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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that SNCF backed by the French Government has reintroduced a Night Train between Paris and Aurillac, but using old out of date carriages.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.

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.

Some of our authors have been so busy that we already have quite a lot of material for the upcoming issue no. 23 - it would have gone beyond the scope of this newsletter and we want the newsletter to reach you and not get stuck somewhere on the net because it is too big. However, this does not mean that you should write less - anything that does not fit into the next issue will be postponed to the following issue. We'd rather have articles in reserve than too few...

Finally, a bit of melancholy: with the closure of the so-called Riedbahn between Mannheim and Frankfurt due to urgently needed renovations, the Eurocity trains from Switzerland to Hamburg, which are also highly appreciated by the German public, are disappearing. Two pairs of trains ran daily until mid-July 2024, the trains were characterised by a panoramic carriage and a dining carriage with tables still covered in white linen. Even if the food was only preheated here too, at least you didn't eat off the plastic veneer. I (Dirk) travelled for many years in the panoramic carriages on the Rhine route between northern and southern Germany, and on Sunday 14 July 2024 I made my personal farewell journey in Panoramic Apm 61 85 19-90 110-1 on EC9 southwards:



## C.I.W.L. in Egypt – Part 2, 1914-1939

by Jos Geilen

Before continuing the history of Wagons-Lits in Egypt, I like to go back to the developments of the Egyptian Railways in the years before, during and after the First World War. And the offering of services between Egypt and Palestine by the CIWL from the summer of 1920 requires also describing, albeit briefly, the history of the Palestine Railways.

### Egyptian State Railways

During the First World War, the British began thinking about establishing a railway connecting Egypt with Palestine to serve the war effort. After the unsuccessful Turkish attempt against the canal, which was repelled on February 3, 1915, it was decided to build a railway linking Egypt, across the desert, with Palestine and Syria. El Qantarah, known by the Allies as Kantara, a small town located 45 kilometres south of Port Said, was chosen as the starting point, and the work to build the line from Qantara Sharq on the western bank of the Suez Canal to Gaza actually began and completed in 1918.<sup>1-2</sup>

The Delta being used as a base, it was necessary to improve its communications with Kantara. This was done, on the one hand, by doubling the access line from Zagazig to Kantara, on the other hand, by building a new line which facilitated communications with Alexandria. There remained the crossing of the canal; it was crossed by means of a ferry which was substituted, when the ferry proved insufficient, by a bridge with two movable spans. The bridge was located 5,380 meters north of the ferry, outside the military port of Kantara. In order to connect it to the network of Egyptian railways, a route was established which crossed the canal perpendicularly and presented, on the left bank and in the same direction, an 8-track training station, also diverted the line from Port-Said so that it joined it and that, by a U-shaped layout, it rejoined the primitive settlement further to the south. On the Asian side, the route also curved to the south where there were three sidings, then skirted the canal and joined the new line. The bridge was studied by the Service of the bridges of the railways of the State and built-in control under the direction of Mr. Verschoyle, by the company Baume and Merpent, the foundations being carried out by Léon Rolin & Cie. The water depth was 11 meters. Started on November 20, 1917, it was submitted for trial on the following April 29, after a little over five months.<sup>2</sup>

The first El Ferdan Railway Bridge over the Suez Canal was completed in April 1918 for the Palestine Military Railway. It was considered a hindrance to shipping so after the First World War it was removed. During the Second World War a steel swing bridge was built in 1942 but this was damaged by a steamship and removed in 1947. A double swing bridge was completed in 1954 but the 1956 Israeli invasion of Sinai severed rail traffic across the canal for a third time.<sup>3</sup> A replacement bridge was completed in 1963 but destroyed in the Six-Day War in 1967. A new double swing bridge was completed in 2001 and is the largest swing bridge in the world.<sup>4</sup> However, the construction of the New Suez Canal has since disconnected the Sinai from the rest of Egypt's rail network again. Instead of the bridge, two rail tunnels are planned under the canal, one near Ismailia and one in Port Said.

When the war was over, there was first a period during which Egyptian State Railways could not think of building new extensions and where they appeared exclusively to the most urgent. But after a couple of years, ESR proceeded to put all the services in order, which involved the reconstruction of certain temporarily unequipped lines:

- a) The Edwina line was re-established in 1922
- b) As for the section from Menouf to Shohada (16 kilometers), it was also decided to re-establish it, and at the same time, to extend it on the one hand to Kafr-el-Zaïat, and on the other hand to Benha.

The construction of the Menouf-Kafr-el-Zaïat line was undertaken at both ends and in 1922, the southern 16 kilometres from Menouf to Shohada and the 10 kilometres from Kafr-el-Zaïat to Meshla, in the North, were reopened to traffic. The 24 kilometers of the central part followed in 1924 and the 27 kilometres from Menouf to Benha in 1929.

- c) The Line on the left bank of the Rosette branch (Mit-Okba Teh-el-Baroud). In order to decongest the great artery from Cairo to Alexandria, it was decided to build a new railway on the left bank of the Rosetta branch, on the edge of the desert. The distance from Cairo to Teh-el-Baroud by this new route is 122 kilometers, or exactly the same as by the main line via Tantah, while the line of the right bank of the Rosette branch, via Menouf, would be 11 kilometres longer.

Three railway lines, contemplated for a long time, were recently completed:

- a) The Suez Railway

In a curious turn of events, the old line from Cairo to Suez, abandoned in 1869/1870 because it was no longer useful, has regained value. Traffic between the capital and the major Red Sea port is constantly growing; there is not only interesting goods traffic, but the prospects of passenger traffic which could become profitable. On the one hand, the Cairenes willingly go to Suez, where they seek the amenities of a coastline of which they are deprived; on the other hand, transatlantic travellers willingly to disembark at Suez to visit Cairo and join their ship in Port Said.

Detaching itself from the line of Mataria, it passes north of Heliopolis and heads frankly towards the east, generally remaining about eight kilometres north of the old route of the English mail to India, which ran along the foot of the djebels Ammouné, Abou-Terefia and Attakah. The road, in these parts, passes to the south of djebel Awibeid, the railway of which runs along the northern slope until it meets the slopes of Jebel Gineifah which it cuts instead of bypassing them as in the past. It thus descends towards the Wadi Suez, whose valley it follows in a south-east direction, until its terminus, at Suez.

- b) The 22-kilometer extension of the left bank line of the Damietta branch, from Mit-Bera (10 kilometres from Benha) to Ziftah was opened for operation in 1930.
- c) A second section of 33 kilometres, from Santa to Tantah, only hiatus of the direct line from Alexandria Tantah, Ziftah, Zagazig Ismailia was also completed.

The construction of several other railways in the Delta is envisaged, some with standard gauge, others with narrow gauge.<sup>2</sup>

In 1926, the conversion of the line from Luxor to Aswan and Shellal was undertaken, from 3'6" to 1 m .435 spread.<sup>5</sup>

By the 1930's, the Egyptian State Railways was a very well-established company. Most all towns in Egypt were serviced by the Egyptian railway whose network developed as follows:<sup>2</sup>

| Year      | Kilometres  |           |
|-----------|-------------|-----------|
|           | of branches | of tracks |
| 1924-1925 | 3,117       | 4,267     |
| 1925-1926 | 3,117       | 4,958     |
| 1926-1927 | 3,116       | 5,039     |
| 1927-1928 | 3,152       | 5,101     |
| 1928-1929 | 3,239       | 5,208     |

## The fleet of Egyptian locomotives and carriages after 1914

### Locomotives - 1914 to 1918

During this time, nothing was added to the locomotive fleet, except for four units captured at the beginning of hostilities on the S.S. Achaia and which the court of prizes in Alexandria awarded to Egypt. They were 2-6-0 locomotives that the 'Hannoversche Maschinenfabrik' had built for the Baghdad Railway.<sup>2</sup>

### American locomotives - 1918 to 1921

From the end of the war, it was necessary to obtain the rapid delivery of large batches of locomotives; so they turned to America, as they had done twenty years before. This was all the more natural since the European factories were then overloaded with orders. The Baldwin workshops thus provided locomotives of various types, namely 4-4-2, 2-4-2, 2-6-0 and 4-6-0.<sup>2</sup>

### European locomotives - 1921 to 1929

Mr. R.G. Peckitt, successor of Trevithick and after him Mr. J.M.E. Langton (chief mechanical engineers of the Egyptian State Railways, Boulac, Cairo) carried out a further standardization of old and new types, which involved the decommissioning of a large number of locomotives. As a corollary, the numbering of the locomotives was changed once again (in 1926), reserving the numbers from 1 to 500 to passenger locomotives, the numbers from 501 to 1,000 to freight locomotives and the higher numbers to tender locomotives.

The Atlantic type (4-4-2) was retained for moderate weight expresses. The Mikados (2-6-2) and Ten-Wheels (4-6-0) were suitable for mixed serve; finally, two categories of 2-6-2 tender locomotives were adopted.

That same year (1926), in order to renew the fleet, large orders for standardized locomotives were placed. They included:

4-4-2 locomotives, including 35 at North British Locomotive C°; 15 at Linke Hoffman and 5 at Schneider;

2-6-2-T tender locomotives, including 40 at North British, 10 at Cockerill and 10 at Haine-Saint-Pierre.

Finally, 2-2-2 locomotives.

At the same time, the locomotives kept in service were modified to bring them closer to the new standards.<sup>2</sup>

On April 30, 1929, the Egyptian railways had 648 locomotives distributed as follows by category:

|                                       |      |       |     |
|---------------------------------------|------|-------|-----|
| 202 passenger locomotives, including: | Type | 2-4-0 | 45  |
|                                       |      | 4-4-0 | 64  |
|                                       |      | 4-4-2 | 83  |
|                                       |      | 4-6-0 | 10  |
| 277 freight locomotives, including:   | Type | 0-6-0 | 170 |
|                                       |      | 2-6-2 | 47  |

|   |      |         |     |
|---|------|---------|-----|
| 169 tender locomotives, including:  | Type | 2-6-0   | 60  |
|   |      | 2-4-2-T | 2   |
|   |      | 0-4-4-T | 2   |
|   |      | 0-6-0-T | 41  |
|   |      | 2-6-2-T | 120 |
|   |      | 0-8-0-T | 4   |
| To these should be added 40 tender 2-4-0 locomotives of the Upper Egypt auxiliary lines and four 0.75 m gauge locomotives of the Khargah Oasis line. <sup>2</sup> |      |         |     |

### The fleet of Egyptian passenger cars, baggage, and other vans after 1914

In part 1 of my article, I did mention the passenger cars for the Egyptian State Railways (ESR) and the Egyptian Royal Train build and shipped from companies in England. In the meantime, I found some additional information about these but also about French and Austrian shipments:

The American *Daily Consular Reports* of July 3, 1905, mentioned no less than 105 passenger cars to be built by the Metropolitan Amalgamated Railway Carriage & Wagon Co. Ltd. (1903-1918) for the ESR, a well-known customer of Joseph Wright and Sons (1845-1862) and the Metropolitan Railway Carriage & Wagon Co. Ltd. (1863-1901), the predecessors of the Amalgamation of 1902.<sup>6</sup>

*Export Ringhoffer*, the latest book of Jan Lutrýn, Ivo Mahel, Ludvik Losos and Zdeněk Malkovský, explains that the F. Ringhoffer Carriage Works in Smichow near Prague did also build passenger cars, vans, and wagons for the Egyptian State Railways:

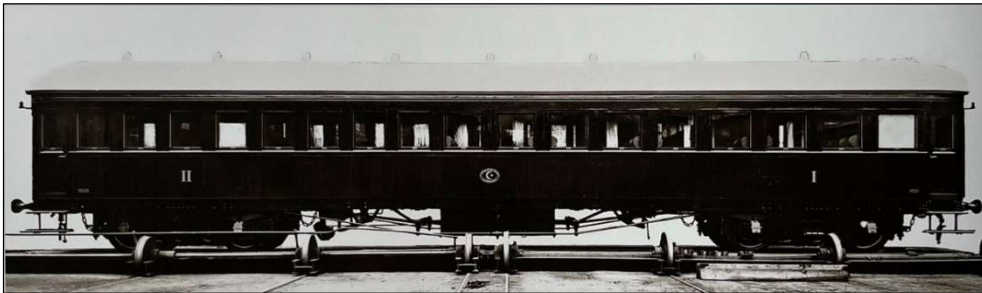
| Year | Type of car  | Designation at ENR | Serial number |
|------|--|--------------------|---------------|
| 1911 | 4-axle first class teak passenger cars             | 144-155            | 79172-79183   |
|      | 4-axle teak baggage and mail vans                  | 1279-1283          | 79191-79195   |
| 1913 | 4-axle first- and second-class teak passenger cars | 1218-1222          | 83214-83218   |
|      | 4-axle teak baggage and mail vans                  | 1274-1278          | 83219-83223   |
|      | 4-axle second class teak passenger cars            | 400-404            | 83436-83440   |
| 1921 | 4-axle first- and second-class teak passenger cars | 1208-1217          | 85188-85197   |
|      | 4-axle teak baggage and mail vans                  | 1264-1273          | 85198-85207   |
| 1924 | 2-axle steel freight wagons without brakes         | unknown            | 120857-121106 |
| 1927 | 4-axle first class steel passenger cars            | 131-138            | 123351-123358 |

A total of 40 four-axle express cars for long-distance transport were delivered between 1911 and 1927; in addition to them, there were also twenty baggage and mail vans. All these cars were transported by rail from the Ringhofferwerke A.G. in Smichow in Austria to the port of Trieste in Italy and from there shipped to Port Said or Alexandria in Egypt. A photograph dated February 1914, show S.S. Gisela\* with passenger car No. 1218 in front of other passenger cars on her poop during loading in the port of Trieste.

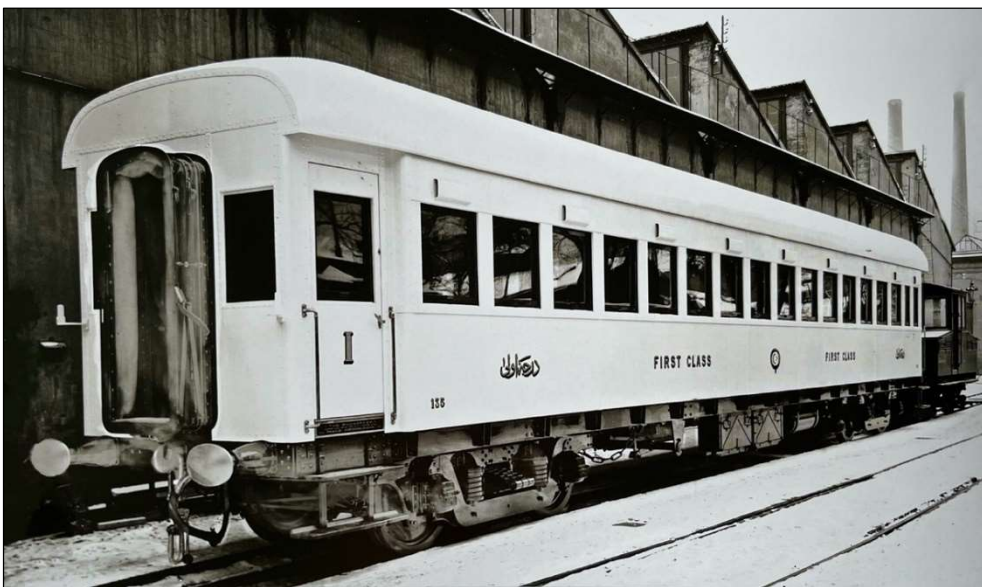


\*) S.S. Gisela was built in 1892 by J.L. Thompsons & Sons by order of the Austrian Lloyd

Another photograph shows baggage and mail van No. 1277 (destination Port Said) in the load lines of a floating crane with which the 'Gisela' was loaded and there exists a photograph, dated 1921, with post-luggage & brake van No. 1267 with direction 'Alexandria Gabbary Railway Quay No. 49'. Gabbary, in the prosperity of Alexandria, was the goods terminus of the Egyptian State Railways.<sup>7</sup>



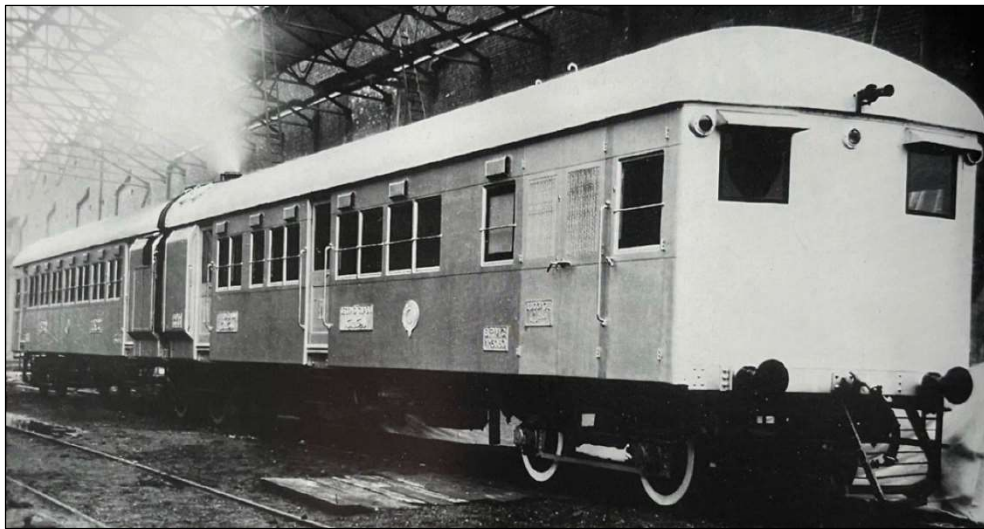
First- and second-class teak passenger car No. 1221 of 1913<sup>7</sup> Collection: Ringhoffer



First class steel passenger car No. 131 of 1927<sup>7</sup> Collection: Ringhoffer

After WWI the Danube monarchy did break up and Prague became the capital of Czechoslovakia. The Ringhofferwerke A.G. changed their name in Ringhoffer Railway Carriage Manufacturing Co. Ltd. In 1928 Nesselsdorfer Wagenbau-Fabriks-Gesellschaft (since 1923 part of Ringhoffer-Tatra AG) in Mähren did build 20 all steel first-class cars for ESR.<sup>8</sup>

In 1927, the ESR did order six steam powered units from Clayton Wagons Ltd. of Lincoln, and in 1930, the Birmingham Railway Carriage & Wagon Co. Ltd. at Smethwick, Birmingham build 13 steam powered twin articulated units, used for short passenger links and suburban workings. An unusual feature of these units was the inclusion in the passenger accommodation of a second-class Hareem compartment! There were also two single cars, used for conveyance of mails, perishable goods and animals.<sup>2</sup> The steam power units were built by the Yorkshire Patent Steam Wagon Co. of Hunslet, Leeds.<sup>9</sup>



One of the steam powered twin articulated units built for Egypt by BRC&W during the early 1930s<sup>9</sup>

In 1910 the Metropolitan Amalgamated Railway Carriage & Wagon Co. Ltd. did build steam rail-motors (jointly with locomotive builder Hunslet), but between 1903 and 1918 also various railway orders from the ESR were delivered. Some other deliveries of the later Metropolitan Carriage Wagon & Finance Co. Ltd. (1919-1928) were the 1924 royal saloon and in 1925, the Leeds Forge Co. Ltd. at Newlay did deliver eight steel passenger cars to the Egyptian State Railways. Notices state they were bound for Alexandria aboard the S.S. Aleppo\*.<sup>10</sup> In 1927 two batches of all-steel corridor first class cars were built; twenty cars by Leeds Forge and seventy cars by Metropolitan. Not only first-class cars were delivered, also sixty open third-class cars with a steel body in 1926/1928.<sup>8</sup> Sentinel and Metropolitan-Cammell supplied ten steam powered twin-car units in 1934. Metropolitan did also deliver underframes where the body was added at Cairo's Bulaq Works.<sup>2</sup>

