au train n° 1 prend son service dès 7 heures pour un départ du convoi depuis Paris-Austerlitz à 8 heures 20. Elle se compose de sept agents, quatre pour le service de table et trois pour la cuisine. Le Receveur ou Maître d'hôtel est le chef de la voiture : sur lui repose toute la responsabilité du service et des agents subordonnés. Le premier Serveur secondant le Maître d'hôtel s'occupe des vins et se charge d'établir les notes de restaurant. Le deuxième Serveur dresse les tables et nettoie les salles. Le Garçon d'office confectionne les hors d'œuvre, prépare les fromages et les fruits tout en s'occupant des verres et des couverts ; il aide aussi à desservir les tables à la fin des repas. Le Chef cuisinier, responsable de son local et du linge inventorié, élabore les menus prévus dans le voyage avec son Aide-cuisinier ; ce dernier, pendant le service, double le Plongeur chargé de la vaisselle, de la batterie de cuisine et son entretien.

A 7 heures, la Brigade s'est présentée au Bureau de l'Inspecteur et signé le livre de départ. Pendant que le Receveur prend possession des papiers du voyage, les autres agents ont rejoint la voiture-restaurant à quai et ont échangé leurs vêtements civils contre leurs uniformes réglementaires ; leurs effets personnels sont rangés dans deux coffres servant aussi de sièges.



Note du rédacteur : je n'ai pas le WR 3682 dans ma collection de photos, mais de la même série 3663-3682, construite par EIC en 1930/31, je montre comme suppléant le 3664, ici dans les années 1930 à Boulogne Maritime.

Photo : From the French Railways Society Archive – Geoffrey Keen collection.

Deux manutentionnaires ont apporté sur des chariots remorqués par un Fenwick les consommations, le linge propre et les victuailles. Le déchargement s'effectue côté cuisine pour les denrées et les pains de glace, côté opposé pour les consommations et le linge. Pendant ce temps, le Receveur termine la préparation de ses différentes feuilles de route, complète ses inventaires et prend les consignes du Contrôleur de gare.

Dans la cuisinière, le feu a été allumé quelques heures auparavant par le nettoyeur de la voiture affecté au dépôt, une personne qui termine son service à l'heure du départ. Le Plongeur active le feu, prépare le café, sort les assiettes et les tasses sur plateau, tandis que le deuxième Serveur dresse les tables.

Le premier Serveur ayant terminé l'armement des caves, descend sur le quai pour distribuer les réservations de places. Les carnets de réservation comportent 56 tickets par service et les agences peuvent toujours en réserver un certain nombre. Le Garçon d'office, aussitôt la glace et les denrées rangées dans ses placards, prépare pour les petits déjeuners : le beurre, les corbeilles de fruits (trains de luxe), la confiture, les tranches de cake, etc.

Au départ d'un service très chargé, on ne peut qu'admirer l'esprit d'équipe qui anime toute la Brigade ; selon le rythme du service, tous s'entraident sans distinction de grade, et c'est un fait que le Chef cuisinier met les couverts lorsqu'il le faut ; une Brigade de WR forme un bloc solide et efficace.

Sur les pendules de la gare de Paris-Austerlitz, il est désormais 8 heures 20 ; en 80 minutes, tout a été préparé pour recevoir le premier client, le train n° 1 démarre vers Bordeaux et le Sud-Ouest.

Le Second serveur est déjà parti dans les couloirs du train en agitant cette petite sonnette dont le timbre était alors connu de tous les voyageurs ; il annonçait le service des petits déjeuners tout en distribuant des tickets de repas.

Le Receveur et le premier Serveur, chacun à une extrémité de la voiture, reçoivent les voyageurs et les placent dans les deux salles fumeurs et non fumeurs. Le Receveur prend commande des extra : œufs, viande froide, etc. ... pour les transmettre aussitôt à la cuisine. Le Premier serveur donne du café et du lait tandis que le Second serveur passe les tranches de pain et les toasts.

Pour le Cuisinier et son Aide, le temps qui sépare le départ du premier service des déjeuners, environ deux heures, est le point crucial du voyage. En effet, il leur faut confectionner près de 200 menus comprenant entrées, viandes ou poissons, légumes, dans un espace réduit. Qui de nos jours accepterait de préparer une telle quantité de repas dans une cuisine mesurant moins de trois mètres de longueur et 2 mètres de large.

La quantité d'eau dont dispose une voiture-restaurant est en tout de 1 000 litres ; il faut d'ailleurs refaire le plein lors de l'escale en gare de Bordeaux-Saint-Jean, car la consommation sur un tel parcours dépasse largement le m³.

Le rapide n° 1 a déjà roulé depuis 30 minutes et déjà le Maître d'hôtel perçoit le montant des notes du premier service des petits déjeuners que le Premier serveur vient d'établir table après table.

Pendant ce temps, le Second serveur débarrasse les tables pour la mise en place du deuxième service. Un rapide nettoyage est effectué lorsque tous les voyageurs ont quitté les salles et moins de 10 minutes après, le deuxième service peut commencer, identique pour se terminer à 10 heures.

Le restaurant ferme alors ses portes pendant une trentaine de minutes. Dans cette demi-heure, la Brigade dressera les 56 couverts nécessaires au premier service des déjeuners, nettoiera impeccablement les deux salles de restauration et devra encore prendre son propre repas.

Déjà la gare de Saint-Pierre-des-Corps, que le temps passe vite. Depuis deux heures, près de cent petits déjeuners ont été servis ; la cuisine est alors parée ; l'office a confectionné ses hors d'œuvre pour les quatre services successifs d'une heure et quinze minutes et le train sera alors bien au-delà de Bordeaux.

Le Second serveur est retourné dans les couloirs toujours en agitant sa sonnette. A partir de 10 heures 45, le Maître d'hôtel place alors les voyageurs munis de leurs tickets de réservation. Dès que les deux salles sont aux $\frac{3}{4}$ occupées, le premier serveur passe les apéritifs, puis immédiatement les vins choisis par les convives. Cet agent seul doit s'occuper des boissons puisqu'il est chargé d'établir les factures ; il devra se rappeler des diverses consommations servies sur chaque table. Les salles étant désormais complètes, le Maître d'hôtel inscrit sur son carnet de contrôle le nombre de voyageurs placés pour le transmettre au Chef cuisinier avec s'il y a lieu toutes les modifications particulières de menus.

Le Maître d'hôtel aide le premier serveur à déboucher les bouteilles et le Second serveur revenu présente les hors d'œuvre. Les vins une fois distribués, le Premier serveur prend les assiettes propres de l'entrée tandis que le Second serveur débarrasse celles des hors d'œuvre. En même temps, le Maître d'hôtel part avec le premier plat, un plat étant prévu pour trois tables soit douze couverts pour les tables n° 1 à 3. Le Premier serveur ayant placé toutes les assiettes revient prendre le deuxième plat (tables n° 4 à 6), ensuite le Maître d'hôtel dispose du troisième (tables n° 7 à 9), le Second serveur du quatrième (tables n° 10 à 12) et enfin le Maître d'hôtel termine avec un cinquième plat les tables n°13 et 14.

Pendant ce temps, les tables n° 1 à 3 ont terminé l'entrée et le Second serveur les débarrasse et le Premier serveur met les assiettes chaudes suivi du Maître d'hôtel et de son plat de viande. Celui-ci est toujours servi à part pour plus de commodité et les légumes suivent partagés par le Premier serveur. Cependant, comme les légumes sont plus longs à servir, le Second serveur présente aussi un autre plat de garnitures. En dix minutes environ, le Maître d'hôtel s'est saisi de quatre plats de viande et les serveurs de trois en moyenne.

A ce moment du service se produit un léger temps d'arrêt de cinq minutes au plus. Le Premier serveur en profite pour renouveler les consommations et en été passer la glace. Le Second serveur prépare 56 assiettes chaudes pour le deuxième légume. Le Commis d'office dresse sa planche à fromages et ses corbeilles de fruits.

Mais le plat de viande est terminé et les deux serveurs en cinq minutes passent le deuxième légume, le Maître d'hôtel habituellement termine. Le Premier serveur dessert les assiettes, le Second serveur place les petites assiettes à fromage, le Maître d'hôtel présente son choix varié de fromages dans les deux salles fumeurs et non fumeurs. Pendant ce temps, le Premier serveur dispose ses liqueurs, le Second serveur ses tasses à café, et lorsque le Maître d'hôtel a terminé le fromage, le Premier serveur commence à débarrasser suivi du Second serveur avec les assiettes à dessert.

Le Maître d'hôtel continue la chaîne en apportant la première bombe glacée prévue pour douze à quinze voyageurs. Le Second serveur passe le café, le Maître d'hôtel revient avec les liqueurs et le Premier serveur commence à établir les notes de chacun.

Après le café, le Second serveur se charge de débarrasser rapidement tout le matériel restant sur les tables, sauf les verres à apéritif et les bouteilles qui servent de témoins pour l'établissement des notes. Le Maître d'hôtel après avoir offert les liqueurs et les tabacs vient à la suite du Premier serveur encaisser les factures des clients.

Les voyageurs regagnent leurs compartiments et l'ensemble de ce premier service n'a pris qu'une heure et cinq minutes. Il ne reste donc que dix minutes pour remettre les tables. Le deuxième service du

déjeuner reprendra à la même cadence au passage en gare de Poitiers (12 heures), suivi du troisième à partir d'Angoulême (13 heures 18) et enfin du quatrième débutant à Libourne (14 heures 30).

Le rapide n° 1 s'approche désormais de la gare de Dax (16 heures 35). Déjà d'autres voyageurs affluent dans les deux salles pour prendre leur thé. Le service continue sans répit pour les deux serveurs. Le Maître d'hôtel s'occupe à transcrire ses pièces comptables. A la cuisine, il y a fort à faire pour remettre tout en ordre et le Chef continue à cuisiner pour le dîner du soir de la Brigade. En effet, 45 minutes avant l'arrivée en gare d'Hendaye (18 heures 14), le personnel de la CIWL dîne dans le restaurant de manière à ce que la voiture puisse être évacuée avant le passage de la frontière espagnole et que les caves et l'office puissent être plombés par la douane, le trajet du rapide n° 1 se terminant en gare d'Irun.

Le retour sur le rapide n° 2 reproduit ce qui précède. La Brigade se rend à la voiture-restaurant à 11 heures et déjeune avant le départ du train fixé à 13 heures 15. Le service commence ici immédiatement par les déjeuners au nombre de deux, puis du thé et de trois ou quatre services de dîners avant l'arrivée à Paris-Austerlitz (23 heures 30).

Avant le terminus parisien, côté cuisine, toute la batterie est nettoyée et remise en place par le Plongeur, les victuailles sont rangées dans la glacière par l'Aide-cuisinier. Le Chef effectue « son reste en timbre », c'est-à-dire inscrit sur un bordereau, où figurent déjà les quantités entrées la veille, les chiffres de tout ce qui est resté en solde (en nombre et en poids).

Côté salles, le Second serveur compte le linge et l'inscrit sur un livret en triple exemplaire (un dans le sac, un pour le magasin qui assure le renouvellement de l'inventaire, le troisième non détachable pour le contrôle. Le Premier serveur range les caves et seconde le Maître d'hôtel dans l'établissement des pièces comptables : bordereau des recettes, vente des consommations, des liqueurs et tabacs, pourcentage du personnel sur les recettes, etc. Souvent ce travail doit se terminer dans le bureau de l'inspection, bien après l'arrivée à Paris.

La Brigade à sa descente sur le quai remet la voiture au Nettoyeur qui aura la charge au dépôt de son entretien dans le courant de la nuit. La recette est remise par le Maître d'hôtel au contrôleur de service et le Chef cuisinier présente le « reste en timbre » au contrôleur de cuisine qui peut alors établir la commande du lendemain d'après le menu établi par la Direction CIWL de Paris.

Cette commande rejoint celles des différents autres services de l'Inspection pour être transmise au magasin de la place des Vosges (plus tard à Saint-Ouen). Ces commandes sont préparées à partir de 4 heures du matin et livrées aux Inspections deux heures avant le départ des trains.

Cet exemple des divers services offerts dans une voiture-restaurant constituait alors le labeur quotidien des Brigades de la CIWL œuvrant toute l'année pour la satisfaction des voyageurs, le fameux « wagon-restaurant » plébiscité par les anciens et qui appartient déjà à un passé lointain.

Wagon-restaurant : premier service – English version

first published in French in the AFAC magazine "Revue Chemins de Fer" in the mid-1990s

The operation of a dining car (WR), as it was practised until the 1970s, is apparently simple and deserves to be studied in depth: the aim of this article is to show the complexity of a catering service that was used by several million passengers each year.

CIWL Paris Division, Paris-PO Inspection, WR No. 3682 on Rapides No. 1-2.

The WR Brigade assigned to train no. 1 started work at 7 a.m. for a departure of the train from Paris-Austerlitz at 8.20 a.m. It was composed of seven agents, four for table service and three for the kitchen. The Receiver or Maître d'hôtel was the head of the carriage team: he was responsible for the entire service and the subordinate agents. The First Waiter, assisting the Maître d'hôtel, is in charge of the wines and draws up the restaurant bills. The Second Waiter sets the tables and cleans the restaurant. The Garçon d'office prepares the hors d'oeuvres, cheeses and fruit while taking care of the glasses and cutlery; he also helps to clear the tables at the end of the meal. The Head Chef, responsible for his kitchen and the linen inventoried, prepares the menus planned for the trip with his Assistant Cook; the latter, during the service, doubles up with the dishwasher in charge of the dishes, the kitchenware and its maintenance.

