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Editorial – Dirk & Chris

We start our new newsletter with a lot of teak - Jean-Marc Dupuy has prepared two topics, both of which are highly interesting in their own right. Firstly, there is the dining car series 2403-2424, from which the Armistice car of Marschals Foch 2419 also comes - but of course all the other cars of this series also have their story that needs to be told.

A second teakwood theme is the extensive modernisation programme that the CIWL launched in the 1920s, right in the middle of what was actually the beginning of the blue steel era, to modernise and standardise older dining cars and sleeping cars, especially in the sleeping cars, which were brought into line with the R and M types.

Another topic that is burning under our nails is that of the numerous private archives whose owners are slowly reaching an age when they have to think about what will happen to their "old paper" when they are no more - and not always someone then finds the treasures in the waste paper container where the heirs have disposed of them. As our friend Terry Bye says, "Information is for sharing, not for gathering dust!" He is right, but he is too seldom heard. And we can only feed both this newsletter and the German-language Wagons-Lits forum with ever new information if collectors make their treasures available to us and others for research and evaluation.

Some weeks ago one of our regular contributors who had been visiting the Spanish Narrow Gauge lines around Bilbao told us that on his way home he thought that he had spotted an abandoned and ‘tagged’ CIWL carriage parked just north of Bayonne. We made a few enquiries but no success. Then almost at the same time a good friend of ours Richard McCaig told us that he was making a trip using a 40% price reduced InterRail pass plus his folding bicycle. His account is very interesting and offers some useful advice for anyone planning a trip to find those former CIWL cars parked in one of the EU countries.

Back in the time of the UK’s Prime Minister Maggie Thatcher, her employment minister was asked about finding a job, his reply was ‘On Your Bike’ - Auf deinem Fahrrad'- Sur ton vélo'- Sulla tua bici'- En tu bicicleta' and Richard’s article does just that.

Since 1972, the Interrail offer has existed for young people to travel through Europe for four weeks at an all-inclusive price; many of us have also literally experienced international rail travel this way. Read in this issue how the offer is used today.

Chris Elliott is currently researching the **Nostalgie Istanbul Orient Express** and its extraordinary initiator **Alby Glatt** intensively for a book project - Have you made a trip to Istanbul with the **NIOE**? Or otherwise have a personal memory of Alby Glatt, the Intraflug travel agency or the NIOE? Then please contact Chris Elliott at elliott.chris@gmx.com . Every memory is worth documenting!



(Photos DF)

Les voitures-restaurant n° 2403 à 2424

Restaurant cars n° 2403 to 2424

By Jean-Marc Dupuy

La voiture-restaurant n° 2419 a servi le 11 novembre 1918 pour la signature de l'armistice de Rethondes mettant fin à la guerre débutée sur le front ouest en août 1914. Elle a également été utilisée pour l'armistice du 22 juin 1940 consacrant la défaite française. Emmenée à Berlin, elle y a subi des dégâts importants avant d'être détruite en 1945.

Si la WR n° 2419 est sans doute l'un des matériels ferroviaires les plus célèbres dans le monde, les autres unités de cette série n° 2403 à 2418 et 2420 à 2424 sont plutôt méconnues. Pourtant leurs carrières méritent que l'on s'y intéresse. Ce sera le but de cette courte note.

Restaurant car n° 2419 was used on November 11, 1918 for the signing of the armistice of Rethondes ending the war which began on the western front in August 1914. It was also used for the armistice of June 22, 1940 marking the French defeat. Taken to Berlin, it suffered significant damage there before being destroyed in 1945.

Editors Note: *There was a fire in the car, ultimately caused by whom. In any case, the tale of the planned destruction in 1945 is not true; the Waffen-SS had already fled by the time of the fire. Many parts of the car were removed after the fire, which according to contemporary statements did not completely destroy the car, and survived for a very long time. After 1990, these parts were transferred to Compiègne by activists of the memorial in Compiègne in cooperation with activists in Crawinkel/Thuringia, its last location in 1945 (including handrails of the car and furnishings). A second memorial was erected in Crawinkel itself. The carriage's chassis continued to serve as a rail transport wagon in the Gotha railway depot for a long time before it was scrapped in 1986 after the frame broke. Car 2439, renumbered as 2419, now stands in Compiègne. (DF)*



Four days before the surrender, Marshal Foch's special train with WR 2419 is in Compiègne station, photo Collection DF



WR 2419 in the courtyard of the Invalides Cathedral in Paris on 28 April 1921 with captured artillery, photo Collection DF

(For the history of car 2419 after 1945 see: "Geheime Fahrt ins vierte Reich? Der legendäre Waffenstillstandswagen. Von Hitler erbeutet – in Thüringen zerstört" by Dankmar Löffler and Klaus-Peter Schambach, Heinrich-Jungs-Verlagsgesellschaft mbH, Zella-Mehlis/Meiningen, ISBN 978-3-943552-02-7)

If WR n° 2419 is undoubtedly one of the most famous railway equipment in the world, the other units of this series n° 2403 to 2418 and 2420 to 2424 are rather unknown. Yet their careers deserve our interest. This will be the purpose of this short note:

Commandées en novembre 1912, les **22 voitures-restaurant n° 2403 à 2424** sont livrées par la CGC entre le 3 septembre 1913 et le 2 août 1914 pour les besoins spécifiques des Chemins de fer de l'Etat. (WR n° 2403 livrée le 3 septembre 1913, WR n° 2404 le 8 septembre 1913, WR n° 2405 le 15 septembre 1913, WR n° 2406 le 17 septembre 1913, WR n° 2407 le 27 septembre 1913, WR n° 2408 le 2 octobre 1913, WR n° 2409 le 26 novembre 1913, WR n° 2410 le 5 décembre 1913, WR n° 2411 le 16 février 1914, WR n° 2412 le 26 février 1914, WR n° 2413 le 2 avril 1914, WR n° 2414 le 9 avril 1914, WR n° 2415 le 21 avril 1914, WR n° 2416 le 25 avril 1914, WR n° 2417 le 5 mai 1914, WR n° 2418 le 19 mai 1914, WR n° 2419 le 20 mai 1914, WR n° 2420 date inconnue, WR n° 2421 le 5 juin 1914, WR n° 2422 le 11 juin 1914, WR n° 2423 le 11 juillet 1914, WR n° 2424 le 2 août 1914).

Montées sur des bogies du type U, leur longueur hors tampons est fixée à 20,300 m. Elles bénéficient toutes de châssis métalliques ainsi que d'un système d'éclairage électrique Dick. A la demande du Réseau de l'Etat, leurs aménagements intérieurs offrent quarante-deux places réparties en deux salles (1^{ère} classe vingt-quatre places à trois voyageurs de front et 2^{ème} classe seize places à quatre voyageurs de front).

Leurs carrières débutent durant le service de l'hiver 1913-1914. A l'été 1914, jusqu'à la fin du mois de juillet, elles sont affectées sur les trajets suivants :

Mounted on type U bogies, their length over buffers was fixed at 20.300 m. They all had metal frames and a 'Dick' electric lighting system. At the request of the Chemin de Fer Etat Network, their interior fittings offered forty-two seats divided into two rooms (1st class twenty-four seats with three passengers abreast and 2nd class sixteen seats with four passengers abreast).

Their careers began during the winter service of 1913-1914. In the summer of 1914, until the end of July, they were assigned to the following routes:

- Bordeaux - Nantes - Saint-Malo WR n° 2423, 2424,
- Paris-Saint-Lazare - Le Havre WR n° 2403,
- Paris-Saint-Lazare - Dieppe WR n° 2404, 2406,
- Paris-Saint-Lazare - Cherbourg WR n° 2405,
- Paris-Montparnasse - Brest WR n° 2407, 2408,
- Paris - Granville WR n° 2409, 2410,
- Paris - Argentan WR n° 2411,
- Paris-Montparnasse - Royan WR n° 2412, 2413,
- Paris-Montparnasse - Thouars WR n° 2414,
- Paris-Montparnasse - Niort WR n° 2415, 2416,
- Paris-Montparnasse - Laval - Saint-Brieuc WR n° 2417 à 2420,
- Paris-Montparnasse - Saint-Malo WR n° 2421, 2422.

Les lignes du Réseau de l'Etat n'étant jamais dans les zones de combats, leurs prestations commerciales se poursuivent de façon limitée après la mobilisation d'août 1914.

Service d'hiver 1914-1915 (au 16 décembre) :

As the lines of the Chemin de Fer Etat Network were never in combat zones, their commercial services continued in a limited way after the mobilization of August 1914.

Winter service 1914-1915 (to December 16):

- Paris - Angers WR n° 2421,
- Paris - Toulouse WR n° 2422,
- Paris - Cherbourg WR n° 2404, 2405, 2409,
- Paris - Le Havre WR n° 2410 à 2412,
- Paris - Caen WR n° 2413 à 2415,
- Paris - Rennes WR n° 2406 à 2408,
- Paris - Saintes WR n° 2416, 2418, 2419,
- Paris - Le Mans WR n° 2417,
- réquisitionnée par l'autorité militaire pour train sanitaire WR n° 2403 (à compter du 2 août 1914).

Service de l'été 1915 (au 15 mai) :

- Paris - Irun WR n° 2420,
- Paris - Angers WR n° 2421, 2422,
- Paris - Dieppe WR n° 2404,
- Paris - Cherbourg WR n° 2405 à 2407,
- Paris - Caen WR n° 2411, 2412,
- Paris - Le Havre WR n° 2408 à 2410,
- Paris - Rennes WR n° 2413 à 2415, 2419,
- Paris - Bordeaux WR n° 2416 à 2418.

En 1917 et jusqu'en novembre 1918, la WR n° 2418 est affectée au train du général Foch, tandis que la WR n° 2422 est utilisée jusqu'en 1920 lors des déplacements du général Pétain. En 1917, la WR n° 2408 entre dans la composition du train d'Etat-major des armées du Nord-Est.

A partir de septembre 1918, la WR n° 2419 est quant à elle transformée par les ateliers de Saint-Denis en voiture-salon et bureau. Sortie en octobre, elle entre dans l'histoire en ayant servi à la signature de l'armistice du 11 novembre 1918, acte paraphé dans la clairière de Rethondes près de Compiègne.

A l'exception de cette WR n° 2419, réservée pour le train présidentiel français jusqu'en avril 1921 puis exposée à l'hôtel des Invalides à Paris jusqu'en avril 1927 et enfin replacée dans la clairière de Rethondes près de Compiègne, toutes ces voitures poursuivent leurs carrières commerciales dans les effectifs de la Direction CIWL de Paris. En 1919, la WR n° 2424 est mise à la disposition du président américain Wilson ; elle sert ensuite en juin 1921 pour des déplacements du prince Hirohito (futur empereur du Japon) puis en mai 1923 pour le voyage du roi d'Angleterre entre Calais et Rome.

Au service de l'été 1920, leurs affectations sont les suivantes :

In 1917 and until November 1918, WR n° 2418 was assigned to General Foch's train, while WR n° 2422 was used until 1920 during General Pétain's travels. In 1917, the WR n° 2408 entered the composition of the staff train of the armies of the North-East.

From September 1918, WR n° 2419 was transformed by the Saint-Denis workshops into a lounge car and office. Released in October, it made history by having been used for the signing of the armistice of November 11, 1918, an act initialled in the clearing of Rethondes near Compiègne.

With the exception of this WR n° 2419, reserved for the French presidential train until April 1921 then exhibited at the Hôtel des Invalides in Paris until April 1927 and finally replaced in the clearing of Rethondes near Compiègne, all these cars continued their commercial careers in the workforce of the CIWL Department in Paris. In 1919, WR No. 2424 was made available to US President Wilson; it was then used in June 1921 for trips by Prince Hirohito (future Emperor of Japan) then in May 1923 for the trip of the King of England between Calais and Rome.

Serving in the summer of 1920, their assignments were as follows:

- WR n° 2403 à 2406 Paris - Le Havre,
- WR n° 2407, 2408 Paris - Dieppe,
- WR n° 2409 Paris - Cherbourg,
- WR n° 2410, 2411 Paris - Trouville,
- WR n° 2412, 2413 trains transatlantiques vers Le Havre et Cherbourg,
- WR n° 2414 à 2416 Paris - Brest,
- WR n° 2417, 2418 Paris - Saint-Brieuc,
- WR n° 2420, 2421 Paris - Saumur,
- WR n° 2422 à 2424 Paris - Niort.



WR 2416 in 1920'ies in an unknown train, photo : From the French Railways Society – Geoffrey Keen Collection

Le 24 janvier 1924, la WR n° 2420 est détruite dans la catastrophe de Châteaurenault.

Si les prestations de ces voitures se sont d'abord concentrées sur les lignes Etat (Paris-Saint-Lazare, Paris-Invalides et Paris-Montparnasse), les années 1930 vont leur faire connaître d'autres horizons. En 1930, la WR n° 2408 traverse la Méditerranée pour des circulations sur les voies ferrées du Maroc. Dépendant de l'Inspection d'Alger, elle sert en premier lieu pour les déplacements du président de la République Gaston Doumergue puis effectue des services de restauration au départ de Casablanca vers Fès (dès l'été 1931).

A partir de 1932, les WR n° 2403, 2405 à 2407, 2409 à 2411, 2421 à 2424 sont converties en voitures-restaurant-bar (WR bar). Elles ne conservent qu'une seule salle de restauration pour vingt-quatre convives. Un comptoir long de 4,632 m et servant de bar est installé dans l'autre salle, ainsi que dix places assises réparties sur quatre tables. Au service de l'hiver 1932-1933, les WR bar n° 2403 à 2406 sont présentes au départ de Paris-Montparnasse dans des express se rendant vers La Rochelle (WR bar n° 2403 à 2405) et Rennes (WR bar n° 2406). On note aussi la présence de la WR n° 2424 dans les inventaires de Paris-PLM ; elle y est utilisée vers Clermont-Ferrand. Les sorties de nouvelles WR bar en 1934 sont mises à profit pour intensifier leurs roulements :

Au service de l'été 1934, elles sont présentes dans les convois ci-après :

On January 24, 1924, WR n° 2420 was destroyed in the Châteaurenault disaster.

If the services of these cars were first concentrated on the Chemin de Fer Etat lines (Paris-Saint-Lazare, Paris-Invalides and Paris-Montparnasse), the 1930s introduced them to other horizons. In 1930, WR n° 2408 crossed the Mediterranean for traffic on the Moroccan railways. Dependent on the Inspectorate of Algiers, it was used primarily for the trips of the President of the Republic Gaston Doumergue then providing catering services from Casablanca to Fez (from the summer of 1931).

From 1932, WRs n° 2403, 2405 to 2407, 2409 to 2411, 2421 to 2424 were converted into restaurant-bar cars (WR bar). They retained only one dining room for twenty-four guests. A 4.632 m long counter serving as a bar was installed in the other room, as well as ten seats spread over four tables. In service for the winter of 1932-1933, WR bar n° 2403 to 2406 was present from Paris-Montparnasse in express trains going to La Rochelle (WR bar n° 2403 to 2405) and Rennes (WR bar n° 2406). We also note the presence of WR n° 2424 in the inventories of Paris-PLM; it was used there towards Clermont-Ferrand. The releases of new WR bars in 1934 were used to intensify their bearings:

In service in the summer of 1934, they were present in the following convoys:

- Paris-Montparnasse :

WR bar n° 2403, 2405 Paris - La Rochelle,

WR bar n° 2404 Paris - Argentan,

- Paris-Saint-Lazare :

WR bar n° 2407, 2409 Paris - Cherbourg,

WR bar n° 2410, 2411 Paris - Le Havre,

- Paris-Est :

WR bar n° 2406, 2421 Paris - Charleville,

WR bar n° 2422 Paris - Nancy,

WR bar n° 2423, 2424 Paris – Belfort.



WR 2417 in CIWL Saint-Denis workshops in the early 1930ies before moving to Prague.

Photo: Form the French Railways Society – Geoffrey Keen Collection.

La crise économique entraîne une nette baisse d'activité pour la restauration ferroviaire. Dès le mois de novembre 1934, les meubles bar des WR bar n° 2406, 2407, 2409 sont enlevés à Saint-Denis pour être montés dans les Pullman n° 4030, 4037, 4038. En février 1935, des opérations identiques concernent les WR bar n° 2421 et 2422 pour les Pullman n° 4063 et 4006.

La WR n° 2406 est rétablie en aménagement classique à 48 places en juillet 1935. En 1936, on assiste aux mutations depuis Paris vers Prague des quatre WR n° 2406, 2416 à 2418. Si la WR n° 2418 n'y séjourne

que peu de temps, les trois autres unités sont employées à l'hiver 1936-1937 sur des relations depuis Prague vers Kosice (WR n° 2406, 2417) et vers Podmokly ou Bratislava (WR n° 2416).

The economic crisis has led to a sharp drop in activity for rail catering. From November 1934, the bar cabinets of WR bar n° 2406, 2407, 2409 were removed from Saint-Denis to be fitted in Pullman n° 4030, 4037, 4038. In February 1935, identical operations concerned WR bar n° 2421 and 2422 for Pullman n° 4063 and 4006.

WR n° 2406 was restored to its classic 48-seat layout in July 1935. In 1936, four WRs n° 2406, 2416 to 2418 were transferred from Paris to Prague. Shortly, the three other units were employed in the winter of 1936-1937 on connections from Prague to Kosice (WR n° 2406, 2417) and to Podmokly or Bratislava (WR n° 2416).

D'autres transferts plus lointains se profilent alors. En effet, la décision d'affecter une fraction importante de cette série aux lignes d'Extrême-Orient (Chine) entraîne les prévisions de départs des WR n° 2404, 2405, 2409 à 2415, 2418, 2421 à 2424. Depuis le port d'Anvers, le navire Belpamela est chargé de ses transports ; la guerre entre la Chine et le Japon n'amène en définitive que les expéditions maritimes vers Hong Kong des WR n° 2409, 2412 à 2415, 2418, 2421, 2422. Ces unités rebaptisées « Dining Parlour Car » bénéficient d'une salle de restauration de vingt places et d'un espace salon pour huit personnes. De plus, les WR n° 2403, 2407 partent à cette époque vers la Division CIWL de Budapest.

A l'été 1938, d'autres changements d'horizon ont affecté la WR n° 2424 qui est partie vers Helsinki pour être achetée par les chemins de fer finlandais sous le n° 2020. Adaptée aux voies larges et offrant trente-huit places, elle reste en service de janvier 1939 jusqu'au début des années 1960. Les vitres des lanterneaux de toiture ont été obstruées pour améliorer le confort thermique de cette voiture.

Other more distant transfers were then looming. Indeed, the decision to allocate a large fraction of this series to the Far East lines (China) leads to the departure forecasts for WRs n° 2404, 2405, 2409 to 2415, 2418, 2421 to 2424. From the port from Antwerp, the ship Belpamela is in charge of its transport; the war between China and Japan ultimately only led to maritime expeditions to Hong Kong from WRs n° 2409, 2412 to 2415, 2418, 2421, 2422. These units, renamed "Dining Parlour Car", benefited from a restaurant with twenty seats and a lounge area for eight people. Moreover, the WRs n° 2403, 2407 left at this time towards the CIWL Division of Budapest.

In the summer of 1938, other horizon changes affected WR n° 2424 which left for Helsinki to be purchased by Finnish Railways under n° 2020. Adapted to wide gauge tracks and offering thirty-eight seats, it remained in service from January 1939 until the early 1960s. The windows of the roof skylights were obstructed to improve the thermal comfort of this car.

Les ateliers de Milan Greco ont aussi procédé à des nouvelles modifications dans les intérieurs des WR n° 2404, 2405, 2410, 2411, 2423, 2424 dont la capacité passe alors à quarante-cinq places réparties dans deux salles de vingt-six et dix-neuf places (quatre voyageurs de front).

Pour l'été 1939 et après tous ces bouleversements, on relève leurs présences dans les inventaires des Directions CIWL suivantes :

The Milan Greco workshops also carried out new modifications in the interiors of WR n° 2404, 2405, 2410, 2411, 2423, 2424, the capacity of which then increased to forty-five seats distributed in two rooms of twenty-six and nineteen. (four passengers abreast).

For the summer of 1939 and after all these upheavals, we note their presence in the inventories of the following CIWL Directorates:

- WR n° 2403, 2407 à Budapest (Budapest - Győr - Zagreb WR n° 2407 et Balaton-Express WR n° 2403),
- WR n° 2404, 2405, 2410, 2411 à Rome (Gênes - Turin WR n° 2404, Gênes - Vintimille WR n° 2405, Gênes - Milan WR n° 2410, 2411),
- WR n° 2406, 2416, 2417 à Prague (Bratislava - Kysak WR n° 2417, Bratislava - Spisska WR n° 2406, disponible WR n° 2416),
- WR n° 2408 à Alger (Maroc Casablanca - Petitjean),
- WR n° 2409, 2412 à 2415, 2418, 2421, 2422 en Extrême-Orient, (garées Kowloon),
- WR n° 2423 Pays-Baltes (Virbalis - Riga),
- WR n° 2424 à Helsinki (réserve).

La WR n° 2419 est déplacée de Rethondes vers Berlin après la signature de l'armistice du 22 juin 1940 ; elle y est exposée avant de subir quelques dégâts suite aux bombardements aériens. En 1944, elle est déplacée de la capitale pour être garée à Ohrdruf, site de Thuringe jugé moins exposé ; des éléments de la SS l'incendient en avril 1945 afin qu'elle ne puisse pas être reprise par les troupes américaines libérant cette petite cité.

La Direction CIWL de Rome mute vers Istanbul les WR n° 2404, 2405, 2410 et 2411 ; à l'hiver 1941-1942, elles sont en roulement au départ d'Haydarpasa en direction d'Erzurum et d'Izmir via Basmahan. Durant la guerre, quelques prestations sont aussi effectuées par les unités basées à Budapest, notamment vers Szenc.

Les combats ayant pris fin en 1945, les voitures subsistantes sont retrouvées en divers lieux :

WR n° 2419 was moved from Rethondes to Berlin after the signing of the armistice of June 22, 1940; it was exposed there before suffering some damage following the aerial bombardments. In 1944, it was moved from the capital to be parked in Ohrdruf, a site in Thuringia considered less exposed; elements of the SS set it on fire in April 1945 so that it could not be taken over by the American troops liberating this small city.

The CIWL Directorate in Rome transferred WRs 2404, 2405, 2410 and 2411 to Istanbul; in the winter of 1941-1942, they were in rotation from Haydarpasa towards Erzurum and Izmir via Basmahan. During the war, some services were also carried out by the units based in Budapest, in particular towards Szenc.

The fighting having ended in 1945, the surviving cars were found in various places:

- WR n° 2403, 2407 (HS depuis 1944) Belgrade,
- WR n° 2404, 2405, 2410, 2411 Istanbul,
- WR n° 2406, 2417 Berlin (stationne à Francfort-sur-le-Main),
- WR n° 2408 Alger (Maroc),
- WR n° 2409, 2412, 2413, 2414, 2415, 2418, 2421, 2422 Extrême-Orient (détruites et pillées),
- WR n° 2424 Helsinki.

Suite aux destructions des bâtiments, la WR n° 2406 sert alors de magasin à Francfort-sur-le-Main. En 1949, Istanbul cède à Athènes la WR n° 2411 qui y demeure jusqu'en 1956. La WR n° 2408 est réformée au Maroc au début des années 1950.

A la demande des Chemins de fer finlandais, la WR n° 2424 reçoit en 1956 de nouveaux soufflets d'intercirculation ; sa capacité s'abaisse à trente-huit places. Elle reste ainsi la dernière représentante de cette série ayant complètement disparue. Cette série conçue au départ pour les lignes du Réseau de l'Etat termine donc son existence loin de ses origines.

Following the destruction of the buildings, WR n° 2406 was then used as a store in Frankfurt-am-Main. In 1949, Istanbul sold WR n° 2411 to Athens, which remained there until 1956. WR n° 2408 was retired in Morocco in the early 1950s.

At the request of the Finnish Railways, WR n° 2424 received new gangway bellows in 1956; its capacity dropped to thirty-eight places. She thus remains the last representative of this series having completely disappeared. This series, originally designed for the lines of the 'Chemin de Fer Etat Network, therefore ends its existence far from its origins.