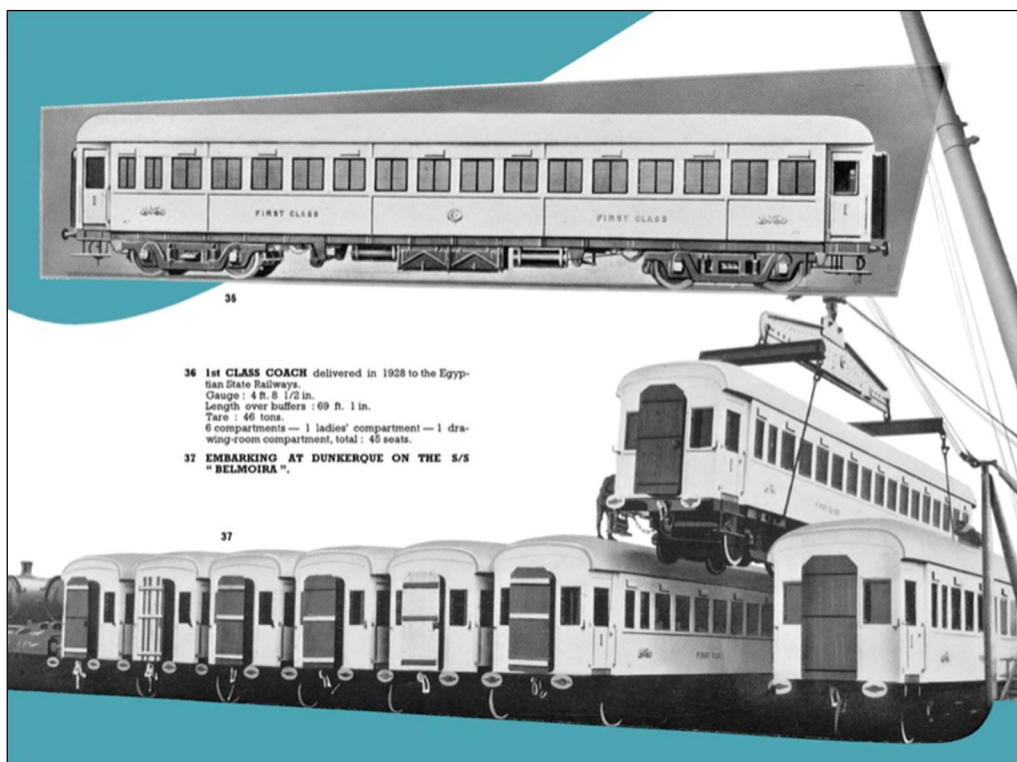


Eight steel passenger cars made in 1925 for the Egyptian State Railways<sup>10</sup> Collection: B.J.R. Yates



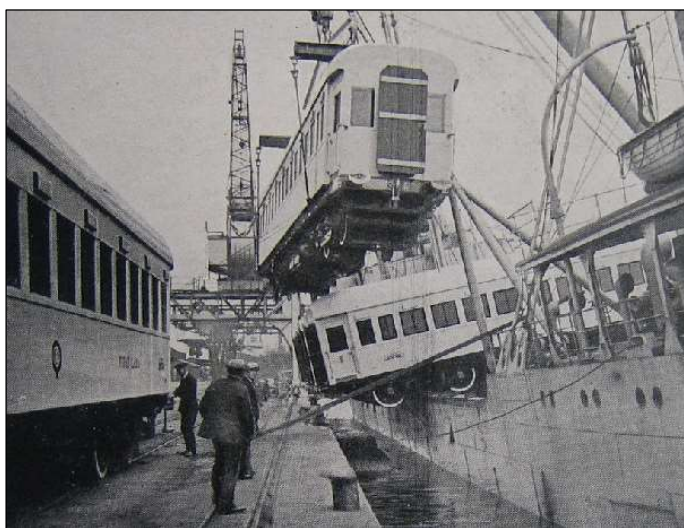
\*) S.S. Aleppo was built in 1920 by the Vulcan shipyards in Hamburg by order of the German Levante Line

In 1928, the Groupe Français pour Fourniture de Matériel de Chemin de Fer did build twenty first-class steel passenger cars for the ESR. They were loaded at the Port of Dunkirk aboard the S.S. Belmoira to be shipped to the Port of Alexandria.<sup>11</sup>



Scan of a brochure of the Groupe Français pour Fourniture de Matériel de Chemin de Fer, 1951

A newspaper article from May 5, 1928, described the embarkation of eight luxe carriages of the 'genre Pullman' constructed by the Dietrich de Luneville on the M.S. Belray\* at the Port of Dunkirk.



Collection: Jean Lemaire

Other companies that delivered steel third-class cars were the Usines Braine-le-Comte (Belgium) with ten cars in 1929 and the Officine Elettro-Ferrovie in Milan with fifteen cars in 1931.<sup>8</sup>

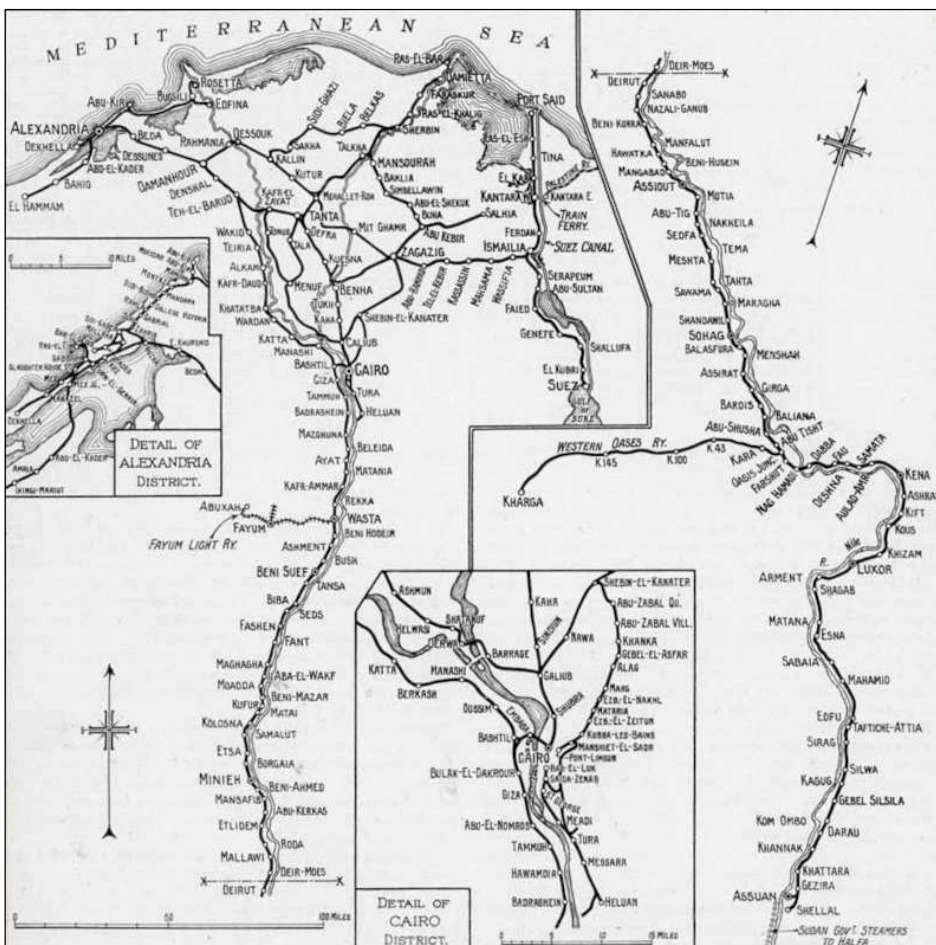
\*) M.S. Belray was built in 1926 by Armstrong Whitworth & Co. Ltd., Newcastle upon Tyne

The fleet of ESR cars included 1,521 vehicles on April 1, 1920, and could be increased to 1,561 on April 30, 1929, the 40 new units to include 1 royal car, 19 self-propelled cars and 20 first class cars for the semi-express lines of Luxor at Aswan and for the auxiliary lines of Upper Egypt.

On the other hand, 313 cars were purchased by replacement of stock and 146 others were modified, 10 of which were converted into freight cars.

On April 30, 1929, the fleet included the following equipment, excluding that of the Compagnie Internationale des Wagons-Lits which circulates on the network:<sup>2</sup>

| Type of cars                              | 2-axle     | 3-axle     | 4-axle     | Total       |
|---|------------|------------|------------|-------------|
| Saloon cars of the State                  | -          | -          | 9          | 9           |
| 1 <sup>st</sup> class with saloon         | 9          | 24         | 236        | 269         |
| 2 <sup>nd</sup> class                     | 13         | 82         | 118        | 213         |
| 3 <sup>rd</sup> class                     | 57         | 237        | 246        | 540         |
| 1 <sup>st</sup> and 2 <sup>nd</sup> class | 7          | 4          | 72         | 83          |
| 2 <sup>nd</sup> and 3 <sup>rd</sup> class | -          | -          | 4          | 4           |
| Service cars                              | 11         | 52         | 3          | 66          |
| Baggage cars                              | 9          | 61         | 93         | 163         |
| Divers                                    | -          | -          | -          | 362         |
| Cars gauge 0 m. 75 (Khargah)              | -          | -          | 10         | 10          |
| <b>Total</b>                              | <b>106</b> | <b>460</b> | <b>791</b> | <b>1719</b> |



A Map of Egyptian State Railways as they were in the 1920's.

Collection: The Restoration & Archiving Trust

## Palestine Railways

### The Palestine Railway during the Ottoman period

#### 1892 - The inauguration of the first railway lines in Palestine

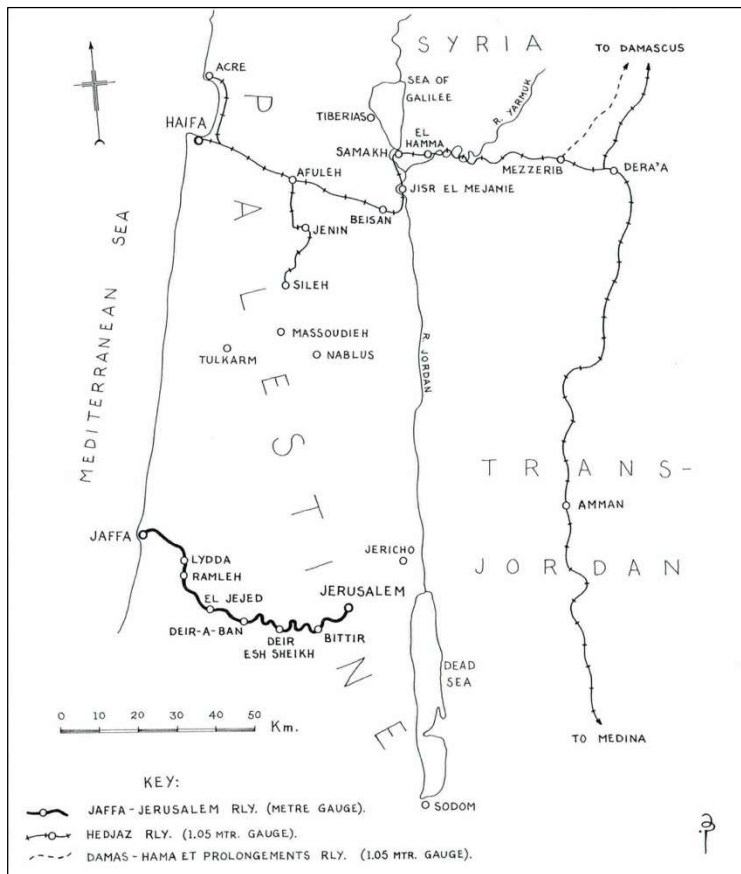
The first railway line was built by a French company, the Société de Travaux Publics et Constructions<sup>12</sup>, initiated by Joseph (Yossef) Navon from Jerusalem.<sup>13</sup> The Jaffa – Jerusalem railway was funded by the Société du Chemin de Fer Ottoman de Jaffa à Jérusalem et Prolongements or J&J. Construction started on 31 March 1890 and the line opened on 26 September 1892. It was built to 1,000 mm (3 ft 3<sup>3</sup>/<sub>8</sub> in) with many tight curves and a ruling gradient as steep as 2% (1 in 50).<sup>14</sup> This cheaply constructed metre-gauge line was built largely at the behest of French Catholic Missionary interests, since the only real sources of traffic envisaged were to be pilgrims.<sup>15</sup>

A year after the commencement of building, the first section from Jaffa to Ramleh (23 km) was opened to traffic, in April 1891. The second section, to Deir-a-Ban, was opened on 4 December of the same year. By August 1892 the line itself was completed to Jerusalem, only the finishing touches to such things as the stations needed to be done and, on 27 August, the first passenger train is recorded as having arrived at Jerusalem, the railway being officially brought into use in its entirety on 26 September.<sup>14</sup>

#### 1894 - The inauguration of the first railway lines in Syria

The Société des Chemins de fer Ottomans économiques de Beyrouth-Damas-Hauran did built the first railways in the area that is Syria now and was part of the Ottoman Empire at that time. It was a French company that since 1891 obtained the concessions for the lines Beirut – Damascus and Damascus – Mezzerib. The Hauran Railway (Damascus – Mezzerib) was opened on July 17, 1894. (It should not be confused with a parallel connection of the Hejaz Railway, which was built a few years later a little further east and also served Mezzerib via its branch line to Haifa.)<sup>16</sup> The Beirut – Damascus railway line, 147 km long, is built in 1895 and opened on August 3, 1895, linking the port of Beirut to Damascus via Rayak, in order to optimize trade between the two capitals, making the port of Beirut one of the most important in the Mediterranean. The work was carried out by the Société de construction des Batignolles, formerly Ernest Gouin et Cie.<sup>17</sup> The Société des Chemins de fer Ottomans économiques de Beyrouth-Damas-Hauran altered, after the merger with a Belgian company, into the Société Ottomane du Chemin de fer Damas-Hamah et Prolongements (DHP) on January 4, 1892. The DHP took over the Hauran Railway from Damascus and the Lebanon Railway from Beirut, both with a gauge of 1050 mm, from its predecessor. The Hauran around Mezzerib is a region that spans parts of southern Syria and northern Jordan and Syria's breadbasket.<sup>16</sup>

The Ottoman government then took an interest in extending this line east of the Jordan valley and into the Hedjaz, with the ultimate intention of linking Damascus with Medina and Mecca - ostensibly to ease the lot of the Moslem pilgrims, though with the added desire to strengthen their military and administrative grip on this wild, desolate, and inaccessible country.<sup>15</sup> When the Ottoman Empire planned the Hejaz Railway (Chemin de fer du Hedjaz, CFH), it tried to include the Hauran Railway and buy it up. That's why the route of the Hejaz Railway led to Mezzerib in 1901 in order to connect to the Hauran Railway with the Mezzerib DHP station. Since, in the opinion of the government, the Société Ottomane du Chemin de fer Damas-Hamah et Prolongements (DHP) demanded too high a price for the Hauran Railway, the purchase was not made and the Hejaz Railway ended in a separate Mezzerib CFH station. Instead, from 1903 onwards, the Hejaz Railway, branching off east of Mezzerib CFH, it was laid northwards parallel to the Hauran Railway, so that from here to Damascus there were two railways that competed with each other until the First World War. In 1906 Mezzerib CFH became a through station when the Hejaz Railway put the branch line to Haifa into operation.<sup>16</sup>



**Railways in Palestine showing lines built up to 1914<sup>14</sup>**

### 1906 - Completion of the line from Haifa to Syria

The line from Haifa to Syria, whose rail gauge was narrow as well, is built by the Ottoman Government as an extension of the Hijaz, Hedjaz or Hejaz Railway in Trans-Jordan, and from which extensions stretched to Acre and Samaria. In time, this line gains the nickname of 'the Valley Train'.<sup>13</sup> The main line of the renowned 'Pilgrim Railway' from Damascus was intended to reach Mecca but, in the event, got no further south than Medina, being completed in 1908 mostly under the direction of Heinrich August Meissner, a German engineer. Meissner was to gain fame and fortune from his endeavours in this undertaking, and Sultan Abdul Hamid honoured him with the title of Pasha. The Hedjaz Railway soon came into conflict with the French-owned Chemin de fer du Damas-Hamah et Prolongements, which controlled the outlet to the Mediterranean Sea at Beirut. In order to circumvent this unwelcome shackle the HR decided to construct its own branch line to the sea at Haifa, on which building was begun in April 1903 and completed in October 1905. This 161 km branch left the main line at Dera'a Junction and was sturdily constructed. From Dera'a Junction the Haifa branch crossed the Hauran plateau before descending the spectacular valley of the river Yarmouk. The railway crossed and recrossed the river on lofty viaducts, hemmed in by almost vertical valley walls, before dropping down to run alongside the Sea of Galilee. Here the railway turned south to head for Beisan (Bet Shean) and thence to Haifa. From Beisan the railway struck north-west, through the lush Jezreel Valley, to finally run beneath the lovely heights of the Mount Carmel range. At Haifa the station, known today as Mizrah (East), still plays an important part in the running of Israel Railways.<sup>14</sup> The Jezreel Valley line, like the Hejaz main line, was built to 1,050 mm (3 ft 5 11/32 in).<sup>3</sup>

In 1913 an 18 km branch was built to Acre, then a more important place than Haifa. A year before the completion of the Acre line a start was made on an altogether more ambitious and exciting a project for a railway to Jerusalem. This left the Haifa branch of the Hedjaz Railway at Afuleh and headed due south

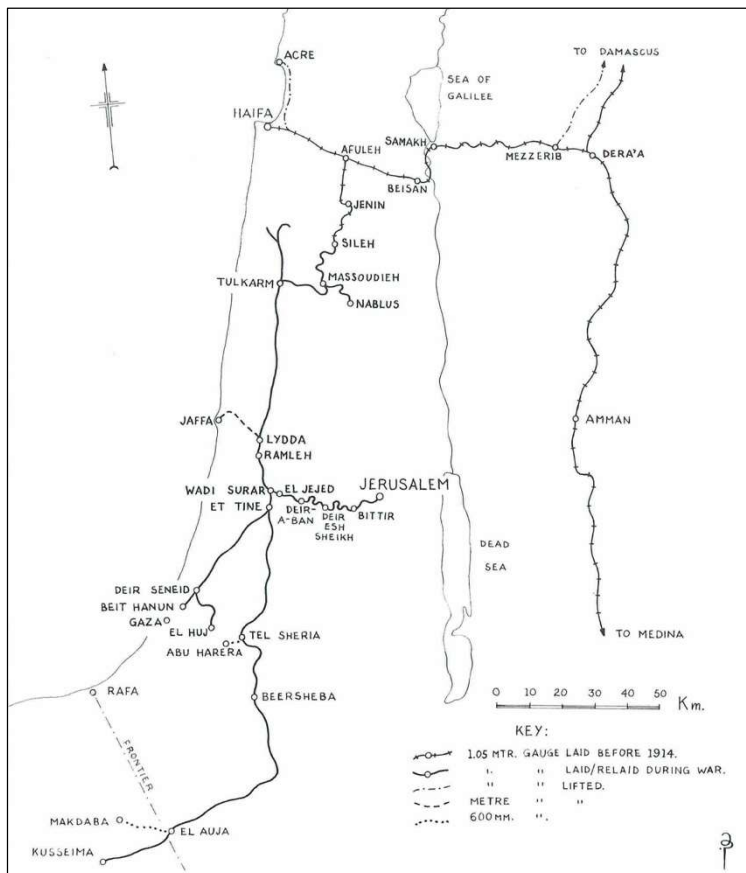
to Jenin. From here it was intended to build through the wild and barren hills of Samaria to reach the Holy City via Nablus.<sup>14</sup> By the end of 1914 the tracks had only been laid down to Jenin and Sileh.<sup>15</sup>

At the beginning of the First World War, all foreign railways owned by companies based in now hostile countries were confiscated, including the Hauran Railway owned by the Société Ottomane du Chemin de fer Damas–Hamah et Prolongements (DHP). It was immediately dismantled in order to use the material to drive the Ottoman military railway Massoudieh – Sinai through Palestine towards the Suez Canal, which was to be attacked. The operation of the 1050 mm gauge railways was transferred to the Hejaz Railway.<sup>16</sup>

### The Palestine Railway during the First World War

#### 1915 - The Hijaz Turkish Railway reaches Beersheba

As we have seen, at the outbreak of the war the Turks were labouring among the hills of northern Samaria to build a line from Afuleh to Jerusalem. There was now a more pressing need to extend this railway south to Beersheba. The urgent need for this line was brought home to the Turks following their offensive against the Suez Canal in January and February 1915. Their first attack on the British (Britain declared war on Turkey on 5 November 1914) with the 1.05 m gauge railhead still stranded at Sileh, near Massoudieh, and an awfully long way on foot to the Suez Canal, was a failure. Djemal Pasha, the supreme commander of the Turkish 4<sup>th</sup> Army summoned from Baghdad the, by now, almost legendary Meissner Pasha and together they directed the building of a railway southwards from Sileh.<sup>14</sup>



Turkish-built railways in Palestine laid during the First World War<sup>14</sup>

At Massoudieh work began on the new military line, which was designated the 'Egyptian Branch', on 15 January 1915. Tracks were laid through the hills to Tulkarm and from here the railway ran southwards through easy country. It was not long before it was realised that not enough material was available for construction so the Jaffa – Lydda section of the metre gauge J&J railway was torn up for use on the new Turkish line, as was the Hedjaz Railway branch from Haifa to Acre. From Lydda to Wadi Surar (just short of El Jejed) the metre gauge J&J tracks were widened to 1.05 m gauge so that this stretch could be incorporated in the military line, and the remainder of the railway to Jerusalem was also

converted thus. A branch was also built from Et Tine just south of Wadi Surar to Deir Seneid, where it branched again to Beit Hanun and El Huj near Gaza. The 180 km line from Massoudieh to Beersheba was put into operation by the middle of October 1915, just nine months after construction began. Two branch lines laid northwards from Tulkarm were for transporting wood from forests in the locality, this being used

as locomotive fuel by the Turks when coal rapidly became unobtainable. The problem of fuel was eventually to become of paramount importance in the working of the Turkish lines and at one stage the situation became so desperate that all the seats and furnishings of the J&J coaches were stripped in an effort to keep the engines running. Probably, though, this was a last-minute expedient to evacuate as many locomotives as possible in the face of the later British advance into Palestine.