At 7 a.m., the Brigade went to the Inspector's Office and signed the departure book. While the Maître d'hôtel took possession of the travel papers, the other agents joined the restaurant car at the platform and exchanged their civilian clothes for their regulation uniforms; their personal effects were stored in two trunks which also served as seats.

Two handlers brought the food, clean linen and victuals on trolleys towed by a Fenwick (trolley). The unloading was done on the kitchen side for the foodstuffs and the ice-creams, and on the opposite side for the drinks and the linen. During this time, the Maître d'hôtel finishes preparing his various route sheets, completes his inventories and takes instructions from the Station Controller.

In the kitchen, the fire was lit a few hours earlier by the car cleaner assigned to the depot, a person who finishes his service at the time of departure. The dishwasher activates the fire, prepares the coffee, puts out the plates and cups on trays, while the Second Waiter sets the tables.

The First Waiter, having finished stocking the cellars, goes down to the platform to distribute the seat reservations. The reservation books contain 56 tickets per service and agencies can always reserve a certain number. The waiter, as soon as the ice cream and foodstuffs have been put away in his cupboards, prepares for the breakfasts: butter, fruit baskets (luxury trains), jam, slices of cake, etc.

At the start of a very busy service, one can only admire the team spirit that animates the whole Brigade; according to the rhythm of the service, everyone helps each other without distinction of rank, and it is a fact that the Chef sets the table when necessary; a Brigade of WRs forms a solid and efficient team.

On the clocks of the Paris-Austerlitz station, it is now 8.20 a.m.; in 80 minutes, everything has been prepared to receive the first customer, the train n° 1 starts towards Bordeaux and the South-West.

The Second Waiter has already set off along the train corridors, waving the little bell whose tone was known to all travellers at the time; he announces the breakfast service while distributing meal tickets.

The Maître d'hôtel and the First Waiter, each at one end of the car, receive the travellers and place them in the two smoking and non-smoking rooms. The Maître d'hôtel takes orders for extras: eggs, cold meat, etc., and passes them on immediately to the kitchen. The First Waiter serves the coffee and milk while the Second Waiter serves the slices of bread and toast.

For the Chef and his Helper, the time between the departure and the first lunch service, about two hours, is the crucial point of the trip. Indeed, they have to prepare nearly 200 menus including starters, meat or fish, vegetables, in a small space. Who today would accept to prepare such a quantity of meals in a kitchen measuring less than three metres long and two metres wide?

The total amount of water available in a dining car is 1,000 litres; it is necessary to refill the tank during the stopover at Bordeaux-Saint-Jean station, as consumption on such a journey is well in excess of 1 m³.

Rapide No. 1 has already been running for 30 minutes and the Maître d'hôtel is already collecting the bills for the first breakfast service that the First Waiter has just established table after table.

During this time, the Second Waiter clears the tables for the second service. A quick clean-up is done when all the travellers have left the restaurant and less than 10 minutes later the second service can start, identical to the first, to finish at 10.00 am.

The restaurant then closes for about 30 minutes. In this half hour, the Brigade will set the 56 place settings needed for the first lunch service, clean the two dining rooms impeccably and still have to take their own meal.

Already at the Saint-Pierre-des-Corps station, time flies. For the past two hours, nearly one hundred breakfasts have been served; the kitchen is now ready; the pantry has prepared its hors d'oeuvres for the four successive services of one hour and fifteen minutes and the train will then be well beyond Bordeaux.

The Second Waiter returned to the corridors still waving his bell. From 10.45 a.m. onwards, the Maître d'hôtel places the travellers with their reservation tickets. As soon as the three restaurant rooms are three quarters occupied, the First Waiter serves the aperitifs, then immediately the wines chosen by the guests. This agent alone must take care of the drinks since he is responsible for drawing up the bills; he will have to remember the various drinks served on each table. When the restaurant is full, the Maître d'hôtel writes down the number of travellers placed on his control booklet and sends it to the Chef with any particular changes to the menu.

The Maître d'hôtel helps the First Waiter uncork the bottles and the Second Waiter returns to present the hors d'oeuvres. Once the wines have been distributed, the First Waiter takes the clean plates from the starters while the Second Waiter clears the hors d'oeuvres. At the same time, the Maître d'hôtel leaves with the first course, one course being provided for three tables, i.e. twelve covers for tables 1 to 3. The First Waiter having placed all the plates returns to take the second course (tables n° 4 to 6), then the Maître d'hôtel has the third (tables n° 7 to 9), the Second Waiter the fourth (tables n° 10 to 12) and finally the Maître d'hôtel finishes with a fifth course for tables n° 13 and 14.

Meanwhile, tables 1 to 3 have finished their starters and the Second Waiter clears them away and the First Waiter puts the hot plates on followed by the Maître d'hôtel and his meat dish. The meat dish is always served separately for convenience and the vegetables are shared by the First Waiter. However, as the vegetables take longer to serve, the Second Waiter also presents another dish of garnishes. In about ten minutes, the Maître d'hôtel has taken four meat dishes and the waiters an average of three.

At this point in the service there is a slight pause of no more than five minutes. The First Waiter takes advantage of this to renew the drinks and in summer to pass the ice. The Second Waiter prepares 56 hot plates for the second vegetable. The commis d'office sets up his cheese board and fruit baskets.

But the meat course is finished and the two waiters in five minutes serve the second vegetable, the Maître d'hôtel usually finishes. The First Waiter serves the plates, the Second Waiter places the small cheese plates, the Maître d'hôtel presents his varied choice of cheeses in the two smoking and non-smoking rooms. Meanwhile, the First Waiter lays out his liqueurs, the Second Waiter his coffee cups, and when the Maître d'hôtel has finished with the cheese, the First Waiter starts to clear followed by the Second Waiter with the dessert plates.

The Maître d'hôtel continues the chain by bringing the first ice bomb for twelve to fifteen travellers. The Second Waiter serves the coffee, the Maître d'hôtel returns with the liqueurs and the First Waiter begins to establish everyone's bills.

After the coffee, the Second Waiter quickly clears away all the material left on the tables, except for the aperitif glasses and the bottles that serve as witnesses for the establishment of the bills. The Maître d'hôtel, after having offered the liqueurs and tobacco, follows the First Waiter to collect the bills and money from the customers.

The passengers return to their compartments and the whole of this first service has taken only one hour and five minutes. There are only ten minutes left to put the tables back. The second lunch service will resume at the same rate when it passes through Poitiers station (12 noon), followed by the third from Angoulême (1.18pm) and finally the fourth starting in Libourne (2.30pm).

Rapide No. 1 is now approaching Dax station (16:35). Other travellers are already streaming into the two rooms to have their tea. The service continues without respite for the two waiters. The Maître d'hôtel is busy transcribing his accounting documents. In the kitchen, there is a lot of work to do to put everything back in order and the Chef continues to cook for the Brigade's evening dinner. Indeed, 45 minutes before arriving at Hendaye station (6.14pm), the CIWL personnel dine in the restaurant so that the car can be evacuated before crossing the Spanish border and the cellars and pantry can be sealed by customs, as the route of the rapid transit train No. 1 ends at Irun station.

The return journey on the No. 2 Rapide replicates the above. The Brigade goes to the dining car at 11am and has lunch before the train leaves at 1.15pm. The service here begins immediately with two lunches, followed by tea and three or four courses of dinner before arrival in Paris-Austerlitz (11.30 p.m.).

Before the Parisian terminus, on the kitchen side, all the equipment is cleaned and put back in place by the Dishwasher, and the victuals are put away in the icebox by the Assistant Cook. The Chef does his "stock take", i.e. writes down on a slip, where the quantities entered the day before are already indicated, the figures of all that remained in balance (in number and weight).

In the restaurant, the Second Waiter counts the linen and writes it down in a booklet in triplicate (one in the bag, one for the shop which ensures the renewal of the inventory, the third non-detachable for the control. The First Waiter tidies up the cellars and assists the Maître d'hôtel in drawing up the accounting documents: receipts, sale of drinks, liquors and tobacco, staff percentage of receipts, etc. Often this work had to be completed in the inspection office, well after arrival in Paris.

When the Brigade gets off the platform, it hands the car over to the Cleaner who will be responsible for its maintenance at the depot during the night. The receipts are given by the Maître d'hôtel to the controller on duty and the Chef presents the "stock take" to the kitchen controller who can then establish the next day's order according to the menu established by the Paris CIWL Directorate.

This order joins those of the various other departments of the Inspectorate to be sent to the shop at the Place des Vosges (later at Saint-Ouen). These orders were prepared from 4 a.m. onwards and delivered to the Inspectorates two hours before the departure of the trains.

This example of the various services offered in a dining car was the daily work of the CIWL brigades working all year round to satisfy passengers, the famous "dining car" that was so popular with the old-timers and that already belongs to the distant past.

Le carrozze metalliche italiane

Breve panoramica delle carrozze-letti e ristorante costruite in Italia negli anni tra le due guerre mondiali, di Francesco Bochicchio

Nell'immaginario collettivo, il treno di colore blu notte con gli intarsi in oro è il simbolo di un'epoca lontana, esageratamente sfarzosa, specchio di antiquata superbia aristocratica. Atteggiamento, a onor del vero, tipicamente italiano, spiegato bene dal professor Stefano Maggi nella sua opera intitolata "*Le ferrovie*" ove racconta che i treni di lusso in blu erano percepiti dai nostri connazionali dell'*Interbellum* come una *Versailles* su ruote, immersa in un panorama desolatamente distrutto dalla guerra e dall'arretratezza economica e sociale.

In questo lavoro cercheremo di superare tali stereotipi, evidenziando come le carrozze di lusso in blu della *Compagnie Internationale des Wagons-Lits* fossero molto ben inserite nel loro contesto storico ed avrebbero condizionato le sorti di tutto il settore dei treni internazionali negli anni a venire. Tali carrozze, infatti, rispondevano a precise esigenze di comfort e di circolabilità, maturate nelle esperienze dei primi cinquant'anni di attività della Compagnia. Tali caratteristiche condizionarono lo sviluppo delle carrozze-letti costruite dagli anni '20 e '30 fino al secondo dopoguerra, non solo della *CIWL* ma di tutte le produzioni industriali ferroviarie. In questo lavoro, ci concentreremo sulla storia delle carrozze-letti e ristorante costruite in Italia e dei servizi che svolsero per conto della Compagnia, basandoci sulla monumentale opera sulla storia dei veicoli *CIWL* fatta da Gérard Coudert, Maurice Knepper e Pierre-Yves Toussiro, nonché sull'ultimo volume scritto da Jean-Marc Dupuy e dallo stesso Toussiro.

All'inizio degli anni '20 su buona parte delle amministrazioni ferroviarie europee era in atto la progressiva sostituzione delle vecchie carrozze a cassa in legno in favore delle nuove a cassa metallica. Tali vetture potevano raggiungere velocità più elevate, garantendo una maggiore stabilità e sicurezza durante la marcia. Furono soprattutto i dirigenti delle ferrovie francesi a sollecitare, nella maggior parte dei casi, le compagnie ferroviarie estere e internazionali ad abbandonare le carrozze in cassa di legno, paventando la minaccia di proibire il transito di tali vetture all'interno delle loro zone di competenza adducendo motivi di sicurezza. Teniamo presente che, dal 1914, la sede della *Compagnie Internationale des Wagons-Lits* fu trasferita a Parigi a causa dell'invasione del Belgio, fatto storico che consegnò ai francesi un grande ascendente su di essa¹. Non dobbiamo pensare, però, che la *CIWL* fu messa con le spalle al muro e costretta di controvoglia a rinnovarsi. Era già intenzione della dirigenza della Compagnia di riammodernare progressivamente tutto il parco delle sue carrozze con il proposito di aumentare l'indice d'attrattività dei suoi convogli e per stroncare la concorrenza. Se non vi fosse stato tale rinnovamento, a lungo andare, si sarebbe aperta la strada ad altre compagnie ferroviarie per sviluppare prodotti superiori a quelli della *CIWL*.

Un progetto riguardante nuove carrozze metalliche era già stato delineato dalla Compagnia poco prima della Prima Guerra Mondiale con l'intenzione di affidarne la costruzione alla fabbrica *Pullman* di Chicago², ma le vicende belliche avevano interrotto la realizzazione di questo progetto. Fu solo un periodo momentaneo, perché a partire dal 1922 iniziarono a circolare in Europa le nuove carrozze di lusso in cassa metallica³, più sicure e adatte a velocità superiori ai 130 km/h (un vero record per l'epoca), che segnarono una svolta innovativa e storica rispetto alle precedenti carrozze realizzate in cassa di legno di teck. Il

¹ Christopher Elliot, *Mitropa-Its History and its Struggle with CIWL*, «Les Grands Express Européens», XIII, 2014, p. 7.

² Jean des Cars, Jean-Paul Caracalla, *Le Train Bleu et les Grands Express de la Riviera*, Denoël Edizioni, Paris 1988, p. 54.

³ Renzo Perret, *Grandi Espressi Europei – 2. Treni in Blu*, Gulliver Edizioni, Torino 1992, p. 31.

progetto delineato da parte della *Compagnie Internationale des Wagons-Lits* consisteva nella costruzione di nuove carrozze con la cassa metallica, tetto a botte, lunghezza del telaio metallico di circa 22,2 metri (lunghezza totale compreso i respingenti 23,452 metri⁴ circa), e carrelli ferroviari atti ai 140 km/h⁵ del tipo Pennsylvania (abbreviati con la sigla PPs).