Services assurés par ces WR - Services provided by these WRs:

Eté 1914 :

Paris
Bordeaux - Nantes - Saint-Malo WR n° 2423, 2424,
Paris - Le Havre WR n° 2403,
Paris - Dieppe WR n° 2404, 2406,
Paris - Cherbourg WR n° 2405,
Paris - Brest n° 509-558 WR n° 2407, 2408,
Paris - Granville WR n° 2409, 2410,
Paris - Argentan WR n° 2411,
Paris - Royan WR n° 2412, 2413,
Paris - Thouars WR n° 2414,
Paris - Niort WR n° 2415, 2416,
Paris - Laval - Saint-Brieuc WR n° 2417, 2418, 2419, 2420,
Paris - Saint-Malo WR n° 2421, 2422,

Hiver 1914-1915 au 16 décembre :

Paris
Paris - Angers WR n° 2421,
Paris - Toulouse WR n° 2422,
Paris - Cherbourg WR n° 2404, 2405, 2409,
Paris - Le Havre WR n° 2410 à 2412,
Paris - Caen WR n° 2413 à 2415,
Paris - Rennes WR n° 2406 à 2408,
Paris - Saintes WR n° 2416, 2418, 2419,
Paris - Le Mans WR n° 2417,

Eté 1915 au 15 mai :

Paris
Paris - Irun WR n° 2420,
Paris - Angers WR n° 2421, 2422,
Paris - Dieppe WR n° 2404,
Paris - Cherbourg WR n° 2405 à 2407,
Paris - Caen WR n° 2411, 2412,
Paris - Le Havre WR n° 2408 à 2410,
Paris - Rennes WR n° 2413 à 2415, 2419,
Paris - Bordeaux WR n° 2416 à 2418,

Hiver 1916-1917 au 5 mars :

- Paris :
Paris - Le Havre WR n° 2409,

Hiver 1919-1920 :

- Paris WR n° 2403 à 2424,

Eté 1920 :

- Paris :

WR n° 2403 à 2406 Paris - Le Havre,
WR n° 2407, 2408 Paris - Dieppe,
WR n° 2409 Paris - Cherbourg,
WR n° 2410, 2411 Paris - Trouville,
WR n° 2412, 2413 CGT,
WR n° 2414 à 2416 Paris - Brest,
WR n° 2417, 2418 Paris - Saint-Brieuc,
WR n° 2420, 2421 Paris - Saumur,
WR n° 2422 à 2424 Paris - Niort,

Hiver 1920-1921 :

- Paris :

WR n° 2403 à 2406, 2420, 2421 Paris - Le Havre,
WR n° 2407, 2422 Paris - Dieppe,
WR n° 2408, 2423 Paris - Caen,
WR n° 2409 Paris - Evreux,
WR n° 2410 à 2412, 2417 trains transatlantiques,
WR n° 2413 Paris - Argentan,
WR n° 2414, 2418 Paris - Saumur,
WR n° 2415, 2416, 2424 Paris - Brest,

Eté 1922 :

- Paris :

WR n° 2403, 2404 Paris - Le Havre,
WR n° 2405, 2406 Paris - Dieppe,
WR n° 2407, 2408 Paris - Cherbourg,
WR n° 2409 à 2413 trains transatlantiques,
WR n° 2414 Paris - Flers,
WR n° 2415, 2416 Paris - Granville,
WR n° 2417, 2418 Paris - Saint-Malo,
WR n° 2420, 2421 Paris - Brest,
WR n° 2422, 2423 Paris - Saint-Brieuc,
WR n° 2424 voyages spéciaux,

Hiver 1922-1923 :

- Paris :

WR n° 2403, 2404 Paris - Le Havre,
WR n° 2405 Paris - Dieppe,
WR n° 2406 à 2408 Paris - Cherbourg,
WR n° 2409, 2410, 2413 à 2415 trains transatlantiques,
WR n° 2411, 2412 Paris - Argentan,
WR n° 2416, 2417, 2422 Paris - Brest,
WR n° 2418, 2420, 2423 Paris - Bordeaux,
WR n° 2421 Paris - Rennes,
WR n° 2424 voyages spéciaux,

Eté 1923 :

- Paris :

WR n° 2429, 2430 Paris - Bordeaux,
WR n° 2420 à 2422 Paris - Quimper,
WR n° 2423 Paris - Angers,
WR n° 2403 à 2407 trains transatlantiques,
WR n° 2408, 2409 Paris - Saint-Malo,

WR n° 2410 à 2413 Paris - Saint-Brieuc,
WR n° 2414 Paris - Angers,
WR n° 2415, 2416 Paris - Bordeaux,
WR n° 2417, 2418 Paris - Royan,
WR n° 2424 voyages spéciaux,

Hiver 1923-1924 :

- Paris :

WR n° 2408, 2409, 2420 Paris - Le Havre,
WR n° 2410, 2421 Paris - Dieppe,
WR n° 2411, 2414, 2415 Paris - Cherbourg,
WR n° 2416 à 2418 trains transatlantiques,
WR n° 2412, 2413 Paris - Flers,
WR n° 2403, 2404 Paris - Saint-Brieuc - Le Mans,
WR n° 2407 Paris - Le Mans,
WR n° 2405, 2406 Paris - Bordeaux,
WR n° 2424 voyages spéciaux,

Été 1924 :

- Paris :

WR n° 2423 Paris - Châteauroux,
WR n° 2420 à 2422 Paris - Bordeaux,
WR n° 2424 Paris - Dieppe,
WR n° 2403, 2404 Paris - Cherbourg,
WR n° 2405 à 2409 trains transatlantiques,
WR n° 2410 Paris - Flers,
WR n° 2411 à 2413 Paris - Granville,
WR n° 2414 à 2416 Paris - Saint-Malo,
WR n° 2417, 2418 Paris - Saint-Brieuc,

Hiver 1924-1925 :

- Paris :

WR n° 2418, 2421, 2422 Paris - Bordeaux,
WR n° 2423 Paris - Tours,
WR n° 2409 Paris - Flers - Argentan,
WR n° 2408, 2410 Paris - Dieppe,
WR n° 2411, 2412 Paris - Cherbourg,
WR n° 2413 à 2417 trains transatlantiques,
WR n° 2403 Paris - Le Mans,
WR n° 2404 à 2406 Paris - Saintes,

Hiver 1925-1926 :

- Paris :

WR n° 2424 Marseille - Vintimille,
WR n° 2418, 2421 Paris - Bordeaux,
WR n° 2422 Paris - Saint-Pierre-des-Corps,
WR n° 2423 Paris - Tours,
WR n° 2404, 2407 Paris - Le Havre,
WR n° 2409, 2410 Paris - Dieppe,
WR n° 2411 Paris - Cherbourg,
WR n° 2412 à 2416 trains transatlantiques,
WR n° 2403, 2405 Paris - Le Mans,
WR n° 2406 Paris - Saintes,
WR n° 2408, 2417 Paris – Flers,

Hiver 1926-1927 :

- Paris :

WR n° 2404, 2407, 2409, 2410 Paris - Le Havre,
WR n° 2411, 2412 Paris - Dieppe,
WR n° 2413 à 2415 Paris - Cherbourg,
WR n° 2416, 2418, 2421 à 2423 trains transatlantiques,
WR n° 2403, 2405, 2406 Paris - Saint-Brieuc,
WR n° 2424 Paris - Le Mans,
WR n° 2408, 2417 Paris - Flers,

Eté 1927 :

- Paris :

WR n° 2407, 2409, 2410 Paris - Le Havre,
WR n° 2411, 2412 Paris - Dieppe,
WR n° 2413 à 2415 Paris - Cherbourg,
WR n° 2416, 2418, 2421 à 2423 trains transatlantiques,
WR n° 2403 à 2406, 2424 Paris - Saint-Brieuc,

Hiver 1927-1928 :

- Paris :

WR n° 2409, 2410 à 2414 Paris - Le Havre,
WR n° 2407 Paris - Dieppe,
WR n° 2415, 2416, 2418 Paris - Cherbourg,
WR n° 2403 à 2405 Paris - Saint-Brieuc,
WR n° 2406 Paris - Le Mans,
WR n° 2408, 2417, 2424 Paris - La Rochelle,

Eté 1928 :

WR n° 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2421, 2422, 2423, 2424 Paris,

- Paris-Montparnasse :

WR n° 2403 à 2405 Paris - Brest,
WR n° 2406, 2408 Paris - Lannion,
WR n° 2417 Paris - Angers,
WR n° 2424 Paris - La Rochelle,

- Paris-Saint-Lazare :

WR n° 2407, 2409 à 2411 Paris - Dieppe,
WR n° 2412, 2413 Paris - Cherbourg,
WR n° 2414, 2415 Paris - Le Havre,

Hiver 1928-1929 :

WR n° 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2421, 2422, 2423, 2424 Paris,

- Paris-Montparnasse :

WR n° 2403 à 2405 Paris - Saint-Brieuc,
WR n° 2406, 2408 Paris - La Rochelle,
WR n° 2417, 2424 Paris - Flers,

- Paris-Saint-Lazare :

WR n° 2407, 2409 à 2411, 2423 Paris - Le Havre,
WR n° 2412, 2413, 2416 Paris - Dieppe,
WR n° 2418, 2421, 2422 Paris - Cherbourg,
WR n° 2414, 2415 trains transatlantiques,

Eté 1929 :

WR n° 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2421, 2422, 2423, 2424 Paris,

- Paris-Montparnasse :

WR n° 2403 à 2405 Paris - Saint-Brieuc,

WR n° 2406, 2408, 2417 Paris - Dinard,

WR n° 2412 Dieppe - Le Mans,

WR n° 2424 Paris - Granville,

- Paris-Saint-Lazare :

WR n° 2407, 2409, 2413 Paris - Le Havre,

WR n° 2410, 2411 Paris - Dieppe,

WR n° 2414, 2415, 2422, 2423 trains transatlantiques,

WR n° 2416, 2418, 2421 Paris - Cherbourg,

Hiver 1929-1930 :

WR n° 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417,

2418, 2421, 2422, 2423, 2424 Paris,

- Paris-Montparnasse :

WR n° 2403, 2404 Paris - Rennes,

WR n° 2405, 2406 Dieppe - Le Mans,

WR n° 2408, 2417, 2424 Paris - Saint-Brieuc,

- Paris-Saint-Lazare :

WR n° 2407, 2409, 2410, 2412, 2413 Paris - Le Havre,

WR n° 2411 Paris - Dieppe,

WR n° 2414, 2415, 2422, 2423 trains transatlantiques,

WR n° 2416, 2418, 2421 Paris - Cherbourg,

Eté 1930 :

WR n° 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417,

2418, 2421, 2422, 2423, 2424 Paris,

- Paris-Montparnasse :

WR n° 2408, 2417 Paris - Rennes,

WR n° 2403 à 2405 Paris - Le Mans, Le Mans - Dieppe,

WR n° 2406 Saint-Malo - La Rochelle,

WR n° 2422 à 2424 Paris - Granville,

- Paris-Saint-Lazare :

WR n° 2407, 2409 Paris - Le Havre,

WR n° 2410, 2411 Paris - Dieppe,

WR n° 2412 à 2414 Paris - Caen - Cherbourg,

WR n° 2415, 2416, 2418, 2421 trains transatlantiques,

Hiver 1930-1931 :

WR n° 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417,

2418, 2421, 2422, 2423, 2424 Paris,

- Paris-Montparnasse :

WR n° 2403 à 2405 Paris - Rennes,

WR n° 2406 Saint-Malo - La Rochelle,

WR n° 2407 Le Mans - Dieppe,

WR n° 2409, 2410 Paris - La Rochelle,

WR n° 2424 Paris - Saint-Brieuc - Le Mans,

- Paris-Saint-Lazare :

WR n° 2411 Paris - Le Havre,

WR n° 2412 à 2414 Paris - Dieppe,

WR n° 2416 à 2418 Paris - Cherbourg,

WR n° 2421 à 2423 trains transatlantiques,

Hiver 1931-1932 :

- Alger (Maroc) :

WR n° 2408 Casablanca - Petitjean,

Hiver 1932-1933 :

- Paris :

WR bar n° 2403 à 2406 Paris,

- Paris-Montparnasse :

WR bar n° 2403 à 2405 Paris - La Rochelle,

WR bar n° 2406 Paris - Rennes,

WR n° 2407, 2409 à 2418, 2421 à 2424 Paris,

- Paris-PLM :

WR n° 2424 Paris - Clermont-Ferrand,

- Paris-Montparnasse :

WR n° 2407, 2421 à 2423 Paris - Rennes,

- Paris-Saint-Lazare :

WR n° 2409, 2410 Paris - Dieppe,

WR n° 2411 à 2413 Paris - Caen - Cherbourg,

WR n° 2414 à 2418 trains transatlantiques,

- Alger (Maroc) :

WR n° 2408 Casablanca - Fès,

Eté 1933 :

- Alger (Maroc) :

WR n° 2408 Casablanca - Fès,

Eté 1933-1934 :

- Alger (Maroc) :

WR n° 2408 Casablanca - Fès,

Eté 1934 :

WR bar n° 2403, 2404, 2405, 2406, 2407, 2409, 2410, 2411, 2421, 2422, 2423, 2424 Paris,

- Paris-Montparnasse :

WR bar n° 2403, 2405 Paris - La Rochelle,

WR bar n° 2404 Paris - Argentan,

- Paris-Saint-Lazare :

WR bar n° 2407, 2409 Paris - Cherbourg,

WR bar n° 2410, 2411 Paris - Le Havre,

- Paris-Est :

WR bar n° 2406, 2421 Paris - Charleville,

WR bar n° 2422 Paris - Nancy,

WR bar n° 2423, 2424 Paris - Belfort,

WR n° 2412, 2413, 2414, 2415, 2416, 2417, 2418 Paris,

- Paris-Saint-Lazare :

WR n° 2412 Paris - Le Havre,

WR n° 2413 Paris - Dieppe,

WR n° 2414 à 2418 trains transatlantiques,

- Alger (Maroc) :

WR n° 2408 Casablanca - Fès,

Hiver 1934-1935 :

WR bar n° 2403, 2404, 2405, 2406, 2407, 2409, 2410, 2411, 2421, 2422, 2423, 2424 Paris,

- Lyon PLM :

WR bar n° 2424 Avignon - Nice,

- Paris-Est :

WR bar n° 2421 Paris - Charleville,

WR bar n° 2424 Paris - Nancy,

- Strasbourg :

WR bar n° 2423 réserve,
- garages Saint-Denis WR bar n° 2406, 2407, 2409,
WR n° 2412, 2413, 2414, 2415, 2416, 2417, 2418 Paris,
- Paris-Montparnasse :
WR n° 2403 à 2405 transformation WR bar,
- Paris-Saint-Lazare :
WR n° 2412 à 2415 trains transatlantiques,
WR n° 2410, 2411 transformation WR bar,
- Garages Corbeil ou Villeneuve :
WR n° 2416 à 2418,
- Alger (Maroc) :
WR n° 2408 Casablanca - Fès,

Eté 1935 :

WR bar n° 2403, 2404, 2405, 2406, 2407, 2409, 2410, 2411, 2421, 2422, 2423, 2424 Paris,
- Strasbourg :
WR bar n° 2423 Strasbourg - Dunkerque et réserve,
- Paris-Montparnasse :
WR bar n° 2403 à 2405 Paris - Rennes, puis Paris - Argentan,
WR bar n° 2410 Paris - Argentan,
WR bar n° 2411, 2424 Paris - Flers,
WR n° 2412, 2413, 2414, 2415, 2416, 2417, 2418 Paris,
- Paris-Saint-Lazare :
WR n° 2412 à 2415 trains transatlantiques,
- Paris-Montparnasse :
WR n° 2416 Paris - Granville,
- Garages et désarmées :
WR n° 2416 à 2418,
WR bar n° 2406, 2407, 2409, 2421, 2422,
- Alger (Maroc) :
WR n° 2408 Casablanca - Fès,

Hiver 1935-1936 :

WR bar n° 2403, 2404, 2405, 2406, 2407, 2409, 2410, 2411, 2421, 2422, 2423, 2424 Paris,
- Strasbourg :
WR bar n° 2423 réserve,
- Paris-Montparnasse :
WR bar n° 2403 à 2405 pour dédoublements,
WR n° 2412, 2413, 2414, 2415, 2416, 2417, 2418 Paris,
- Paris-Saint-Lazare :
WR n° 2412 à 2415 trains transatlantiques,
- Garages et désarmées :
WR n° 2416 à 2418,
WR bar n° 2406, 2407, 2409 à 2411, 2421, 2422,
- Alger (Maroc) :
WR n° 2408 Casablanca - Fès,

Eté 1936 :

WR bar n° 2403 à 2405, 2407, 2409 à 2411, 2421 à 2424 Paris,
- Paris-PLM :
WR bar n° 2424 Paris - Saint-Germain-des-Fossés,
- Strasbourg :
WR bar n° 2423 Strasbourg - Dunkerque et réserve,
- Paris-Saint-Lazare :

WR bar n° 2411 réserve,
- Paris-Montparnasse :
WR bar n° 2404, 2405, 2410 Paris - Flers - Argentan,
- Garages et désarmées :
WR bar n° 2403, 2407, 2409, 2421, 2422,
WR n° 2412, 2413, 2414, 2415, 2418 Paris,
- Paris-Saint-Lazare :
WR n° 2412 à 2415 trains transatlantiques,
- Prague :
WR n° 2406, 2416, 2417, 2418 Prague,
WR n° 2406, 2417 Bratislava - Ves-Kralovo,
- Alger (Maroc) :
WR n° 2408 Casablanca - Fès,
Hiver 1936-1937 :
WR bar n° 2403 à 2405, 2407, 2409 à 2411, 2421 à 2424 Paris,
- Paris-PLM :
WR bar n° 2424 Paris - Saint-Gervais,
- Strasbourg :
WR bar n° 2423 réserve,
- Paris-Saint-Lazare :
WR bar n° 2411 réserve,
- Paris-Montparnasse :
WR bar n° 2404, 2405, 2410 dédoublements,
- Sans emploi WR bar n° 2403, WR n° 2418,
- Désarmées WR bar n° 2407, 2409, 2421, 2422,
WR n° 2412 à 2415, 2418 Paris,
- Paris-Saint-Lazare :
WR n° 2412 à 2415 trains transatlantiques,
- Prague :
WR n° 2406, 2416, 2417 Prague,
WR n° 2406, 2417 Prague - Kosice,
WR n° 2416 Podmokly - Bratislava et Prague,
- Alger (Maroc) :
WR n° 2408 Casablanca - Fès,
Été 1937 :
- Budapest :
WR n° 2403, 2407 Budapest - Prague,
- Extrême-Orient :
WR n° 2404, 2405, 2409 à 2415, 2418, 2421 à 2424,
- transformées en WR :
WR n° 2404, 2406, 2409 à 2415, 2418, 2421 à 2424,
WR n° 2403, 2407 vers Budapest,
- Prague :
WR n° 2406, 2416, 2417 Prague,
WR n° 2406, 2417 Bratislava - Spisska,
WR n° 2416 Prague - Maribor,
- Alger (Maroc) :
WR n° 2408 Casablanca - Fès,
Hiver 1937-1938 :
- Alger :
WR n° 2408 Casablanca - Petitjean,

- Budapest :
WR n° 2403 Budapest - Lökösháza,
WR n° 2407 Budapest - Lökösháza,
- Extrême-Orient :
WR n° 2409, 2412 à 2415, 2418, 2421, 2422 Kowloon (Chine),
WR n° 2404, 2405 Milan Greco,
WR n° 2410, 2411 Vienne,
WR n° 2423, 2424 Budapest,
- Prague :
WR n° 2406, 2416, 2417 Bratislava - Spisska,

Été 1938 :

- Alger (Maroc) :
WR n° 2408 Casablanca - Fès,

Hiver 1938-1939 :

- Alger (Maroc) :
WR n° 2408 Casablanca - Fès,

Été 1939 :

- Budapest WR n° 2403, 2407,
(Budapest - Győr - Zagreb WR n° 2407),
(Balaton-Express WR n° 2403),
- Rome WR n° 2404, 2405, 2410, 2411 :
(Gênes - Turin WR n° 2404),
(Gênes - Vintimille WR n° 2405),
(Gênes - Milan WR n° 2410, 2411),
- Prague WR n° 2406, 2416, 2417 :
(Bratislava - Kysak WR n° 2417),
(Bratislava - Spisska WR n° 2406),
(Disponible WR n° 2416),
- Alger (Maroc) WR n° 2408 :
(Casablanca - Petitjean WR n° 2408),
- Extrême-Orient WR n° 2409, 2412, 2413, 2414, 2415, 2418, 2421, 2422, (garées Kowloon),
- Pays-Baltes WR n° 2423 (Virbalis - Riga),
- Helsinki WR n° 2424 (réserve),

Hiver 1941-1942 :

WR n° 2403, 2406, 2407 Budapest,
(WR n° 2406 Budapest - Szenc),
(WR n° 2403, 2407 garées),
WR n° 2404, 2405, 2410, 2411 Istanbul,
(WR n° 2404 Haydarpasa - Erzurum),
(WR n° 2405, 2410, 2411 Haydarpasa - Izmir via Basmahan),
WR n° 2408 Alger (Maroc, Casablanca - Petitjean),
WR n° 2409, 2412 à 2415, 2418, 2421, 2422 Extrême-Orient,
WR n° 2416, 2423 Pays-Baltes voie normale (garées Virbalis),
WR n° 2417 Prague (louée Berlin),
WR n° 2424 Helsinki,

Hiver 1946-1947 :

WR n° 2403, 2407 Belgrade,
WR n° 2404, 2405, 2410, 2411 Istanbul,
WR n° 2406, 2417 Berlin (Francfort-sur-le-Main),
WR n° 2408 Alger (Maroc),
WR n° 2409, 2412 à 2415, 2418, 2421, 2422, Extrême-Orient,

WR n° 2424 Helsinki,

Eté 1948 :

WR n° 2404, 2405, 2410, 2411 Istanbul,
WR n° 2406, 2417 Berlin (Francfort-sur-le-Main),
WR n° 2408 Alger (Maroc),
WR n° 2413 à 2415, 2421, 2422 Extrême-Orient,
WR n° 2424 Helsinki,

Hiver 1948-1949 :

- Istanbul :
WR n° 2404, 2405, 2410, 2411 Istanbul,
- Francfort-sur-le-Main :
WR n° 2406 magasin Francfort-sur-le-Main,
- Alger :
WR n° 2408 Casablanca - Petitjean (Maroc),
- Extrême-Orient :
WR n° 2413 à 2415, 2421, 2422,
- Prague WR n° 2417,
- Helsinki WR n° 2424,

Eté 1952 :

WR n° 2404, 2405, 2410 Istanbul,
WR n° 2411 Athènes,
WR n° 2424 Helsinki,

Hiver 1952-1953 :

WR n° 2404, 2405, 2410 Istanbul,
WR n° 2411 Athènes,
WR n° 2424 Helsinki,

Hiver 1953-1954 :

WR n° 2411 Athènes,
WR n° 2424 Helsinki,

Eté 1954 :

WR n° 2411 Athènes,
WR n° 2424 Helsinki,

Hiver 1955-1956 :

WR n° 2411 Athènes,
WR n° 2424 Helsinki,

Hiver 1956-1957 :

WR n° 2424 Helsinki.

Les modernisations CIWL des années 1920 - CIWL modernisations of the 1920s

By Jean-Marc Dupuy

Si l'on connaît assez bien les grandes séries des matériels roulants de la Compagnie Internationale des Wagons-Lits et des Grands Express Européens (CIWL) et notamment celles de construction métalliques, les diverses voitures-lits et voitures-restaurant en teck reconstruites dans les années 1920 à partir de véhicules anciens sont par contre méconnues. Afin de tenter de compléter cette lacune, nous en avons dressé dans cette note un petit inventaire très sommaire.

If we are quite familiar with the large series of rolling stock of the Compagnie Internationale des Wagons-Lits et des Grands Express Européens (CIWL) and in particular those of metal construction, the various teak

sleeping cars and dining cars rebuilt in the 1920s from old vehicles are, on the other hand, little known. In order to attempt to fill in this gap, we have drawn up a very brief inventory of them in this note.

Les voitures-restaurant n° 1360, 1389 à 1396, 2983 à 2988, 3100 et n° compris entre 3150 et 3229 et les voitures-lits n° compris entre 3101 et 3246

Après la Première Guerre mondiale, la CIWL commence à recevoir, en 1922, ses premiers matériels de construction entièrement métallique ; elle en équipe tout d'abord le train Bombay-Express reliant chaque semaine Calais-Maritime à Marseille, puis en décembre suivant le célèbre Calais-Méditerranée-Express (Calais - Vintimille et San Remo).

Parallèlement à ces arrivées, elle décide également de moderniser une fraction significative de ses anciennes voitures teck.

After the First World War, the CIWL began to receive, in 1922, its first all-metal constructed carriages; which were used in the Bombay-Express train connecting Calais-Maritime to Marseille each week, then in December following the famous Calais-Méditerranée-Express (Calais - Ventimiglia and San Remo). Along with these arrivals, it also decided to modernize a significant fraction of its old teak cars.

WR n° 1360, 1389 à 1396

Les travaux débutant dès 1922 en Allemagne concernent tout d'abord les WR n° 360, 389 à 396. Ces véhicules sont traités par les ateliers CIWL de Neu Aubing près de Munich (WR n° 360 et 396 devenant 1360 et 1396) et de Zossen près de Berlin (WR n° 389 à 395 devenant 1389 à 1395). Si leurs lanterneaux de toiture sont supprimés afin de garantir une meilleure étanchéité, les frises garnissant les flancs de caisses sont conservées ; elles sont toutefois repeintes en bleu. Livrées en 1923 et offrant 42 places, ces voitures-restaurant n° 1360, 1389 à 1396 sont principalement dirigées vers les parcs de Varsovie et temporairement Riga et Memel. La WR n° 1390 se démarque toutefois des autres en dépendant de Bucarest. A partir de 1929, les WR n° 1393 à 1396 prennent le chemin de la Turquie pour des prestations en Asie mineure depuis Haydarpasa vers la Syrie. Au lendemain de la guerre de 1939-1945, certaines terminent leurs carrières en Grèce. Jusqu'à la fin des années 1960, la WR n° 1396 sert longtemps de magasin à Ankara.

Work beginning in 1922 in Germany first concerned WR n° 360, 389 to 396. These vehicles were treated by the CIWL workshops in Neu Aubing near Munich (WR n° 360 and 396 becoming 1360 and 1396) and Zossen near Berlin (WR n° 389 to 395 becoming 1389 to 1395). Although their roof skylights are removed to ensure better sealing, the friezes lining the sides of the boxes are retained; however, they were repainted blue. Delivered in 1923 and offering 42 seats, these restaurant cars n° 1360, 1389 to 1396 were mainly directed towards the depots of Warsaw and temporarily Riga and Memel. However, WR n° 1390 stands out from the others by depending on Bucharest. From 1929, WRs n° 1393 to 1396 headed for Turkey for services in Asia Minor from Haydarpasa to Syria. After the 1939-1945 war, some ended their careers in Greece. Until the end of the 1960s, WR No. 1396 served as a store in Ankara for a long time.

