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### Editorial – Chris Elliott, Dirk Frielingsdorf

Although we at ‘Amis des Wagons-Lits’ concentrate on the past and present of CIWL, we do like to follow the latest news of today’s Night Trains.

So it came as no surprise to read in the February edition of the ‘la Vie du Rail’s magazine ‘Rail Passion’ that SNCF backed by the French Government has reintroduced a Night Train between Paris and Aurillac, but using old out of date carriages.

The editor of ‘Rail Passion’ comments on this lack of vision for France’s Night Trains as compared with ÖBB’s Nightjet now operating all over Europe but using the very latest Siemen’s built couchette and sleeping cars.

It is a sad reflection on France’s key role in CIWL’ past! Austria now leading the way shows just how much foresight has gone into their extra-large investment, not to mention the benefits to climate change.

So the days of the 'Verspätung' board at every Austrian Station are now a distant memory.

We have included an article written by our friend Juan Delgado Luna recording a special lecture he gave dedicated to the many drivers, firemen who drove the famous Spanish steam locomotives that hauled 'The Sud Express' in the days of steam. Whereas many remember Spain as the place in the sun. Spain is in effect the second most mountainous country in Europe. The 'Confederacion' Locomotive was a very powerful loco. Miranda Ebro is a railway junction linking the lines to Zaragoza in the east, Madrid in the South and Salamanca en-route to Lisbon. We have also re-produced an article about these powerful locomotives that we wrote and was published by the UK's International Railway Society IRPS back in 2014.

Although small references have appeared in several of the railway magazines to what is going on at Mohon, the storage depot where SNCF has been keeping quite a number of locos, rolling stock etc, as there is no space in the Cité du train in Mulhouse; we are able to explain all of this thanks to an article by Xavier Guerra.

What is also worrying several heritage associations in France is that they have been told by SNCF that they can no longer operate their steam and other locomotive hauled trains on certain lines. This will particularly impact on AJECTA and this will affect other associations in terms of their income and costs. It is no great surprise as one senses a strong lack of interest in heritage railways in France by SNCF and others.



**De eerste nightjet uit Wien en Berlin met de ÖBB Vectron komt aan en Brussel Zuid, 14 maart 2024**  
**The first NightJet from Vienna and Berlin now with ÖBB Vectron arrives at Brussels Zuid al march, 14<sup>th</sup>, 2024**  
**Le premier Nightjet au départ de Vienne et de Berlin, désormais équipé du Vectron d'ÖBB, arrive à Bruxelles Sud, 14 mars 2024**  
**El primer Nightjet desde Viena y Berlín ahora con el ÖBB Vectron llega a Bruselas Sur, 14 de marzo de 2024**  
**Der erste Nightjet aus Wien und Berlin nun mit dem ÖBB Vectron kommt in Brüssel Süd an, 14. März 2024**  
**Photo: Kurt Foncke**

## « Nord-Express »

*Part I 1896-1914, by Jean-Marc Dupuy*

Ayant déserté les voies ferrées françaises, belges et allemandes depuis de nombreuses années, le train de luxe « Nord-Express » fut sans doute l'une des plus fameuses relations lancées à la fin du XIX<sup>e</sup> siècle par la Compagnie Internationale des Wagons-Lits (CIWL).

Né de la guerre de 1870-1871, l'antagonisme entre la France et l'Allemagne n'avait pourtant pas facilité les échanges entre ces deux pays alors ennemis. Plus que toute autre, la mise en route de cette nouvelle liaison au départ de Paris et devant notamment traverser la Prusse, avait nécessité de la part de la Compagnie Internationale des Wagons-Lits et des Grands Express Européens (CIWL), de longues années d'efforts et de négociations avec les différentes administrations ferroviaires traversées.

*Having deserted the French, Belgian and German railways for many years, the luxury train "Nord-Express" was undoubtedly one of the most famous connections launched at the end of the 19th century by the Compagnie Internationale des Wagons-Lits (CIWL).*

*Born from the war of 1870-1871, the antagonism between France and Germany did not facilitate exchanges between these two countries, then enemies. More than any other, the launch of this new connection departing from Paris and having to cross Prussia, required many years of work on the part of the Compagnie Internationale des Wagons-Lits et des Grands Express Européens (CIWL). Negotiations crossed between the various railway administrations.*

### **La tentative avortée du « Nord-Sud-Express »** *The aborted attempt of the "North-Sud-Express"*

Après avoir successivement lancé en juin 1883, l'Orient-Express, puis en décembre suivant le Calais-Nice-Rome-Express, Georges Nagelmackers, le fondateur de la CIWL, rêvait d'une grande relation transcontinentale reliant le nord et le sud de l'Europe.

Dans cette optique, en 1882, il avait chargé son ami le comte de Chazelles d'une délicate mission de négociation avec l'Administration ferroviaire de l'Empire russe ; il en avait résulté la passation de divers contrats d'exploitation, dont un prévoyant un service éventuel entre Paris et Saint-Pétersbourg (alors capitale de cet Etat). A l'autre bout du continent européen, les émissaires de la CIWL avaient signé des accords pour des circulations de leurs matériels entre Lisbonne et Madrid.

Pour Georges Nagelmackers, il était alors tentant d'unir en une seule liaison Saint-Pétersbourg à Lisbonne. Desservant au passage les villes de Berlin et de Paris et comportant également une branche détachée à Liège pour la desserte de Bruxelles et de Londres via Calais et une traversée de la Manche, ce projet aux études bien avancées avait reçu le nom de « Nord-Sud-Express ».

Reliant sept capitales européennes, ce train devait réduire de vingt heures la durée du trajet entre Paris et Saint-Pétersbourg. Les passagers désirant poursuivre leurs voyages lointains par des voies maritimes gagnaient aussi trois jours de navigation en s'embarquant au terminus de Lisbonne au lieu de Londres ou même du Havre.

*After successively launching the Orient-Express in June 1883, then the following December the Calais-Nice-Rome-Express, Georges Nagelmackers, the founder of the CIWL, dreamed of a major transcontinental relationship linking the north and south of Europe.*

*With this in mind, in 1882, he had charged his friend the Count of Chazelles with a delicate mission negotiating with the Railway Administration of the Russian Empire; this resulted in the signing of various operating contracts, including one providing for a possible service between Paris and Saint Petersburg (then the capital of this State). At the other end of the European continent, the emissaries of the CIWL had signed agreements for the circulation of their carriages between Lisbon and*

*Madrid. For Georges Nagelmackers, it was then tempting to unite Saint Petersburg to Lisbon in a single connection. Serving the cities of Berlin and Paris and also including a detached branch in Liège for serving Brussels and London via Calais and a crossing of the Channel, this project with well-advanced studies was given the name "North-South -Express." Connecting seven European capitals, this train was to reduce the journey time between Paris and Saint Petersburg by twenty hours. Passengers wishing to continue their distant journeys by sea also gained three days of navigation by boarding at the Lisbon terminus instead of London or even Le Havre.*

Les progrès techniques laissent alors entrevoir la construction prochaine de systèmes de bogies interchangeables pour s'affranchir des contraintes des changements d'écartement entre les points frontières situés entre la Russie (1,524 m) et l'Allemagne (1,435 m) d'une part et entre la France (1,435 m) et l'Espagne (1,675 m) d'autre part. Cette idée originale et ambitieuse fut dévoilée par Georges Nagelmackers dans une note en date du 11 mars 1884 :

*Technical progress then suggested the upcoming construction of interchangeable bogie systems to overcome the constraints of changes in gauge between the border points located between Russia (1,524 m) and Germany (1,435 m) on the one hand and between France (1,435 m) and Spain (1,675 m) on the other hand. This original and ambitious idea was revealed by Georges Nagelmackers in a note dated March 11, 1884:*

« A mon sens, tous nos efforts doivent tendre à perfectionner d'abord, à multiplier ensuite, les trains spéciaux de notre Compagnie. Je suis loin de dédaigner les services isolés de wagons-lits qui sont la base de notre entreprise. Ils constituent à proprement parler la véritable première classe de véhicules. Nous avons créé la véritable première classe des trains et c'est celle-là qui jouit auprès du voyageur international de la plus grande faveur.

La création de ces grands express internationaux ouvre à notre société un horizon nouveau des plus étendus et des plus brillants. Il n'est pas douteux qu'avant peu d'années toutes les capitales de l'Europe seront réunies par ces trains à la fois plus rapides et plus confortables, dont toutes les administrations de chemins de fer reconnaissent l'influence sur le développement du trafic. »

(Roger Commault cité dans son ouvrage Georges Nagelmackers la Capitelle)

*"In my opinion, all our efforts must be aimed at first perfecting, then multiplying, the special trains of our Company. I am far from disdaining the isolated sleeping car services which are the basis of our business. Strictly speaking, they constitute the true first class of vehicles. We have created the true first class of trains and it is this which enjoys the greatest favor with the international traveller.*

*The creation of these great international expresses opens up to our society a new, most extensive and brilliant horizon. There is no doubt that before a few years all the capitals of Europe will be united by these*

trains which are both faster and more comfortable, the influence of which all railway administrations recognize on the development of the traffic. »

(Roger Commault cited in his work *Georges Nagelmackers la Capitelle*)

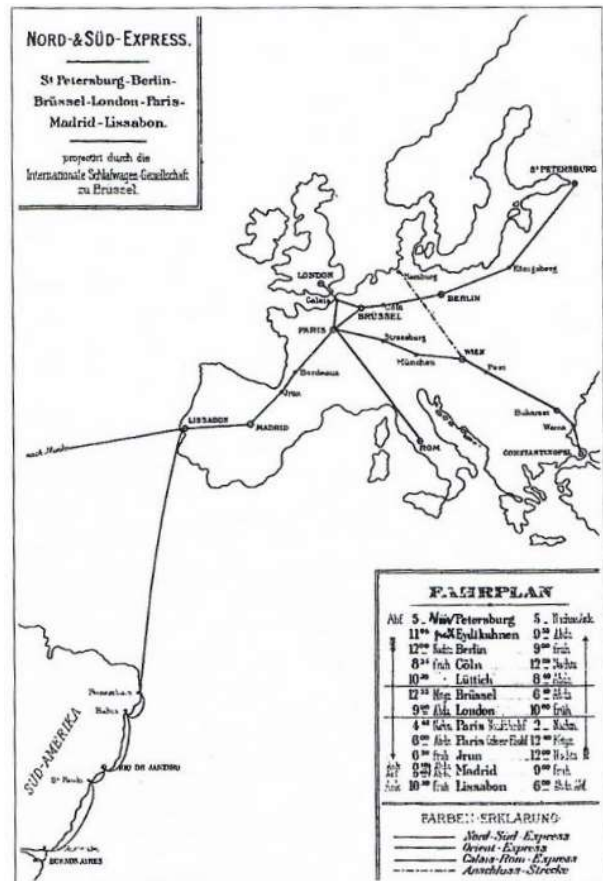
Pour la mise en service prévue du « Nord-Sud-Express » au service de l'hiver 1884-1885 et devant au début de son exploitation nécessiter trois rames distinctes en correspondance, différents trains d'essais furent mis en circulation. La presse parisienne se fit l'écho de celui du 30 mai 1884 au départ de Berlin :

*For the planned entry into service of the "North-South-Express" in service in the winter of 1884-1885 and which at the start of its operation would require three separate connecting trains, different test trains were put into circulation. The Parisian press echoed that of May 30, 1884 from Berlin:*

**P**ROJET de création du NORD-SUD-EXPRESS entre Saint-Petersbourg et Lisbonne.  
On nous annonce de Berlin que la Compagnie Internationale des Wagons-Lits a fait hier un voyage d'essai avec le nouveau matériel de ses **Trains-Eclairs de Luxe**, en vue de la création du « Nord-Sud-Express ».  
Ce **train** qui reliera Berlin, Bruxelles, Paris, Madrid et Lisbonne à Saint-Petersbourg, permettra de se rendre de Berlin à Paris en 16 heures 1/2, et de Madrid à Paris en 26 heures.  
Le ministre de Belgique et les fonctionnaires supérieurs des chemins de fer assistaient au voyage d'essai.

Journal des Débats 30 mai 1884 (Gallica BNF)

Projet de 1884 (document Albert Mühl dans Internationale Luxuszüge EK Verlag 1991)



Les délégués de la CIWL déchantèrent assez vite face aux représentants des chemins de fer allemands (KPEV). En France, le Journal des Transports du mois de juillet 1884 se faisait l'écho de ces difficultés :

*The CIWL delegates quickly became disillusioned with the representatives of the German railways (KPEV). In France, the Journal des Transports of July 1884 echoed these difficulties:*

Journal des Transports juillet 1884 (Gallica BNF)

La Compagnie des Wagons-lits ne doute pas de faire lever les difficultés qu'elle rencontre encore à Berlin pour l'organisation de son nouveau train qui prendra le nom de *Nord-Sud-Express*, reliant entre elles sept grandes capitales, réduisant de vingt heures la durée du trajet de Paris ou de Bruxelles à Saint-Petersbourg, permettant aux voyageurs, sans avoir à changer de voitures, d'aller s'embarquer à Lisbonne, en quittant Berlin, par exemple, trois jours plus tard que les voyageurs qui auraient à s'embarquer au Havre ou à Southampton ; le *Nord-Sud-Express* semble être assuré, dès sa création, d'un succès complet. Son importance au point de vue des relations postales entre les pays du nord de l'Europe et de l'Amérique du Sud n'a pas besoin d'être démontrée.

Cette tentative de liaison transcontinentale échoua donc. Inspirés sans doute par les directives nationalistes d’Otto von Bismarck, les KPEV souhaitaient développer leur propre réseau de relations dotées de voitures-lits et de voitures-restaurant. Toutefois, les différentes études réalisées par la CIWL pour ce train ne furent pas oubliées. Elles connurent toutefois un début partiel de concrétisation lors du lancement du « Sud-Express » en 1886-1887. Mais contre toute attente, suite à de sérieuses difficultés avec les lignes des Chemins de fer prussiens qu’il fallait emprunter nécessairement, la concrétisation d’une relation de luxe vers la capitale de l’Empire russe allait cependant mettre de longues années avant de se réaliser.

De son côté, la Compagnie du chemin de fer du Nord avait pu trouver un accord avec ses homologues belges et allemands pour organiser un train rapide entre Paris, Berlin et Saint-Pétersbourg. Proposée au mois de juin 1885 et réservée aux voyageurs de 1<sup>ère</sup> classe et de 2<sup>ème</sup> classe, cette liaison faisait gagner près de six heures dans le sens franco-russe (61 heures et 10 minutes) et même douze heures en sens inverse (56 heures et 24 minutes).

*This attempt at a transcontinental connection therefore failed. No doubt inspired by the nationalist directives of Otto von Bismarck, the KPEV wanted to develop their own network of connections equipped with sleeping cars and dining cars. However, the various studies carried out by the CIWL for this train were not forgotten. However, it began to partially materialize with the launch of the “Sud-Express” in 1886-1887. But against all expectations, following serious difficulties with the Prussian railway lines which had to be necessarily taken, the realization of a luxury connection to the capital of the Russian Empire would however take many years before being realized.*

*For its part, the French Compagnie du chemin du Nord was able to reach an agreement with its Belgian and German counterparts to organize a fast train between Paris, Berlin and Saint Petersburg. Proposed in June 1885 and reserved for 1st class and 2nd class travellers, this connection saved nearly six hours in the Franco-Russian direction (61 hours and 10 minutes) and even twelve hours in the opposite direction (56 hours and 24 minutes).*

### **Tractations laborieuses pour le « Nord-Express »** ***Laborious negotiations for the “Nord-Express”***

En 1890, le départ du comte Otto von Bismarck avait laissé entrevoir des éclaircies dans les rapports entre la CIWL et les KPEV. Ces espoirs étaient toutefois contrebalancés par les perspectives d’alliance militaire entre la France et la Russie, Berlin voyant d’un mauvais œil cette liaison « ennemie » transiter par les voies ferrées de son territoire.

Faisant valoir la neutralité belge garantie par des traités, la CIWL poursuivait toujours ses négociations. Il y avait en effet un courant conséquent de voyageurs entre les trois capitales. Si les rivalités politiques étaient aigües, les affaires et le commerce prospéraient, d’où des échanges soutenus.

*In 1890, the departure of Count Otto von Bismarck had suggested an improvement of the relationship between the CIWL and the KPEV. These hopes were, however, counterbalanced by the prospects of a military alliance between France and Russia, with Berlin taking a dim view of this “enemy” connection passing through the railways of its territory.*

*Claiming Belgian neutrality guaranteed by treaties, the CIWL still continued its negotiations. There was in fact a significant flow of travellers between the three capitals. Although political rivalries were acute, business and commerce flourished, resulting in sustained exchanges.*

Lors des Conférences Européennes des Horaires (CEH) se tenant en 1895 à Amsterdam et Dresde, les délégués des administrations ferroviaires des Etats concernés arrivèrent enfin à un accord pour la mise en circulation hebdomadaire d'un nouveau train de luxe baptisé « Nord-Express ».

Près de dix ans de négociations avaient en effet été nécessaires pour le lancement du convoi. Entre les deux terminus, il existait à cette époque pas moins de quatorze compagnies ferroviaires indépendantes et les principaux problèmes se concentraient sur la partie prussienne du trajet comptant alors neuf Directions régionales séparées.

*During the European Timetable Conferences (CEH) held in 1895 in Amsterdam and Dresden, the delegates of the railway administrations of the states concerned finally reached an agreement for the weekly circulation of a new luxury train called "Nord-Express". .*

*Nearly ten years of negotiations had in fact been necessary for the launch of this train. Between the two termini, there were at that time no less than fourteen independent railway companies and the main problems were concentrated on the Prussian part of the route which then had nine separate regional directorates.*

Ainsi, on désigna la Direction siégeant à Berlin (KED Berlin) comme chef de file pour les tractations. Les KPEV obtinrent aussi que le futur matériel roulant devait être fabriqué dans des industries ferroviaires allemandes et ils imposèrent également que le personnel accompagnant les voitures-lits devait être de nationalité allemande. La Compagnie française des chemins de fer du Nord ne voyait pas non plus d'un très bon œil une telle circulation entrant en concurrence avec son Rapide Paris - Cologne.

Après ces multiples péripéties, les divers représentants des compagnies impliquées signèrent le 4 mai 1896 à Berlin un contrat d'exploitation concernant trois branches ayant Paris, Calais et Ostende comme origines et Eydtkuhnen - Virbalen comme terminus (pour les voies normales) :

- Direction royale des chemins de fer à Berlin,
- Administration des chemins de fer de l'Etat belge à Bruxelles,
- Compagnie du chemin de fer du Nord à Paris,
- Compagnie Internationale des Wagons-Lits à Bruxelles.

Des avenants successifs modifièrent ensuite l'accord du 4 mai 1896.

*Thus, the Directorate based in Berlin (KED Berlin) was designated as leader for the negotiations. The KPEV also demanded that the future rolling stock had to be manufactured in German railway industries and they also imposed that the personnel accompanying the sleeping cars had to be of German nationality. The French Compagnie des chemins de fer du Nord also did not view this type of traffic in competition with its Paris - Cologne Rapide very favourably.*

*After these multiple adventures, the various representatives of the companies involved signed an operating contract on May 4, 1896 in Berlin concerning three branches with Paris, Calais and Ostend as origins and Eydtkuhnen - Virbalen as terminus (for normal routes):*

- Royal Railway Directorate in Berlin,

- Administration of the Belgian State Railways in Brussels,
- Northern Railway Company in Paris,
- Compagnie Internationale des Wagons-Lits in Brussels.

*Successive amendments then modified the agreement of May 4, 1896.*

L'inauguration du « Nord-Express » put s'effectuer le samedi 9 mai suivant. Etant d'emblée considéré comme l'un des trains les plus rapides au monde, il circulait alors une seule fois par semaine entre Paris-Nord (14 h 15), Saint-Quentin (16 h 02 - 16 h 07), Jeumont (17 h 10), Liège (20 h 00 et rebroussement de sens), Cologne, Berlin (8 h 40 le lendemain), Kaliningrad (Königsberg), Tchernychevskoïe (Eydtkuhnen), Kybartai (Virbalis ex Virbalen) (20 h 55), Kovno (Kaunas), Vilnius (Wilna), Daugavpils (Dünaburg), Louga et Saint-Pétersbourg (15 h 40 le surlendemain) (retours à partir du 12 mai Saint-Pétersbourg 14 h 45 pour des arrivées à Paris les jeudis à 15 h 25).

Sa marche n'était pas interrompue par de longs arrêts. Les visites des douanes s'opéraient généralement en cours de route, sauf à la frontière russe lors du changement de voitures. Le parcours français de Paris-Nord à Saint-Quentin (154 km) était alors couvert à la vitesse moyenne de 86 km/h, tandis que celui jusqu'à Jeumont (238 km) l'était encore à 80 km/h.

*The inauguration of the "Nord-Express" could take place the following Saturday, May 9. Being immediately considered one of the fastest trains in the world, it then ran only once a week between Paris-Nord (2:15 p.m.), Saint-Quentin (4:02 p.m. - 4:07 p.m.), Jeumont ( 5:10 p.m.), Liège (8:00 p.m. and back), Cologne, Berlin (8:40 a.m. the next day), Kaliningrad (Königsberg), Chernyshevskoye (Eydtkuhnen), Kybartai (Virbalis ex Virbalen) (8:55 p.m.), Kovno (Kaunas), Vilnius (Wilna), Daugavpils (Dünaburg), Louga and Saint Petersburg (3:40 p.m. the day after) (returns from May 12 Saint Petersburg 2:45 p.m. for arrivals in Paris on Thursdays at 3:25 p.m. ).*

*This journey was not interrupted by long stops. Customs visits generally took place en route, except at the Russian border when changing cars. The French route from Paris-Nord to Saint-Quentin (154 km) was then covered at an average speed of 86 km/h, while that to Jeumont (238 km) was still covered at 80 km/h.*

D'une capacité limitée à trente-six voyageurs, la rame au départ de Paris-Nord se composait le plus souvent avec un fourgon fumoir d'une masse de 24 tonnes, deux voitures-lits (70 tonnes) et un fourgon Nord (10 tonnes), soit un total de 104 tonnes ; une voiture-restaurant (32 tonnes), ainsi qu'un fourgon cuisine (15 tonnes) y étaient rajoutés formant une masse de 151 tonnes.

Une autre branche, en correspondance avec Londres, partait quant à elle depuis la gare de Calais-Maritime (14 h 39) en direction de Bruxelles-Nord (17 h 55), où elle était raccordée (18 h 18) sur une troisième branche ayant Ostende comme origine (16 h 30) avec là encore des correspondances maritimes sur Londres et la Grande-Bretagne.

Par suite d'écartements de voies différents (1,435 m en Europe et 1,524 m en Russie), un changement de rame était prévu à la frontière entre les Empires allemand et russe, point situé alors entre les gares de Tchernychevskoïe (Eydtkuhnen) et de Kybartai (Virbalis ex Virbalen). Dans le sens ouest - est, il s'effectuait dans la gare russe de Kybartai (Virbalis ex Virbalen) et d'autre sens dans celle allemande de Tchernychevskoïe (Eydtkuhnen). Les installations ferroviaires de ces deux stations frontières étaient pourvues de voies à double écartement.



*With a capacity limited to thirty-six passengers, the train departing from Paris-Nord was most often made up of a smoking van weighing 24 tonnes, two sleeping cars (70 tonnes) and a North van (10 tonnes). tonnes), for a total of 104 tonnes; a dining car (32 tonnes), as well as a kitchen van (15 tonnes) were added, forming a mass of 151 tonnes.*

*Another branch, connecting with London, left from Calais-Maritime station (2:39 p.m.) towards Brussels-North (5:55 p.m.), where it was connected (6:18 p.m.) on a third branch having Ostend as its origin (4:30 p.m.) with again maritime connections to London and Great Britain.*

*Due to different track gauges (1,435 m in Europe and 1,524 m in Russia), a change of trains was planned at the border between the German and Russian Empires, a point then located between the stations of Chernychevskoye (Eydtkuhnen) and Kybartai (Virbalis ex Virbalen). In the west - east direction, it took place in the Russian station of Kybartai (Virbalis ex Virbalen) and in the other direction in the German station of Chernychevskoye (Eydtkuhnen). The railway facilities of these two border stations were equipped with double gauge tracks.*

Le raccordement des deux branches occidentales partant de Paris-Nord et d'Ostende se faisait lors du rebroussement en gare de Liège. Un train spécial créé entre Calais et Bruxelles-Nord sous l'appellation de « Calais-Saint-Pétersbourg-Express », était généralement composé d'une voiture-salon et de deux fourgons à essieux ; il donnait une correspondance sur la rame CIWL en provenance d'Ostende.

Pour les roulements hebdomadaires, une seule rame suffisait pour l'aller et le retour. Le parc des véhicules à voie normale comprenait alors les onze voitures-lits de la série n° 457 à 467, des voitures-restaurant n° compris entre 209 et 292, ainsi que de la voiture-restaurant sans cuisine n° 242 couplée au fourgon avec cuisine n° 1024, les trois fourgons fumoirs n° 1028, 1030 et 1034 et les trois fourgons ordinaires à deux essieux F n° 1004, 1034 et 1042. Parmi les voitures-salon, on notait également la présence de la WS n° 245 ex « Club-Train ».

*The connection of the two western branches leaving from Paris-Nord and Ostend was made when reversing at Liège station. A special train created between Calais and Brussels-North under the name "Calais-Saint-Pétersbourg-Express", was generally composed of a lounge car and two axle vans; it gave a connection on the CIWL train from Ostend.*

*For weekly trains, a single set of rolling stock was sufficient for the outward and return journey. The fleet of standard gauge vehicles then included the eleven sleeping cars of the series No. 457 to 467, dining cars No. 209 to 292, as well as the dining car without kitchen No. 242 coupled to the van. with kitchen no. 1024, the three smoking vans no. 1028, 1030 and 1034 and the three ordinary two-axle vans F no. 1004, 1034 and 1042. Among the lounge cars, we also noted the presence of the WS no. 245 ex "Club-Train".*

Un modèle particulier de voiture-lits (n° 416 à 419) livré par la Compagnie Générale de Construction à Saint-Denis (CGC) avait été aussi commandé. D'une longueur de 19,740 m et d'une masse s'élevant à 36,600 tonnes, ce matériel offrait dix-huit places couchées réparties en un compartiment à quatre places et sept autres à deux places ; parmi ces derniers, six étaient séparés par des cabinets de toilettes avec WC.

Heureuse coïncidence, le lancement du « Nord-Express » avait lieu pour le début des fêtes du couronnement du nouveau Tsar de Russie. L'Europe entière ne désirant pas manquer cet événement allait ainsi contribuer au succès du train.

Pour le service de l'hiver 1896-1897, le « Nord-Express » et le « Calais-Saint-Pétersbourg-Express » demeuraient toujours en correspondance avec l'« Ostende-Saint-Pétersbourg-Express ». Leurs jours de circulations changèrent une première fois le 1<sup>er</sup> janvier 1897, date où l'on étendit la mise en route de la branche au départ d'Ostende également les mercredis.

Devant le bon accueil réservé à cette relation, surtout par la clientèle anglaise, on renforça significativement la desserte entre Ostende et Berlin à partir du 1<sup>er</sup> mai 1897 ; cette liaison était alors rendue quotidienne entre ces deux villes et son prolongement jusqu'à Saint-Pétersbourg devenait bihebdomadaire en circulant dorénavant les mercredis et les samedis.

Dans les médias, le « Nord-Express » passait alors pour l'un des Rapides les plus performants du continent européen en réalisant notamment un trajet direct entre Saint-Quentin et Paris-Nord (154 km) couvert en une heure et quarante-deux minutes, soit une vitesse moyenne record pour l'époque de 90 km/h.

*A particular model of sleeping car (No. 416 to 419) delivered by the Compagnie Générale de Construction in Saint-Denis (CGC) was also ordered. With a length of 19,740 m and a mass of 36,600 tonnes, this equipment offered eighteen sleeping places divided into a four-seater compartment and seven others with two places; among these, six were separated by bathrooms with WC.*

*Happy coincidence, the launch of the "Nord-Express" took place for the start of the coronation celebrations of the new Tsar of Russia. The whole of Europe, not wanting to miss this event, would thus contribute to the success of the train.*

*For the winter service of 1896-1897, the "Nord-Express" and the "Calais-Saint-Pétersbourg-Express" still remained in connection with the "Ostende-Saint-Pétersbourg-Express". Their days of circulation changed for the first time on January 1, 1897, the date when the start of the branch from Ostend was also extended to Wednesdays.*

*Given the good reception given to this relationship, especially by English customers, the service between Ostend and Berlin was significantly strengthened from May 1, 1897; this connection was then made daily between these two cities and its extension to Saint Petersburg became bi-weekly, henceforth running on Wednesdays and Saturdays.*

*In the media, the "Nord-Express" was then considered one of the most efficient rapids on the European continent, notably carrying out a direct journey between Saint-Quentin and Paris-Nord (154 km) covered in one hour and forty-two minutes, a record average speed for the time of 90 km/h.*

Sur les voies ferrées russes, le « Nord-Express » bénéficiait aussi d'accélération sensibles. A partir du 1<sup>er</sup> mai 1897, son départ depuis Saint-Pétersbourg s'effectuant jusqu'alors à 16 h 55 fut retardé à 18 h 00 pour une arrivée parisienne maintenue à 15 h 25 le surlendemain ; il ne fallait alors que 45 heures et vingt-cinq minutes entre ces deux capitales.

A partir du 4 août 1897, en complément du départ à Paris des samedis, une correspondance directe sur le « Nord-Express » partant d'Ostende avait dorénavant lieu les mercredis. Deux voitures-lits étaient alors attelées au rapide partant de Paris-Nord à 13 h 00 et remises à Liège sur la tranche d'Ostende ; pour les voyageurs, il n'y avait ainsi pas de transbordement de train.

Ensuite, le 3 novembre 1897, on greffa sur le « Nord-Express » une voiture-lits supplémentaire effectuant le trajet Nice - Virbalen ; ce véhicule offrait une correspondance étroite sur Saint-Pétersbourg. Son acheminement sur les voies ferrées françaises depuis Paris était confié au « Calais-Méditerranée-

Express ». Cette branche éphémère fut d'ailleurs abandonnée l'année suivante voyant la création du « Saint-Pétersbourg-Vienne-Nice-Cannes-Express ».

En 1897, pour consolider les effectifs CIWL affectés au train, la CGC avait fourni six autres voitures-lits n° 544 à 549 à bogies ; six autres unités n° 607 à 612 renforçaient encore les inventaires en 1899 ainsi que les voitures-restaurant n° 645 et 646.