Prodotte in Europa anziché negli Stati Uniti Nel 1922 furono consegnate le prime trentatré carrozze-letti della classe WL S⁶ (più precisamente, il lotto WL 2641÷2674) – dove S sta per *Steel* (acciaio) – da parte delle *The Leeds Forge Co.*⁷. L'anno successivo furono consegnate altre sei carrozze-letti⁸ della medesima classe (WL S 2675÷2680). Tali vetture, associate in seguito alla sottoclasse WL S2, furono allestite con dodici cabine – di cui quattro da due letti ciascuna, a formare le cabine di seconda classe – per un totale di sedici posti letto⁹.

Nel corso degli anni '20 le carrozze-letti della famiglia WL S raggiunsero il considerevole numero di duecento e trentanove esemplari¹⁰, la cui diffusione in Europa e non solo fu straordinaria. L'unica nota di demerito fu rappresentata dalla massa eccessiva che risultò essere di cinquantasei tonnellate, la quale poteva condizionare le prestazioni delle locomotive dell'epoca. Queste carrozze ricevettero la splendida livrea blu notte – o *bleu nuit* – con gli intarsi in oro, abbandonando il classico marroncino di teck delle vetture ottocentesche. Non solo, ma tra le grandi innovazioni che le nuove *voiture-métalliques*¹¹ offrivano ai viaggiatori, come riportato dal *The Railway Gazette et Railway Engineer*¹², oltre che alle splendide decorazioni interne, vi era la possibilità di avere la cabina singola. Nello specifico, al viaggiatore era data la possibilità di usufruire di uno scompartimento dotato di un solo letto e piccola *toilette* privata, riservato, opzione non particolarmente diffusa nelle carrozze in teck.

La rivista *The Railway Gazette*¹³ riferì, inoltre, che sulle nuove *voiture-métalliques* fu ripreso un concetto già sviluppato da George Pullman nel XIX Secolo con le sue carrozze-letti: il letto di giorno poteva essere ribaltato per trasformarsi in un comodo divanetto dove poter tranquillamente viaggiare. Dobbiamo rilevare che le nuove carrozze metalliche in blu, con le loro soluzioni innovative per il confort e per l'organizzazione degli interni, attirarono sin da subito l'attenzione della stampa di tutto l'Occidente, risultando molto efficaci dal punto di vista mediatico.

Come è stato riferito da Jean-Marc Dupuy e Pierre-Yves Toussirot, i tecnici della *Compagnie Internationale des Wagons-Lits* confortati dal successo delle prime carrozze a cassa metallica, decisero di commissionare¹⁴ altre cento e quarantacinque nuove carrozze-letti¹⁵ che, a detta di Renzo Perret, avrebbero dovuto entrare in composizione ai treni più importanti della Compagnia: le *voitures-lits* classe

⁴ Fabio Cherubini, Luigi Voltan, *FS Carrozze Ex CIWL delle FS*, Duegi Editrice, Ponte San Nicolò 2012, p. 33.

⁵ <https://www.ilportaledeitreni.it/2019/03/28/244625/>.

⁶ Gérard Coudert, Maurice Knepper, Pierre-Yves Toussirot, *La Compagnie Des Wagons-Lits: Histoire des véhicules ferroviaires de luxe*, La Vie du Rail Edizioni, Paris 2010, p. 190.

⁷ *Ib.d.*, p. 385.

⁸ *Ib.d.*, p. 190.

⁹ *Ib.d.*, p. 191.

¹⁰ Renzo Perret, *Grandi Espressi Europei – 2. Treni in Blu*, Gulliver Edizioni, Torino 1992, p. 39.

¹¹ Le nuove carrozze della CIWL in cassa metallica dei primi anni '20.

¹² Jean des Cars, Jean-Paul Caracalla, *Le Train Bleu et les Grands Express de la Riviera*, Denoël Edizioni, Paris 1988, p. 57.

¹³ Jean des Cars, Jean-Paul Caracalla, *Le Train Bleu et les Grands Express de la Riviera*, Denoël Edizioni, Paris 1988, p. 60.

¹⁴ Gérard Coudert, Maurice Knepper, Pierre-Yves Toussirot, *La Compagnie Des Wagons-Lits: Histoire des véhicules ferroviaires de luxe*, La Vie du Rail Edizioni, Paris 2010, p. 194.

¹⁵ Renzo Perret, *Grandi Espressi Europei – 2. Treni in Blu*, Gulliver Edizioni, Torino 1992, p. 44.

WL Z. Furono chiamate così per la disposizione dei loro dodici scompartimenti, ovvero a forma di lettera zeta o a “spina di pesce”, dotati ciascuno di un massimo due posti letto (per un totale di ventiquattro posti). In questa class di carrozze, successivamente, fu allestito un *office*¹⁶ per il conduttore, a testimonianza di un secondo utilizzo al quale vennero relegate in tempi più moderni agganciate a convogli ordinari o ai *Trains-Hotel* della Compagnia del tutto sprovvisti di carrozza-ristorante¹⁷, venendo meno ai propositi iniziali. La palma di “ammiraglie” del parco delle carrozze-letti in blu notte con gli intarsi in oro verrà presto ceduto nel 1928 alle più altisonanti *Voitures-lits Gran Luxor* o, più semplicemente, carrozze-letti WL Luxor. Sul volume di Jean-Marc Dupuy e Pierre-Yves Toussirost sono state raccolte una serie di informazioni importanti circa le assegnazioni e i treni su cui furono impiegate queste “Cenerentole” su ruote, molte delle quali sono state costruite proprio in Italia.

Dopo questi accenni storici di carattere generale, utili a capire l’evoluzione di queste carrozze-letti, procediamo ora nell’esaminare le singole vetture delle classi WL S e WL Z¹⁸ costruite in Italia nel corso di quegli anni. Il 7 gennaio 1926¹⁹ le Officine Meccaniche Italiane di Reggio Emilia consegnarono la prima carrozza-letti WL Z: si trattava dell’esemplare n°2722. Per l’occasione, l’impianto reggiano commissionò un imponente servizio fotografico volto a documentare le fasi salienti della costruzione della prima carrozza ordinata dalla *Compagnie Internationale des Wagons-Lits*. Per l’epoca, un lavoro di questo genere era considerato un importante traguardo dal punto di vista tecnico, un grande biglietto da visita:



(1) In questa immagine scattata²⁰ all’interno del capannone delle Officine Reggiane destinato all’allestimento delle locomotive, possiamo ammirare gli chassis delle prime carrozze-letti WL Z. Possiamo vedere, sullo sfondo, una locomotiva a vapore italiana del gruppo 740 in fase di ultimazione.

¹⁶ Gérard Coudert, Maurice Knepper, Pierre-Yves Toussirost, *La Compagnie Des Wagons-Lits: Histoire des véhicules ferroviaires de luxe*, cit., p. 194.

¹⁷ Renzo Perret, *Grandi Espresso Europei – 2. Treni in Blu*, cit., p. 44.

¹⁸ Gérard Coudert, Maurice Knepper, Pierre-Yves Toussirost, *La Compagnie Des Wagons-Lits: Histoire des véhicules ferroviaires de luxe*, cit., p. 194.

¹⁹ Jean-Marc Dupuy, Pierre-Yves Toussirost, *Trains d’exception. Voitures-lits, restaurant, Pullman et fourgons métalliques de la Compagnie Internationale des Wagons-Lits & des Grands Express Européens 1922-1970*, Éditions LR Presse, Auray Cedex 2022, p. 49.

²⁰ Foto Biblioteca Panizzi-Reggio Emilia.



(2) La fiancata lato cabine della carrozza-letti WL Z appoggiata sul telaio²¹.

²¹ Foto Biblioteca Panizzi-Reggio Emilia.



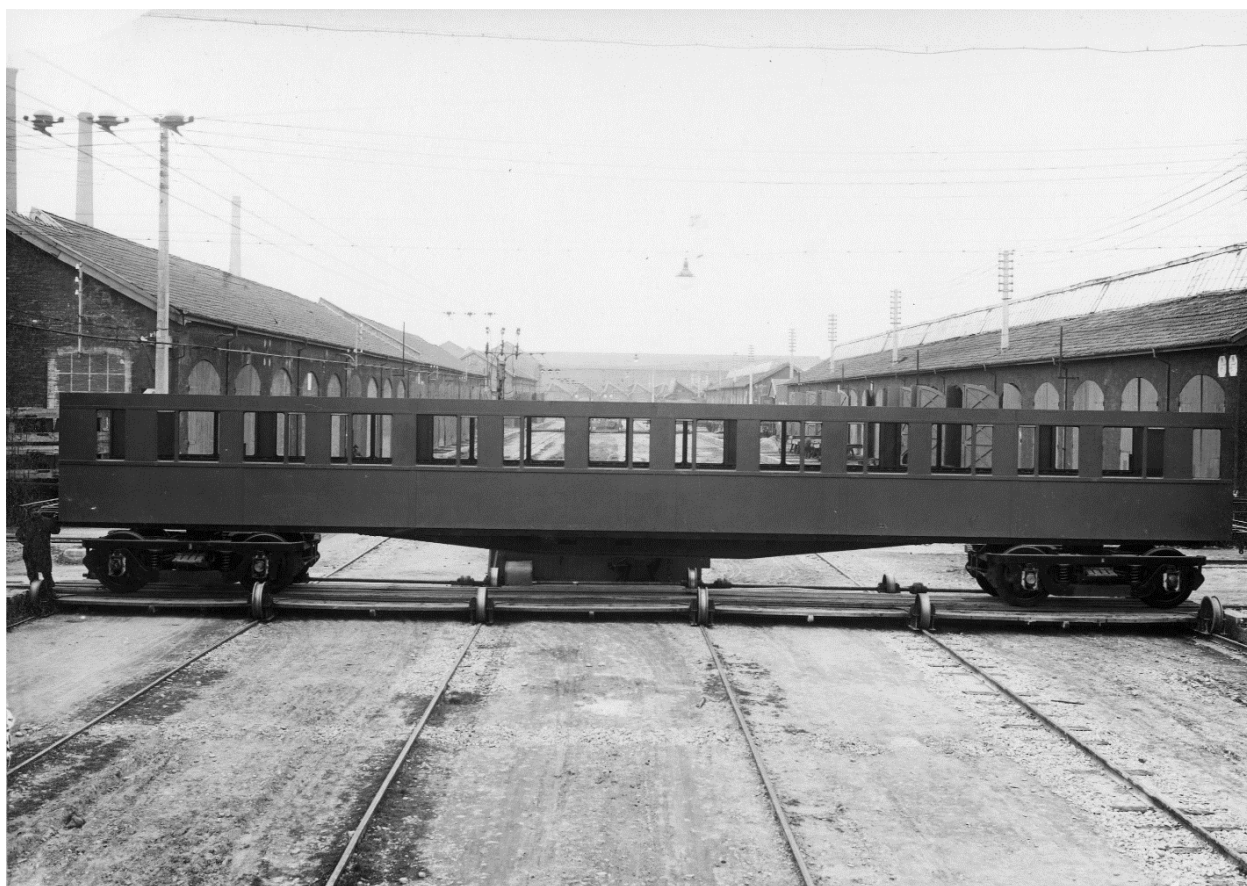
(3) La fiancata lato corridoio poggiate su un telaio montato sopra un carro pianale, probabilmente utilizzato per gli spostamenti all'interno dello stabilimento²².



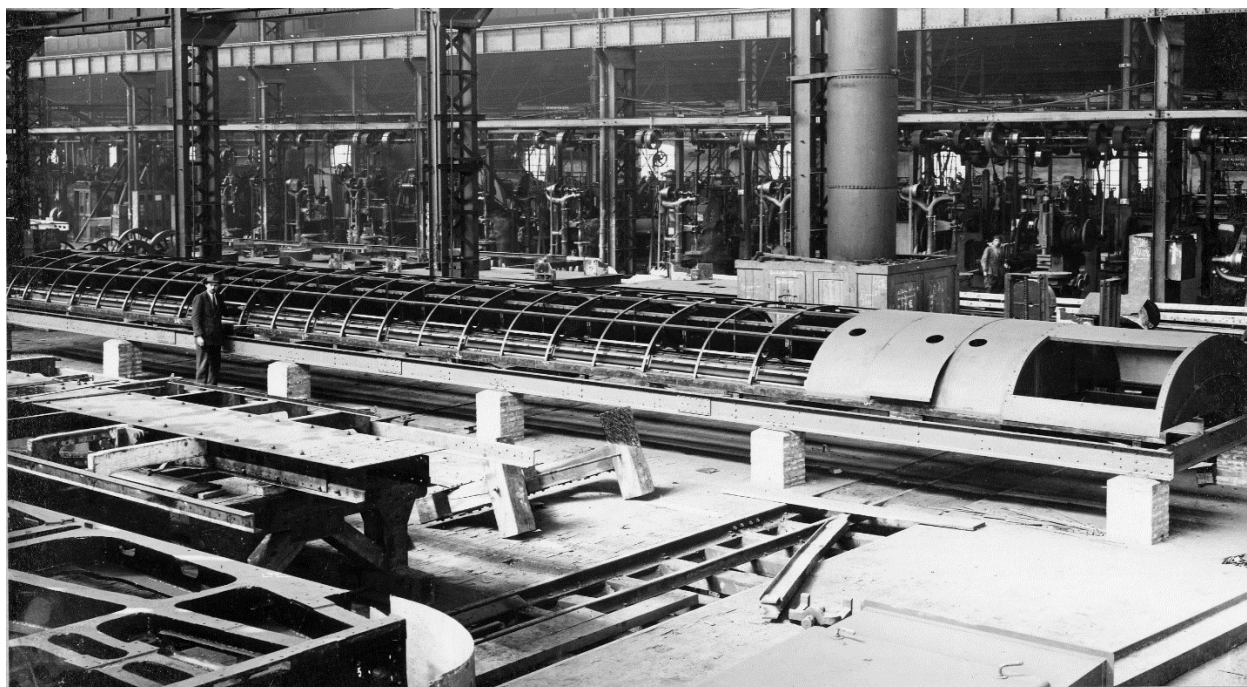
(4) La fiancata lato corridoio viene lentamente montata sullo chassis della carrozza grazie al carro ponte dalla portata di 12 tonnellate²³.