Hiver 1923-1924 :

WR n° 1360, 1389, 1391, 1393, 1395, 1396 Varsovie,
WR n° 1360, 1396 Varsovie - Dziedzice,

WR n° 1391, 1395 Varsovie - Lodz,
WR n° 1389, 1393 Varsovie - Gdansk,
WR n° 1390, 1392 Memel,
WR n° 1394 Riga,

Hiver 1924-1925 :

WR n° 1360 Varsovie - Dziedzice,
WR n° 1396 Varsovie - Gdansk,
WR n° 1391 Varsovie - Lodz,
WR n° 1389 Cracovie - Varsovie,
WR n° 1393, 1395 Cracovie - Lodz - Rzeszów,

Hiver 1926-1927 :

Bucarest :

WR n° 1390 Bucarest - Orades,

Eté 1927 :

Bucarest :

WR n° 1390 Bucarest - Episcopia,

Eté 1928 :

WR n° 1360, 1389, 1391, 1392, 1393, 1394, 1395, 1396 Varsovie,
WR n° 1360, 1391, 1392 Varsovie - Dziedzice,
WR n° 1389 Varsovie - Lodz - Kalinska,
WR n° 1393 à 1395 Varsovie - Puck Hel,
WR n° 1396 Varsovie - Lodz - Fabor,
WR n° 1390 Bucarest,
WR n° 1390 Bucarest - Turn - Severin,

Hiver 1928-1929 :

WR n° 1360, 1389, 1391, 1392, 1393, 1394, 1395, 1396 Varsovie,
WR n° 1360, 1391, 1392 Varsovie - Dziedzice,
WR n° 1389 Varsovie - Lodz - Kalinska,
WR n° 1393 à 1395 Varsovie - Puck Hel,
WR n° 1396 Varsovie - Lodz - Fabor,
WR n° 1390 Bucarest,
WR n° 1390 Bucarest - Galatz,

Eté 1929 :

WR n° 1360, 1389, 1391, 1392, 1393, 1394, 1395, 1396 Varsovie,
WR n° 1360, 1389 Varsovie - Dziedzice,
WR n° 1391 à 1393 Varsovie - Puck,
WR n° 1394 à 1396 Varsovie - Cracovie,
WR n° 1390 Bucarest,
WR n° 1390 Bucarest - Carmen Sylva,

Hiver 1929-1930 :

WR n° 1360, 1389, 1391, 1392 Varsovie,
WR n° 1360, 1389, 1391 Varsovie - Dziedzice,
WR n° 1392 Varsovie - Puck,
WR n° 1390 Bucarest,
WR n° 1390 Bucarest - Teius,
WR n° 1393, 1394, 1395, 1396 Istanbul pour services en Syrie,

Eté 1930 :

WR n° 1360, 1389, 1391, 1392 Varsovie,
WR n° 1360, 1389, 1391 Varsovie - Dziedzice,
WR n° 1392 Varsovie - Puck,
WR n° 1390 Bucarest,

WR n° 1390 Teius - Arad,
WR n° 1393, 1394, 1395, 1396 Istanbul,
WR n° 1393, 1394, 1395, 1396 Taurus-Express Haydarpasa - Rayak,

Hiver 1930-1931 :

WR n° 1360, 1389, 1391, 1392 Varsovie,
WR n° 1360, 1389, 1391 Varsovie - Zebrzydovice,
WR n° 1392 Varsovie - Puck,
WR n° 1390 Bucarest,
WR n° 1390 Episcopia - Sighișoara,
WR n° 1393, 1394, 1395, 1396 Istanbul,

Hiver 1932-1933 :

WR n° 1360, 1389, 1391, 1392 Varsovie,
WR n° 1360, 1389 Varsovie - Lodz,
WR n° 1391, 1392 Varsovie - Zebrzydovice,
WR n° 1390 Bucarest garée,
WR n° 1393, 1394, 1395, 1396 Istanbul garées,

Eté 1934 :

WR n° 1360, 1389, 1391, 1392 Varsovie,
WR n° 1360, 1389, 1391 Varsovie - Cracovie,
WR n° 1392 Varsovie - Lodz,
WR n° 1390 Bucarest réformée,
WR n° 1393, 1394, 1395, 1395, 1396 Istanbul garées Haydarpasa,

Hiver 1934-1935 :

WR n° 1360, 1389, 1391, 1392 Varsovie,
WR n° 1360, 1389 Varsovie - Cracovie,
WR n° 1391, 1392 Varsovie - Lodz,
WR n° 1390 Bucarest réformée,
WR n° 1393, 1394, 1395, 1395, 1396 Istanbul garées Haydarpasa,

Eté 1935 :

WR n° 1360, 1389, 1391, 1392 Varsovie,
WR n° 1360, 1389 Varsovie - Puck,
WR n° 1391, 1392 Varsovie - Cracovie,
WR n° 1393, 1394, 1395, 1396 Istanbul,
WR n° 1393 à 1395 Taurus-Express Haydarpasa - Elâzığ,
WR n° 1396 garée Haydarpasa,

Hiver 1935-1936 :

WR n° 1360, 1389, 1391, 1392 Varsovie,
WR n° 1360, 1389 Varsovie - Cracovie,
WR n° 1391 Varsovie - Poznan,
WR n° 1392 Varsovie - Lwow,
WR n° 1393, 1394, 1395, 1396 Istanbul,
WR n° 1393 à 1396 Haydarpasa - Elâzığ n° 8-7,

Eté 1936 :

WR n° 1360, 1389, 1391, 1392 Varsovie,
WR n° 1360, 1389 Varsovie - Cracovie,
WR n° 1391, 1392 Varsovie - Lwow,
WR n° 1393, 1394, 1395, 1396 Istanbul,
WR n° 1393 à 1396 Haydarpasa - Elâzığ n° 8-7,

Hiver 1936-1937 :

WR n° 1360, 1389, 1391, 1392 Varsovie,
WR n° 1360, 1389 Varsovie - Lwow,

WR n° 1391, 1392 Varsovie - Poznan - Katowice,
WR n° 1393, 1394, 1395, 1396 Istanbul,
WR n° 1393 à 1395, 1396 Haydarpasa - Diyarbakir,
WR n° 1396 garée,

Eté 1937 :

WR n° 1360, 1389, 1391, 1392 Varsovie,
WR n° 1360, 1389 Varsovie - Lwow,
WR n° 1391, 1392 Varsovie - Poznan - Katowice,
WR n° 1393, 1394, 1395, 1396 Istanbul,
WR n° 1393 à 1395, 1396 jusqu'au 15 août Haydarpasa - Diyarbakir,
WR n° 1396 garée jusqu'au 15 août,
WR n° 1393 à 1395 à partir du 16 août Ankara - Samsun, Ankara - Zonguldak, Ankara - Diyarbakir,
WR n° 1396 à partir du 16 août Alep - Tel Kotchek,

Hiver 1937-1938 :

Istanbul :
WR n° 1396 Taurus Alep - Tel Kotchek,
WR n° 1393, 1394, 1395 Ankara - Samsun, Ankara - Zonguldak, Ankara - Diyarbakir,
Varsovie :
WR n° 1360, 1389, 1391 Varsovie - Lwow,
WR n° 1392 Varsovie - Poznan et Katowice,

Eté 1939 :

WR n° 1360, 1389, 1391, 1392 Varsovie,
(Varsovie - Wilno WR n° 1360, 1389),
(Varsovie - Gdynia WR n° 1391, 1392),
WR n° 1393, 1394, 1395, 1396, Istanbul (Ankara - Diyarbakir),

Hiver 1941-1942 :

WR n° 1360, 1392 Varsovie,
WR n° 1389, 1391 Berlin (endommagées),
(WR n° 1393, 1394, 1395, 1396, Istanbul réformées et en réserve),

Hiver 1946-1947 :

WR n° 1360, 1392 Varsovie (à rechercher),
WR n° 1389, 1391 Berlin (repérées pillées en Pologne),
WR n° 1393 à 1395 Athènes,
WR n° 1393 à 1395 Salonique - Alexandropole,

Eté 1948 :

WR n° 1389, 1391 Varsovie (mutées de Berlin),
WR n° 1389 bureau Varsovie,
WR n° 1391 garée Kobylepole,
WR n° 1392 Francfort-sur-le-Main (Berlin garée Reicheshofen à réformer),
WR n° 1393 à 1395 Athènes,
WR n° 1393 à 1395 Salonique - Drama,

Hiver 1948-1949 :

WR n° 1389, 1391 Varsovie,
WR n° 1389 bureau Varsovie,
WR n° 1392 Francfort-sur-le-Main garée Reicheshofen à réformer,
WR n° 1393 à 1395 Athènes,
WR n° 1394, 1395 Salonique - Drama,
WR n° 1393 hors service,

Eté 1968 :

Istanbul WR n° 1396 vestiaire CIWL à Ankara,

WR n° 2983 à 2988

Les voitures-salon en bois de teck sont toutes évincées des effectifs au profit des nouvelles Pullman métalliques arrivant en 1926. En 1926-1927, les WS n° 960 à 965 sont transformées en voitures-restaurant à 48 places par les ateliers de Saint-Denis ; elles sont renumérotées de 2983 à 2988. Leurs roulements débutent sur des express au départ de Paris-Orsay ; à l'hiver 1927-1928, elles émigrent vers Toulouse pour des services sur diverses lignes de la Compagnie du Midi. Dans les étés 1934 et 1935, les WR n° 2983 et 2986 partent temporairement vers Ostende afin d'entrer dans des compositions de trains « radio ». En 1937, la WR n° 2983 quitte le Midi pour Amsterdam. La WR n° 2985 est attribuée à Bâle.

The teak lounge cars were all ousted from the workforce in favour of the new metallic Pullmans arriving in 1926. In 1926-1927, the WSs N°s 960 – 965 were transformed into restaurant cars with 48 seats by the workshops of Saint-Dennis; they were renumbered from 2983 to 2988. Their journeys began on expresses departing from Paris-Orsay; in the winter of 1927-1928, they were moved to Toulouse for services on various lines of the Compagnie du Midi. In the summers of 1934 and 1935, WRs n° 2983 and 2986 left temporarily for Ostend in order to enter into “radio” train compositions. In 1937, WR n° 2983 left the South for Amsterdam. WR No. 2985 is assigned to Bale.

Eté 1927 :

Disponibles en attente de décision WS n° 956, 957,
WR n° 2983 à 2985 Paris - Saint-Pierre-des-Corps I et II,
WR n° 2986 Paris - Limoges,
WR n° 2987, 2988 Paris - Châteauroux,

Hiver 1927-1928 :

Disponibles en attente de décision WS n° 956, 957,
WR n° 2983, 2984 Toulouse - Cerbère,
WR n° 2985 à 2987 Toulouse - Marseille,
WR n° 2988 Toulouse - Lourdes - Bordeaux,

Eté 1928 :

WR n° 2983 à 2988 Paris ex WS n° 960 à 965,
Inspection de Toulouse pour services :
- Toulouse - Cerbère n° 177-176 WR n° 2983,
- Toulouse - Pau - Bordeaux n° 527-513-28 WR n° 2988,
- Toulouse - Avignon - Marseille n° 149-22-148 WR n° 2985, 2986, 2987,
- Toulouse - Hendaye n° 577-578 WR n° 2984 (du 10 juillet au 30 septembre),

Hiver 1928-1929 :

WR n° 2983 à 2988 Paris ex WS n° 960 à 965,
Inspection de Toulouse pour services :
- Toulouse - Cerbère n° 177-176 WR n° 2983, 2984,
- Toulouse - Lourdes - Bordeaux n° 527-513-28-145 WR n° 2988,
- Toulouse - Avignon - Marseille n° 149-22-1506-1507-148 WR n° 2985, 2986, 2987,

Eté 1929 :

WR n° 2983 à 2988 Paris ex WS n° 960 à 965,
Inspection de Toulouse pour services :
- Toulouse - Cerbère n° 177-176 WR n° 2983,
- Toulouse - Avignon - Marseille - Toulouse n° 149-22-148 WR n° 2984, 2985, 2986,
- Toulouse - Pau - Bordeaux n° 527-513-28-145 WR n° 2987, 2988,

Hiver 1929-1930 :

WR n° 2983 à 2988 Paris ex WS n° 960 à 965,
Inspection de Toulouse pour services :

- Toulouse - Cerbère n° 177-176 WR n° 2983, 2984,
- Toulouse - Puyô - Bordeaux n° 527-513-28-105 WR n° 2985, 2986, 2987,
- Bordeaux - Hendaye n° 69-14 WR n° 2988,

Eté 1930 :

WR n° 2983 à 2988 Paris ex WS n° 960 à 965,

Inspection de Toulouse pour services :

- Toulouse - Cerbère n° 177-168 WR n° 2983, 2984,
- Toulouse - Pau - Bordeaux n° 527-513-28 WR n° 2985,
- Toulouse - Hendaye n° 3-12 WR n° 2986,
- Bordeaux - Hendaye - Toulouse n° 69-14-145 WR n° 2987, 2988,

Hiver 1930-1931 :

WR n° 2983 à 2988 Paris ex WS n° 960 à 965,

Inspection de Toulouse pour services :

- Toulouse - Pau - Bordeaux n° 527-513-28-145 WR n° 2983, 2984, 2985,
- Toulouse - Hendaye n° 69-14 WR n° 2986, 2987,
- Toulouse - Sète - Lyon n° 142-22-21-148 WR n° 2988,

Hiver 1932-1933 :

WR n° 2983 à 2988 Paris ex WS n° 960 à 965,

Inspection de Toulouse pour services :

- Toulouse - Pau et Bordeaux - Toulouse WR n° 2983, 2984, 2985,
- Toulouse - Sète - Lyon et Nîmes - Toulouse WR n° 2986, 2987, 2988,

Eté 1934 :

Inspection de Toulouse pour services :

- Toulouse - Sète - Lyon WR n° 2984, 2985, 2987,
 - Narbonne - Port-Vendres - Toulouse n° 1067-1068 WR n° 2988,
- Transferts à Ostende WR n° 2983, 2986 prévues pour réforme,

Hiver 1934-1935 :

WR n° 2983 à 2988 Paris ex WS n° 960 à 965,

Inspection de Toulouse pour services :

- Toulouse - Sète - Lyon WR n° 2984, 2985, 2987, 2988,
- Garées Villeneuve ou Corbeil WR n° 2983, 2986,

Eté 1935 :

Inspection de Toulouse pour services :

- Toulouse - Sète - Lyon - Nîmes WR n° 2984, 2985, 2987,
- Toulouse - Port-Bou WR n° 2988,

Ostende WR n° 2983, 2986 pour train radio,

Hiver 1935-1936 :

WR n° 2983 à 2988 Paris ex WS n° 960 à 965,

Inspection de Toulouse pour services :

- Toulouse - Sète - Lyon WR n° 2984, 2985, 2987, 2988,
- Garées Villeneuve ou Corbeil WR n° 2983, 2986,

Eté 1936 :

WR n° 2983 à 2988 Paris ex WS n° 960 à 965,

Inspection de Toulouse pour services :

- Toulouse - Port-Vendres WR n° 2987, 2988,

Inspection de Bordeaux pour services :

- Bordeaux - Irun WR n° 2985, 2986,

Inspection de Lyon pour services :

- Lyon - Marseille WR n° 2984,
- Garée à Villeneuve WR n° 2983,

Hiver 1936-1937 :

Inspection de Lyon pour services :

- Lyon - Marseille WR n° 2984, 2985,

Inspection de Paris-PO pour services :

- Paris - Saint-Pierre-des-Corps - Saint-Nazaire - Nantes WR n° 2986,

- Paris - Bordeaux WR n° 2987,

- Toulouse - Cerbère WR n° 2988,

Garée à Villeneuve WR n° 2983,

Eté 1937 :

Inspection de Paris-PO pour services facultatifs navires :

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

Inspection de Lyon pour services :

- Lyon - Marseille WR n° 2984, 2985,

Transfert Amsterdam WR n° 2983, La Haye - Bâle,

Hiver 1937-1938 :

Inspection de Lyon pour services :

- Lyon - Marseille WR n° 2984, 2985,

Inspection de Paris-PO pour services facultatifs navires :

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

Amsterdam WR n° 2983, La Haye - Bâle D 26-D 17,

Hiver 1938-1939 :

WR n° 2983 Amsterdam,

WR n° 2984, 2986 à 2988 Paris,

WR n° 2985 Bâle,

WR n° 2983 ex WS 960, réformée 1943, vendue Belgique,

WR n° 2984 ex WS 961, réformée 1940, vendue Liège,

WR n° 2985 ex WS 962, réformée 1939, vendue Liège,

WR n° 2986 ex WS 963, réformée 1940, vendue SNCF,

WR n° 2987 ex WS 964, réformée 1940, vendue SNCF,

WR n° 2988 ex WS 965, réformée 1940, vendue SNCF,

1945 :

WR n° 2984 garée délabrée à Munich,

WR n° 2985 Rome,

WR n° compris entre 3100 et 3229

Un contingent de 34 anciennes voitures-restaurant est aussi rénové entre 1926 et 1928 ; ces unités sont renumérotées entre 3100 et 3229. La liste en est la suivante :

A contingent of 34 old dining cars was also renovated between 1926 and 1928; these units were renumbered between 3100 and 3229. The list is as follows:

- WR n° 3100 ex WR n° 249 transformation 1926, 52 places,

- WR n° 3129, 3130 ex WR n° 502, 503 transformation 1926, 52 places, longueur 19,600 m, masse 31,920 tonnes,

- WR n° 3150 ex WR n° 539 transformation 1926, 50 places, longueur 19,600 m, masse 35,600 tonnes,

- WR n° 3152 ex WR n° 542 transformation 1927, 52 places, longueur 19,600 m, masse 32,680 tonnes

- WR n° 3156, 3157, 3181, 3183 ex WR n° 576, 575, 574, 577 transformation 1927, 48 places, longueur 19,740 m, masse 40 tonnes,

- WR n° 3175 à 3180 ex WR n° 568 à 573 transformation 1926-1927, 40 places, longueur 19,600 m, masse 39,900 tonnes,
- WR n° 3197 ex WR n° 645 transformation 1927, 52 places, longueur 19,740 m, masse 35,300 tonnes,
- WR n° 3202 ex WR n° 774 transformation 1926, 48 places, réformée en 1927, longueur 19,740 m, masse 42 tonnes,
- WR n° 3203 à 3205 ex WR n° 775 à 777 transformation 1926, 48 places, longueur 19,740 m, masse 42 tonnes,
- WR n° 3206 ex WR n° 816 transformation 1927, 52 places, longueur 19,740 m, masse 33,500 tonnes,
- WR n° 3208 ex WR n° 818 transformation 1925, 50 places, longueur 19,740 m, masse 40,350 tonnes,
- WR n° 3209 ex WR n° 909 transformation 1927, 48 places, longueur 19,740 m, masse 40,840 tonnes,
- WR n° 3210 ex WR n° 910 transformation 1926, 48 places, longueur 19,740 m, masse 42,540 tonnes,
- WR n° 3214 ex WR n° 794 transformation 1928, 40 places, longueur 19,740 m, masse 34 tonnes,
- WR n° 3219 ex WR n° 919 transformation 1928, 40 places, longueur 19,740 m, masse 37,650 tonnes,
- WR n° 3222 ex WR n° 948 transformation 1925, 48 places, longueur 19,740 m, masse 37,330 tonnes,
- WR n° 3223 ex WR n° 949 transformation 1927, 48 places, longueur 19,740 m, masse 38,900 tonnes,
- WR n° 3224 à 3226 ex WR n° 950 à 952 transformation 1928, 40 places, longueur 19,740 m, masse 36,900 tonnes,
- WR n° 3227 à 3229 ex WR n° 953 à 955 transformation 1928, 40 places, longueur 19,740 m, masse 36,640 tonnes.

Les premières unités livrées sont affectées à Paris avant de connaître d'autres horizons dont l'Espagne après adaptation à la voie large (1,67 m pour les WR n° 3156, 3157), la Finlande et les Pays Baltes (1,52 m pour les WR 3224 à 3229). Au départ de Helsinki, elles continuent même leurs carrières jusqu'au début des années 1960. Les lanterneaux de toiture des quatre WR n° 3156, 3157, 3181, 3183 sont supprimés et elles bénéficient d'une nouvelle toiture.

The first units delivered were assigned to Paris before moving on to other destinations, including Spain after adaptation to broad gauge (1.67 m for WRs n° 3156, 3157), Finland and the Baltic States (1.52 m for WR 3224 to 3229). Departing from Helsinki, they even continued their careers until the early 1960s. The roof skylights of the four WRs n° 3156, 3157, 3181, 3183 were removed and they benefited from a new roof.





Two Pictures of dining car N° 3183 (ex WR N° 577) with the new roof in France in the late 1920ies.
Both photos: From the French Railways Society – Geoffrey Keen collection

Hiver 1925-1926 :

Paris-PLM :

WR n° 3222 trains spéciaux,

Eté 1926 :

Paris-PLM :

WR n° 3222 Paris - Saint-Etienne n° 1013-1014,

Hiver 1926-1927 :

Paris-PLM :

WR n° 3222 Paris - Clermont-Ferrand,

Paris-Nord :

WR n° 3202 à 3205, 3210 Paris - Tourcoing I, II et III,

Paris-PO :

WR n° 3150, 3208 Paris - Quimper,

Paris-Invalides :

WR n° 3100 Paris - Flers,

Eté 1927 :

Paris-PLM :

WR n° 3209, 3222, 3223 Paris - Saint-Etienne n° 1013-1014,

Paris-Nord :

WR n° 3203 à 3205, 3210 Paris - Dunkerque et Dunkerque - Thionville,

WR n° 3181, 3183 Paris - Tourcoing,

Paris-PO :

WR n° 3150, 3206, 3208 Paris - Montluçon - Eygurande,

Paris-Invalides :

WR n° 3100 Paris - Flers,

WR n° 3129, 3130, 3197 Paris - Granville,

WR 3202 à réformer suite accident du 29 octobre 1926 à Liencourt,

Hiver 1927-1928 :

WR n° 3209, 3222, 3223 Paris - Saint-Etienne,

WR n° 3181, 3183 Boulogne - Châlons-sur-Marne,
WR n° 3203, 3204, 3205, 3210 Paris - Tourcoing I et II,
WR n° 3206, 3208 Paris - Le Croisic,
WR n° 3225 Paris - Dieppe,
WR n° 3100, 3129, 3130 Paris - Flers,
WR n° 3197 Paris - Le Mans,

Été 1928 :

- WR n° 3100, 3129, 3130, 3181, 3183, 3197, 3203, 3204, 3205, 3206, 3208, 3209, 3210, 3214, 3222, 3223 Paris,

WR n° 3183 Calais - Lucerne - Boulogne n° 1274-1273,
WR n° 3181 Suisse-Arlberg-Vienne-Express Boulogne - Châlons-sur-Marne,
WR n° 3203 Paris - Boulogne - Calais n° 7-18,
WR n° 3204 Paris - Amsterdam n° 115-128,
WR n° 3205, 3214 Paris - Tourcoing - Ostende n° 315-320,
WR n° 3222 Paris - Troyes - Belfort n° 40-43/40-35/40-30,
WR n° 3209 Paris - Bâle n° 40/33-40-32,
WR n° 3223 Paris - Thionville n° 29-34,
WR n° 3152 Paris - Charleville n° 35-30,
WR n° 3206 Toulouse - Pau - Bordeaux n° 527-513-28,
WR n° 3208, 3210 Paris - Quimper n° 103-102,
WR n° 3197 Paris - La Rochelle n° 799-798,
WR n° 3100, 3129, 3130 Paris - Argentan - Flers n° 477-478,

- WR n° 3156, 3157 Espagne,

WR n° 3156 Madrid - Arcos,

WR n° 3157 Barcelone - Mora,

- WR n° 3175, 3176, 3177, 3178, 3179, 3180 Vienne,

WR n° 3175 à 3178 Vienne - Salzburg,

WR n° 3179 Salzburg - Villach,

WR n° 3180 Kufstein - Meran,

- WR n° 3219 Belgrade,

WR n° 3219 (ex Paris) Belgrade - Vinkovci,

- WR n° 3224, 3225, 3226, 3227, 3228, 3229 Helsinki,

WR n° 3224, 3225 Helsinki - Viipuri,

WR n° 3226, 3227, 3228 Helsinki - Turku,

WR n° 3229 Helsinki - Kargat,

Hiver 1928-1929 :

- WR n° 3100, 3129, 3130, 3150, 3152, 3181, 3183, 3197, 3203, 3204, 3205, 3206, 3208, 3209, 3210, 3214, 3222, 3223 Paris,

WR n° 3100, 3181, 3183 Boulogne - Châlons-sur-Marne n° 1278-1279,

WR n° 3203 à 3205, 3214 Paris - Tourcoing n° 315-320,

WR n° 3208, 3210 Paris - Dunkerque - Bâle n° 2023-1569-1570-2002,

WR n° 3222, 3223 Paris - Charleville n° 35-30,

WR n° 3152, 3209 Paris - Thionville n° 29-34,

WR n° 3206 Toulouse - Lourdes - Bordeaux n° 527-513-28-145,

WR n° 3197 Paris - La Rochelle n° 799-798,

WR n° 3129, 3130, 3150 Paris - Angers n° 573-512,

- WR n° 3156, 3157 Espagne,

WR n° 3156 Madrid - Santa Cruz (supprimé le 1^{er} février),

WR n° 3157 Madrid - Valence,

- WR n° 3175, 3176, 3177, 3178, 3179, 3180 Vienne,

WR n° 3175 à 3178 Vienne - Salzburg, Salzburg - Villach,

WR n° 3179 Vienne - Saalfelden, Vienne - Amstetten,

WR n° 3180 Vienne - Graz,

- WR n° 3219 Belgrade,

WR n° 3219 Belgrade - Ristovatz,

- WR n° 3224, 3225, 3226, 3227, 3228, 3229 Helsinki,

WR n° 3224, 3225 Helsinki - Viipuri,

WR n° 3226, 3227, 3228 Helsinki - Turku,

WR n° 3229 Helsinki - Tempere,

Eté 1929

- WR n° 3100, 3129, 3130, 3150, 3152, 3181, 3183, 3197, 3203, 3204, 3205, 3206, 3208, 3209, 3210, 3214, 3222, 3223 Paris,