*On Russian railways, the "Nord-Express" also benefited from noticeable acceleration. From May 1, 1897, its departure from Saint Petersburg, which had until then taken place at 4:55 p.m., was delayed to 6:00 p.m. for an arrival in Paris maintained at 3:25 p.m. the day after; it then only took 45 hours and twenty-five minutes between these two capitals.*

*From August 4, 1897, in addition to the departure to Paris on Saturdays, a direct connection on the "Nord-Express" leaving from Ostend now took place on Wednesdays. Two sleeping cars were then coupled to the rapid leaving Paris-North at 1:00 p.m. and delivered to Liège on the Ostend section; for travellers, there was no train transfer.*

*Then, on November 3, 1897, an additional sleeping car was added to the "Nord-Express" for the Nice – Virbalen route; this vehicle offered a close connection to Saint Petersburg. Its transport on French railways from Paris was entrusted to the "Calais-Méditerranée-Express". This short-lived branch was also abandoned the following year with the creation of the "Saint-Petersbourg-Vienne-Nice-Cannes-Express".*

*In 1897, to consolidate the CIWL workforce assigned to the train, the CGC had provided six other sleeping cars Nos. 544 to 549 with bogies; six other units nos. 607 to 612 further strengthened the inventories in 1899 as well as dining cars nos. 645 and 646.*

En dépit des tensions politiques, les dessertes entre la France et l'Allemagne étaient alors assez fournies. Au départ de la gare de Paris-Nord, on comptait alors cinq express pour la destination de Cologne ayant des temps de trajet de neuf heures, trois de ces express poursuivaient vers Berlin en offrant des parcours en dix-neuf heures. Pour rallier Saint-Pétersbourg par les deux express ordinaires, il fallait compter environ cinquante-six heures.

Au service de l'été 1898, le « Nord-Express » était désormais proposé les mercredis et samedis au départ de Paris-Nord. Pour faire bénéficier ses passagers d'une correspondance lors de l'arrêt en gare de Liège avec l'« Ostende-Vienne-Express » constituant quant à lui l'une des ramifications de l'« Orient-Express », ses horaires parisiens étaient avancés de vingt minutes (13 h 55 au lieu de 14 h 15).

En août de cette année, la presse française relatait l'idée généreuse qu'avait eu Georges Nagelmackers. Il avait en effet offert un long voyage à des lauréats du concours général. Les jeunes voyageurs et leurs familles avaient ainsi pu visiter Berlin, Varsovie, Moscou avant de descendre le fleuve Volga et de revenir vers Saint-Pétersbourg.

En 1898, une grande relation intercontinentale vit également le jour avec le « Sibérien-Express » qui reliait Moscou à Omsk dans l'attente de l'achèvement complet du mythique Transsibérien jusqu'à Vladivostok et qui sera réalisé ensuite par étapes successives entre 1901 et 1906.

Au niveau de l'organisation des matériels nécessaires à l'exploitation du « Nord-Express » (voies normales), un parc se composant de seize voitures-lits, cinq voitures-restaurant et douze fourgons était en roulement. On comptait alors trois rames en circulations, un train de réserve à Ostende et un autre à Berlin.

*Despite political tensions, services between France and Germany were then quite well provided. Departing from Paris-Nord station, there were then five expresses for the destination of Cologne with journey times of nine hours, three of these expresses continued towards Berlin offering journeys in nineteen hours. To reach Saint Petersburg by the two ordinary expresses, it took approximately fifty-six hours.*

*In service in the summer of 1898, the “Nord-Express” was now offered on Wednesdays and Saturdays from Paris-Nord. To provide its passengers with a connection during the stop at Liège station with the “Ostend-Vienne-Express” constituting one of the offshoots of the “Orient-Express”, its Paris timetables were moved forward by twenty minutes (1:55 p.m. instead of 2:15 p.m.).*

*In August of this year, the French press reported the generous idea that Georges Nagelmackers had had. He had in fact offered a long trip to winners of the general competition. The young travellers and their families were able to visit Berlin, Warsaw and Moscow before going down the Volga River and returning to Saint Petersburg.*

*In 1898, a major intercontinental relationship also emerged with the “Siberian Express” which linked Moscow to Omsk while awaiting the complete completion of the legendary Trans-Siberian Railway to Vladivostok and which would then be completed in successive stages between 1901 and 1906.*

*In terms of organizing the equipment necessary for the operation of the “Nord-Express” (normal routes), a fleet consisting of sixteen sleeping cars, five dining cars and twelve vans was in rotation. There were then three trains in circulation, a reserve train in Ostend and another in Berlin.*

### **Le « Nord-Express » quotidien** **The daily “Nord-Express”**

A partir du 1<sup>er</sup> juillet 1899, des modifications furent encore apportées aux conditions de circulation du « Nord-Express » n° 179-180. Au lieu des seuls mercredis et samedis, le train de luxe était désormais mis en route quotidiennement depuis Paris vers Berlin. Il conservait la même périodicité (bihebdomadaire) vers la capitale russe, la durée du trajet s'élevant à 46 heures. Ses horaires avaient été légèrement transformés débouchant sur un départ depuis la gare de Paris-Nord avancé à 13 h 50 pour une arrivée à Berlin dès le lendemain matin à 8 h 00.

Les améliorations des moyens de traction sur le Nord avaient aussi permis une élévation des charges remorquées qui passaient de 150 tonnes à 200 tonnes. La Compagnie du Nord avait demandé l'adjonction à la rame de deux de ses nouvelles voitures à bogies (Nord-Rapide) entre Paris et Cologne.

*From July 1, 1899, further modifications were made to the circulation conditions of “Nord-Express” no. 179-180. Instead of only Wednesdays and Saturdays, the luxury train now ran daily from Paris to Berlin. It maintained the same frequency (biweekly) to the Russian capital, the journey time being 46 hours. Its schedules had been slightly transformed leading to a departure from Paris-Nord station brought forward to 1:50 p.m. for an arrival in Berlin the next morning at 8:00 a.m.*

*Improvements in the means of traction in the North had also allowed an increase in hauled loads which went from 150 tonnes to 200 tonnes. The Compagnie du Nord had requested the addition of two of its new bogie cars (Nord-Rapide) to the train between Paris and Cologne.*

Chose rarissime à l'époque, la présence de ces voitures à places assises de 1<sup>ère</sup> classe et de 2<sup>ème</sup> classe dans la rame du « Nord-Express » n'en faisait plus un train de luxe au sens strict. Cette mesure préfigurait

cependant le sort réservé aux grands express après 1945, une époque voyant l'incorporation massives de tels véhicules à places assises dans leurs compositions et plus tard de voitures de 3<sup>ème</sup> classe. Pour compléter le matériel de la CIWL, le Nord avait choisi une Ayi à sept compartiments de six places assises (1<sup>ère</sup> classe), une Byi à huit compartiments de huit places assises (2<sup>ème</sup> classe) ainsi qu'un fourgon à bogies Ey.

Sur le parcours Paris-Nord - Jeumont (238 kilomètres), le convoi avait une vitesse moyenne de 87 km/h. Entre Paris et Saint-Quentin (154 kilomètres), cette vitesse moyenne s'élevait même à 92 km/h. Ce n'était toutefois pas le record sur le Nord puisque depuis novembre 1897, les trains de luxe « Rome-Calais-Express » et « Calais-Méditerranée-Express » effectuaient le trajet de Paris-Nord à Amiens (131 kilomètres) en une heure et vingt-cinq minutes, soit une moyenne horaire légèrement supérieure de 92,4 km/h.

*An extremely rare thing at the time, the presence of these 1st class and 2nd class seated cars in the "Nord-Express" train no longer made it a luxury train in the strict sense. This measure, however, foreshadowed the fate reserved for large expresses after 1945, an era seeing the massive incorporation of such seated vehicles in their compositions and later of 3rd class carriages. To complete the CIWL equipment, the North had chosen an Ayi with seven compartments with six seats (1st class), a Byi with eight compartments with eight seats (2nd class) as well as an Ey bogie van.*

*On the Paris-Nord - Jeumont route (238 kilometers), the convoy had an average speed of 87 km/h. Between Paris and Saint-Quentin (154 kilometers), this average speed was even 92 km/h. However, this was not the record in the North since November 1897, the luxury trains "Rome-Calais-Express" and "Calais-Méditerranée-Express" had made the journey from Paris-Nord to Amiens (131 kilometers) in one hour and twenty-five minutes, a slightly higher hourly average of 92.4 km/h.*

A compter du 4 novembre de la même année 1899 et pour assurer une bonne liaison avec Varsovie, la CIWL lança des voitures-lits hebdomadaires au départ de Paris et d'Ostende. Différent de celle allant vers la capitale de la Russie impériale, le transit de cette tranche était notamment jalonné après Berlin par la gare de Francfort-sur-l'Oder.

La CIWL voulait aussi créer une relation de jour entre Paris, Bruxelles et Amsterdam qui devait être assurée grâce à une rame formée de voitures-salon. Suite au refus du transit notifié par la Compagnie des chemins de fer du Nord, la Compagnie se résolut à lancer un « Amsterdam-Mons-Express » en octobre 1899. Ce convoi voyant sa course limitée à Mons, circula seulement jusqu'au 30 juin 1902, avant de disparaître des indicateurs horaires.

*From November 4 of the same year 1899 and to ensure a good connection with Warsaw, the CIWL launched weekly sleeping cars from Paris and Ostend. Different from that going to the capital of Imperial Russia, the transit of this section was notably marked after Berlin by the Frankfurt-on-the-Oder station. The CIWL also wanted to create a daytime connection between Paris, Brussels and Amsterdam which was to be provided by a train made up of lounge cars. Following the refusal of the transit notified by the Chemin de fer du Nord, the Company decided to launch an "Amsterdam-Mons-Express" in October 1899. This train, seeing its journey limited to Mons, only circulated until June 30 1902, before disappearing from timetables.*

Pour satisfaire les volumes plus importants de mouvements de voyageurs générés par l'Exposition universelle de Paris en 1900, la périodicité des journées de circulation du « Nord-Express » passa

temporairement à trois fois par semaine entre Paris et Saint-Pétersbourg. Après le 14 novembre, on en revint à une périodicité bihebdomadaire vers Saint-Pétersbourg, la liaison Paris et Ostende - Berlin restant toujours quotidienne et assurée en général par deux voitures-lits.

*To accommodate the larger volumes of passenger movements generated by the Paris Universal Exhibition in 1900, the frequency of "Nord-Express" circulation days temporarily increased to three times a week between Paris and Saint Petersburg. After November 14, we returned to a twice-weekly schedule to Saint Petersburg, the Paris and Ostend - Berlin connection still remaining daily and generally provided by two sleeping cars.*

A l'été 1901, la mise en route du « Nord-Express » sur les voies normales nécessitait un effectif dédié comptant vingt-quatre voitures-lits (WL), six voitures-restaurant (WR), dix fourgons à bagages (F) et six fourgons avec local postal (FP). Ce parc était géré par Ostende avec des compléments fournis par Paris (1 WR sur Paris - Liège). En exploitation courante, la CIWL engageait pour les diverses branches seize WL, cinq WR, six F et quatre FP. Un train de réserve stationnait à Berlin ; il comportait trois WL et deux F. Sur le site d'Ostende, il y avait en outre quatre WL, un WR et deux FP à disposition. A Paris, il y avait aussi une WL et un FP. Enfin, un F était garé à Eydtkuhnen.

La ramification venant de Calais-Maritime à Bruxelles-Nord fut toutefois abandonnée en 1902 ; en effet, les retards fréquents des traversées maritimes de la Manche rendaient difficiles le respect des correspondances dans la capitale belge suite au délai d'attente limité impérativement à quinze minutes au maximum.

*In the summer of 1901, the launch of the "Nord-Express" on normal tracks required a dedicated workforce of twenty-four sleeping cars (WL), six dining cars (WR), ten baggage vans (F) and six vans with postal facilities (FP). This fleet was managed by Ostend with supplements provided by Paris (1 WR in Paris - Liège). In current operations, the CIWL hired sixteen WLS, five WRs, six Fs and four FPs for the various branches. A reserve train was stationed in Berlin; it included three WLS and two Fs. On the Ostend site, there were also four WLS, one WR and two FPs available. In Paris, there was also a WL and an FP. Finally, an F was parked in Eydtkuhnen.*

*The branch coming from Calais-Maritime to Brussels-North was, however, abandoned in 1902; in fact, the frequent delays in maritime crossings of the Channel made it difficult to respect connections in the Belgian capital following the waiting time strictly limited to fifteen minutes maximum.*

A titre rétrospectif, les horaires du convoi en 1903 le faisaient quitter la gare de Paris-Nord à 13 h 50 pour une arrivée le lendemain en gare de Berlin-Friedrichstrasse à 8 h 40, puis à Kaliningrad (Königsberg) à 18 h 22. Après changement de rame à la frontière entre les deux empires allemand et russe, l'arrivée à Saint-Pétersbourg s'effectuait à 15 h 45 le surlendemain.

Des demandes des certains passagers concernant les possibilités de poursuite des voyages sur Moscou donnèrent lieu à la création hebdomadaire, à partir du 6 janvier 1909, d'une correspondance étroite à Varsovie (gare de Vienne) avec le train « Varsovie-Moscou-Nord-Express » à voie large et partant de celle dite de Brest-Litovsk. Dans la cité moscovite, il était ainsi possible de continuer pour la lointaine Sibérie par des trains ordinaires en attendant le mythique « Transsibérien-Express ».

*Looking back, the convoy's schedule in 1903 had it leaving Paris-Nord station at 1:50 p.m. for an arrival the next day at Berlin-Friedrichstrasse station at 8:40 a.m., then in Kaliningrad (Königsberg) at 6:22 p.m.*

After changing trains at the border between the two German and Russian empires, arrival in Saint Petersburg took place at 3:45 p.m. two days later.

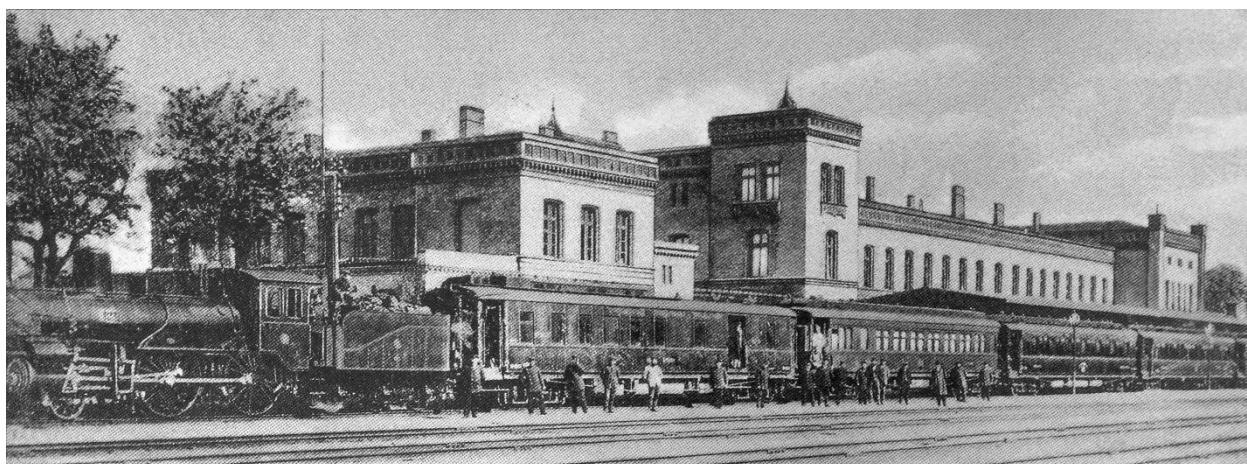
Requests from certain passengers concerning the possibilities of continuing trips to Moscow gave rise to the weekly creation, from January 6, 1909, of a close connection in Warsaw (Vienna station) with the train "Warsaw-Moscow-North-Express" on a broad gauge and starting from that known as Brest-Litovsk. In the Moscow city, it was possible to continue to distant Siberia by ordinary trains while waiting for the legendary "Trans-Siberian Express".

NORD-EXPRESS		
TRAIN DE LUXE QUOTIDIEN ENTRE LONDRES, PARIS et BERLIN. — HEBDOMADAIRE ENTRE BERLIN et SAINT-PETERSBOURG ET HEBDOMADAIRE ENTRE BERLIN, VARSOVIE et MOSCOU (Correspondance avec le Transsibérien-Express (voir page 54).		
(Charliak-Cross)		
matin	arr.	arr.
0	dep.	10 12
34 32	dep.	11 33
5 12	arr.	11 27
5 22	dep.	10 3
0 12	arr.	4
4 50	dep.	2 8
3 28	arr.	1 2
4 26	dep.	3 7
4 41	arr.	3 7
5 10	dep.	11 20
5 49	arr.	10 7
6 57	arr.	9 55
7 13	dep.	9 22
7 49	arr.	9 53
9 7	arr.	9 44
9 42	arr.	9 24
10 15	arr.	8 7
10 45	arr.	7 26
11 26	arr.	6 4
11 55	arr.	6 7
12 12	arr.	4 46
2 17	arr.	3 7
3 47	arr.	3 7
5 45	arr.	10 22
7 28	arr.	10 22
Entre		
<b>LONDRES-PARIS-Saint-PETERSBOURG</b>		
Départ de Paris et de Londres : les mercredis et samedis. — Arrivée à St-Petersbourg : les vendredis et lundis.		
Départ de St-Petersbourg : les mercredis et samedis. — Arrivée à Paris et à Londres (Victoria) les vendredis et lundis.		
Entre LONDRES-PARIS-VARSOVIE		
Départ de Paris et de Londres : les lundis. — Arrivée à Varsovie : les mardis.		
Départ de Varsovie : les samedis. — Arrivée à Paris et à Londres (Victoria) les dimanches.		
NOTA. — Exceptionnellement, le Nord-Express prend les voyageurs de 1 <sup>re</sup> et 2 <sup>e</sup> classes entre Paris et Liège et vice versa. Au delà de Liège, ce train est exclusivement train de luxe.		
(1) Voir les différences d'heure au tableau des horaires, page 47.		
(2) Passeports, voir page 46.		
(3) (4) Voir l'explication de ces signes p. 36-M.		
<b>BERLIN-MARIENBAD-CARLSBAD-EXPRESS</b>		
TRAIN DE LUXE QUOTIDIEN		
(Charliak-Cross)		
matin	dep.	arr.
9 35	dep.	9 5
10 11	arr.	6 43
10 41	dep.	6 27
11 54	dep.	5 21
12 38	dep.	4 21
3 22	dep.	3 44
3 31	arr.	3 35
3 40	dep.	3 28
4 12	arr.	3 3
3 41	dep.	3 25
4 38	arr.	3 25
soir		

1909

Pour ces extensions des services, le parc à voie normale de la CIWL comptait alors, pour l'été 1909, vingt-deux voitures-lits portant les n° 457, 458, 464, 544, 545, 548, 549, 607 à 612, 615 à 620, 641, 643 et 644, ainsi que onze voitures-restaurant ayant les n° 594, 595, 599, 600, 645, 729, 734, 792, 948, 949 et 1600, six fourgons postes n° 1086 à 1088, 1094, 1105 et 1106 complétés par huit fourgons à bagages n° 1079 à 1082, 1104, 1107, 1108 et 1126. De son côté, le parc CIWL à voie large nécessaire à la formation de la rame Virbalen - Saint-Petersbourg comptait les voitures-lits n° 867 à 869, 871 et 872, les voitures-restaurant n° 722 et 728 et les fourgons à bagages n° 1078 et 1126 ; la seconde rame en roulement sur le trajet Varsovie - Moscou était quant à elle formée avec les quatre voitures-lits n° 1982 à 1985, les deux voitures-restaurant n° 1980 et 1981 et les trois fourgons à bagages n° 1148, 1149 et 1152. Des voitures de réserve stationnaient à Paris, Ostende et Berlin ainsi qu'à Saint-Petersbourg.

For these extensions of services, the CIWL standard gauge fleet then included, for the summer of 1909, twenty-two sleeping cars bearing the numbers 457, 458, 464, 544, 545, 548, 549, 607 to 612, 615 to 620, 641, 643 and 644, as well as eleven dining cars with numbers 594, 595, 599, 600, 645, 729, 734, 792, 948, 949 and 1600, six post vans numbers 1086 to 1088, 1094, 1105 and 1106 supplemented by eight baggage car numbers 1079 to 1082, 1104, 1107, 1108 and 1126. For its part, the wide gauge CIWL fleet necessary for the formation of the Virbalen - Saint Petersburg train had sleeping cars Nos. 867 to 869, 871 and 872, dining cars Nos. 722 and 728 and baggage cars Nos. 1078 and 1126; the second train running on the Warsaw - Moscow route was formed with the four sleeping cars nos. 1982 to 1985, the two dining cars nos. 1980 and 1981 and the three baggage cars nos. 1148, 1149 and 1152. Reserve cars were stationed in Paris, Ostend and Berlin as well as in Saint Petersburg.



Nord-Express à partir de 1909 avec fourgon postal, voiture-restaurant et voiture-lits vers Ostende, derrière 2 voitures-lits vers Paris. Carte postale, Collection DF - Nord-Express from 1909 with mail baggage car, dining car and sleeping car to Ostend, behind them 2 sleeping cars to Paris. Postcard, Coll. DF

Lors de la mise en vigueur des horaires de l'été 1913, le « Nord-Express » était concurrencé par un rapide diurne unissant Paris et Berlin. Se composant de voitures de 1<sup>ère</sup> classe et de 2<sup>ème</sup> classe avec le complément d'une voiture-restaurant, il effectuait dans la même journée le trajet entre les deux capitales Paris-Nord 7 h 50 - Berlin-Friedrichstrasse 0 h 21 et Berlin-Friedrichstrasse 8 h 00 - Paris-Nord 23 h 30, la différence apparente dans les temps des parcours venant des décalages horaires de 55 minutes entre les deux pays. A ce même service, le « Nord-Express » restait en circulation tous les jours sur le parcours entre Paris, Liège, Cologne et Berlin avec continuation directe les mardis depuis Berlin vers Varsovie (Moscou avec changement de train) et les jeudis et dimanches depuis Berlin vers Saint-Pétersbourg (avec changement de rame à la frontière entre les Empires allemand et russe.

*When the timetables were put into effect in the summer of 1913, the "Nord-Express" was competing with a fast daytime route uniting Paris and Berlin. Consisting of 1st class and 2nd class cars with the addition of a dining car, it made the same day the journey between the two capitals Paris-Nord 7:50 a.m. - Berlin-Friedrichstrasse 0:21 a.m. and Berlin-Friedrichstrasse 8:00 a.m. - Paris-Nord 11:30 p.m., the apparent difference in journey times coming from the 55-minute time difference between the two countries. With this same service, the "Nord-Express" remained in circulation every day on the route between Paris, Liège, Cologne and Berlin with direct continuation on Tuesdays from Berlin to Warsaw (Moscow with change of train) and on Thursdays and Sundays from Berlin to Saint Petersburg (with train change at the border between the German and Russian Empires.*

TRAIN RAPIDE DE JOUR entre PARIS-NORD et BERLIN et vice versa					
Un train, à marche très rapide, est organisé entre Paris-Nord et Berlin et vice versa ; ce train, qui est composé de voitures directes de 1 <sup>re</sup> et 2 <sup>e</sup> classes et d'un wagon-restaurant, effectue, dans la même journée, le trajet entre les deux capitales, conformément à l'horaire ci-dessous :					
Paris-Nord .....	dép.	7 h. 50	Berlin-Friedrichstrasse .....	dép.	8 h.
Berlin-Friedrichstrasse .....	arr.	0 h. 21	Paris-Nord .....	arr.	23 h. 30
Trajet en .....		15 h. 31	Trajet en .....		16 h. 30

### Trains de luxe

- PÉNINSULAIRE-EXPRESS.** — (Hebdomadaire) Toute l'année. — De Londres et Calais pour Turin, Alexandrie, Bologne, Ancône, Brindisi, en correspondance avec le paquebot de la Malle de l'Inde.
- NORD-EXPRESS.** — Toute l'année. — Journalier entre Paris-Nord, Liège et Berlin, avec continuation les mardis de Berlin sur Varsovie et Moscou, et les jeudis et dimanches de Berlin sur Saint-Pétersbourg.
- ENGADINE-EXPRESS.** — De Londres, Calais et Paris-Nord : pour Coire, en décembre, janvier et février, et tous les jours du 1<sup>er</sup> juillet au 14 septembre ; pour Lucerne, tous les jours du 1<sup>er</sup> juillet au 14 septembre.
- CALAIS-MEDITERRANEE-EXPRESS.** — Hiver. — De Londres, Calais et Paris-Nord pour Nice et Vintimille.
- CALAIS-MARSEILLE-BOMBAY-EXPRESS.** — (Hebdomadaire). Toute l'année. — De Londres et Calais pour Marseille, en correspondance avec les paquebots de la Compagnie Péninsulaire et Orientale pour l'Égypte et l'Inde.
- SIMPLON-EXPRESS.** — (Tous les jours). — De Londres, Calais et Paris-Nord pour Milan et Trieste par le Simplon.
- OBERLAND-EXPRESS.** — Hiver. Du 15 décembre au 28 février. — Été. Du 8 juillet au 14 septembre. — De Londres, Calais et Paris-Nord pour Interlaken.
- TRAIN RAPIDE QUOTIDIEN.** — Hiver. — Entre Paris-Nord, Nice et Vintimille (composé de lits-salon et voitures de 1<sup>re</sup> classe).

Été 1913



Comme les autres trains de luxe européens, le « Nord-Express » fut hélas supprimé au début du mois d'août 1914 suite à la déclaration de la Première Guerre mondiale. Ses ultimes circulations avaient notamment servi au rapatriement des personnels diplomatiques des Etats. Le matériel de la CIWL fut alors garé en divers lieux de remisage dans l'attente de jours meilleurs. Une partie de ces voitures et de ces fourgons fut ensuite intégrée dans la nouvelle Mitropa, une compagnie que les Empires centraux avaient lancée durant les années de guerre dans le but de concurrencer sur les mêmes itinéraires une CIWL jugée trop francophile.

*Like other European luxury trains, the "Nord-Express" was unfortunately cancelled at the beginning of August 1914 following the outbreak of the First World War. Its final circulations were notably used for the repatriation of diplomatic personnel from States. The CIWL equipment was then parked in various storage locations while waiting for better days. Some of these cars and vans were then integrated into the new Mitropa, a company that the Central Powers had launched during the war years with the aim of competing on the same routes with a CIWL deemed too Francophile.*

### **Annexe sur les affectations des matériels CIWL - Annexe listing the cars used by CIWL**

#### **Etat 1896 :**

- 4 WL n° 457 à 460 (1896),
- 1 WR n° 292 (1892) USA,
- 1 WR n° 242 ex Club-Train (1889),
- 1 FC n° 1024 ex Club-Train (1889),
- 2 FF n° 1028, 1030 ex Club-Train (1889),
- 1 F 2 essieux n° 1004 (1883),
- 2 F 2 essieux n° 1034, 1042 (1892),
- 1 WS n° 245 ex Club-Train (1889).

#### **Eté 1898 :**

- WL n° 520 à 523, 526 à 528, 553 à 558,
- WR n° 292, 423, 426, 477, WRS n° 490,
- F bogies n° 1028, 1030 à 1032, 1093, 1094,
- F trois essieux n° 1022, 1023, 1069, 1070, 1095, 1096,
- F deux essieux n° 1053 Ostende - Liège,
- FP trois essieux n° 1055 à 1058,

#### **Eté 1901 :**

- WL n° 457, 458, 462 à 465, 608 à 612, 615 à 618, (réserves WL n° 619, 620, 641 à 644, 783, 784),
- WR n° 594 à 597, (réserves WR n° 599, 600),
- F n° 1079 à 1082, 1104, (réserves F n° 1107, 1108, 1025),
- F n° 1031 Ostende-Liège,
- FP n° 1086 à 1088, 1105, (réserves F n° 1094, 1106),

#### **Etat 1906 :**

- 4 WL n° 457, 458, 464, 465 (1896),
- 15 WL n° 607 à 612, 615 à 620, 641, 643, 644 (1899),
- 3 WL n° 783 à 785 (1900),
- 4 WR n° 594, 595, 599, 600 (1898) Ostende,
- 1 WR n° 645 (1899) Ostende,
- 3 WR n° 727, 734, 792 (1900) Ostende,

- 2 WR n° 948, 949 (1904) Paris,
- 1 WR n° 1600 (1905) Paris,
- 4 FP n° 1086 à 1088, 1094 (1898) Ostende,
- 2 FP n° 1105, 1106 (1899) Ostende,
- 5 F n° 1079 à 1082, 1104 (1898) Paris,
- 3 F n° 1107, 1108, 1125 (1900-1901) Paris,
- 2 F 3 essieux n° 1095, 1096 (1897) Ostende - Liège fourgon de protection.

**Eté 1909 :**

- 3 WL n° 457, 458, 464 (1896) Ostende,
- 4 WL n° 544, 545, 548, 549 (1897) Ostende,
- 15 WL n° 607 à 612, 615 à 620, 641, 643, 644 (1899) Ostende,
- 4 WR n° 594, 595, 599, 600 (1900) Ostende,
- 1 WR n° 645 (1899) Ostende,
- 3 WR n° 729, 739, 792 (1900) Ostende,
- 2 WR n° 948, 949 (1904) Paris,
- 1 WR n° 1600 (1905) Paris,
- 3 WR n° 1730, 1732, 1733 (Nord-Express et Paris - Boulogne),
- 4 FP n° 1086 à 1088, 1094 (1898) Ostende,
- 2 FP n° 1105, 1106 (1899) Ostende,
- 5 F n° 1079 à 1082, 1104 (1898) Ostende,
- 3 F n° 1107, 1108, 1125 (1900-1901) Ostende,
- 2 F 3 essieux n° 1065, 1066 (1896) Ostende - Liège, fourgon de protection.