The 'Egyptian Branch' was extended as far as Kusseima, on the eastern edge of the Sinai Desert, before the changed military situation overtook it. Regular train operations were only conducted to El Auja, from whence a 'Décauville' type 600 mm gauge line was thrown out in a westerly direction to link up with some Turkish positions in the area. Of the original project to build to Jerusalem no more than the short section from Massoudieh to Nablus was ever completed.<sup>14</sup>

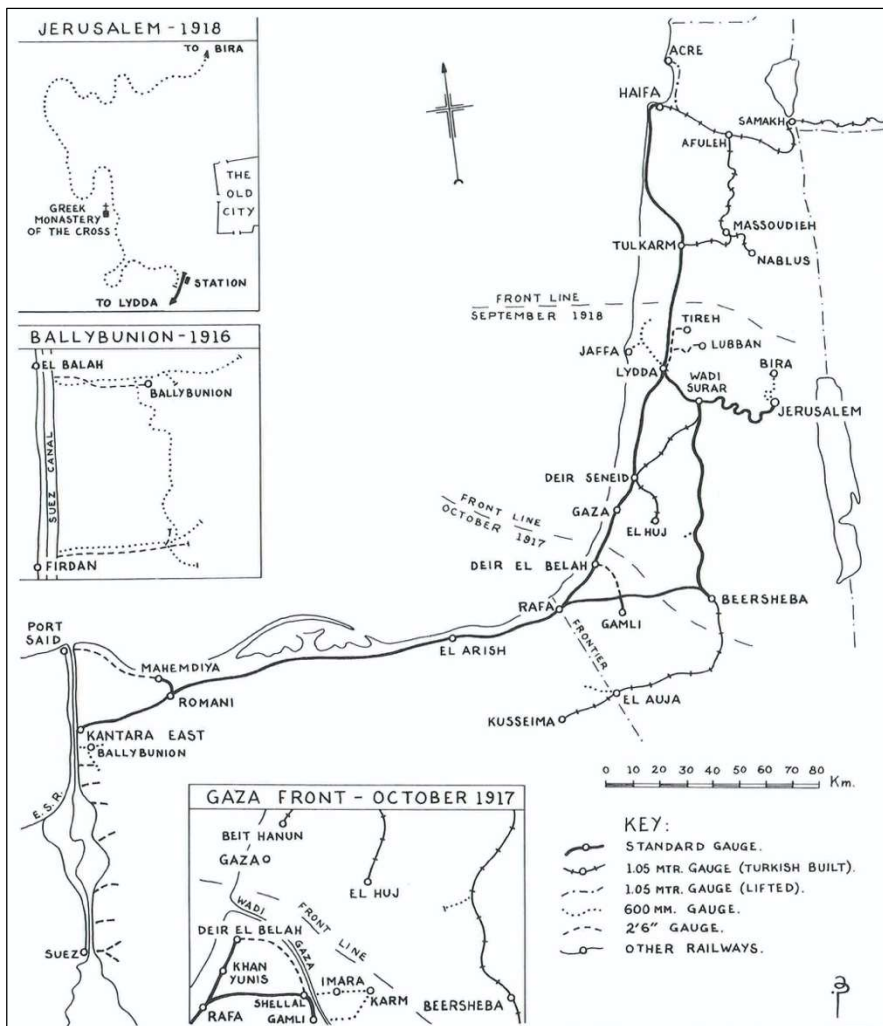
### **1916 - The Sinai Military Railway**

Britain was fully aware that one of Turkey's major objectives would be the Suez Canal. Without this strategic waterway Britain would be hard-pressed to defend her interests in the Middle East and beyond, and she was quick to respond to this threat by a military build-up in Egypt for the defence of such a long line as the Suez Canal was a major concern. By the time the Turks had completed their railway to Beersheba and were busily engaged on the building of the extension into the Sinai, Lord Kitchener ordered the defences moved across to the east bank of the canal and, to supply the forward defensive system, a number of short 600 mm and 2ft 6in gauge railways were laid down, much of the construction material being appropriated from light railways in the Nile Delta. These lines were built from the canal to ease the movement of supplies. They became redundant by the summer of 1916 when the British began their advance in earnest. The tracks were lifted, but instead of being discarded, they were re-used in the building of subsequent military light railways.

On 19 March 1916 the varied British forces were brought under the united command of Sir Archibald Murray, and the Egyptian Expeditionary Force (EEF) was formed. Murray was of the opinion that the war should be taken to the enemy rather than waiting for him to act. This meant a thrust across the Sinai. Murray decided to take the classic invasion route along the northern coast, the 'Via Maris', through El Arish to reach the main Turkish positions near the Palestine border at Gaza and Beersheba.

Exactly when the Sinai Military Railway (SMR) was begun appears to be uncertain, but by the middle of May 1916 the standard gauge line from Kantara to Romani (40 km) was constructed under the direction of Brigadier General Sir G. Macauley. From Romani a branch of 5.5 km was built to Mahemdiya to link up with a 2 ft 6 in gauge line which had just been completed from Port Said. The SMR reached El Arish in January 1917, nearly a year after the construction gangs had begun work at Kantara. A week later Rafa was captured. The period following the second battle of Gaza, in April 1917, was also a time of reappraisal and consolidation for the British. The railhead had already reached Deir el Belah, 16 km before Gaza. At the end of the same month a start was made on a standard gauge line from Rafa in the direction of Beersheba. On the last day of October 1917 Beersheba fell into British hands following fierce fighting. A week later the Turks were driven out of Gaza and their southern front was now completely broken. Immediately, the railway construction gangs went into action. The standard gauge line from Rafa was extended to Beersheba (only reaching there by 3 May 1918), utilising part of the Turkish built 1.05 m gauge trackbed as well as the formation of the recently built British light rail from Shellal. The coastal main line was extended to Deir Seneid by 28 November 1917, and continued northwards. The newly completed Turkish 1.05 m gauge line from Deir Seneid to Et Tine was also pressed into service.

The Turkish forces paused in their retreat to make a determined stand on the approaches to 'Junction Station' (Wadi Surar). This was not so much a desperate last-ditch attempt to protect their railway to



Jerusalem but more a delaying tactic. The Turks were evacuating as much of their rolling stock as possible to the relative safety of the north of Palestine. The British attacked early in the morning of 13 November, and by the following day had occupied Junction Station with the aid of armoured cars. Ramleh and Lydda fell at the same time and three days later the New Zealand Brigade entered Jaffa without opposition.<sup>14</sup>

**British-built railways in Palestine laid during the first World War<sup>14</sup>**

The main attack on Jerusalem began on 8 December 1917, and the following day the Turks surrendered. The Turks launched an unsuccessful counterattack on Jerusalem and this apparently disturbed General Allenby (he took over command of EEF on 27 June 1917) enough for him to order the construction of a 600 mm railway to help protect the northern approaches to the city as well as to provide a forward base for the next advance. This line followed a tortuous course from the existing station in Jerusalem to Bira, near Ramallah. Begun in May 1918, this line was completed to Bira in the following September. The standard gauge line was extended to Lydda by February 1918, though it did not follow exactly the course of the original metre gauge line. From Lydda a 600 mm gauge railway was built to the forward positions north of Jaffa. This was laid for much of its length on the trackbed of the Jaffa – Jerusalem Railway which the Turks had lifted in 1915 to provide material for their own military railway to Beersheba.

Northwards from Lydda the British built some quite extensive 2ft 6in gauge lines. The 'main line' was laid either on or alongside the Turkish military railway formation and ended near Ras-el-Ain. A 20 km branch headed east from Kfar Jinnis and passed through the village of Bet Nabella to Luban. A second much shorter line branched off at 'London Bridge' and ran to Tireh.

Haifa was captured on 23 September 1918 and the fighting moved northwards into Syria, whilst in Palestine the railway system was rapidly consolidated. The standard gauge line was completed to Haifa by the end of 1918.

It was obvious that the Jaffa – Jerusalem Railway would again become an important route and was pressed into service from the end of January 1918 when repairs had been carried out to the section east of Wadi

Surar in British hands. The first stage of relief was the laying of the standard gauge from Lydda to Artuf. This work was commenced on 27 February 1918 and finished on 31 March. Shortly after this, it was decided to push the standard gauge on to Jerusalem and the work was put in hand on 22 April. Jerusalem was reached on 9 June and the station opened for standard-gauge traffic on 15 June.

The section from Jaffa to Lydda, by now of 600 mm gauge was, rather surprisingly, not converted to standard gauge until September 1920. The Turkish-built line from Beersheba to Wadi Surar was also relaid to standard gauge, thus providing an alternative, though circuitous route north of Rafa, but was little used. This operation took place between May and July 1918. The line quickly became redundant and was closed three months later on 18 October, the track north of the junction with the Rafa line being lifted for re-use elsewhere. The 1.05 m gauge tracks from Deir Seneid to Et Tine, and those remaining on the section from Beersheba to Kusseima, were removed as late as 1924, though they had stayed unused in the meantime. With the British advance into Palestine, it became apparent that the working of the expanding railway system needed to be co-ordinated. Accordingly, the Palestine Military Railways (PMR) were formed which, as the title indicates, became responsible for the running of the different lines under British army control.<sup>14</sup>

### **The Railway during the British Mandate period**

#### **1920 - The establishment of the Mandatory Railway, 'Palestine Railways'**


On 25 April 1920 (at the San Remo conference<sup>3</sup>) Palestine became the mandated territory of Great Britain, and this received final approval from the League of Nations in July 1922. Palestine Railways were formally set up on 1 October 1920, taking over from the military administration (PMR). There remained the legal nicety of officially incorporating into the new concern the Jaffa – Jerusalem line, which had been sequestered by the Turks at the outbreak of war. Legally this was still the property of the French company (Société du Chemin de Fer Ottoman de Jaffa à Jérusalem et Prolongements) which had been formed to finance the undertaking. The British government gave notice of its intention to acquire the rights and interests of this line. The matter was decided by arbitration and the French were awarded the amount of £565,000 payable by instalments with a 5% rate of interest.<sup>14</sup>

The Mandatory Railway was responsible for two different railway networks - the narrow Hijaz Rail of the Valley, with extensions to Acre and Samaria (and Trans-Jordan as well) and the standard railway, whose main lines were the Haifa – Kantara Line and the Jaffa – Jerusalem Line.<sup>13</sup>

The line to Kantara provided a special problem. The dismantlement of the swing bridge (see El Ferdan Railway Bridge) did cut off the Kantara – Rafa section lying in Egyptian territory from the main railway system of the country. It was therefore decided that this line across the Sinai would be owned by His Majesty's Government and be operated and administered by Palestine Railways. This was always a difficult piece of railway to work. The wooden sleepers of a generally inferior quality were not treated with preservative, were eaten away by termites and required replacement. Having been laid directly onto the treacherous dunes and cotton soil, without benefit of proper ballasting, the seasonal sandstorms and flashfloods played havoc with the line's operation and maintenance.<sup>14</sup>



COMPAGNIE INTERNATIONALE  
DES  
**WAGONS-LITS**



**PARIS-LE CAIRE**  
EN  
**WAGONS-LITS**  
HORAIRE

**Sens : (Londres)-PARIS-LE CAIRE**

|   |   | Arr.               | Dép.        |
|---|---|--------------------|-------------|
|   | Londres . . .                               | Lundi, jeudi       | — 11 00     |
|   | Calais . . .                                | " "                | — 14 40     |
|   | Paris (P.-L.-M.)                            | " "                | 18 41 20 35 |
|   | Lausanne . . .                              | Mardi, vendredi    | 6 03 6 18   |
|   | Milan . . .                                 | " "                | 12 00 12 20 |
|   | Venise . . .                                | " "                | 16 35 16 42 |
|   | Trieste . . .                               | " "                | 20 00 20 20 |
|   | Zagreb . . .                                | " "                | " "         |
|   | Belgrade . . .                              | Mercredi, samedi   | 3 40 3 55   |
|   | Sofia . . .                                 | " "                | 12 47 13 10 |
|   | Samboul (Sir-<br>kedji) (1) . . .           | jeudi, dimanche    | 23 36 23 50 |
|   | Traversée du Bosphore en vedettes spéciales |                    | 17 15 18 00 |
|   | Haïdar Pacha . . .                          | Vendredi, lundi    | — 9 00      |
|   | Yenidjé . . .                               | Samedi, mardi      | 17 51 18 10 |
|   | Adana . . .                                 | " "                | 18 52 19 30 |
|   | Alep . . .                                  | Dimanche, mercredi | 6 00 6 30   |
|   | Homs . . .                                  | " "                | 12 40 13 30 |
|   | Tripoli (2) . . .                           | " "                | 16 45 —     |
| <b>SERVICE AUTOMOBILE TRIPOLI-HAÏFA</b> |   |                    |             |
|   | Tripoli . . .                               | Lundi, jeudi       | — 9 00      |
|   | Bevrouth . . .                              | " "                | 11 30 14 30 |
|   | Haïfa (3) . . .                             | " "                | 17 30 —     |
|   | Haïfa . . .                                 | Mardi, vendredi    | — 8 00      |
|   | Kantara . . .                               | " "                | 17 30 19 00 |
|   | Le Caire (4) . . .                          | " "                | 22 30 —     |

(1) Coucher à Stamboul.  
(2) Coucher à Tripoli.  
(3) Coucher à Haïfa.  
(4) Prochainement, le service **Haïfa-Le Caire** s'effectuera de nuit, de sorte que les voyageurs pourront partir de Haïfa les **lundi et jeudi** soir, pour arriver au **Caire** les **mardi et vendredi** à 10 h. au lieu de 20 h. 30.  
(5) Un **Wagon-Cuisine** est attelé au train entre Haïdar-Pacha et Tripoli. MM. les voyageurs pourront se faire servir dans leur compartiment des repas chauds ou froids et des consommations suivant tarif à la carte.

Février 1928.

Leaflet with prices for touristic itineraries Paris – Cairo and Assuan with sleeping cars of February 1928

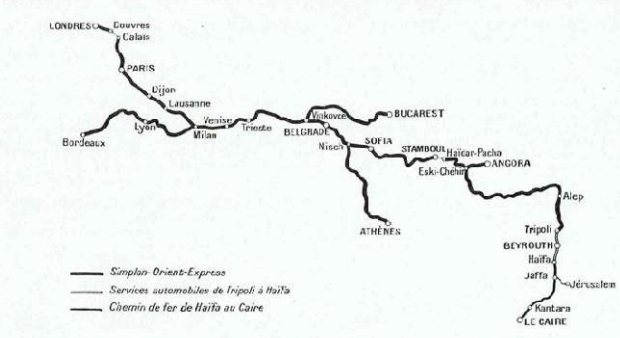
Collection: Jos Geilen

In October 1920 a daily passenger train was introduced, running in each direction between Haifa and Kantara. This train included sleeping and dining cars on three days a week, belonging to the world-famous Compagnie Internationale des Wagons-Lits, and its carriages were to remain a familiar sight on the best trains in Palestine for more than two decades.

The Wagons-Lits Co. liked to think of the Haifa – Kantara train as being an extension of the Orient and Taurus Expresses, thereby providing through travel from Europe to Cairo. And this was so – in a way – for it had now become possible to make the whole journey, with the exception of the Bosphorous and Suez Canal crossings, in the compartment of a railway carriage. That it was not possible to do so in the same carriage was most discreetly mentioned.<sup>14</sup>

There was also no railway connection between Tripoli (a stop of Taurus Express) or Rayak (a stop of Simplon-Orient Express) and Haifa and this part of the journey did know a service by automobile arranged by CIWL from 1928.<sup>18</sup>

**TRAIN DE LUXE SIMPLON-ORIENT-EXPRESS**



— Simplon-Orient-Express  
 — Services automobiles de Tripoli à Haïfa  
 — Chemin de fer de Haïfa au Caire

RÉDUCTION DU PRIX DE TRANSPORT DES BAGAGES    PREZZO RIDOTTO PER TRASPORTO BAGAGLI  
 CONVEYANCE OF LUGGAGE AT REDUCED CHARGES    PREISERMÄSSIGUNG DER TRANSPORTGEBÜHREN FÜR REISEGEPLÖCK

Leaflet SOE 'Conveyance of luggage at reduced charges' Collection: Jos Geilen

As the timetable for November 1920 shows, these 'best' trains took twelve weary hours for the 412 km journey between Haifa and Kantara. A thrice-weekly sleeping car service was introduced in 1921 between Kantara and Jerusalem. It would seem that the Jerusalem sleeper did not pay for its upkeep; probably very few privileged persons, apart from British officers, could afford to pay the supplement. From 1923 the service was only operated on demand, with a minimum of eight passengers booked. The Haifa – Kantara sleeping car was more successful and, in 1923, it began to run daily, Sundays excepted. In 1923-1924 the double-track section across northern Sinai, which had been so essential to the success of Allenby's advance, was removed. A single line was more than adequate to cope with the one daily passenger train and occasional freight movement.<sup>14</sup>

Passenger traffic had been extremely sparse in the earliest days of Palestine Railways, and it was not until 1923 that things picked up. On 1 April of that year sweeping fare reductions were introduced. The response was little short of phenomenal. There were places (the Jaffa – Jerusalem line) where the number of passengers increased forty and fifty fold compared to previous statistics. But by the late 1920's there was a marked decrease in passenger receipts, particularly of first class fares. The people who had been able to afford the better amenities of a PR carriage were also the first to discover that they could now afford to travel in the privacy of their own motor car. There was nothing the railway could do to combat this loss but, to forestall the occurrence of a similar catastrophe, the third class fares were reduced again in 1929, and this led to an increase in the number of passengers travelling by this class (by 1934 more than 95% of all passengers on PR travelled third class). The desperate world-wide financial situation, following the Wall Street Crash of 1929, was to affect Palestine Railways. Previously, a sizeable tourist traffic had been carried. A considerable proportion of these tourists came via Egypt and Lebanon, and special through-booking arrangements had been made for their convenience (see preceding page). This specialized traffic was never to fully recover from the effects of the Crash and the years of the Great Depression.<sup>14</sup>

By 1928 a number of purely local train services had been provided in certain parts of the country. It was not an economical proposition to work these trains with a relatively large and expensive locomotive and the one or two coaches necessary. Therefore in 1928 Palestine Railways ordered two sets of double-articulated railcars for the standard gauge to be built by Sentinel Cammell. Previously in 1926 six Baldwin 4-6-0s were rebuilt into 4-6-2Ts and later in 1937/38 five Baldwin 4-6-0s were converted to 4-6-4Ts. Amongst other duties they helped the 4-6-2Ts on the Jerusalem workings where tanks engines were always preferred.<sup>14</sup>

During the period of the British mandate in Palestine, Arab fear and hostility to the increasing flow of Jewish immigrants, many of them refugees from Europe, had hardened. Periodic riots and atrocities culminated, in the spring of 1936, into a series of events called by the British (with some understatement) the Disturbances. Acts of sabotage and terrorism were frequent and defense measures were instigated in an effort to protect railway property and lives. The derailment and attack on a passenger train on 14 October 1937 led to a general feeling of insecurity and a marked decline in passenger journeys. This attack was of such a serious nature that, for a short time, all night running was suspended.