WR n° 3222, 3223 Paris - Saint-Etienne n° 1013-1014,

WR n° 3181, 3183 Boulogne - Châlons-sur-Marne n° 1278-1279,

WR n° 3214 Dunkerque - Interlaken,

WR n° 3203 Paris - Tourcoing n° 315-316,

WR n° 3206 Toulouse - Hendaye n° 577-578,

WR n° 3208, 3210 Toulouse - Hendaye - Bordeaux n° 69-14-145,

WR n° 3150, 3204, 3209 Paris - La Rochelle n° 799-798,

WR n° 3100 Paris - Rennes n° 573-613-614-512,

WR n° 3129, 3130, 3197 Paris - Argentan - Flers n° 477-478,

WR n° 3152 Paris - Niort - Royan n° 705-704,

- WR n° 3156, 3157 Espagne,

WR n° 3156, 3157 Barcelone - Mora,

- WR n° 3175, 3176, 3177, 3178, 3179, 3180 Vienne,

WR n° 3175 à 3179 Vienne - Salzburg, Salzburg - Villach,

WR n° 3180 Vienne - Graz,

- WR n° 3219 Belgrade,

WR n° 3219 Ristovatz - Salonique,

- WR n° 3225, 3226, 3227, 3228 Helsinki,

WR n° 3226, 3227 Helsinki - Turku,

WR n° 3225, 3228 Helsinki - Tempere,

- WR n° 3224, 3229 Riga,

WR n° 3224, 3229 Riga - Tallin voie large,

Hiver 1929-1930 :

- WR n° 3100, 3129, 3130, 3150, 3152, 3181, 3183, 3197, 3203, 3204, 3205, 3206, 3208, 3209, 3210, 3214, 3222, 3223 Paris,

WR n° 3100, 3181, 3183 Boulogne - Châlons-sur-Marne n° 1278-1279,

WR n° 3214 Paris - Erquelines,

WR n° 3203, 3204 Paris - Tourcoing n° 307-316,

WR n° 3205 Paris - Dunkerque - Bâle n° 2023/1569-1570/2002,

WR n° 3222, 3223 Paris - Troyes - Langres n° 40-43,

WR n° 3209 Paris - Thionville n° 29-34,

WR n° 3206, 3208, 3210 Toulouse - Sète - Avignon n° 149/22-21/148,

WR n° 3150 Paris - La Rochelle n° 799-798,

WR n° 3152 Paris - Niort n° 705-704,

WR n° 3129, 3130, 3197 Paris - Flers,

- WR n° 3156, 3157 Espagne,

WR n° 3156, 3157 Barcelone - Mora,

- WR n° 3175, 3176, 3177, 3178, 3179, 3180 Vienne,

WR n° 3175 à 3178 Vienne - Salzburg, Salzburg - Villach,

WR n° 3179, 3180 Kufstein - Bolzano,

- WR n° 3219 Belgrade,

WR n° 3219 Zagreb - Jesenice,

- WR n° 3225, 3226, 3227, 3228 Helsinki,

WR n° 3226, 3227 Helsinki - Turku,

WR n° 3225, 3228 Helsinki - Tempere,

- WR n° 3224, 3229 Riga,

WR n° 3224, 3229 Riga - Tallin voie large,

Eté 1930 :

- WR n° 3100, 3129, 3130, 3150, 3152, 3181, 3183, 3197, 3203, 3204, 3205, 3206, 3208, 3209, 3210, 3214, 3222, 3223 Paris,

WR n° 3181, 3183 Suisse-Arlberg-Vienne-Express Boulogne - Châlons-sur-Marne - Calais n° 1278-1277,

WR n° 3100 Orient-Express Boulogne - Châlons-sur-Marne - Calais n° 1278-1277,

WR n° 3214 Paris - Erquelinnes,

WR n° 3203 Paris - Tourcoing n° 307-316,

WR n° 3204, 3205 Paris - Dunkerque - Bâle n° 2023/1569-1570/2002,

WR n° 3209 Paris - Bar-le-Duc n° 33-32,

WR n° 3222 Paris - Charleville n° 35-30,

WR n° 3223 Paris - Thionville n° 29-34,

WR n° 3206 Bordeaux - Hendaye - Toulouse n° 69-14-145,

WR n° 3210 Toulouse - Sète - Lyon n° 149/22-21/148,

WR n° 3129, 3130 Paris - Royan n° 779-779,

WR n° 3197 Paris - Niort n° 705-704,

WR n° 3150, 3152 Paris - La Rochelle n° 799-798,

- WR n° 3156, 3157 Espagne,

WR n° 3156 Barcelone - Valence,

WR n° 3157 Barcelone - Port-Bou,

- WR n° 3175, 3176, 3177, 3178, 3179, 3180 Vienne,

WR n° 3175 à 3180 Vienne - Linz - Graz - Villach,

- WR n° 3219 Belgrade,

WR n° 3219 Zagreb - Jesenice,

- WR n° 3224, 3229 Riga,

WR n° 3224, 3229 Riga - Tallin voie large,

- WR n° 3225, 3226, 3227, 3228 Helsinki,

WR n° 3225 à 3227 Helsinki - Turku,

WR n° 3228 Helsinki - Tempere,

Hiver 1930-1931 :

- WR n° 3100, 3129, 3130, 3150, 3152, 3181, 3183, 3197, 3203, 3204, 3205, 3206, 3208, 3209, 3210, 3214, 3222, 3223 Paris,

WR n° 3214 Paris - Erquelinnes,

WR n° 3203, 3210 Paris - Tourcoing n° 315-320,

WR n° 3100, 3205 Paris - Dunkerque - Bâle n° 2023/1569-1570/2002,

WR n° 3181 Boulogne - Châlons-sur-Marne - Calais n° 1278-1279,

WR n° 3183, 3204 Boulogne - Châlons-sur-Marne - Calais n° 1278-1277,

WR n° 3209 Paris - Bar-le-Duc n° 33-32,

WR n° 3222 Paris - Charleville n° 35-30,

WR n° 3223 Paris - Thionville n° 29-34,

WR n° 3206 Toulouse - Sète - Lyon n° 149/22-21/148,

WR n° 3129, 3130, 3197 Paris - Flers n° 477-478,

WR n° 3150, 3152 Paris - Niort n° 705-704,

- WR n° 3156, 3157 Espagne,

WR n° 3156 Barcelone - Valence,

WR n° 3157 Barcelone - Port-Bou,
- WR n° 3175, 3176, 3177, 3178, 3179, 3180 Vienne,

WR n° 3175 à 3177 Vienne - Linz - Graz - Villach,

WR n° 3178 à 3180 Vienne - Innsbruck,

- WR n° 3219 Belgrade,

WR n° 3219 Zagreb - Vrhovine,

- WR n° 3224, 3229 Riga,

WR n° 3224, 3229 Riga - Tallin voie large,

- WR n° 3225, 3226, 3227, 3228 Helsinki,

WR n° 3226, 3227 Helsinki - Turku,

WR n° 3225 Helsinki - Tempere,

WR n° 3228 Helsinki - Kargat,

Hiver 1932-1933 :

- WR n° 3100, 3129, 3130, 3150, 3152, 3181, 3183, 3197, 3203, 3204, 3205, 3206, 3208, 3209, 3210, 3222, 3223 Paris,

WR n° 3181, 3183 Engadine-Express Boulogne - Chaumont,

WR n° 3214 Paris - Aix-la-Chapelle n° 109-128,

WR n° 3100, 3129, 3130, 3150, 3152, 3197, 3203, 3204, 3205, 3206, 3208, 3209, 3210, 3214, 3222, 3223 garées

- WR n° 3156, 3157 Espagne,

WR n° 3156 Madrid - Venta de Banos,

WR n° 3157 La Corogne - Ponferrada,

- WR n° 3175, 3176, 3177, 3178, 3179 Vienne,

WR n° 3175 à 3179 garées Vienne,

- WR n° 3180, 3219 Belgrade,

WR n° 3219 Belgrade - Guevgueli,

WR n° 3180 Zagreb - Villach - Salzburg,

- WR n° 3224, 3229 Pays Baltes,

WR n° 3224, 3229 Walk - Tallin voie large,

- WR n° 3225, 3226, 3227, 3228 Helsinki,

WR n° 3225, 3226 Helsinki - Turku,

WR n° 3227, 3228 Helsinki - Viipuri,

Eté 1934 :

- WR n° 3100, 3129, 3130, 3150, 3181, 3183, 3197, 3203, 3204, 3205, 3206, 3208, 3209, 3210, 3222, 3223 Paris,

WR n° 3209, 3210 Dunkerque - Longuyon - Thionville - Strasbourg,

WR n° 3181 Arlberg-Orient-Express Boulogne - Chaumont,

WR n° 3183 Orient-Express Boulogne - Châlons-sur-Marne,

WR n° 3100, 3129, 3130, 3150, 3197, 3203 à 3206, 3208, 3222, 3223 train exposition,

- WR n° 3152 Ostende,

WR n° 3152 trains radio et excursions,

- WR n° 3156, 3157 Espagne,

WR n° 3156 Lugo - Ponferrada,

WR n° 3157 Madrid - Gijon,

- WR n° 3179 Vienne,

WR n° 3179 garée,

- WR n° 3175, 3176, 3180, 3214 Belgrade,

WR n° 3180 Zagreb - Salzburg,

WR n° 3175, 3176 Zagreb - Ruma,

WR n° 3214 Belgrade - Novi Sad,

- WR n° 3177 Varsovie,

WR n° 3177 Katowice - Lwow,

- WR n° 3178 Prague,

WR n° 3178 disponible,

- WR n° 3219 Sofia,

WR n° 3219 Sofia - Dragoman - Svilengrad,

- WR n° 3224, 3229 Pays Baltes,

WR n° 3224, 3229 Walk - Tallin voie large,

- WR n° 3225, 3226, 3227, 3228 Helsinki,

WR n° 3225, 3226 Helsinki - Turku,

WR n° 3227, 3228 Helsinki - Viipuri,

Hiver 1934-1935 :

- WR n° 3100, 3129, 3130, 3150, 3152, 3181, 3183, 3197, 3203, 3204, 3205, 3206, 3208, 3209, 3210, 3222, 3223 Paris,

WR n° 3181, 3183 Calais - Chaumont - Châlons-sur-Marne n° 1278-1277,

WR n° 3152, 3209, 3210 garées,

WR n° 3100, 3129, 3130, 3150, 3197, 3203 à 3206, 3208, 3222, 3223 train exposition,

- WR n° 3156, 3157 Espagne,

WR n° 3156 Lugo - Ponferrada,

WR n° 3157 Madrid - Gijon,

- WR n° 3175, 3176, 3180, 3214 Belgrade,

WR n° 3214 Belgrade - Nisch - Salonique AP-PA,

WR n° 3180 Zagreb - Salzburg,

WR n° 3175 Zagreb - Zidani Most,

WR n° 3176 Zagreb - Ruma,

- WR n° 3177, 3178 Varsovie,

WR n° 3177, 3178 Cracovie - Lwow,

- WR n° 3179 Vienne,

WR n° 3179 garée,

- WR n° 3219 Sofia,

WR n° 3219 Sofia - Dragoman - Svilengrad,

- WR n° 3224, 3229 Pays Baltes,

WR n° 3224, 3229 Walk - Tallin voie large,

- WR n° 3225, 3226, 3227, 3228 Helsinki,

WR n° 3225, 3226 Helsinki - Turku,

WR n° 3227, 3228 Helsinki - Viipuri,

Eté 1935 :

- WR n° 3100, 3129, 3130, 3150, 3181, 3183, 3197, 3203, 3204, 3205, 3206, 3208, 3222, 3223 Paris,

WR n° 3181 Arlberg-Orient-Express Boulogne - Chaumont,

WR n° 3183 Orient-Express Boulogne - Châlons-sur-Marne,

WR n° 3100, 3129, 3130, 3150, 3197, 3203 à 3206, 3208, 3222, 3223 train exposition,

- WR n° 3152, 3209, 3210 Ostende,

WR n° 3152, 3209, 3210 trains radio,

- WR n° 3156, 3157 Espagne,

WR n° 3156 Lugo - Ponferrada,

WR n° 3157 (CP n° 3707) Barreiro - Casablanca,

- WR n° 3175, 3176, 3180, 3214 Belgrade,

WR n° 3214 Belgrade - Novi Sad,

WR n° 3180 Zagreb - Salzburg,

WR n° 3175 Zagreb - Split,

WR n° 3176 Zagreb - Susak,

- WR n° 3177, 3178 Varsovie,

WR n° 3177, 3178 Cracovie - Lwow - Worochta,

- WR n° 3179 Vienne,

WR n° 3179 garée,

- WR n° 3219 Sofia,

WR n° 3219 Sofia - Dragoman - Svilengrad,

- WR n° 3224, 3229 Pays Baltes,

WR n° 3224, 3229 Walk - Tallin voie large,

- WR n° 3225, 3226, 3227, 3228 Helsinki,

WR n° 3225, 3226 Helsinki - Turku,

WR n° 3227, 3228 Helsinki - Viipuri,

Hiver 1935-1936 :

- WR n° 3100, 3129, 3130, 3150, 3152, 3181, 3183, 3197, 3203, 3204, 3205, 3206, 3208, 3209, 3210, 3222, 3223 Paris,

WR n° 3100, 3129, 3130, 3150, 3197, 3203 à 3206, 3208, 3222, 3223 train exposition,

WR n° 3152, 3181, 3183, 3209, 3210 garées,

- WR n° 3156, 3157 Espagne,

WR n° 3156 La Corogne - Ponferrada,

WR n° 3157 Madrid - Gijon,

- WR n° 3175, 3176, 3180, 3214 Belgrade,

WR n° 3180 Zagreb - Salzburg,

WR n° 3176 Zagreb - Split,

WR n° 3175 Zagreb - Susak,

WR n° 3214 Belgrade - Novi Sad,

- WR n° 3177, 3178 Varsovie,

WR n° 3177 Katowice - Cernauti,

WR n° 3178 Varsovie - Constanza,

- WR n° 3179 Vienne,

WR n° 3179 garée,

- WR n° 3219 Sofia,

WR n° 3219 Sofia - Dragoman - Svilengrad,

- WR n° 3224, 3229 Pays Baltes,

WR n° 3224, 3229 Riga - Tallin voie large,

- WR n° 3225, 3226, 3227, 3228 Helsinki,

WR n° 3225, 3226 Helsinki - Turku,

WR n° 3227, 3228 Helsinki - Viipuri,

Eté 1936 :

- WR n° 3100, 3129, 3130, 3150, 3152, 3181, 3183, 3197, 3203, 3204, 3205, 3206, 3208, 3222, 3223 Paris,

WR n° 3100, 3129, 3130, 3150, 3197, 3203 à 3206, 3208, 3222, 3223 train exposition,

WR n° 3152, 3181, 3183 garées,

- WR n° 3156, 3157 Madrid,

WR n° 3156 Madrid - Hendaye n° 9-10,

WR n° 3157 Sud-Express Lisbonne - Medina,

- WR n° 3175, 3176, 3180, 3214 Belgrade,

WR n° 3180 Zagreb - Salzburg,

WR n° 3176 Zagreb - Zidani Most,

WR n° 3175 Zagreb - Split,

WR n° 3214 Nisch - Guevgueli,

- WR n° 3177, 3178 Varsovie,

WR n° 3177 Katowice - Lwow,

WR n° 3178 Lwow - Worochta,

- WR n° 3179 Vienne,

WR n° 3179 garée,

- WR n° 3209, 3210 Ostende,

WR n° 3209, 3210 trains radio,

- WR n° 3219 Budapest,

WR n° 3219 à réformer ex Sofia,

- WR n° 3224, 3229 Pays Baltes,

WR n° 3224, 3229 Riga - Tallin voie large,

- WR n° 3225, 3226, 3227, 3228 Helsinki vendues Finlande n° 2012, 2013, 2014, 2015,

WR n° 3225, 3226 Helsinki - Turku,

WR n° 3227, 3228 Helsinki - Viipuri,

Hiver 1936-1937 :

- WR n° 3100, 3129, 3130, 3150, 3152, 3181, 3183, 3197, 3203, 3204, 3205, 3206, 3208, 3209, 3210, 3222, 3223 Paris,

WR n° 3100, 3129, 3130, 3150, 3197, 3203 à 3206, 3208, 3222, 3223 train exposition,

WR n° 3152, 3181, 3183, 3209, 3210 garées,

- WR n° 3156, 3157 Madrid,

WR n° 3156 Espagne en guerre,

WR n° 3157 Lisbonne - Medina, (service supprimé),

- WR n° 3175, 3176, 3180, 3214 Belgrade,

WR n° 3180 Zagreb - Salzburg,

WR n° 3176 Zagreb - Ruma,

WR n° 3175 Zagreb - Zidani Most,

WR n° 3214 Belgrade - Novi Sad,

- WR n° 3177, 3178 Varsovie,

WR n° 3177 Katowice - Cernauti,

WR n° 3178 Cracovie - Zakopane,

- WR n° 3179 Vienne,

WR n° 3179 garée,

- WR n° 3219 Budapest,

WR n° 3219 réformée,

- WR n° 3224, 3229 Pays Baltes,

WR n° 3224, 3229 Riga - Tallin voie large,

- WR n° 3225, 3226, 3227, 3228 Helsinki,

WR n° 3225 à 3227 Helsinki - Turku,

WR n° 3228 Helsinki - Tampere,

Eté 1937 :

- WR n° 3100, 3129, 3130, 3150, 3152, 3197, 3203, 3204, 3205, 3206, 3208, 3222, 3223 Paris,

WR n° 3100, 3129, 3130, 3150, 3197, 3203 à 3206, 3208, 3222, 3223 train exposition,

WR n° 3152 Paris - Argentan - Granville,

- WR n° 3156, 3157 Madrid,

WR n° 3156 Espagne gouvernementale,

WR n° 3157 Lisbonne disponible,

- WR n° 3175, 3176, 3180, 3214 Belgrade,

WR n° 3180 Zagreb - Zidani Most,

WR n° 3176 Zagreb - Ruma,

WR n° 3175 Zagreb - Split,

WR n° 3214 réformée,

- WR n° 3177 Varsovie,

WR n° 3177 Varsovie - Lwow,

- WR n° 3178, 3179 Vienne,

WR n° 3178 Vienne - Villach,
WR n° 3179 Vienne - Innsbruck,
- WR n° 3181, 3183 Amsterdam,
WR n° 3181, 3183 La Haye - Bâle,
- WR n° 3209, 3210 Ostende,
WR n° 3209, 3210 trains radio,
- WR n° 3219 Budapest,
WR n° 3219 réformée,
- WR n° 3224, 3229 Pays Baltes,
WR n° 3224, 3229 Riga - Tallin voie large,
- WR n° 3225, 3226, 3227, 3228 Helsinki,
WR n° 3225 à 3227 Helsinki - Turku,
WR n° 3228 Helsinki - Tampere,

Hiver 1937-1938 :

Garage train exposition :

WR n° 3100, 3129, 3130, 3150, 3197, 3203, 3204, 3205, 3206, 3208, 3222, 3223 Villeneuve,

Disponibles :

WR n° 3152,

Garées Paris :

WR n° 3209, 3210,

Amsterdam :

WR n° 3181, 3183 Amsterdam - La Haye,

Belgrade :

WR n° 3175, 3176, 3180 Zagreb - Vrhovine,

WR n° 3214 réformée,

Budapest :

WR n° 3219 à réformer,

Helsinki :

WR n° 3225, 3226 Helsinki - Turku,

Espagne nationale WR n° 3156 réquisitionnée,

Lisbonne :

WR n° 3157 disponible,

Pays Baltes :

WR n° 3224, 3229 Tallin - Riga,

Varsovie :

WR n° 3177 Varsovie - Wilma,

Vienne :

WR n° 3179 en réserve pour l'été,

WR n° 3178 garée,

Eté 1938 :

WR n° 3156 Espagne nationale réquisitionnée,

WR n° 3157 Lisbonne réserve,

Hiver 1938-1939 :

WR n° 3156 Espagne nationale réquisitionnée,

WR n° 3157 Irun atelier,

Eté 1939 :

- WR n° 3152, 3181, 3183, 3209, 3210 Bâle,

(Trains Cook WR n° 3152, 3181, 3183, 3209, 3210),

- WR n° 3100, 3129, 3130, 3150, 3197, 3203, 3204, 3205, 3206, 3208, 3222, 3223 Paris,

Lyon : Lyon - Toulon WR n° 2986,

Train exposition WR n° 3100, 3130, 3150, 3197, 3203, 3204, 3205, 3206, 3208, 3222, 3223,

- WR n° 3156, 3157 Madrid,
(Madrid - Valence WR n° 3156),
(Madrid - Argos WR n° 3157),
- WR n° 3177 Varsovie (Varsovie - Stolpce),
- WR n° 3224, 3229 Pays-Baltes, (Tallinn - Riga - Daugavpils),
- WR n° 3225, 3226, 3227, 3228 Helsinki,
(Helsinki - Turku WR n° 3225, 3226),
(Helsinki - illisible WR n° 3227, 3228),
- (WR n° 3175, 3176, 3180 à vendre Belgrade),
- (WR n° 3214, 3219 réformées et à enlever),
- (WR n° 3178, 3179 Vienne réformées),

Hiver 1941-1942 :

- WR n° 3181, 3183 Amsterdam,
- WR n° 3156, 3157 Madrid, (Madrid - Valence),
- WR n° 3224, 3229 Pays-Baltes voie large garées Tallinn,
- WR n° 3225, 3226, 3227, 3228 Helsinki,
- (WR n° 3152, 3209, 3210 réformées Bâle),

Hiver 1946-1947 :

- WR n° 3156, 3157 Madrid,
- WR n° 3156, 3157 Barcelone - Caspe,
- WR n° 3181 Paris,
- WR n° 3181 garée Saint-Denis,
- WR n° 3225, 3226, 3227, 3228 Helsinki,
- WR n° 3225 Helsinki - Haspanaki,
- WR n° 3227 Helsinki - Virasoja,
- WR n° 3226, 3228 en réserve,

Été 1948 :

- WR n° 3156, 3157 Madrid,
- WR n° 3156 Barcelone - Port-Bou,
- WR n° 3157 Madrid - Saragosse,
- WR n° 3225, 3226, 3227, 3228 Helsinki,
- WR n° 3225, 3226 Helsinki - Savonlinna,
- WR n° 3227, 3228 Helsinki - Tampere,

Hiver 1948-1949 :

- WR n° 3156, 3157 Madrid,
- WR n° 3156 Madrid - Saragosse,
- WR n° 3157 La Corogne - Monforte,
- WR n° 3225, 3226, 3227, 3228 Helsinki,
- WR n° 3225, 3226 Helsinki - Virasoja,
- WR n° 3227, 3228 Helsinki - Seinäjoki,

Été 1952 :

- WR n° 3156, 3157 Madrid,
- WR n° 3225, 3226, 3227, 3228 Helsinki,

Hiver 1952-1953 :

- WR n° 3156, 3157 Madrid,
- WR n° 3225, 3226, 3227, 3228 Helsinki,

Hiver 1953-1954 :

- WR n° 3156, 3157 Madrid réformées,
- WR n° 3225, 3226, 3227, 3228 Helsinki,

Été 1954 :

- WR n° 3225, 3226, 3227, 3228 Helsinki,

Hiver 1955-1956 :

- WR n° 3225, 3226, 3227, 3228 Helsinki,

Hiver 1956-1957 :

- WR n° 3225, 3226, 3227, 3228 Helsinki,

WL n° compris entre 3101 et 3246

Les 78 voitures-lits, dont les numéros sont compris entre 3101 et 3246, sont issues de diverses séries. Classifiées R ou M grâce à leurs aménagements intérieurs remaniés pour deux ou trois voyageurs couchés, elles sont intégrées dans les inventaires entre 1925 et 1928. La liste en est la suivante :

The 78 sleeping cars, whose numbers range from 3101 to 3246, came from various series. Classified R or M thanks to their redesigned interior fittings for two or three sleeping passengers, they were included in the inventories between 1925 and 1928. The list is as follows:

- 9 WL n° 3101 à 3109 Saint-Denis 1925-1926 ex WL n° 434 à 442 :

- n° 3101 et 3104 huit compartiments (4 de 2^{ème} classe 8 places et 4 de 3^{ème} classe 12 places), masse 34,100 tonnes, longueur 19,370 m,

- n° 3102 huit compartiments (4 de 2^{ème} classe 8 places et 4 de 3^{ème} classe 12 places), masse 33,990 tonnes, longueur 19,370 m,

- n° 3103 huit compartiments (4 de 2^{ème} classe 8 places et 4 de 3^{ème} classe 12 places), masse 34,100 tonnes, longueur 19,370 m,

- n° 3105 huit compartiments (4 de 2^{ème} classe 8 places et 4 de 3^{ème} classe 12 places), masse 32,600 tonnes, longueur 19,370 m,

- n° 3106 huit compartiments (4 de 2^{ème} classe 8 places et 4 de 3^{ème} classe 12 places), masse 31,300 tonnes, longueur 19,370 m,

- n° 3107 huit compartiments (4 de 2^{ème} classe 8 places et 4 de 3^{ème} classe 12 places), masse 34,410 tonnes, longueur 19,370 m,

- n° 3108, 3109 8 compartiments (4 de 2^{ème} classe 8 places et 4 de 3^{ème} classe 12 places), masse 34,235 tonnes, longueur 19,370 m,

- 4 WL n° 3110 à 3113 CGC 1926-1927 ex WL n° 453 à 456,

- n° 3110 et 3112 huit compartiments (4 de 2^{ème} classe 8 places et 4 de 3^{ème} classe 12 places), masse 34,950 tonnes, longueur 19,370 m,