²² Foto Biblioteca Panizzi-Reggio Emilia.

²³ Foto Biblioteca Panizzi-Reggio Emilia.



(5) Sul carrello trasbordatore viene fatta scivolare via la carrozza-letti con entrambe le fiancate montate e con lo chassis poggiante sui carrelli PPs²⁴.



(6) Le fasi di allestimento del tetto a botte della carrozza-letti²⁵.

²⁴ Foto Biblioteca Panizzi-Reggio Emilia.

²⁵ Foto Biblioteca Panizzi-Reggio Emilia.



(7) Le fasi di montaggio del tetto a botte della carrozza-letti²⁶.



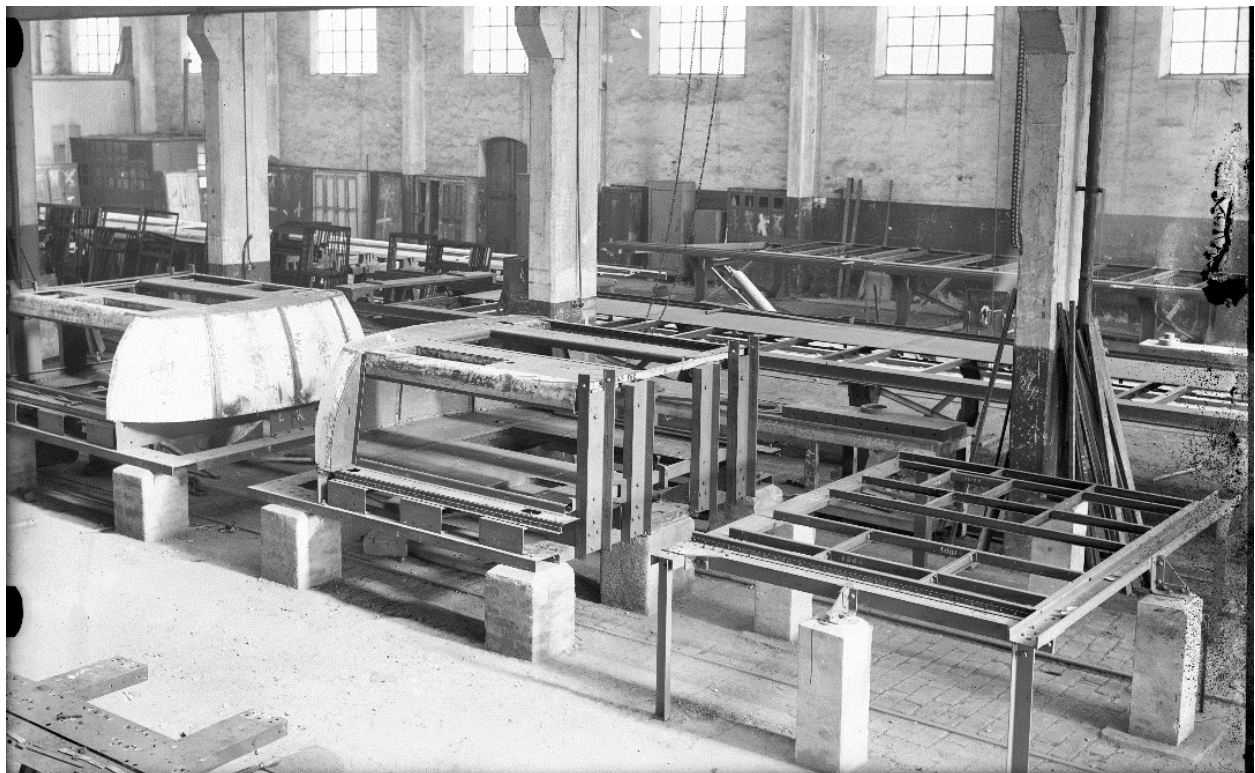
(8) Sul carrello trasbordatore viene fatta scivolare via la carrozza-letti con entrambe le fiancate montate, il tetto e con lo chassis poggiante sui carrelli PP²⁷.

²⁶ Foto Biblioteca Panizzi-Reggio Emilia.

²⁷ Foto Biblioteca Panizzi-Reggio Emilia.



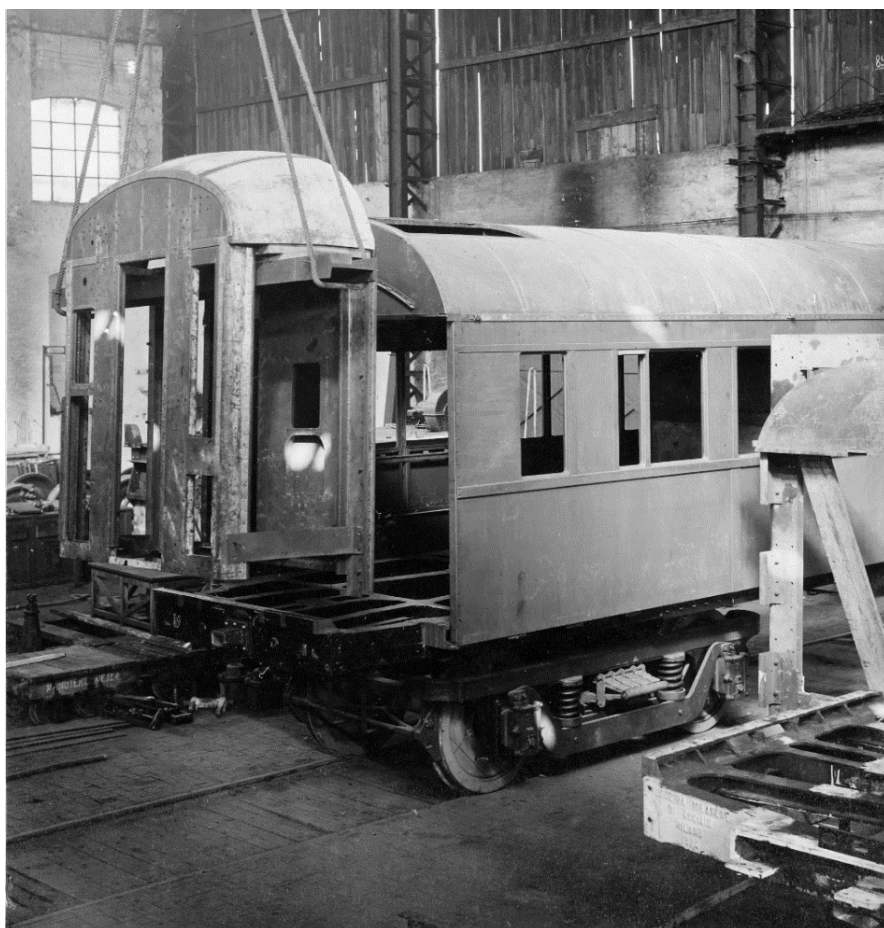
(9) Un'ulteriore vista della carrozza sul carrello trasbordatore²⁸.



(10) In questa parte dello stabilimento possiamo vedere le fasi dell'allestimento dei vestiboli e della parte finale del tetto che si richiude sui soffietti²⁹.

²⁸ Foto Biblioteca Panizzi-Reggio Emilia.

²⁹ Foto Biblioteca Panizzi-Reggio Emilia.



(11) In questa immagine i vestiboli vengono montati sulla carrozza³⁰.



(12) Panoramica della vettura con i vestiboli rimontati sui binari esterni dello stabilimento³¹.

³⁰ Foto Biblioteca Panizzi-Reggio Emilia.

³¹ Foto Biblioteca Panizzi-Reggio Emilia.



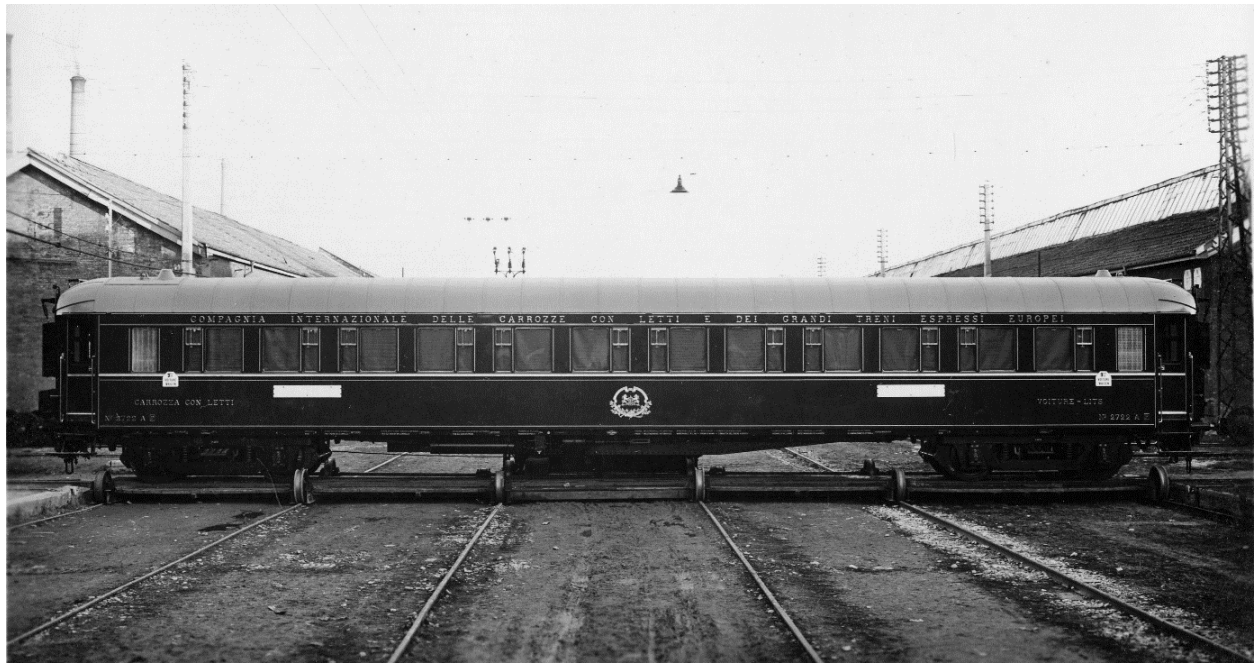
(13) Confronto tra la vettura con i vestiboli rimontati e un'altra in fase d'allestimento sui binari esterni dello stabilimento³².



(14) La carrozza-letti WL Z 2722 appena consegnata dalle Officine Meccaniche Italiane di Reggio Emilia fa bella mostra di sé sul carrello trasbordatore³³. Possiamo notare i numeri e le scritte in rilievo.

³² Foto Biblioteca Panizzi-Reggio Emilia.

³³ Foto Biblioteca Panizzi-Reggio Emilia.



(15) La carrozza-letti WL Z 2722 vista dal lato cabine³⁴.



(16) La carrozza-letti WL Z 2722 vista dal lato corridoio³⁵.

³⁴ Foto Biblioteca Panizzi-Reggio Emilia.

³⁵ Foto Biblioteca Panizzi-Reggio Emilia.



(17) Un paio di viste della carrozza-letti: a sinistra, il corridoio che affaccia sulle cabine; (18) a destra, la cabina allestita in versione diurna con il lavabo aperto³⁶.