Parc russe Saint-Pétersbourg - Varsovie (Nord-Express) :

- WL n° 868, 869, 871 à 873, 1926 à 1928,
- WR n° 722, 723,
- F n° 1078, 1103,

Parc russe Moscou - Varsovie (Nord-Express luxe) :

- WL n° 1982 à 1985,
- WR n° 1980, 1981,
- F n° 1148, 1149, 1153,

**Eté 1910 :**

Ostende :

- WL n° 1716 à 1718, 1835 à 1837, 1868 à 1870, 1986 à 1988, 1990 à 1992, 1996, 2080 à 2086,
- WR n° 1975 à 1977, 1997 à 2001,
- FP n° 1086 à 1088, 1094, 1105, 1106,
- F n° 1065, 1066 Ostende - Liège, fourgons de protection,

Paris :

- WR n° 1600 à 1602,
- F n° 1079 à 1082, 1104, 1107, 1108, 1125,

**Eté 1913 :**

Paris WR n° 774, 775,

Paris F n° 1079 à 1082, 1104, 1107, 1108, 1125,

**Hiver 1913-1914 :**

Paris :

- WR n° 774, 909, 910,
- F n° 1079 à 1082, 1104, 1107, 1108, 1125,

Nord-Express Russie :

- WL n° 867, 868, 891, 1926 à 1928,
- WR n° 723, 858,
- F n° 1126, 1127,

Varsovie :

- WL n° 881, 882, 1982 à 1985, 2037,
- WR n° 1980, 1981,
- F n° 1153, 1154,

Ostende :

- WL n° 1990 à 1996, 2071 à 2086,
- WR n° 1975 à 1977, 1997 à 2001,
- F n° 1086 à 1088, 1094, 1105, 1106,
- F choc n° 1006, 1007, 1010,

#### **Eté 1914 :**

Paris :

- WR n° 909, 910, 952,
- F n° 1079 à 1082, 1104, 1107, 1108, 1125,

Ostende :

- 26 WL n° 1986 à 1988, 1990 à 1996, 2071 à 2086,
- 8 WR n° 1975 à 1977, 1997 à 2001,
- 6 FP n° 1086 à 1088, 1094, 1105, 1106,
- 3 F pour choc n° 1006, 1007, 1010,

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## « Nord-Express »

### Part II 1926-1939, by Jean Marc Dupuy

La paix revenue et les tensions internationales s'étant apaisées, des modifications importantes de frontières avaient eu lieu dans tout l'Est européen. On avait assisté à la naissance des trois Etats baltes (Estonie, Lettonie et Lituanie), ainsi qu'à des changements de territoires suite à la création de la République polonaise sur des terres appartenant auparavant aux trois empires déchus. Des postes réservés aux contrôles des passeports et aux douanes avaient ainsi été érigés dans les gares de Neu Bentschen (DR) et de Zbaszyn (PKP) sur la ligne de Berlin à Varsovie, ainsi que dans celles de Firchau (PKP) et de Kontz (DR) sur la ligne vers la Prusse orientale, province alors détachée du territoire allemand par le couloir de Dantzig pour offrir un accès maritime sur la mer Baltique à la nouvelle Pologne. En raison de la révolution bolchevique et de son isolement diplomatique, l'accès à l'Union des Républiques Socialistes Soviétiques (URSS) était de plus barré pour de nombreuses années.

*With peace having returned and international tensions having eased, significant border changes had taken place throughout Eastern Europe. We witnessed the birth of the three Baltic states (Estonia, Latvia and Lithuania), as well as territorial changes following the creation of the Polish Republic on lands previously belonging to the three fallen empires. Posts reserved for passport controls and customs had thus been erected in the stations of Neu Bentschen (DR) and Zbaszyn (PKP) on the line from Berlin to Warsaw, as well as in those of Firchau (PKP) and Kontz (DR) on the line towards East Prussia, a province then detached from German territory via the Danzig corridor to provide maritime access on the Baltic Sea to the new Poland. Due to the Bolshevik revolution and its diplomatic isolation, access to the Union of Soviet Socialist Republics (USSR) was further barred for many years.*

## Une difficile renaissance après la Première Guerre mondiale *A difficult renaissance after the First World War*

Le rétablissement des communications ferroviaires entre la France et l'Allemagne avait été traité lors de deux séances de la Conférence Economique ayant eu lieu à Paris les 14 et 20 mai 1920. Ces réunions étaient placées sous la présidence de Monsieur Seydoux, sous-directeur des relations commerciales au ministère des Affaires étrangères assisté du comte Wedel, conseiller à l'ambassade d'Allemagne.

Un protocole y avait été signé réglementant les circulations de certains trains internationaux devant traverser l'Allemagne, notamment ceux qui partant de Paris et d'Ostende se rejoignaient à Cologne pour se diriger ensuite vers Varsovie ou vers Prague et Vienne. Il avait été aussi conclu le rétablissement d'une liaison par voiture-lits depuis Paris pour Berlin.

The re-establishment of rail communications between France and Germany was discussed during two sessions of the Economic Conference which took place in Paris on May 14 and 20, 1920. These meetings were chaired by Mr. Seydoux, deputy director of commercial relations at the Ministry of Foreign Affairs assisted by Count Wedel, advisor at the German embassy.

A protocol had been signed there regulating the movements of certain international trains having to cross Germany, in particular those which left Paris and Ostend meeting in Cologne and then heading towards Warsaw or towards Prague and Vienna. It was also concluded that a sleeping car connection from Paris to Berlin would be re-established.

Les séquelles de l'après-guerre de 1914-1918 et notamment les tensions jusqu'en 1923 entre la Pologne et la Russie bolchévique firent différer en de nombreuses occasions les dates de reprises du « Nord-Express ». Ses circulations envisagées furent cependant débattues lors de la Conférence Européenne des Horaires (CEH) s'étant tenue en février 1921 dans la ville allemande d'Aachen (Aix-la-Chapelle). Au 15 mars 1921, le train direct de 1<sup>ère</sup> classe et 2<sup>ème</sup> classe entre Paris, Berlin et Varsovie offrant une voiture-restaurant (Paris-Nord - Liège) et des voitures-lits fut donc mis en route (aller Paris 17 h 45, Berlin 17 h 32, Varsovie 13 h 08, retour à partir du 18 mars Varsovie 20 h 20, Berlin 14 h 03, Paris 12 h 35). Grâce à cette création, la voiture-lits Ostende - Varsovie, transitant au prix d'un vaste détour par Strasbourg, fut basculée sur son ancien itinéraire lors de la traversée de l'Allemagne. On procéda de façon identique pour les deux voitures-lits Calais et Paris - Varsovie qui ne faisaient plus désormais un large crochet par Prague. Le convoi auquel on adjoignait des voitures à places assises reprenait la même numérotation que le « Nord-Express » sur la Compagnie des chemins de fer du Nord (n° 179-180) entre Paris et Liège, ainsi qu'entre Calais et Bruxelles (n° 2279-2280) et même sur la Deutsche Reichsbahn (n° D 11 et D 12). Dans les indicateurs horaires, il était qualifié de train de luxe.

*The after-effects of the post-war of 1914-1918 and in particular the tensions until 1923 between Poland and Bolshevik Russia caused the resumption dates of the "Nord-Express" to be postponed on numerous occasions. Its planned circulations were, however, debated during the European Timetable Conference (CEH) held in February 1921 in the German city of Aachen (Aachen). On March 15, 1921, the direct 1st class and 2nd class train between Paris, Berlin and Warsaw offering a dining car (Paris-Nord - Liège) and sleeping cars was therefore put into operation (outbound Paris 5:45 p.m., Berlin 5:32 p.m., Warsaw 1:08 p.m., return from March 18 (Warsaw 8:20 p.m., Berlin 2:03 p.m., Paris 12:35 p.m.). Thanks to this creation, the Ostend - Warsaw sleeping car, traveling at the cost of a vast detour via Strasbourg, was switched to its old route when crossing Germany. We proceeded in the same way for the two sleeping cars Calais and Paris - Warsaw which no longer made a large detour via Prague. The convoy, to which seated cars were added, had the same numbering as the "Nord-Express" on the Compagnie des Chemins de Fer du Nord (n°*

*179-180) between Paris and Liège, as well as between Calais and Brussels ( n° 2279-2280) and even on the Deutsche Reichsbahn (n° D 11 and D 12). In time indicators it was referred to as a luxury train.*

A l'été 1921, l'une des deux voitures-lits allant de Paris sur la capitale polonaise était autorisée à continuer sa course jusqu'à Riga, capitale du nouvel Etat balte de la Lettonie. Les voies ferrées à écartement large construites à l'époque de l'Empire russe y avaient été transformées par l'armée allemande en 1915-1916 pour les circulations à l'écartement standard. En octobre suivant, le départ parisien du train fut décalé de 17 h 50 vers 19 h 00, tandis que ses arrivées dans la capitale française étaient avancées à 11 h 30 contre 12 h 35 jusque-là. A l'été 1922, la voiture-lits Calais - Varsovie fut toutefois arrêtée suite à une occupation jugée trop faible par la CIWL.

*In the summer of 1921, one of the two sleeping cars going from Paris to the Polish capital was authorized to continue its journey to Riga, capital of the new Baltic state of Latvia. The broad gauge railways built during the time of the Russian Empire were transformed there by the German army in 1915-1916 for standard gauge traffic. The following October, the Paris departure of the train was moved from 5:50 p.m. to 7:00 p.m., while its arrivals in the French capital were brought forward to 11:30 a.m. compared to 12:35 p.m. until then. In the summer of 1922, the Calais - Warsaw sleeping car was, however, stopped following an occupancy considered too low by the CIWL.*

Une nouvelle concurrence était aussi apparue dans les airs. En effet, suite à des achats d'avions de guerre sommairement réaménagés pour les transports de passagers civils, de multiples compagnies aériennes avaient vu le jour après 1919. En 1921, on relevait déjà un vol assuré par la Compagnie Franco-Roumaine de Navigation Aérienne depuis Paris (Le Bourget) à destination de Varsovie (Mokotow) marquant des escales intermédiaires à Strasbourg (Neuhof) et Prague (Kbely). En décollant de Paris à 8 h 00 le matin, on pouvait rejoindre la capitale polonaise en soirée à 19 h 30, si les conditions de vol liées à la météo étaient respectées. A la même date, une autre compagnie proposait une liaison par avion Farman depuis Paris vers Berlin ayant des escales à Bruxelles, Amsterdam et Brême. La ville de Hamburg, ainsi que par intermittence Copenhague, pouvaient aussi être atteintes en 1921. Les trains rencontraient déjà de rudes adversaires sur les longues distances.

*New competition had also appeared in the air. Following the purchase of warplanes that had been summarily refitted to carry civilian passengers, a number of airlines were set up after 1919. In 1921, the Compagnie Franco-Roumaine de Navigation Aérienne was already operating a flight from Paris (Le Bourget) to Warsaw (Mokotow), with intermediate stops in Strasbourg (Neuhof) and Prague (Kbely). Taking off from Paris at 8.00 in the morning, you could reach the Polish capital by 7.30 in the evening, weather permitting. On the same date, another airline offered a Farman flight from Paris to Berlin, with stopovers in Brussels, Amsterdam and Bremen. Hamburg, and intermittently Copenhagen, could also be reached in 1921. Trains were already facing stiff competition over long distances.*

L'occupation de la région de la Ruhr par les troupes alliées à partir du 11 janvier 1923 allait avoir des conséquences néfastes pour les circulations ferroviaires internationales. En février 1923, le gouvernement français avait ainsi protesté à la suite de la réduction du trafic et la suppression des voiture-lits dans le train Paris - Varsovie. Il fallut cependant encore patienter de longs mois pour voir la renaissance complète du train.

*The occupation of the Ruhr region by Allied troops from January 11, 1923 would have harmful consequences for international rail traffic. In February 1923, the French government protested following the reduction in traffic and the elimination of sleeping cars on the Paris - Warsaw train. However, we still had to wait many months to see the complete rebirth of the train.*

Le 12 juillet 1924, une conférence se tenait à Paris au ministère des Travaux publics sous la présidence d'un conseiller d'Etat, du Directeur général des chemins de fer au ministère et à laquelle avait pris part des délégués des chemins de fer allemands, belges et polonais ainsi que des représentants de la CIWL. Parmi les mesures décidées, on notait la remise en marche prévue en juillet 1924 des trains directs aux départs de Paris-Nord, Calais-Maritime et Ostende pour Varsovie et Riga via Cologne et Berlin.

Lorsque les tensions internationales s'apaisèrent entre la France et l'Allemagne, on rétablit à la date du 21 juillet 1924 un Rapide baptisé « Paris-Berlin-Riga-Varsovie-Express » et qui possédait des voitures à places assises en plus de ses quatre voitures-lits. Durant la CEH se déroulant à La Haye du 20 au 24 octobre 1925, les différentes administrations se mirent d'accord pour le rétablissement du « Nord-Express ». Ce retour était permis par les accords de partage des trafics passés entre la CIWL et la Mitropa (concurrente allemande).

*On July 12, 1924, a conference was held in Paris at the Ministry of Public Works under the chairmanship of a State Councillor, the Director General of Railways at the ministry and in which delegates from German railways took part, Belgian and Polish as well as representatives of the CIWL. Among the measures decided, we noted the restarting planned for July 1924 of direct trains departing from Paris-Nord, Calais-Maritime and Ostend for Warsaw and Riga via Cologne and Berlin.*

*When international tensions eased between France and Germany, on July 21, 1924 a Rapide (Extra fast train) was re-established called "Paris-Berlin-Riga-Warsaw-Express" and which had cars with seats in addition to its four sleeping cars. During the CEH taking place in The Hague from October 20 to 24, 1925, the different administrations agreed on the reestablishment of the "Nord-Express". This return was made possible by the traffic sharing agreements between CIWL and Mitropa (German competitor).*

Le 14 mai 1926, après beaucoup de tergiversations et de rebondissements, on assistait enfin à la remise en route officielle de ce grand train entre Paris, Ostende et Calais vers Berlin et Varsovie. En dehors du parcours entre Paris et Liège, l'accès au convoi restait réservé aux seuls voyageurs de 1<sup>ère</sup> classe. Il circulait quotidiennement entre Paris (15 h 10) et Berlin (8 h 43 le lendemain). Les voyageurs partant de Londres (11 h 00) trouvaient également une correspondance à Calais (14 h 40) ainsi qu'à Ostende (17 h 30). Les lundis, mercredis et vendredis, une voiture-lits était prolongée vers Varsovie (20 h 30 le surlendemain). Tous les jours, une voiture-lits était de plus proposée entre Berlin et Riga. Sauf les jeudis et les dimanches, le « Nord-Express » comportait aussi une voiture-lits directe de Paris pour Riga. Des correspondances pour Moscou étaient prévues à Varsovie ainsi qu'à Riga. En complément de cette organisation, l'express n° 133 acheminait une voiture-lits de 1<sup>ère</sup> classe et de 2<sup>ème</sup> classe de Paris à Varsovie ainsi que des voitures ordinaires à places assises des trois classes. La durée du trajet entre les capitales française et allemande s'élevait à dix-sept heures et trente minutes contre vingt et une heures auparavant (Paris - Varsovie en vingt-neuf heures contre trente-sept heures antérieurement). La tranche partant de Calais était raccordée à Aulnoye tandis que celle d'Ostende l'était à Liège.

*On May 14, 1926, after many procrastinations and twists and turns, we finally witnessed the official restart of this great train between Paris, Ostend and Calais towards Berlin and Warsaw. Apart from the route*

*between Paris and Liège, access to the convoy remained reserved for 1st class travelers only. It travelled daily between Paris (3:10 p.m.) and Berlin (8:43 a.m. the next day). Travellers leaving London (11:00 a.m.) also found a connection in Calais (2:40 p.m.) and Ostend (5:30 p.m.). On Mondays, Wednesdays and Fridays, a sleeping car was extended to Warsaw (8:30 p.m. the day after). Every day, a sleeping car was offered between Berlin and Riga. Except on Thursdays and Sundays, the "Nord-Express" also had a direct sleeping car from Paris to Riga. Connections to Moscow were planned in Warsaw as well as Riga. In addition to this organization, express No. 133 transported a 1st class and 2nd class sleeping car from Paris to Warsaw as well as ordinary seated cars of the three classes. The journey time between the French and German capitals was seventeen hours and thirty minutes compared to twenty-one hours previously (Paris - Warsaw in twenty-nine hours compared to thirty-seven hours previously). The section from Calais was connected to Aulnoye while that from Ostend was connected to Liège.*

Hélas, les événements politiques continuèrent de contrarier son destin et la poursuite du voyage en direction de Varsovie fut malheureusement différée en raison du putsch du général Pilsudski qui avait paralysé temporairement les transports ferrés dans ce pays à partir du 12 mai 1926.

A peine créé, le convoi cessait donc temporairement ses missions à partir de la capitale allemande en attendant une amélioration de la situation polonaise.

Pour la formation des diverses rames de matériels CIWL en roulement, les Inspections de Paris-Nord, Calais et Ostende avaient rassemblé un effectif assez conséquent de véhicules métalliques. Dans le Royaume-Uni, des grèves avaient toutefois affecté les usines de construction de matériel ferroviaire et les livraisons des nouvelles voitures métalliques commandées par la CIWL avaient pris des retards conséquents. Malgré ces contretemps fâcheux, la Compagnie put composer en partie le « Nord-Express » avec des unités métalliques aux livrées bleues.

*Unfortunately, political events continued to thwart his destiny and the continuation of the journey towards Warsaw was unfortunately postponed due to General Pilsudski's putsch which had temporarily paralyzed rail transport in this country from May 12, 1926. Barely created, the convoy therefore temporarily ceased its missions from the German capital while waiting for an improvement in the Polish situation.*

*For the training of the various trains of CIWL equipment in rotation, the Paris-Nord, Calais and Ostend Inspections had assembled a fairly large number of metal vehicles. In the United Kingdom, however, strikes had affected railway equipment manufacturing factories and deliveries of new metal cars ordered by the CIWL had suffered significant delays. Despite these unfortunate setbacks, the Company was able to partly compose the "Nord-Express" with metal units with blue liveries.*

Au début du service de l'été 1926, le parc réservé pour ce train comptait les WL type S2 n° 2774 à 2782, 2789 à 2795, 2892 à 2897 (Inspection de Paris-Nord) et les WL type S2 n° 2783 à 2788, 2882 (Inspection de Calais). Au niveau de la restauration, les quatre WR à caisse métallique n° 2878 à 2881 étaient épaulées par les deux WR n° 2463 et 2466 en teck mais repeints en livrée bleue. Les réceptions de nouvelles WL S2 modifièrent ces inventaires. En août suivant, les attributions d'unités supplémentaires avaient modifié ces affectations :

- Paris WL type S2 n° n° 2918 à 2925, 2933 à 2939, 2797 à 2799, (14 WL en service, 4 WL en réserve dont 1 WL à Berlin),
- Calais - Berlin ou Varsovie WL n° 2800 à 2804, (4 WL en service, 1 WL en réserve),
- Paris WR n° 2872, 2873, 2875, 2876, 2879, 2881 (4 WR en service, 2 WR en réserve),

- Ostende WL S2 n° 2789 à 2796 (5 WL en service, 2 en réserve, 1 en ateliers).

At the start of the service in the summer of 1926, the fleet reserved for this train included WL type S2 n° 2774 to 2782, 2789 to 2795, 2892 to 2897 (Paris-Nord Inspection) and WL type S2 n° 2783 to 2788, 2882 (Calais Inspectorate). In terms of restoration, the four WRs with metal bodies nos. 2878 to 2881 were supported by the two WRs nos. 2463 and 2466 in teak but repainted in blue livery. The receipt of new WL S2 modified these inventories. The following August, additional unit allocations changed these assignments:

- Paris WL type S2 n° 2918 to 2925, 2933 to 2939, 2797 to 2799, (14 WL in service, 4 WL in reserve including 1 WL in Berlin),
- Calais - Berlin or Warsaw WL n° 2800 to 2804, (4 WL in service, 1 WL in reserve),
- Paris WR n° 2872, 2873, 2875, 2876, 2879, 2881 (4 WR in service, 2 WR in reserve),
- Ostend WL S2 n° 2789 to 2796 (5 WL in service, 2 in reserve, 1 in workshops).

**NORD-EXPRESS**  
Train de luxe entre CALAIS, BRUXELLES, PARIS, LIÈGE, COLOGNE, BERLIN, VARSOVIE et RIGA

LIGNE DE HAIT EN BAS		LIGNE DE HAIT EN HAUT	
10 45	dép. LONDRES-VICTORIA..... arr.	19 15	arr. BERLIN (SILÉSIE)..... dép.
14 25	dép. CALAIS-MARITIME..... arr.	15 35	arr. BERLIN (SILÉSIE)..... dép.
15 40	dép. SAINT-ANDRÉ..... arr.	14 24	arr. BERLIN (SILÉSIE)..... dép.
15 58	dép. BAISIEUX (Douane)..... arr.	13 57	arr. BERLIN (SILÉSIE)..... dép.
16 13	dép. BLANDAIN (Douane)..... arr.	13 50	arr. BERLIN (SILÉSIE)..... dép.
17 38	dép. BRUXELLES-NORD..... arr.	12 26	arr. BERLIN (SILÉSIE)..... dép.
21 14	dép. LIÈGE (GUILLEMINS)..... arr.	10 22	arr. BERLIN (SILÉSIE)..... dép.
16 25	dép. PARIS-NORD..... arr.	15 00	arr. BERLIN (SILÉSIE)..... dép.
19 11	dép. JEUMONT (Douane)..... arr.	12 15	arr. BERLIN (SILÉSIE)..... dép.
19 36	dép. ERQUELINES (Douane)..... arr.	12 10	arr. BERLIN (SILÉSIE)..... dép.
20 13	dép. CHARLEROI (Sud)..... arr.	11 45	arr. BERLIN (SILÉSIE)..... dép.
21 04	dép. NAMUR..... arr.	11 08	arr. BERLIN (SILÉSIE)..... dép.
21 36	dép. LIÈGE (GUILLEMINS)..... arr.	10 15	arr. BERLIN (SILÉSIE)..... dép.
22 36	dép. HERBIERS (Central)..... arr.	9 58	arr. BERLIN (SILÉSIE)..... dép.
22 40	dép. HERBESTHAL (Douane)..... arr.	9 25	arr. BERLIN (SILÉSIE)..... dép.
23 00	dép. AIX-LA-CHAPELLE (Douane)..... arr.	8 45	arr. BERLIN (SILÉSIE)..... dép.
0 11	dép. COLOGNE..... arr.	8 21	arr. BERLIN (SILÉSIE)..... dép.
0 55	dép. ESSEN..... arr.	8 07	arr. BERLIN (SILÉSIE)..... dép.
1 37	dép. DORTMUND..... arr.	7 40	arr. BERLIN (SILÉSIE)..... dép.
4 49	dép. HANOVRE..... arr.	6 22	arr. BERLIN (SILÉSIE)..... dép.
8 34	dép. BERLIN (FRIEDRICH)..... arr.	4 43	arr. BERLIN (SILÉSIE)..... dép.
8 50	dép. BERLIN (SILÉSIE)..... arr.	2 01	arr. BERLIN (SILÉSIE)..... dép.
9 12	dép. BERLIN (SILÉSIE)..... arr.	22 11	arr. BERLIN (SILÉSIE)..... dép.
11 28	dép. STENTSCH..... arr.	21 56	arr. BERLIN (SILÉSIE)..... dép.
11 48	dép. (Douane allemande)..... arr.	19 00	arr. BERLIN (SILÉSIE)..... dép.
12 02	dép. ZBASZYN (BENTSCHEN)..... arr.	18 30	arr. BERLIN (SILÉSIE)..... dép.
12 42	dép. (Douane polonaise)..... arr.	18 15	arr. BERLIN (SILÉSIE)..... dép.
13 49	dép. POZNAN (POSK)..... arr.	17 44	arr. BERLIN (SILÉSIE)..... dép.
20 40	dép. VARSOVIE (Centr.)..... arr.	16 40	arr. BERLIN (SILÉSIE)..... dép.
9 38	dép. BERLIN (SILÉSIE)..... arr.	10 10	arr. BERLIN (SILÉSIE)..... dép.
14 02	dép. FIRCHAU..... arr.	19 42	arr. BERLIN (SILÉSIE)..... dép.
15 43	dép. TEZEW (DIRSCHAU)..... arr.	15 10	arr. BERLIN (SILÉSIE)..... dép.
18 22	dép. KENIGSBURG..... arr.	13 12	arr. BERLIN (SILÉSIE)..... dép.
20 50	dép. WIRBALLIS..... arr.	10 34	arr. BERLIN (SILÉSIE)..... dép.
21 03	dép. (frontière lituanienne)..... arr.	5 08	arr. BERLIN (SILÉSIE)..... dép.
21 53	dép. KOWNO..... arr.	3 36	arr. BERLIN (SILÉSIE)..... dép.
3 49	dép. JONICKIS (Hr. E. C.)..... arr.	7 28	arr. BERLIN (SILÉSIE)..... dép.
5 24	dép. (frontière lituanienne)..... arr.	5 59	arr. BERLIN (SILÉSIE)..... dép.
5 44	dép. MITE (fron. lettonne)..... arr.	1 42	arr. BERLIN (SILÉSIE)..... dép.
7 16	dép. (Hr. Europe orientale)..... arr.	0 57	arr. BERLIN (SILÉSIE)..... dép.
	dép. RIGA..... arr.	1 22	arr. BERLIN (SILÉSIE)..... dép.
		23 40	arr. BERLIN (SILÉSIE)..... dép.

**PRIX DES SUPPLÉMENTS (timbre compris)**

DE OU POUR PARIS-NORD.				DE OU POUR HERGENRATH (frontière).			
fr. franc.		fr. belge		marks		francs or	
ERQUELINES.....	77 45	44 40	NAMUR.....	77 45	24 50	VERVIERS.....	77 45
CHARLEROI.....	77 45	44 40	LIÈGE.....	77 45	44 95	HERBESTHAL.....	77 45
COLOGNE.....	5 20	---	ZBASZYN.....	40 50	---	EYDTRUHKEN.....	64 70
DORTMUND.....	9 10	---	POZNAN.....	40 50	5 40	WIRBALLIS.....	64 70
ESSEN.....	9 05	---	VARSOVIE.....	40 50	20 75	KOWNO.....	64 70
HANOVRE.....	40 05	---	FIRCHAU.....	49 10	---	JONICKIS.....	---
BERLIN.....	20 05	---	TEZEW.....	---	---	MITE.....	---
BERLIN.....	21 05	---	KENIGSBURG.....	59 35	5 05	RIGA.....	64 70
BERLIN.....	21 05	---					48 44

A l'hiver 1926-1927, les voitures-restaurant métalliques furent temporairement remplacées par d'anciennes unités en bois de teck (WR n° 2463, 2466 à 2470). Entre Paris-Nord et Liège, on notait aussi à titre de protection l'incorporation d'un fourgon à trois essieux (F n° 1075 à 1077). Les fourgons métalliques à huit portes (F n° 1245 à 1251) effectuaient la totalité du parcours depuis Paris jusqu'à Berlin ou Varsovie.

In the winter of 1926-1927, the metal dining cars were temporarily replaced by older teak wood units (WR nos. 2463, 2466 to 2470). Between Paris-Nord and Liège, we also noted for protection the incorporation of a three-axle van (F n° 1075 to 1077). The eight-door metal vans (F n° 1245 to 1251) covered the entire route from Paris to Berlin or Warsaw.

Livret Chaix mai 1928 collection André Jacquot  
Chaix Timetable May 1928 from André Jacquot's collection

La situation s'étant apaisée en Pologne, le « Nord-Express » fut autorisé à continuer ses circulations vers l'Est pour le service de l'hiver 1926-1927. En raison des nouvelles données politiques, il ne se rendait plus en Russie devenue, dans de nouvelles frontières occidentales, l'URSS, mais limitait son voyage à Riga, l'une des capitales des trois pays baltes devenus indépendants (Lettonie). La voie ferrée en provenance de l'ouest y avait été mise en écartement normal afin de faciliter également les transports ferroviaires vers la Lituanie desservie au passage via Virbalis et Kaunas.



*The situation having calmed down in Poland, the “Nord-Express” was authorized to continue its movements towards the East for the winter service of 1926-1927. Due to new political circumstances, it no longer went to Russia, which had become the USSR on new western borders, but limited its trip to Riga, one of the capitals of the three Baltic countries that had become independent (Latvia). The railway line from the west had been put on standard gauge in order to also facilitate rail transport to Lithuania, served via Virbalis and Kaunas.*

Pour le 15 mai 1927, et suite à une question de kilométrage plus faible (et donc de redevances inférieures pour la CIWL), la branche de Calais se raccordant sur le « Nord-Express » à Aulnoye, fut désormais détournée à partir de l’agglomération lilloise vers le territoire belge. Dans la gare maritime calaisienne, son départ pouvait alors être fixé à 14 h 35. Après être passé par Hazebrouck puis par Lille, l’itinéraire était ensuite jalonné par les stations de Baisieux (douanes françaises), Blandain (douanes belges), Tournai, Ath, et Bruxelles-Nord. Le train s’y raccordait avec les voitures venant d’Ostende puis continuait vers Liège pour une arrivée à 21 h 14. De son côté, la tranche de Paris quittait alors la gare du Nord à 15 h 55 pour atteindre successivement Erquelines (douanes), Charleroi, Namur, Liège (21 h 00 - 21 h 35), puis en cours de nuit Cologne (0 h 11), Berlin au matin (8 h 35), Varsovie en soirée (21 h 25) et enfin Riga le surlendemain (7 h 49). Au départ de Berlin, le train était divisé en deux branches, l’une pour Varsovie transitant via Poznan et Francfort-sur-l’Oder et l’autre pour Riga passant par Königsberg et Kaunas. En marge de l’histoire de ce convoi, un accord était intervenu le 27 mars 1927 entre l’Allemagne, la Pologne et la ville libre de Dantzig pour les circulations internationales sur les voies ferrées de la région, notamment sur celles du corridor entre l’Allemagne et la Prusse Orientale ; cela facilitait les circulations du « Nord-Express » et des autres convois.

*For May 15, 1927, and following a question of lower mileage (and therefore lower fees for the CIWL), the Calais branch connecting to the “Nord-Express” at Aulnoye, was henceforth diverted from the Lille urban area towards Belgian territory. From the Calais maritime station, its departure could then be set at 2:35 p.m. After passing through Hazebrouck then through Lille, the route was then marked by the stations of Baisieux (French customs), Blandain (Belgian customs), Tournai, Ath, and Brussels-North. The train connected there with the cars coming from Ostend then continued towards Liège for an arrival at 9:14 p.m. For its part, the Paris section then left the Gare du Nord at 3:55 p.m. to successively reach Erquelines (customs), Charleroi, Namur, Liège (9:00 p.m. - 9:35 p.m.), then during the night Cologne (12:11 a.m.), Berlin in the morning (8:35 a.m.), Warsaw in the evening (9:25 p.m.) and finally Riga the day after (7:49 a.m.). Departing from Berlin, the train was divided into two branches, one for Warsaw via Poznan and Frankfurt (Oder) and the other for Riga via Königsberg and Kaunas. Alongside the history of this convoy, an agreement was reached on March 27, 1927 between Germany, Poland and the Free City of Danzig for international traffic on the region's railways, particularly on those of the corridor between the Germany and East Prussia; this facilitated the movement of the “Nord-Express” and other convoys.*

Pour l’été 1928, les rames en roulement étaient à nouveau entièrement formées grâce à des véhicules métalliques. Si les groupes de voitures-lits au départ de Calais (n° 2892, 2893, 2964 à 2967) et d’Ostende (n° 2789 à 2796) demeuraient toujours des modèles S2, les véhicules partant de Paris appartenaient désormais au type S1 (WL n° 2943 à 2963).