- 1 WL n° 3115 CGC 1927 ex WL n° 458,

- n° 3115 huit compartiments de 2^{ème} classe (16 places), masse 36,336 tonnes, longueur 19,740 m,

- 6 WL n° 3117 à 3122 CGC Marly 1927-1928 ex WL n° 460, 464, 462, 463, 465, 461 :

- n° 3119 et 3120 huit compartiments de 2^{ème} classe (16 places), masse 36,336 tonnes, longueur 19,740 m,

- n° 3117, 3118, 3121 huit compartiments de 2^{ème} classe (16 places), masse 36 tonnes, longueur 19,740 m,

- 1 WL n° 3125 CGC 1926 ex WL n° 484,

- 1 WL n° 3126 CGC Marly 1928 ex WL n° 485,

- 1 WL n° 3127 Ateliers WL Prague 1926 ex WL n° 486 : n° 3127,

- n° 3127 huit compartiments de 2^{ème} classe (16 places), masse 36,200 tonnes, longueur 19,740 m,

- 1 WL n° 3131 Saint-Denis 1925 ex WL n° 507,

- n° 3131 huit compartiments de 2^{ème} classe (16 places), masse 35,261 tonnes, longueur 19,740 m,

- 3 WL n° 3132 à 3134 CGC 1925 ex WL n° 508 à 510,

- n° 3133 huit compartiments de 2^{ème} classe (16 places), masse 35,261 tonnes, longueur 19,740 m,

- 1 WL n° 3135 Ateliers Neu Aubing 1925 ex WL n° 511,

- 1 WL n° 3136 Ateliers Moncenisio Turin 1926 ex WL n° 512,

- 3 WL n° 3137 à 3139 CGC 1926 ex WL n° 513, 514, 516,

- n° 3139 huit compartiments de 2^{ème} classe (16 places), masse 35,261 tonnes, longueur 19,740 m,
- 1 WL n° 3142 Saint-Denis 1925 ex WL n° 520,
- n° 3142 huit compartiments de 2^{ème} classe (16 places), masse 35,954 tonnes, longueur 19,740 m,
- 2 WL n° 3143, 3144 CGC 1927 et 1925 ex WL n° 522, 523,
- n° 3143 huit compartiments de 2^{ème} classe (16 places), masse 35,954 tonnes, longueur 19,740 m,
- 2 WL n° 3145, 3146 Ateliers Neu Aubing 1924 ex WL n° 524, 525,
- n° 3145, 3146 huit compartiments de 2^{ème} classe (16 places), masse 35,954 tonnes, longueur 19,740 m,
- 3 WL n° 3147 à 3149 CGC 1926 ex WL n° 526 à 528,
- n° 3149 huit compartiments de 2^{ème} classe (16 places), masse 35,954 tonnes, longueur 19,740 m,
- 1 WL n° 3151 CGC 1927 ex WL n° 747,
- 1 WL n° 3155 CGC 1925 ex WL 545,
- n° 3155 huit compartiments de 2^{ème} classe (16 places), masse 37,060 tonnes, longueur 19,740 m,
- 2 WL n° 3158, 3159 Ateliers Neu Aubing et Saint-Denis 1925-1926 ex WL n° 548, 549,
- n° 3159 huit compartiments de 2^{ème} classe (16 places), masse 35,954 tonnes, longueur 19,740 m,
- 1 WL n° 3161 Ateliers Neu Aubing 1924 ex WL n° 553,
- n° 3161 huit compartiments (4 compartiments de 2^{ème} classe et 4 de 3^{ème} classe 20 places), masse 36,095 tonnes, longueur 19,740 m,
- 1 WL n° 3162 CGC 1926 ex WL n° 554,
- n° 3162 huit compartiments (4 compartiments de 2^{ème} classe et 4 de 3^{ème} classe 20 places), masse 36,095 tonnes, longueur 19,740 m,
- 1 WL n° 3163 Ateliers Neu Aubing 1924 ex WL n° 555,
- 1 WL n° 3164 Ateliers CIWL Est 1924 ex WL n° 556,
- 3 WL n° 3165 à 3167 Ateliers Neu Aubing 1924 ex WL n° 557, 559, 560,
- n° 3165 huit compartiments de 2^{ème} classe (16 places), masse 37,493 tonnes, longueur 19,740 m,
- 1 WL n° 3168 CGC 1925 ex WL n° 561,
- 6 WL n° 3169 à 3174 Ateliers Neu Aubing 1924-1925 ex WL n° 562 à 567,
- n° 3171, 3174 huit compartiments de 2^{ème} classe (16 places), masse 37,493 tonnes, longueur 19,740 m,
- 1 WL n° 3182 CGC 1927 ex WL n° 582,
- n° 3182 huit compartiments de 2^{ème} classe (16 places), masse 35,600 tonnes, longueur 19,740 m,
- 2 WL n° 3184, 3185 Ateliers Neu Aubing et CGC 1925-1926 ex WL n° 584, 585,
- n° 3184 huit compartiments de 2^{ème} classe (16 places), masse 41,310 tonnes, longueur 19,740 m,
- 2 WL n° 3186, 3187 CGC 1927 ex WL n° 586, 587,
- n° 3186 huit compartiments de 2^{ème} classe (16 places), masse 35,690 tonnes, longueur 19,740 m,
- n° 3187 huit compartiments (4 compartiments de 2^{ème} classe et 4 de 3^{ème} classe (20 places), masse 35,600 tonnes, longueur 19,740 m, (le 6 juillet 1927, le WC toilette côté conducteur est remplacé par une office),
- 1 WL n° 3188 Ateliers Neu Aubing et Saint-Denis ex WL n° 588,
- 1 WL n° 3189 Ateliers Neu Aubing et CGC ex WL n° 589,
- 2 WL n° 3190, 3191 CGC et Saint-Denis 1928 ex WL n° 590, 591,
- n° 3190, 3191 huit compartiments (4 compartiments de 2^{ème} classe et 4 de 3^{ème} classe 20 places), masse 35,800 tonnes, longueur 19,740 m, le 5 juillet 1927, le WC toilette côté conducteur est remplacé par une office),
- 3 WL n° 3194 à 3196 CGC 1927 ex WL n° 659, 615, 643,
- n° 3194 huit compartiments de 2^{ème} classe (16 places), masse 35,323 tonnes, longueur 19,740 m,
- n° 3195 huit compartiments de 2^{ème} classe (16 places), masse 37,900 tonnes, longueur 19,740 m,
- n° 3196 huit compartiments de 2^{ème} classe (16 places), masse 40,390 tonnes, longueur 19,740 m,
- 4 WL n° 3198 à 3201 CGC 1925-1926 ex WL n° 660 à 663,
- n° 3198, 3199 huit compartiments de 2^{ème} classe (16 places), masse 35,323 tonnes, longueur 19,740 m,
- 1 WL n° 3207 CGC Marly 1928 ex WL n° 748,
- 1 WL n° 3213 CGC et Saint-Denis 1928 ex WL n° 834,
- 1 WL n° 3234 Saint-Denis 1928 ex WL n° 974,
- 1 WL n° 3246 Saint-Denis 1928 ex WL n° 1620,

- n° 3246 neuf compartiments de 2^{ème} classe (18 places), masse 42,500 tonnes, longueur 20,320 m.

Hiver 1925-1926 :

WL n° 3131 à 3133, 3158, 3159 Paris - Coire,

WL n° 3136, 3137, 3196 Paris - Prague,

WL n° 3201 en reconstruction,

Eté 1926 :

WL n° 3131, 3132 Paris - Strasbourg,

WL n° 3133, 3134 Paris - Lucerne,

WL n° 3135, 3139 Paris - Bâle - Coire,

WL n° 3155, 3196 Paris - Brigue,

WL n° 3158, 3159 Suisse-Arlberg-Vienne-Express Paris - Budapest,

Hiver 1926-1927 :

Paris :

WL n° 3131 à 3133 Paris - Francfort-sur-le-Main,

WL n° 3134, 3135, 3139 Paris - Bâle - Coire,

WL n° 3196 Paris - Strasbourg,

Budapest :

WL n° 3161 Budapest - Bucarest,

WL n° 3142, 3144, 3148 Budapest - Vienne,

WL n° 3136, 3137, 3138 Budapest - Fiume,

Prague :

WL n° 3101, 3103, 3104 Prague - Bratislava,

Vienne :

WL n° 3149, 3184, 3195 Vienne - Zagreb,

Eté 1927

Tchécoslovaquie Prague

Prague - Bratislava WL R n° 3101, 3102, 3103,

Prague - Kosice WL R n° 3104, 3105, 3106,

Prague - Istanbul WL R n° 3127, 3145, 3146,

Prague - Budapest WL R n° 3172, 3173,

Karlovy-Vary - Varsovie WL R n° 3119,

Karlovy-Vary - Bucarest WL R n° 3171,

Turquie Istanbul

Haydarpasa - Ankara WL R n° 3169, 3174, 3194, 3200, 3201,

Haydarpasa - Adana WL R n° 3115,

Pologne Varsovie

Varsovie - Poznan WL R n° 3155, 3156,

Cracovie - Gdansk WL R n° 3120, 3159,

Cracovie - Lwow WL M n° 3107, 3108, 3109,

Transferts vers Prague WL R n° 3102, 3105, 3106,

Hiver 1927-1928 :

Budapest :

WL n° 3110, 3111, 3112, 3136, 3137, 3138, 3142, 3144, 3148, 3161, 3162, 3163, 3164, 3165,

Vienne :

WL n° 3149, 3184, 3195 Vienne - Zagreb,

Eté 1928 :

Roumanie Bucarest WL R n° 3122, 3126, Bucarest - Chisinau,

Tchécoslovaquie Prague WL R 2-3 n° 3101, 3102, 3103, 3104, 3105, 3106, WL R n° 3119, 3127, 3145,

3146, 3171, 3172, 3173, WL R 2-3 n° 3187, Prague - Istanbul, Karlovy-Vary - Varsovie, Prague - Bratislava,

Bratislava - Kosice,

Pologne Varsovie WL R n° 3107, 3108, 3109, 3117, 3118, 3120, 3155, 3158, 3159, 3182, 3186, 3207,
Varsovie - Katowice, Varsovie - Poznan, Varsovie - Zakopane, Varsovie - Berlin,
Hongrie Budapest WL R 2-3 n° 3110, 3111, 3112, WL R n° 3136, 3137, 3138, 3142, 3144, 3148, 3161,
3162, 3163, 3164, 3165, Budapest - Bucarest, Budapest - Vienne, Budapest - Poprad-Velka, Budapest -
Fiume, Budapest - Nyíregyháza,
Yougoslavie Belgrade WL R n° 3113, 3121, 3125, 3143, 3147, 3166, 3167, 3168, 3185, 3188, 3189,
Belgrade – Jesenice, Belgrade – Zagreb, Belgrade - Athènes, Zagreb - Osijek, Zagreb - Split,
Turquie Istanbul WL R n° 3115, 3169, 3174, 3194, 3200, 3201, Haydarpasa - Ankara, Haydarpasa - Tripoli,
Algérie Alger WL R n° 3131, 3133, 3198, 3199,
WL n° 3198, 3199 Alger - Constantine,
WL n° 3131, 3133 Constantine - Tunis,
Berlin et Munich WL R n° 3132, 3134, 3135, 3151, Berlin - Prague, Munich - Nancy,
Calais WL R n° 3139, 3196,
Calais - Turkismühle à partir du 15 mai,
Autriche Vienne WL R n° 3149, 3184, 3195, Vienne - Zagreb - Souchak,
Rome WL R n° 3213, Gênes - Bâle,

Hiver 1928-1929 :

Roumanie Bucarest WL R n° 3122, 3126,
WL n° 3122, 3126 Bucarest - Iassy,
Tchécoslovaquie Prague WL R n° 3101, 3102, 3103, 3104, 3105, 3106, 3119, 3127, 3145, 3146, 3171,
3172, 3173, 3187, 3190, 3191,
WL n° 3145, 3146 Prague - Istanbul,
WL n° 3119, 3127, 3171 à 3173 Prague - Athènes,
WL n° 3101 à 3103 Prague - Kosice,
WL n° 3104 à 3106 Prague - Varsovie,
WL n° 3190, 3191 Prague - Bratislava,
WL n° 3187 Bratislava - Kosice,
Pologne Varsovie WL R n° 3107, 3108, 3109, 3117, 3118, 3120, 3155, 3158, 3159, 3182, 3186, 3207,
WL n° 3186 Varsovie - Katowice,
WL n° 3117, 3118 Varsovie - Poznan,
WL n° 3155, 3158, 3159 Varsovie - Zakopane,
WL n° 3120, 3157 Varsovie - Berlin,
WL n° 3107 à 3109 Cracovie - Lwow,
Hongrie Budapest WL R n° 3110, 3111, 3112, 3136, 3137, 3138, 3142, 3144, 3148, 3161, 3162, 3163,
3164, 3165,
WL n° 3136 à 3138, 3142 Budapest - Bucarest,
WL n° 3144, 3148 Budapest - Vienne,
WL n° 3161, 3162 Budapest - Kosice,
WL n° 3163 à 3165 Budapest - Fiume,
WL n° 3110 à 3112 Budapest - Nyiregyhaza,
Yougoslavie Belgrade WL R n° 3113, 3121, 3125, 3143, 3147, 3166, 3167, 3168, 3185, 3188, 3189,
WL n° 3125, 3166 à 3168 Belgrade - Ljubljana,
WL n° 3185, 3188, 3189 Belgrade - Zagreb,
WL n° 3113, 3147 Zagreb - Osijek,
WL n° 3121, 3143 Zagreb - Split,
Turquie Istanbul WL R n° 3115, 3169, 3174, 3194, 3200, 3201,
WL n° 3169, 3174, 3200 Haydarpasa - Ankara,
WL n° 3115, 3194, 3201 Haydarpasa - Alep - Rayak,
Algérie Alger WL R n° 3131, 3133, 3198, 3199,
WL n° 3198, 3199 Alger - Oran,
WL n° 3131, 3133 Constantine - Tunis,

Berlin WL R n° 3132, 3134, 3135, 3151,
WL n° 3132, 3134, 3135 Munich - Nancy,
WL n° 3151 Berlin - Prague,
Paris WL R n° 3139, 3196,
WL n° 3139 Paris - Francfort-sur-le-Main,
WL n° 3196 Calais - Turkismühle,
Autriche Vienne WL R n° 3149, 3184, 3195,
WL n° 3149, 3184, 3195 Vienne - Zagreb,
Rome WL R n° 3213,
WL n° 3213 Gênes - Bâle - Zürich,

Eté 1929 :

Roumanie Bucarest WL R n° 3122, 3126,
WL n° 3122 Bucarest - Iassy,
WL n° 3126 Bucarest - Episcopia,
Tchécoslovaquie Prague WL R n° 3101, 3102, 3103, 3104, 3105, 3106, 3119, 3127, 3145, 3146, 3171,
3172, 3173, 3190, 3191,
WL n° 3119, 3127, 3171 à 3173 Prague - Athènes,
WL n° 3145, 3146 Prague - Athènes,
WL n° 3190, 3191 Prague - Bratislava,
WL n° 3101 à 3103 Prague - Kosice,
WL n° 3104 à 3106 Bratislava - Kosice,
Pologne Varsovie WL R n° 3107, 3108, 3109, 3117, 3118, 3120, 3155, 3158, 3159, 3182, 3186, 3207,
WL n° 3117, 3118 Varsovie - Katowice,
WL n° 3155, 3158 Katowice - Grigoriev,
WL n° 3182, 3186 Varsovie - Cracovie,
WL n° 3120, 3159, 3207 Varsovie - Berlin,
WL n° 3107 à 3109 Varsovie - Tarnobrzeg,
Hongrie Budapest WL R n° 3110, 3111, 3112, 3136, 3137, 3138, 3142, 3144, 3148, 3161, 3162, 3163,
3164, 3165,
WL n° 3161 à 3165 Budapest - Bucarest,
WL n° 3142, 3144, 3148 Budapest - Kosice,
WL n° 3136 à 3138 Budapest - Osijek,
WL n° 3110 à 3112 Budapest - Nyiregyhaza,
Yougoslavie Belgrade WL R n° 3113, 3121, 3125, 3143, 3147, 3149, 3166, 3167, 3168, 3184, 3185, 3188,
3189, 3195,
WL n° 3166 à 3168 Belgrade - Ljubljana,
WL n° 3185, 3188, 3189 Belgrade - Zagreb,
WL n° 3113, 3125, 3147 Belgrade - Sofia,
WL n° 3121, 3143 Zagreb - Split,
WL n° 3149, 3184, 3195 Zagreb - Vienne,
Turquie Istanbul WL R n° 3115, 3169, 3174, 3194, 3200, 3201,
WL n° 3169, 3174, 3200 Haydarpasa - Ankara,
WL n° 3115, 3194, 3201 Haydarpasa - Alep - Rayak,
Algérie Alger WL R n° 3131, 3133, 3198, 3199,
WL n° 3198, 3199 Alger - Oran,
WL n° 3131, 3133 Alger - Constantine,
Berlin WL R n° 3132, 3134, 3135, 3151,
WL n° 3151 Berlin - Prague,
WL n° 3132 Munich - Nancy,
WL n° 3134 Munich - Venise,
WL n° 3135 Munich - Trieste - Zagreb,

Paris WL R n° 3139, 3196, 3234, 3246,
WL n° 3139, 3196, 3234, 3246 Paris - Brigue,
Pays Baltes Virbalis WL R n° 3187,
WL n° 3187 Virbalis - Klaïpeda,
Rome WL R n° 3213,
WL n° 3213 Gênes - Bâle - Zürich,

Hiver 1929-1930 :

Roumanie Bucarest WL R n° 3122, 3126,
WL n° 3122, 3126 Bucarest - Iassy,
Tchécoslovaquie Prague WL R et M n° 3101, 3102, 3103, 3104, 3105, 3106, 3107, 3108, 3119, 3127,
3145, 3146, 3171, 3172, 3173, 3187, 3190, 3191,
WL n° 3146, 3171 à 3173 Prague - Istanbul,
WL n° 3119, 3127, 3145 Prague - Athènes,
WL n° 3101 à 3104 Prague - Varsovie,
WL n° 3107 Prague - Kosice,
WL n° 3190 Prague - Zlin,
WL n° 3106, 3187, 3191 Prague - Bratislava,
WL n° 3105, 3108 Bratislava - Kosice,
Hongrie Budapest WL R et M n° 3109, 3110, 3111, 3112, 3136, 3137, 3138, 3142, 3144, 3148, 3161,
3162, 3163, 3164, 3165,
WL n° 3161 à 3165 Budapest - Bucarest,
WL n° 3136 à 3138 Budapest - Vienne,
WL n° 3142, 3144, 3148 Budapest - Kosice,
WL n° 3109 à 3112 Budapest - Nyiregyhaza,
Ateliers Pest WL R n° 3155, 3158, 3159,
Yougoslavie Belgrade WL R n° 3113, 3121, 3125, 3143, 3147, 3149, 3166, 3167, 3168, 3184, 3185, 3188,
3189, 3195,
WL n° 3147, 3166, 3167 Belgrade - Ljubljana,
WL n° 3143, 3168, 3185 Belgrade - Zagreb,
WL n° 3125, 3188, 3189 Belgrade - Sofia,
WL n° 3113, 3121 Zagreb - Split,
WL n° 3149, 3184, 3195 Zagreb - Vienne,
Turquie Istanbul WL R n° 3115, 3169, 3174, 3194, 3200, 3201,
WL n° 3169, 3174, 3200 Haydarpasa - Ankara,
WL n° 3115, 3194, 3201 Haydarpasa - Alep - Rayak,
Pologne Varsovie WL R n° 3117, 3118, 3120, 3182, 3186, 3207,
WL n° 3117, 3118, 3120 Katowice - Grigoriev,
WL n° 3182, 3186 Varsovie - Cracovie,
WL n° 3207 Cracovie - Poznan,
Algérie Alger WL R n° 3131, 3133, 3196, 3198, 3199,
WL n° 3198, 3199 Alger - Constantine,
WL n° 3131, 3133 Alger - Oran,
WL n° 3196 Constantine - Tunis,
Berlin WL R n° 3132, 3134, 3135, 3151,
WL n° 3151 Berlin - Prague,
WL n° 3132, 3134, 3135 Munich - Nancy,
Paris WL R n° 3139, 3234, 3246,
WL n° 3139 Paris - Brigue,
WL n° 3234, 3246 Paris - Coire,
Rome WL R n° 3213,
WL n° 3213 Gênes - Bâle - Zürich,

Eté 1930 :

Roumanie Bucarest WL R n° 3122, 3126,
WL n° 3122, 3126 Bucarest - Iassy,
Tchécoslovaquie Prague WL R n° 3101, 3102, 3103, 3104, 3105, 3106, 3107, 3108, 3119, 3127, 3145,
3146, 3159, 3171, 3172, 3173, 3187, 3190, 3191,
WL n° 3127 Prague - Bucarest,
WL n° 3119, 3145, 3146, 3159, 3171 à 3173 Prague - Istanbul,
WL n° 3103, 3187, 3191 Prague - Bratislava,
WL n° 3101, 3102, 3107, 3108 Karlovy-Vary - Kosice,
WL n° 3190 Prague - Zlin,
WL n° 3104 à 3106 Bratislava - Kosice,
Hongrie Budapest WL R n° 3109, 3110, 3111, 3112, 3136, 3137, 3138, 3142, 3144, 3148, 3161, 3162,
3163, 3164, 3165,
WL n° 3161 à 3165 Budapest - Bucarest,
WL n° 3136 à 3138 Budapest - Kosice,
WL n° 3142, 3144, 3148 Budapest - Fiume,
WL n° 3109 à 3112 Budapest - Nyiregyhaza,
Yougoslavie Belgrade WL R n° 3113, 3115, 3121, 3125, 3143, 3147, 3149, 3158, 3166, 3167, 3168, 3184,
3185, 3188, 3189, 3195,
WL n° 3147, 3166, 3167 Belgrade - Ljubljana,
WL n° 3143, 3168, 3185 Belgrade - Zagreb,
WL n° 3125, 3188, 3189 Belgrade - Sofia,
WL n° 3113, 3115, 3121 Zagreb - Split,
WL n° 3149, 3158, 3184, 3195 Zagreb - Vienne,
Pologne Varsovie WL R n° 3117, 3118, 3120, 3182, 3186, 3207,
WL n° 3117, 3118, 3120, 3207 Katowice - Grigoriev,
WL n° 3182, 3186 Cracovie - Gdynia,
Algérie Alger WL R n° 3131, 3133, 3196, 3198, 3199,
WL n° 3196 Alger - Oran,
WL n° 3198 Alger - Constantine,
WL n° 3131, 3133, 3199 Constantine - Tunis,
Berlin WL R n° 3132, 3134, 3135, 3151,
WL n° 3151 Berlin - Prague,
WL n° 3132, 3134, 3135 Munich - Nancy,
Paris WL R n° 3139, 3234, 3246,
WL n° 3139, 3234, 3246 Paris - Brigue,
Turquie Istanbul WL R n° 3155, 3169, 3174, 3194, 3200, 3201,
WL n° 3174, 3194, 3200, 3201 Haydarpasa - Ankara,
WL n° 3115, 3169 Haydarpasa - Alep,
Rome WL R n° 3213,
WL n° 3213 Gênes - Bâle - Zürich,

Hiver 1930-1931 :

Roumanie Bucarest WL R n° 3122, 3126,
WL n° 3122 Bucarest - Iassy,
WL n° 3126 Bucarest - Oradea,
Tchécoslovaquie Prague WL R n° 3101, 3102, 3103, 3104, 3105, 3106, 3107, 3108, 3119, 3127, 3145,
3146, 3159, 3171, 3172, 3173, 3187, 3190, 3191,
WL n° 3159 Prague - Budapest - Bucarest,
WL n° 3119, 3127 Prague - Istanbul,
WL n° 3145, 3146, 3171 à 3173 Prague - Salonique,
WL n° 3101, 3102, 3107 Prague - Kosice,

WL n° 3187, 3190, 3191 Prague - Varsovie,
WL n° 3103, 3104 Prague - Bratislava,
WL n° 3105, 3106, 3108 Bratislava - Kosice,
Hongrie Budapest WL R n° 3109, 3110, 3111, 3112, 3136, 3137, 3138, 3142, 3144, 3148, 3161, 3162,
3163, 3164, 3165,
WL n° 3161 à 3165 Budapest - Bucarest,
WL n° 3136 à 3138 Budapest - Kosice,
WL n° 3142, 3144, 3148 Budapest - Fiume,
WL n° 3109 à 3112 Budapest - Nyiregyhaza,
Yougoslavie Belgrade WL R n° 3113, 3115, 3121, 3125, 3143, 3147, 3149, 3158, 3166, 3167, 3168, 3184,
3185, 3188, 3189, 3195,
WL n° 3143, 3167, 3168 Belgrade - Ljubljana,
WL n° 3188, 3189 Belgrade - Zagreb,
WL n° 3125, 3147, 3166, 3185 Belgrade - Sofia,
WL n° 3149, 3184, 3195 Zagreb - Vienne,
WL n° 3113, 3115, 3121, 3158 Zagreb - Split,
Pologne Varsovie WL R n° 3117, 3118, 3120, 3182, 3186, 3207,
WL n° 3117, 3118, 3120 Varsovie - Cracovie,
WL n° 3182, 3186 Cracovie - Gdynia,
WL n° 3207 Varsovie - Lwow,
Algérie Alger WL R n° 3131, 3133, 3196, 3198, 3199,
WL n° 3196 Alger - Oran,
WL n° 3198 Alger - Constantine,
WL n° 3131, 3133, 3199 Constantine - Tunis,
Berlin WL R n° 3132, 3134, 3135, 3151,
WL n° 3151 Berlin - Prague,
WL n° 3132, 3134, 3135 Salzburg - Nancy,
Paris WL R n° 3139, 3234, 3246,
WL n° 3139, 3234, 3246 Paris - Brigue,
Turquie Istanbul WL R n° 3155, 3169, 3174, 3194, 3200, 3201,
Rome WL R n° 3213,
WL n° 3213 Gênes - Bâle - Zürich,