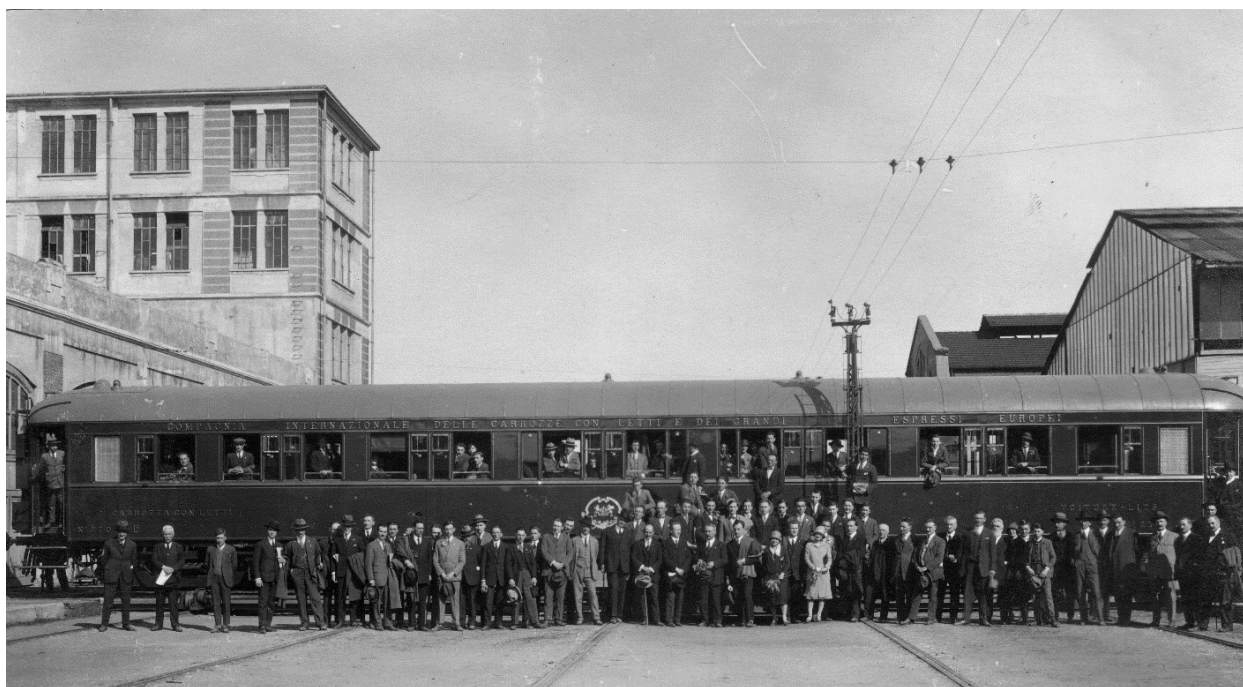


(19, 20) Un confronto diretto tra una cabina della carrozza-letti WL Z 2722 allestita in versione giorno con quella in versione notte, con entrambi i letti³⁷.

³⁶ Foto Biblioteca Panizzi-Reggio Emilia.

³⁷ Foto Biblioteca Panizzi-Reggio Emilia.

La carrozza-letti WL Z 2722 faceva parte del primo lotto di dieci vetture – WL Z 2722÷2731 – commissionato alle Officine Reggiane, le quali furono consegnate tra il 7/01 e il 1/05 del 1926³⁸. A partire dal 1926 furono prodotte da altri costruttori italiani un altro lotto di carrozze-letti, questa volta appartenenti alla classe WL S2³⁹ dotate come già scritto di dodici cabine⁴⁰ ciascuna, di cui quattro con doppio letto collocate al centro. Quest'ultime subiranno alcune modifiche nel corso della loro carriera. La prima azienda italiana a farsi carico del loro allestimento fu la Società Nazionale delle Officine di Savigliano⁴¹ che consegnò il lotto di vetture WL S2 2701÷2711⁴² tra il 13/01 e il 7/07 del 1926⁴³, in prevalenza destinate ai servizi interni italiani⁴⁴.



(21) L'azienda piemontese consegnò un successivo lotto di carrozze-letti della medesima classe appartenenti al lotto WL S2 2695÷2699 tra il 14/07 e il 17/08 del 1926⁴⁵. Quattro delle cinque carrozze appartenenti a questo lotto furono poi trasformate nelle carrozze-letti classe WL ST⁴⁶, mentre la WL S2 2698 fu trasformata in carrozza-letti WL S3K⁴⁷ (ovvero con quattro compartimenti a due letti,

³⁸ Jean-Marc Dupuy, Pierre-Yves Toussiro, *Trains d'exception. Voitures-lits, restaurant, Pullman et fourgons métalliques de la Compagnie Internationale des Wagons-Lits & des Grands Express Européens 1922-1970*, Éditions LR Presse, Auray Cedex 2022, p. 49.

³⁹ Gérard Coudert, Maurice Knepper, Pierre-Yves Toussiro, *La Compagnie Des Wagons-Lits: Histoire des véhicules ferroviaires de luxe*, La Vie du Rail Edizioni, Paris 2010, p. 190.

⁴⁰ *Ib.d.*, p. 192.

⁴¹ Gérard Coudert, Maurice Knepper, Pierre-Yves Toussiro, *La Compagnie Des Wagons-Lits: Histoire des véhicules ferroviaires de luxe*, cit., p. 190.

⁴² Fotografia collezione Franco Castiglioni, una carrozza-letti WL S2 del lotto 2701÷2711 sul carrello trasbordatore delle Officine di Savigliano il 18 aprile 1926

⁴³ Jean-Marc Dupuy, Pierre-Yves Toussiro, *Trains d'exception. Voitures-lits, restaurant, Pullman et fourgons métalliques de la Compagnie Internationale des Wagons-Lits & des Grands Express Européens 1922-1970*, Éditions LR Presse, Auray Cedex 2022, p. 17.

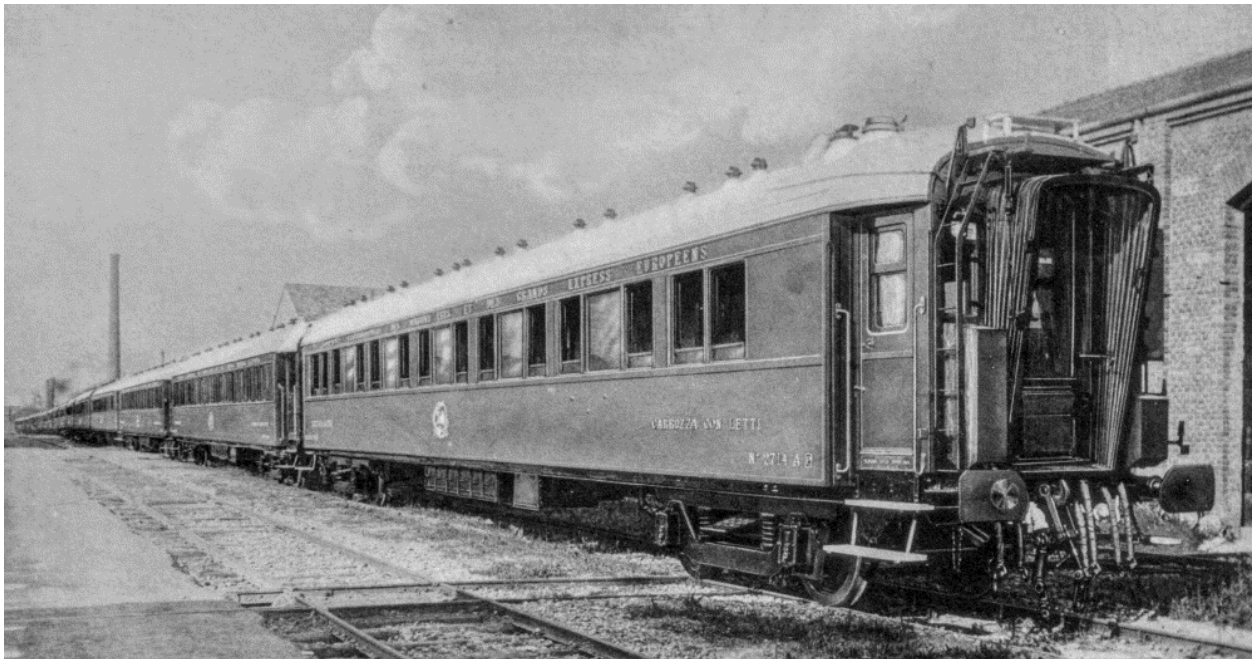
⁴⁴ Robert Nobécourt, *Le voitures et le trains de la CIWL*, cit., p. 138.

⁴⁵ Jean-Marc Dupuy, Pierre-Yves Toussiro, *Trains d'exception. Voitures-lits, restaurant, Pullman et fourgons métalliques de la Compagnie Internationale des Wagons-Lits & des Grands Express Européens 1922-1970*, Éditions LR Presse, Auray Cedex 2022, p. 17.

⁴⁶ Robert Nobécourt, *Le voitures et le trains de la CIWL*, cit., p. 138.

⁴⁷ *Ib.d.*, p. 138.

cinque compartimenti a un letto⁴⁸ con vano Caffetteria, rappresentato dalla lettera K) e destinata alla Spagna. Un'ulteriore coppia di vetture – WL S2 2912÷2913 – fu consegnata tra il 27/04 e il 24/05 del 1926⁴⁹ sempre dalle officine piemontesi di Savigliano. Esaminiamo ora altre produzioni di costruttori italiani. Le Officine Miani & Sylvestri di Milano consegnarono il lotto di quattro vetture WL Z 2716÷2719⁵⁰ tra il 3/02 e il 16/02 del 1926. Tra il 14 e il 29 maggio 1926⁵¹ le Officine Ernesto Breda di Sesto San Giovanni ultimarono il terzo lotto di carrozze-letti WL Z italiane – WL Z 2712÷2715⁵² – insieme con altre carrozze-letti classe S2, che possiamo vedere ritratte qui in questa cartolina celebrativa dello stabilimento lombardo⁵³.



(22) Tra il 9/10 del 1926 e il 5/05 del 1927⁵⁴ la CIWL ricevette dalle Officine Meccaniche e Navali di Napoli un ulteriore lotto di cinque carrozze-letti costituenti il gruppo WL Z 2732÷2736⁵⁵, mentre dalle Officine Elettro-Ferrovie Tallero di Milano giunsero il 29/11⁵⁶ del 1926 le due carrozze del lotto WL Z

⁴⁸ Gérard Coudert, Maurice Knepper, Pierre-Yves Toussiot, *La Compagnie Des Wagons-Lits: Histoire des véhicules ferroviaires de luxe*, cit., p. 193.

⁴⁹ Jean-Marc Dupuy, Pierre-Yves Toussiot, *Trains d'exception. Voitures-lits, restaurant, Pullman et fourgons métalliques de la Compagnie Internationale des Wagons-Lits & des Grands Express Européens 1922-1970*, Éditions LR Presse, Auray Cedex 2022, p. 17.

⁵⁰ Robert Nobécourt, *Le voitures et le trains de la CIWL*, Éditions LR Presse, Auray Cedex 2020, p. 139.

⁵¹ Jean-Marc Dupuy, Pierre-Yves Toussiot, *Trains d'exception. Voitures-lits, restaurant, Pullman et fourgons métalliques de la Compagnie Internationale des Wagons-Lits & des Grands Express Européens 1922-1970*, Éditions LR Presse, Auray Cedex 2022, p. 49.

⁵² Robert Nobécourt, *Le voitures et le trains de la CIWL*, Éditions LR Presse, Auray Cedex 2020, p. 138.

⁵³ Cartolina collezione Francesco Bochicchio.

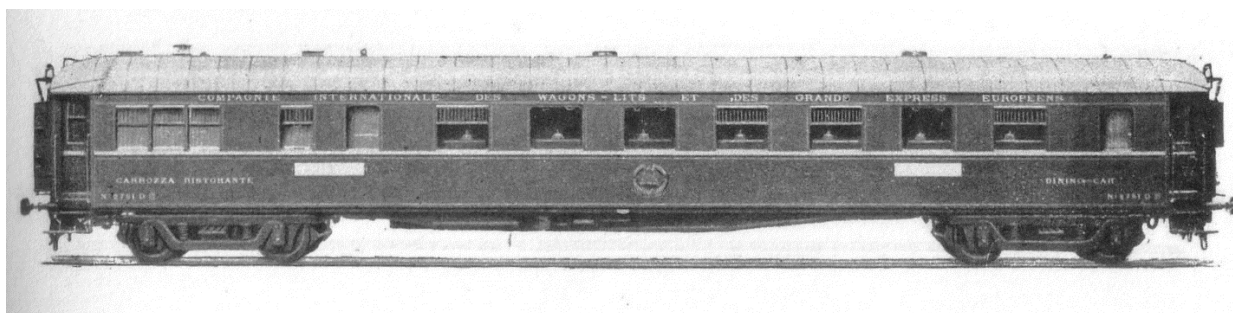
⁵⁴ Jean-Marc Dupuy, Pierre-Yves Toussiot, *Trains d'exception. Voitures-lits, restaurant, Pullman et fourgons métalliques de la Compagnie Internationale des Wagons-Lits & des Grands Express Européens 1922-1970*, Éditions LR Presse, Auray Cedex 2022, p. 49.

⁵⁵ Robert Nobécourt, *Le voitures et le trains de la CIWL*, Éditions LR Presse, Auray Cedex 2020, p. 139.

⁵⁶ Jean-Marc Dupuy, Pierre-Yves Toussiot, *Trains d'exception. Voitures-lits, restaurant, Pullman et fourgons métalliques de la Compagnie Internationale des Wagons-Lits & des Grands Express Européens 1922-1970*, Éditions LR Presse, Auray Cedex 2022, p. 49.

2720÷2721⁵⁷. Tra il 10/08 e il 19/11 del 1926⁵⁸ le Ernesto Breda di Sesto San Giovanni consegnarono il lotto di vetture WL S2 2842÷2851 (di cui, successivamente le vetture WL S2 2846, WL S2 2848 e WL S2 2850⁵⁹ furono trasformate in carrozze-letti WL S3K). Tra l'8/09 e il 23/11 del 1926⁶⁰ furono le Miani & Silvestri (poi O.M.) a consegnare un ulteriore lotto di carrozze-letti WL S2 2882÷2891 (di cui le vetture WL 2885÷2890⁶¹ furono trasformate in carrozze-letti WL S3K).