*For the summer of 1928, the trains were again entirely formed using metal vehicles. If the groups of sleeping cars departing from Calais (nos. 2892, 2893, 2964 to 2967) and Ostend (nos. 2789 to 2796) still remained S2 models, the vehicles leaving Paris now belonged to the S1 type (WL n° 2943 to 2963).*



**Voiture-lits CIWL type S1 n° 2952 de la ligne Riga - Paris (dans le Nord-Express) dans le dépôt de la gare de voyageurs Kalpak de Riga, vers 1930. Photographe Hugo Feldmanis, collection du musée letton de l'histoire des chemins de fer. - CIWL sleeping car type S1 no. 2952 on the Riga - Paris line (on the Nord-Express) in the sidings of Riga's Kalpak passenger station, ca. 1930. Photographer Hugo Feldmanis, collection of the Latvian Museum of Railway History.**

Chose assez rare, la CIWL avait décidé l'incorporation quotidienne d'une voiture Pullman de 2<sup>ème</sup> classe sur le parcours entre Paris et Liège (et retour). Un modèle du type « Etoile du Nord » fut alors employé pour ce service proposé à compter du 5 septembre 1928 et au début de 1929. La faible rentabilité de cette adjonction causa assez vite sa suppression qui devint effective dès l'été 1929. De par les horaires du convoi, il fallait en effet deux unités en roulement, ainsi qu'une troisième en réserve, les coûts de fonctionnement étant alors trop élevés. Les Pullman Flèche d'Or n° 4026 et 4027 étaient réservées pour ce roulement.

Aux cinq voitures-lits en rotation et en guise de compensation pour la fin des circulations du salon Pullman, on ajouta une sixième unité à compter du 15 mai 1929 pour la destination de Hamburg-Altona. Cette incorporation permettait de faciliter les déplacements vers les villes de Scandinavie, dont Copenhague, qui se voyaient dorénavant reliées au prix d'un changement de train et d'une traversée maritime des détroits par Warnemünde à l'est ou par Padborg (Flensburg) à l'ouest.

*Quite rare, the CIWL had decided to incorporate a 2nd class Pullman car daily on the route between Paris and Liège (and return). A model of the "Etoile du Nord" type was then used for this service, proposed from September 5, 1928 and at the beginning of 1929. The low profitability of this addition quickly caused its suppression, which became effective in the summer of 1929. By the schedules of the train, two units were required in rotation, as well as a third in reserve, the operating costs then being too high. Pullman Flèche d'Or (Golden Arrow) n° 4026 and 4027 were reserved for this rotation.*

*To the five sleeping cars in rotation and as compensation for the end of Pullman lounge traffic, a sixth unit was added from May 15, 1929 for the destination Hamburg-Altona. This incorporation made it easier to travel to the cities of Scandinavia, including Copenhagen, which were now connected at the cost of a change of train and a maritime crossing of the straits via Warnemünde to the east or via Padborg (Flensburg) to the west.*

A l'automne 1930, le « Nord-Express » accueillit chaque jeudi deux voitures-lits circulant depuis Calais et Ostende jusqu'à Stowbtsy (Stolpce) ; jusqu'à cette dernière ville servant jusqu'en septembre 1939 de point frontière avec l'URSS, elles étaient complétées par une voiture-restaurant en service depuis Paris. Des correspondances vers Minsk et Moscou devenaient possibles grâce à des convois SZD ayant Niegoroloje (première cité soviétique) comme origine.

Du 28 juin au 7 septembre 1930, à l'occasion de l'Exposition de Liège, le « Nord-Express » accueillit à nouveau une voiture Pullman sur le trajet Paris-Nord - Liège ; les WP n° 4163 et 4164 du type Côte d'Azur servaient sur cette relation.

*In the autumn of 1930, the "Nord-Express" welcomed two sleeping cars every Thursday travelling from Calais and Ostend to Stowbtsy (Stolpce); up to the latter city serving as a border point with the USSR until September 1939, they were supplemented by a dining car in service from Paris. Connections to Minsk and Moscow became possible thanks to SZD convoys originating from Niegoroloje (first Soviet city).*

*From June 28 to September 7, 1930, on the occasion of the Liège Exhibition, the "Nord-Express" once again welcomed a Pullman car on the Paris-Nord - Liège route; WP n° 4163 and 4164 of the Côte d'Azur type were used on this relation.*

Lors du service de l'hiver 1930-1931, le « Nord-Express » n° 179-180 reçut au départ de Paris quelques voitures-lits du luxueux modèle Lx10 (n° 3496 à 3502) en complément des WL S1 n° 2943 à 2961 maintenues, les autres branches gardant des WL S1 et S2. A l'été suivant, conservant son parc, il comportait quatre voitures-lits quotidiennes ainsi qu'une voiture-restaurant sur Paris - Berlin. La voiture-lits Paris - Hamburg-Altona circulait également tous les jours. La destination de Varsovie était atteinte quant à elle les mardis, jeudis et samedis par une voiture-lits, la course de la voiture-restaurant continuant alors depuis Berlin. La voiture-lits pour Riga était proposée des lundis aux jeudis et les samedis ; la rame pour les pays baltes recevait de plus une voiture-restaurant depuis Berlin jusqu'à Riga. La voiture-lits Calais - Berlin restait quotidienne et une seconde unité poursuivait sur Varsovie les mardis, jeudis et samedis ; elles restaient acheminées en marche n° 2279-2280 jusqu'à Liège, conjointement avec les unités venant d'Ostende. Dans les indicateurs horaires, la distance Paris - Riga s'élevait à 2 207 km.

*During the winter service of 1930-1931, the "Nord-Express" n° 179-180 received on departure from Paris a few sleeping cars of the luxurious Lx10 model (n° 3496 to 3502) in addition to the WL S1 n° 2943 at 2961 maintained, the other branches keeping WL S1 and S2. The following summer, retaining its fleet, it had four daily sleeping cars as well as a dining car on Paris - Berlin. The Paris - Hamburg-Altona sleeping car also ran every day. The destination of Warsaw was reached on Tuesdays, Thursdays and Saturdays by a sleeping car, the dining car journey then continuing from Berlin. The sleeping car to Riga was offered from Mondays to Thursdays and Saturdays; the train for the Baltic countries also included a dining car from Berlin to Riga. The Calais - Berlin sleeping car remained daily and a second unit continued to Warsaw on Tuesdays, Thursdays and Saturdays; Nos. 2279-2280 remained en-route to Liège, jointly with the units coming from Ostend. In time indicators, the distance Paris - Riga amounted to 2,207 km.*

## Les réformes dues à la crise des années 1930 *Reforms due to the crisis of the 1930s*

Devant une fréquentation se détériorant chaque jour un peu plus suite à la crise mondiale, les administrations ferroviaires concernées autorisèrent la CIWL à admettre des voyageurs de 2<sup>ème</sup> classe dans le « Nord-Express ». Cette décision prit effet à partir du 1<sup>er</sup> décembre 1931. Les utilisateurs de 2<sup>ème</sup> classe étaient ainsi transportés dans les voitures S1. Pour la clientèle de 1<sup>ère</sup> classe, un lot de sept voitures-lits du type Lx (Luxe) et portant les n° 3509 à 3515, restait alors en roulement, en complément des types S1 et S2 restant toujours majoritaires.

*Faced with attendance deteriorating a little more each day following the global crisis, the railway administrations concerned authorized the CIWL to admit 2nd class passengers on the "Nord-Express". This decision took effect from December 1, 1931. 2nd class users were thus transported in S1 cars. For 1st class customers, a batch of seven sleeping cars of type Lx (Luxury) and bearing numbers 3509 to 3515, then remained in rotation, in addition to types S1 and S2 still remaining in the majority.*

Pour le service de l'été 1932, diverses améliorations horaires furent cependant apportées à la marche du train. Les horaires de départ de la gare de Paris-Nord se voyaient ainsi repoussés de 15 h 25 à 19 h 15 pour une arrivée à Riga demeurant sans changement d'heure. Pour la clientèle anglaise transitant par Ostende, on avait avancé l'heure de traversée de la mer du Nord et l'on pouvait dorénavant gagner au retour Londres à 16 h 42 contre 20 h 13 antérieurement. La durée du transit par Calais était aussi améliorée de près de deux heures. D'autres nouveaux modes d'acheminement des branches des ports de la Manche et de la mer du Nord avaient aussi été effectués pour ce service. Les voitures-lits en partance de Calais étaient désormais incluses dans la rame du « Calais-Bruxelles-Pullman », tandis que les unités d'Ostende étaient quant à elles remises jusqu'à Liège dans celle de l'« Ostende-Cologne-Pullman ».

*For the summer 1932 service, however, various timetable improvements were made to the train's operation. Departure times from Paris-Nord station were therefore pushed back from 3:25 p.m. to 7:15 p.m. for an arrival in Riga remaining without time change. For English customers transiting through Ostend, the time for crossing the North Sea had been brought forward and they could now return to London at 4:42 p.m. compared to 8:13 p.m. previously. The duration of transit through Calais was also improved by almost two hours. Other new methods of transporting the branches of the Channel and North Sea ports had also been carried out for this service. The sleeping cars leaving from Calais were now included in the "Calais-Brussels-Pullman" train, while the Ostend units were transferred to Liège in the "Ostend-Cologne-Pullman" train. "*

A compter du 1<sup>er</sup> juillet 1932 et seulement pour la période du service de l'été (jusqu'au 31 août), la voiture-lits de 1<sup>ère</sup> classe et 2<sup>ème</sup> classe ayant Hamburg-Altona comme terminus, gagnait Copenhague par la ligne du Jutland ; pourtant plus long que d'autres itinéraires plus directs, son parcours maritime entre Nyborg et Korsør était ainsi limité à une heure. Pendant les traversées sur le ferry, la voiture-lits S1 était solidement arrimée aux voies ferrées du navire par des chaînes d'amarrage. Les capitales française et danoise étaient désormais reliées en vingt-six heures. Ces circulations devinrent même quotidiennes à partir de l'été 1935.

*From July 1, 1932 and only for the summer service period (until August 31), the 1st class and 2nd class sleeping car with Hamburg-Altona as terminus reached Copenhagen via the Jutland line; yet longer than other more direct routes, its maritime journey between Nyborg and Korsør was thus limited to one hour.*



the train was diverted to Germany between Cologne and Hanover. Its old route via Düsseldorf, Essen and Dortmund was in fact abandoned in favour of the line passing through Hagen and Ham. At the same time, and to take into account changes in maritime services occurring in the French Channel ports, the origin of the Calais sleeping car was initiated in Boulogne-Maritime only in the west - east direction.

Au service de l'hiver 1934-1935, la création d'une relation nouvelle entre Ostende, Berlin et Bucarest réalisant une desserte intermédiaire des villes de Francfort-sur-l'Oder, Wroclaw (Breslau), Katowice, Krakow (Cracovie), Lvov, Snyatin et Mârâșești, servit de prétexte à quelques changements dans les compositions du « Nord-Express ». Ainsi, la périodicité de la voiture-lits Paris - Riga devint quotidienne, alors que celle circulant entre Ostende et Varsovie se voyait supprimée. Une correspondance pour les voyageurs venant du port d'Ostende était toutefois maintenue en gare de Bruxelles sur la branche étant partie de Boulogne et de Calais. Pour simplifier les manœuvres de reclassement des rames, on avait aussi mis fin aux circulations de la voiture-lits Ostende - Riga, les voyageurs pour la Lituanie et la Lettonie devant alors changer de véhicule lors du stationnement berlinois.

In service of the winter of 1934-1935, the creation of a new relationship between Ostend, Berlin and Bucharest providing intermediate service to the cities of Frankfurt-on-the-Oder, Wroclaw (Breslau), Katowice, Krakow (Krakow), Lvov, Snyatin and Mârâșești, served as a pretext for some changes in the compositions of the "Nord-Express". Thus, the frequency of the Paris - Riga sleeping car became daily, while that circulating between Ostend and Warsaw was cancelled. A connection for travellers coming from the port of Ostend was, however, maintained at Brussels station on the branch leaving from Boulogne and Calais. To simplify the reclassification maneuvers of the trains, the circulation of the Ostend - Riga sleeping car was also put an end to, with travellers to Lithuania and Latvia having to change vehicles when parking in Berlin.

NORD-EXPRESS		
Train rapide de wagons-lits (1 <sup>re</sup> et 2 <sup>e</sup> classes)		
entre CALAIS BRUXELLES PARIS LIÈGE COLOGNE HANOVRE HAMBURG COPENHAGUE BERLIN VARSOVIE RIGA		
18 30	↓	19 21
18 40	↓	19 37
19 13	↓	10 5
20 27	↓	8 50
22 25	↓	6 21
178	↓	9 59
18 15	↓	5 50
22 11	↓	5 31
22 46	↓	4 48
0 43	↓	4 30
0 49	↓	6 8
1 44	↓	5 58
2 23	↓	4 40
3 25	↓	3 20
5 28	↓	2 10
5 58	↓	23 48
8 11	↓	21 31
19 14	↓	9 10
5 34	↓	23 56
8 32	↓	21 *
8 55	↓	20 35
9 14	↓	20 20
11 30	↓	18 14
11 45	↓	17 53
11 55	↓	17 45
12 12	↓	17 39
17 35	↓	16 41
17 35	↓	12 15
9 25	↓	18 53
13 12	↓	14 52
13 23	↓	14 41
14 40	↓	13 9
15 2	↓	12 47
15 20	↓	11
18 7	↓	9 52
19 2	↓	8 56
19 30	↓	8 25
19 55	↓	8 19
21 22	↓	8 50
2 10	↓	2 20
3 10	↓	1 50
4 40	↓	2 20
5 10	↓	1 55
6 48	↓	0 36

EDELWEISS		
Train quotidien composé de wagons-salons Pullman 1 <sup>re</sup> , 2 <sup>e</sup> classes.		
9 35	↓	20 19
10 27	↓	19 28
10 52	↓	19 3
11 4	↓	18 14
11 53	↓	17 59
12 4	↓	17 29
12 40	↓	17 28
13 3	↓	17 6
13 58	↓	16 29
16 4	↓	16 19
16 12	↓	15 25
16 40	↓	13 21
17 2	↓	13 16
17 20	↓	12 44
18 36	↓	12 22
18 44	↓	12 22
19 48	↓	10 50
20 12	↓	10 44
21 12	↓	9 20
21 35	↓	8 45
23 *	↓	7 22

Hiver 1935-1936 – Winter 1935-1936

En 1936, dans le cadre des Jeux Olympiques de Berlin, plusieurs innovations furent encore enregistrées. Si la marche était ainsi accélérée sur le parcours polonais, la fin de la politique d'isolement de l'URSS se traduisait par le prolongement des branches Calais et Paris - Varsovie en direction de la frontière russo-polonaise. A l'aller, le terminus était fixé dans la gare russe de Niegoroloje, tandis qu'au retour le départ s'effectuait de celle alors polonaise de Stolpce. La poursuite du voyage vers Moscou, devenue capitale du

nouvel Etat en lieu et place de Saint-Pétersbourg (rebaptisée Petrograd puis Leningrad), restait possible par un train comportant des voitures-lits soviétiques SZD, ainsi que des voitures à places assises. Cette extension était réalisée de façon trihebdomadaire, les mardis, jeudis et samedis en France pour des retours à Paris-Nord s'effectuant les mercredis, vendredis et dimanches.

*In 1936, as part of the Berlin Olympic Games, several innovations were again recorded. If the journey was thus accelerated on the Polish route, the end of the USSR's policy of isolation resulted in the extension of the Calais and Paris - Warsaw branches towards the Russian-Polish border. On the outward journey, the terminus was set at the Russian station of Niegoroloje, while on the return journey the departure was from the then Polish station of Stolpce. The continuation of the journey to Moscow, which had become the capital of the new state in place of Saint Petersburg (renamed Petrograd then Leningrad), remained possible by a train comprising Soviet SZD sleeping cars, as well as cars with seats. This extension was carried out tri-weekly, on Tuesdays, Thursdays and Saturdays in France with returns to Paris-Nord taking place on Wednesdays, Fridays and Sundays.*

Au début des horaires de l'hiver 1936-1937, les voitures-lits du type S1 restaient toujours majoritaires dans les diverses courses du « Nord-Express » au départ de Paris et de Calais ; seul le service vers Copenhague avait été équipé dès l'été 1935 d'un modèle Y. Des disponibilités apparaissant à nouveau dans les effectifs du matériel roulant de la CIWL à partir de 1937, des voitures-lits Lx16 acceptant des voyageurs des deux classes supérieures (ex Lx10 déclassées) remplacèrent les voitures-lits S1 pour les destinations de Riga (WL n° 3477 à 3483) et de Niegoreloje (n° 3466 à 3476). Les S1 n° 2960 à 2967 n'assuraient désormais plus que les trajets au départ de Calais et la réserve. Par économie, les roulements des voitures-restaurant avaient aussi été modifiés ; les WR n° 3395, 3396, 3398, 3580 assuraient les courses Paris - Berlin, tandis que les WR n° 3397, 3399 étaient ensuite raccordés entre Berlin et Niegoreloje.

A titre indicatif, pour l'hiver 1937-1938, le Rapide n° 179 avait les horaires suivants : Paris-Nord 18 h 15 en hiver (19 h 15 été) direct Paris - Liège (367 km) arrivée 22 h 11 en hiver (23 h 11 été), Cologne arrivée 1 h 43 le lendemain et Berlin arrivée 8 h 32. Les diverses destinations nécessitaient les matériels suivants :

*At the beginning of the 1936-1937 winter schedules, S1-type sleeping-cars still remained the majority in the various runs of the "North Express" departing from Paris and Calais; only the service to Copenhagen had been equipped as early as the summer of 1935 of a model Y. Availability reappearing in the rolling stock of the CIWL from 1937, Lx16 sleeper cars accepting passengers of the two upper classes (declassified ex Lx10s) replaced S1 bed cars for destinations from Riga (WL n° 3477 to 3483) and Niegoreloje (n° 3466 to 3476). The S1s Nos. 2960 to 2967 now insured nothing more than trips from Calais and the reserve. By economy, the bearings of the restaurant-cars had also been modified; the WRs Nos. 3395, 3396, 3398, 3580 ensured the Paris - Berlin runs, while the WRs Nos. 3397, 3399 were then connected between Berlin and Niegoreloje.*

*An indicative title, for the winter of 1937-1938, the Rapide (extra fast train) n° 179 had the following schedules: Paris-North 18 h 15 in winter (19 h 15 summer) direct Paris - Liège (367 km) arrived 22 h 11 in winter (23 h 11 summer), Cologne arrived 1 h 43 the next day and Berlin arrived 8 h 32. The various destinations required the following carriages:*

- Calais WL type S1 n° 2961 à 2967,
- Paris - Niegoreloje WL Lx16 n° 3466 à 3477,
- Paris - Riga WL Lx16 n° 3478 à 3483,
- Paris - Copenhague WL type Y n° 3588 à 3594,

- Paris F n° 1245 à 1247, 1257, 1258, 1194,
- Ostende - Berlin (hebdomadaire) - Niegoroloje (trihebdomadaire) - Bucarest (trihebdomadaire) WL type S1 n° 2943 à 2951,
- (Varsovie) Berlin - Niegoroloje WR n° 3397, 3399.

Les prémisses de la future conflagration mondiale pesèrent naturellement sur le destin du « Nord-Express », un train hélas placé aux premières loges. Suite aux diverses crises secouant l'année 1938 et plus particulièrement à l'automne, les relations directes de Paris et Calais à Niegoroloje furent annulées. On les maintint plus simplement grâce à un Express polonais trihebdomadaire comportant outre des voitures à places assises, une voiture-lits du type Y pour le trajet Varsovie - Niegoroloje. De plus, les courses entre Ostende et Varsovie se réduisirent à une périodicité bihebdomadaire avec des départs affichés seulement les jeudis et samedis.

*The threat of the future global conflagration naturally weighed on the destiny of the "Nord-Express", a train unfortunately placed in the front row. Following the various crises shaking up in 1938 and more particularly in the autumn, direct services from Paris and Calais to Niegoroloje were cancelled. They were maintained more simply thanks to a tri-weekly Polish Express including, in addition to passenger cars, a Y-type sleeping car for the Warsaw - Niegoroloje route. In addition, the journeys between Ostend and Warsaw were reduced to a twice-weekly schedule with departures posted only on Thursdays and Saturdays.*

Pour l'été 1939, malgré les menaces grandissantes de conflit, les relations ferroviaires entre Calais et la frontière russo-polonaise furent toutefois rétablies de façon hebdomadaire. Après la mise en application du service spécial à la fin du mois d'août, on arrêta ce train avant la déclaration de la Seconde Guerre mondiale ; les dernières circulations avaient notamment servi aux rapatriements des personnels diplomatiques français en résidence dans la capitale allemande. En octobre 1939, un seul train français franchissait encore la frontière avec la Belgique alors neutre. Il s'agissait de l'Express n° 231 (retour n° 232) qui comportant seulement des voitures métalliques Nord à places assises des trois classes, se rendait uniquement jusqu'à Charleroi via Quévy. Des correspondances aléatoires sur l'Allemagne restaient malgré tout possibles à Liège.

*For the summer of 1939, despite the growing threats of conflict, rail links between Calais and the Russian-Polish border were nevertheless re-established on a weekly basis. After the special service was implemented at the end of August, this train was stopped before the outbreak of World War II; the latest circulations were notably used for the repatriation of French diplomatic personnel resident in the German capital. In October 1939, only one French train still crossed the border with Belgium, then neutral. This was Express No. 231 (return No. 232) which, comprising only metallic Nord cars with seats in three classes, went only to Charleroi via Quévy. However, random connections to Germany remained possible in Liège.*

Après la tragique campagne de France des mois de mai et juin 1940, il fallut attendre l'été 1941 pour constater un timide essor des relations ferroviaires avec l'Allemagne. Celles-ci ne comprenaient alors que l'Express de nuit n° 23 et 24 qui offrait les trois classes ainsi que des voitures-lits Paris - Aix-la-Chapelle et Paris - Liège. Placé dans les horaires Paris-Nord 22 h 00 Berlin 21 h 43, il était tracé en France et en Belgique par Quévy et Bruxelles. Les décisions de privilégier les trains de marchandises prises par les autorités



allemandes à cours de matériel roulant engendraient des conditions draconiennes d'emprunt pour ces convois qui devinrent vite réservés aux seules personnalités du Reich après 1942.

*After the tragic French campaign of May and June 1940, it was not until the summer of 1941 that railway relations with Germany began to take off. These then only included the Night Express No. 23 and 24 which offered all three classes as well as Paris - Aix-la-Chapelle and Paris - Liège sleeping cars. Placed in the Paris-North timetable 10:00 p.m. Berlin 9:43 p.m., it was routed in France and Belgium via Quévy and Brussels. The decisions to favour freight trains taken by the German authorities when they were short of rolling stock generated draconian borrowing conditions for these trains which quickly became reserved only for personalities of the Reich after 1942.*

### **Annexe sur les affections des matériels CIWL** **Appendix listing the CIWL cars that were used**

#### **Eté 1920 :**

Paris pour Paris - Cologne - Varsovie WL n° 545, 548, 549, 616, 641, 642, 644, 680,

#### **Eté 1921 :** Paris - Berlin - Varsovie,

Paris pour Paris - Berlin - Varsovie WL n° 1771, 1776, 2070, 2074, 2172, 2189 à 2198, 2402,

#### **Hiver 1921-1922 :**

Paris pour Paris - Riga WL n° 2070, 2074, 2172, 2189 à 2194, 2402,

Paris pour Paris - Varsovie WL n° 1771, 1773, 1775, 1776, 1792, 1793, 1796, 1990,

#### **Eté 1922 :**

Ostende pour Ostende - Riga WL n° 2167, 2185, 2290, 2292, 2331, 2455, 2456, 2497 à 2500,

#### **Hiver 1922-1923 :**

Ostende pour Ostende - Riga WL n° 2167, 2185, 2290, 2292, 2331, 2455, 2456, 2497 à 2500,

Ostende pour Ostende - Varsovie WL n° 2170, 2171, 2173 à 2175, 2181, 2182,

Paris pour Paris - Varsovie WL n° 2311 à 2319,

Paris pour Paris - Riga WL n° 2320 à 2329, 2488, 2489,

#### **Hiver 1923-1924 :**

Ostende pour Ostende - Varsovie WL n° 2170, 2171, 2173 à 2175, 2181, 2182,

Ostende pour Ostende - Riga WL n° 2167, 2185, 2290, 2292, 2331, 2455, 2456, 2497 à 2500,

Paris pour Paris - Riga WL n° 2311 à 2321,

Paris pour Paris - Varsovie WL n° 2322 à 2330,

#### **Eté 1924 :**

Paris pour Paris - Riga WL n° 2311 à 2322,

Paris pour Paris - Varsovie WL n° 2323 à 2329, 2458,

#### **Hiver 1924-1925 :**

Ostende pour Ostende - Varsovie WL n° 2167, 2170, 2171, 2173 à 2175, 2181, 2182,

Ostende pour Ostende - Riga WL n° 2075, 2185, 2290, 2292, 2331, 2342, 2497 à 2500,

Paris pour Paris - Varsovie WL n° 2311 à 2319,

Paris pour Paris - Riga WL n° 2320 à 2329,

#### **Eté 1925 :**

- F disponibles pour Nord-Express n° 1063, 1065, 1143 à 1145,

**Hiver 1925-1926 :**

Paris pour Paris - Riga WL n° 2315 à 2322,  
Paris pour Paris - Varsovie WL n° 2323 à 2330,  
Paris pour Paris - Berlin WL n° 2311 à 2314,

**Eté 1926 :**

- Paris WL type S2 n° n° 2918 à 2925, 2933 à 2939, 2797 à 2799,  
- Calais - Berlin ou Varsovie WL n° 2800 à 2804,  
- Paris WR n° 2878 à 2881, 2463, 2466, (n° 2872, 2873, 2875, 2876, 2879, 2881),  
- Ostende WL n° 2789 à 2796,  
Paris pour Paris - Varsovie WL n° 2311 à 2317,

**Hiver 1926-1927 :**

- Ostende WL type S2 n° 2789 à 2796.  
- Paris WL n° 2943 à 2961,  
- Calais WL n° 2962 à 2967,  
- Paris WR n° 2463, 2466 à 2470,  
- Paris F n° 1075 à 1077 (Paris - Liège),  
- Paris - Berlin - Varsovie F n° 1245 à 1251,

**Eté 1927 :**

- Ostende n° 54-55/1, L11-12 WL type S2 n° 2789 à 2794.  
- Paris WL S n° 2943 à 2961,  
- Paris WR n° 2463, 2466 à 2470,  
- F n° 1245 à 1252,  
- Paris F n° 1075 à 1077 (Paris - Liège),  
- Calais - Berlin - Varsovie WL n° 2962 à 2967,

**Hiver 1927-1928 :**

- F n° 1245 à 1251,  
- Paris - Liège F 3 essieux n° 1072, 1140 et fourgon Nord,  
- Calais WL n° 2962 à 2966,  
- Paris WL n° 2943 à 2961,  
- Paris WR n° 2469, 2470, 2871, 2872, 2877, 2878,

**Eté 1928 :**

- Calais WL type S2 n° 2892, 2893, 2964 à 2967,  
- Paris WL type S1 n° 2943 à 2963,  
- Paris WR n° 2871, 2872, 2877, 2878, 2869,  
- Paris F n° 1245 à 1252,  
- Ostende WL type S2 n° 2789 à 2796,  
- Berlin - Riga D7-D8 WL R n° 2077, 2080, 2082, 2169  
- Paris - Liège à partir du 5 septembre WP n° non indiqué.

**Hiver 1928-1929 :**

- Calais WL type S1 n° 2962 à 2967,  
- Paris WL type S1 n° 2943 à 2961,  
- Paris WR n° 2868, 2869, 2871, 2872, 2877, 2878,  
- Paris - Liège WSP n° 4026, 4027 (supprimées à partir du 1<sup>er</sup> avril),  
- Paris - Berlin F n° 1245 à 1251,

- Paris - Liège F n° 1252, 1253 (remplacés par n° 1087, 1088, 1297 à partir du 12 mai),
- Paris F 3 essieux n° 1071, 1072, 1140,
- Ostende - Berlin - Varsovie - Riga WL type S2 n° 2789 à 2796,
- Berlin - Riga D7-D8 WL R n° 2077, 2080, 2082, 2169,

**Eté 1929 :**

- Calais WL type S2 n° 2807 à 2812, type S1 n° 2966, 2967,
- Paris WL type S1 n° 2943 à 2965, type S2 n° 2896,
- Paris WR n° 3391 à 3396,
- Paris F n° 1245 à 1252,
- Ostende WL type S2 n° 2789 à 2795
- Berlin - Riga D7-D8 WL R n° 2077, 2080, 2082, 2169.

**Hiver 1929-1930 :**

- Calais WL type S2 n° 2811 à 2814, type S1 n° 2966, 2967, type S2 n° 2802,
- Paris WL type S1 n° 2943 à 2965,
- Paris WR n° 3391 à 3394, 2880, 2881,
- Berlin - Varsovie F n° 1245 à 1250, 1234,
- Liège F n° 1231 à 1233,
- Ostende WL type S2 n° 2789 à 2796,
- Berlin - Riga D7-D8 WL R n° 2077, 2080, 2082, 2169, (1866 et 2083 venant de Varsovie).