Hiver 1932-1933 :

Roumanie Bucarest WL R n° 3122, 3126,
WL n° 3122, 3126 Bucarest - Iassy,
Tchécoslovaquie Prague WL R 1-2-3 n° 3101, 3102, 3103, 3104, 3105, 3106, 3107, 3108, 3187, 3190,
3191, WL R n° 3119, 3127, 3145, 3146, 3159, 3171, 3172, 3173,
WL n° 3127, 3172, 3173 Prague - Istanbul,
WL n° 3119, 3145, 3146, 3159, 3171 garées,
WL n° 3101 à 3103 Prague - Zlin,
WL n° 3107, 3108 Prague - Varsovie,
WL n° 3104, 3190, 3191 Prague - Bratislava,
WL n° 3105, 3106, 3187 Bratislava - Kosice,
Hongrie Budapest WL R 1-2-3 n° 3109, 3110, 3111, 3112, 3161, 3162, WL R n° 3136, 3137, 3138, 3142,
3144, 3148, 3163, 3164, 3165,
WL n° 3144, 3164 Budapest - Cluj,
WL n° 3109, 3112, 3161 Budapest - Osijek,
WL n° 3110, 3111, 3162 Budapest - Nyiregyhaza,
WL n° 3136 à 3138, 3142, 3148, 3163, 3165 garées,
Yougoslavie Belgrade WL R n° 3113, 3115, 3121, 3125, 3143, 3147, 3149, 3158, 3166, 3167, 3168, 3184,
3185, 3188, 3189, 3195,

WL n° 3125, 3149, 3184, 3195 Zagreb - Vienne,
WL n° 3115, 3143, 3188, 3189 Zagreb - Split,
WL n° 3147, 3158, 3166, 3168, 3185 garées Belgrade,
WL n° 3113, 3121, 3173 garées à Zagreb,
Pologne Varsovie WL R n° 3117, 3118, 3120, 3182, 3186, 3207,
WL n° 3117, 3186 Varsovie - Vienne,
WL n° 3118, 3120, 3182 Cracovie - Gdynia,
WL n° 3207 garée,
Algérie Alger WL R n° 3131, 3133, 3196, 3198, 3199,
WL n° 3133, 3196, 3198, 3199 Alger - Oran,
WL n° 3131 Alger - Constantine,
Berlin WL R n° 3132, 3134, 3135, 3151,
WL R n° 3132, 3134, 3135 garées Neu Aubing,
WL R n° 3151 garée Zössen,
Paris WL R n° 3139, 3234, 3246,
WL n° 3234 Paris - Brigue,
WL n° 3139, 3246 garées,
Turquie Istanbul WL R n° 3155, 3169, 3174, 3194, 3200, 3201,
WL n° 3155, 3169, 3174, 3194, 3200, 3201 garées,
Rome WL R n° 3213,
WL n° 3213 Rome - Venise,

Eté 1934 :

Roumanie Bucarest WL R n° 3122, 3126, WL R 1-2-3 n° 3191 (ex Prague),
WL n° 3122, 3126 Bucarest - Iassy,
WL n° 3191 Bucarest - Chisinau,
Tchécoslovaquie Prague WL R 1-2-3 n° 3101, 3102, 3103, 3104, 3105, 3106, 3107, 3108, 3187, 3190, WL
R n° 3119, 3145, 3146, 3159, 3171,
WL n° 3119, 3145, 3146, 3159, 3171 garées,
WL n° 3101 à 3103 Prague - Zlin,
WL n° 3104 Prague - Bratislava,
WL n° 3108, 3190 Prague - Budapest,
WL n° 3107 Karlovy-Vary - Bucarest,
WL n° 3105, 3106, 3187 Bratislava - Kosice,
Hongrie Budapest WL R 1-2-3 n° 3109, 3110, 3111, 3112, 3161, 3162, WL R n° 3127, 3136, 3137, 3138,
3144, 3148, 3163, 3164, 3172, 3173,
WL n° 3127, 3136 à 3138, 3144, 3163, 3172, 3173 garées,
WL n° 3164 à réformer,
WL n° 3162, 3163 Budapest - Osijek,
WL n° 3109, 3110 Budapest - Nyiregyhaza,
WL n° 3111, 3112, 3148 Budapest - Szeged,
Yougoslavie Belgrade WL R n° 3113, 3121, 3125, 3143, 3147, 3158, 3166, 3167, 3168, 3185, 3188, 3189,
WL n° 3147, 3158 Belgrade - Istanbul,
WL n° 3143, 3188, 3189 Zagreb - Susak,
WL n° 3166, 3168, 3185 garées Belgrade,
WL n° 3113, 3121, 3125, 3167 garées à Zagreb,
Bulgarie Sofia WL R n° 3115, 3142, 3149, 3165, 3184, 3195,
WL n° 3165, 3184, 3195 Sofia - Varna I et II,
WL n° 3115, 3142 Sofia - Rousse,
WL n° 3149 Sofia - Bourgas,
Pologne Varsovie WL R n° 3117, 3118, 3120, 3182, 3186, 3207,
WL n° 3117, 3118 Cracovie - Gdynia,

WL n° 3120, 3207 Varsovie - Poznan,
WL n° 3182, 3186 garées,
Algérie Alger WL R n° 3131, 3133, 3196, 3198, 3199,
WL n° 3133, 3196, 3198, 3199 Alger - Oran,
WL n° 3131 Alger - Constantine,
Berlin WL R n° 3132, 3134, 3135, 3151,
WL R n° 3132, 3134, 3135 garées Neu Aubing,
WL R n° 3151 garée Zössen,
Paris WL R n° 3139, 3234, 3246,
WL n° 3234 Marseille - Gênes,
WL n° 3139, 3246 garées,
Turquie Istanbul WL R n° 3155, 3169, 3174, 3194, 3200, 3201,
WL n° 3174, 3194, 3200 Haydarpasa - Samsun,
WL n° 3169 garée,
WL n° 3155, 3201 voyages spéciaux,
Rome WL R n° 3213,
WL n° 3213 Gênes - Port-Bou,

Hiver 1934-1935 :

Roumanie Bucarest WL R (Z 1934-1935) n° 3122, 3126, WL M 1-2-3 n° 3191,
WL n° 3122, 3126 Bucarest - Timisoara,
WL n° 3191 Bucarest - Chisinau,
Tchécoslovaquie Prague WL R 1-2-3 (Z 1935) n° 3101, 3102, 3103, 3104, 3105, 3106, 3107, 3108, 3187,
3190, WL R n° 3119, 3145, 3146, 3159, 3171,
WL n° 3119, 3145, 3146, 3159, 3171 garées,
WL n° 3101, 3102, 3104 Prague - Varsovie,
WL n° 3108, 3190 Prague - Budapest,
WL n° 3107 Prague - Bratislava,
WL n° 3105, 3106, 3187 Bratislava - Kosice,
WL n° 3103 garée,
Hongrie Budapest WL R 1-2-3 n° 3109, 3110, 3111, 3112, 3161, 3162, WL R n° 3127, 3136, 3137, 3138,
3144, 3148, 3163, 3164 (Z 1934),
WL n° 3127, 3136 à 3138, 3144, 3148, 3163 garées,
WL n° 3164 à réformer,
WL n° 3161, 3162 Budapest - Osijek,
WL n° 3109, 3110 Budapest - Nyiregyhaza,
WL n° 3111, 3112 Budapest - Szeged,
Yougoslavie Belgrade WL R n° 3113, 3121, 3125, 3143, 3147, 3158, 3166, 3167, 3168, 3172 (Z 1935),
3173, 3185, 3188 (Z 1935), 3189 (Z 1935),
WL n° 3168 Belgrade - Istanbul,
WL n° 3147, 3158, 3166, 3172, 3175, 3185 garées Belgrade,
WL n° 3113, 3121, 3125, 3143, 3167, 3188, 3189 garées à Zagreb,
Bulgarie Sofia WL R n° 3115, 3142, 3149, 3165, 3184, 3195,
WL n° 3184 Sofia - Bourgas,
WL n° 3115, 3165 Sofia - Rousse,
WL n° 3142, 3195 Sofia - Varna,
WL n° 3149 garée,
Pologne Varsovie WL R n° 3117, 3118, 3120, 3182, 3186, 3207,
WL n° 3182, 3186 garées,
WL n° 3117, 3118, 3120, 3207 garées pour service d'été,
Algérie Alger WL R n° 3131, 3133, 3196, 3198, 3199,
WL n° 3196, 3198, 3199 Alger - Casablanca,

WL n° 3131, 3133 garage et à réformer,
Berlin WL R n° 3132, 3134, 3135, 3151,
WL R n° 3132, 3134, 3135 garées Neu Aubing,
WL R n° 3151 garée Zössen,
Paris WL R n° 3139, 3234, 3246,
WL n° 3139, 3234, 3246 garées Corbeil,
Turquie Istanbul WL R n° 3155, 3169, 3174, 3194, 3200, 3201,
WL n° 3174, 3194, 3200 Haydarpasa - Samsun,
WL n° 3155, 3169, 3201 voyages spéciaux,
Rome WL R n° 3213 (Z 1935),
WL n° 3213 dépôt à Greco,

Eté 1935 :

Roumanie Bucarest WL R (Z 1935) n° 3122, 3126,
WL n° 3122, 3126 Bucarest - Bazargic,
Tchécoslovaquie Prague WL R 1-2-3 (Z 1935) n° 3101, 3102, 3103, 3104, 3105, 3106, 3107, 3108, 3187,
3190, 3191, WL R n° 3119, 3145, 3146, 3159, 3171,
WL n° 3119, 3145, 3146, 3159, 3171 garées,
WL n° 3106, 3107 Prague - Kosice,
WL n° 3108, 3190 Prague - Budapest,
WL n° 3187 Karlovy-Vary - Varsovie,
WL n° 3191 Bratislava - Kosice,
WL n° 3101 à 3105 à réformer,
Hongrie Budapest WL R 1-2-3 n° 3109, 3110, 3111, 3112, 3161, 3162, WL R n° 3127, 3136, 3137, 3138,
3144, 3148, 3158, 3163, 3172 (Z 1935), 3173, 3185,
WL n° 3161 Budapest - Graz,
WL n° 3162 Budapest - Osijek,
WL n° 3109, 3110 Budapest - Nyiregyhaza,
WL n° 3111, 3112 Budapest - Szeged,
WL n° 3127, 3136 à 3138, 3144, 3148, 3158, 3163, 3173, 3185 garées,
WL n° 3172 à réformer,
Yougoslavie Belgrade WL R n° 3113, 3121, 3125, 3143, 3147, 3166, 3167, 3168, 3188 (Z 1935), 3189 (Z
1935),
WL n° 3168 Belgrade - Istanbul,
WL n° 3188, 3189 Belgrade - Zagreb,
WL n° 3143 réserve à Zagreb,
WL n° 3147, 3166 garées Belgrade,
WL n° 3113, 3121, 3125, 3167 garées à Zagreb,
Bulgarie Sofia WL R n° 3115, 3142, 3149, 3165, 3184, 3195,
WL n° 3115, 3142 Sofia - Rousse,
WL n° 3165, 3184, 3195 Sofia - Varna I et II,
WL n° 3149 Sofia - Bourgas,
Pologne Varsovie WL R n° 3117, 3118, 3120, 3182, 3186, 3207,
WL n° 3117, 3118 Varsovie - Bydgoszcz,
WL n° 3182, 3186 garées,
WL n° 3120, 3207 disponibles,
Berlin WL R n° 3132, 3134, 3135, 3151,
WL R n° 3132, 3134, 3135 garées Neu Aubing,
WL R n° 3151 garée Zössen,
Paris WL R n° 3139, 3234, 3246,
WL n° 3139, 3234, 3246 garées Corbeil,
Turquie Istanbul WL R n° 3155, 3169, 3174, 3194, 3200, 3201,

WL n° 3194 Haydarpasa - Samsun,
WL n° 3155, 3174 Haydarpasa - Elaziz,
WL n° 3169, 3200, 3201 Alep - Tripoli,
Algérie Alger WL R n° 3196, 3198, 3199,
WL n° 3196, 3198 Tlemcen - Casablanca,
WL n° 3199 Alger - Oran,
WL n° 3131, 3133 garage Oran réformées,
Rome WL R n° 3213 (Z 1935),

Hiver 1935-1936 :

Roumanie Bucarest WL R n° 3122, 3126,
WL n° 3122, 3126 Bucarest - Constanza,
Tchécoslovaquie Prague WL R 1-2-3 (Z 1935) n° 3101, 3102, 3103, 3104, 3105, 3106, 3107, 3108, 3187,
3190, 3191, WL R n° 3119, 3145, 3146, 3159, 3171,
WL n° 3119, 3145, 3146, 3159, 3171 garées,
WL n° 3187 Prague - Zlin,
WL n° 3190, 3191 Prague - Bratislava,
WL n° 3101 à 3107 à réformer en 1935,
WL n° 3108 garée,
Hongrie Budapest WL R 1-2-3 n° 3109, 3110, 3111, 3112, 3161, 3162, 3163, WL R n° 3121, 3127, 3136,
3137, 3138, 3144, 3147, 3148, 3158, 3166, 3172 (Z 1935), 3173, 3185,
WL n° 3162 Budapest - Osijek,
WL n° 3109, 3111 Budapest - Nyiregyhaza,
WL n° 3110, 3112 Budapest - Szeged,
WL n° 3161 garée,
WL n° 3121, 3127, 3136 à 3138, 3144, 3147, 3148, 3158, 3163, 3166, 3173, 3183 en garage,
WL n° 3172 à réformer,
Yougoslavie Belgrade WL R n° 3113 (Z 1935), 3125 (Z 1935), 3143, 3167 (Z 1935), 3168, 3188 (Z 1935),
3189 (Z 1935),
WL n° 3168 Belgrade - Istanbul,
WL n° 3143 réserve à Zagreb,
WL n° 3113, 3125, 3167 garées à Zagreb,
WL n° 3188, 3189 à réformer en 1935,
Bulgarie Sofia WL R n° 3115, 3142, 3149, 3165, 3184, 3195,
WL n° 3115, 3142, 3149, 3195 Sofia - Rousse,
WL n° 3165, 3184 Sofia - Bourgas,
Pologne Varsovie WL R n° 3117, 3118, 3120, 3182, 3186, 3207,
WL n° 3117, 3118, 3120, 3207 disponibles,
WL n° 3182, 3186 en garage,
Berlin WL R n° 3132, 3134, 3135, 3151,
WL R n° 3132, 3134, 3135 garées Neu Aubing,
WL R n° 3151 garée Zössen,
Paris WL R n° 3139, 3234, 3246,
WL n° 3139, 3234, 3246 garées Corbeil,
Turquie Istanbul WL R n° 3155, 3169, 3174, 3194, 3200, 3201,
WL n° 3155 Haydarpasa - Samsun,
WL n° 3174, 3194 Haydarpasa - Elaziz,
WL n° 3169, 3200, 3201 Alep - Tripoli,
Algérie Alger WL R n° 3196, 3198, 3199,
WL n° 3196, 3198 Tlemcen - Casablanca,
WL n° 3199 Alger - Oran,
Rome WL R n° 3213 (Z 1935),

Eté 1936 :

Tchécoslovaquie Prague WL R 1-2-3 n° 3108, 3187, 3190, 3191, WL R n° 3119, 3145, 3146, 3159, 3171, WL n° 3108, 3119, 3145, 3146, 3159, 3171 garées,
WL n° 3187 Prague - Košice,
WL n° 3190 Prague - Bratislava,
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WL n° 3162 Budapest - Békéscsaba,
WL n° 3109, 3110 Budapest - Nyiregyhaza,
WL n° 3111, 3112 Budapest - Szeged,
WL n° 3161 garée,
WL n° 3121, 3127, 3136 à 3138, 3144, 3147, 3148, 3158, 3163, 3166, 3173, 3185 garées,
Bulgarie Sofia WL R n° 3115, 3142, 3149, 3165, 3184, 3195,
WL n° 3149, 3165, 3184, 3195 Sofia - Varna I et II,
WL n° 3115, 3142 Sofia - Rousse,
WL n° 3165 Sofia - Bourgas,
Pologne Varsovie WL R n° 3117, 3118, 3120, 3182, 3186, 3207,
WL n° 3117, 3118, 3120, 3207 disponibles,
WL n° 3182, 3186 garées,
Roumanie Bucarest WL R n° 3122, 3126,
WL n° 3122, 3126 retirées par les CFR,
Berlin WL R n° 3132, 3134, 3135, 3151,
WL R n° 3132, 3134, 3135 garées Neu Aubing,
WL R n° 3151 garée Zössen,
Paris WL R n° 3139, 3234, 3246,
WL n° 3139, 3234, 3246 garées Corbeil,
Yougoslavie Belgrade WL R n° 3143, 3168,
WL n° 3168 Belgrade - Istanbul,
WL n° 3143 Graz - Split,
Turquie Istanbul WL R n° 3155, 3169, 3174, 3194, 3200, 3201,
WL n° 3155, 3174, 3194 Haydarpasa - Elaziz,
WL n° 3169, 3200, 3201 Alep - Tripoli,
Algérie Alger WL R n° 3196, 3198, 3199 garées à réformer,

Hiver 1936-1937 :

Tchécoslovaquie Prague WL R 1-2-3 n° 3108, 3187, 3190, 3191, WL R n° 3119, 3145, 3146, 3159, 3171, WL n° 3119, 3145, 3146, 3159, 3171 garées à Prague,
WL n° 3108 garée à Bratislava,
WL n° 3187 Prague - Zlin,
WL n° 3190, 3191 Prague - Bratislava,
Hongrie Budapest WL R 1-2-3 n° 3109, 3110, 3111, 3112, 3161, 3162, WL R n° 3121, 3127, 3136, 3137, 3138, 3144, 3147, 3148, 3158, 3163, 3166, 3173, 3185,
WL n° 3162 Budapest - Békéscsaba,
WL n° 3109, 3110 Budapest - Nyiregyhaza,
WL n° 3111, 3112 Budapest - Szeged,
WL n° 3121, 3127, 3136 à 3138, 3144, 3147, 3148, 3158, 3161, 3163, 3166, 3173, 3185 garées et réformées,
Bulgarie Sofia WL R n° 3115, 3142, 3149, 3165, 3184, 3195,
WL n° 3165, 3184 Sofia - Bourgas,
WL R n° 3115, 3142, 3149, 3195 Sofia - Rousse,
Pologne Varsovie WL R n° 3117, 3118, 3120, 3182, 3186, 3207,

WL n° 3117, 3118, 3120, 3207 disponibles,
WL n° 3182, 3186 garées,
Roumanie Bucarest WL R n° 3122, 3126,
WL n° 3122, 3126 retirées par les CFR et réformées,
Berlin WL R n° 3132, 3134, 3135, 3151,
WL R n° 3132, 3134, 3135 garées Neu Aubing,
WL R n° 3151 garée Zössen,
Paris WL R n° 3139, 3234 (vendue SNCF), 3246,
WL n° 3139, 3234, 3246 garées Corbeil,
Yougoslavie Belgrade WL R n° 3143, 3168,
WL n° 3168 Belgrade - Istanbul,
WL n° 3143 Zagreb spéciaux et supplémentaires,
Turquie Istanbul WL R n° 3155, 3169, 3174, 3194, 3200, 3201,
WL n° 3155, 3174, 3194 Alep - Tripoli,
WL n° 3169, 3200, 3201 garées et réformées,
Algérie Alger WL R n° 3196, 3198, 3199 garées, réformées,

Été 1937 :

Hongrie Budapest WL R 1-2-3 n° 3109, 3110, 3112, 3162, WL R n° 3121,
WL n° 3162 Budapest - Békéscsaba,
WL n° 3109, 3110 Budapest - Nyiregyhaza,
WL n° 3112 Budapest - Szeged,
WL n° 3121 garée,
Bulgarie Sofia WL R n° 3115, 3142, 3149, 3165, 3184, 3195,
WL n° 3149, 3184, 3195 Sofia - Varna I et II,
WL n° 3115, 3142 Sofia - Rousse,
WL n° 3165 Sofia - Bourgas,
Pologne Varsovie WL R n° 3117, 3118, 3120, 3182, 3186,
WL n° 3117, 3118, 3120, 3207 disponibles,
WL n° 3182, 3186 garées,
Berlin WL R n° 3132, 3134, 3135, 3151,
WL R n° 3132, 3134, 3135 garées Neu Aubing,
WL R n° 3151 garée Zössen,
Yougoslavie Belgrade WL R n° 3143, 3168,
WL n° 3168 réformée,
WL n° 3143 Belgrade - Skopje,
Turquie Istanbul WL R n° 3155, 3174, 3194,
WL n° 3155, 3174, 3194 Alep - Tripoli,
Paris WL R n° 3234, 3246,
WL n° 3234, 3246 garées Villeneuve,

Hiver 1937-1938 :

Algérie Alger réformées WL R n° 3196 (R châssis bois), 3198 (R châssis bois), 3199 (R châssis métallique),
Garée réformée WL n° 3131 (châssis métallique),
Yougoslavie Belgrade WL R n° 3143 Zagreb - Split,
Berlin WL R n° 3151 garée Zossen, 3132, 3134, 3135 garées Munich,
Hongrie Budapest WL M n° 3110, 3162 Budapest - Nyíregyháza, 3109, 3112 Budapest - Szeged, WL M n°
3121 garée,
Réformées 1937 parc hongrois WL n° 3111, 3127, 3136, 3137, 3138, 3144, 3148, 3161, 3163,
Réformées 1937 parc étranger WL n° 3147, 3158, 3166, 3172, 3173, 3185, 3188, 3189,
Turquie Alep WL R n° 3155, 3174, 3194,
Réformées Alep WL R n° 3169, 3200, 3201,
Tchécoslovaquie Prague

Réformées Prague 1936 WL R n° 3108, 3119, 3145, 3146, 3159, 3171, 3187, 3190, 3191,
Bulgarie Sofia WL R n° 3165, 3184 Sofia - Bourgas, 3115, 3142, 3149, 3195 Sofia - Rousse,
Pologne Varsovie
Garées WL R n° 3182, 3186,
Disponibles WL R n° 3117, 3118, 3120,
Autriche Vienne
A recevoir de Bucarest WL R n° 3122, 3126,

Eté 1939 :

WL M n° 3110, 3112 Budapest (à réformer),
(WL n° 3109, 3162 vendues et à enlever),
(WL n° 3121 à transformer en fourgon),
WL n° 3115, 3142, 3149, 3165, 3184, 3195 Sofia,
(Sofia - Varna WL n° 3149, 3184, 3195),
(Sofia - Rousse WL n° 3115, 3142),
(Sofia - Bourgas WL n° 3165),
WL n° 3143 Belgrade,
(dédouplements et spéciaux WL R n° 3143),
WL n° 3155, 3174, 3194 Istanbul (Alep - Tripoli),
WL n° 3182, 3186 Varsovie,
(garées WL n° 3182, 3186),
(Varsovie WL n° 3117, 3118, 3120 garées et réformées),
(WL n° 3139, 3234, 3246 garées Paris et à vendre),
(WL n° 3131, 3133, 3196, 3198, 3199 Alger réformées),
(WL n° 3191 Prague garée et réformée),

Hiver 1941-1942 :

WL n° 3165, 3184, 3195 Sofia,
(WL n° 3165 Sofia - Bourgas - Svilengrad),
(WL n° 3184 Sofia - Skopje),
(WL n° 3195 garée inutilisable),

Etat 1946 des WL disparus ou en situation inconnue :

Budapest garées WL M n° 3110, 3112,
Varsovie pour Wehrmacht WL R n° 3117, 3118, 3120, 3182, 3186,

Hiver 1946-1947 :

Bulgarie Sofia garée en atelier WL R n° 3184.

WL n° 2684 à 2691

Ces huit voitures-lits ex WL n° 631 à 636, 639, 640 sont modernisées en 1922-1923 dans les ateliers de la CGC à Saint-Denis. Elles offrent huit cabines doubles avec cabinet de toilette commun. Leurs réceptions s'effectuant le 27 juillet 1923, elles sont dirigées vers la Roumanie pour des services intérieurs dans ce pays.

These eight ex WL sleeping cars n° 631 to 636, 639, 640 were modernized in 1922-1923 in the CGC workshops in Saint-Denis. They offer eight double cabins with a shared bathroom. Their receptions taking place on July 27, 1923, they were sent to Romania for internal services in this country.