1938 was a very bad year for PR when the Disturbances were intensified in July, following bomb outrages in Haifa. There were nearly seven hundred separate cases of attack or sabotage; forty-four trains were derailed and in some instances badly wrecked; thirty-three motor trolleys were blown up or otherwise damaged; twenty-seven stations or other buildings were partially or totally destroyed; and twenty-one bridges and a large number of culverts damaged. There was also extensive destruction of telephone and signalling installations and of the water supplies.<sup>14</sup>

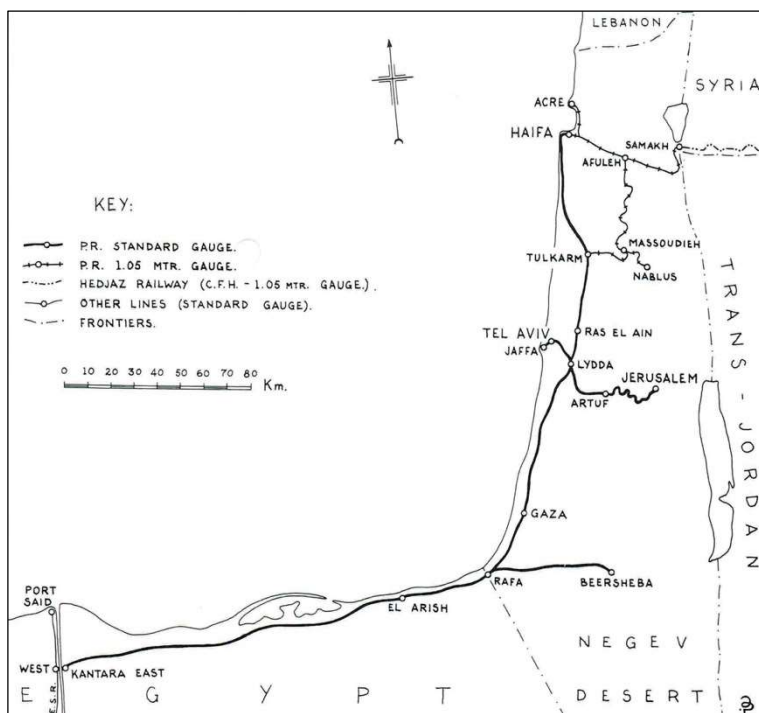
A document issued by the Office of the Superintendent of the Line of the Palestine Railways on August 11, 1938, shows an announcement regarding detecting trolleys running in front of the passengers on the Haifa – Lydda line, where the procedures start on August 10, 1938, for the trolleys to run in front of passenger trains between the Haifa line and Kufr Jains station (a village south of Ramla on the Lydda – Jerusalem line, destroyed and depopulated in 1948), whereas it is not allowed for the trolleys and the train to run at the same time on the same line between Kufr Jains and Lydda.<sup>32</sup>

On 5 September the Lydda – Jerusalem line was closed by terrorist action. It was only repaired and reopened for a limited goods service at the end of the year. The line to Kantara was closed on 24 September following “wholesale sabotage over some 75 km between Yibna and Rafa”. Reopened for traffic on 1 October, only three trains a week were subsequently operated instead of the previous daily

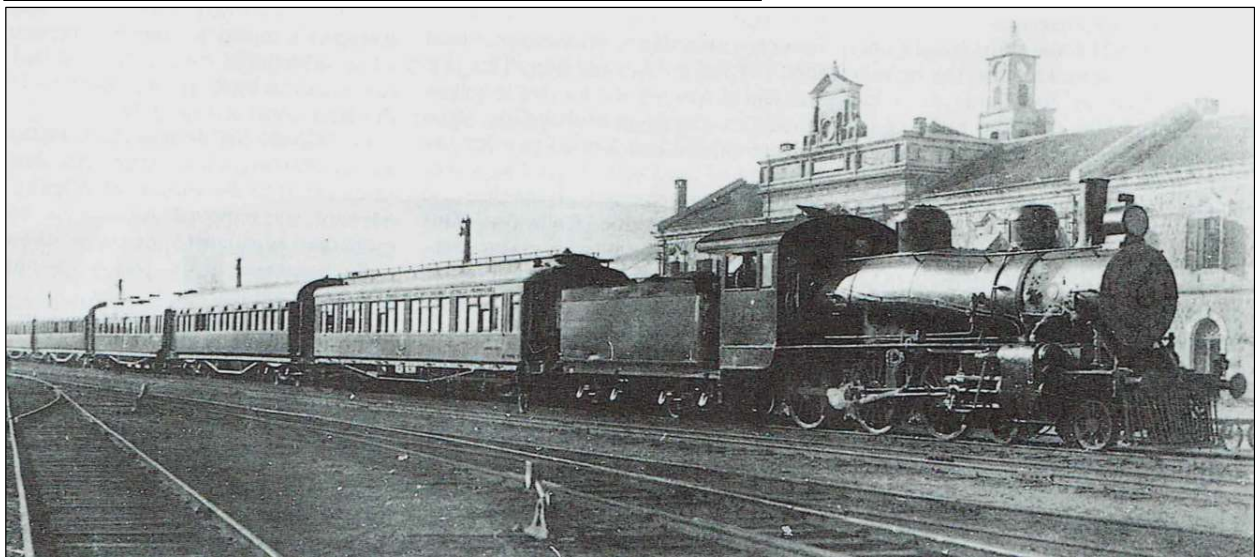
service. On the Haifa – Lydda section just one train a day was retained, whereas three had been necessary before. The train from Lydda to Gaza and Khan Yunis had already been taken off, in July 1938.

A further decrease in passenger receipts occurred in November when the military authorities demanded the use of travel permits. These were issued very sparingly. By this time also, night running had been suspended again, and trains ran in convoys following each other within sight and preceded by an armoured trolley.<sup>14</sup>

Palestine lacked a deep-water seaport until 1933 when one was built at Haifa. Until then, cargo that Palestinian ports could not handle would pass through Port Said in Egypt. Egyptian State Railways carried the freight between Port Said and El Kantara and Palestine Railways carried it between El Kantara East and Palestine. No bridge was built across the Suez Canal until 1941, so freight was ferried across the canal between the ESR and PR stations on opposite banks at El Kantara. This would have included deliveries of locomotives and rolling stock to Palestine Railways.<sup>15</sup>



Palestine Railways in 1920<sup>14</sup>



The daily train to Kantara ready to depart from Haifa East in 1934 - Collection: Paul Cotterell

## The fleet of Palestine locomotives and carriages

### Jaffa-Jerusalem Railway locomotives

The Jaffa-Jerusalem Railway (J&J) started business with a set of five modest 2-6-0 Mogul metre gauge tender locomotives, built by Baldwin (Locomotive Works Burnham Parry, Williams & Co. of Philadelphia).<sup>14</sup> The Société de Travaux Publics et Constructions bought three Moguls as it built the first railway in the Holy Land for the Chemin de Fer Ottoman de Jaffa à Jérusalem et Prolongements.<sup>12</sup> These three engines, No. 1 'Jaffa', No. 2 'Jerusalem' and No. 3 'Ramleh', were completed and shipped in July 1890.

The opening of the railway throughout necessitated the introduction of more motive power to cope with the anticipated traffic and, as these first locos evidently proved suitable for the work, another pair was ordered from Baldwin. These two, Nos. 4 and 5, named respectively 'Lydda' and 'El Sejed', appeared in 1892. The increase in traffic which the new century heralded led to the need for more locomotives. Instead of resorting to the well-tried products of Baldwin, the railway turned to the German manufactory of Borsing in Berlin. In 1904 Borsing delivered a compound-expansion articulated engine. This was J&J No. 6, named 'Bittir', an 0-4-4-0 built to Mallet's principles of articulation. Two more of these 0-4-4-0s were built in 1908. No. 7 was named 'Deir-a-Ban', but no record appears to have survived of the name of the second, No. 8, though it is not impossible that this was 'Deir-esh-Sheikh'. The last engine constructed for the J&J, in 1914, was No. 9, another of the articulated 0-4-4-0's. By this time the First World War had broken out. The Turks and their German allies held Palestine, whilst the British faced them (at a distance) in Egypt. No. 9 was duly despatched from Berlin, only to be captured en route by the forces of HMG, being interned for a time at Alexandria.<sup>14</sup>

The First World War, indeed, was to see the end of the Société du Chemin de Fer Ottoman de Jaffa à Jérusalem et Prolongements and its metre (1.05 m) gauge railway.<sup>14</sup>



A Baldwin 2-6-0 on the Jerusalem turntable about 1900 - Collection: Historical Museum of Tel Aviv<sup>14</sup>

### Hejaz Railway locomotives

At the outset of the construction project, the principal locomotive acquired for use on the Hejaz Railway was the 0-6-0T. Imported rolling stock was shipped from Europe to Beirut on the Mediterranean coast, from where it could be transported to Damascus on the existing D.H.P. (Damas, Hama et Prolongements) line, owing to the fact that the two railways shared the same narrow-gauge track of 1.05 metres. There were 25 imports of the 0-6-0T, split between Germany and Belgium:

Krauss (Germany) 12;  
Hohenzollern (Germany) 8;  
La Meuse (Belgium) 3;  
St. Léonard (Belgium) 2.

There were also eight Tubize 0-6-0Ts (Belgium), which originally made part of the stock of the Damascus – Muzeirib (or Mezerib) line of the Hauran Railway in Syria. When this line fell into disuse, the Tubize locomotives were taken over by the Hejaz Railway. By 1918 a total of 129 locomotives had been obtained by the Hejaz Railway, all imported from Europe, the majority from Germany. The suppliers were:

Hartmann (Chemnitz, Germany): 41 (seven 2-6-0s, twenty-two 2-8-0s, twelve 2-8-2s);  
Krauss (Munich, Germany): 20 (twelve 0-6-0Ts, eight 2-8-0s);  
Jung (Kirchen, Germany): 19 (seven 2-6-0s, twelve 2-8-0s);  
Henschel (Kassel, Germany): 10 (four 2-4-6-0s, six 0-6-6-0Ts);  
La Meuse (Liège, Belgium): 10 (one 0-4-0T, three 0-6-0Ts, three 2-6-2Ts, three 0-10-0Ts);  
S.L.M. – Swiss Locomotive and Machine Works (Winterthur, Switzerland): 10 (ten 2-8-0s);  
Hohenzollern (Dusseldorf, Germany): 8 (eight 0-6-0Ts);  
Borsig (Berlin, Germany): 5 (five 2-8-0s);  
Hanomag (Hannover, Germany): 4 (four 2-8-0s);  
St. Léonard (Liège, Belgium): 2 (two 0-6-0Ts).<sup>19</sup>

### Sinai Military Railway locomotives

Once the troops of the Egyptian Expeditionary Force had established themselves in Sinai by the beginning of 1916, a very varied selection of motive power began to be ferried across the Suez Canal. For the first year or so the standard gauge line was worked mainly by a large number of Egyptian State Railways locomotives. These ESR engines included twenty-five elderly 0-6-0s which had been built by Robert Stephenson & Co. about the middle of the 19<sup>th</sup> century. There were also twenty 2-6-0s and ten 4-4-0s produced by Baldwin of Philadelphia. Six Franco Belge 4-4-0 locomotives arrived from the Luxor – Aswan Railway in Egypt, along with three other 4-4-0's which came from as far away as the Sudan.<sup>14</sup>

Twelve Franco-Belge built engines were also lent by the Egyptian State Railways – eight of these were 0-6-0s, the remainder being 2-4-0s. Three unidentified 0-6-0Ts from Egypt were used for a time, being confined to the section of line in the Sinai Desert.<sup>14</sup>

Prior to the battle of Romani in August 1916, the standard gauge line being built from Kantara was susceptible to attack, and a couple of armoured trains were used to patrol the fledgling railway. Three Manning Wardle petrol-driven locomotives provided the motive power, being operated from the middle of the armoured train in the hope of confusing enemy gunners.<sup>14</sup>

### Palestine Military Railway locomotives

With the British advance into Palestine it became apparent that the working of the expanding railway system needed to be coordinated. It was obvious that use could not be made indefinitely of the various

Egyptian engines, many of which were fitted with nothing more than a tender hand brake. As a stop-gap measure locomotives were sent out from England. These were of two different classes, though both were of the 0-6-0 wheel arrangement. The London & South Western Railway was persuaded to release thirty six of its '0395' class engines, Adams 0-6-0 built by Neilson 1881-1885, whilst another forty two, known as 'Coal Engines', 0-6-0s built at Crewe, came from the London & North Western Railway, most of them via a short spell of service in France.<sup>14</sup>

By 1918, with the Palestine Campaign all but won, the PMR directed their attentions to the need of running a railway in peace time. British manufacturers could not supply the necessary machines, so an order was placed with the renowned firm of Baldwin. These locos, numbered 871-920, were 4-6-0s and the first ten Baldwins arrived in Palestine in April 1919.<sup>14</sup>

With the acquisition of these admirable American engines the Palestine Military Railways found themselves with a surfeit of locomotives, but possession had already been taken of a few 0-6-0 tank engines for shunting purposes. Six of these came from the English firm of Manning Wardle in Leeds. Four 0-6-OSTs (Nos. 26-29) were identical and had been built in 1917 for the Inland Waterways and Docks Departments of Liverpool and Cardiff in Britain. Whilst the other two (Nos. 30 and 99) were older and dissimilar. These two 0-6-OST saddle tanks were built in 1900 and 1902 and used by that J. Aird & Co. contractors on a civil engineering project in Egypt (probably the Assiut Barrage). There is one other standard gauge loco which is known to have become the property of the Palestine Military Railways. In 1913 the German firm of Hanomag in Hannover constructed an 0-6-OWT (well tank) engine, works No. 6788, and it is believed that this was intended for a customer in Port Said, Egypt. It was duly shipped to the Middle East but was captured on the high seas in 1914 and transferred to the PMR.<sup>14</sup>

Of the locomotives used on the British narrow gauge military railways precious little detailed information appears to survive, even for the period from 1917 when equipment began to be provided on a more organized basis. Twenty-five Baldwin 4-6-0Ts, from War Department Light Railways series 581-640 (works Nos. 45163-222), built 1917, are known to have worked on some of the 600 mm gauge lines. From Hunslet of Leeds came an unknown number of 600 mm gauge 4-6-0Ts. As many as thirty Simplex and fifteen Crewe type tractors are thought to have been employed on the 600 mm gauge lines.<sup>14</sup>

The 2 ft 6 in gauge (762 mm) lines north of Lydda saw steam power in the shape of some 0-6-OSTs build by the American Locomotive Co. (Alco). Ten 0-4-0 petrol tractors, built by Avonside from ROD series 31-42 (works Nos. 1703-14, built 1915) and twenty-three Hawthorn Leslie 55 hp petrol locomotives from ROD series 61-83 (works Nos. 3107-29, built 1915) worked with the Alco 0-6-OSTs on these lines. And an unknown number of Egyptian locomotives worked the early light railways on the east bank of the Suez Canal.<sup>14</sup>

### **Palestine Railways locomotives**

The LNWR 0-6-0s were old, worn out and performed very badly in Palestine, so PR retired all of them for scrap by 1922. The LSWR 0-6-0s performed better, so PR kept most of them in service until 1928<sup>14</sup> and retained the last nine as shunting locomotives until 1936.<sup>3</sup>

#### **M class**

The four Manning Wardle saddle tanks from the Inland Waterways and Docks Department were identical so PR designated them class M. These were satisfactory as shunting locomotives and PR kept them in service for many years. The J. Aird & Co. Manning Wardles were dissimilar and the PMR had already lost the older one in 1918 in a collision on the Jerusalem branch with an LSWR 395 class. PR disposed of the Hanomag well tank and the former Aird 1902 Manning Wardle for scrap in 1928.<sup>14</sup>

### **K class**

The Baldwin 4-6-0 locomotives were successful on most of Palestine's standard gauge network but could not haul adequate loads on the steep gradients from Jaffa via Lydda to Jerusalem. In 1922 PR obtained six engines from Kitson and Company in Leeds, England, specifically designed to be powerful enough for the Jerusalem service. They were 2-8-4T tank locomotives designated class K. They had 4 ft 0 in (1,220 mm) driving wheels, a diameter suitable for low-speed freight work and also for mountain gradients. The track gauge on the tight curves on the Jerusalem branch was widened from 1,435 mm (4 ft 8.5 in) to as much as 4 ft 9.75 in (1,467 mm) but unfortunately even with this adjustment the heavy eight-coupled class K was unsuitable and suffered a number of derailments.<sup>14</sup>

### **H, H2 and H3 classes**

PR designated the Baldwin 4-6-0s class H. In 1926 six were shipped to Armstrong Whitworth and Company in Newcastle upon Tyne, England who rebuilt them as 4-6-2T tank locomotives, designated class H2.4.

In 1933 PR opened its own railway workshops in Haifa.<sup>5</sup> In 1937, with the help of some parts supplied by Nasmyth, Wilson and Company in Salford, England, the Qishon works converted five class H 4-6-0s to 4-6-4T tank locomotives, designated class H3.<sup>14,3</sup>

### **Sentinels**

In 1928 PR bought one vertical-boilered 0-4-0T shunting locomotive and two vertical-boilered steam-powered railcars for local services from Sentinel-Cammell in Shrewsbury, England. Each railcar unit had two coach bodies articulated over three bogies. The shunter was capable of only light duties and by the end of the Second World War PR had stored it out of use. PR found the railcar format inflexible, as if passenger numbers exceeded the capacity of a railcar it was not practical to couple up an extra coach. In 1945 PR removed the Sentinel engines and converted the railcars to ordinary coaching stock.<sup>14</sup>

### **N class**

After 1928 PR retained a few 395 class 0-6-0s for shunting, but they were approaching 50 years old so in 1934 PR obtained three purpose-built 0-6-0T shunting locomotives from Nasmyth, Wilson to start replacing them. These were designated class N and PR took delivery of seven more in the period 1935–38.<sup>14</sup>

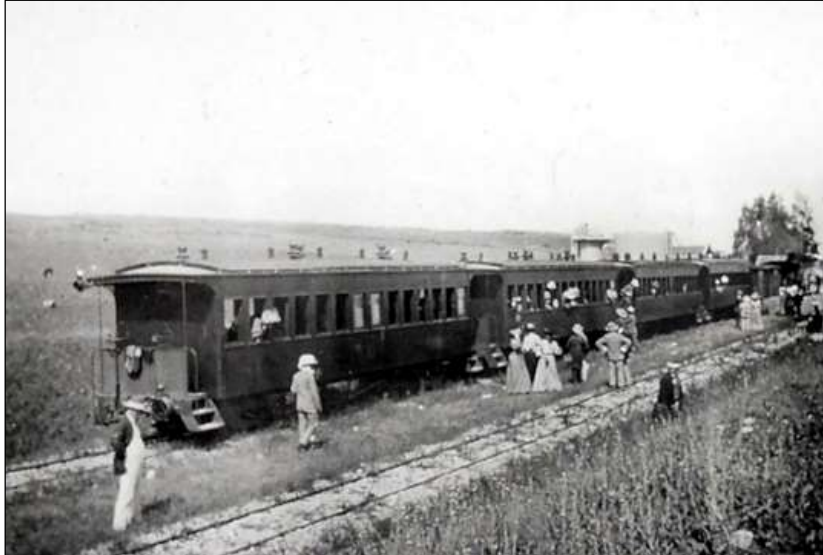
### **P class**

H class 4-6-0s hauled the Haifa – El Kantara service until 1935, when the North British Locomotive Company in Glasgow, Scotland supplied six more powerful 4-6-0s that PR designated class P. These had a tractive effort of 28,470 lbf (126.6 kN): 16% more than the 24,449 lbf (108.9 kN) of classes H, H2 and H3. Class P also had 5 ft 6.75 in (1,695 mm) driving wheels: a mixed-traffic diameter by British standards but larger than those of the H series and therefore more suitable for higher speed traffic.<sup>14</sup>

### **Jaffa-Jerusalem Railway carriages**

To carry on its business the PR owns 15 bogie passenger coaches of a total seating accommodation of 250 first and 500 second-class passengers, and five locomotives, of which about ten carriages and two engines remain idle for nine or ten months during the year.<sup>20</sup> The carriages were built by Dyle et Bacalan in 1891.<sup>14</sup> The carriage seats are mostly arranged the length of the carriage, so that the passengers face the windows, like in a tramcar. In the first-class they are broad and very comfortable, and upholstered by that peculiar light grey cloth, which is commonly seen in French railway carriages, but which, has the disadvantage of showing any marks of dirt very easily. For this reason, a constant cover is kept over it, and only lifted on State occasions, and this cover seems to say to the ordinary traveller : " You are not good enough to see the whole splendour of the compartment—or if you did you would spoil it." There are no lavatories. The windows have shutters and blinds, which give the traveller ample choice to protect himself

from either the sun, the wind, or the dust. The second-class has windows and shutters only, and hard, small wooden seats (spartan comfort on longitudinal benches<sup>14</sup>), which are intended for about double the number of passengers for the same space allowed in the first - class carriages. In each train is a second-class ladies' compartment, and when the conductor comes round to inspect the tickets during the journey (for, of course, these are all corridor carriages), he knocks three times and then waits a little while before entering this sanctum. And the innocent or careless traveller who opens the door without previous warning will see the occupants in evident fright trying to hide their faces, or, if they happen to be unable to do so, staring out of the window in greatest embarrassment.<sup>20</sup>



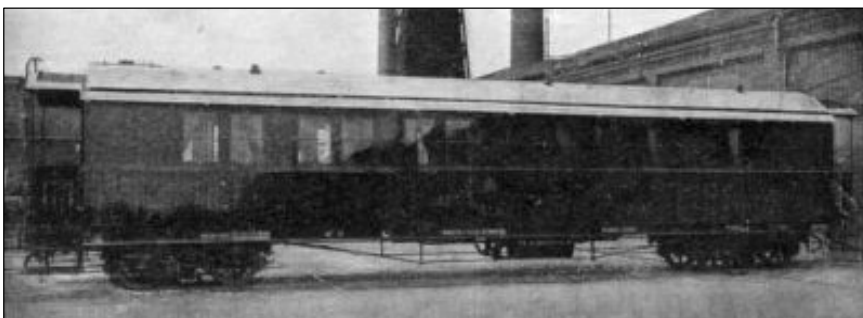
And the innocent or careless traveller who opens the door without previous warning will see the occupants in evident fright trying to hide their faces, or, if they happen to be unable to do so, staring out of the window in greatest embarrassment.<sup>20</sup>

**Jaffa & Jerusalem Railway  
Wadi Surar train station in 1904  
Magic Lantern glass slide  
Collection: Historical Railway Images**

### Hejaz Railway carriages

The rolling stock used on the Hejaz Railway was the single highest item of expenditure for the cash-strapped Ottoman Empire, struggling to meet its debts to its European competitors during the final decades of the nineteenth century. Sultan Abdulhamid II's original plan to use materials provided solely by Ottoman factories and foundries was quickly recognised as unrealistic, and instead the railway's Central Commission in Constantinople set up a system of procurement to purchase the required rolling stock from Europe, mainly from German suppliers (like Nürnberg in 1905<sup>21</sup>). Locomotives and wagons were ordered to conform to the Hejaz Railway's narrow-gauge track of 1.05 metres, the same dimensions as the D.H.P. (Damas, Hama et Prolongements) Beirut to Damascus line, on which the rolling stock was brought in prior to the completion of the Haifa to Dera'a branch line.<sup>19</sup> The first narrow-gauge carriages produced in various European countries were unloaded at the port of Haifa.<sup>22</sup>