**Eté 1930 :**

- Calais WL type S2 n° 2811 à 2815, type S1 n° 2966, 2967,
- Paris WL type S1 n° 2943 à 2965,
- Paris WR n° 3395 à 3400,
- Paris - Liège WSP n° 4163, 4164 (du 28 juin au 7 septembre),
- Paris F n° 1245 à 1252,
- Ostende WL type S2 n° 2789 à 2795,
- Berlin - Riga D7-D8 WL R n° 2077, 2080, 2082, 2083, 2085,

**Hiver 1930-1931 :**

- Calais WL type S1 n° 2962 à 2967, 2816,
- Paris WL type Lx n° 3496 à 3502,
- Paris WL type S1 n° 2943 à 2961,
- Paris WR n° 3395 à 3399,
- Paris F n° 1245 à 1252,
- Paris - Liège F n° 1253 à 1255,
- Ostende WL type S2 n° 2789 à 2796,
- Berlin - Riga D7-D8 WL R n° 2077, 2080, 2082, 2083, 2085,

**Eté 1931 :**

- Paris - Berlin - Varsovie WL Lx n° 3509 à 3515,
- Paris - Berlin - Varsovie WL S n° 2943 à 2957,
- Paris - Hamburg WL S n° 2958 à 2961,
- Calais - Berlin - Varsovie WL S n° 2815, 2962 à 2967,
- Paris-Nord WR n° 3395 à 3400,
- Paris-Nord F n° 1245 à 1252,
- Paris - Liège F n° 1270 à 1272,
- Ostende - Berlin - Varsovie - Riga WL S n° 2789 à 2796,

#### **Hiver 1931-1932 :**

- Paris - Berlin - Varsovie WL Lx10 n° 3509 à 3515,
- Paris - Hamburg WL S n° 2958 à 2961,
- Calais - Berlin - Varsovie WL S n° 2815, 2962 à 2967,
- Paris-Nord WR n° 3395 à 3400,
- Paris-Nord F n° 1245 à 1252,
- Paris - Liège F n° 1253, 1270 à 1272,
- Ostende - Berlin - Varsovie - Riga WL S n° 2789 à 2796,

#### **Eté 1932 :**

- Calais - Berlin - Varsovie WL S n° 2815, 2962 à 2967,
- Paris - Berlin - Varsovie WL S n° 2948 à 2961,
- Paris - Hamburg - (Copenhague juillet et août) WL S n° 2943 à 2947,
- Paris-Nord WR n° 3395 à 3400,
- Paris-Nord F n° 1245 à 1252,
- Paris - Liège F n° 1181, 1183, 1185, 1253,
- Ostende - Berlin - Varsovie - Riga WL S n° 2789 à 2796,

#### **Hiver 1932-1933 :**

- Calais WL type S1 n° 2961 à 2967,
- Paris WL type S1 n° 3423, 3424, 3427, 2947 à 2960,
- Paris - Hamburg WL type S1 n° 2943 à 2946,
- Paris WR n° 3395 à 3400,
- Paris F n° 1245 à 1252,
- Ostende WL type S2 n° 2789 à 2796
- Berlin - Kaunas WL R n° 1996, 2082, 2083
- Berlin - Daugavpils D7-D4 WL Y n° 3709 à 3712.

#### **Eté 1933 :**

- Calais - Berlin - Varsovie WL S n° 2961 à 2967, (départ de Boulogne du 15 mai au 30 septembre),
- Paris - Berlin - Varsovie WL S n° 2947 à 2955,
- Paris - Riga WL S n° 2956 à 2960,
- Paris - Hamburg WL S n° 2943 à 2946,
- Paris-Nord WR n° 3395 à 3400,
- Paris - Berlin ou Varsovie F n° 1245 à 1251,
- Paris - Liège F n° 1252, 1253,
- Ostende - Berlin - Varsovie - Riga WL S n° 2789 à 2796,

#### **Hiver 1933-1934 :**

- Calais - Berlin - Varsovie WL S n° 2961 à 2967,
- Paris - Berlin - Varsovie WL S n° 2948 à 2955, 3423, 3424, 3427,
- Paris - Riga WL S n° 2956 à 2960,
- Paris - Hamburg WL S n° 2943 à 2947,
- Paris-Nord WR n° 3395 à 3400,
- Paris - Berlin ou Varsovie F n° 1245 à 1252,
- Paris - Liège F n° 1212, 1253,
- Ostende - Berlin - Varsovie - Riga WL S n° 2789 à 2796,

#### **Eté 1934 :**

- Calais WL type S1 n° 2962 à 2967,

- Paris - Berlin - Varsovie WL type S1 n° 2947 à 2954,
- Paris - Riga WL type S1 n° 2955 à 2959,
- Paris - Hamburg WL type S1 n° 2943 à 2946,
- Paris WR n° 3395 à 3399,
- Paris F n° 1245 à 1251,
- Paris - Liège F n° 1252, 1253,
- Ostende WL type S2 n° 2789 à 2796, 2799,
- Berlin - Daugavpils D7-D8 WL Y n° 3709 à 3712.

**Hiver 1934-1935 :**

- Calais WL type S1 n° 2961 à 2967,
- Paris - Berlin - Varsovie WL type S1 n° 3423, 3424, 3427, 2946 à 2954,
- Paris - Riga WL type S1 n° 2955 à 2960,
- Paris - Hamburg WL type S1 n° 2943 à 2945,
- Paris WR n° 3395 à 3400,
- Paris F n° 1245 à 1252,
- Ostende WL type S2 n° 2789 à 2795, 2799,
- Berlin - Daugavpils D17-D18 WL Y n° 3709 à 3712.

**Eté 1935 :**

- Calais WL type S1 n° 2961 à 2967,
- Paris - Berlin - Varsovie WL type S1 n° 2944, 2945, 2947, 2949 à 2954,
- Paris - Riga WL type S1 n° 2955 à 2960,
- Paris - Copenhagen WL type Y n° 3588 à 3593,
- Paris WR n° 3395 à 3399,
- Paris F n° 1245 à 1251,
- Ostende - Bucarest WL type S2 n° 2789 à 2799,
- Berlin - Daugavpils D17-D18 WL Y n° 3709 à 3712.

**Hiver 1935-1936 :**

- Calais WL type S1 n° 2961 à 2967,
- Paris - Berlin - Varsovie WL type S1 n° 2943 à 2953,
- Paris - Riga WL type S1 n° 2954 à 2960,
- Paris - Copenhagen WL type Y n° 3588 à 3594,
- Paris WR n° 3395 à 3399,
- Paris F n° 1245 à 1251,
- Ostende - Bucarest WL type S2 n° 2789 à 2799
- Berlin - Daugavpils D17-D18 WL Y n° 3709 à 3712,
- Berlin - Riga D7-D8 WL Y n° 3706 à 3708.

**Eté 1936 :**

- Calais WL type S1 n° 2961 à 2967,
- Paris - Berlin - Varsovie WL type S1 n° 2943 à 2952,
- Paris - Riga WL type S1 n° 2953 à 2958,
- Paris - Copenhagen WL type Y n° 3588 à 3594,
- Paris WR n° 3395 à 3399,
- Paris F n° 1245 à 1250,
- Ostende - Bucarest WL type S2 n° 2790 à 2799,
- Berlin - Daugavpils D17-D18 WL Y n° 3709 à 3712,
- Berlin - Riga D7-D8 WL Y n° 3706 à 3708.

### **Hiver 1936-1937 :**

- Calais WL type S1 n° 2961 à 2967 (n° 2960 à 2967 après équipement avec Lx16),
- Paris - Niegoreloje WL type S1 n° 2943 à 2954, (Lx16 n° 3466 à 3476 ensuite),
- Paris - Riga WL type S1 n° 2955 à 2960, (Lx16 n° 3477 à 3483 ensuite),
- Paris - Copenhague WL type Y n° 3588 à 3594,
- Paris - Berlin WR n° 3395, 3396, 3398, 3580,
- Paris F n° 1245 à 1247, 1274, 1194, 1195,
- Ostende - Bucarest WL type S2 n° 2774 à 2799,
- Berlin - Niegoreloje WR n° 3397, 3399,
- Berlin - Daugavpils D17-D18 WL Y n° 3709 à 3712,
- Berlin - Riga D7-D8 WL Y n° 3706 à 3708.

### **Eté 1937 :**

- Calais WL type S1 n° 2961 à 2967,
- Paris F n° 1245 à 1247, 1257, 1258, 1194,
- Ostende - Berlin (hebdomadaire) - Niegoreloje (trihebdomadaire) - Bucarest (trihebdomadaire) WL type S1 n° 2943 à 2950,
- (Liège) Paris - Berlin WR n° 3395, 3396, 3398,
- (Varsovie) Berlin - Niegoreloje WR n° 3397, 3399,
- Berlin - Daugavpils D17-D18 WL Y n° 3709 à 3712.
- Berlin - Riga D7-D8 (isolé) WL Y n° 3706 à 3708.

### **Hiver 1937-1938 :**

- Calais WL type S1 n° 2961 à 2967,
- Paris - Niegoreloje WL Lx16 n° 3466 à 3477,
- Paris - Riga WL Lx16 n° 3478 à 3483,
- Paris - Copenhague WL type Y n° 3588 à 3594,
- Paris F n° 1245 à 1247, 1257, 1258, 1194,
- Ostende - Berlin (hebdomadaire) - Niegoreloje (trihebdomadaire) - Bucarest (trihebdomadaire) WL type S1 n° 2943 à 2951,
- (Liège) Paris - Berlin WR n° 3395, 3396, 3398,
- (Varsovie) Berlin - Stolpce WR n° 3397, 3399,
- Berlin - Daugavpils D17-D18 WL Y n° 3709 à 3712,
- Berlin - Riga D7-D8 (isolé) WL Y n° 3706 à 3708.

### **Eté 1938 :**

- Calais - Varsovie WL S1 n° 2961 à 2967,
- Paris - Varsovie WL Lx16 n° 3466 à 3476,
- Paris - Riga WL Lx16 n° 3477 à 3483,
- Paris - Copenhague WL Y n° 3588 à 3594,
- Paris - Berlin - Varsovie F n° 1194, 1245 à 1247, 1257, 1258,
- Paris - Liège F n° 1195, 1196, 1207,
- Ostende - Berlin (hebdomadaire) - Varsovie (trihebdomadaire) - Bucarest (trihebdomadaire) WL type S1 n° 2943 à 2951,
- Liège pour Paris - Berlin WR n° 3394 à 3396,
- Varsovie pour Berlin - Varsovie WR n° 3397 à 3399,

### **Hiver 1938-1939 :**

- Calais - Varsovie WL S1 n° 2961 à 2967,
- Paris - Berlin WL Lx16 n° 3466 à 3471

- Paris - Varsovie WL Lx16 n° 3472 à 3476,
- Paris - Riga WL Lx16 n° 3477 à 3483,
- Paris - Copenhague WL Y n° 3588 à 3594,
- Paris - Varsovie F n° 1194, 1245 à 1247, 1257, 1258,
- Paris - Liège F n° 1207, 1212, 1213,
- Ostende - Berlin (hebdomadaire) - Varsovie (trihebdomadaire) - Bucarest (trihebdomadaire) WL type S1 n° 2943 à 2951,
- Liège pour Paris - Berlin WR n° 3394 à 3396,
- Varsovie pour Berlin - Varsovie WR n° 3397 à 3399,

**Eté 1939 :**

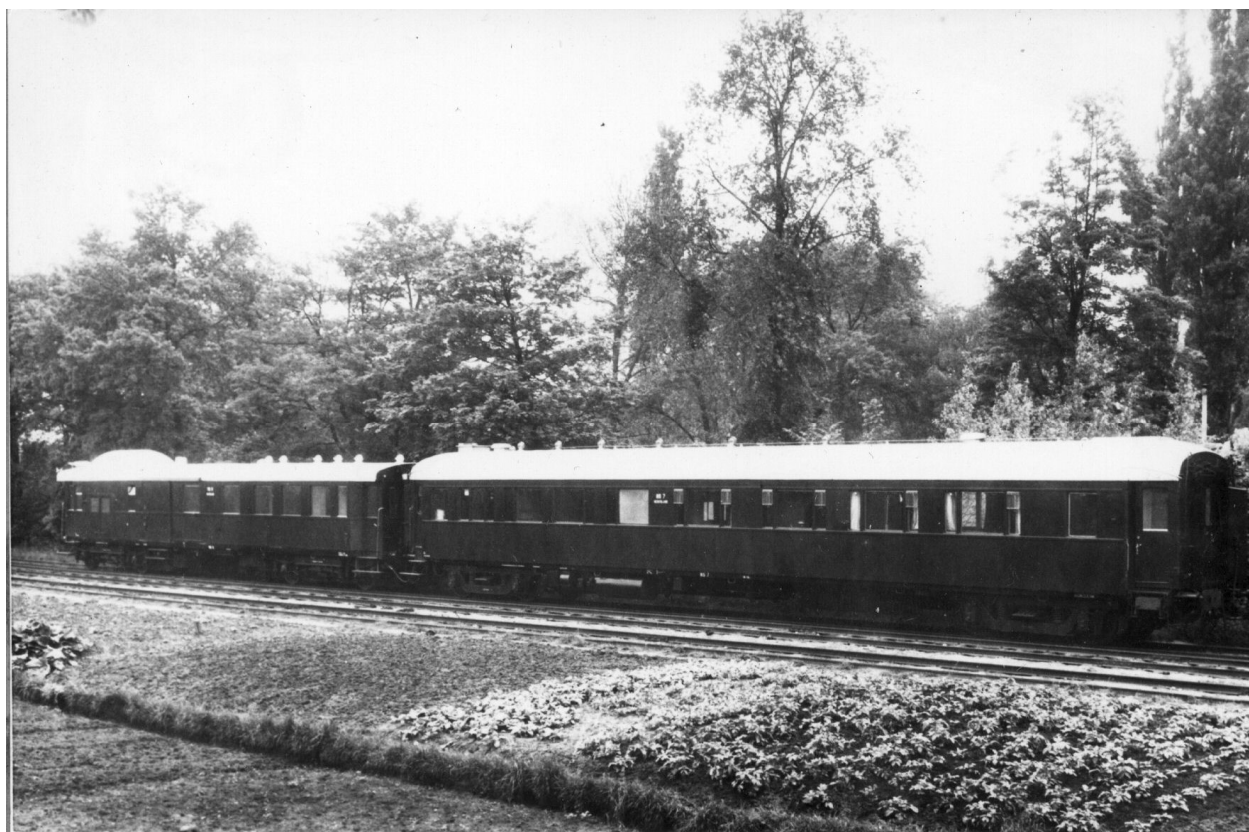
- Calais - Varsovie WL S1 n° 2962 à 2967,
- Paris - Berlin - Varsovie WL Lx16 n° 3466 à 3476,
- Paris - Riga WL Lx16 n° 3477 à 3483,
- Paris - Copenhague WL Y n° 3588 à 3594,
- Paris - Berlin - Varsovie F n° 1194, 1245 à 1247, 1257, 1258,
- Paris - Liège F n° 1195, 1207, 1212,
- Ostende - Berlin - Bucarest (trihebdomadaire) WL S n° 2943 à 2947, ou Varsovie (quadrihebdomadaire) WL S n° 2948 à 2951,
- Paris - Berlin WR n° 3394 à 3396 (gérées par Liège),
- Berlin - Varsovie WR n° 3397 à 3399 (gérées par Varsovie),
- Berlin - Daugavpils D17-D18 WL Y n° 3709 à 3712.
- Berlin - Riga D7-D8 (isolé) WL Y n° 3706 à 3708.

## The Dutch Royal Train

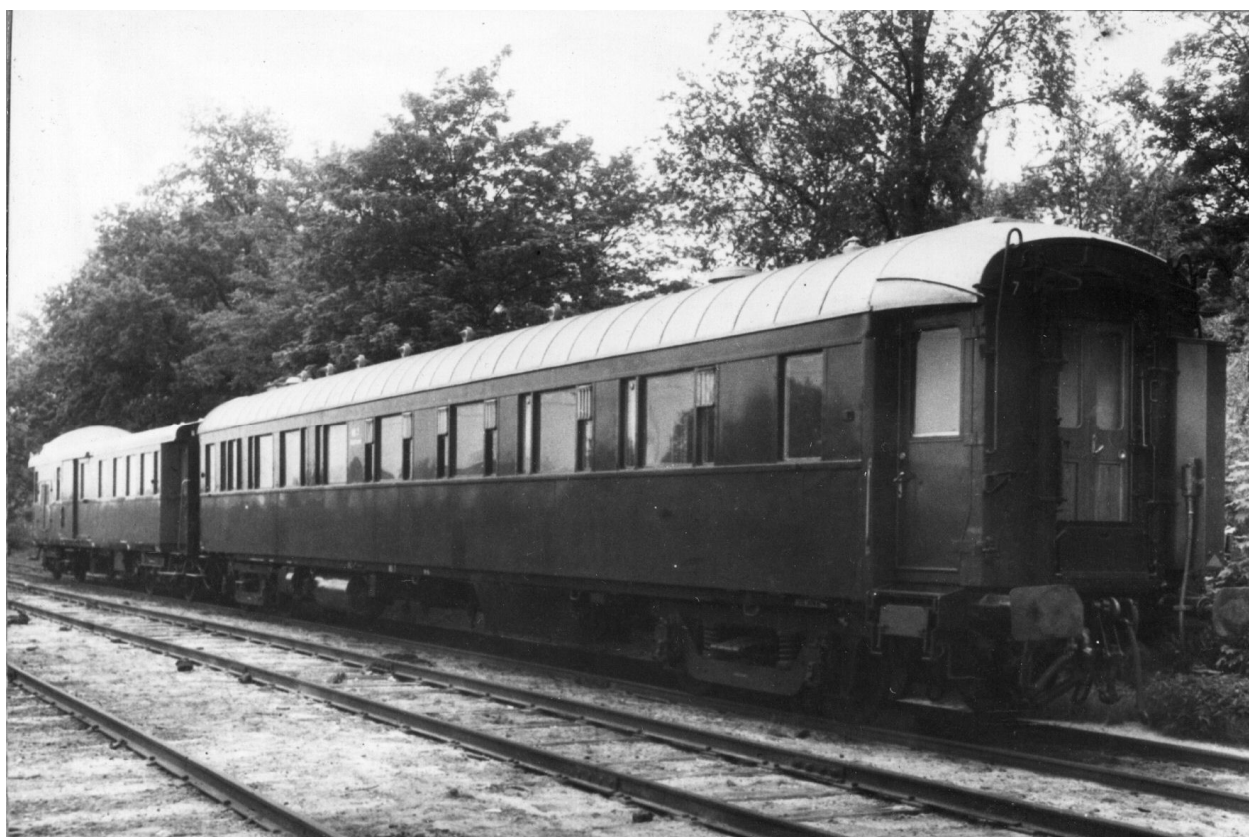
by Marc Stegeman

After the liberation in 1945, the NS = Nederlandse Spoorwegen could not immediately provide capacity to refurbish and operate a royal train. The pre-war royal train was partly ruined and had to be decommissioned in 1947. So the then Queen Wilhelmina was obliged to travel by car over bad roads to visit parts of the Netherlands if she wished to view our country's rebuilding progress. As this proved very tiring to her, she therefore preferred to go by train, which was impossible between 1945 and 1946 /1947. To fill the gap, Nederlandse Spoorwegen (NS) temporarily rented an unspecified WR and WL from the CIWL and added one of their own D-IV luggage cars.

This train was for instance stationed for a couple of days in a province far away from the Soestdijk Palace, and Wilhelmina from there used a car to make day visits to locations in the neighbourhood. In 1946 she also had this replacement royal train directed to Antwerp. This took to 1948, when the NS presented luggage car NS-6 (or D6) and "salon" car NS-7 (or SR-7) to her, as an intermediate royal train until a "new" royal train would be formed. It was not all quite new rolling stock, but partly rebuilt on existing cars by the then three railway rolling stock manufacturers in the Netherlands. The NS-6 was a Beijnes rebuilt of a DR "Packwagen" which had to accommodate the staff, to provide electricity and steam heat, and include a luggage compartment, a kitchen, toilets and a shower room.



NS6 Fourgon and NS7 Salon (ex WSPc 2748) in May 1948. Photo: Het Utrechts Archief N° 152278 (Public-Domain 1.0)



NS7 Salon and in the background NS6 Fourgon in May 1948. Photo: Het Utrechts Archief N° 152277, Public Domain 1.0

The NS SR-7 was CIWL Salon car with cuisine N° 2748, built by Lorraine in 1926 for the Sud-Express, and bought from CIWL by NS in 1947 to be rebuilt by the Allan company. The SR-7 was provided with a wide



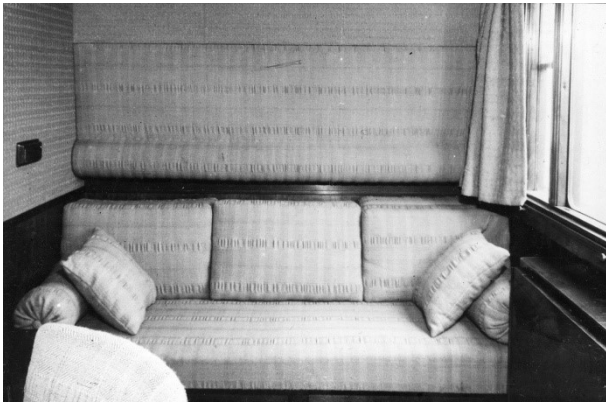
reception room ("salon") with a wardrobe and toilet on one end, and the other end connected to a corridor. Alongside this corridor were an office compartment, a sleeping room and a bathroom for HRH. Next came the compartments for the royal staff, for the royal train conductor, a kitchen and a toilet.



Photos: Het-Utrechts-Archief, Public-Domain 1.0, N° 152284



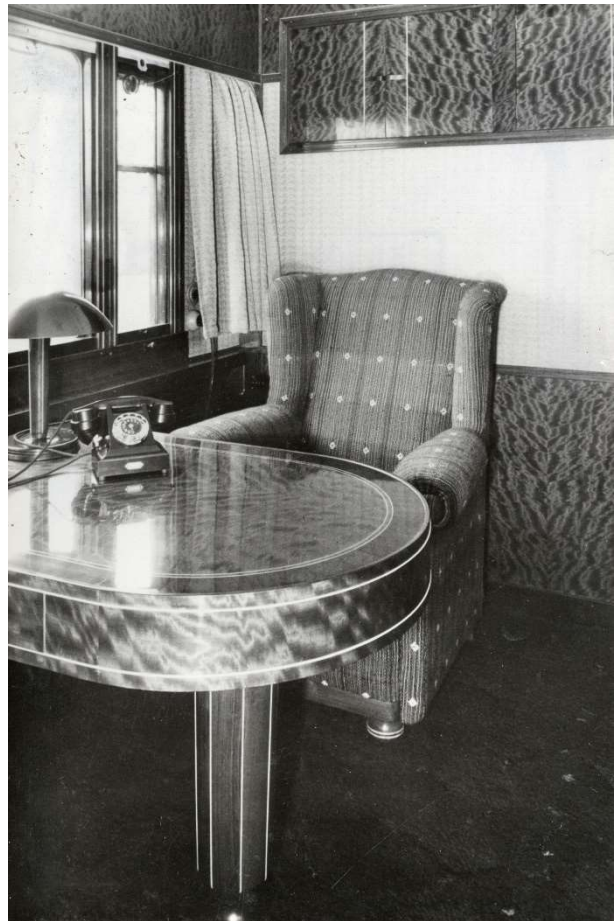
N° 152285



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<https://hetutrechtsarchief.nl/>

There was a warm water system for heating, whereas the heat could be provided by steam heat from the coal stove or from external sources. No air conditioning system is mentioned. The lighting was by light bulbs on 24 Volt batteries which could one-by-one either be charged by a generator when the train was running, or via an AC to 24 VDC converter and the NS-6 power generator or an external power supply at 220V or 380V.



N° 152286

Notable is that during WW2 these two cars had been used by Friedrich Christiansen, the German General der Flieger and Wehrmachtbefehlshaber. Queen Wilhelmina was on purpose not informed about this!

The railway line next to the Soestdijk Palace was last used in 1948 after which this not-electrified line was not maintained anymore but for the Soesterberg military airfield fuel supply. Occasionally and until 1974, the royal train was sent to Soesterberg, in order to enable royal guests to easily transfer from airplane to the train, as Schiphol airport had no opportunity to accommodate this. When the royal train was used, it was usual to run it between two steam locomotives, for "just in case" one would fail or other reasons.

As steam traction was to be ended completely in 1957, and most main railway lines had been electrified in the meantime, electric traction was to be used as of 1954. Finally, in 1959, the SR-7 was decommissioned and soon scrapped to prevent souvenir hawkers to get hold of anything with royal (or German army) value. In 1948 Queen Wilhelmina abdicated and Juliana was to be queen from then on, but Juliana had a husband, Bernhard, and four girls, so the royal train accommodation had to be extended. For Queen Juliana's Royal Train the NS workshop Haarlem had additionally converted two 1932-1933 Werkspoor (track) cars which were commissioned as SR-8 and SR-9 in 1953/1955, which lasted until 1993. With regard to the exterior photo taken after 5-10-1978 (zoomed in on revision date of WPH Haarlem): this cannot be a (former) CIWL car, but must be either SR-8 or SR-9. Another photo shows two "royal" cars at Soesterberg on September 25, 1967 and the right one is visibly marked with SR, on the other one no SR-marking is visible, but these must be SR-8 or SR-9. These cars are now in the collection of the Dutch National Railway Museum.

Around 1983, and based on ICR-4 rolling stock, the SR-10 was to be newly built in Germany by Talbot, as the traditional three Dutch railway rolling stock manufacturers had ceased to exist. The SR-11 and SR-12 were rebuilt from ICR-1 cars in 2012.

Last year the latest royal train (SR-10-11-12) was decommissioned as it became too old and expensive to maintain and was not suitable to be adapted to the nowadays higher regular speeds. There is not foreseen in any replacement, so the royals will have to revert to road or air transport in case they are not willing to travel in regular train rolling stock.

Additional information on [https://nl.wikipedia.org/wiki/Koninklijke\\_trein\\_\(Nederland\)](https://nl.wikipedia.org/wiki/Koninklijke_trein_(Nederland)) and on [www.martijnhaman.nl/koninklijk.htm](http://www.martijnhaman.nl/koninklijk.htm)

The trips with the royal train are detailed on [www.martijnhaman.nl/koninklijk\\_gebruikkoninklijketrein.htm](http://www.martijnhaman.nl/koninklijk_gebruikkoninklijketrein.htm)

- Koninklijk Huisarchief, the Hague > [www.koninklijkeverzamelingen.nl/thema-s/101-welkom-het-koninklijk-huisarchief](http://www.koninklijkeverzamelingen.nl/thema-s/101-welkom-het-koninklijk-huisarchief) > [info@koninklijkeverzamelingen.nl](mailto:info@koninklijkeverzamelingen.nl)

- Algemeen Rijksarchief, the Hague & Schaarsbergen > [www.nationaalarchief.nl/onderzoeken/fotos#carousel-8191](http://www.nationaalarchief.nl/onderzoeken/fotos#carousel-8191) > [www.nationaalarchief.nl/onderzoeken/zoeken?activeTab=photos&qf\\_ao\\_download=Direct](http://www.nationaalarchief.nl/onderzoeken/zoeken?activeTab=photos&qf_ao_download=Direct)

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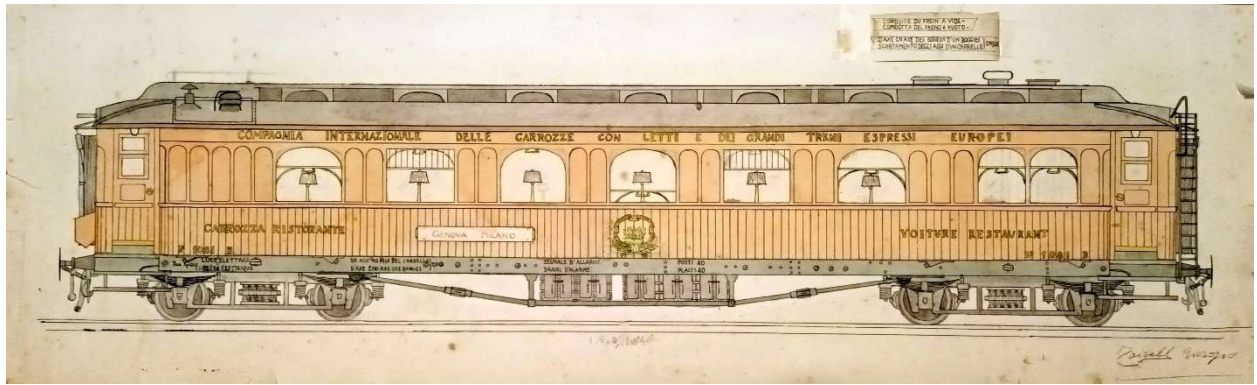
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## Letters from our correspondents

### Giorgio Gereschi wrote:

Hi Chris,

Thank you very much for including me in your list. I have downloaded and read your newsletter which I found very interesting. I am enclosing a drawing made by an uncle of mine, Giorgio Taibel, in 1931 at the age of 15, the drawing is not perfect but I still find it very interesting, both because it was made when the carriage was still in service and because of all the inscriptions on it.



Looking forward to the next newsletter,

thanks again and best regards,

Giorgio Gereschi

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## LE CARROZZE-LETTI WL S2 2602-2640 “en Bois”

### THE SLEEPING CARS WL S2 2602-2640 with wooden teak bodies

by Francisco Bochicchio





**L'ispirazione per scrivere questo breve saggio è giunta grazie al bel modello della WL S2 2610 che l'amico Giorgio Gereschi ha realizzato nell'estate 2023 - *The inspiration to write this short essay came thanks to the beautiful model of the WL S2 2610 that my friend Giorgio Gereschi created in the summer of 2023.***

All'inizio degli anni '20 del Novecento, buona parte delle amministrazioni ferroviarie europee stava attuando la progressiva sostituzione delle vecchie carrozze a cassa in legno a favore delle innovative, per

l'epoca, a cassa metallica. Questo processo di ammodernamento non rappresenta nulla di nuovo da apprendere per gli appassionati di storia ferroviaria e della CIWL in particolare ma è importante ricordarlo ai fini di questo saggio.

*At the beginning of the 1920s, most of the European railway administrations were implementing the progressive replacement of the old wooden-box carriages in favour of the innovative, for the time, metal-box ones. This modernization process is nothing new for fans of railway history and the CIWL in particular but it is important to remember for the purposes of this essay.*

Nel primo dopoguerra, come è stato documentato già da più pubblicazioni, vi era l'intenzione da parte della dirigenza CIWL di riammodernare progressivamente tutto il parco delle proprie carrozze con il proposito di aumentare l'indice d'attrattività dei propri treni e per assestare un colpo decisivo alla concorrenza.

*In the immediate post-war period, as has already been documented by several publications, there was an intention on the part of the CIWL management to progressively modernize the entire fleet of its carriages with the aim of increasing the attractiveness index of its trains and to establish a decisive blow to the competition.*

La non attuazione di tale rinnovamento, nel lungo periodo, avrebbe aperto la strada ad altre compagnie ferroviarie, che avrebbero potuto sviluppare prodotti commerciali superiori a quelli della CIWL stessa.

*Failure to implement this renewal, in the long term, would have paved the way for other railway companies, which could have developed commercial products superior to those of CIWL itself.*

Durante l'attuazione di questo piano di rinnovamento, tra il 1922 e il 1924, vi fu la costruzione di 35 nuove carrozze-letti con la cassa in teck dalle caratteristiche tecniche completamente diverse rispetto ai modelli costruiti precedentemente per la CIWL. Secondo lo storico Robert Nobecourt, queste vetture con cassa in legno – denominate in seguito WL S2 e numerate da 2606 a 2640 – entrarono progressivamente in servizio dopo le prime vetture WL S2 con cassa metallica numerate da 2641 a 2674, quindi con numerazione successiva a quelle con cassa in legno.