Hiver 1923-1924 :

WL n° 2684 à 2691 Bucarest,
WL n° 2684 Bucarest - Oradea-Mare,
WL n° 2685 à 2687 Bucarest - Galatz,

WL n° 2688 à 2690 Bucarest - T. Rosu,
WL n° 2691 Bucarest - Vienne - Prague,

Hiver 1924-1925 :

WL n° 2684, 2687, 2688 Bucarest - Arad,
WL n° 2685 Bucarest - Constanza,
WL n° 2686, 2689 Bucarest - Chisinau,
WL n° 2690, 2691 Bucarest - Lwow,

Hiver 1926-1927 :

Bucarest :
WL n° 2684, 2685, 2686, 2687, 2688, 2689 Bucarest - Vienne - Varsovie,
WL n° 2690, 2691 Bucarest - Constanza,

Eté 1928 :

Bucarest :
WL n° 2684 à 2691 Bucarest - Vienne n° 9-10 (quadrihebdomadaire) et Bucarest - Varsovie n° 9-10 (trihebdomadaire),

Hiver 1928-1929 :

WL n° 2684 à 2691 Bucarest - Vienne n° 9-10 (quadrihebdomadaire) et Bucarest - Varsovie n° 9-10 (trihebdomadaire),

Eté 1929 :

WL n° 2684 à 2691 Bucarest - Vienne n° 51-52 (quadrihebdomadaire) et Bucarest - Varsovie n° 51-52 (trihebdomadaire),

Hiver 1929-1930 :

WL n° 2684, 2685 Bucarest - Cernauti II n° 51-52,
WL n° 2686 Bucarest - Iassy n° 63-64,
WL n° 2687 à 2689 Bucarest - Cernauti I n° 55-56,
WL n° 2690, 2691 Bucarest - Episcopia n° 23/35-36/24,

Eté 1930 :

WL n° 2684 à 2687 Bucarest - Cernauti I n° 55-56,
WL n° 2688, 2689 Bucarest - Cernauti II n° 51-52,
WL n° 2690, 2691 Bucarest - Oradea-Mare n° 57/60-59/58,

Hiver 1930-1931 :

WL n° 2684, 2685 Bucarest - Cernauti II n° 51-52,
WL n° 2686 Bucarest - Iassy n° 63-64,
WL n° 2687 à 2689 Bucarest - Cernauti I n° 55-56,
WL n° 2690 Bucarest - Cernauti n° 511-512,
WL n° 2691 Bucarest - Oradea-Mare n° 33-34,

Hiver 1932-1933 :

WL n° 2684 à 2687 Bucarest - Timisoara n° 15-16,
WL n° 2688, 2689 Bucarest - Galati n° 801-802,
WL n° 2690, 2691 Bucarest - Constanza n° 905-906,

Eté 1934 :

WL n° 2684 à 2691 Bucarest,
WL n° 2684, 2685, 2690 à réformer en 1934,
WL n° 2686 à 2689, 2691 garées,

Hiver 1934-1935 :

WL n° 2684 à 2691 Bucarest,
WL n° 2684, 2685, 2690 à réformer en 1934,
WL n° 2686 à 2689, 2691 garées,

Eté 1935 :

WL n° 2686, 2687, 2688, 2689, 2691 Bucarest à réformer en 1935,

Hiver 1935-1936 :

WL n° 2686, 2687, 2688, 2689, 2691 Bucarest à réformer en 1935,

Eté 1936 :

WL n° 2686, 2687, 2688, 2689, 2691 Bucarest garées et réformées.

Les Services Pullman Isolés – Pullmanrijtuigen in gewonne Sneltreinen

New Chapters in Journal du Chemin de Fer / Spoorwegjournal

In our last Newsletter N° 18 we included a brief review of Part One of Jos Geilen and Willy Patten's excellent article called 'Les Services Pullman Isolés'. As we have a flexible publication schedule we are now able to include a review of parts 2 & 3.

The subjects dealt with in Part 2

- Période 1945-1950: - Le Premier Service Pullman CIWL D'Après-Guerre En Europe De L'Ouest ;
- Du Vieux Vin Dans Un Nouveau Train ; - Un Itinéraire En... Épingle à Cheveux ; -
- Le Retour De L'Étoile Du Nord ; - L'Heure D'Été... Encore Une Seule Fois En Belgique ; -
- Le Pont Du Moerdijk Enfin Réparé ; - Le Retour De L'Oiseau Bleu ; -
- Fusion Entre Train Pullman Et Train De Nuit ; - Un Pullman D'Été En 1947 ; -
- Toujours Moins Lent Aux Pays-Bas ; - Et Toujours Plus Rapide Entre Paris Et Bruxelles! ; -
- L'Étoile Du Nord, Avec Ou Sans Voiture-Restaurant? ; -
- Une Loco à Vapeur SNCF Entre Paris Et Bruxelles ; - L'Adieu à Un Pionnier ; -
- Les Voitures Pullman Pour Le Service Amsterdam – Bruxelles (Réserve Comprise) ; -
- Remarques Concernant Les Tableaux - *À partir de décembre 1945, les rames Pullman utilisées se composaient d'un couplage WPCI + WPI et d'un couplage WPCII + WPPII etc !.*
- Le Service Pullman Bruxelles – Bale.

The above article is well illustrated and is available both in French and Flemish in the Belgian magazine Journal du Chemin de Fer / Spoorwegjournal N° 252.

This article part 3 appeared in the Belgian magazine Journal du Chemin de Fer / Spoorwegjournal N° 253 and the subjects covered are

- Le Bouleversement De 1951 ; - Retour à La Case Départ ; - En Tunnel Sous Bruxelles ; -
- Quand Les Dignes Se Rompent ; - Concurrence Dans Les Airs ; - Et Innovation Sur Les Rails ; -
-
- Le Régime Des Deux Classes ; - Manger Ou Travailler? ; - Les Voitures Pullman Tiennent Le Coup ; -
- Et Les Locos À Vapeur Aussi ; - Improvisation 'À La Belge' ; -
- Le Service Pullman Bruxelles Nord – Bale ; -

We have summarised these part 2 & part 3 paragraph subject headings, in English, German and Flemish at the end of this summary.



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Part 2 subject headings

- Period 1945-1950: - The First Post-War CIWL Pullman Service In Western Europe;
- Old Wine On A New Train; - A Hairpin Itinerary; -
- The Return of the North Star; - Summer Time... Once Again In Belgium; -
- The Moerdijk Bridge Finally Repaired; - The Return of the Blue Bird; -
- Merger Between Pullman Train And Night Train; - A Summer Pullman In 1947; -
- Always Less Slow In The Netherlands ; - And Always Faster Between Paris And Brussels!; -
- L'Étoile Du Nord, With Or Without Restaurant Car?; -
- An SNCF Steam Loco Between Paris And Brussels; - Farewell to a Pioneer;-
- Pullman Coaches For The Amsterdam – Brussels Service (Reserve Included); -
- Notes Concerning The Tables - - From December 1945, the Pullman trainsets used consisted of a WPCI + WPI coupling and a WPCII + WPPII coupling etc!.
- The Pullman Brussels – Basel Service.

Kapitel in Teil 2:

- Zeitraum 1945-1950: - Der erste CIWL-Pullman-Dienst der Nachkriegszeit in Westeuropa;
- Alter Wein in einem neuen Zug; - Eine Haarnadelroute; -
- Die Rückkehr des Nordsterns; - Sommerzeit... wieder einmal in Belgien; -
- Die Moerdijk-Brücke endlich repariert; - Die Rückkehr des blauen Vogels; -
- Fusion zwischen Pullman-Zug und Nachtzug; - Ein Sommer-Pullman im Jahr 1947; -
- In den Niederlanden immer weniger langsam - Und zwischen Paris und Brüssel immer schneller;
- L'Étoile Du Nord, mit oder ohne Speisewagen?; -
- Eine SNCF-Dampflokomotive zwischen Paris und Brüssel; - Abschied von einem Pionier;-
- Pullmanwagen für die Verbindung Amsterdam – Brüssel (Reserve inbegriffen); -
- Anmerkungen zu den Tabellen - - Ab Dezember 1945 bestanden die verwendeten Pullman-Triebzüge aus einer WPCI + WPI-Couplage und einer WPCII + WPPII-Couplage usw.!
- Der Pullman-Service Brüssel – Basel

Hoofdstuk in deel 2:

- Periode 1945-1950: - De eerste naoorlogse CIWL Pullman-dienst in West-Europa;
- Oude wijn op een nieuwe trein; - Een haarspeldroute; -
- De terugkeer van de Poolster; - Zomertijd... Opnieuw in België; -
- De Moerdijkbrug eindelijk gerepareerd; - De terugkeer van de blauwe vogel; -
- Fusie tussen Pullman-trein en nachttrein; - Een zomer pullman in 1947; -
- Altijd Minder Langzaam In Nederland ; - En Altijd Sneller Tussen Parijs En Brussel!; -
- L'Étoile Du Nord, met of zonder restauratiewagen?; -
- Een SNCF-stoomlocomotief tussen Parijs en Brussel; - Afscheid van een pionier; -
- Pullman-touringcars voor de dienst Amsterdam - Brussel (reservering inbegrepen); -
- Aantekeningen bij de tabellen - - Vanaf december 1945 bestonden de gebruikte Pullman-treinstellen uit een WPCI + WPI-koppeling en een WPCII + WPII-koppeling etc!.
- De Pullman Brussel – Bazel Dienst.



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Part 3 subject headings

- The 1951 Upheaval;- Back to Square One; - In the tunnel under Brussels; -
- When The Dykes Break; - Competition In The Air; - And Innovation On Track; -
- The Two-Class Regime; - Eat Or Work?; - Pullman Cars Hold Up; -
- And Steam Locos Too; - Improvisation 'A la Belge';
- The Pullman Brussels North – Basel Service; -

Kapitel in Teil 3:

- Der Umbruch von 1951;- Zurück zum Anfang; - Im Tunnel unter Brüssel; -
- Wenn die Deiche brechen; - Wettbewerb in der Luft; - Und Innovation auf Kurs; -
- Das Zwei-Klassen-Regime; - Essen oder arbeiten?; - Pullmanwagen halten durch; -
- Und auch Dampflokomotiven; - Improvisation „A la Belge“; -
- Der Pullman-Service Brüssel Nord – Basel;

Hoofdstuk in deel 3:

- De omwenteling van 1951; - Terug naar af; - In de tunnel onder Brussel; -
- Wanneer de dijken breken; - Competitie in de lucht; - En innovatie op schema; -
- Het tweeklassenregime; - Eten of werken?; - Pullman-rijtuig's houden stand; -
- En ook stoomlocomotieven; - Improvisatie 'A la Belge'; -
- De dienst Pullman Brussel Noord – Bazel;

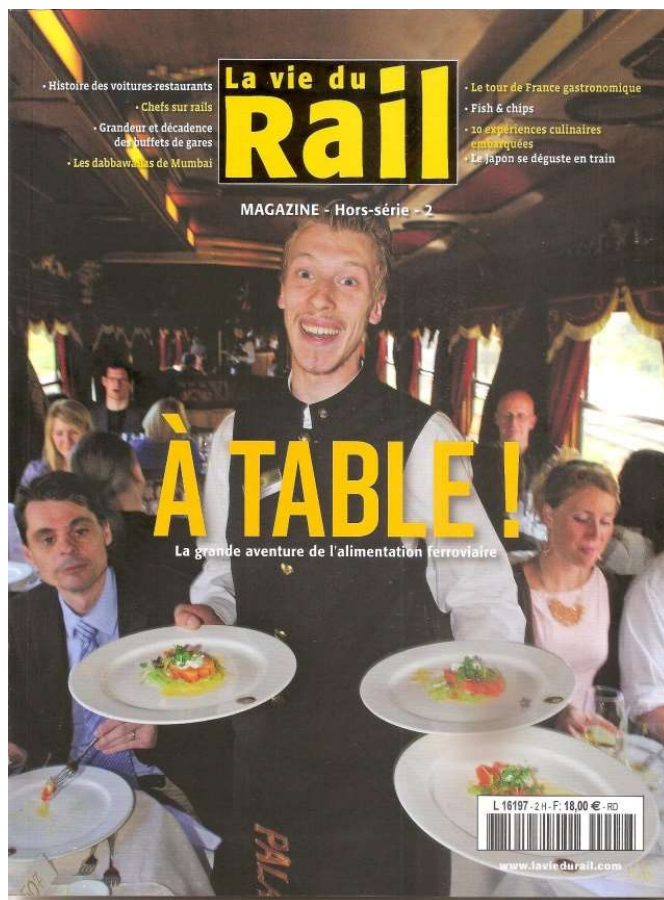
The two parts appear in the magazine editions N° 252 & 253, to order a copy contact www.modelspoomagazine.be

A Table

A new book from the French Railway magazine 'La Vie du Rail'

by Chris Elliott

This book dropped into my letter box just three hours after we published and sent out our Newsletter N° 18. The only regret is that because it was delayed in the post the chapter listing special railway orientated events month by month in 2023 was a little out of date. But we guess that these events will occur again next year 2024.



This book offers an excellent overview of the many ways that railway operators, railway preservation societies and disused railway property that is being used as restaurants - bars.

As the cover suggests, the topics included are: Histoire des voitures-restaurants-Chefs sur rails-Grandeur et décadence des buffets de gares-Les dabbawalas de Mumbai-Le tour de France gastronomique-Fish and chips-10 expériences culinaires embarqués-le Japon se déguste en train.

In the chapter 'Le Tour de France gastronomique', the restaurants quoted offer their menus in classic French style c/w their website address and you can scan their QR code in the book to find out more.

It is on offer at only 18 euros plus postage

From www.laviedurail.com

Letters from our correspondents:

Marc Stegeman wrote:

Hello Chris.

Recently an accident happened to a night train running from Austria to Hamburg with destination Amsterdam.

I wondered which train might be involved as Hamburg and Amsterdam to me seem separate destinations. There were several wounded due to the overhead wire burning the roofs of one or more coaches.

In NVBS magazine *Op de Rails* was stated that Swedish company Snaeltoget might be using (leased) Vectron locomotives. This will enable them to run f.i. the Berlin-Stockholm night train without having to change locomotives at the border. And the ÖBB contracted Skoda works to overhaul & modernize six sleepers for the Night Jet services, with an option for 28 more to follow. Nevertheless, building new sleepers seems to be un-economical or impossible on short term.

In Amsterdam, the night trains were parked and prepared for journey at Watergraafsmeer yard. Watergraafsmeer is east of Amsterdam Central Station, passed by most night trains on their in or outbound journey. As Watergraafsmeer was full up to capacity, decided was to move part of the activities to the west harbour area. Probably the high speed train sets Thalys, Eurostar and ICE will remain there to be serviced. And the former Zaanstraat works (west of Amsterdam-CS) was where the IC Berlin trains were reversed and prepared. But Zaanstraat-area will in future be reduced as it is in a build-up area and more housing space is needed. So a large new yard for passenger trains "Westhaven" has recently been build in the western harbour area.

I didn't try yet to find photographing positions at Westhaven; the location is difficult to reach using public transport. When I get there on my motorbike I'll try to make some photos.

Best regards, Marc

Hello Chris & Dirk again.

Indeed I went to Amsterdam Westhaven, and access turned out to be easy enough.

This new passenger train yard has been build in parallel to and just north of the existing freight train yard. These yards are just in between two roads which at the north-east end are connected. On the north side is still the Hemweg electricity generating plant which is being demolished now. The remains of the enclosed coal conveyor belt over the yards area can still be seen.

In fact, this is the former railway area of the line to the north of North Holland, where once the famous Hembrug swing bridge was. After the Hembrug was replaced by a tunnel more to the west, that patch of land remained available to the NS for these yards.

When going there by private transport, the road provides grassy shoulders which would allow temporary parking to watch and photograph trains. There are some paved entrances but these ought to remain accessible for staff and emergencies, and are not intended as parking places. Although some gates may

have been left open unintentionally, of course access for not authorized persons is not recommended. So I stayed outside of the fenced off area.

When I was there last week, all freight trains (mostly coal transport) had left already, so I had a clear view from the south on the passenger stock. This happened to comprise of the IC train Berlin-Amsterdam, hauled by NS 1750.



And the OBB Night Jet train, behind a similar locomotive in blue livery:



As it was at quite a distance, I don't have more details on identification numbers. (*Editors Note: The sleeper in the middle might be one of the AB33s (ex T2S) 6455 or 6456 from BTE/RDC lend to NightJet as "cooperation partner".*)

I think it was unusually quiet there and maybe next time there will be more trains departing, arriving and some shunting going on. Anyway, here are usually more trains ready visible than at Watergraafsmeer yard where access is nearly impossible.

Best regards,

Marc

InterRail Trip Report

By Richard McCaig



Leaving Berwick Station

The journey began at Berwick-upon-Tweed station after travelling by my folding Brompton bike on a bus from home the 45 miles from a small camp site near the town. LNER trains were modern and so much better than when in previous incarnations. Crew were friendly and smartly attired and after 3 ½ hours I was at King's Cross station crossing the road to St. Pancreas International. Eurostar was great but they were dealing with so many people at check in security and passport control. Given the huge number of people it went well if a bit of a chaotic production line. Airport check-in on steroids!



Leaving Luxembourg station

After reaching Bruxelles-Midi I took a nice room in an apartment in Stockel east of the centre only half an hour away by metro. Stockel is a really lovely area and gave a taste of true Belgian life. Régis was a very friendly host and we shared a beer on arrival. Very laid back and an interesting character, IT consultant and classical music lover. Best of all the breakfast was one of the best on the whole trip!

A couple of nights there gave me a whole day to wander around Bruxelles and see the popular sites but happy to return to the cosy suburban room away from the tourist masses in the old centre.

Luxembourg city after that. The Brompton bike came into its own allowing a whole afternoon of cycling around to see the whole city. I think train-ing it with a folding bike is the ideal travel solution.

The next morning I took the train to Nancy which has a really wonderful place old centre. It's off the tourist trail a little and another taste of real France.

I am keen to speed up a bit as it's been quite chilly and I'm looking forward to some warmth. I planned a couple of nights in Clermont Ferrand before taking the Ligne des Causses which I am looking forward to. From Nancy to Paris I was by TGV arriving to struggle through the crowds at Paris Est as it was the end of the Easter holidays and after taking the metro I departed Gare de Paris Bercy for a 22:30 arrival in Clermont Ferrand.

After a couple of nights in Clermont Ferrand it was time to take the train through some stunning high snow covered plateaux dropping down and alighting in Bédarieux for a couple of nights and a good catch up with Chris at his home in Colombières-sur-Orb.

I have covered the railway kilometres since I was in Colombières-sur-Orb! After getting successfully to Narbonne there was an hour and a half delay due to a train breaking down between Narbonne and Carcassonne. After that all good to Toulouse but a bus replacement to Pau as the line is being upgraded. It's being done in stages so service resumes for a while before the next section upgrade. Easy transfer to Bedous in the French Pyrenees and a lovely room in an old house full of character. Some nice guests to practice my French on (poor them!). That evening I ate at La Transhumance Restaurant next to the station. I highly recommend the free range mountain lamb. It was cooked slowly in a pizza oven as were all the dishes on offer! Fantastic restaurant.

It was a €2 hop on a bus next day to Canfranc Station which indeed is a fantastic building. I think the restoration however is a little new and some of the character of the original building may have been lost but still very impressive. The train to Jaca was 2 and a half hours later so I freewheeled most of the 22km down the Pyrenees on the Brompton to Jaca, with a brief cold beer stop on the way down in the afternoon sun. A bus to Zaragoza where the night was spent in the Eurohotel in the station. The room was huge and at a very reasonable price. I think it has the longest corridor of any building in Europe?



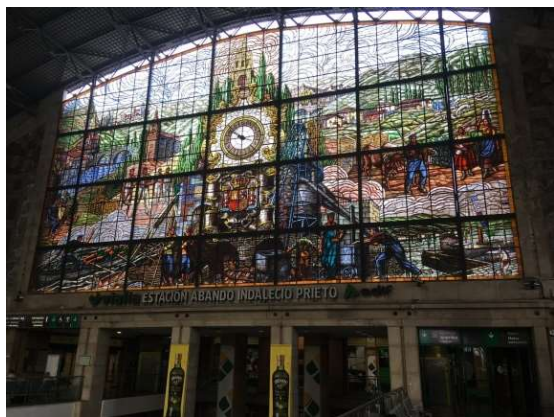
The newly restored Canfranc station hotel

Up to Bilbao the next day from Zaragoza and then a couple of days later onto the metre gauge line to Santander. I met some locals who were active in fighting to keep the whole FEVE 110 year old network open. Apparently the contract is until 2025 and there is fear that the line will then be closed. You can tell



Bilbao Narrow Gauge Station

as there is no advertising of the line and the timetables are designed to put you off using it. I still managed to make it to Oviedo which has a lovely centre. The remaining line to Ferrol was closed for repairs until April 26th and try as I did it seems very difficult to get from there to Porto by train. The guy in the ticket office held his head in his hands when I said I wanted to go to Porto by train! Looks like that will be another trip. Instead I headed to Madrid and the AVE to Sevilla. I loved Sevilla but the heat wave was overpowering reaching 39 degrees! The flamenco festival was in full swing and the city was crowded but it was a remarkable site to experience this festival.



Window in Bilbao Station



Sevilla

I loved Sevilla but the heat wave was overpowering reaching 39 degrees! The flamenco festival was in full swing and the city was crowded but it was a remarkable site to experience this festival.

After a couple of days it was off to Cadiz and a relief from the heat with a constant cool sea breeze. A lovely small city and so peaceful after Sevilla. I shall certainly return there.

Next to Ronda via a replacement bus and after another train failure and a two and a half hour wait in Antequera Santa Anna it was a rail replacement bus to Ronda. A lovely town and a very impressive gorge and bridge. Next day the train to La Roque-La Línea was operational and I cycled from there the 12km to a campsite on the beach just north of La Línea and Gibraltar.

Not sure what to make of Gibraltar. Immediately after crossing the border the atmosphere was much more tense with grumpy British border guards, coronation flags, warm beer and very different streets and buildings. Still the ride up the rock in the cable car was great and with the folding bike I was able to cycle from the top to the bottom trying to avoid the numerous Barbary Apes which seemed to take a liking to attacking my bike with me on it!



I headed to Malaga next. What a beautiful centre and not at all what I expected. Very historic and very relaxed on the beach before the Summer season had really begun. The couple of nights there were really enjoyable though I would not recommend a 'capsule' hotel if you are at all claustrophobic. Still it was a very comfortable couple of nights in the capsule near the beach and thoroughly exploring the maze of streets, tapas bars and magnificent historic centre.

Malaga

Starting to feel the heat of the south of Spain I took the AVE direct to Barcelona. It was good to catch up with my cousin who has lived there for decades. I have not seen her for almost five years so a few days with her introduced me to many places the tourists and cruise ship passengers will never find!

It was then Barcelona to Avignon. This was a tricky one. There is some work occurring on the high speed line so services were limited out of Spain and I could not get a reservation. Since December 2022 the booking system agreement between Spanish and French railways has broken down. Instead it was the regional line to Port Bou and Cerbère. A bit of hanging around the sleepy run down junction of Cerbère before the TER to Avignon. It was a fast and comfortable regional train with some great views on the way across the Camargue.



Avignon Centre Station

Avignon to Alassio. I was going to head to San Remo but after a great chat with an off duty police border guard he convinced me to go to Alassio instead. Wonderful place. So relaxed and at that time of year not many tourists. What impressed me most was the 60s/70s atmosphere with beach huts, faded elegance and immaculately spaced out deck chairs and umbrellas and some ageing traditional hotels. Truly the find of the trip so far and so much more relaxed than the French Riviera which was so busy and built up.

I made the hop from Alassio to Biasca in Ticino, Switzerland via Milano. A good journey. Biasca is near the start of the Gothard Base Tunnel on the Ticino side and my hotel was directly opposite the station. There are some huge freight trains passing constantly to and from the Gothard Base Tunnel but they are surprisingly quiet. It was pouring with rain and only the second rain I have seen since departing Colombières-sur-Orb several weeks before.

The original Gothard Pass line was quite wonderful with the train from Biasca just into Switzerland to Goschenen it was a quick change for the ten minute cog railway journey up a fairly steep incline to Andermatt. Again connections were good and I had to constantly modify my InterRail pass tickets as connections were even better than expected. The journey over the Oberalppass was such a change from the 22 degrees of warmth left behind the day before in Aliossi on the Italian Riviera. It was snowing at the top of the pass and still a lot of lying snow from the winter.



Climbing over the Oberalp Pass



Winding through the Rhine gorge

Descending to Chur was also fascinating after a change from the cog railway to a normal train at Disentis-Muster. Again no delays and a quick change. InterRail passes were immediately recognised however I had to show my passport with each ticket check which has not been the case until before Switzerland.

A quick change at Chur and again at Buchs, and the familiar route through the Arlberg via Innsbruck that I have taken many times in the past. I changed at Wörgl for Kitzbuhel and a night in a very warm and comfortable hostel where there was only one other guest. The benefit of out of season travel! Unfortunately being the end of the Winter ski season almost everywhere was closed and I spent a hungry night in Kitzbuhel. Not one restaurant was open!

The journey continued and I had not tired of it, though it was at times tiring!

Next day in was on to Ljubljana via Graz and no problems with train delays or cancellations. It was a change of train in Spielfeld-Strass where there was a 'phantom' train to Ljubljana that was supposed to arrive earlier. It never appeared and was probably due to the German train strikes that day. It never appeared on any timetable either so maybe it was in fact a phantom train! It was a short train trip over the border to Maribor and again a change of train. It was still raining constantly. In Slovenia the mood changed slightly with some train employees being bit abrupt. Included in the abruptness was the order to jump on a rail replacement bus 20km before Ljubljana. 'Quick, quick move, we go.'

So in the end the weather remained cloudy and wet and in the end I managed to pass through the Swiss and Austrian Alps without seeing a single mountain. The weather had been terrible. The down side to out of season travel!

I really enjoyed Ljubljana and as a small capital the centre was very relaxing. Slovenia is really Austria as it was many years ago, and quite charming. I don't know where the population lives as all I saw were trees on the train to the capital from the Austrian border. Apparently Slovenia is the most wooded country in Europe after Finland.

I took the free guided walking tour the next day and it is highly recommended. Donate what you see fit at the end of the tour. The local food recommendations were spot on with a wonderful 'Jova' sauerkraut soup sampled straight after the tour.

After a couple of nights I headed back to Ljubljana station and took the train to Dobova on the border and dined well in the lovely restaurant next to the station there. It was a 3km cycle over the border to Harmica. Its time like that that I was happy to be hauling my folding Brompton bicycle.

I was met on the Croatian border station by a plain cloths police officer. He sternly asked for my passport. Immediately he said 'there is a problem with your passport'. I was getting a little uncomfortable when he finally said 'Her Majesty requests, should be His Majesty requests' and he burst out laughing! We had a great twenty minute chat before the onward train to Zagreb arrived. I immediately felt again at home in a country I have enjoyed visiting in the past.

Zagreb is indeed a fine grand city with ordered streets and some fine central buildings. A small area of the old town remains with the usual restaurants which unfortunately are now a bit touristy.