Unfortunately hardly any descriptions and photographs of Hejaz Railway carriages are found. The caption of the subjoined photograph runs 'A photograph of one of the 1<sup>st</sup> and 2<sup>nd</sup> class carriages. The car is for main line service; it has end doors only and accommodates eight first class and thirty second; it is built with a double roof, somewhat after the old Indian pattern, but has no side sunshades. The automatic vacuum brake is fitted.'<sup>23</sup>



**First and second class bogie carriage  
of Hejaz Railway  
Collection: 'The Locomotive' and  
'Railway Carriage and Wagon  
Review' magazine**



### Sinai Military and Palestine Military Railways carriages

From the era of the Military Railways it is known that some coaches from the London & South Western and Midland Railways were converted to ambulances and shipped out to work on the Palestine Military Railways standard gauge lines.<sup>14</sup> And that at the peak the rolling stock included 2,573 wagons, fifty passenger coaches and ninety-eight hospital coaches.<sup>24</sup> The Palestine Military Railway also used some varied ancient Egyptian coaches.<sup>15</sup>



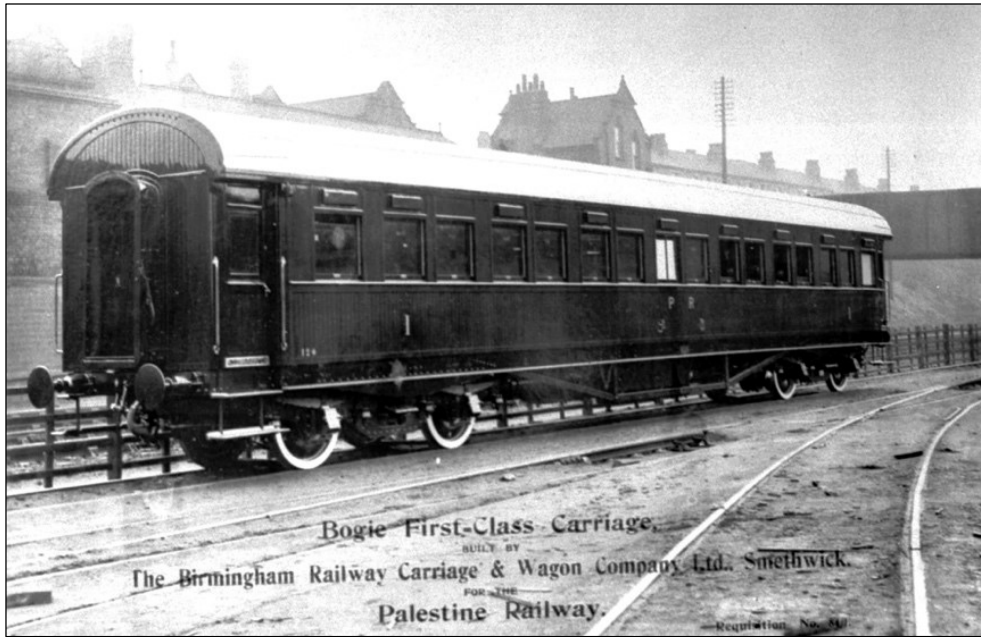
**Palestine Military Railways  
London & South Western Railway  
Adams 0-6-0 steam locomotive and  
the first British ambulance train on  
the line to Jerusalem in WWI  
Collection: Historical Railway Images**

### Palestine Railways carriages

The first standard gauge carriages to work in Palestine arrived during the 1914-18 war and, like the first steam engines obtained by the Palestine Military Railway (excepting those mobilized from Egypt), were second-hand vehicles from English railways. The London & South Western Railway was prevailed upon to part with thirteen of its coaches, and another seventeen coaches were provided by the Midland Railway. These vehicles had been converted in England for use as ambulance cars and were later rebuilt, locally, into ordinary passenger stock. Midland Railway carriages were much more superior to anybody else's and, when these had served their usefulness as ambulances, Palestine Railways wisely converted several to first class. The LSWR vehicles were of a less exalted variety, so their conversion was not likely to have had such a traumatic effect. Twelve of these began life promisingly enough, in 1893 and 1894, as first class 'Eagle' saloons on the American Line boat trains of the London & South Western Railway but, by the time war broke out in 1914, those to be sent to Palestine had all been reduced to third class carriages. They were sold to the War Department in December 1916, converted to ambulances and shipped to Egypt for transfer to the Palestine Military Railways. After the war they were mainly rebuilt to third class. Some ex-Egyptian coaches were also left behind from the war.<sup>14</sup>

The first carriages to be ordered by PR arrived in 1922 from the Birmingham Railway Carriage & Wagon Company Ltd. Ten were first class compartment vehicles with side corridors, and nine were center gangway thirds. Two special saloon coaches were also supplied by the BRC&W. The Metropolitan Carriage Wagon & Finance Co. Ltd. also delivered a batch of coaches to PR in 1922; six were second class, four were 1<sup>st</sup>/2<sup>nd</sup> composites, another four were brake thirds, two more were 1<sup>st</sup>/2<sup>nd</sup>/3<sup>rd</sup> brake vehicles (later converted to all 3<sup>rd</sup>/brakes, and the last three were full brakes. The influx of these led to the release of the Egyptian State Railways (ex PMR) coaches which had been on hire to Palestine Railways.<sup>14</sup>

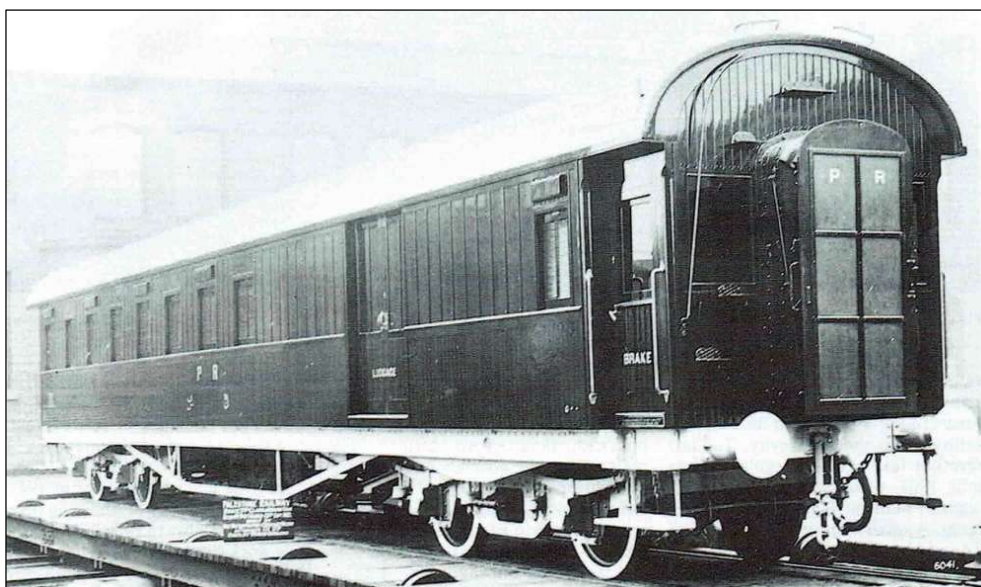
With a rapid drop in first and second class receipts it was found that there were not enough third class coaches and, in future, only these were ordered. Six were built in 1927 by Clayton, and the final eight were erected by yet another firm, the Gloucester Railway Carriage & Wagon Co. Ltd. in 1936. These, like most which came before, were bogie vehicles with folding gangway connections, steel frames and wooden bodies; though eight of the BRC&W carriages were steel bodied.<sup>14</sup>



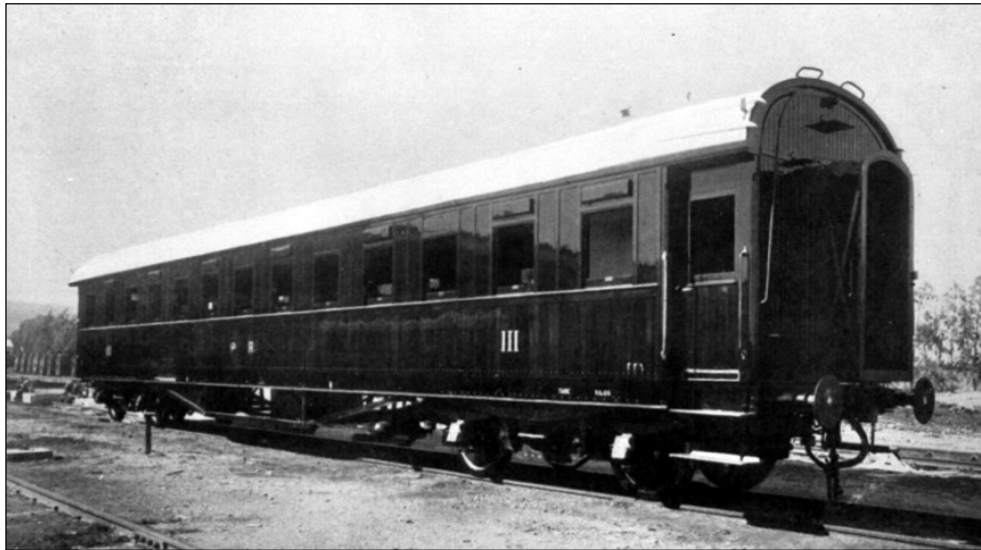
Palestine Railways 1<sup>st</sup> class carriage No. 120, built by BRC&W in 1922, ready for shipping to Egypt in Smethwick  
Collection: Crown Agents



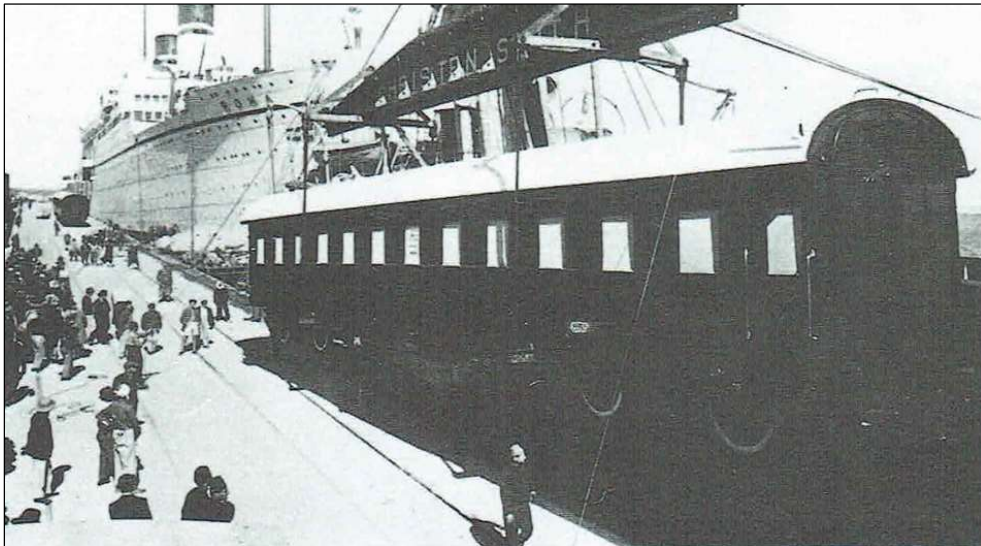
Palestine Railways saloon passenger coach No. 98, built by BRC&W in 1922, in Haifa  
Collection: Historical Railway Images



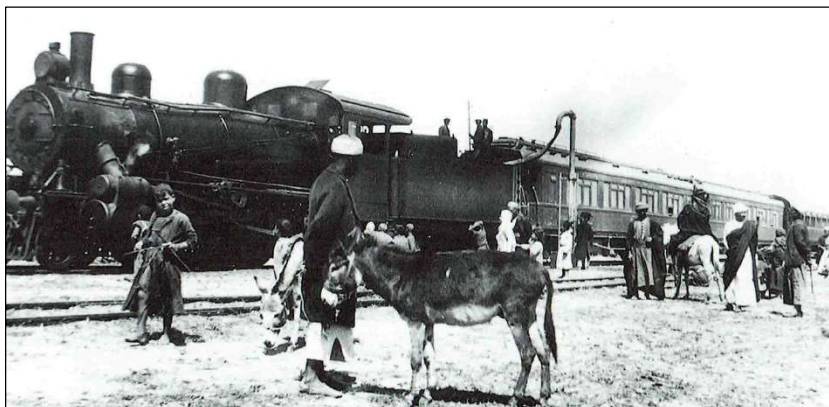
Third class brake No. 500 built by MRC&W in 1922  
Collection: Crown Agents



**Palestine Railways  
third class passenger  
coach No. 329, built by  
Clayton in 1927  
Official portrait  
Collection: Historical  
Railway Images**



**Unloading a batch of six  
Gloucester RC&W third  
class carriages at the  
new Haifa  
port in 1936  
Collection: Paul  
Cotterell**



**Baldwin 4-6-0 No. 900 takes water at  
Gaza before continuing its desert  
journey to Kantara, while locals  
gather round to witness the train's  
passage. Sometimes the donkeys  
would be taken aboard, though  
passengers in the Wagons-Lits coaches  
were spared such intrusions  
Collection: Max Siedenberg**

The total number of Coaching Vehicles in 1930 was 95, comprising:

- 59 Carriages 'of uniform class' (i.e. 1<sup>st</sup>, 2<sup>nd</sup> or 3<sup>rd</sup>)
- 6 Composites
- 3 'Miscellaneous' coaches
- 4 Luggage, Parcel Post Office & Brake Vans
- 1 Horse Box
- 15 Miscellaneous vehicles

In addition there were 3 Restaurant and 4 Sleeping Cars which were owned by the C.I.W.L. and operated under contract on P.R.<sup>15</sup>

### Wagons-Lits in Egypt and Palestine after 1914

The situation of Wagons-Lits in Egypt in the winter before the First World War was described in part 1 of my article as follows: 'The end of the 1913-1914 winter service was marked by the forced stop of the Cairo – Luxor Express, the CIWL equipment being made later available to the English army<sup>25</sup> respectively the Red Cross. In consequence of the lack of coal the Egyptian State Railways reduced their services but continued to run trains during the war as best as it went.

Wagons-Lits started the First World War with a fleet of ten sleeping cars and ten restaurant cars and the subjoined Repartition of the Division du Caire for the winter of 1914/1915 show the same cars in service as before the war. Unfortunately, little information has been found about Wagons-Lits' services in subsequent periods. Of winter 1916/1917 only the services of the restaurant cars are known and details for the periods of summer 1919 and winter 1919/1920 come from the Guide Bleu-timetables of Wagons-Lits July 1919 and January 1920. Finally the Recapitulation register of CIWL winter 1919/1920 record an unchanged fleet of ten WL and ten WR.

| Period          | Service           | Nos. of cars       | Service          | Reserve | Workshop | Observations                                       |
|-----------------|-------------------|--------------------|------------------|---------|----------|--|
| Winter 1914/15  | Division du Caire | WL                 | 3                | 1       | 6        | WL 546, 592, 613, 614, 767, 945                    |
|                 |                   | WR                 | 9                |         | 1        | WR 763   |
| Egypt           | Cairo-Luxor       | WL 766, 778        | 2                |         |          |  |
|                 |                   | WR 1649            | 1                |         |          |  |
|                 | Cairo-Alexandria  | WL 547, 593        | 2                |         |          |  |
|                 |                   | WR 1859, 2213      | 2                |         |          |  |
|                 | Cairo-Port Said   | WR 812, 987, 1648  | 3                |         |          |  |
|                 |                   | Red Cross          | WR 669, 811, 944 | 3       |          |  |
| Winter 1916/17  | Division du Caire | WL                 | ?                |         |          |  |
|                 |                   | WR                 | 9                |         | 1        | WR 987   |
| Egypt           | Cairo-Luxor       | WL                 | ?                |         |          |  |
|                 |                   | WR 812             | 1                |         |          |  |
|                 | Cairo-Alexandria  | WL                 | ?                |         |          |  |
|                 |                   | WR 1859, 2213      | 2                |         |          |  |
|                 | Cairo-Port Said   | WR 763, 1648, 1649 | 3                |         |          |  |
|                 |                   | Red Cross          | WR 669, 811, 944 | 3       |          |  |
| Summer 1919     | Division du Caire | WL                 | ?                |         |          |  |
|                 |                   | WR                 | ?                |         |          |  |
| Egypt           | Cairo-Alexandria  | WL                 |                  |         |          | Information according Guide Bleu CIWL July 1919    |
|                 |                   | WR                 |                  |         |          |  |
|                 | Cairo-Luxor       | WR                 |                  |         |          |  |
|                 | Cairo-Port Said   | WR                 |                  |         |          |  |
|                 | Luxor-Shellal     | WR                 |                  |         |          |  |
| Winter 1919/20  | Division du Caire | WL                 | 5                | 2       | 3        |  |
|                 |                   | WR                 | 7                | 2       | 1        |  |
| Egypt           | Cairo-Alexandria  | WL                 |                  |         |          | Information according Guide Bleu CIWL January 1920 |
|                 |                   | WR                 |                  |         |          |  |
|                 | Cairo-Luxor       | WL                 |                  |         |          |  |
|                 |                   | WR                 |                  |         |          |  |
| Cairo-Port Said | WR                |                    |                  |         |          |  |

As written before, in October 1920 a daily passenger train was introduced, running in each direction between Haifa in Palestine and Kantara-East in Egypt. This train included sleeping and dining cars on three days a week, belonging to the world-famous Compagnie Internationale des Wagons-Lits.<sup>14</sup>

Until 1918-19 there was a pontoon bridge at El Kantara enabling through running to Cairo, but this was removed to suit the Suez Canal shipping and a ferry set up for rail wagons (and empty rolling stock if need be), between Kantara West on the Egyptian State Railways Port Said – Ismailia – Cairo line (that followed the West bank of the canal) and Kantara East, terminus of the PR operations. PR worked the Sinai Military Railway in Egypt but Kantara, which had a WL 'Poste', and a Station Buffet and Restaurant at Kantara East, was of course part of WL Egypt.<sup>26</sup>

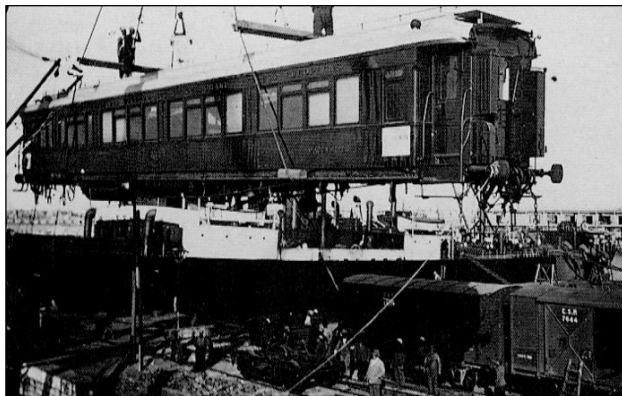
The cars necessary for the new services to Palestine (and later within Palestine too) were assigned to the subdivision 'Palestine' of the 'Division du Caire'. Unfortunately, no Repartitions are found for the periods of summer of 1920 to summer 1922, it is therefore impossible to determine which cars of the existing Cairo pool were ferried to Kantara-East and used for services to Palestine in winter 1920/21. The luxury

night service 'Cairo-Luxor-Express' between Cairo and Luxor was re-established from February 1, 1921, with the same equipment as before 1914.<sup>27</sup>

The Repartition of winter 1922/23 shows that Wagons-Lits made available four sleeping cars, namely Nos. 1777, 1778, 2072 and 2168, and three dining cars, namely Nos. 2302, 2346 and 2351, for the new services in Palestine and that the previously used cars were deployed again from Cairo.