*During the implementation of this renewal plan, between 1922 and 1924, there was the construction of 35 new sleeping carriages with teak bodies with completely different technical characteristics compared to the models previously built for the CIWL. According to historian Robert Nobecourt, these wooden-bodied cars – later called WL S2 and numbered from 2606 to 2640 – progressively entered service after the first metal-cased WL S2 cars numbered from 2641 to 2674, then numbered after those with wooden case.*

Secondo lo storico italiano Giorgio Gereschi, quanto scritto sopra potrebbe far pensare che le vetture con cassa in legno siano state ordinate prima rispetto a quelle metalliche, ma è più probabile che entrambe le tipologie di vetture siano state ordinate più o meno nello stesso periodo. Si potrebbe pensare che, essendo quelle metalliche una novità, la CIWL ne abbia accelerato la costruzione rispetto a quelle in cassa in legno. Questo punto rimane tra i più controversi per quanto riguarda la storia di queste carrozze-letti in teck, che è comunque passata in secondo piano rispetto alle coeve consorelle in cassa metallica, e

merita di essere riportata all'attenzione degli studiosi in quanto ebbe molto a che fare con i servizi della CIWL in Italia.

*According to the Italian historian Giorgio Gereschi, what is written above might suggest that the cars with wooden bodies were ordered earlier than the metal ones, but it is more likely that both types of cars were ordered more or less in the same period? One might think that, since the metal ones are new, CIWL has accelerated their construction compared to the wooden ones. This point remains among the most controversial regarding the history of these teak sleeping-cars, which however took a back seat compared to their contemporary metal-framed sisters, and deserves to be brought back to the attention of scholars as it had much to do with CIWL services in Italy.*

In questo breve saggio, cercherò di ripercorrere la storia di questo gruppo di carrozze uniche nel suo genere, utilizzando tutte le informazioni attualmente in mio possesso. La costruzione delle carrozze di questa tipologia venne ripartite nei seguenti lotti:

- WL S2 2606-2630 da parte delle Officine di Nivelles, in Belgio;
- WL S2 2631-2640 da parte degli *Ateliers Wagons-Lits* di Neuaubing, sobborgo di Monaco di Baviera.

*In this short essay, I will try to retrace the history of this group of one-of-a-kind carriages, using all the information currently in my possession. The construction of carriages of this type was divided into the following lots:*

- *WL S2 2606-2630 by the Nivelles Workshops, in Belgium;*
- *WL S2 2631-2640 by the Ateliers Wagons-Lits of Neuaubing, a suburb of Munich.*

È bene ora effettuare un confronto tra le due versioni delle carrozze-letti WL S2 (in legno e metallo):

*It is now a good idea to make a comparison between the two versions of the WL S2 sleeping carriages (in wood and metal):*

- le dimensioni generali (lunghezza, larghezza e altezza) sono identiche;
- il disegno della cassa è il medesimo, così come le disposizioni interne (12 cabine – di cui 8 singole di prima classe e 4 da 2 letti, a formare le cabine di seconda classe – per un totale di 16 posti letto), il disegno e la dimensione dei finestrini (ciò fa pensare ad un unico progetto con due soluzioni costruttive differenti);
- la tecnica costruttiva è invece totalmente diversa, la struttura della cassa e del tetto (pur condividendo la curvatura a botte) è interamente in legno nelle prime e interamente in acciaio nelle seconde;
- il telaio (22,2 metri di lunghezza, compreso di respingenti 23,452 metri), pur essendo metallico per entrambe, per le WL S2 “en Bois” non è altro che quello delle precedenti vetture a cassa in legno (allungato formato da profilati di acciaio con tiranti di irrobustimento esterni) mentre nelle WL S2 in metallo è in profilati di acciaio ma con estremità in fusione e irrobustimento formato da due travi longitudinali poste sotto il telaio;
- per quanto riguarda i carrelli è stato utilizzato l'allora innovativo carrello tipo “P”.
  
- *the general dimensions (length, width and height) are identical;*

- *the design of the body is the same, as are the internal layouts (12 cabins - of which 8 first class singles and 4 with 2 beds, forming the second class cabins - for a total of 16 beds), the design and the size of the windows (this suggests a single project with two different construction solutions);*
- *the construction technique is instead totally different, the structure of the body and the roof (although sharing the barrel curvature) is entirely made of wood in the former and entirely made of steel in the latter;*
- *the chassis (22.2 meters long, including 23.452 meter buffers), although metallic for both, for the WL S2 "en Bois" is none other than that of the previous wooden body cars (elongated made up of steel profiles steel with external strengthening tie rods) while in the metal WL S2 it is made of steel profiles but with cast ends and strengthening formed by two longitudinal beams placed under the frame;*
- *as regards the bogies, the then innovative "P" type bogie was used.*

Probabilmente, a causa del fatto che le prime vetture in cassa metallica presentavano alcune problematiche legate al cattivo isolamento termico, le migliori capacità termiche della cassa in teck permisero a queste carrozze di mantenere un ruolo di primo piano nei servizi della CIWL, che collegavano aree geografiche d'Europa con climi molto diversi, almeno fino alla metà degli anni '30. Le WL S2 2606-2630 furono impiegate a partire dal 1922, in particolare, sul famoso treno di lusso *Rome-Express* Parigi-Roma. La testimonianza tangibile del loro utilizzo su questo treno rimane, purtroppo, tristemente nota: nell'ottobre 1924, a causa di un deviatore difettoso, il *Rome-Express* subì un grave incidente a Santa Margherita Ligure dove morirono 5 persone.

*Probably, due to the fact that the first cars with a metal body presented some problems related to poor thermal insulation, the better thermal capacities of the teak body allowed these carriages to maintain a leading role in the CIWL services, which connected geographical areas of Europe with very different climates, at least until the mid-1930s. The WL S2 2606-2630 were used starting from 1922, in particular, on the famous Rome-Express Paris-Rome luxury train. The tangible evidence of their use on this train remains, unfortunately, sadly known: in October 1924, due to a faulty switch, the Rome-Express suffered a serious accident in Santa Margherita Ligure where 5 people died.*

Le conseguenze dell'incidente vennero aggravate dal fatto che le casse in teck delle vetture, in particolare quelle della carrozza-ristorante e del *Fourgon*, si disintegrarono nel deragliamento. Le carrozze-letti presenti nel treno – appartenenti per l'appunto al lotto WL S2 2606-2630 – sembra non abbiano subito gravi danni. A seguito di questo sfortunato evento – e altri simili avvenuti in Europa in quel periodo – la CIWL decise che tutte le nuove vetture avrebbero dovuto essere in cassa metallica e di procedere alla progressiva dismissione di quelle in cassa in teck.

*The consequences of the accident were aggravated by the fact that the teak bodies of the cars, in particular those of the dining car and the Fourgon, disintegrated in the derailment. The sleeping carriages present in the train - belonging precisely to lot WL S2 2606-2630 - appear to have not suffered serious damage. Following this unfortunate event - and other similar ones that occurred in Europe in that period - the CIWL decided that all new cars should have a metal body and to proceed with the progressive disposal of those in teak bodies.*

Le WL S2 2606-2630 rimasero in servizio sul *Rome-Express* almeno fino all'estate 1926, svolgendo le relazioni Boulogne/Calais-Roma e Parigi-Firenze. Nel corso dell'estate del 1926, furono reimpiegate sull'*Orient-Express* Parigi-Bucarest via Monaco-Vienna svolgendo le relazioni Calais/Parigi-Budapest/Bucarest/Karlsbad/Praga. In particolare, sulla relazione Parigi-Praga furono usate per la prima volta le carrozze-letti S2 "en Bois" del secondo lotto. Tra l'estate del 1926, fino all'estate 1928 le WL S2 "en Bois" di primo e secondo lotto furono spostate sul treno di lusso *Suisse-Arlberg-Vienne-Orient-Express* per svolgere le relazioni da Calais, Boulogne e Parigi per Interlaken (denominata *Oberland-Express*) e Coira (*Engandine-Express*).

*The WL S2 2606-2630 remained in service on the Rome-Express at least until the summer of 1926, carrying out the Boulogne/Calais-Rome and Paris-Florence connections. During the summer of 1926, they were redeployed on the Orient-Express Paris-Bucharest via Munich-Vienna carrying out the Calais/Paris-Budapest/Bucharest/Karlsbad/Prague connections. In particular, the S2 "en Bois" sleeping cars from the second batch were used for the first time on the Paris-Prague route. Between the summer of 1926 and the summer of 1928 the WL S2 "en Bois" of the first and second batches were moved to the luxury train Suisse-Arlberg-Vienne-Orient-Express to carry out connections from Calais, Boulogne and Paris to Interlaken (called Oberland-Express) and Chur (Engandine-Express).*

Nell'inverno 1928/29, le WL S2 "en Bois" vennero trasferite a Vienna e assegnate al treno di lusso *Vienne-Nice-Cannes-Express* in servizio trisettimanale tra dicembre e aprile. Su questo treno coprono le relazioni da Varsavia, Bucarest e Vienna per Nizza e Cannes. Le ultime carrozze di questo gruppo si videro su questa relazione in servizio fino all'inverno 1934/35 quando furono ritirate dal servizio. Ciò che accadde successivamente alle WL S2 "en Bois" rimane abbastanza difficile da ricostruire e le uniche informazioni che abbiamo sono quelle fornite da Coudert, Toussiot e Knepper.

*In the winter of 1928/29, the WL S2 "en Bois" were transferred to Vienna and assigned to the luxury train Vienne-Nice-Cannes-Express running three times a week between December and April. On this train they covered connections from Warsaw, Bucharest and Vienna to Nice and Cannes. The last carriages of this group were seen on this report in service until the winter of 1934/35 when they were withdrawn from service. What happened subsequently to the WL S2 "en Bois" remains quite difficult to reconstruct and the only information we have is that provided by Coudert, Toussiot and Knepper.*

Tra il 1935 e il 1936 la CIWL fece trasformare 11 WL S2 "en Bois" appartenenti al primo e secondo lotto in carrozze-letti WL ST con cassa metallica. Altre 3 carrozze furono vendute alle Ferrovie Austriache e convertite nel 1969 come dormitori per i treni cantiere. Delle restanti 21 carrozze-letti con allestimento originale non si è fino a ora giunto a ricostruirne il destino finale. Chiunque sia in possesso di informazioni e fotografie riguardanti queste carrozze, è invitato a contattarmi per cercare di completare la storia di queste vetture della CIWL uniche nel loro genere.

*Between 1935 and 1936 the CIWL had 11 WL S2 "en Bois" belonging to the first and second batches transformed into WL ST sleeping cars with metal bodies. A further 3 carriages were sold to the Austrian Railways and converted in 1969 as dormitories for construction trains. The final fate of the remaining 21 sleeping cars with original equipment has not yet been reconstructed. Anyone in possession of information and photographs regarding these carriages is invited to contact me to try to complete the story of these one-of-a-kind CIWL carriages.*



In allegato, una tabella riassuntiva dei servizi che queste carrozze hanno svolto nei successivi anni di servizio, grazie alle informazioni gentilmente offerte da Jean-Marc Dupuy.

*Attached is a summary table of the services that these carriages performed in the subsequent years of service, thanks to the information kindly offered by Jean-Marc Dupuy.*

<b>Anno/Periodo</b>	<b>Treno</b>	<b>Carrozze/Percorrenze</b>
1922-1924	<i>Rome-Express</i>	WL S2 2606-2630
Estate 1924	<i>Rome-Express</i>	WL S2 2606-2611 (Boulogne-Roma); WL S2 2612-2623 (Parigi-Roma/Firenze).
Inverno 1924-1925	<i>Rome-Express</i>	WL S2 2606-2610 (Boulogne-Roma); WL S2 2611-2626 (Parigi-Firenze).
Inverno/Estate 1925-1926	<i>Rome-Express</i>	WL S2 2617-2621, 2623 (Parigi-Roma); WL S2 2624-2628 (Parigi-Firenze); WL S2 2608-2616 (Boulogne-Roma).
Estate 1926	<i>Orient-Express</i>	WL S2 2606, 2608-2609, 2612 e 2614 (Calais-Bucarest); WL S2 2616, 2618-19 (Calais-Karlsbad); WL S2 2622-2624, 2610-11 e 2615 (Parigi-Budapest); WL S2 2625-2628, 2621, 2623 e 2625 (Parigi-Bucarest); WL S2 2626-27, 2629 (Parigi-Karlsbad); WL S2 2631, 2635 e 2637 (Parigi-Praga).
Estate 1926	<i>Suisse-Arlberg-Vienne-Orient-Express</i>	WL S2 2613-15 (Calais-Coira, <i>Engadine-Express</i> ); WL S2 2628, 2630 e 2632 (Boulogne-Coira, <i>Engadine-Express</i> ); WL S2 2616-18 (Calais-Coira, <i>Oberland-Express</i> ); WL S2 2633-34 e 2636 (Boulogne-Coira, <i>Oberland-Express</i> );

		WL S2 2619-21 e 2638-40 (Parigi-Coira, <i>Engadine-Express</i> ).
Inverno 1926-1927	<i>Suisse-Arlberg-Vienne-Orient-Express</i>	WL S2 2614, 2619, 2621 e 2623 (Boulogne-Coira, <i>Engadine-Express</i> ); WL S2 2615, 2625-26, 2627-28, 2630, 2637-38 e 2640 (Boulogne-Interlaken, <i>Oberland-Express</i> ); WL S2 2610, 2613, 2617-18, 2620, 2622, 2624, 2631 (Parigi-Coira, <i>Engadine-Express</i> ); WL S2 2635 e 2639 (Parigi-Interlaken, <i>Oberland-Express</i> ).
Estate 1927	<i>Suisse-Arlberg-Vienne-Orient-Express</i>	WL S2 2613-15 (Boulogne-Coira, <i>Engadine-Express</i> ); WL S2 2616-18 (trisettimanale 01/07-07/09, <i>Oberland-Express</i> ); WL S2 2628-31 (trisettimanale 01/07-07/09, <i>Engadine-Express</i> ).
Inverno 1927-28	<i>Suisse-Arlberg-Vienne-Orient-Express</i>	WL S2 2624-25 ( <i>Engadine-Express</i> ); WL S2 2626-27 ( <i>Oberland-Express</i> ).
Estate 1928	<i>Suisse-Arlberg-Vienne-Orient-Express</i>	WL S2 2624-25 (trisettimanale dal 29/06-07/09, Boulogne-Interlaken, <i>Oberland-Express</i> ).
Inverno 1929-1930	<i>Vienna-Nice-Cannes-Express</i>	WL S2 2614-2622
Inverno 1930-1931 (trisettimanale 16/12-08/04)	<i>Vienna-Nice-Cannes-Express</i>	WL S2 2606-2610 (Bucarest-Cannes); WL S2 2611-2615, 2620-2622 (Vienna-Cannes).
Inverno 1931-1932 (trisettimanale 17/12-29/04)	<i>Vienna-Nice-Cannes-Express</i>	WL S2 2606-2615, 2626-2627 (Varsavia-Vienna-Cannes).
Inverno 1934-1935 (trisettimanale 22/12-27/04)	<i>Vienna-Nice-Cannes-Express</i>	WL S2 2612-2615

Carrozze-letti WL S2 “en Bois” che sono state trasformate in WL ST nel 1936:

*WL S2 'en Bois' carriages that were converted to WL ST in 1936:*

2606-2608, 2616-17, 2628, 2632-2636.

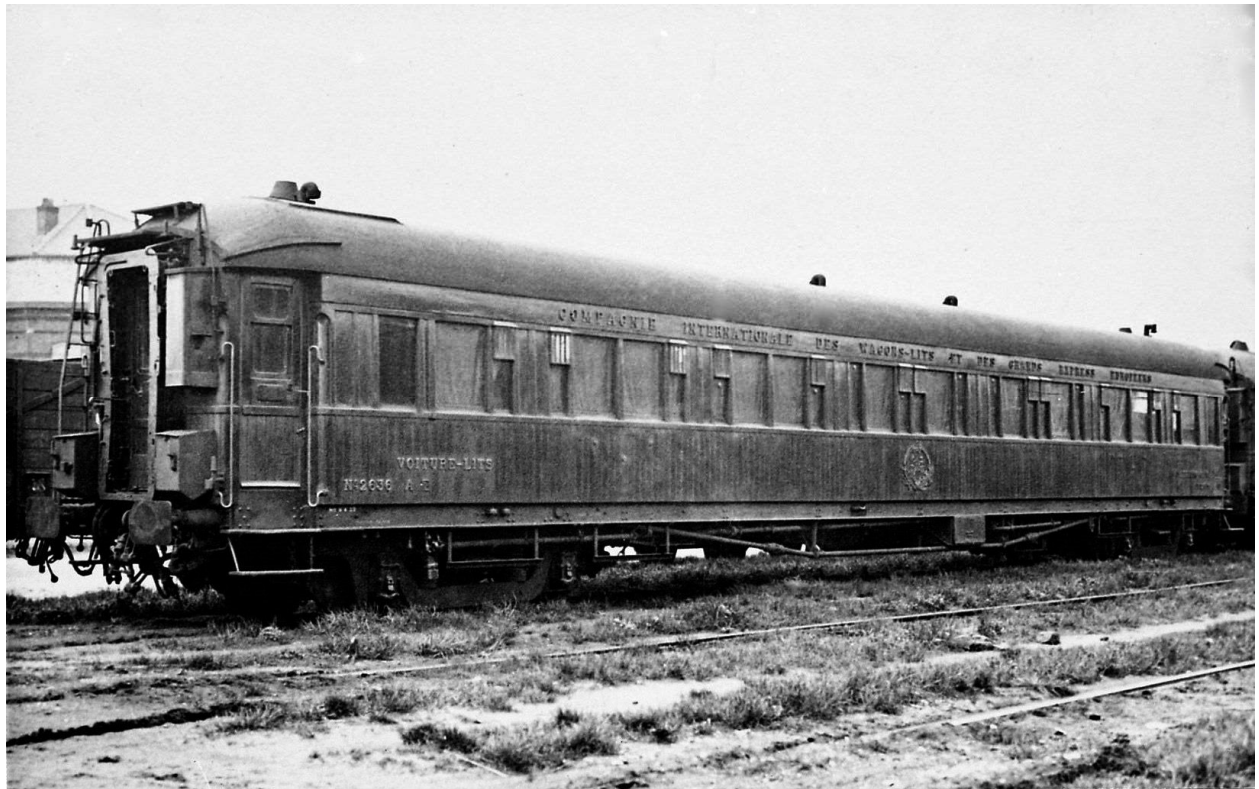
Carrozze-letti WL S2 “en Bois” vendute agli austriaci:

*WL S2 'en Bois' bed-cars sold to the ÖBB (Austrian Railways):*

2625, 2629, 2638.



**WL S2 2611 in teak (built by Nivelles in Belgium) in Calais Maritime in the 1920s, Corridor side.  
Photo: From the French Railways Society - Geoffrey Keen Collection**



WL S2 2636 in teak (built by CIWL Ateliers Neuauubing near Munich) in Villeneuve-Prairie in the 1930s, Compartment side.  
Photo: From the French Railways Society - Geoffrey Keen Collection

## Projekt Ge 4/4 II 2. Serie in crème – blau

Beat Muggli



Um dem Alpine Classic Pullman Express noch mehr Glanz und Gloria zu verschaffen, hat der Verein pro Salonwagen RhB die Idee einer Ge 4/4 II 2. Serie in crème – blau entwickelt.

*In order to give the Alpine Classic Pullman Express even more glamour and glory, the association pro Salonwagen RhB developed the idea of a Ge 4/4 II 2nd series in cream - blue.*

Mit den MOB FZe 2001 und 2002 und der RhB Ge 6/6 I 412 in blau ist es bei unseren Wagen Tradition, dass man die Lokomotive oder den Triebwagen den Salonwagen anpasst.

*With the MOB FZe 2001 and 2002 and the RhB Ge 6/6 I 412 in blue, it is a tradition for our cars to adapt the locomotive or railcar to the saloon car.*

Taufen würden wir die Lok auf „Alby Glatt“ (1933 - 2014) in Gedenken an unser verstorbene Ehrenmitglied und Mitbegründer von Historic RhB. Die Unterschrift auf der Lok stammt von ihm aus einer Widmung in einem Buch über den Orient Express. Auf der Lok macht es den Eindruck der Signatur des Künstlers, welcher die Lok entworfen hat.

*We would christen the locomotive “Alby Glatt” (1933 - 2014) in memory of our late honorary member and co-founder of Historic RhB. The signature on the locomotive comes from a dedication in a book about the Orient Express. On the locomotive it gives the impression of the signature of the artist who designed the locomotive.*

Sie trägt auch im übertragenen Sinn die Handschrift Alby Glatts, waren den CIWL – Wagen farblich angepasste Lokomotiven ein Thema in seinem Leben, so unterstützte er engagiert in den Nullerjahren das blaue Krokodil.

*In a figurative sense, it also bears Alby Glatt's signature. If locomotives that were colour-matched to the CIWL wagons were an issue in his life, he was a committed supporter of the blue crocodile in the noughties 2000 – 2010..*

Eine Lokomotive passt sehr gut zu ihm, ist er doch als Macher und Zugpferd in die Eisenbahngeschichte eingegangen. Am 23.07.2024 wird sein 10. Todestag sein, eine Loktaufe um dieses Datum wäre für uns schön.

*A locomotive suits him very well, as he has gone down in railway history as a doer and driving force. July 23rd, 2024 will be the 10th anniversary of his death, a locomotive christening around this date would be nice for us.*

Die Lokomotive ist übrigens von der Grafikerin Michaela Hardmeier - Rapp gestaltet. Sie war bereits für die Gestaltung der Ge 4/4 II 620 („RhB – Club“) und Ge 4/4 II 616 („KOHLE“) als damals Angestellte der Süsskind SGD verantwortlich.

*By the way, the locomotive was designed by the graphic designer Michaela Hardmeier - Rapp. She was already responsible for the design of the Ge 4/4 II 620 (“RhB – Club”) and Ge 4/4 II 616 (“KOHLE”) as an employee of Süsskind SGD at the time.*

Ein Mitglied des Vereins pro Salonwagen wäre bereit, die Kosten einer Folierung zu übernehmen.

*One member of the association per salon car would be willing to cover the costs of a new livery.*

Mit dieser Lok würden sich auch betrieblich mehrere Vorteile ergeben. Durch die Fahrplanverdichtung (Domleschg, Einführung Halbstundentakt auch in der Surselva etc.) wird es zunehmend schwieriger bis unmöglich, dem Salonwagenzug eine C'C' vorzuspannen. Mit einer BoBo II könnte man den Zug auch in der heutigen Zeit planen und führen. Zudem ist es für die meisten Fahrgäste unerheblich, was für eine Lok dem Zug vorgespannt ist. Für den Orientexpress wurden und werden immer noch verfügbare Loks – teilweise auch Güterloks – vorgespannt. Das Ambiente im Zug und das Erlebnis als Ganzes (Unterhaltung, Pianobar Wagen, Kulinarisches etc.) ist für die Fahrgäste entscheidend.

*This locomotive would also have several operational advantages. Due to the timetable consolidation (Domleschg, introduction of half-hourly service in the Surselva, etc.), it is becoming increasingly difficult*

or even impossible to preload a C'C' on the saloon car train. With a BoBo II you could plan and lead the train even today. In addition, for most passengers it is irrelevant what kind of locomotive the train is pulling. Available locomotives - some of them also freight locomotives - were and still are used for the Orient Express. The ambience on the train and the experience as a whole (entertainment, piano bar car, culinary, etc.) is crucial for passengers.



Verein pro Salonwagen RhB



## Patrimoine SNCF – Developments at Mohon – Autumn 2023

Xavier Guerra

Railway preservation is a difficult business to be in, especially as a public body responsible for “national” preservation. As a national preservation body, there are difficult decisions to be made when an item of railway rolling stock and infrastructure comes to the end of its service life. Is it important for this to be saved for preservation? For national bodies, this question may be avoided in two ways. First is to look at smaller (private) groups and hope that they get there first, and so it doesn’t become their problem. Alternatively, you preserve one example and don’t ask about its historical pedigree, and avoid much of the uproar if you let it slip into history. England’s National Railway Museum is an example institution that is severely restricted for exhibition and storage space. And so in more recent years there has been active consideration for loaning parts of its heritage collection to other groups to look after, or “de-accessioning” items that are considered too niche for the “headline” museum narrative that they wish to emphasise.

On the other hand, some may argue that the railway history of France, and Europe in general, is more rich and diverse than the UK, making the judgement on what has historical significance or not more difficult. Hence, Patrimoine SNCF, charged with archiving French railway history through heritage vehicles and museum collections, had to own a secondary store for all the things that may be worth saving but could not be accommodated at the main railway museum in Mulhouse, *Cité du Train (CdT)*. The site they chose was the workshops and roundhouse at Mohon, in the municipality of Charleville-Mézières, north east of the city of Reims and close to the border with Luxembourg.

Mohon was built by *Compagnie des Chemins de Fer de l'Est* between 1906 and 1908, as a replacement for their first company workshops lost to Germany when the province of Alsace-Lorraine became part of Germany in 1870, and to support the increase in rail traffic. The site was originally built with two roundhouses for locomotives and several long sheds for other vehicles. It stopped functioning as a works for SNCF in 1980, attributed to the loss of steel production in Alsace-Lorraine (returned to France in 1945), and one of the two roundhouses was destroyed by fire in 1981. The site gained historic monument status in 1984 and SNCF began to store historic vehicles on the site shortly after.

The collection grew over the years and as more space was found at Mulhouse, many of the better condition exhibits were transferred to the main museum premises. The CdT museum itself has a non-public storage shed with a traverser, already full with many other vehicles acquired under preservation orders. But Mulhouse has no room for expansion due to the residential developments that surround it.

Despite Mohon acting too as a non-public secure storage site, many of the vehicles were kept in a condition in which they could be moved by rail across France, taking part in events such as Journées Du Patrimoine. The Mohon roundhouse was never officially opened to the public for visits. It's not clear whether Patrimoine SNCF considered finding the money to make Mohon a second national railway museum, but it's a missed opportunity.

Of particular interest to this magazine is the presence of up to three Wagons-Lits vehicles at the Mohon site at one time. These were WR 2973, Yb 3830 and WP 4156. WR 2973 had been a restaurant car on the "Pullman Orient Express" train until it passed to SNCF and was withdrawn. It was first kept at the former CIWL workshops at Oostende and transferred to Mohon in 2003, along with 4156. SNCF sold 2973 to *Compagnie Internationale des Événements sur Rail* (CIER) in 2011 and it was transferred to the RSI workshops in Vienna for restoration. 3830 and 4156 have since remained at Mohon.

When €150,000 was needed to maintain the structural support of the Mohon roundhouse and workshops in 2017, a preservation group was formed to principally look after the building. They were the *Association des Amis des Ateliers et Rotondes (AMR) de Mohon*.

The big hit to this "annex" collection at Mohon came in Autumn 2023 when SNCF reached an agreement with *Ateliers de Venduvre (AdV)*, a company looking to manufacture specialist rail wagons, to sell much of the Mohon site for their new construction facility. The deal means that the money will now be available to renovate the roundhouse, still under the 1984 historic monument designation, and a handful of vehicles can stay there as exhibits, to be looked after by AMR. However, it has meant that most of the collection has to leave Mohon permanently. It is presumed that it was not Patrimoine SNCF's preference to sell the Mohon site, but they have been at the mercy of more senior departments in SNCF who have masterminded the sale.

The moves have been carried out, largely in secret, over the last year. Most of the moves have been achieved by rail with help from SNCF's *Cellule des Matériels Radiés (CMR)* division. Without an equivalent vacant site in France for the collection to stay together, Patrimoine SNCF have been forced into the position of dispersing the remaining vehicles to smaller storage sites and asking private heritage and preservation groups to look after vehicles on their behalf. That means that at least the Mohon space will be made publically accessible with a few vehicles present, but what was a broad heritage collection worthy of museum status is now broken up and may never be reunited.

It is not made public whether Patrimoine SNCF is contributing financially to the upkeep of their displaced collection amongst all the new sites. But it is expected that they would be contributing something beyond gratitude for the goodwill of preservation groups across France, who will need even a small income for keeping these accessioned vehicles in an acceptable condition for the national preservation body, who at any time may decide to recover their items for public presentation. Patrimoine SNCF, as an arm of a nationalised company, should be accepting the financial burden of their vehicles as they would be better protected from bankruptcy and insolvency, whereas a private company taking on all the responsibility of their new rolling stock would find it a significant financial drain.

For some heritage groups, whilst the public reaction may be to show gratitude for the opportunity to exhibit or operate new vehicles, with smaller financial burden than if they had taken on the challenge single-handed, it may also juxtapose with severe restrictions imposed on private heritage operators using SNCF lines for their operations. This is most prominent for groups in the greater Paris region, who have had their cooperation with *Transilien* (SNCF's suburban Paris rail operating body) recently withdrawn, cutting off their ability to run heritage trains in this area. MFPN, AAPSL and AJECTA are three groups known to have been affected by this decision, with AJECTA hit twice as hard as they lost the ability to run

trains from Longueville to Provins when electrification of the line boosted the *Transilien* service frequency, and the freight line extension from Provins to Villiers Saint Georges was permanently closed. And so, whilst many will see Patrimoine SNCF handing their historic rolling stock over to their care as a good opportunity to make an impact on national preservation, for others it may come on the back of painful cuts in support. However, it is hoped that *Transilien* may reconsider their position once the 2024 Olympic Games are over.

Below is a list of currently known organisations, and their location in France, where CdT's rolling stock collection have been transferred from Mohon over the transfer period (updated as of the end of February 2024):

**Staying at Mohon (to be exhibited by AdV and looked after by AMR)**

- BB13052
- A1AA1A 68523
- Gas Turbine DMU Driving Car T2020
- Y7218
- Caillard Rail Crane
- SNCF OCEM type Panoramic Saloon Passenger Car

**TPCF – Axat**

- BB348
- BB4769

**APMFS – Ambérieu-en-Bugey**

- BB9284 (disguised as BB9292)
- 2-car EMU Z7133
- CC6530

**AJECTA – Longueville**

- BB12114
- CC72029

**APPF – Chagny (Bourgogne)**

- BB17013
- BB80010

**Cité Du Train - Mulhouse**

- CC14018
- BB12115
- BB63413
- BB66001

**PVC – Sotteville Les Rouen**

- Steam Loco 150P13
- SNCF "Saucisson" (Sausage) Streamlined Passenger Car

**CFTVA - Arques**

- Steam Loco 230D9

**AAPSL - Achères**

- BB16020



### **APBB9301 - Toulouse**

- BB9337

### **CMCF – Oignies**

- BB16113
- BB16745

### **The SNCF Roundhouse at Laroche-Migennes**

- BB88511
- Corail Couchette Ambulance Type Passenger Car

### **Unknown**

- BB7315
- Y6320
- SNCF Paris DC Suburban EMU Driving Car Z1567
- 2 x DEV INOX Type Stainless Steel Passenger Cars
- CIWL Type Yb Sleeper 3830
- CIWL Type WP Saloon 4156

A wagon used to carry a portable generator, accompanied by its generator, was also at Mohon, but was sent for scrap due to the asbestos content contained within.