I asked about trains to Beograd at the ticket office in Zagreb. 'No trains, politics' was the reply! So I tracked down a bus to Beograd. Not expensive and a very comfortable bus that stopped many times for the smokers. The border checks into Serbia took 1½ hours and the process was a complete chore. No issues in crossing but I had to ask for them to stamp my passport.

In Beograd I found a nice hotel and caught up with an ex-workmate and good friend from Australia. She had Serbian parents who migrated to Australia many years ago. Since their ill health she came back to Serbia to look after them and stayed on, marrying a Serbian and starting a family. We worked together in Sydney for 7 years and I had not seen her for 23 years so it was a fantastic day catching up after so many years and sampling local food and drink as well as having a personal guided tour of the city for a day from a local. I was invited to return for a longer stay with her family in future.

I noted the contrast of the new Beograd with huge Chinese, Russian and US investment on one side of the River Seva, and the crumbling soviet era buildings on the other side. Indeed a huge wealth inequality in Beograd and some shocking scenes of poverty so close to buildings that seem more at home in Dubai.

On leaving Beograd it had to be a bus to Sofia, changing onto a small minibus at the border. Sofia was unremarkable as the rain continued sometime very heavy rain. It was not showing its best side due to this weather. I think at that point I found my low spot on the trip so far. It was so uninspiring due to the weather. I was happy to jump on the train after a couple of days and head to Ruse on the Danube on the Bulgarian/Romanian border. The train to Ruse however was very slow and used old Soviet rolling stock.

Spirits were lifted in Ruse the next day however as the sun finally showed itself after ten days of constant rain. The Danube was wonderful and the small city of Ruse is a really lovely place. I stumbled upon a restaurant where a local folk dance group came every Thursday night for a meal and dance practice. Truly fantastic music and folk dancing and friendly locals educated me on the history and costumes of the regions of Bulgaria. I decided against ordering the 'Nervous Horse Burger' or 'Boneless sheep's head' for dinner!



Train waiting to leave for Ruse

Next day the train shuffled across the Danube to Giurgiu on the Romanian side where passports were checked and stamped once again before heading on to Bucuresti Nord via Vedana. The train was not in any rush and arrived 40 minutes late. My connection to Constanta missed. Luckily there was another train an hour later which required a reservation. I didn't bother and no-one checked and I obtained a seat soon after departure from Bucharest.

I arrived in Constanta happy to see the Black Sea. Indeed a special place. Some dilapidated buildings but a lot of restoration work is happening there. The old casino building on the peninsula is finally being restored and I think it will be a wonderful sight when completed. There was a special atmosphere there and I vowed to return one day.

It's a sign of the times that grain ships were moored off shore waiting to transport grain from Ukraine. Many Ukrainians registered vehicles were there and many Ukrainians have made their temporary homes in Constanta.

I cycled to the station in Constanta the next day as there were no reservations available on-line for the night train from Sighisoara to Budapest. I managed to easily get a couchette reservation at the ticket office in Constanta for the following day. Nothing like dealing face to face with railway ticket staff. I found out that booking InterRail reservations are best done at the train station. Throughout the trip I found that the InterRail on-line system of reservation booking does not always seem to keep up.

It was off to Sighisoara in Dracula country the next day and then on to Budapest with the night train the next day, and further to Krakow. Time was running out both on my InterRail ticket and on Schengen days. I hoped to travel the Baltic states before returning home, with days to spare in the new post-brexit shambles of our reduction in freedoms.

Up to this point in the trip timings in relation to the European Train Timetable. Not many delays or problems at all.

Where were we, oh yes, Sighisoara in Transylvania. A lovely old centre and indeed the buildings were just as you would imagine. I stayed one night and took the night train the next evening at 21:00 after experiencing a one hour delay. Taking one of the top bunks I shared a 6 berth couchette with a family. I was considering upgrading to a sleeper but the experience was interesting. A friendly family. I will book a sleeper in future on any night train as the price difference was not that great. The night train crawled along at about 30mph for a few hours as I had seen the previous day there was the beginning of the construction of a high speed line between Bucharest and Budapest due to be completed within ten years as I understand.

The night train was comfortable and the Romanian carriages were old style but probably built in the last 20 or 30 years or so, but that is a guess. Being woken up at 02:30 to have passports checked twice to re-enter the Schengen area from Romania into Hungary was not pleasant. The train arrived very early about 6:30 in Bucharest-Keleti station and I had to cycle several kilometres to Budapest-Nyugati station to catch the 08:12 train to Krakow. Again the bicycle proved its worth and was a much more pleasant way to travel between the two stations in the early morning sun. Lots of restoration and construction work going on at the Nyugati station. I made it but could not find a ticket office so I had no required reservation. As it turned out the ticket inspector was not that bothered!

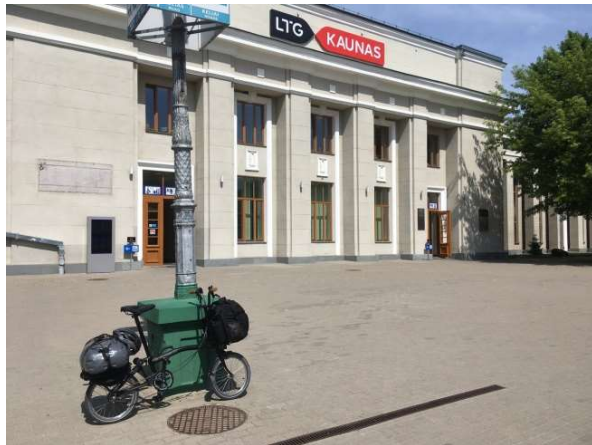


hotel room view

I really enjoyed Krakow. It had a lot of historical variety and I sampled some wonderful Polish cuisine. After a couple of nights it was off to Warsaw and again it also has a fabulous old city centre. I managed to get a fairly inexpensive room overlooking over the old central square. The Pokoje Goscinne Dom Literatry Hotel was quite a unique place, with probably the slowest lift I have experienced. It has a very old ambiance and is a centre for literature. There was a Chopin piano recital in the small theatre in the building that evening which was really excellent.

There was a train to Kaunas in Lithuania but it would have been very slow as work continues on the Rail Baltica project. There is only one very early morning train from Warsaw to Vilnius so I switched to the LUX Express bus. The most comfortable bus I have ever been on and was more like an airline experience.

Kaunas was very interesting and there was a festival taking place celebrating the 650th anniversary of the founding of the city, Lithuania's second largest town. There was a large jazz orchestra playing jazz/swing music on the edge of the river complete with an impressive water and light show. There were many craft beer tents doing a roaring trade with some really excellent beers on offer.



Next day I took the train to Vilnius. Quite a modern train and it was the same type of train that I arrived in in Bédarieux in France. Vilnius was simply stunning. A very large and well preserved old centre with many fine buildings.

It had to be the LUX Express bus again after two days as there are no direct train connection with Latvia. Riga was interesting with a very small old centre and some fantastic churches. One night was enough to see the whole centre (helped by the folding bike) before heading the next day for two nights in Tallinn. Again it was by LUX bus as there is again no cross border train between Riga and Tallinn.

I enjoyed Tallinn for a couple of nights and it definitely felt more Scandinavian, with the local food to match. It is maybe that they get a lot of Finnish tourists so that is what the restaurants offered but I did find some restaurants serving traditional Estonian dishes which were very similar.

It was a two hour modern ferry (more like a mini cruise) to Helsinki where I spent two nights. I really enjoyed Helsinki and was so much more interesting than I expected. The Finns are very laid back and somehow the old buildings from the time when it was part of Russia seem in stark contrast to the people's warmth.



Helsinki Station restaurant



Leaving Helsinki

Originally I had planned to head to the top of Finland by train and back down through Sweden. Time wise I could have done it but I would meaning having to move every day and so decided that Scandinavia's North would require a much longer InterRail trip in future to fully appreciate it's immense size, flavour and scenery. Instead I took the 17:00 ferry to Mariehamn on the Åland Islands. I had originally booked a basic cabin but when I ventured down to the tiny cabin at the bow and below the two car decks next to the hull my mild 'Titanic' film induced claustrophobia got the better of me and I slept on a sofa on an

upper deck where I could see out of a window! It was not so nice however being woken up at 04:30 to get off the ferry!

The Åland Islands were wonderful. They proudly declare themselves as autonomous and demilitarised and have their own car number plates and stamps. Though part of Finland (and they speak Swedish) they are not in the EU financial system and the islands are duty free. All ferries between Helsinki and Stockholm all stop there for a minimum of ten minutes in order to maintain the islands' duty free status.

The islands are very low lying and mostly forested with a few great beaches. I put the tent up on arrival at 5am at a lovely campsite near the ferry terminal and stayed another night. A very strong maritime history of Baltic and worldwide trade is highlighted in the Mariehamn Maritime Museum. Well worth a visit. There is the last remaining four masted iron cargo barque still in its original condition and was fascinating finding out about its life from when it was built in 1903 in Glasgow until its final voyage back from Australia in 1957.

I had to cycle the 30km between Mariehamn and Långnäs on the second day to the East to catch the ferry at 01:45 for Stockholm. It was a very pleasant slow cycle in wonderful evening sun. After not having a cabin to the islands from Helsinki I upgraded to a cabin with a large porthole which was so much better. I slept well only to wake as the ferry wound its way through the islands of Stockholm before arrival.

I cycled to the station to make a reservation for the train that would leave three hours later to Copenhagen. I was running out of days remaining on my InterRail pass so was keen to continue and to spend two nights in Copenhagen instead. Stockholm Central Station was the first station I had been to that did not have a ticket office! Finally I managed to make and pay for a reservation via the InterRail app. In the end no one checked my ticket at all on the way to Copenhagen! The trains were modern IC, fast and very busy. The buffet car was huge with comfortable seating and a fantastic selection of food at reasonable prices (much better value than UK trains!). It was an enjoyable 5½ hours to Copenhagen.

I loved Copenhagen instantly. So many bicycles and great bicycle routes throughout the whole city. I had to be alert on my little Brompton folding bike as the locals were clearly experts dealing with each other, electric scooters, complex traffic lights, pedestrians, trams and bewildered tourists. I soon got the hang of it and started to feel like a local. I visited the mermaid statue (of course), cycled a lot of the city, including to the Christiania self-declared independent area, and even took a short scenic flight on a twin otter float plane for some great low level views over the city at 1000ft. I will definitely go back to Copenhagen for a longer stay. A lovely city.

I had contacted a friend in Bremen and after two nights took the Danish train to Köln changing nicely onto a DB train heading for Basel. Very comfortable, also very busy and quite an amazing wooden interior in some carriages. From Köln to Bremen it was a German ICE train. All trains from since rejoining the railway system in Stockholm were on time and as per the InterRail app timetable.

It was good to catch up with (another) Chris and his wife in Bremen. They have lived there for almost 40 years. Chris is originally from SE England. We had a lovely meal out at the theatre in Bremen. I had white asparagus with ham and hollandaise sauce. White asparagus is grown in the Bremen area and a truly local speciality. Delicious and ideal seasonal timing!

Next day it was off on the penultimate train to Brussels and a night next to Brussels-Midi ready for the Eurostar to London and LNER back up to Berwick. I had a couple of beers with an United Airlines 737 pilot originally from Guatemala based in Houston, TX. Interesting stories he told!

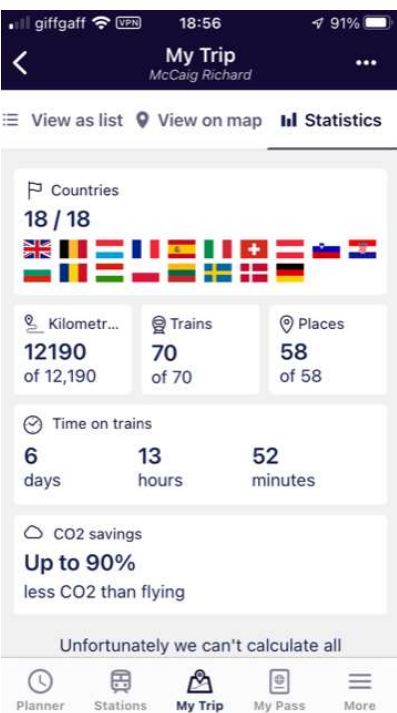
I got back home on the evening of Friday the 9th June after departing Brussels at 11:30 local after a delay to the 10:52 train due to late departure of the previous train. An easy 30 minute change from St Pancreas to Kings Cross and in 3 ½ hours I was in back in Berwick-upon-Tweed. A couple of well timed connecting buses followed by and a wonderful 7 mile final cycle to my front door in the evening sun as I reflected on two month the trip. The house was fine but the garden has gone completely feral! The tree fruit trees I planted two days before I left two months ago were looking good thanks to a neighbour watering them regularly during a particularly hot spell while I was away.



Overall I really enjoyed the trip visiting many countries and cities I had never visited before. Perhaps not long enough in each place to fully appreciate the locations, people or food and more of a 'sampling' with a view to return to some favourite places in the future.

I would say that two months was too long as after about six weeks I was getting a little overdosed on travel and changing locations. I would indeed recommend doing the same trip but by using two separate one month InterRail passes instead.

The InterRail app was excellent in generating the required train ticket, though sometimes the QR ticket code would not appear in the app and I often had to reload the journey to access the ticket. A bit embarrassing with the ticket inspector hovering over you! I have reported all deficiencies with the app and the web site to InterRail so hopefully they can continue to improve it. Of course the old style paper pass is still available.



So according to the app statistics section it was 18 countries covering 12,190 km on 70 trains to 58 places. Train travel time was 6 days, 13 hours and 52 minutes with up to 90% less CO2 than flying. This does not include travel where trains were not available and buses were used instead. Overall I have found the train systems throughout my journey to be generally punctual, of good quality and well used by travellers. Bulgaria rolling stock and track however needs some modernisation on the lesser used routes I took there. The two month pass was well worth it and I met many who had also bought the InterRail pass last year as I did on its 50th anniversary with a 50% discount!

A final comment would be that food services need to improve on many trains. I believe this is happening slowly. Many trains only had snacks available if at all. Carrying local currency and a bank card was necessary as I was caught out a few times where it was cash only or the card reader was not working.

There are not so many night trains as there used to be as many were cancelled during the pandemic and have not yet been re-instated. I understand that Austrian NightJet and another private companies are keen to change this situation.

Brompton folding bike report - one lost bolt on the first day (replaced after hunting for the correct sized bolt in a hardware shop in Kelso), two other bolts tightened (thank you cafe owners involved) and tyres topped up once after seven weeks. No other problems. A workhorse!

It was back to some lovely sun on the sundeck deck of my cabin in the woods and the freedom not to move for a while!

“Information is for sharing and not gathering dust!”

Dirk Frielingsdorf

This quote from Terry Bye, the editor of the British Pullman Newsletter (before this newsletter was published, it was the "Pullman & CIWL News") sums up a problem: The many collectors of historical artefacts who thankfully come across documents or other collectible items from history, in this case the history of the CIWL, and take them into their care - good and right, I do not act differently.

It becomes a problem when these collections do not end up in good and/or professional hands at the end of the collector's life, but in the unfortunately not so rare case end up in the rubbish or waste paper. Important information is lost in this way. In this way, private archives in particular become increasingly invisible to the interested public, and that is a pity!

Personally, I have had very positive, but also very negative experiences with other collectors. Many support me with their knowledge, their documents and their photos, which is important and enables me as a hobby researcher to compile, evaluate and publish the knowledge, as I do here or especially in the German-language Wagons-Lits forum.

But I have also had negative experiences, just one example: there were highly interesting CIWL documents draped in bulk as background for an online sales offer, without any connection to the one offered. When I asked the creator of the offer whether he could provide me with a copy of the documents from the photo background for evaluation, he said no: "Those were documents of his father, which were important to him, and he would not give them out, not even as a copy". And one day it will probably end up in the waste paper...

So here's a big plea: take care of your collections, put them in good and knowledgeable hands, in archives (preferably those that are open to researchers), and make it clear to your descendants that there is no waste paper stored on the shelves and in the boxes... Because it's bad if the collections gather dust during your lifetime - it's worse if they are destroyed.

Visit the Languedoc now part of the region of Occitanie of France with its active and disused railway lines and services

by Chris Elliott

The large village of Colombières sur Orb sits astride the former railway line from Montpellier to Mazamet and Toulouse. A section of this line from Bédarieux to Mazamet, some 75 kms, has been converted into a 'Voie Verte' and offers some rambles amongst some stunning country. Many of the station buildings have been put to other uses and a few have been converted into dwellings.

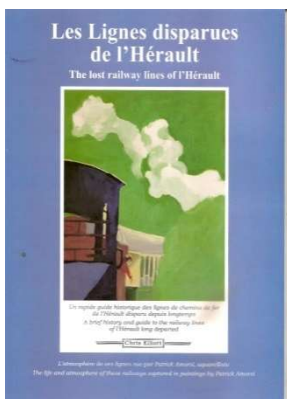


Colombières sur Orb itself offers extra four star comfort at 'The Chateau' with its own swimming pool and a 12th century tower which sits majestically up and above the Chateau. This is a comfortable base for exploring these lines, with a swimming pool and restaurant facilities.





To know more contact Sébastien Salavin at www.gites-de-charme-languedoc.com



Olargues Cité Medieval

The busy intercity lines north to Paris and south to Spain from Béziers operate with a shuttle to Bédarieux station with its listed circular roof.

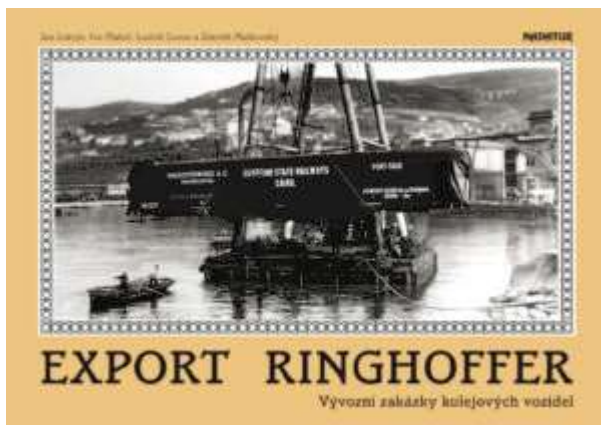
These lines are well documented in an english-french language history called 'Les Lignes disparues de l'Hérault - The Lost Railway Lines of l'Hérault'

Anyone interested in this historical guide should contact us at elliott.chris@gmx.com

New CIWL related books from The Czech Republic

By Pierre Birgé

EXPORT RINGHOFFER – Vývozní zakázky kolejových vozidel (Export orders of rolling stock)
by Jan Lutrýn, Ivo Mahel, Ludvík Losos and Zdeněk Malkovský



The Ringhoffer wagon works in Prague- Smíchov was in the interwar period one of the biggest rolling stock manufacturers in the world. Internationally it is famous for its saloon cars, but it also built large numbers of regular coaches and wagons for CIWL and 21 countries. This is a fine album based on glass plate photographs from 1875-1950, arranged by country. For example, 6 pages are devoted to deliveries to Finland, 30 to Romania, 14 to Turkey and 12 to Argentina. 26 pages are devoted to the CIWL. Pictures include of sleeping-car 0102, dining-

cars 444, 392, fourgon 1072, sleeping-car 485, dining-car 0193, fourgon poste et bagages 1089, gas transport wagon 1111, sleeping-car 680, dining-cars 726, 987, 1606, sleeping cars 1674, 2271, 3008, 2901. A two page table lists the carriages delivered.

Czech text with short summaries in English and in German. 358 pages 30x21 cm, hb.

1090 CZK (approx. 46 EUR) from NADATUR in Prague (<https://www.nadatur.com/>), and from various model railway shops in the Czech Republic (I bought mine from PRAGOMODEL, <https://www.pragomodel.cz/>).

Nadatur also publish:

- Osobní vozy ČSD 1918–1939 (ČSD passenger cars 1918–1939) price 990 CZK
- Osobní vozy ČSD II. 1939–1992 (ČSD passenger cars II. 1939–1992) price 1090 CZK
- Osobní vozy ČSD III. – vozy speciálního určení (ČSD Passenger cars III. – special purpose vehicles) price 1190 CZK and
- Osobní vozy ČSD – doplňky a nové objevy (ČSD passenger cars – accessories and new discoveries) price 320 CZK

by the same four authors Ivo Mahel, Ludvík Losos, Jan Lutrýn and Zdeněk Malkovský.

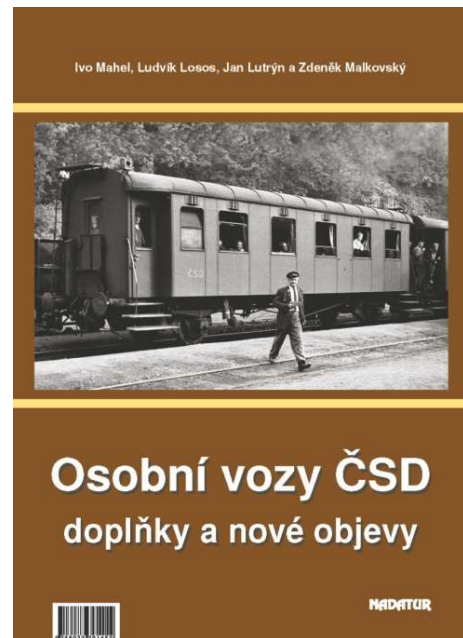
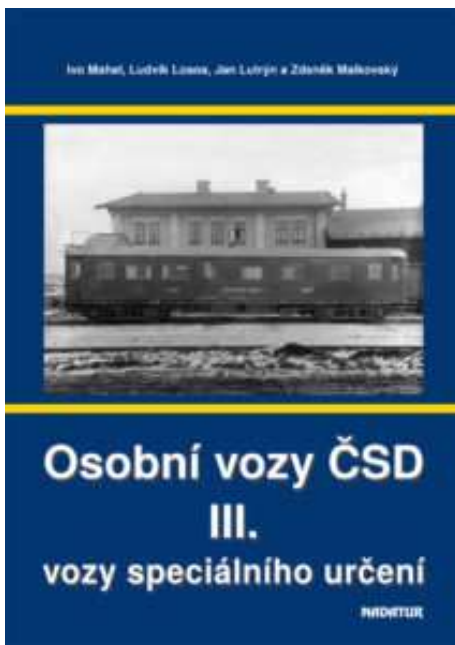
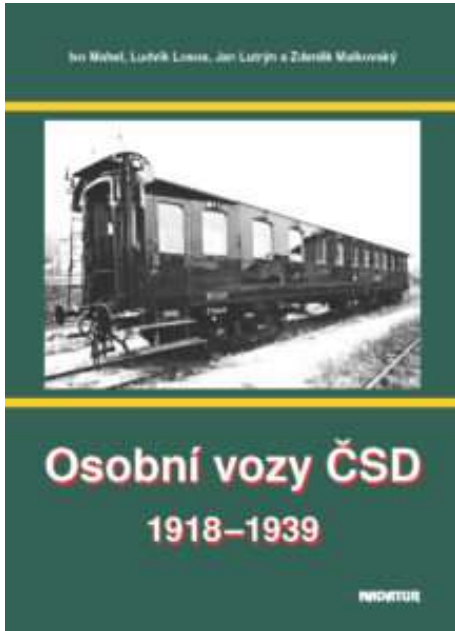
The first two books of the series depict Czechoslovak passenger rolling stock, including buffet and couchettes carriages. Dining cars and sleeping cars, including a few CIWL, are in the third volume.

The three volumes are around 340 to 380 pages each, including a large number of drawings and photographs, and the usual short summary in English and in German.

The last volume is a set of loose pages of findings since the first three volumes were first published.

As with the Ringhoffer book above, these are available from NADATUR in Prague (<https://www.nadatur.com/>), and from various model railway shops in the Czech Republic (I bought mine from PRAGOMODEL, <https://www.pragomodel.cz/>).

Although visiting Prague is always a pleasure, mail order is probably best, otherwise the weight of all these together will pull your arms off! A real encyclopaedia.



Coches-Camas Resataurantes y Salones - Javier Aranguren

by Dirk Frielingsdorf



If you've always had a problem with the fact that Javier Aranguren's very comprehensive, informative and, above all, richly illustrated work has not been available for a long time, a revised new edition is now available!

Gestión Ferroviaria has just published the new edition, it arrived today by parcel. ISBN: 978-84-09-48979-4. You can easily order by email to comercial@gestionferroviaria.es, you will get an answer with the IBAN data and after 10-14 days the book will be there. The book costs 57,00 Euro plus about 11,00 Euro shipping to other EU countries (please ask for other destinations).

The book has remained largely unchanged in format and size (currently 456 pages) and weight (!). Inside, a lot has changed in contrast to the first edition of the author, who unfortunately died much too early at the age of 69 in 2013. Josep Caldera Pi, who has already published numerous railway books in Spain, is responsible for the revision with many new illustrations and drawings, also in colour.

The chapter structure has remained the same, but is now more clearly separated, preceded only by a chapter overview, each chapter then contains its own table of contents. The "otras companias" naturally also include the former CIWL wagons that acquired them or continued to procure their designs (YF, T2) as well as the numerous museum wagons in Spain (addressed in the respective wagon types) and tourist trains (in the new chapter 10).

Another significant change is the extensive list appendices, which, on closer inspection, unfortunately contained some sources of error in the first edition, which hopefully have now been eliminated: Each carriage chapter contains its own colour-highlighted tables in the respective subchapter, which makes the cumbersome scrolling of the first edition unnecessary. And: the end of Aranguren's original work in the year of publication 1996, the more recent developments, especially the Talgo traffic, are of course now included.

All in all, a heavyweight work (again) that I look forward to studying in more detail.

A correction slip was already enclosed with my edition, as a few errors must have crept in between the last proofreading and the printing job. It's nice that they were documented right away.

The work is written in Spanish and contains no translations, e.g. into English. But most of it should be obvious, if not, deepL.com will help.