Ritorniamo alle produzioni delle Officine Meccaniche Italiane di Reggio Emilia⁶², poiché quest'ultime consegnarono l'8 dicembre 1926 la prima di alcune delle carrozze-ristorante in cassa metallica da cinquantasei posti della *Compagnie Internationale des Wagons-Lits*: la WR 2749D. Seguirono poi le vetture del lotto WR 2750÷2773⁶³, consegnate tra il 21/02 e il 9/08 del 1927⁶⁴. Qui sotto possiamo osservare una fotografia della WR 2751D lato cucina⁶⁵:



(23) A differenza delle altre *dinings* costruite in Francia e Inghilterra, le carrozze-ristorante “reggiane” si differenziavano per la presenza del blasone sotto il finestrino centrale (mentre in quelle franco-inglesi si trovava sotto il montante dei finestrini), gli stabilizzatori a soffietto e steli fissi, e una copertura protettiva del soffietto nella parte superiore⁶⁶. Verranno riclassificate, in seguito come WR classe 1925 (in riferimento all'anno di costruzione dei primi lotti), e saranno oggetto di ulteriori modifiche e trasformazioni nel corso del secolo. Tra il 6 e il 29 settembre 1927⁶⁷ sempre dalle Reggiane⁶⁸ furono consegnate le WR 2968÷2982⁶⁹ da cinquantasei posti a sedere.

⁵⁷ Robert Nobécourt, *Le voitures et le trains de la CIWL*, Éditions LR Presse, Auray Cedex 2020, p. 139.

⁵⁸ Jean-Marc Dupuy, Pierre-Yves Toussiro, *Trains d'exception. Voitures-lits, restaurant, Pullman et fourgons métalliques de la Compagnie Internationale des Wagons-Lits & des Grands Express Européens 1922-1970*, Éditions LR Presse, Auray Cedex 2022, p. 17.

⁵⁹ Robert Nobécourt, *Le voitures et le trains de la CIWL*, Éditions LR Presse, Auray Cedex 2020, p. 139.

⁶⁰ Jean-Marc Dupuy, Pierre-Yves Toussiro, *Trains d'exception. Voitures-lits, restaurant, Pullman et fourgons métalliques de la Compagnie Internationale des Wagons-Lits & des Grands Express Européens 1922-1970*, Éditions LR Presse, Auray Cedex 2022, p. 17.

⁶¹ Robert Nobécourt, *Le voitures et le trains de la CIWL*, cit., p. 139.

⁶² Gérard Coudert, Maurice Knepper, Pierre-Yves Toussiro, *La Compagnie Des Wagons-Lits: Histoire des véhicules ferroviaires de luxe*, La Vie du Rail Edizioni, Paris 2010, p. 262.

⁶³ Robert Nobécourt, *Le voitures et le trains de la CIWL*, cit., p. 139.

⁶⁴ Jean-Marc Dupuy, Pierre-Yves Toussiro, *Trains d'exception. Voitures-lits, restaurant, Pullman et fourgons métalliques de la Compagnie Internationale des Wagons-Lits & des Grands Express Européens 1922-1970*, Éditions LR Presse, Auray Cedex 2022, p. 157.

⁶⁵ Fotografia Reggiane.

⁶⁶ Jean-Marc Dupuy, Pierre-Yves Toussiro, *Trains d'exception. Voitures-lits, restaurant, Pullman et fourgons métalliques de la Compagnie Internationale des Wagons-Lits & des Grands Express Européens 1922-1970*, Éditions LR Presse, Auray Cedex 2022, p. 157.

⁶⁷ Jean-Marc Dupuy, Pierre-Yves Toussiro, *Trains d'exception. Voitures-lits, restaurant, Pullman et fourgons métalliques de la Compagnie Internationale des Wagons-Lits & des Grands Express Européens 1922-1970*, Éditions LR Presse, Auray Cedex 2022, p. 173.

⁶⁸ *Ib.d.*, p. 262.

⁶⁹ Robert Nobécourt, *Le voitures et le trains de la CIWL*, cit., p. 139.

È doveroso ricordare che la maggior parte delle carrozze-letti consegnate dai costruttori italiani nell'inverno tra il 1926 e il 1927 confluirono nella divisione *CIWL* italiana e, secondo Dupuy e Toussiot, risultarono utilizzate nelle seguenti impieghi⁷⁰:

- Roma-Milano, relazione 16/17 *Tuttoletti* (WL Z 2712, 2716 e 2717 con servizio di seconda classe, nonché le vetture WL S2 2701÷2710⁷¹);
- Roma-Torino, relazione 14/15 (WL Z 2720÷2722 con servizio di seconda classe, nonché le vetture WL S2 2695÷2699, WL S2 2711, WL S2 2912÷2913⁷²);
- Roma-Venezia, relazione 40/43 (WL Z 2732÷2734 con servizio di seconda classe, nonché le vetture WL S2 2882÷2888⁷³);
- Milano-Firenze (WL Z 2718÷2719 e WL Z 2731 con servizio di prima e seconda classe);
- Milano-Brindisi (WL Z 2727÷2730 con servizio di prima e seconda classe);
- Trieste-Genova (WL Z 2723÷2724 con servizio di prima e seconda classe);
- Roma-Napoli (WL Z 2714÷2715 con servizio di prima e seconda classe);
- Roma-Brindisi (WL Z 2713, e WL Z 2725÷2726 con servizio di prima e seconda classe).

Tra l'inverno del 1926/1927 ci viene riportato da Dupuy e Toussiot che le carrozze-letti WL S2⁷⁴ iniziarono a essere impiegate sulle relazioni tra Roma e la Sicilia, ma senza specificare con precisione se fossero vetture costruite in Italia o all'estero. Nel 1927 iniziò l'utilizzo delle carrozze-ristorante metalliche sulle relazioni facenti capo alla divisione italiana della *CIWL*⁷⁵, le quali andarono a sostituire progressivamente le consorelle in cassa di teck:

- Roma-Battipaglia (WR 2755÷2756);
- Genova-Culoz, in Alvernia (WR 2757÷2758 e WR 2769D);
- Venezia-Trieste/Losanna, relazioni 43/45 e 36/Paris-Trieste (WR 2770÷2772);
- Milano-Torino, relazioni 187/188/197 (WR 2749D, WR 2752D e WR 2773D);
- Milano-Genova, relazioni 177/168/169/174 (WR 2750D e WR 2753D);
- Genova-Ventimiglia (WR 2751D).

⁷⁰ Jean-Marc Dupuy, Pierre-Yves Toussiot, *Trains d'exception. Voitures-lits, restaurant, Pullman et fourgons métalliques de la Compagnie Internationale des Wagons-Lits & des Grands Express Européens 1922-1970*, Éditions LR Presse, Auray Cedex 2022, p. 52.

⁷¹ Jean-Marc Dupuy, Pierre-Yves Toussiot, *Trains d'exception. Voitures-lits, restaurant, Pullman et fourgons métalliques de la Compagnie Internationale des Wagons-Lits & des Grands Express Européens 1922-1970*, Éditions LR Presse, Auray Cedex 2022, p. 23.

⁷² Jean-Marc Dupuy, Pierre-Yves Toussiot, *Trains d'exception. Voitures-lits, restaurant, Pullman et fourgons métalliques de la Compagnie Internationale des Wagons-Lits & des Grands Express Européens 1922-1970*, Éditions LR Presse, Auray Cedex 2022, p. 23.

⁷³ Jean-Marc Dupuy, Pierre-Yves Toussiot, *Trains d'exception. Voitures-lits, restaurant, Pullman et fourgons métalliques de la Compagnie Internationale des Wagons-Lits & des Grands Express Européens 1922-1970*, Éditions LR Presse, Auray Cedex 2022, p. 23.

⁷⁴ Jean-Marc Dupuy, Pierre-Yves Toussiot, *Trains d'exception. Voitures-lits, restaurant, Pullman et fourgons métalliques de la Compagnie Internationale des Wagons-Lits & des Grands Express Européens 1922-1970*, Éditions LR Presse, Auray Cedex 2022, p. 23.

⁷⁵ Jean-Marc Dupuy, Pierre-Yves Toussiot, *Trains d'exception. Voitures-lits, restaurant, Pullman et fourgons métalliques de la Compagnie Internationale des Wagons-Lits & des Grands Express Européens 1922-1970*, Éditions LR Presse, Auray Cedex 2022, p. 157.

Le altre carrozze-ristorante del lotto WR 2970÷2982⁷⁶, consegnate tra il 29/09 e il 19/12/1927 dalle Reggiane, risultarono sin da subito assegnate a Parigi Gare de l'Est e du Nord e impiegate sui seguenti servizi nell'inverno 1928/1929:

- Parigi-Bruxelles, relazioni 123/112 (WR 2973÷2975);
- Parigi-Colonia, relazioni 185/182 (WR 2976÷2979);
- Parigi-Basilea (WR 2980÷2982).

Anche la coppia di carrozze-ristorante WR 2968÷2969⁷⁷, consegnata nel settembre 1927 dalle Reggiane, fu inizialmente impiegata in Francia sulle relazioni da Parigi per Boulogne, Basilea, Amsterdam, Tourcoing e Bruxelles. È interessante notare che i primi impieghi internazionali⁷⁸ di alcune delle carrozze-letti WL Z italiane furono documentati sul treno *Suisse-Arlberg-Vienne-Express*, in particolare sulla relazione Parigi-Sargans (*Engandine-Express*), mentre altre vetture entrarono in servizio in Francia sulle relazioni Parigi G.de Lyon-St.Gervais/d'Evian.

Esaminiamo ora l'anno 1928. Le carrozze-ristorante "reggiane" risultarono assegnate alle seguenti divisioni⁷⁹: Parigi (WR 2759÷2764); Roma (WR 2749÷2758 e WR 2769÷2773); Amsterdam⁸⁰ (WR 2765÷2768). In particolare, secondo Dupuy e Toussiro⁸¹, cinque delle sei vetture di stanza alla divisione CIWL dalla capitale francese furono impiegate sui treni rapidi 5/6 Parigi-Ventimiglia, mentre la carrozza WR 2764D risultò trovarsi sulla Parigi-Boulogne. Tra la fine di novembre 1928 e il febbraio 1929 quest'ultima fu impiegata sui treni 115/128 Parigi-Amsterdam. Dopo la Crisi del 1929, le Officine Meccaniche Italiane di Reggio Emilia ultimarono degli ulteriori lotti di carrozze-letti classe WL Z, nello specifico⁸²:

- il lotto WL Z 3648÷3662⁸³, consegnato tra il 29/09 e il 13/12/1930;
- il lotto WL Z 3768÷3777⁸⁴, consegnate tra il 17/06 e il 6/07/1931.

Secondo Dupuy e Toussiro⁸⁵, tra il 1930 e il 1931 risultarono impiegate sulle seguenti relazioni queste carrozze-letti WL Z "italiane"⁸⁵:

⁷⁶ Jean-Marc Dupuy, Pierre-Yves Toussiro⁸¹, *Trains d'exception. Voitures-lits, restaurant, Pullman et fourgons métalliques de la Compagnie Internationale des Wagons-Lits & des Grands Express Européens 1922-1970*, Éditions LR Presse, Auray Cedex 2022, p. 174.

⁷⁷ Jean-Marc Dupuy, Pierre-Yves Toussiro⁸¹, *Trains d'exception. Voitures-lits, restaurant, Pullman et fourgons métalliques de la Compagnie Internationale des Wagons-Lits & des Grands Express Européens 1922-1970*, Éditions LR Presse, Auray Cedex 2022, p. 173.

⁷⁸ Jean-Marc Dupuy, Pierre-Yves Toussiro⁸¹, *Trains d'exception. Voitures-lits, restaurant, Pullman et fourgons métalliques de la Compagnie Internationale des Wagons-Lits & des Grands Express Européens 1922-1970*, Éditions LR Presse, Auray Cedex 2022, p. 52.

⁷⁹ Jean-Marc Dupuy, Pierre-Yves Toussiro⁸¹, *Trains d'exception. Voitures-lits, restaurant, Pullman et fourgons métalliques de la Compagnie Internationale des Wagons-Lits & des Grands Express Européens 1922-1970*, Éditions LR Presse, Auray Cedex 2022, p. 157.

⁸⁰ Usate, in particolare, sulle relazioni tra Amsterdam e Rotterdam.

⁸¹ Jean-Marc Dupuy, Pierre-Yves Toussiro⁸¹, *Trains d'exception. Voitures-lits, restaurant, Pullman et fourgons métalliques de la Compagnie Internationale des Wagons-Lits & des Grands Express Européens 1922-1970*, Éditions LR Presse, Auray Cedex 2022, p. 157.

⁸² Jean-Marc Dupuy, Pierre-Yves Toussiro⁸¹, *Trains d'exception. Voitures-lits, restaurant, Pullman et fourgons métalliques de la Compagnie Internationale des Wagons-Lits & des Grands Express Européens 1922-1970*, Éditions LR Presse, Auray Cedex 2022, p. 49.

⁸³ Robert Nobécourt, *Le voitures et le trains de la CIWL*, Éditions LR Presse, Auray Cedex 2020, p. 140.

⁸⁴ *Ib.d.*, p. 140.

⁸⁵ Jean-Marc Dupuy, Pierre-Yves Toussiro⁸¹, *Trains d'exception. Voitures-lits, restaurant, Pullman et fourgons métalliques de la Compagnie Internationale des Wagons-Lits & des Grands Express Européens 1922-1970*, Éditions LR Presse, Auray Cedex 2022, p. 52.