Photos of the two CIWL cars: WL Ub ex Y 3830, Coll. DF



WSP 4156 in its last state, Kurt Foncke

If anyone reading this article knows the locations of those remaining six unknown vehicles above, which are presumed not to be staying at Mohon, then please get in touch with the editors of this magazine. We would be particularly interested in the new locations of CIWL cars 3830 and 4156.

The collection at Mohon represented a significant missed opportunity to safeguard the collection from dispersal by creating a second national railway museum. If the site and the collection had the same museum support that the Mulhouse site enjoys, then perhaps SNCF wouldn't be in the difficult position of relying on the goodwill of all the private groups and railways across France to give their collection shelter and protection from destruction. It is hoped that with their fates largely in the hands of private groups that vehicles are not de-accessioned and become at risk.

## Letters from our correspondents

**Martijn Haman wrote:**

Dear Christopher,

In edition 14 of the newsletter some attention was made to restaurant car WR 2757 in Goes in The Netherlands. On March 2nd I visited the SGB in Goes and made some pictures of the car.

The owner of the car informed me that the car will go in a few weeks to a construction company. As example for the workers some new panels are placed at one side and at the fronts.

A photo made in 2020 shows the marking TOP RAILTRACK SURF on one side of the car. I assume this is a relic from the period the car stayed in the UK. A search on the internet did not give more information about the origin of the marking.

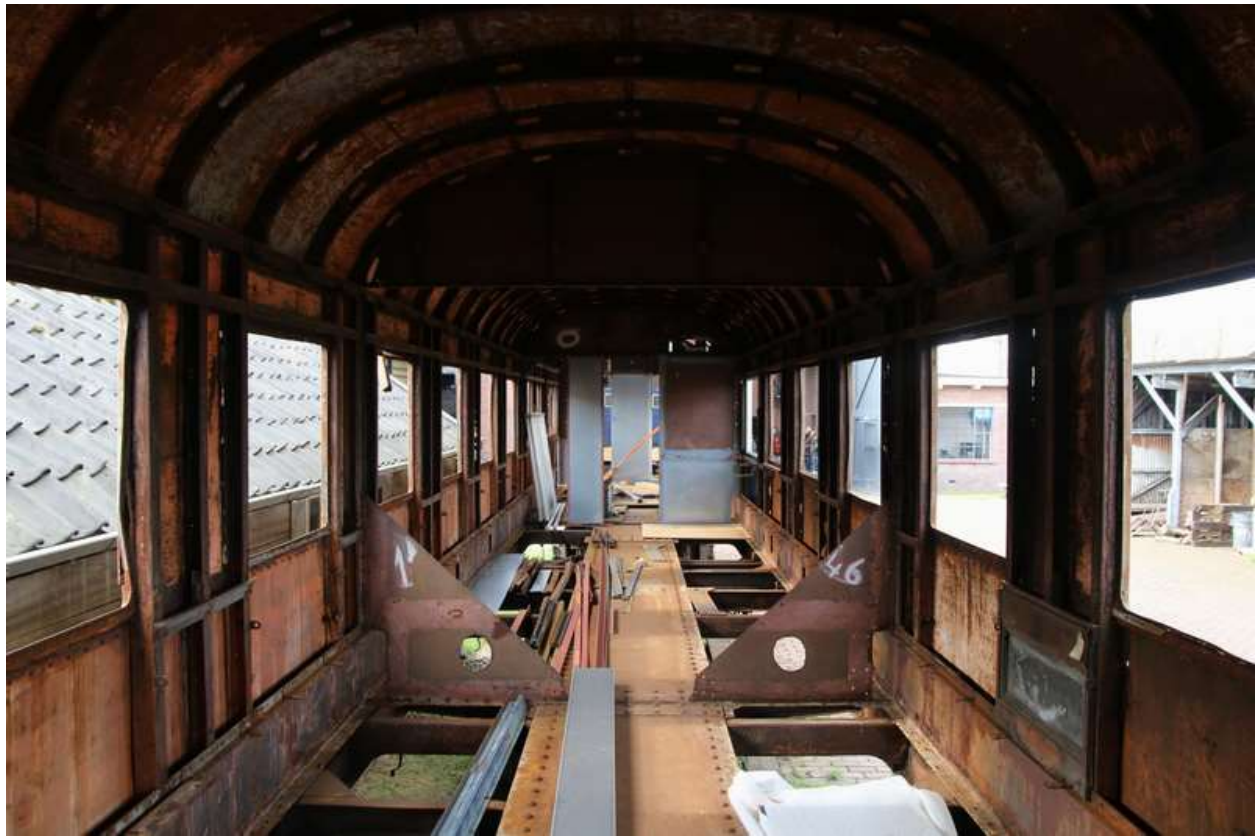
Feel free to use the photos in the newsletter.

Best regards,

Martijn Haman

<https://www.martijnhaman.nl/>





All Photos: Martijn Haman

## Canfranc to get a spring and summer tourist train complete with its CIWL bar Car

by Chris Elliott

The Spanish press release tells us “that on special occasions, there will be regular tourist trains which will include the presence of emblematic cars from the International Sleeping Car Company (CIWL) in its cafeteria format. The train will have an offer of up to 250 seats per expedition. It plans to operate three daily frequencies in each direction, between Sabiñánigo, Jaca, Castiello, Villanúa and Canfranc. The duration of the entire journey will be approximately one hour, although the different ticket options will allow travellers to get on or off at any of the stations along the route.

This train, which is declared a historical railway heritage, has been fully restored and will be composed of a Series 316 locomotives from the 1950s, unique in Spain, which will haul up to four passenger cars, from the 1930s, and a van for bicycle transport”

The CIWL Car will be provided by AZAFT based just outside of Zaragoza



## His Majesty the Confederacion

Any reader of a certain age and some grey hair has heard of the Confederacion. At the time it was the non-prototype locomotive intended for the most powerful passenger service on the old European continent. With 4226Cv and a maximum speed reached in tests of 150km/h, made this locomotive in the queen of steam traction in Spain.

Its late construction in 1955 and the feared advance of electrification, especially all from 1968 onwards, were some of the reasons why these machines. In just over a decade of service they were progressively replaced by more modern and effective vehicles. Unfortunately its days ended garaged at the Miranda de Ebro depot.

By 1973, most of the series had already discontinued on the network, although two of them lasted until the summer of 1974, when they stopped providing RENFE service. From the beginning they were always

assigned to the Miranda depot, carrying out the largest reviews and lifts carried out in the General Workshops of Valladolid.

Gone are the first years of splendour, in which the 'Confederacion' when they were put at the head of the most prestigious expresses such as "the Sud Express or the Express Madrid-Irún/Bilbao". They hauled up to 14/16 carriages, some of them the prestigious CIWL with its comfortable sleeping cars, and spacious restaurant cars. 5000/6000, in addition to the German ones of the 8000 family, or the curious and silver ones portuguese vehicles.

Fortunately, 242F-2009 was rescued in just in time in 1975, being later restored. Currently, it can be seen on exhibition on the platforms of the Madrid-Delicias Railway Museum.

## Spanish Confederacion (Confederation) Class Locomotive 242 F 2009

by Christopher Elliott

It is generally well known that just as the Steam Locomotive designers such as Chapelon in France, Gresley, Stanier and Riddles in the UK refined the steam loco almost to perfection, The powers decided to phase out steam and to convert to diesel and electric in the late 1960s and early 1970s.

Many of these last super steam European locos still had more than ten years of life left when they were retired. The dirt and the shortage of good quality steaming coal precipitated their end.

In Spain the last steam locomotives ever to be built were the the 242F class express passenger 4-8-4 locomotives designed by the *Red Nacional de los Ferrocarriles Españoles (RENFE)* in 1955 and were remarkably well-proportioned 2-4-2(4-8-4) Confederacion class; they were built by MTM - La Maquinista Terrestre y Marítima (Barcelona), Spain's largest railway locomotive builder. They were oil fired.



Lérida-Balaguer. 242F-2009- ARMF- Oscar Urgelés.

Developed from a preceding 4-8-2 Mountain type, they had improved steam passages and developed 30 to 40 per cent more power at medium cut-offs and high speed. Ten of these locomotives were built by *La Maquinista Terrestre y Maritima SA* in Barcelona to burn fuel oil. They had Witte type smoke deflectors and were fitted with a double KylChap (Kylälä-Chapelon) blast-pipe, a Worthington water-feed heater and a *Traitement Integral Armand* (TIA) water-softening device. To increase the comfort of the locomotive crew, the cabs had wooden floors mounted on springs, and the seats of the driver and fireman were also sprung, a very welcome improvement for long runs on poor tracks. These locomotives were painted in a green livery when turned out from the builder's works at Barcelona and were consequently nicknamed "Las Verdes" (The Greens).<sup>1</sup>

They were destined for the Imperial Line from Madrid 650 metres above sea level to Hendaye on the French frontier via Miranda de Ebro. They hauled long trains of up to 15 – 17 carriages; the line has many gradients rising from Madrid up to La Cañada at 1410 metres, another short gradient up to 790 metres at Pozaldez and again 960 metres approaching Barrios de Colina before arriving at the railway junction of Miranda de Ebro. The ten Confederacions were built expressly to tackle these gradients and were the only Spanish steam locomotives to be painted green.

After leaving Miranda de Ebro the line climbs up to Cegama-Otzaurte 620 metres above sea level before dropping down to Irun and Hendaye at a little above sea level

Their disadvantage was their water carrying capacity. Their tenders were small as the overall length of the Locomotive and its tender was the maximum for the existing turntables on the line. With these locomotives there was some concern about water supply. The capacity of the tender was limited at only 6,200 imperial gallons (28,000 litres) and, with few watering points in service, the full capacity of the locomotive was not always used for fear of running short of this essential commodity in the semi-arid Spanish landscape. For example, for the 163 kilometres (101 miles) stretch between Medina del Campo and Burgos that rises 131 metres (430 feet) with an uphill start, three intermediate stops, one slack and some shunting movements to couple extra coaches to the train, the amount of water consumed was about 7,300 imperial gallons (33,000 litres).

In making comparison with the locomotives used in the UK on the East and West Coast mainlines, the Confederacion tenders had a larger water capacity. The Princess Elisabeth 2-3-1 (4-6-2) loco used on the LMS carried 4000 imperial gallons whereas the A4s 2-3-1 (4-6-2) on the East Coast Main line had tenders capable of carrying 5000 imperial gallons.

Spain did not use water troughs and a glance at the 'Horario Guía de Ferrocarriles' for 1953 and through the " pages of Trevor Rowe's book 'Railway Holiday in Spain' reveals that the average speeds were very low. The Sud Express left Madrid at 22.45 and arrived in Irun the following day at 09.30 this was the fastest overnight limited stop train, it took just under 11 hours to cover the 638 kms at an average speed of 58 kms per hour. The overnight parcels express left Madrid at 23.15 and arrived in Irun the following day at 18.30, an average of 33.5 kms per hour. The route from Madrid to Barcelona and Port Bou back in the 1950s was 884 kms, a deal longer than the route via Irun.

Today's RENFE fastest service takes 5hrs 10 minutes to cover the route from Madrid to Irun. RENFE has moved on by electrifying and building more high speed lines to UIC gauge than France. The route from Madrid to France today is via Zaragoza and Barcelona and Figueres on the Mediterranean coast line.

The only Confederacion locomotive to be preserved in Spain is 2-4-2 F 9; sadly this loco is not in running order. The writer and Stuart Thorp had the luxury of riding on it in the railway sidings at Lerida (Cataluña) back in 2005.

No Confederacion class locos were ever built in the UK and just two were built as an experiment in Germany.

All ten locomotives were allocated to the Miranda de Ebro shed to haul heavy express trains. In the 1960s they were a familiar sight at the head of the premier express trains, but in 1971 they were transferred to semi-fast passenger trains and even to the haulage of heavy seasonal fruit trains between Castejón and Alsasua from October to January. Only one locomotive, no. 242F.2009, is preserved at the Madrid Delicias Railway Museum.

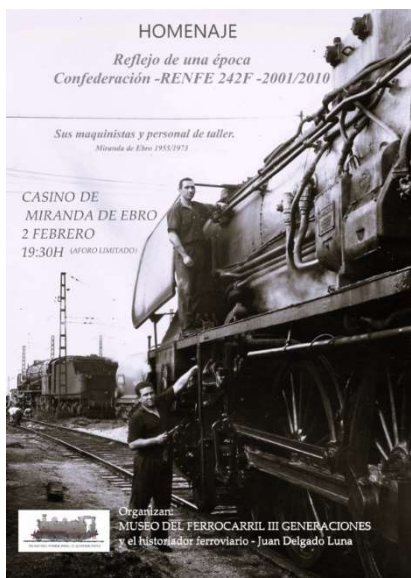
*These notes have been written and sponsored by the International Railway Preservations Society IRPS and the Iberian Railway Society. The IRPS is the United Kingdom's base for CIWL Compagnie Internationale des Wagons-Lits and operates two ciwl carriages on its heritage railway line. It published a new history of 'Night Ferry 1936 – 1980 in November 2011 ISBN 9 78-0-9570549-0-5 [www.irps-wl.org.uk](http://www.irps-wl.org.uk). The Iberian Railway Society produces a quarterly journal called 'Correo' written and edited by Mike Guerra.*



Confederación 242F-2009 and Garrafeta in ARMF- Lérida-Vilanoveta. Oscar Urgelés.

# Homenaje a los Maquinistas, Fogoneros y personal de Taller Que Estuvieron a Cargo De La Locomotora Confederacion RENFE 242F-2001/2010

By Juan Delgado Luna



En una nueva actividad del Museo del Ferrocarril 111 generaciones de Ircio, ha tenido lugar un acto público dedicado esta vez, a rendir homenaje a todos aquellos profesionales que durante varias décadas estuvieron a cargo, tanto del mantenimiento y reparación, como de la conducción de las celebras de vapor de RENFE, tipo 'Confederacion'

*In a new activity of the 111 Generations of Ircio Railway Museum, a public event took place dedicated this time to paying tribute to all those professionals who for several decades were in charge of both the maintenance and repair, as well as the driving of the railways. RENFE steam celebrations, type 'Confederacion'.*

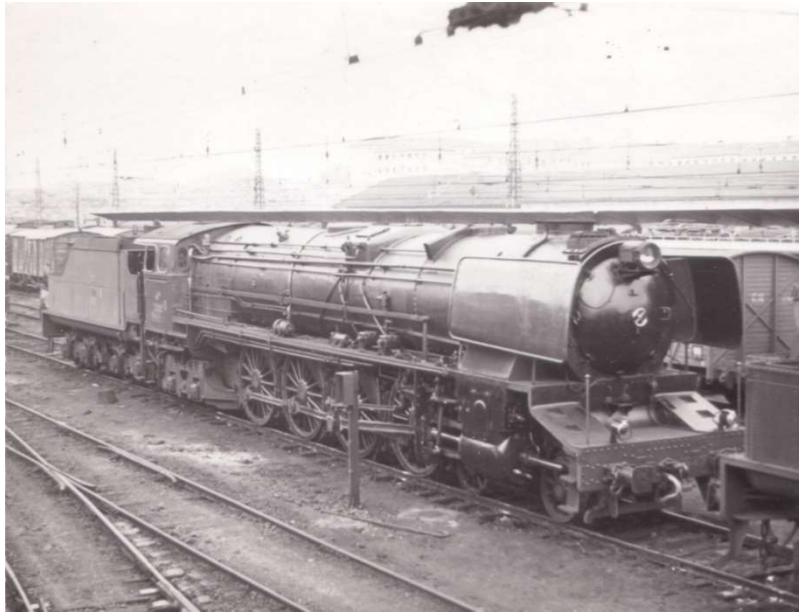


Cartel anunciador del homenaje

Ni que decir tiene la intensa vinculación local de estas espectaculares locomotoras, pues de las diez que compusieron la serie (242F-2001/2010), todas ellas estuvieron asignadas desde el primer día al depósito de Miranda de Ebro. No en vano, el acto que se celebraba lo hacia abajo el significativo título "reflejo de una época, Confederacion – RENFE 242F -2001:2010. Sus Maquinistas y Personal de Taller.

*Needless to say, the intense local connection of these spectacular locomotives, since of the ten that made up the series (242F-2001/2010), all of them were assigned from the first day to the Miranda de Ebro depot. Not in vain, the act that the significant title "reflection of an era, Confederation – RENFE 242F -2001:2010" was celebrated. Your Footplate and Workshop Personnel.*





Locomotora 242f-2007 estacionada en una de las vías de la estación de Avila esperando realizar un nuevo servicio de vuelta a Miranda. Foto tomada el 30. De abril 1963. Foto Major E.A.B. Cotton Copia propiedad autor.

*Locomotive 242f-2007 parked on one of the tracks at the Avila station waiting to operate a new service back to Miranda. Photo taken on April 30, 1963. Photo Major E.A.B. Cotton Copy property author.*

Tuvo el honor de abrir el acto el director del museo del ferrocarril, Julio Armando Garcia Mendoza, quien hizo la oportuna introducción al interesante tema que motivaba el homenaje. A continuación, tomo la palabra el que escribe estas líneas, haciendo una profunda y documentada exposición acerca de los aspectos históricos y técnicos de esta emblemática serie de locomotoras. Terminada mi intervención, le tocó el turno a Julian Gonzalez Angulo, veterano maquinista del depósito mirandés de la 242F-2003 (años 1968/69), el cual amenizó con vivencias y anécdotas personales de su época como titular de las mismas

*The director of the railroad museum, Julio Armando Garcia Mendoza, had the honour of opening the event, and made the timely introduction to the interesting topic that motivated the tribute. Next, the writer of these lines took the floor, giving a more in-depth and documented exposition about the historical and technical aspects of this emblematic series of locomotives. Once his intervention was over, it was the turn of Julian Gonzalez Angulo, veteran machinist of the Mirandés depot of the 242F-2003 (years 1968/69), who enlivened his talk with personal experiences and anecdotes from his time as owner of the same.*

Proyectado un magnífico video que abarcaba el periodo 1955 – 2021 sobre la cronología histórico/social de la locomotora y las personas que estuvieron al cargo de su conducción y mantenimiento, tuvo lugar la entrega de un simbólico recuerdo a los familiares de maquinistas y fogoneros que habían colaborado con el museo de Ircio en la organización del acto, facilitado datos e información sobre sus antepasados vinculados a la conducción y mantenimiento de las locomotoras en cuestión. Entre ellos el Propio Julian Gonzalez, familiares de José Maria Garcia

Gonzales (Fleta) y José Salazar (periquito= maquinista y fogonero de la 242F-2009, de Matias Fernandez Guerra 242F-2010, Tomas Alegre 242F-2003 y el Sr Camacho. Se entregó también un sobre conmemorativo y diploma personal directivo del Casino, por su inestimable colaboración, recogiéndolo Dona Barredo, máximo representante de esta institución mirandesa

*After projecting a magnificent video that covered the period 1955 - 2021 on the historical/social chronology of the locomotive and the people who were in charge of its driving and maintenance, a symbolic souvenir was delivered to the relatives of the drivers and stokers who had collaborated with the Ircio museum in the organization of the event, provided data and information about his ancestors linked to the driving and maintenance of the locomotives in question. Among them Julian Gonzalez himself, relatives of José Maria Garcia Gonzales (Fleta) and José Salazar (parakeet = machinist and stoker of 242F-*

2009, of Matias Fernandez Guerra 242F-2010, Tomas Alegre 242F-2003 and Mr. Camacho. A commemorative envelope and a personal diploma from the Casino's management were also delivered to Dona Barredo for her invaluable collaboration, Dona Barredo, was the highest representative of this Mirandes institution.



**Maquinistas, fogoneros y personal de otros gremios ferroviarios junto a José Maria Gonzalez 242F-2009 en una celebración de trabajo. Foto cortesía Esther-Familia Ullibarri**

**Machinists, stokers and personnel from other railway unions together with José Maria Gonzalez 242F-2009 in a work celebration. Photo courtesy Esther-Familia Ullibarri**

El director del Museo del Ferrocarril tuvo unos minutos para recordar a don Angle Maestro Martinez que fue uno de los mejores periodistas y escritores en

tracción a vapor (vapor con Fernando Fernandez Sanz) y en especial de las Confederacion. Gracias a su colaboración e insistencia, además del ex Jefe de los talleres Generales de Valladolid Salvador Barrios y su gran equipo de trabajadores, sin olvidarnos de los prestigiosos y reconocidos talleres de ARMF de Lérida (Oscar Urgeles/Manuel Ramos/Rafael Portolés, entre otros en las restauraciones realizadas en 1987 y 2005, nuestra locomotora pudo volver a funcionar. Todas estas intervenciones fueron supervisadas por personal del Museo Nacional ferroviario, que es como se denominaba el Museo del Ferrocarril de Madrid, e, sus primeros años además de la propia RENFE/GIRE – Actual FFE.

*The director of the Railway Museum had a few minutes to remember Don Angle Maestro Martinez who was one of the best journalists and writers in steam traction (steam with Fernando Fernandez Sanz) and especially of the Confederacion. Thanks to his collaboration and insistence, in addition to the former Head of the General workshops of Valladolid Salvador Barrios and his great team of workers, without forgetting the prestigious and recognized ARMF workshops of Lérida (Oscar Urgeles/Manuel Ramos/Rafael Portolés, among others In the restorations carried out in 1987 and 2005, our locomotive was able to work again. All these activities were supervised by staff from the National Railway Museum, which is what the Madrid Railway Museum was called, and, its first years in addition to the RENFE itself /TURN – Current FFE.*



**No todos los días se homenajea a uno de los grandes colectivos ferroviarios de la ciudad de Miranda. Foto cortesía Manuel Trejo - It is not every day that one of the great railway groups of the city of Miranda is honoured. Photo courtesy Manuel Trejo**

El acto, celebrado en una de las magníficas y señoriales salas del Casino de Miranda de Ebro (BURGOS – ESPANA), no pudo dar cabida a todos los presentes, superado el aforo del salón, muchos de ellos se vieron obligados a permanecer de pie.

*The event, held in one of the magnificent and stately rooms of the Miranda de Ebro Casino (BURGOS – SPAIN), could not accommodate all those present, as the capacity of the room was exceeded, many of them were forced to remain standing.*

Es de agradecer al pueblo mirandés y a muchos asistentes que vinieron desde Madrid-Barcelona y Lérica su asistencia. Por una tarde pudimos recordar tiempos y regresar de nuevo a unos años en los cuales Miranda de Ebro fue la capital ferroviaria del norte de España



*We would like to thank the people of Miranda and many attendees who came from Madrid-Barcelona and Lérica for their presence. For one afternoon we were able to remember times and return again to some years in which Miranda de Ebro was the railway capital of northern Spain*

**Mesa presidencial. En ella podemos ver a los ponentes. Foto cortesía. Manuel trejo**

**Presidential table. In it we can see the speakers. Courtesy photo. Manuel trejo**



**En esta instantánea se puede ver a maquinistas y sus familiares del personal relacionado con la locomotora Confederacion posando para la posteridad en una de las estancias del casino de Miranda de Ebro.**

**In this snapshot you can see machinists and their families from the personnel related to the 'Confederacion' locomotive posing for posterity in one of the rooms of the Miranda de Ebro Casino.**

**EL DEPÓSITO DE TRACCIÓN VAPOR DE MONFORTE DE LEMOS NUNCA ALBERGÓ LAS FAMOSAS LOCOMOTORA DE VAPOR “CONFEDERACION”. ESE HONOR QUEDÓ RESEVADO AL DEPÓSITO DE MIRANDA DE EBRO**

El Museo do Ferrocarril de Galicia, para reemplazar esa falta, dispone de una réplica espléndidamente ejecutada a escala 1,18. del artesano Jesús Vázquez Cordero (1980-2003), de profesión maestro nacional.

Para su ejecución tomó como referencia planos y fotografías que le fueron cedidas por sus amigos ferroviarios. La labor, para conseguir el trabajo al detalle, le llevo a Jesús más de 20 años en su tiempo libre. Con la exposición de su obra, el Muferga quiere mostrar el espíritu fiel y soñador ferroviario de Jesús, un aficionado artesano que hizo de forma modesta y callada su modo de vida.



Las instalaciones ferroviarias monfortinas (depósito) tenían adjudicadas más de 100 locomotoras de vapor para su mantenimiento: Mastodontes (toda la serie); las 400, las Mikados y, en alguna ocasión las “Santa Fe” que bajaban del Bierzo para su reparación.

***THE MONFORTE DE LEMOS STEAM TRACTION DEPOT NEVER HOSTED THE FAMOUS “CONFEDERACION” STEAM LOCOMOTIVE. THAT HONOUR WAS RESERVED TO THE MIRANDA DE EBRO DEPOSIT.***

*The Galician Railway Museum, to replace this lack of a full scale loco, it has a splendidly executed replica at a 1.18 scale. Built by the artisan Jesús Vázquez Cordero (1980-2003), by profession a national teacher.*

*To build it, he took as reference plans and photographs that were given to him by his railway friends. The work, to get the job in detail, took Jesús more than 20 years in his free time. With the exhibition of his*

work, Muferga wants to show the faithful spirit and railway dreamer of Jesús, an amateur craftsman who made his way of life modestly and quietly.

The railway installations in Monfortinas (depot) were allocated more than 100 steam locomotives for maintenance: Mastodontes (the whole series); the 400, the Mikados and, on occasion, the "Santa Fe" which came down from Bierzo for repair.

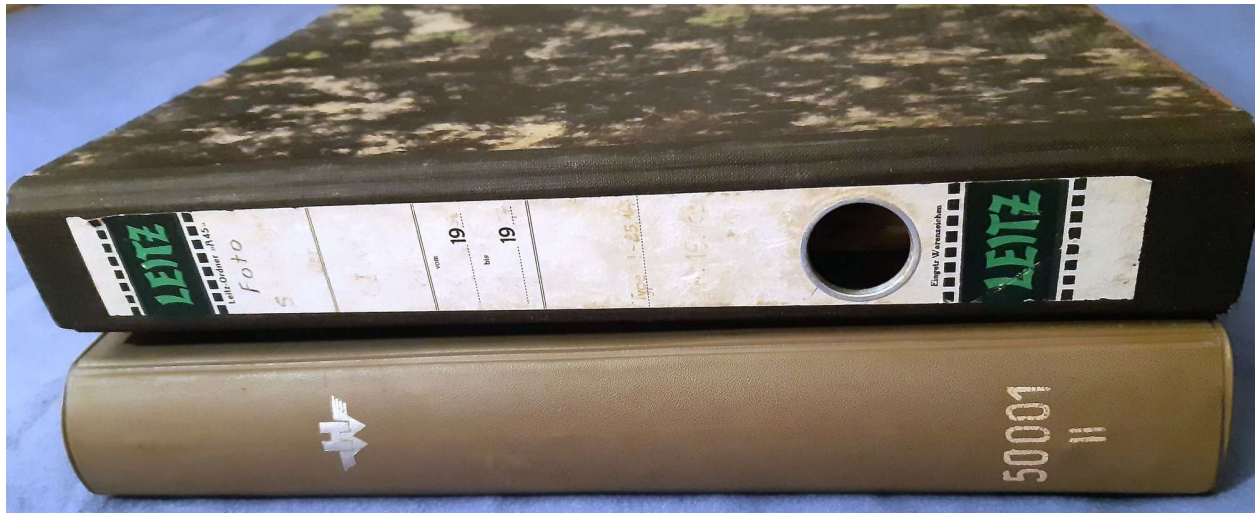
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## The Hansa Waggonbau - Files

by Dirk Frielingsdorf

Last year, a railway researcher friend of mine came across the remains of the "Hansa Waggonbau" archive at the Friends of the Bremen Tramway, an association that, among other things, restores historic trams from Bremen to working order and offers them for special trips. A member of the association saved the remains of the Hansa archive after the second insolvency of the company "Bremer Waggonbau" and stored them safely in steel cabinets, including correspondence, drawings and photos. I would like to present a few of the photos here, which show the construction and test runs of the car called "U-Hansa" from 1960 (previously: "U with a length of 25.1 metres"). Furthermore, in 1961 the CIWL invited bids for the construction of the MU sleeping car (not yet called that at the time, but "Voitures-lits a 12 compartiments dans une caisse de UIC de 26400 (mm) hors tampons"). Hansa Waggonbau took part in the bidding as part of a cartel of several German wagon construction factories, but the bid prices were too high. The CIWL favoured the offers from Fiat. Nevertheless, WMD left the cartel and submitted a more favourable offer - as is known, it built the carriages 4776-4790 and 4791-4805 and was thus awarded 30 carriages.

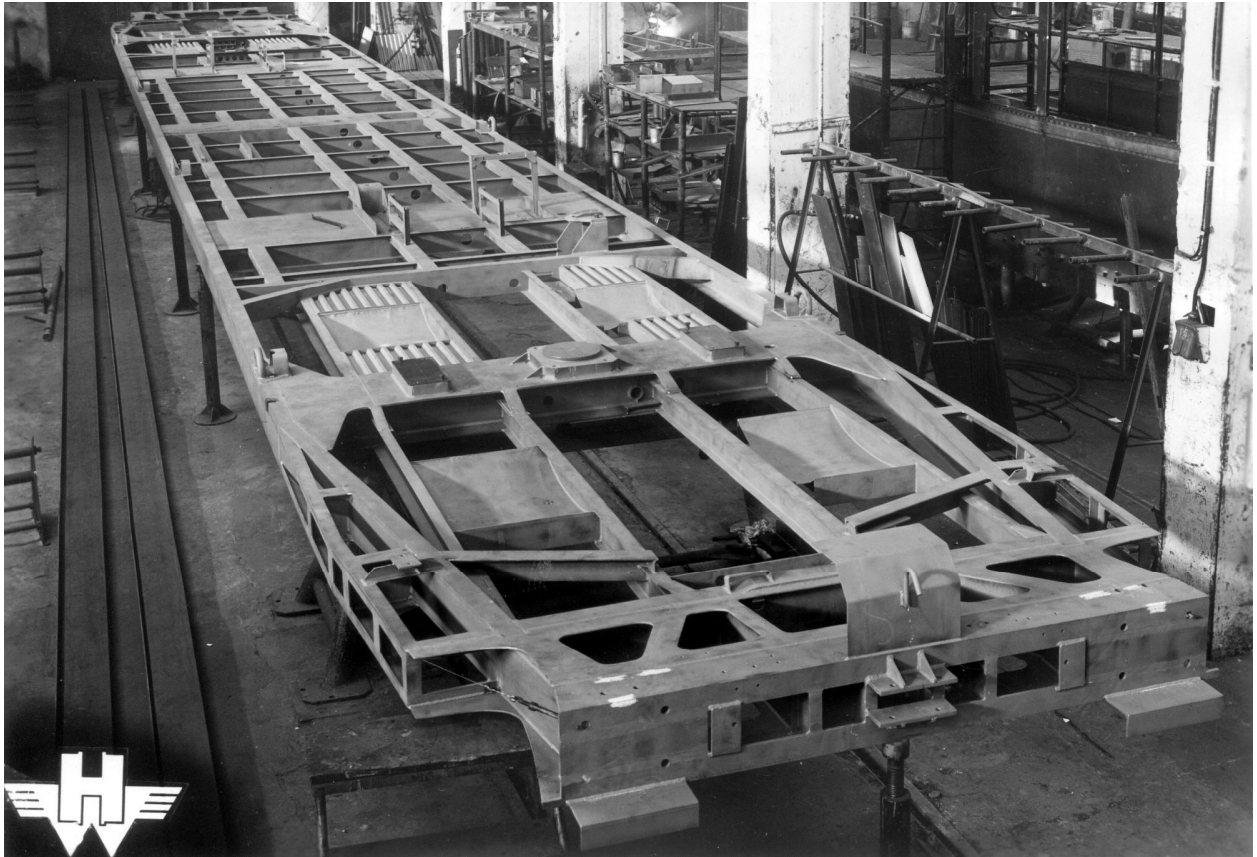


The U-Hansa Files, which is called Project 50 001.