Approximately when these seven cars 'appeared' in Palestine can be found in the Recapitulation of summer 1921 where thirteen restaurant cars and ten sleeping cars were listed while the Recapitulation of winter 1921/22 showed fourteen sleeping cars and thirteen restaurant cars.

| Period         | Service           | Nos. of cars | Service | Reserve | Workshop | Observations                              |
|----------------|-------------------|--------------|---------|---------|----------|---|
| Summer 1921    | Division du Caire | WL           | 7       | 2       | 1        |   |
|                |                   | WR           | 7       | 4       | 2        | New in service: WR 2302, 2346, 2351       |
| Winter 1921/22 | Division du Caire | WL           | 14      |         |          | New in service: WL 1777, 1778, 2072, 2168 |
|                |                   | WR           | 11      | 1       | 1        |   |



According to Roger Commault WL No. 1778 was disembarked on December 21, 1921 and WR No. 2302 arrived in Palestine in 1922.<sup>33</sup>

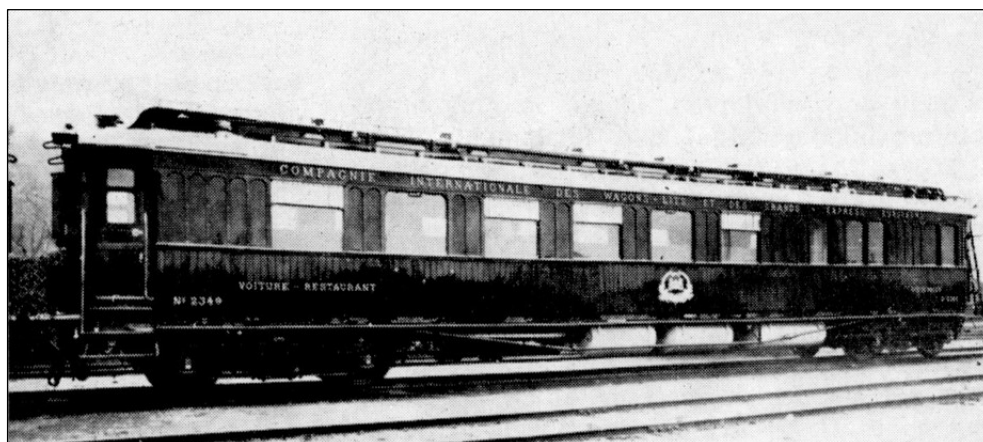
For the period winter 1922/23 to summer 1926 only the information below is known:

| Period         | Service                | Nos. of cars               | Service | Reserve | Workshop | Observations |
|----------------|------------------------|----------------------------|---------|---------|----------|--------------|
| Winter 1922/23 | Division du Caire      | WL                         | 13      | 1       |          |              |
|                |                        | WR                         | 12      |         | 1        |              |
| Egypt          | Cairo-Luxor            | WL 546, 547, 592, 613, 614 | 5       |         |          |              |
|                |                        | WR 812                     | 1       |         |          |              |
|                | Train de Luxe          | WL 593, 766, 767           | 3       |         |          |              |
|                |                        | WR 1648, 2213              | 2       |         |          |              |
|                | Cairo-Luxor            | WL 778, 945                | 2       |         |          |              |
|                | Cairo-Port Said        | WR 669, 811, 1649          | 3       |         |          |              |
|                | Cairo-Alexandria       | WR 944, 987                |         |         |          |              |
| Specials       | WR 763, 1859           | 2                          |         |         |          |              |
| Palestine      | Kantara East-Haifa     | WL 1778, 2168              | 2       |         |          |              |
|                |                        | WR 2302, 2346              | 2       |         |          |              |
|                | Kantara East-Jerusalem | WL 1777, 2072              | 2       |         |          |              |
|                |                        | WR 2351                    | 1       |         |          |              |
| Summer 1923    | Division du Caire      | WL                         | 4       | 2       | 4        |              |
|                |                        | WR                         | 6       | 1       | 3        |              |
|                | Palestine              | WL                         | 3       | 1       |          |              |
|                |                        | WR                         | 2       | 1       |          |              |
| Egypt          | No information found   |                            |         |         |          |              |
| Palestine      | No information found   |                            |         |         |          |              |
| Winter 1923/24 | Division du Caire      | WL                         | 12      | 3       |          |              |
|                |                        | WR                         | 11      | 1       | 1        |              |
| Egypt          | No information found   |                            |         |         |          |              |
| Palestine      | No information found   |                            |         |         |          |              |
| Summer 1924    | Division du Caire      | WL                         | 6       | 4       | 5        |              |
|                |                        | WR                         | 8       | 2       | 3        |              |
| Egypt          | No information found   |                            |         |         |          |              |
| Palestine      | No information found   |                            |         |         |          |              |
| Winter 1924/25 | Division du Caire      | WL                         | 12      | 2       | 1        |              |
|                |                        | WR                         | 12      |         | 1        |              |
| Egypt          | No information found   |                            |         |         |          |              |
| Palestine      | No information found   |                            |         |         |          |              |

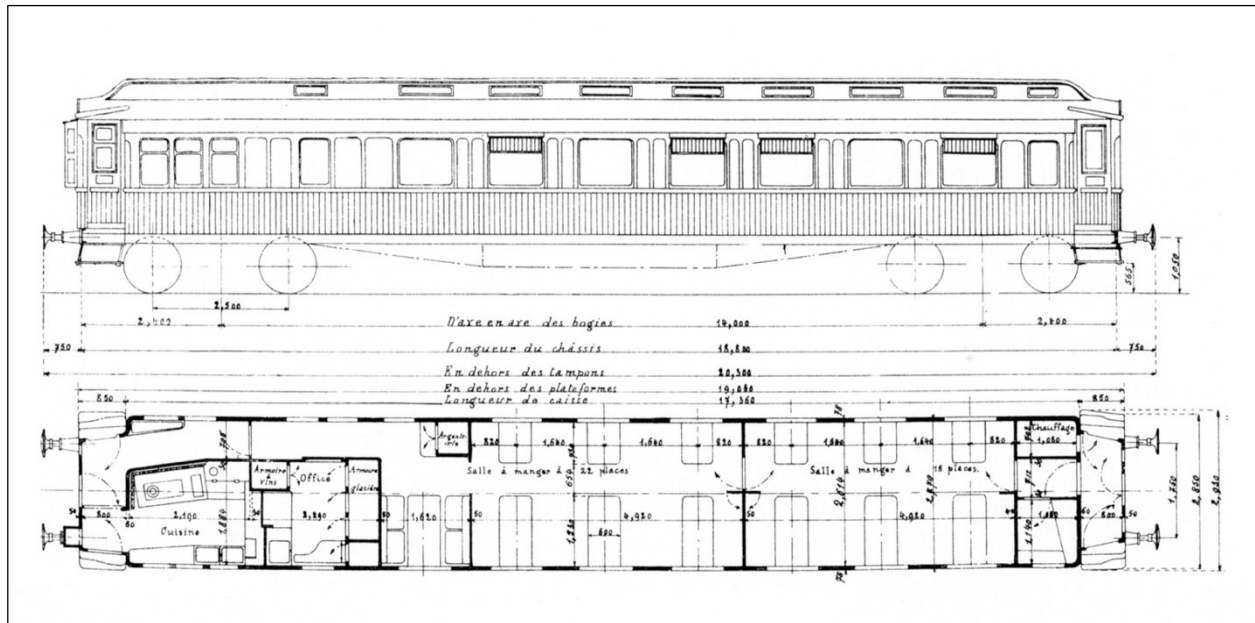
| Period         | Service              | Nos. of cars              | Service | Reserve | Workshop | Observations                    |
|----------------|----------------------|---------------------------|---------|---------|----------|---------------------------------|
| Summer 1925    | Division du Caire    | WL                        | 6       | 4       | 5        |                                 |
|                |                      | WR                        | 8       | 2       | 3        |                                 |
| Egypt          | No information found |                           |         |         |          |                                 |
| Palestine      | No information found |                           |         |         |          |                                 |
| Winter 1925/26 | Division du Caire    | WL                        | 13      | 2       | 1        |                                 |
|                |                      | WR                        | 12      |         | 1        |                                 |
| Egypt          | No information found |                           |         |         |          |                                 |
| Palestine      | No information found |                           |         |         |          |                                 |
| Summer 1926    | Division du Caire    | WL                        | 6       | 4       | 6        |                                 |
|                |                      | WR                        | 8       | 2       | 3        |                                 |
|                |                      | WS                        | 4       |         |          |                                 |
| Egypt          | Cairo-Alexandria     | WS 2914, 2915, 2916, 2917 | 4       |         |          | service to create with new cars |
|                | No information found |                           |         |         |          |                                 |
| Palestine      | No information found |                           |         |         |          |                                 |

The Recapitulations of winter 1923/24 and winter 1925/26 both record an increase of the number of sleeping cars by one sleeping car. The subjoined Repartition of winter 1926/27 shows these new sleeping cars being Nos. 1774 and 1780. But it remains unknown when which car was shipped to Egypt.

| Period               | Service                                       | Nos. of cars                      | Service | Reserve | Workshop | Observations   |
|----------------------|---|-----------------------------------|---------|---------|----------|--|
| Winter 1926/27       | Division du Caire                             | WL                                | 12      | 3       | 1        |  |
|                      |   | WR                                | 10      | 2       | 1        |  |
|                      |   | WS                                | 4       |         |          |  |
| Egypt                | Cairo-Luxor-Aswan 88/89                       | WL 945, 766, 767                  | 2       | 1       |          | a) three times a week from October 1 to October 31<br>b) daily from November 1 to January 31   |
|                      | Cairo-Luxor-Aswan-Shellal                     |                                   |         |         |          |  |
|                      | Cairo-Luxor-Aswan-Shellal                     | WR 763                            | 1       |         |          | three times a week from October 1 to January 31, limited to route Cairo-Luxor from October 1 to October 31   |
|                      | Cairo-Luxor-Aswan-Shellal train de luxe 86/81 | WL 613, 614, 592, 593, 1777, 1780 | 6       |         |          | b) daily from February 1 to March 31<br>c) three times a week, following tourist movement (January) daily from February 1 to March 31                              |
|                      | Cairo-Alexandria 33/34                        | WL 546, 547                       | 2       |         |          | a) daily<br>b) during the high season (February to March) these cars are removed from luxury trains and replaced by first class ESR cars with bedding              |
|                      | Cairo-Alexandria 21/26 - 25/20                | WR 669, 944                       | 2       |         |          |  |
|                      | Cairo-Alexandria                              | WS 2914, 2915, 2916, 2917         | 4       |         |          |  |
|                      | Cairo-Port Said 15/30 - 27/19                 | WR 811, 812, 1649                 | 2       | 1       |          |  |
|                      | Specials                                      | WR 1859, 2213                     | 1       |         | 1        |  |
|                      | Cairo-Aswan-Shellal - WR des E.S.R. Workshop  | WR 81, 82, 83<br>WL 778           |         |         |          | 1<br>three times a week from October 1 to October 31<br>When the work is completed, this car will be put into circulation to replace the one which must pass there |
| Palestine            | Kantara-Jerusalem 2/11 - 12/1                 | WL 1778, 2072, 2168, 1774         | 2       | 2       |          | a) daily, Sunday except<br>b) In the case where there is a minimum of 8 passengers daily, Sunday except  |
|                      | Kantara-Haifa 2/1                             |                                   |         |         |          |  |
|                      | Kantara-Haifa                                 | WR 2302, 2346                     | 2       |         |          |  |
|                      | Haifa-Lydd                                    |                                   |         |         |          |  |
| Specials and reserve | WR 2351                                       |                                   | 1       |         |          | a) indicates the annual services<br>b) indicates seasonal services<br>c) indicates probable services   |



WR 2349  
Collection: G. Coudert



WR 2344 – 2353 - Collection: CIWL

### Specifications of the cars shipped to Egypt 1922-1925

MAN (Klett Maschinen Fabrik Augsburg and Nuremberg) delivered in 1908 teak sleeping cars Nos. 1772 - 1783, lengths 20,320 m, bogies type U, 18 seats/beds, heating thermosiphon, steam main + Koerting injector, lighting gas.

The Repartition of the Division of Ostend winter 1910 records WL 1774, 1777, 1778 and 1780 for service in the Ostend-Vienna Express and the Repertory of November 1918 WL 1774, 1777 and 1778 as affected to the Division of Ostend being required from Germany. WL 1780 was affected to the Direction de Paris being parked at Greco-Milan.

Van der Zypen & Charlier (Cologne-Deutz) delivered in 1910 teak sleeping cars Nos. 2062 - 2086, chassis metallic, lengths 20,300 m, bogies type U, 18 seats/beds, heating thermosiphon, steam main + Koerting injector, lighting gas.

WL 2072 was assigned to the Direction de Berlin for the summer of 1910 for the Berlin-Carlsbad-Marienbad Express and was found in the Repartition of the Division of Ostend winter 1913/14 for the Nord Express.

Van der Zypen & Charlier delivered in 1911 teak sleeping cars Nos. 2167 - 2176, chassis metallic, lengths 20,300 m, bogies type U, 18 seats/beds, heating thermosiphon, steam main + Koerting injector, electric lighting Dick.

WL 2168 was assigned for the Ostend-Vienna Express in winter 1913/14.

Ringhoffer (Ringhoffer Railway Carriage Manufacturing Co. Ltd. Prague-Smichow) delivered in 1912 teak restaurant cars Nos. 2302 - 2304, chassis metallic, lengths 20,300 m, bogies type U, 40 seats, heating thermosiphon, steam main + Koerting injector, electric lighting Dick.

Ringhoffer delivered in 1912-1913 teak restaurant cars Nos. 2344 - 2353, chassis metallic, lengths 20,300 m, bogies type U, 40 seats, heating thermosiphon, steam main + Koerting injector, electric lighting Dick. WR 2302, 2346 and 2351 were assigned to the Direction Regionale de Paris in the summer of 1920 for service in trains 23/20 and 225/81 Paris – Châlons – Bar-le-Duc – Paris.

All these cars had varnished teak side faces and vestibules.

In 1926 the 3 ft 6 in gauge line from Aswan south to Luxor was converted to standard gauge, and through services inaugurated from Cairo to Luxor and Shellal (see Repartition winter 1926/27), connecting with the steamer for the Sudan. This extension and the growing tourist traffic led to an order for six steel Pullmans and eight steel S-type sleepers being placed with the Birmingham Carriage & Wagon Company Ltd.<sup>28</sup>

Now the CIWL could extend its relationship to Upper Egypt. In order to better serve the archaeological sites located south of Aswan and taking advantage of a short route having been built on standard track, the train could even reach Shellal from December 1926. To raise the standard of this relationship and bring it to the level of the best expresses of the CIWL, these eight sleeping cars (Nos. 3570 to 3577) were delivered on September 22, 1928. On December 15, 1929, the convoy taking the name 'Star of Egypt' and composed of vehicles painted in white livery was launched along the banks of the Nile. Depending on the dates and during the high tourist season, it could even run daily. The rolling train(s) comprised up to five or six cars with an additional dining car making journeys to Luxor or Shellal. The 'Star of Egypt' services were interrupted during the Second World War and only resumed in 1946. A sign of the times, train compositions were made with sleeping cars and dining cars supplemented by ordinary vehicles.<sup>27</sup>

| Period         | Service  | Nos. of cars              | Service | Reserve | Workshop | Observations                              |
|----------------|--|---------------------------|---------|---------|----------|---|
| Summer 1927    | Division du Caire                                      | WL                        | 6       | 4       | 6        |   |
|                |  | WR                        | 7       | 4       | 2        |   |
|                |  | WS                        | 4       |         |          |   |
| Egypt          | No information found                                   |                           |         |         |          |   |
|                | Cairo-Alexandria 13/14 - 29/28 - 21/20 - 19/24 - 25/26 | WS 2914, 2915, 2916, 2917 | 4       |         |          | daily                                     |
| Palestine      | No information found                                   |                           |         |         |          |   |
| Winter 1927/28 | Division du Caire                                      | WL                        | 12      | 3       | 1        |   |
|                |  | WR                        | 10      | 2       | 1        |   |
|                |  | WS                        | 6       |         |          |   |
| Egypt          | No information found                                   |                           |         |         |          |   |
|                | Cairo-Alexandria 29/28 - 13/14 - 21/20 - 19/24 - 25/26 | WS 2914, 2915, 2916, 2917 | 4       |         |          |   |
|                | Cairo-Port Said 27/8                                   | WPC 54                    | 1       |         |          | daily                                     |
|                | Cairo-Port Said 9/30                                   |                           | 1       |         |          | from April 1                              |
|                | Cairo-Luxor 80/83                                      | WPC 58                    | 1       |         |          | three times a week, cancelled on March 30 |
| Palestine      | No information found                                   |                           |         |         |          |   |

The Repartition of summer 1926 mentions the service Cairo – Alexandria to be created with the new cars WS 2914-2917. That year a new contract provided for the introduction of Pullman cars, the first four of which arrived in Egypt on July 26.<sup>28</sup>

According to the Repartitions of winter 1926/27, summer 1927 and winter 1927/28 these four 'Wagon-Salons' were assigned for service in daily trains between Cairo and Alexandria.

Their popularity brought an immediate demand for more Pullmans, two (now nameless) kitchen cars built to the English loading gauge and numbered 54 and 58 being sent over from Italy, arriving on July 4, 1927.<sup>28</sup>

For the winter 1927/28 these two Pullman cars were assigned for services from Cairo and the Cairo parc now numbered thirty-five cars.

| Period          | Service                 | Nos. of cars               | Service | Reserve | Workshop | Observations                                |
|-----------------|-------------------------|----------------------------|---------|---------|----------|---|
| Summer 1928     | Division du Caire       | WL                         | 6       | 4       | 6        |   |
|                 |                         | WR                         | 7       | 3       | 3        |   |
|                 |                         | WPC                        | 5       | 1       |          |   |
| Egypt           | Cairo-Luxor-Aswan 88/89 | WL 766, 767, 778, 546, 547 | 2       | 2       | 1        | three times a week from May 1 to October 31 |
|                 |                         | WR 811, 812, 944           | 1       | 1       | 1        |   |
|                 |                         | WL 613, 614, 945           | 2       | 1       |          | daily                                       |
|                 | Workshop                | WR 1648, 1649, 1859        | 2       | 1       |          |   |
|                 |                         | WL 1777, 1780, 592, 593    |         |         | 4        |   |
|                 | La Cairo-Port Said      | WR 669, 763, 987, 2213     | 2       | 1       | 1        | daily                                       |
|                 | Cairo-Alexandria        | WPC 2914, 2915, 2916, 2917 | 4       |         |          |   |
| Cairo-Port Said | WPC 54, 58              | 1                          | 1       |         |          |   |
| Palestine       | Kantara-Haifa 2/1       | WL 1774, 1778, 2072, 2168  | 2       | 1       | 1        | daily to Haifa from May 1                   |
|                 | Kantara-Haifa           | } WR 2302, 2346, 2351      | 2       |         | 1        |   |
|                 | Haifa-Lydd              |                            |         |         |          |   |
|                 | Haifa-Gaza              |                            | -       |         |          | weekly (Sunday) only in Summer              |



| Period              | Service  | Nos. of cars                                       | Service                   | Reserve | Workshop | Observations   |
|---------------------|--|--|---------------------------|---------|----------|--|
| Winter 1928/29      | Division du Caire                                      | WL   | 11                        | 6       | 6        |  |
|                     |  | WR   | 11                        | 2       |          |  |
|                     |  | WPC  | 6                         | 3       |          |  |
|                     |  | WP   | 2                         | 1       |          |  |
| Egypt               | La Cairo-Aswan-Shellal 88/89                           | WL 766, 767, 778, 945, 1777, 1780                  | 2                         | 2       | 2        | three times a week from October 1 to 31<br>daily from November 1 to December 15  |
|                     |  | WR 811, 1859                                       | 2                         |         |          | four times a week from December 16 to January 31<br>three times a week from October 1 to 31 as far as Luxor<br>daily from November 1 to December 15 as far as Shellal  |
|                     | Star of Egypt Cairo-Luxor-Aswan-Shellal 86/81 - 88/89  | WL 3570-3577                                       | 5                         | 1       | 2        | four times a week from December 16 to January 31<br>daily from February 1 to April 8 to Luxor  |
|                     |  | WR 812, 2213                                       | 2                         |         |          | WL 3570 to 3577 to be delivered in Nov. 1928<br>continues to Shellal by train 88/89 thrice weekly from Dec 16 to Jan 31<br>daily Feb 1 to March 31 to Luxor and by train 88/89<br>between Luxor and Shellal three times a week from Dec 16 to Jan 31 |
|                     | Cairo-Alexandria 33/34                                 | WL 546, 547, 593, 613, 614                         | 2                         | 2       | 1        | daily  |
|                     | Cairo-Port Said 15/30 - 27/18                          | WR 669, 763, 1649                                  | 3                         |         |          | daily  |
|                     | Cairo-Alexandria 21/26 - 25/20                         | WR 944, 987, 1648                                  | 2                         | 1       |          | For the record: WL 592 out of service  |
|                     | Cairo-Alexandria 29/20 - 19/28 - 13/24 - 25/14 - 21/26 | WPC 2914, 2915, 54, 58                             | 4                         |         |          |  |
|                     | Cairo-Port Said 7/30                                   | WPC 2916, 4171, 4172                               | 1                         | 2       |          | 4171 to 4176 to be delivered by the manufacturer   |
|                     | Cairo-Luxor 80/83                                      | WP 4174, 4175                                      | 1                         | 1       |          |  |
|                     |  | WPC 2917, 4173                                     | 1                         | 1       |          | three times a week   |
|                     | Palestine  | Kantara-Jerusalem-Haifa 2/11 - 12/1 and Haifa-Lydd | WL 1774, 1778, 2072, 2168 | 2       | 1        | 1  |
| WR 2302, 2346, 2351 |  |  | 2                         | 1       |          |  |

The number of cars for services to Palestine remained the same, but for the winter of 1928/29 the Repartition of the Division du Caire records forty-eight cars. Eight sleeping-cars Nos. 3570-3577 and six Pullman cars Nos. 4171-4176 had to be delivered by the manufacturer in November 1928. Sleeping-car 592, being in the workshops in the summer, was out of service now.