- Roma-Berlino (WL Z 3656÷3662);
- Roma-Siracusa, relazione 94/95 *Tuttoletti* (WL Z 2712÷2715);
- Roma-Palermo, relazione 94/95 *Tuttoletti* (WL Z 2722÷2723, WL Z 2725÷2726 e WL Z 2728);
- Roma-Reggio Calabria, relazione 94/95 *Tuttoletti* (WL Z 2731÷2733);
- Roma-Torino, relazione 14/15 (WL Z 2734÷2736);
- Roma-Milano, relazione 17/18 (WL Z 3648÷3650);
- Roma-Brindisi, relazione 91/92 (WL Z 3651÷3652);
- Milano-Firenze, relazione 159/49/32 (WL Z 2716÷2717);
- Milano-Napoli, relazione 177/7/6/162 (WL Z 3653÷3655);
- Basilea-Genova (WL Z 2719÷2721);
- Trieste-Genova, relazione 44/49 (WL Z 2718, 2724 e 2727);
- Trieste-Torino, relazione 190/189 (WL Z 2729÷2730, oltreché una WL Z 3039 costruita in Francia).

Sulle relazioni Roma-Parigi (1/2 e 608/607), Roma-Trieste (46/45) e Roma-Venezia (40/43) furono impiegate altrettante carrozze-letti WL Z costruite in Francia⁸⁶. Nell'inverno 1930/1931 risultarono assegnate ai servizi interni italiani⁸⁷, in particolare sulla relazione Milano-Napoli, le carrozze-ristorante "reggiane" WR 2980÷2982. Nel 1932/1933 molte delle carrozze del lotto WR 2970÷2982 risultarono riassegnate a Ostenda, Vienna e Bucarest, con delle interessanti variazioni sul tema che aggiungono un ulteriore primato a queste vetture⁸⁸:

- lotto WR 2970÷2972, impegnate sulla relazione *Ostende-Vienne-Orient-Express* tra Vienna e Linz;
- lotto WR 2973÷2975, impegnate sulla relazione D 121-122 in servizio ristorante tra Vienna e Basilea;
- lotto WR 2976÷2978, impegnate sulla relazione D 135-136 in servizio ristorante tra Vienna e Saalfelden;
- lotto WR 2980÷2982, impegnate sulle relazioni Bucarest-Brasov e Brasov-Arad;
- la carrozza-ristorante WR 2979D impiegata curiosamente come vettura Pullman di terza classe sulla relazione Constanza-Carmen-Sylva.

Nel 1935, alla divisione *CIWL* italiana risultavano assegnate le seguenti vetture del lotto WR 2970÷2972:

- la WR 2970D risultava impegnata sulla relazione 225/222 Torino-San Dalmazzo di Tenda, in composizione con le carrozze svizzere di *SBB* e *BLS* per Nizza;
- la WR 2971D risultava impegnata sulla relazione 413/R 98 Milano-Venezia;
- la WR 2972D risultava impegnata sulle relazioni 30/39 Firenze-Milano e 23/38 Firenze-Roma.

Nel 1936 risultarono assegnate alla divisione *CIWL* italiana⁸⁹ ben 46 carrozze-letti WL Z. A partire dall'inverno 1937/1938, le carrozze-ristorante "reggiane" furono impiegate sulle seguenti relazioni:

- la coppia WR 2981÷2982 svolgeva il servizio ristorante sul *Simplon-Orient-Express* sul tratto Subotica-Bucarest;

⁸⁶ Jean-Marc Dupuy, Pierre-Yves Toussiro, *Trains d'exception. Voitures-lits, restaurant, Pullman et fourgons métalliques de la Compagnie Internationale des Wagons-Lits & des Grands Express Européens 1922-1970*, Éditions LR Presse, Auray Cedex 2022, p. 52.

⁸⁷ Jean-Marc Dupuy, Pierre-Yves Toussiro, *Trains d'exception. Voitures-lits, restaurant, Pullman et fourgons métalliques de la Compagnie Internationale des Wagons-Lits & des Grands Express Européens 1922-1970*, Éditions LR Presse, Auray Cedex 2022, p. 174.

⁸⁸ Jean-Marc Dupuy, Pierre-Yves Toussiro, *Trains d'exception. Voitures-lits, restaurant, Pullman et fourgons métalliques de la Compagnie Internationale des Wagons-Lits & des Grands Express Européens 1922-1970*, Éditions LR Presse, Auray Cedex 2022, pp. 174-175.

⁸⁹ Jean-Marc Dupuy, Pierre-Yves Toussiro, *Trains d'exception. Voitures-lits, restaurant, Pullman et fourgons métalliques de la Compagnie Internationale des Wagons-Lits & des Grands Express Européens 1922-1970*, Éditions LR Presse, Auray Cedex 2022, p. 53.

- la vettura WR 2976D svolgeva servizio sul *Vienne-Cannes-Express*;
- la vettura WR 2978D sul *Tyrol-Express* tra Buchs e Salisburgo.

Nel corso del 1940, con la guerra in pieno svolgimento, le Officine Meccaniche Italiane di Reggio Emilia consegnarono tra il 31/08 e il 31/12⁹⁰ del 1940 le carrozze-ristorante WR 4225÷4232⁹¹, mentre tra il 15/01 e il 31/05⁹² del 1941 consegnarono il lotto WR 4233÷4241. Entrambi i gruppi furono concepiti con cinquantasei posti a sedere⁹³, e sin da subito risultarono impegnati nei servizi interni italiani.

Venice Simplon-Orient-Express estate 2022



Il Venice Simplon-Orient-Express – classificato come treno EXP1393/1394/1395 Ventimiglia-Venezia Santa Lucia – entra nella stazione di Genova Piazza Principe con alla testa la locomotiva italiana E.402B.165. In coda, vi è la E.402B.139⁹⁴.

⁹⁰ Jean-Marc Dupuy, Pierre-Yves Toussiro, *Trains d'exception. Voitures-lits, restaurant, Pullman et fourgons métalliques de la Compagnie Internationale des Wagons-Lits & des Grands Express Européens 1922-1970*, Éditions LR Presse, Auray Cedex 2022, p. 221.

⁹¹ Gérard Coudert, Maurice Knepper, Pierre-Yves Toussiro, *La Compagnie Des Wagons-Lits: Histoire des véhicules ferroviaires de luxe*, La Vie du Rail Edizioni, Paris 2010, p. 272.

⁹² Jean-Marc Dupuy, Pierre-Yves Toussiro, *Trains d'exception. Voitures-lits, restaurant, Pullman et fourgons métalliques de la Compagnie Internationale des Wagons-Lits & des Grands Express Européens 1922-1970*, Éditions LR Presse, Auray Cedex 2022, p. 221.

⁹³ Robert Nobécourt, *Le voitures et le trains de la CIWL*, cit., p. 141.

⁹⁴ Fotografia Francesco Bochicchio.



Il *Venice Simplon-Orient-Express* – classificato come treno EXP1393/1394/1395 Ventimiglia-Venezia Santa Lucia – è pronto a partire dalla stazione di Genova Piazza Principe con alla testa questa volta la locomotiva italiana E.402B.139⁹⁵.



Curiosa presenza nel corso del 2022 all'interno del *Venice Simplon-Orient-Express* della carrozza-cucette italiana UIC-X Bc 61 83 50-70 520-7 I-TI, impiegata da parte del personale del treno come carrozza di servizio fino al mese di settembre⁹⁶.

⁹⁵ Fotografia Francesco Bochicchio.

⁹⁶ Fotografia Francesco Bochicchio.

The Italian steel carriages

Brief overview of the sleeping and restaurant carriages built in Italy in the years between the two world wars, by Francesco Bochicchio

In the collective imagination, the midnight blue train with gold inlays is the symbol of a distant, exaggeratedly opulent era, a mirror of antiquated aristocratic pride. Attitude, to tell the truth, typically Italian, well explained by Professor Stefano Maggi in his work entitled "The railways" where he says that the luxury trains in blue were perceived by our compatriots from the Interbellum as a Versailles on wheels, immersed in a landscape desolately destroyed by war and economic and social backwardness.

In this work we will try to overcome these stereotypes, highlighting how the blue luxury carriages of the Compagnie Internationale des Wagons-Lits were very well inserted in their historical context and would have conditioned the fate of the entire international train sector in the years to come. These carriages, in fact, responded to specific needs for comfort and traffic, matured in the experiences of the Company's first fifty years of activity. These characteristics influenced the development of the sleeping carriages built from the 1920s and 1930s until the second post-war period, not only for the CIWL but for all railway industrial productions. In this work, we will focus on the history of the sleeping and dining carriages built in Italy and the services they performed on behalf of the Company, based on the monumental work on the history of CIWL vehicles by Gérard Coudert, Maurice Knepper and Pierre-Yves Toussiro, as well as on the last volume written by Jean-Marc Dupuy and by Toussiro himself.

At the beginning of the 1920s, most of the European railway administrations were gradually replacing the old wooden body carriages in favour of the new metal ones. Such cars could reach higher speeds, ensuring greater stability and safety while driving. It was above all the managers of the French railways who urged, in most cases, the foreign and international railway companies to abandon the carriages with wooden bodies, fearful of the threat of prohibiting the transit of such cars within their areas of competence by citing security reasons. We keep in mind that, from 1914, the headquarters of the Compagnie Internationale des Wagons-Lits was moved to Paris due to the invasion of Belgium, which gave the French a great influence on it. We must not think, however, that the CIWL was put with its back to the wall and reluctantly forced to renew itself. It was already the intention of the Company's management to progressively modernize the entire fleet of its carriages with the aim of increasing the attractiveness of its convoys and to cut off the competition. If it wasn't there it was this renewal, in the long run, would have opened the way for other railway companies to develop products superior to those of the CIWL.

A project involving new metal carriages had already been outlined by the Company shortly before the First World War with the intention of entrusting its construction to the Pullman factory in Chicago, but the war had interrupted the implementation of this project. It was only a momentary period, because starting from 1922 the new luxury carriages with metal bodies began to circulate in Europe, safer and suitable for speeds above 130 km / h (a real record for the time), which marked an innovative and historical turning point compared to the previous carriages made with teak wooded frames. The project outlined by the Compagnie Internationale des Wagons-Lits consisted of the construction of new carriages with a metal body, barrel roof, metal frame length of approximately 22.2 meters (total length including buffers approximately 23.452 meters), and bogies. Pennsylvania-type trains for 140 km / h (abbreviated with the abbreviation PPs).

Manufactured in Europe instead of the United States In 1922, the first thirty-three sleeping cars of the WL S class (more precisely, lot WL 2641 ÷ 2674) - where S stands for Steel (steel) - were delivered by The Leeds Forge Co. The following year, another six sleeping carriages of the same class were delivered (WL

S 2675 ÷ 2680). These cars, later associated with the subclass WL S2, were equipped with twelve cabins - four of which with two beds each, to form the second class cabins - for a total of sixteen beds.

During the 1920s, the sleeping carriages of the WL S family reached the considerable number of two hundred and thirty-nine specimens, whose diffusion in Europe and beyond was extraordinary. The only demerit was represented by the excessive weight which turned out to be fifty-six tons, that could affect the performance of the locomotives of the time. These carriages received the splendid midnight blue livery - or *bleu nuit* - with gold inlays, abandoning the classic teak brown of nineteenth-century cars. Not only that, but among the great innovations that the new *voiture-métalliques* offered to travellers, as reported by *The Railway Gazette* and *Railway Engineer*, in addition to the splendid interior decorations, there was the possibility of having a single cabin. Specifically, the traveller was given the opportunity to use a compartment with only one bed and a small private toilet, reserved, an option not particularly common in teak carriages.

The *Railway Gazette* also reported that a concept already developed by George Pullman in the 19th century with his sleeping carriages was taken up on the new *voiture-métalliques*: the day bed could be turned over to become a comfortable sofa where travel. We must point out that the new metallic carriages in blue, with their innovative solutions for comfort and interior organization, immediately attracted the attention of the press from all over the West, proving to be very effective from a media point of view.

As reported by Jean-Marc Dupuy and Pierre-Yves Toussirot, the technicians of the *Compagnie Internationale des Wagons-Lits*, comforted by the success of the first metal body carriages, decided to commission another hundred and forty-five new sleeping carriages which, according to Renzo Perret, should have entered the composition of the most important trains of the Company: the *voitures-lits* class WL Z. They were named for the arrangement of their twelve compartments, in the shape of a letter zeta or "herringbone", each equipped with a maximum of two beds (for a total of twenty-four places). In this class of carriages, subsequently, an office was set up for the conductor, reflecting a second use to which they were relegated in more modern times to ordinary trains or to the Company's *Trains-Hotels* completely devoid of *restaurant-car*. i.e. different from the initial purposes. The palm of "flagships" of the sleeping car park in midnight blue with gold inlays will soon be sold in 1928 to the more high-sounding *Voitures-lits Grand Luxor* or, more simply, *WL Luxor* sleeping cars. On the volume by Jean-Marc Dupuy and Pierre-Yves Toussirot a series of important information has been collected about the assignments and the trains on which these "Cinderella" on wheels were used, many of which were built in Italy.

After these general historical hints, useful for understanding the evolution of these sleeping carriages, let's now proceed to examine the individual cars of the WL S and WL Z classes built in Italy during those years. On 7 January 1926, the Italian Mechanical Workshops of Reggio Emilia delivered the first WL Z sleeping car: it was specimen no. 2722. For the occasion, the Reggio plant commissioned an impressive photo shoot aimed at documenting the salient phases of the construction of the first carriage ordered by the *Compagnie Internationale des Wagons-Lits*. For the time, work of this kind was considered an important milestone from a technical point of view, a great business card

Photo captions

(1) In this image taken inside the *Officine Reggiane* shed intended for setting up the locomotives, we can admire the chassis of the first WL Z sleeping cars. We can see, in the background, an Italian steam locomotive of the 740 group nearing completion.