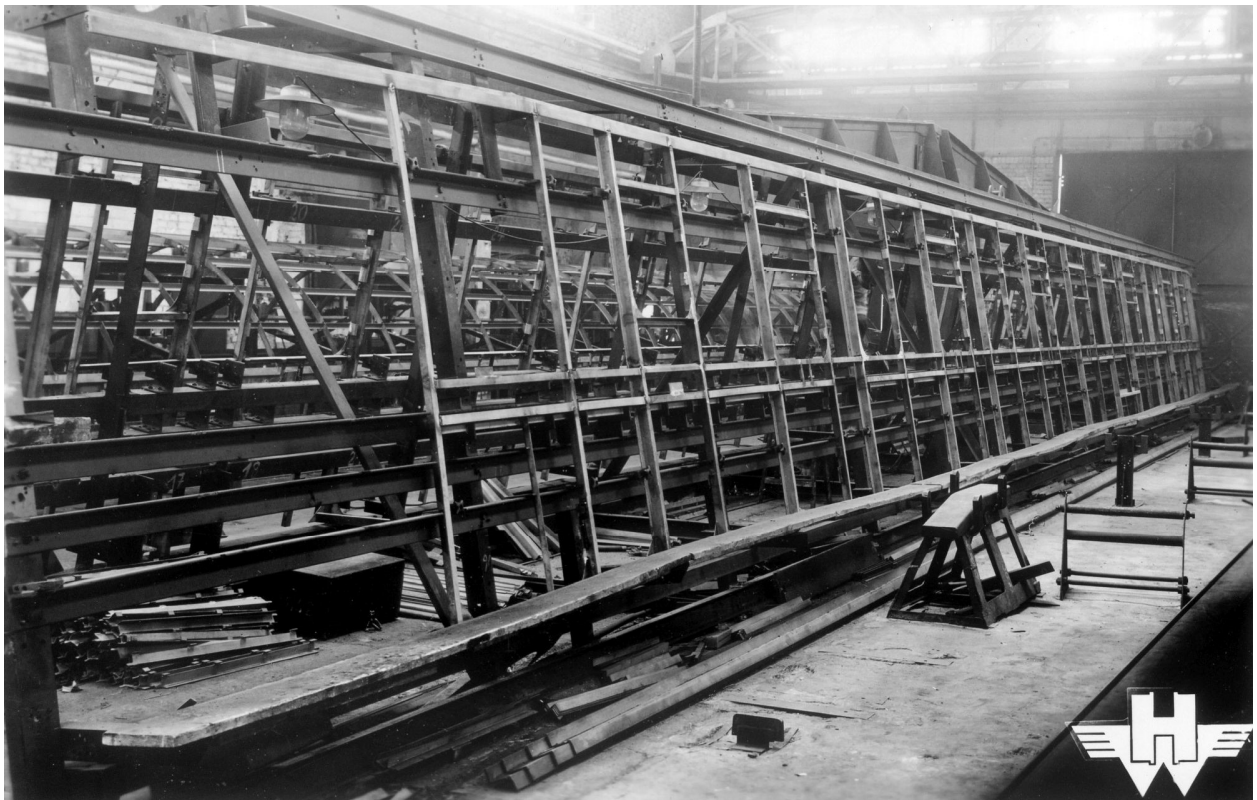
At the same time, Hansa Waggonbau was still involved in the modernisation of some Y/mét at the beginning of the 1960s, which were equipped as Uf (with universal compartments in Formica plastic veneer). It is still unclear which coaches from the 1930-32 series were affected. Officially, other CIWL ateliers and wagon builders were involved, and Hansa Waggonbau may have received a subcontract from one of the CIWL ateliers. This is also confirmed by the correspondence between Hansa and CIWL Paris, which states that Hansa was still entrusted with a "special project".

Hansa's legal successor, Bremer Waggonbau, was also later entrusted with CIWL coaches - together with the CIWL workshop in Ostend, it restored the coaches of the Venice Simplon Orient-Express.

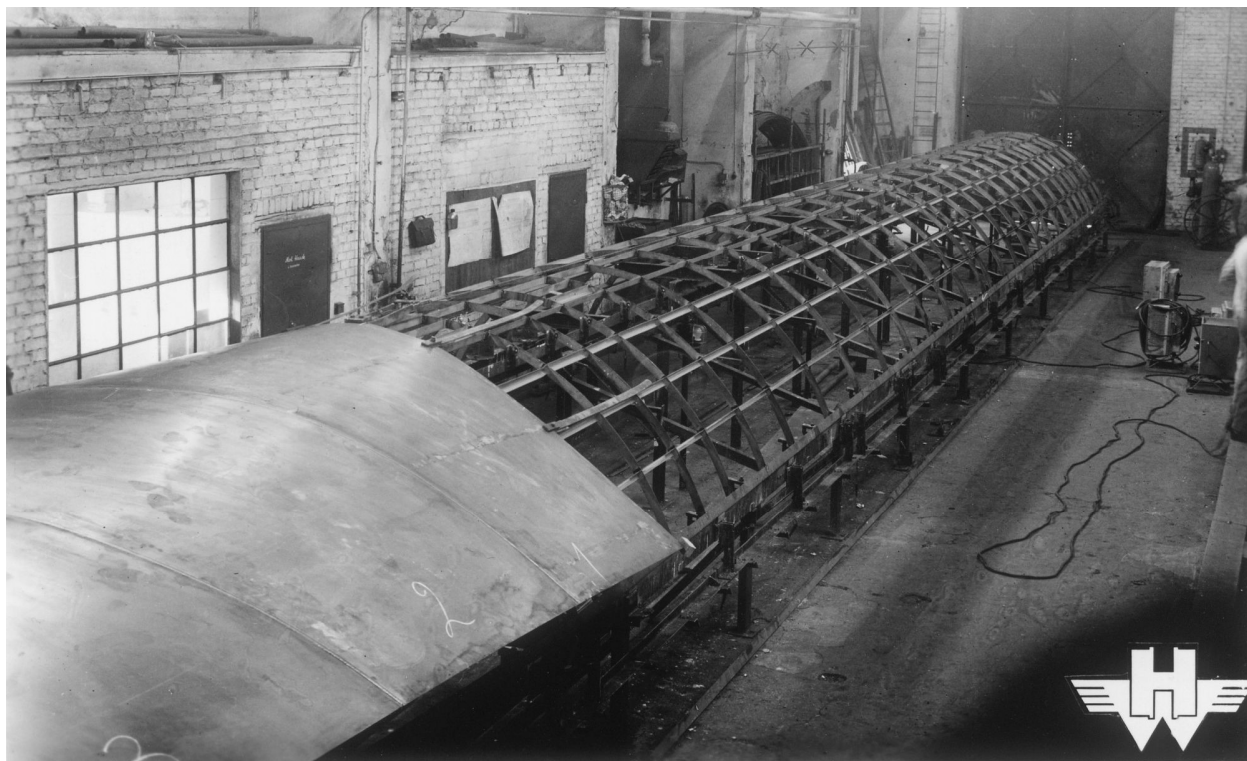
Now for a few photos from the archive of the "Friends of the Bremen Tramway FdBS", first from 1956:



Underframe of a UH car - All photos in this article: Hansa Waggonbau, Bremer Waggonbau, collection Freunde der Bremer Straßenbahn FdBS.



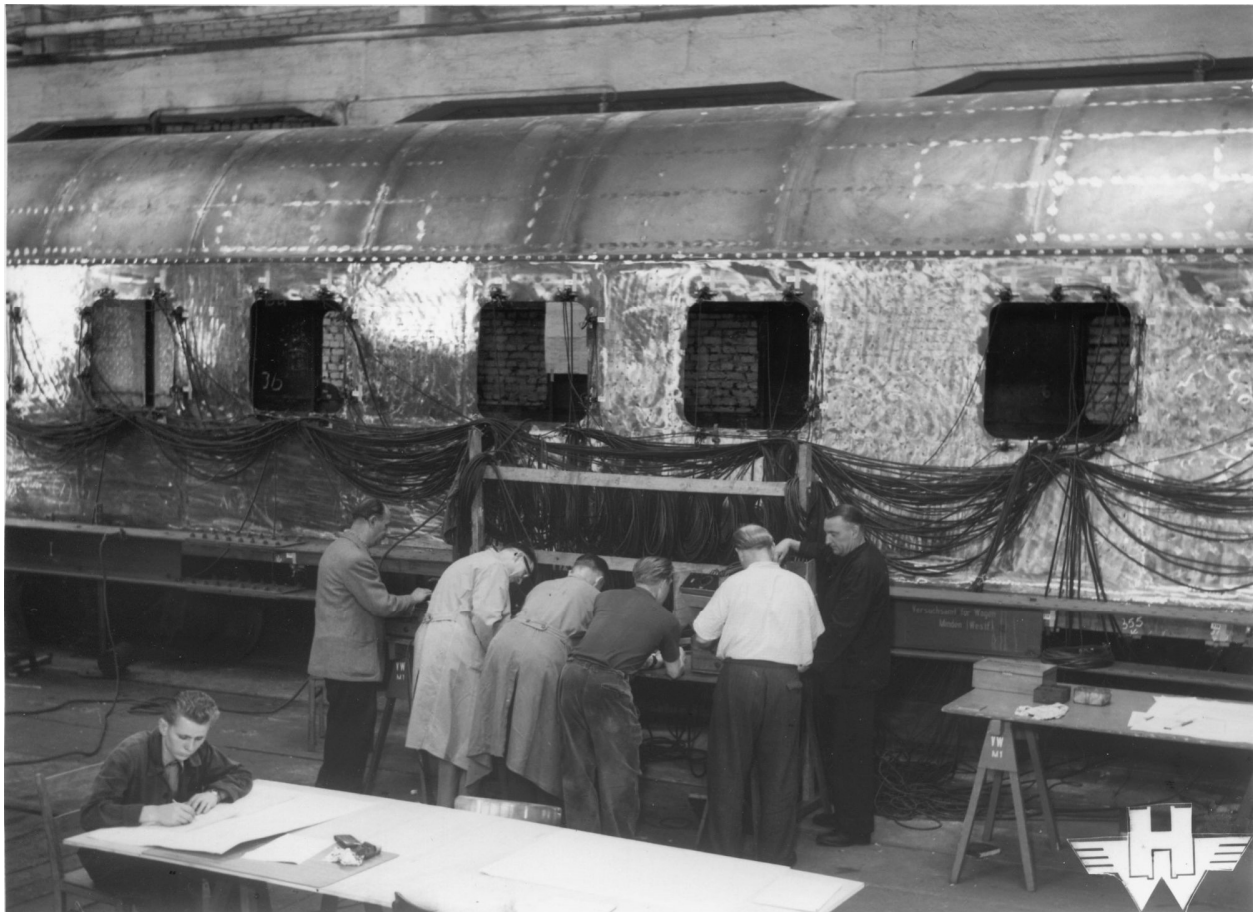
Side wall frame



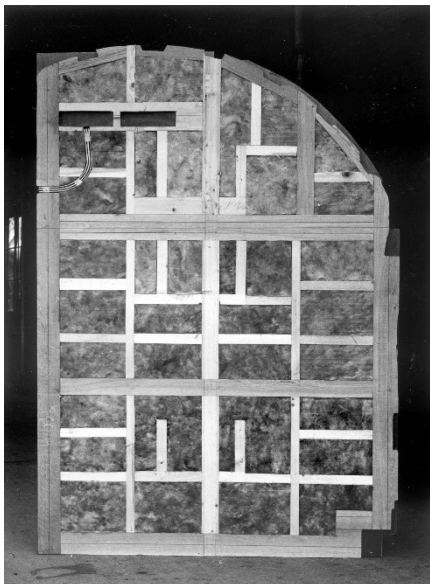
Roof frame



Underframe headers



Pressure tests on a car body



Compartment partition wall



Body shell of the carriage

In April 1957, extensive testing of the first two cars 4581 and 4582 was carried out to Denmark and Sweden, including shipments on the ferries Kong Frederik IX and Helsingør. The following photos bear witness to this test run.





**Test run to Denmark and Sweden in April 1957 with carriages 4581 and 4582, here being shipped on the ferry Kong Frederik IX.**



**Carriages 4581 and 4582 on the ferry Kong Frederik IX.**



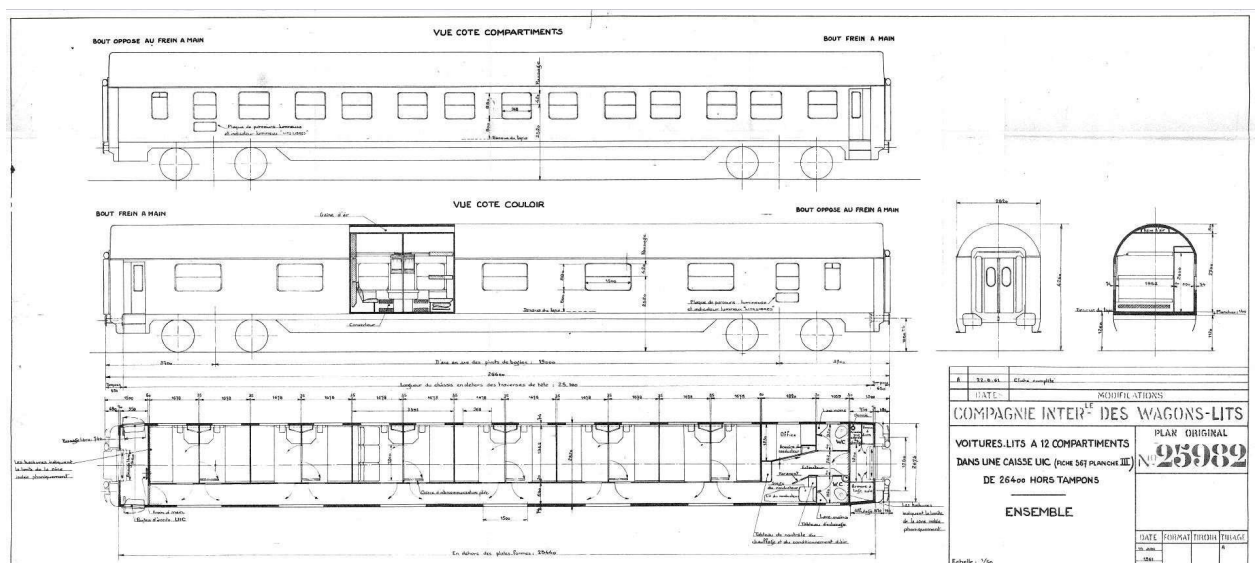
**This photo is well known as a retouched version with only one car and has often been published. However, the two coaches 4581 and 4582 were actually on the negative; it shows the two coaches parked during the test runs in Denmark in April 1957.**



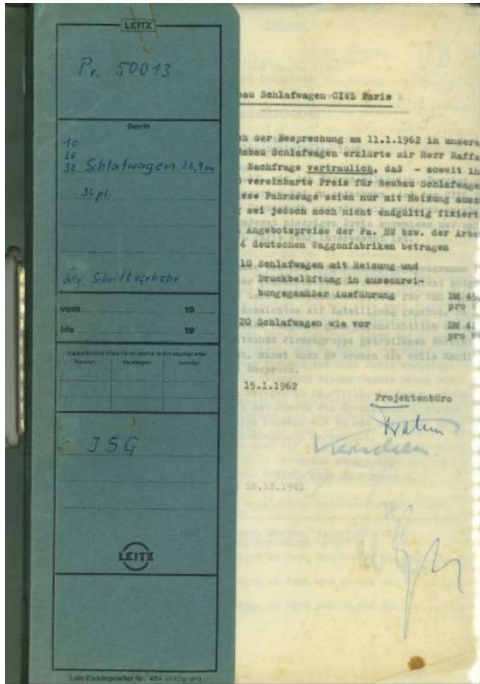
**Long row of completed Hansa cars in the outdoor area of Hansa Waggonbau in Bremen in 1957.**



Car 4581 was presented at the Hanover Trade Fair in May 1957.



CIWL plan 25982, which shows the project of a sleeping car with 12 compartments with a UIC car body and a length of 26.4m, which was later called "MU". Hansa Waggonbau participated unsuccessfully in the bidding process.



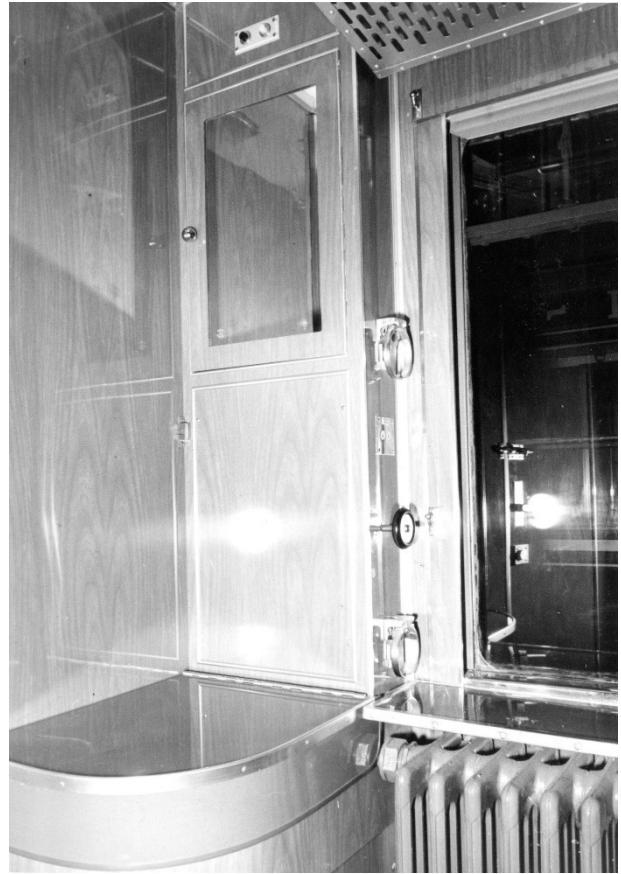
**Project 50 013** was the name of the bid for the later MU in the files of Hansa Waggonbau intern. Despite the fact that Hansa Waggonbau had good contacts in Paris and had already heard about the project before the official invitation to submit bids and was also informed by Paris of the European bidders and that their bids were too high, it was ultimately unable to participate.



Uf ex Y/mét: new Compartment in "formica" as single (left) and touriste (right)

**Project 50 015** at Hansa was the modernization of type Y coaches with originally painted metal interior walls (type Y/mét). These were given universal compartments with a plastic veneer in wood look, called "Formica", with now three instead of two beds one above the other in universal equipment, which could be booked as single, double (with higher positioned middle bed) or as touriste (t3). These were now called

type "Uf" and the last of their kind remained in service until 1986/87. Another coach of this type can be seen through the compartment windows of the photos on this two pages.



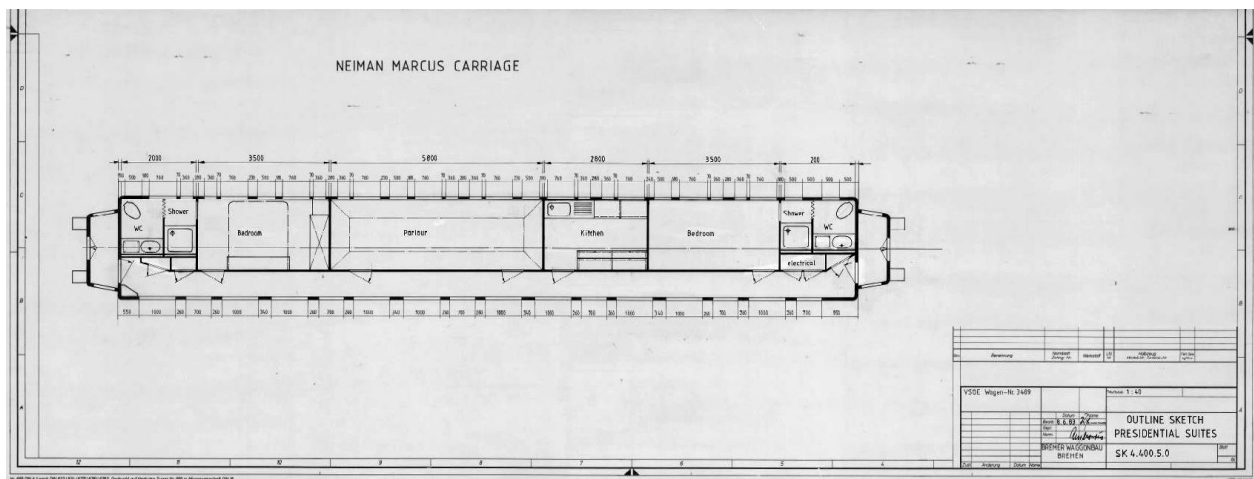
**The washbasin folds out and the flap for the night cup.**



**The folding mechanism from day to night for readjusting the seat.**



Other VSOE vehicles were not ultimately restored, but there were plans for them. For example, the Lx 3489 was to become a car with Presidential Suites, called the "Neiman Marcus Car". Neiman Marcus is a luxury department store chain in the USA. Unfortunately, neither Bremen nor Shirley Sherwood's VSOE book documents what the chain had agreed with James Sherwood, the initiator of the VSOE at the time. In any case, nothing came of it, and today the car body stands burnt out in Haine-St. Pierre (near La Luvrière-Sud) in Belgium. The following photo shows Lx 3489 in September 1986 in Bremen:



Another carriage for which restoration was started at that time was dining car 2974. According to the plans in the archive, it was to become a "1st class dining car" for the VSOE. As is well known, this also came to nothing. This carriage was also parked in Haine-St. Pierre for a long time before it was brought to Guasticce (Livorno) together with sleeping car YU 3907 in December 2022 to a company that is to restore these carriages (next page).



Dining car 2974 in 1986 in the halls of Bremer Waggonbau. Today rescued in Italy, the bar car (ex Pullman Étoile du Nord) N° 4121 did not fare so well. It, too, is burnt out today in Haine-St. Pierre, here still intact in Bremen in September 1986:





## About the filming of the 'Murder on the Orient-Express' remake

Robert Day chairman of the UK based Austrian Railway Group wrote a letter to the magazine *Today's Railways Europe Edition* about the filming of Kenneth Branagh's remake of *Murder on the Orient Express*. He has kindly allowed us to include it in our newsletter plus the photographs he took back in 2003 the ÖGEG's class 12 steam loco.

### Robert wrote:

I was interested to read Andrew Thompson's article on Switzerland's Sursee - Triengen Bahn (TRE 337, March), and in particular its role in the filming of Kenneth Branagh's remake of *Murder on the Orient Express*. It has answered a particular question that I have had for some time.

In my capacity as (then) secretary of the UK-based Austrian Railway Group, I was approached by the production company in the summer of 2016 to advise on suitable locomotives that could be used in this film. I responded by suggesting an Austrian Class 12, and pointing them to the Austrian preservation group ÖGEG who have one at their railway centre at Ampflwang.

I heard nothing further, and was not really surprised to see that the production had instead gone with a French design. However, the question of being able to have a loco actually able to steam for second unit photography was never mentioned; seeing as I'd not seen ÖGEG's Class 12 in action for some 15 years, I would have been unable to comment on its availability for live filming. And the DVD "Making of..." extras about the film made no reference to second unit photography and only showed the boilerplate replica that was used in the principal shoot.



The film, of course, fell into the trap of assuming that the engine that hauls the train out of Istanbul would be the same one as would arrive at the head of the train at Calais Maritime, and would therefore be French. We all know better, of course.

The attached photo was taken by me at the 2003 Selzthal Dampfloktfest of ÖGEG's class 12 - actually, one of the engines built under licence by Malaxa in Romania for the CFR, but an impressive beast nonetheless. But sadly, not to be a film star.

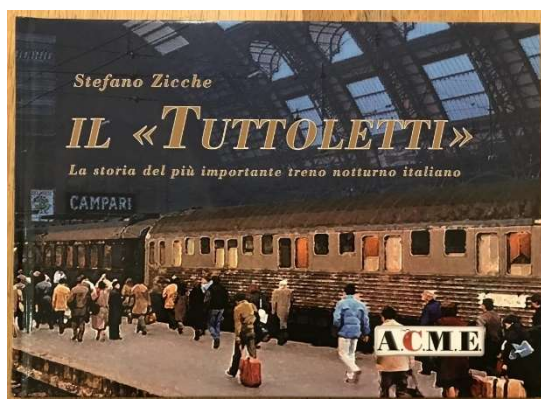
Photo by Robert Day

## Letters from our correspondents

Hi Chris and Dirk,

Today I received the Italian book *Il "Tuttoletti"*, published by ACME, regarding the direct sleeper train service between Roma and Milano, see attached picture. Maybe interesting to mention in the next issue of the Newsletter.

Best regards, Adriaan



Dear,

As new coordinator of the promotion team within "Stoomtrein Maldegem-Eeklo" (Belgium), I would like to invite you to our steamtrainfestival that is taking place on the 4<sup>th</sup> and 5<sup>th</sup> of may. Attached you will find more information. Also, you can find this info on our website:

<https://www.stoomtreinmaldegem.be/evenementen-2024/stoomtreinfestival-2024-4-5-mei-2024/>

It would also really help us if you share this with your own (social) media channels. Or if you let me know in which way we can spread the word!

Kind regards!

**Jeroen Eecloo**

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vzw Stoomcentrum Maldegem  
Stationsplein 8 | B-9990 Maldegem  
BE 0428.727.231  
T +32 50 71 68 52  
[www.stoomtreinmaldegem.be](http://www.stoomtreinmaldegem.be)

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### **Nene Valley Railway in full steam**

The Nene Valley Railway known to many simply as NVR is one of the very few UK heritage railways that has 2 CIWL carriages a WR N° 2975 and a WL N° 3916.

Our 'Amis des Wagons-Lits Newsletter' took over from the NVR's printed magazine called 'Les Grands Express Européens when the NVR needed to concentrate its energies into work on the railway.

Not to be forgotten as we spotted that a truly super photo taken by Hayden Sheppard was published in the magazine Today's Railway EU edition.

As several of us were to be found at many of their operating days and visits to the likes of AJECTA in France and ZLSM at Simpleveld in the Netherlands: we could not let this photo go unannounced.

The driver of this truly attractive Danish Loco Paul Roe (in the photo) has allowed us to re-produce it in our newsletter.

The NVR has an extensive fleet of continental and UK locos and is well worth a visit see [www.nvr.org.uk](http://www.nvr.org.uk)



Photo: copyright NVR & Hayden Sheppard

***We've had a request from a student at The Royal College of Art in London who is studying design with special reference to CIWL and Georges Nagelmakers.***

*She is looking for some information as to how the interiors of the CIWL cars were designed and developed back in the days when George Nagelmakers started work on his project and newly back from the USA. Any advice etc. will be most welcome.*

*Can you first mail me under [Elliott.chris \[at\] gmx.com](mailto:Elliott.chris[at]gmx.com) and if you are in agreement then I can put you in touch with the student.*

**Chris Nous avons reçu une demande d'un étudiant du Royal College of Art de Londres qui étudie le design avec une référence particulière au CIWL et à Georges Nagelmakers.**

*Elle recherche des informations sur la façon dont les intérieurs des voitures CIWL ont été conçus et développés à l'époque où George Nagelmakers commençait à travailler sur son projet et venait de rentrer des États-Unis. Tout conseil, etc. sera le bienvenu.*

*Pouvez-vous d'abord m'envoyer un e-mail et si vous êtes d'accord, je pourrai vous mettre en contact avec l'étudiant : [Elliott.chris \[at\] gmx.com](mailto:Elliott.chris[at]gmx.com)*

***Wir haben eine Anfrage von einer Studentin des Royal College of Art in London erhalten, die Design mit besonderem Bezug zur CIWL und Georges Nagelmakers studiert.***

*Sie sucht nach Informationen darüber, wie die Innenräume der CIWL-Wagen entworfen und entwickelt wurden, als George Nagelmakers mit der Arbeit an seinem Projekt begann und gerade aus den USA zurückkehrte. Jeder Ratschlag etc. ist höchst willkommen.*

*Sie können mir zunächst eine E-Mail an [Elliott.chris \[at\] gmx.com](mailto:Elliott.chris[at]gmx.com) schicken, und wenn Sie damit einverstanden sind, kann ich Sie mit der Studentin in Verbindung setzen.*

**Abbiamo ricevuto una richiesta da parte di una studentessa del Royal College of Art di Londra che sta studiando design con particolare riferimento alla CIWL e a Georges Nagelmakers.**

*Sta cercando informazioni su come sono stati progettati e sviluppati gli interni delle carrozze della CIWL quando George Nagelmakers ha iniziato a lavorare al suo progetto ed è appena tornato dagli Stati Uniti. Qualsiasi consiglio ecc. è molto gradito.*

*Potete inviarmi un'e-mail all'indirizzo [Elliott.chris \[at\] gmx.com](mailto:Elliott.chris[at]gmx.com) e, se siete d'accordo, posso mettervi in contatto con lo studente.*

***Hemos recibido una consulta de una estudiante del Royal College of Art de Londres que estudia diseño, con especial referencia al CIWL y a Georges Nagelmakers.***

*Está buscando información sobre cómo se diseñaron y desarrollaron los interiores de los vagones del CIWL cuando George Nagelmakers empezó a trabajar en su proyecto y acababa de regresar de Estados Unidos. Cualquier consejo, etc., será bienvenido.*

*En primer lugar, puede enviarme un correo electrónico a [Elliott.chris \[at\] gmx.com](mailto:Elliott.chris[at]gmx.com) y, si está de acuerdo, le pondré en contacto con el estudiante.*

**Thank you very much!**