### Specifications of the cars shipped to Egypt 1926-1928

The Birmingham Railway Carriage & Wagon Co. Ltd. delivered to CIWL between April 27 and June 19, 1926, four 21-seat first class kitchen cars for use in Egypt numbered 2914-2917.

After disembarkation in Port Said on July 26, 1926, these cars received the following names: 2914 Luxor, 2915 Aswan, 2916 Fayoum and 2917 Siwa.<sup>9,29</sup>

These cars had a metallic chassis, metal plated wooden bodywork, white livery, double insulated roof, length of 21,063 m, bogies type P, steam heating and electric lighting Stone.

Kitchen car No. 54 was built by the Midland Railway Carriage & Wagon Co. Ltd. in 1925 and formed part of the series Nos. 51-56. No. 54 was a 20-seat kitchen car with office and one lavatory.

Kitchen car No. 58 was built by the Birmingham Railway Carriage & Wagon Co. Ltd. in 1924/25 and formed part of the series Nos. 57-60. No. 58 was a 22-seat kitchen car with office and one lavatory.

Both cars had a metallic chassis, metal plated wooden bodywork, a length of 21,742 m, bogies type LNER heavy, steam heating, electric lighting Stone and were built in conformity with the British loading gauge.

In 1925 these Pullman cars (Nos. 51-60) went to the Continent for use from December 15, 1925, between Milan and Nice by CIWL. Car No. 54, named Hermione, and car No. 58, named Rainbow, were rechristened Karnak and Cleopatra for service in Egypt.<sup>9</sup>

According to the Repartition winter 1925/26 of the Direction de Rome WS 54 and 58 were assigned to the Rome-Nice-Express (Milan – San Remo – Nice via Genoa and Ventimiglia); in the summer of 1926 WS 54 formed part of the Milan-Venice and WS 58 of the Milan-Montecatini services.

In winter 1926/27 WS 54 and 58 were disposable and in summer 1927 in depot of the Direction de Paris. Shipped from Marseille to Port Said, cars Nos. 54 and 58 arrived on July 4, 1927.

The Birmingham Railway Carriage & Wagon Co. Ltd. delivered CIWL on September 22, 1928, eight sleeping cars Nos. 3570-3577 and on November 22 of that year six Pullman cars Nos. 4171-4176.

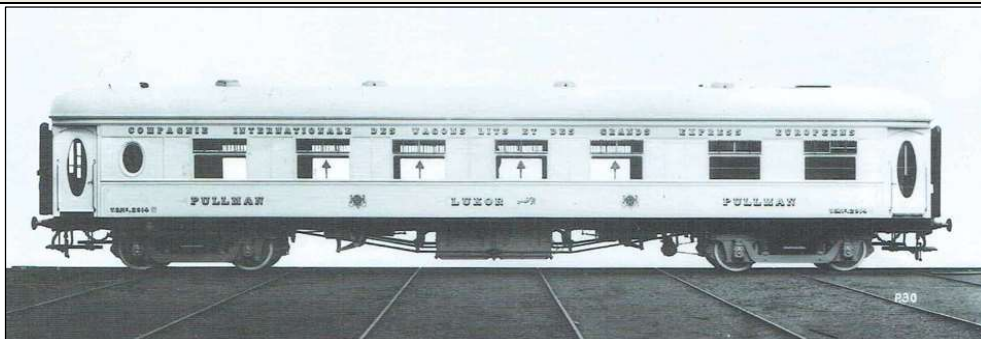
Nos. 3570-3577 were 16 seats/beds first class sleeping cars type S1 with twelve compartments being four doubles with two beds separated by a common cabinet with washbowl and eight singles (one bed). These sleeping cars had two lavatories and a white livery at delivery.

Nos. 4171-4173 were 24 seat first class kitchen cars, Nos. 4174-4176 28 seat first class saloon cars with two saloons, a coupé compartment, pantry, and lavatory. The cars were baptized 4171 Edfu, 4172 Dendera, 4173 Rosetta, 4174 Tutankhamun, 4175 Nefertari and 4176 Ramses. Originally their livery was blue crème but soon after arrival in Egypt repainted in white for a better thermic insulation.

All fourteen cars had a length over buffers of 23,452 m and a width over cornice of 2,882 m. The underframes of the cars are of the Wagons-Lits 'fish-bellied' type with cast steel end frames. The buffing and drawgear is of the Wagons-Lits standard type 'Chevalier and Rey' system. The brakes are of the vacuum type with additional hand brake. The bogies are the Wagons-Lits standard equalising beam type P. The body shell is constructed entirely of steel with pressed-steel pillars, window frames and roof carlines. Insulation is carried out by means of 'Celotex', one layer attached to the inside of the side panelling and another to the exterior panelling. Two layers of 'Celotex', with an air space between, are fixed in the roof. The floors are covered with thick cork slabs and carpets. All cars had electric lighting 'Stone' and only the sleeping cars had a thermosiphon heating.

The interior finish of the sleeping cars is in mahogany with marquetry decoration, the whole being carried out by Shapland & Petter Ltd. of Barnstaple. Each pair of Pullman cars, i.e., one kitchen and one parlour car, have the same scheme of marquetry decoration by Maple & Co., London, a different scheme being introduced for the remaining two pairs.<sup>34</sup>

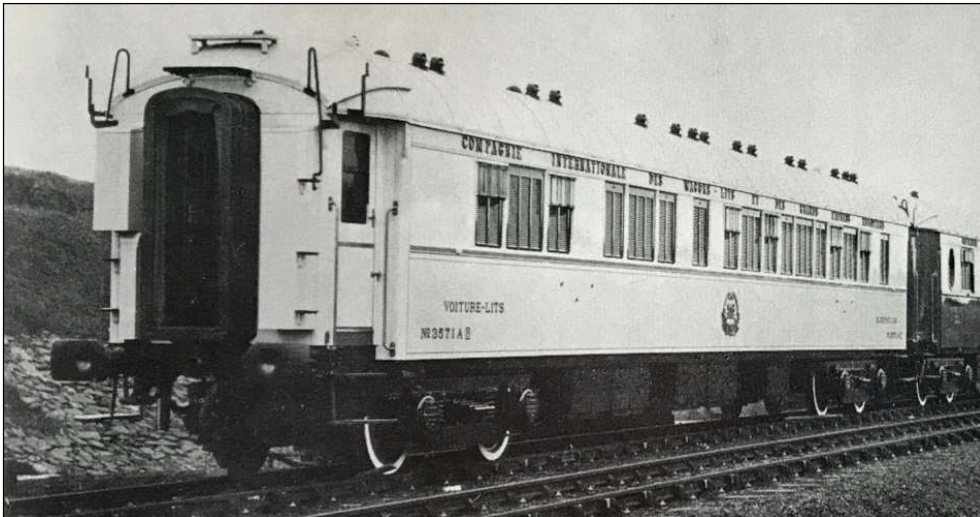
These cars were embarked in Liverpool on November 28, and disembarked in Alexandria on December 17, 1928.<sup>30</sup>



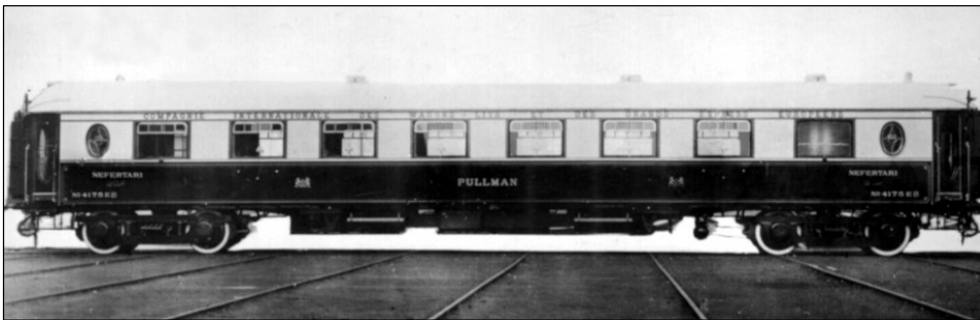
White livered kitchen car No. 2914 'Luxor' prior to shipping in 1925 - Collection: BRC&W



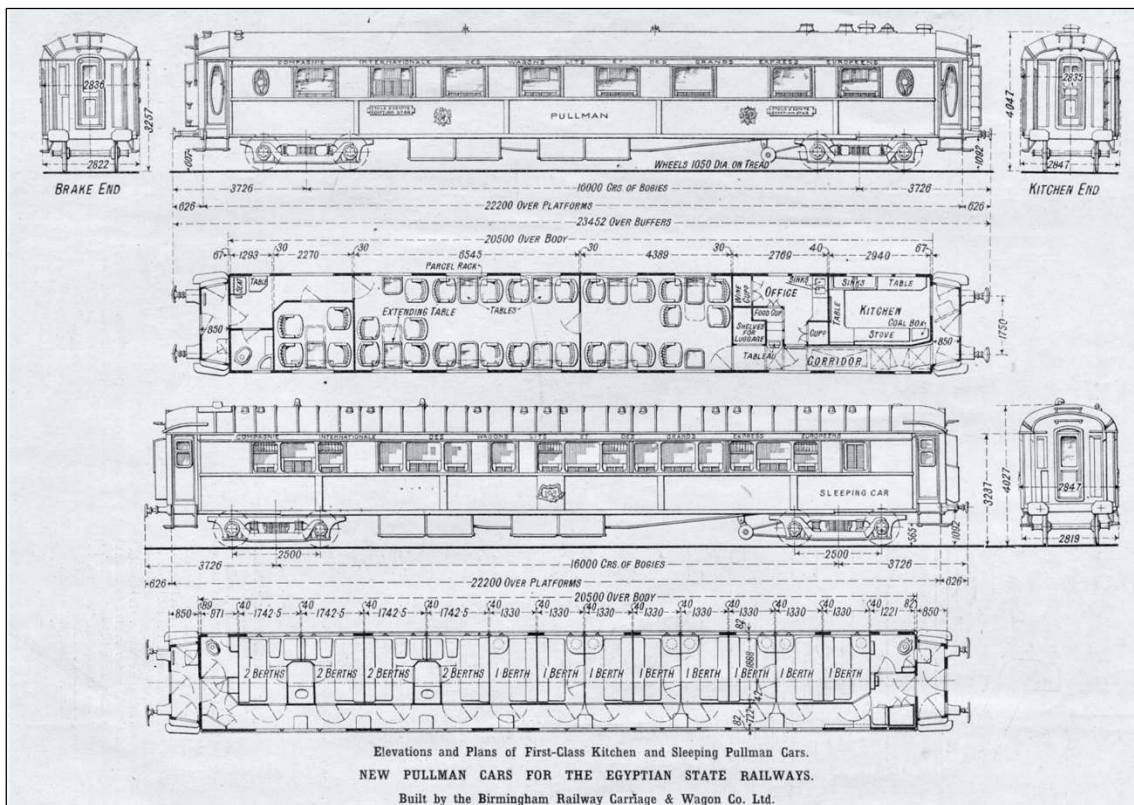
Kitchen car 'Rainbow', No. 58 at CIWL and 'Cleopatra' in Egypt - Collection: BRC&W



Sleeping car No. 3571 at the tail of Pullman and sleeping cars leaving Birmingham  
 Photo: G.P. Keen - Collection: C. Opladen / French Railway Society



First-class Pullman saloon car No. 4175 'Nefertari' - Collection: BRC&W



Plans of first-class kitchen Pullman and sleeping cars - Source: The Railway Gazette, January 11, 1929

The Port Said services connected at Kantara West with the R class sleeper running on the Palestine Railways by day from Haifa to Kantara East, which returned overnight. Passengers crossed the Suez Canal by ferry, as the railway bridge was taken away. Because Palestine was a British Mandated Territory, the cars in Palestine bore only the words 'International Sleeping Car Company' in brass lettering in English above the windows. All cars in Egypt had the full French title above the windows.<sup>31</sup>

For some reason known to P. R. historians but not to me (Walter Rothschild), the 'Express' from Haifa ran by day and from Kantara by night (also according to timetable 278). It contained a daily sleeper and diner, with an additional sleeper from/to Jerusalem joining at 'Lydda (Junction)' as it was always described. This latter ran only in winter.<sup>26</sup>

With advances in traction (230 Ten Wheel locomotives) and infrastructure, it was recognized as possible to travel between Cairo and Luxor by day (train No. 80-83 Cairo 8:30 a.m. - Luxor 9:15 p.m. and Luxor 6:15 a.m. – Cairo 7:00 p.m.). Fairly short and offered only three days a week, the train included two Pullmans and a van provided by the ESR. From November 1, 1929, this train received the name 'Sunshine Express'. It stopped its services on April 30, 1930. This service pattern continued in the following winters. From the winter of 1935-1936, its three-weekly services did not start until December 1st. A year later and due to the economic crisis, it was stopped on March 31, being only offered four months per year.<sup>27</sup>

According to the Repartitions of winters 1929 – 1938 only one Pullman car was in service and one or two cars in reserve for this express. Not only the locomotive and luggage car were furnished by the ESR but probably also the white passenger and restaurant cars.

The five Pullman Car services each way between Cairo and Alexandria continued, the first leaving Cairo at 08:00 and Alexandria at 07:30 and the last respectively at 19:30 and 19:00. These services needed 4 cars, and another 2 Pullmans were needed for the Cairo-Port Said service.<sup>31</sup>

| Period          | Service  | Nos. of cars  | Service   | Reserve | Workshop | Observations   |  |
|-----------------|--|---|---|---------|----------|--|--|
| Summer 1929     | Division du Caire                                      | WL  | 6   | 5       | 12       |  |  |
|                 |  | WR  | 9   | 2       | 2        |  |  |
|                 |  | WPC   | 6   | 3       |          |  |  |
|                 |  | WP  |   |         | 3        |  |  |
|                 |  |   |   |         |          |  |  |
| Egypt           | La Cairo-Aswan 88/89                                   | WL 3570, 3571, 3572, 3573   | 2   | 2       |          | daily April 1 to April 30, three times a week from May 1 to September 30 |  |
|                 |  | WR 763, 812, 944  | 2   |         | 1        | three times a week from June 1 to September 30                           |  |
|                 | Cairo-Alexandria 33/34                                 | WL 3574, 3575, 3576, 3577   | 2   | 2       |          | daily  |  |
|                 | Cairo-Alexandria 21/26 - 25/20                         | WR 669, 811, 1648   | 2   |         | 1        | daily  |  |
|                 | Cairo-Alexandria 29/20 - 13/24 - 21/26 - 19/28 - 25/14 | WPC 2914, 2915, 2916, 2917, 54, 58                                | 4   | 2       |          |  |  |
|                 | Available in workshop                                  | WL 546, 547, 593, 613, 614, 766, 767, 778, 945, 1777, 1780        |   |         | 11       |  |  |
|                 | Cairo-Port Said 15/30 - 27/18                          | WR 987, 1649, 1859<br>WPC 4171, 4172, 4173<br>WP 4174, 4175, 4176 | 2<br>2  | 1<br>1  |          | daily  |  |
|                 | Specials   | WR 2213   | 1   |         |          |  |  |
|                 | Palestine  | Kantara-Haifa   | WL 1774, 1778, 2072, 2168                                       | 2       | 1        | 1  |  |
|                 |  | Kantara-Haifa 2/1   | } WR 2302, 2346, 2351   | 2       | 1        |  | daily  |
| Haifa-Lydda 4/3 |  |   |   |         |          |  |  |
| Winter 1929/30  | Division du Caire                                      | WL  | 12  | 10      | 1        |  |  |
|                 |  | WR  | 11  | 2       |          |  |  |
|                 |  | WPC   | 4   | 4       |          |  |  |
|                 |  | WP  | 3   | 1       |          |  |  |
|                 |  |   |   |         |          |  |  |
|                 | Egypt  | Cairo-Aswan-Shellal 88/89   | WL 3570, 3571, 3572   | 2       | 1        |  | three times a week from October 1 to October 31<br>daily from November 1 to March 31                                     |
|                 |  | Cairo-Luxor-Shellal 88/89   | WR 763, 1648  | 2       |          |  | three times a week from October 1 to October 31 as far as Luxor<br>daily from November 1 to January 31 as far as Shellal |
|                 |  | Cairo-Luxor-Aswan-Shellal 86/88 - 89/81                           | WL 546, 547, 613, 766, 767, 778, 945, 3573-3577<br>WR 944, 1649 | 6<br>2  | 5        | 1  |  |
|                 |  | Cairo-Alexandria 33/34  | WL 593, 614   | 2       |          |  | daily from February 1 to March 31 as far as Luxor  |
|                 |  | Cairo-Alexandria 21/26 - 25/20                                    | WR 669, 2213  | 2       |          |  |  |
|                 |  | Cairo-Alexandria 29/20 - 13/24 - 21/26 - 19/28 - 25/14            | WPC 2915, 4171, 4172, 4173<br>WP 54, 4174                       | 2<br>2  | 2        |  | WPC 54 used as WP  |
|                 |  | Cairo-Port Said 15/30 - 27/18                                     | WR 811, 812, 987, 1859<br>WPC 2916, 2917                        | 3<br>1  | 1<br>1   |  |  |
|                 |  | Cairo-Port Said 15/30 - 27/18                                     | WP 4175, 4176   | 1       | 1        |  |  |
|                 |  | Cairo-Luxor 80/83   | WPC 58, 2914  | 1       | 1        |  | three times a week from November 1 to April 30   |
|                 |  | Sunshine-Express  |   |         |          |  |  |
| Palestine       | Kantara-Jerusalem 2/11 - 12/1                          | WL 1774, 1777, 1778, 1780, 2072, 2168                             | 2   | 4       |          | daily from October 1 to November 30                                      |  |
|                 | Kantara-Haifa 2/1                                      | } WR 2302, 2346, 2351   |   |         |          |  |  |
|                 | Haifa-Lydda 5/6  |   | 2   | 1       |          |  |  |

For the winter period of 1929/30 two additional cars were assigned to the service Kantara – Jerusalem. Sleeping cars Nos. 1777 and 1780 had been available in the workshops in the summer of 1929 and these cars were used on Palestine Railways before they returned to special services and reserve in Egypt in the summer of 1930. In the winter of 1930/31 we find these two cars again on the Kantara – Jerusalem service. Unfortunately no information about sleeping and restaurant cars is found for the summer 1931 to summer 1932 and therefore we do not know if these two cars were in Palestine in the winter 1931/32. These cars were again in Palestine in the winter 1932/33 as to be seen in the Repartition of that period.