- (2) The cab side of the WL Z sleeping car resting on the frame.
- (3) The side aisle resting on a frame mounted on a flat wagon, probably used for moving around the factory.
- (4) The aisle side panel is slowly assembled on the chassis of the carriage thanks to the overhead crane with a capacity of 12 tons.
- (5) The sleeping car with both sides mounted and with the chassis resting on the trolleys is slid off the transfer trolley
- (6) The stages of setting up the barrel roof of the sleeping car
- (7) The steps for assembling the barrel roof of the sleeping car.
- (8) The sleeping car is slid out onto the transfer trolley with
- (9) Another view of the carriage on the transfer trolley
- (10) In this part of the plant we can see the stages of setting up the vestibules and the final part of the roof that closes on the bellows.
- (11) In this image the vestibules are mounted on the carriage.
- (12) Overview of the car with the vestibules reassembled on the external tracks of the factory
- (13) Comparison between the car with the reassembled vestibules and another one being set up on the external tracks of the plant
- (14) The WL Z 2722 sleeping car, just delivered by the Italian Mechanical Workshops of Reggio Emilia, makes a fine show of itself on the transfer trolley. We can see the numbers and the written in relief.
- (15) The WL Z 2722 sleeping car seen from the cab side.
- (16) The WL Z 2722 sleeping car seen from the aisle side.
- (17) A couple of views of the sleeping car: on the left, the corridor overlooking the cabins;
- (18, 19, 20) on the right, the cab a direct comparison between a cab of the WL Z 2722 sleeping car set up in the day version with that in the night version, with both beds.

The sleeping car WL Z 2722 was part of the first batch of ten cars - WL Z 2722 ÷ 2731 - commissioned to Officine Reggiane, which were delivered between 7/01 and 1/05 of 1926. Starting from 1926, another batch of sleeping carriages were produced by other Italian manufacturers, this time belonging to the WL S2 class equipped as already written with twelve cabins each, four of which with double beds located in the centre. The latter will undergo some changes over the course of their career. The first Italian company to take charge of their outfitting was the Società Nazionale delle Officine di Savigliano, which delivered the lot of cars WL S2 2701 ÷ 2711 between 13/01 and 7/07 of 1926, mainly destined for Italian internal services. In a set up in the day version with the washbasin open.

The Piedmontese company delivered a subsequent batch of sleeping cars of the same class belonging to lot WL S2 2695 ÷ 2699 between 14/07 and 17/08 of 1926 (**photo 21**). Four of the five carriages belonging to this lot were later transformed into the WL ST class sleeping carriages, while the WL S2 2698 was transformed into the WL S3K sleeping car (i.e. with four two-bed compartments, five single-bed compartments with Cafeteria, represented by the letter K) and intended for Spain. Another pair of cars - WL S2 2912 ÷ 2913 - was delivered between 27/04 and 24/05 1926, again by the Piedmont workshops in

Savigliano. Let's now examine other productions of Italian manufacturers. Officine Miani & Sylvestri in Milan delivered between 14 and May 29, 1926 Officine Ernesto Breda in Sesto San Giovanni completed the third batch of Italian WL Z sleeping cars - WL Z 2712 ÷ 2715 - together with other S2 class sleeping cars, which we can see portrayed here in this commemorative postcard of the Lombard factory .d the batch of four WL Z 2716 ÷ 2719 cars between 3/02 and 16/02 of 1926.

(Photo 22) Between 9/10 of 1926 and 5/05 of 1927 the CIWL received from the Mechanical and Naval Workshops of Naples a further batch of five sleeping carriages making up the WL Z 2732 ÷ 2736 group, while from the Officine Elettro-Ferrovie Tallero in Milan the two carriages of lot WL Z 2720 ÷ 2721 arrived on 29/11 1926. Between 10/08 and 19/11 of 1926 the Ernesto Breda of Sesto San Giovanni delivered the lot of cars WL S2 2842 ÷ 2851 (of which, subsequently the cars WL S2 2846, WL S2 2848 and WL S2 2850 were transformed into sleeping cars WL S3K). Between 8/09 and 23/11 of 1926 it was Miani & Sylvestri (later O.M.) to deliver a further batch of sleeping cars WL S2 2882 ÷ 2891 (of which the cars WL 2885 ÷ 2890 were transformed into carriages- WL S3K beds).

Let's go back to the production of the Italian Mechanical Workshops of Reggio Emilia, since the latter delivered on 8 December 1926 the first of some of the fifty-six-seat metal-cased dining cars of the Compagnie Internationale des Wagons-Lits: the WR 2749D. Then followed the cars of the lot WR 2750 ÷ 2773, delivered between 21/02 and 9/08 of 1927. Below we can see a photograph of the WR 2751D on the kitchen side:

(Photo 23) Unlike the other dining cars built in France and England, the "Reggio" dining cars differed in the presence of the coat of arms under the central window (while in the Franco-English ones it was located under the window pillars), fixed bellows and stems, and a protective bellows cover at the top. They will be reclassified, later as WR class 1925 (with reference to the year of construction of the first lots), and will be subject to further modifications and transformations over the course of the century. Between 6 and 29 September 1927, the WR 2968 ÷ 2982 with fifty-six seats were also delivered from the Reggiane. It should be remembered that most of the sleeping carriages delivered by the Italian manufacturers in the winter between 1926 and 1927 were merged into the Italian CIWL division and, according to Dupuy and Toussiro, were used in the following uses:

- Rome-Milan, 16/17 Tuttoletti route (WL Z 2712, 2716 and 2717 with second class service, as well as the WL S2 2701 ÷ 2710 cars);
- Rome-Turin, relation 14/15 (WL Z 2720 ÷ 2722 with second class service, as well as the cars WL S2 2695 ÷ 2699, WL S2 2711, WL S2 2912 ÷ 2913);
- Rome-Venice, relation 40/43 (WL Z 2732 ÷ 2734 with second class service, as well as the cars WL S2 288
- Milan-Florence (WL Z 2718 ÷ 2719 and WL Z 2731 with first and second class service);
- Milan-Brindisi (WL Z 2727 ÷ 2730 with first and second class service);
- Trieste-Genoa (WL Z 2723 ÷ 2724 with first and second class service);
- Rome-Naples (WL Z 2714 ÷ 2715 with first and second class service);
- Rome-Brindisi (WL Z 2713, and WL Z 2725 ÷ 2726 with first and second class service).2 ÷ 2888);

Between the winter of 1926/1927 we are told by Dupuy and Toussiro that the WL S2 sleeping carriages began to be used on relations between Rome and Sicily, but without specifying precisely whether they were cars built in Italy or abroad. In 1927, the use of metal dining carriages began on the relations belonging to the Italian division of the CIWL, which gradually replaced the sisters in teak crates:

- Rome-Battipaglia (WR 2755 ÷ 2756);
- Genova-Culoz, in Auvergne (WR 2757 ÷ 2758 and WR 2769D);

- Venice-Trieste / Lausanne, relations 43/45 and 36 / Paris-Trieste (WR 2770 ÷ 2772);
- Milan-Turin, relations 187/188/197 (WR 2749D, WR 2752D and WR 2773D);
- Milan-Genoa, relations 177/168/169/174 (WR 2750D and WR 2753D);
- Genoa-Ventimiglia (WR 2751D).

The other dining cars of the lot WR 2970 ÷ 2982, delivered between 29/09 and 19/12/1927 by the Reggiane, were immediately assigned to Paris Gare de l'Est and du Nord and used on the following services in the winter 1928/1929:

- Paris-Brussels, relations 123/112 (WR 2973 ÷ 2975);
- Paris-Cologne, relations 185/182 (WR 2976 ÷ 2979); Paris-Basel (WR 2980 ÷ 2982).

The pair of dining cars WR 2968 ÷ 2969, delivered in September 1927 by the Reggiane family, was also initially used in France on the connections from Paris to Boulogne, Basel, Amsterdam, Tourcoing and Brussels. It is interesting to note that the first international uses of some of the Italian WL Z sleeping cars were documented on the Suisse-Arlberg-Vienne-Express train, in particular on the Paris-Sargans (Engandine-Express) route, while other cars entered service in France on Paris G.de Lyon-St. Gervais / d'Evian relations.

Let us now examine the year 1928. The "Reggio" dining carriages were assigned to the following divisions: Paris (WR 2759 ÷ 2764); Rome (WR 2749 ÷ 2758 and WR 2769 ÷ 2773); Amsterdam (WR 2765 ÷ 2768). In particular, according to Dupuy and Toussiot, five of the six cars stationed in the CIWL division from the French capital were used on the express trains 5/6 Paris-Ventimiglia, while the WR 2764D carriage turned out to be on the Paris-Boulogne. Between the end of November 1928 and February 1929 the latter was used on the 115/128 Paris-Amsterdam trains. After the 1929 Crisis, the Italian Mechanical Workshops of Reggio Emilia completed further batches of WL Z class sleeping carriages, specifically:

- lot WL Z 3648 ÷ 3662, delivered between 29/09 and 13/12/1930;
- lot WL Z 3768 ÷ 3777, delivered between 17/06 and 6/07/1931.

According to Dupuy and Toussiot, between 1930 and 1931 these "Italian" sleeping cars WL Z were used on the following relationships:

- Rome-Berlin (WL Z 3656 ÷ 3662);
- Rome-Syracuse, report 94/95 Tuttoletti (WL Z 2712 ÷ 2715);
- Rome-Palermo, report 94/95 Tuttoletti (WL Z 2722 ÷ 2723, WL Z 2725 ÷ 2726 and WL Z 2728);
- Rome-Reggio Calabria, report 94/95 Tuttoletti (WL Z 2731 ÷ 2733);
- Rome-Turin, relation 14/15 (WL Z 2734 ÷ 2736);
- Rome-Milan, relation 17/18 (WL Z 3648 ÷ 3650);
- Rome-Brindisi, report 91/92 (WL Z 3651 ÷ 3652);
- Milan-Florence, relation 159/49/32 (WL Z 2716 ÷ 2717);
- Milan-Naples, relation 177/7/6/162 (WL Z 3653 ÷ 3655);
- Basel-Genoa (WL Z 2719 ÷ 2721);
- Trieste-Genoa, report 44/49 (WL Z 2718, 2724 and 2727);
- Trieste-Turin, relation 190/189 (WL Z 2729 ÷ 2730, as well as a WL Z 3039 built in France).

As many WL Z sleeping cars built in France were used on the Rome-Paris (1/2 and 608/607), Rome-Trieste (46/45) and Rome-Venice (40/43) relations. In the winter of 1930/1931, the "Reggiane" restaurant carriages WR 2980 ÷ 2982 were assigned to the Italian internal services, in particular on the Milan-Naples connection. In 1932/1933 many of the carriages of the lot WR 2970 ÷ 2982 were reassigned to Ostend,

Vienna and Bucharest, with some interesting variations on the theme that add a further primacy to these cars:

- lot WR 2970 ÷ 2972, engaged on the Ostende-Vienne-Orient-Express connection between Vienna and Linz;
- lot WR 2973 ÷ 2975, used on the D 121-122 in restaurant service between Vienna and Basel;
- lot WR 2976 ÷ 2978, used on the D 135-136 in restaurant service between Vienna and Saalfelden;
- lot WR 2980 ÷ 2982, involved in the Bucharest-Brasov and Brasov-Arad relations;
- the WR 2979D dining car curiously used as a third-class Pullman car on the Constanza-Carmen-Sylva rout

In 1935, the following cars of the lot WR 2970 ÷ 2972 were assigned to the Italian CIWL division:

- the WR 2970D was engaged on the 225/222 Turin-San Dalmazzo di Tenda line, in combination with the Swiss SBB and BLS carriages for Nice;
- WR 2971D was engaged on the 413 / R 98 Milan-Venice relationship;
- WR 2972D was engaged on the connections 30/39 Florence-Milan and 23/38 Florence-Rome.

In 1936, 46 WL Z sleeping carriages were assigned to the Italian CIWL division. Starting from the winter of 1937/1938, the "Reggio Emilia" dining carriages were engaged in the following relationships:

- the couple WR 2981 ÷ 2982 carried out the restaurant service on the Simplon-Orient-Express on the Subotica-Bucharest section;
- the WR 2976D car operated on the Vienne-Cannes-Express;
- the WR 2978D on the Tyrol-Express between Buchs and Salzburg.

During 1940, with the war in full swing, the Officine Meccaniche Italiane of Reggio Emilia delivered the WR 4225 ÷ 4232 dining cars between 31/08 and 31/12 of 1940, while between 15/01 and 31/05 of 1941 they delivered the lot WR 4233 ÷ 4241. Both groups were conceived with fifty-six seats, and were immediately involved in Italian internal services.

The Venice Simplon-Orient-Express summer 2022

Classified as train EXP1393 / 1394/1395 Ventimiglia-Venezia Santa Lucia - enters the Genoa Piazza Principe station with the Italian locomotive E.402B.165 at its head. In the queue, there is the E.402B.139.

(Photo 24) The Venice Simplon-Orient-Express - classified as train EXP1393 / 1394/1395 Ventimiglia-Venezia Santa Lucia - is ready to leave from Genova Piazza Principe station with the Italian locomotive E.402B.139 at its head this time.

(Photo 25) Curious presence in the course of 2022 inside the Venice Simplon-Orient-Express of the Italian couchette car UIC-X Bc 61 83 50-70 520-7 I-TI, used by the train staff as a service car until September.