| Period                           | Service  | Nos. of cars   | Service  | Reserve | Workshop                                    | Observations   |
|----------------------------------|--|--|--|---------|---|--|
| Summer 1930                      | Division du Caire                                      | WL   | 6  | 11      | 6   |  |
|                                  |  | WR   | 8  | 3       | 2   |  |
|                                  |  | WPC  | 5  | 4       |   |  |
|                                  |  | WP   | 2  | 1       |   |  |
| Egypte                           | Cairo-Aswan 88/89                                      | WL 3570, 3571, 3572, 3573  | 2  | 1       | 1   | daily April 1 to April 30, three times a week May 1 to September 30  |
|                                  |  | WR 1859, 987, 669  | 2  |         | 1   |  |
|                                  | Cairo-Alexandria 33/34                                 | WL 3574, 3575, 3576, 3577  | 2  | 1       | 1   |  |
|                                  |  | Specials and reserve   | WL 546, 547, 593, 613, 614, 766, 767, 778, 945, 1777, 1780 |         | 8   | 3  |
|                                  | Cairo-Port Said 15/30 - 27/18                          | WR 1648, 763, 944  | 2  | 1       |   |  |
|                                  |  | WP 4174, 4175, 4176  | 2  | 1       |   |  |
|                                  |  | WPC 54, 58   | 1  | 1       |   |  |
|                                  | Cairo-Alexandria 21/26 - 25/20                         | WR 1649, 2213, 811, 812  | 2  | 1       | 1   |  |
|                                  | Cairo-Alexandria 29/20 - 13/24 - 21/26 - 19/28 - 25/14 | WPC 4171, 4172, 4173, 2914, 2915, 2916, 2917                       | 4  | 3       |   |  |
|                                  | Palestine  | Kantara-Haifa 2/1  | WL 1774, 1778, 2072, 2168                                  | 2       | 1   | 1  |
| Kantara-Haifa 2/1 and Haifa-Lyda |  | WR 2302, 2346, 2351  | 2  | 1       |   |  |
| Winter 1930/31                   | Division du Caire                                      | WL   | 12   | 9       | 2   |  |
|                                  |  | WR   | 10   | 2       | 1   |  |
|                                  |  | WPC  | 5  | 4       |   |  |
|                                  |  | WP   | 2  | 1       |   |  |
| Egypt                            | La Cairo-Luxor-Aswan-Shellal 88/89                     | WL 3573, 3574, 3575  | 2  | 1       |   | daily from November 1 to December 16 and April 5 to April 30   |
|                                  |  | WR 811, 987  | 2  |         |   | four times a week from December 18 to January 31   |
|                                  | La Cairo-Luxor-Aswan-Shellal 86/88 - 89/81             | WL 593, 613, 614, 766, 767, 778, 945, 3570, 3571, 3572, 3576, 3577 | 6  | 5       | 1   | daily from February 1 to April 5 with train 88/89 from Luxor to Shellal, three times a week from December 17 to January 31 |
|                                  |  | WR 812, 1648   | 2  |         |   | daily from February 1 to April 5   |
|                                  | Cairo-Alexandria 33/34                                 | WL 546, 547  | 2  |         |   | daily  |
|                                  | Cairo-Port Said 15/30 - 27/18                          | WR 669, 763, 944   | 2  | 1       |   |  |
|                                  |  | WP 4174, 4175, 4176  | 2  | 1       |   |  |
|                                  | Cairo-Alexandria 21/25 - 25/20                         | WR 1649, 1859, 2213  | 2  |         | 1   |  |
|                                  | Cairo-Alexandria 29/20 - 13/24 - 21/26 - 19/28 - 25/14 | WPC 4171, 4172, 4173, 2914, 2917, 54                               | 4  | 2       |   |  |
|                                  | Cairo-Luxor 80/83                                      | WPC 2915, 2916, 58   | 1  | 2       |   | three times a week from November 1 to April 30   |
| Palestine                        | Kantare-Jerusalem                                      | WL 1774, 1777, 1778, 1780, 2072, 2168                              | 2  | 3       | 1   |  |
|                                  | Kantare  | WR 2302, 2346, 2351  | 2  | 1       |   |  |
| Summer 1931                      | Division du Caire                                      | WL   | 6  | 9       | 8   |  |
|                                  |  | WR   | 8  | 3       | 2   |  |
| Egypt                            | No information found                                   |  |  |         |   |  |
|                                  | Cairo-Alexandria 29/20 - 13/24 - 21/26 - 19/28 - 25/14 | WPC 4171, 4172, 4173, 2914, 2915, 2916, 2917                       | 4  | 3       |   |  |
|                                  | Cairo-Port Said 15/30 - 27/18                          | WP 4174, 4175, 4176  | 2  | 1       |   |  |
|                                  |  | WPC 54, 58   |  | 2       |   |  |
| Palestine                        | No information found                                   |  |  |         |   |  |
|                                  |  |  |  |         |   |  |
| Winter 1931/32                   | Division du Caire                                      | WL   | 12   | 10      | 1   |  |
|                                  |  | WR   | 10   | 2       | 1   |  |
| Egypt                            | No information found                                   |  |  |         |   |  |
|                                  | Cairo-Alexandria 29/20 - 13/24 - 21/26 - 19/28 - 25/14 | WPC 4171, 4172, 4173, 2914, 2915, 2916                             | 4  | 2       |   |  |
|                                  | Cairo-Port Said 15/30 - 27/18                          | WP 4174, 4175, 4176  | 2  | 1       |   |  |
|                                  | Cairo-Luxor 80/83                                      | WPC 2917, 54, 58   | 1  | 2       |   | three times a week from November 1 to April 30   |
| Palestine                        | No information found                                   |  |  |         |   |  |
|                                  |  |  |  |         |   |  |
| Summer 1932                      | Division du Caire                                      | WL   | 6  | 11      | 6   |  |
|                                  |  | WR   | 9  | 2       | 2   |  |
| Egypt                            | No information found                                   |  |  |         |   |  |
|                                  | Cairo-Alexandria 29/20 - 13/24 - 21/26 - 19/28 - 25/14 | WPC 4173, 2915, 2916, 2917   |  |         |   |  |
|                                  | Cairo-Port Said 15/30 - 27/18                          | WP 4174, 4175  | 4  | 1       | 1   |  |
|                                  |  | WPC 4171, 4172, 2914   |  |         |   |  |
|                                  |  | WP 4176  | 2  | 1       | 1   |  |
| Cairo-Luxor 80/83                | WPC 54, 58   | 1  | 1  |         | three times a week from April 1 to April 30 |  |
| Palestine                        | No information found                                   |  |  |         |   |  |
|                                  |  |  |  |         |   |  |

| Period                | Service   | Nos. of cars   | Service                          | Reserve | Workshop                                    | Observations  |   |
|-----------------------|---|--|----------------------------------|---------|---|---|---|
| Winter 1932/33        | Division du Caire   | WL   | 12                               | 10      | 1   |   |   |
|                       |   | WR   | 10                               | 2       | 1   |   |   |
|                       |   | WPC  | 5                                | 4       |   |   |   |
|                       |   | WP   | 2                                | 1       |   |   |   |
| Egypt                 | Star of Egypt   |  |                                  |         |   |   |   |
|                       | Cairo-Luxor-Aswan 86/88 - 89/81                           | WL 546, 547, 624, 766, 767, 778, 945, 3570, 3572, 3573, 3576, 3577 | 6                                | 5       | 1   | three times a week from January 1 to January 31<br>daily from February 1 to March 31                              |   |
|                       | Cairo-Luxor-Aswan 86/82 - 89/81                           | WR 763, 811, 1859, 2213  | 2                                | 1       | 1   | three times a week from January 1 to January 31<br>daily from February 1 to March 31                              |   |
|                       | Cairo-Luxor-Aswan 88/89                                   | }  |                                  |         |   | three times a week till January 31 to Luxor   |   |
|                       | Cairo-Luxor-Aswan 88/89                                   | }  |                                  |         |   | daily from November 1 to January 31 as far as Aswan   |   |
|                       | Cairo-Luxor-Aswan 88/89                                   | } WL 3571, 3574, 3575  | 2                                | 1       |   | three times a week from October 1 to October 31<br>daily from November 1 to January 31                            |   |
|                       | Cairo-Port Said 15/30 - 27/18                             | WR 944, 669, 1648, 1649  | 2                                | 1       |   | yearly  |   |
|                       | La Cairo-Alexandria                                       | WP 4174, 4175, 4176  | 2                                | 1       |   |   |   |
|                       | Cairo-Alexandria 21/25 - 25/30                            | WL 593, 623  | 2                                |         |   | yearly  |   |
|                       | Cairo-Alexandria 29/20 - 13/24 - 21/26 - 19/28 - 25/14    | WR 812, 987  | 2                                |         |   | yearly  |   |
|                       | Cairo-Luxor 80/83   | WPC 54, 58, 2917, 4171, 4172, 4173                                 | 4                                | 2       |   |   |   |
|                       |   |  | WPC 2914, 2915, 2916             | 1       | 2   |   | three times a week from November 1 to April 30                            |
| Palestine             | Kantara-Jerusalem 2/11 - 12/1                             | WL 1774, 1777, 1778, 1780, 2072, 2168                              | 2                                | 4       |   |   |   |
|                       | Kantara-Haifa 2/1   | WR 2346, 2352  | 2                                |         |   |   |   |
|                       | Haifa-Lydd 5/6  | WR 2302  | 1                                |         |   |   |   |
| Summer 1933           | Division du Caire   | WL   | 6                                | 3       | 14  |   |   |
|                       |   | WR   | 9                                | 2       | 2   |   |   |
| Egypt                 | No information found                                      |  |                                  |         |   |   |   |
|                       | Cairo-Alexandria 29/20 - 13/24 - 21/26 - 19/28 - 25/14    | WPC 54, 58, 2914, 4171, 4172                                       | 3                                | 2       |   |   |   |
|                       | Cairo-Port Said 15/30 - 27/18                             | WP 4176  | 1                                |         |   |   |   |
|                       |   | WPC 2915, 4173   | 2                                |         |   |   |   |
|                       | Cairo-Luxor 80/83   | WP 4174, 4175  | 1                                | 1       |   | three times a week from April 1 to April 30   |   |
| Palestine             | No information found                                      |  |                                  |         |   |   |   |
| Winter 1933/34        | Division du Caire   | WL   | 12                               | 10      | 1   |   |   |
|                       |   | WR   | 10                               | 2       | 1   |   |   |
|                       |   |  |                                  |         |   |   |   |
|                       |   |  |                                  |         |   |   |   |
| Egypt                 | No information found                                      |  |                                  |         |   |   |   |
|                       | Cairo-Alexandria 29/20 - 13/24 - 21/26 - 19/28 - 25/14    | WPC 2914, 2915, 2916   | 4                                | 2       |   |   |   |
|                       | Cairo-Port Said 15/30 - 27/18                             | 4171, 4172, 4173   | 2                                | 1       |   |   |   |
|                       | Cairo-Luxor 80/83   | WP 4174, 4175, 4176  | 2                                | 1       |   |   |   |
|                       |   | WPC 54, 58, 2917   | 1                                | 2       |   | three times a week from February 1 to April 30  |   |
| Palestine             | No information found                                      |  |                                  |         |   |   |   |
| Summer 1934           | Division du Caire   | WL   | 6                                | 3       | 14  |   |   |
|                       |   | WR   | 9                                | 2       | 2   |   |   |
|                       |   | WPC  | 6                                | 3       |   |   |   |
|                       |   | WP   | 2                                | 1       |   |   |   |
|                       | Egypt   | Cairo-Aswan 88/89  | WL 3570, 3571, 3572, 3573        | 2       | 1   | 1   | daily from April 1 to April 30, three times a week from May 1 to Sept. 30 |
|                       |   |  | WR 811, 1859, 2213               | 2       |   | 1   |   |
|                       |   | Cairo-Alexandria 33/34   | WL 613, 614, 546, 547, 767       | 2       | 1   | 2   | daily   |
|                       |   | Cairo-Alexandria   | WR 812, 944, 1649                | 2       |   | 1   | daily   |
|                       |   | Cairo-Alexandria 29/20 - 13/24 - 21/26 - 19/28 - 25/14             | WPC 4173, 2914, 2915, 2916, 2917 | 3       | 2   |   |   |
|                       |   | Cairo-Port Said 15/30 - 27/18                                      | WP 4175                          | 1       |   |   |   |
|                       |   |  | WR 669, 763, 987                 | 2       | 1   |   | daily   |
|                       |   |  | WPC 4171, 4172                   | 2       |   |   |   |
|                       |   |  | WP 4174, 4176                    | 1       | 1   |   |   |
| 993-992               |   | ?  |                                  |         |   | from July 1 to October 31   |   |
| Cairo-Luxor 80/83     | WPC 54, 58  | 1  | 1                                |         | three times a week from April 1 to April 30 |   |   |
| Available in workshop | WL 593, 766, 778, 945, 1777, 1780, 3574, 3575, 3576, 3577 |  |                                  | 10      |   |   |   |
| Specials              | WR 1648   | 1  |                                  |         |   |   |   |
| Palestine             | Kantara-Haifa 2/1   | WL 1774, 1778, 2072, 2168  | 2                                | 1       | 1   |   |   |
|                       |   | WR 2302, 2346, 2351  | 2                                | 1       |   | daily   |   |
| Winter 1934/35        | Division du Caire   | WL   | 12                               | 10      | 1   |   |   |
|                       |   | WR   | 10                               | 2       | 1   |   |   |
|                       |   | WPC  | 6                                | 3       |   |   |   |
|                       |   | WP   | 1                                | 2       |   |   |   |
| Egypt                 | Star of Egypt   |  |                                  |         |   |   |   |
|                       | Cairo-Luxor-Aswan 86/88 - 89/81                           | WL 546, 547, 593, 766, 767, 778, 945, 3571, 3574, 3575, 3576, 3577 | 6                                | 5       | 1   | three times a week from January 1 to January 31<br>daily from February 1 to March 31                              |   |
|                       | Cairo-Luxor-Aswan 86/82 - 89/81                           | WR 811, 763, 1859, 2213  | 2                                | 1       | 1   | three times a week from January 1 to January 31<br>daily from February 1 to March 31                              |   |
|                       | Cairo-Luxor-Aswan 88/89                                   | }  |                                  |         |   | three times a week till October 30 to Luxor, daily from November 1 to January 31 as far as Aswan                  |   |
|                       | Cairo-Luxor-Aswan 88/89                                   | }  |                                  |         |   | three times a week from October 1 to October 31, daily from November 1 to January 31 and from April 1 to April 30 |   |
|                       | Cairo-Luxor-Aswan 88/89                                   | } WL 3570, 3572, 3573  | 2                                | 1       |   |   |   |
|                       | Cairo-Alexandria 33/34                                    | WL 613, 614, 1777, 1780  | 2                                | 2       |   | annual  |   |
|                       | Cairo-Port Said 15/30 - 27/18                             | WR 659, 812, 944, 1649   | 3                                | 1       |   | annual  |   |
|                       |   | WPC 4171   | 1                                |         |   |   |   |
|                       |   | WP 4175, 4176  | 1                                | 1       |   |   |   |
|                       | Cairo-Alexandria 21/26 - 25/30                            | WR 987, 1648   | 2                                |         |   | annual  |   |
|                       | Cairo-Alexandria 29/20 - 13/24 - 21/26 - 19/28 - 25/14    | WPC 54, 2916, 2917, 4172, 4173                                     | 4                                | 1       |   |   |   |
|                       | Sunshine-Express Cairo-Luxor 80/83                        | WP 4174  | 1                                | 1       |   |   |   |
|                       |   | WPC 58, 2914, 2915   | 1                                | 2       |   | three times a week from November 1 to April 30  |   |
|                       | Palestine   | Kantara-Jerusalem 2/11 - 12/1                                      | WL 1774, 1778, 2072, 2168        | 2       | 2   |   |   |
|                       |   | Kantara - Haifa 2/1  | WR 2302, 2351                    | 2       |   |   |   |
|                       |   | Haifa - Lydda 3/6  | WR 2346                          | 1       |   |   |   |

As examples of Wagons-Lits' extensive services in Egypt and Palestine, the following are the timetables for the winter of 1934/35:

| Grands Express Internationaux.  |                         |                         |                                |                          |       |       |
|---|-------------------------|-------------------------|--------------------------------|--------------------------|-------|-------|
| 15  |                         | <b>SUNSHINE-EXPRESS</b> |                                |                          | 15    |       |
| Voiture-Salon Pullman entre LE CAIRE-LUXOR                                  |                         |                         |                                |                          |       |       |
| SERVICE TRI-HEBDOMADAIRE<br>CIRCULANT DU 1 <sup>er</sup> DECEMBRE AU 31 MAI |                         |                         |                                |                          |       |       |
| Le Caire  |                         |                         | Luxor                          |                          |       |       |
| Mardi, jeudi et samedi  |                         |                         | Mercredi, vendredi et dimanche |                          |       |       |
| Kilom.  | Train 80                | Arr.                    | Dép.                           | Train 83                 | Arr.  | Uép.  |
| —   | Le Caire . . . . .      | —                       | 8 30                           | Luxor . . . . .          | —     | 7 00  |
| 14  | Giza . . . . .          | —                       | 8 45                           | Khizam . . . . .         | —     | 7 17  |
| 33  | Bradashein. . . . .     | —                       | 9 03                           | Shanhuria . . . . .      | —     | 7 28  |
| 92  | Wasta . . . . .         | 9 48                    | 9 50                           | Kous . . . . .           | —     | 7 40  |
| 124   | Beni-Suef . . . . .     | —                       | 10 22                          | Kift . . . . .           | —     | 7 54  |
| 180   | Maghagha . . . . .      | —                       | 11 09                          | El Ashraf . . . . .      | —     | 8 12  |
| 247   | Minia . . . . .         | 12 04                   | 12 10                          | Kena . . . . .           | —     | 8 27  |
| 295   | Mallawi . . . . .       | —                       | 12 58                          | Deshna . . . . .         | —     | 9 00  |
| 378   | Assiut B. . . . .       | 14 14                   | 14 18                          | Nag-Hamadi . . . . .     | —     | 9 33  |
| 402   | Abu-Tig. . . . .        | —                       | 14 46                          | Farshut . . . . .        | —     | 9 44  |
| 421   | Tema . . . . .          | —                       | 15 11                          | Oasis Jonction . . . . . | —     | 9 53  |
| 438   | Tahta . . . . .         | —                       | 15 32                          | Baliana . . . . .        | —     | 10 18 |
| 470   | Sohag . . . . .         | 16 05                   | 16 12                          | Girga . . . . .          | —     | 10 38 |
| 505   | Girga . . . . .         | —                       | 16 51                          | Sohag . . . . .          | 11 14 | 11 20 |
| 521   | Baliana . . . . .       | —                       | 17 11                          | Tahta . . . . .          | —     | 11 55 |
| 543   | Oasis-Jonction. . . . . | —                       | 17 35                          | Tema . . . . .           | —     | 12 15 |
| 548   | Farshut . . . . .       | —                       | 17 45                          | Abu-Tig. . . . .         | —     | 12 38 |
| 556   | Nag-Hamadi . . . . .    | —                       | 17 59                          | Assiut B. . . . .        | 13 05 | 13 10 |
| 581   | Deshna . . . . .        | —                       | 18 30                          | Mallawi . . . . .        | —     | 14 29 |
| 612   | Kena . . . . .          | —                       | 19 12                          | Minia . . . . .          | 15 13 | 15 20 |
| 633   | Kift . . . . .          | —                       | 19 49                          | Maghagha . . . . .       | —     | 16 22 |
| 643   | Kous . . . . .          | —                       | 20 06                          | Beni-Suef . . . . .      | —     | 17 12 |
| 659   | Khizam . . . . .        | —                       | 20 33                          | Wasta . . . . .          | 17 40 | 17 42 |
| 674   | Luxor . . . . .         | 20 50                   | —                              | Giza . . . . .           | —     | 18 46 |
|   |                         |                         |                                | Le Caire . . . . .       | 19 00 | —     |

**Suppléments à percevoir :**

1<sup>o</sup> Pour les voyageurs n'ayant pas réservé leur place à l'avance :

| Des stations ci-dessous aux stations ci-contre ou vice-versa | Le Caire | Beni Suef | Minia | Assiut | Sohag | Nag Hamadi | Luxor |
|--|----------|-----------|-------|--------|-------|------------|-------|
| Le Caire . . . piastres                                      | —        | 15        | 30    | 40     | 50    | 55         | 65    |
| Beni-Suef . . . "  | 15       | —         | 15    | 30     | 40    | 45         | 55    |
| Minia . . . . . "  | 30       | 15        | —     | 15     | 25    | 30         | 40    |
| Assiut . . . . . "   | 40       | 30        | 15    | —      | 10    | 20         | 35    |
| Sohag . . . . . "  | 50       | 40        | 25    | 10     | —     | 10         | 25    |
| Nag Hamadi . . . "   | 55       | 45        | 30    | 20     | 10    | —          | 15    |
| Luxor . . . . . "  | 65       | 55        | 40    | 35     | 25    | 15         | —     |

2<sup>o</sup> Pour les voyageurs ayant réservé leur place pour le parcours Le Caire-Luxor ou vice versa et pour toute distance de l'une de ces deux gares à une gare intermédiaire au delà de la gare d'Assiut, piastres : 65,00.

3<sup>o</sup> Pour le parcours Le Caire-Assiut et vice-versa et pour toute distance de l'une de ces deux gares à une gare intermédiaire, piastres 40,00.

4<sup>o</sup> Pour le parcours Assiut-Luxor ou vice-versa et pour toute distance de l'une de ces deux gares, à une gare intermédiaire : piastres 35,00. 1/4.

**Location par place réservée à l'avance : Piastres Egyptiennes, 7. — Voir les autres taxes de location en Egypte par place réservée à l'avance page 83.**

**PRIX DES REPAS (vin non compris)**

Déjeuner . . . . . piastres égypt. **25**  
 Dîner . . . . . " **30**  
 Meat Breakfast . . . . . " **12**

| Grands Express Internationaux |                         |  |            |            |            |            |
|-------------------------------|-------------------------|--|------------|------------|------------|------------|
| 16                            |                         | <b>Voitures-Salons Pullman entre LE CAIRE-ALEXANDRIE</b> |            |            | 16         |            |
| Le Caire                      |                         |  |            |            |            |            |
| Km.                           | Le Caire . . .          | Tr. 29   | Tr. 13     | Tr. 21     | Tr. 19     | Tr. 25     |
| —                             | Le Caire . . .          | dep. 8 00  | dep. 9 30  | dep. 12 30 | dep. 15 30 | dep. 19 30 |
| 45                            | Benha . . . . .         | " —  | " 10 10    | " 13 06    | " 16 10    | " 20 10    |
| 87                            | Tanta . . . . .         | " 9 06   | " 10 49    | " 13 41    | " 16 39    | " 20 45    |
| 105                           | Kafr-el-Zayat . . . . . | " —  | " 11 07    | " —        | " 17 07    | " 21 07    |
| 122                           | Teh-el-Barud . . . . .  | " —  | " —        | " —        | " 17 25    | " —        |
| 148                           | Damanhour . . . . .     | " —  | " 11 45    | " 14 29    | " 17 50    | " 21 45    |
| 204                           | Sidi-Gaber . . . . .    | " 10 33  | " 12 33    | " 15 13    | " 18 38    | " 22 33    |
| 209                           | Alexandrie . . . . .    | arr. 10 40   | arr. 12 40 | arr. 15 35 | arr. 18 45 | arr. 22 40 |

**Alexandrie**

| Km. | Alexandrie . . .        | Tr. 28     | Tr. 14     | T. 20      | Tr. 24     | Tr. 26     |
|-----|-------------------------|------------|------------|------------|------------|------------|
| —   | Alexandrie . . .        | dep. 7 30  | dep. 9 00  | dep. 12 00 | dep. 15 00 | dep. 19 00 |
| 5   | Sidi-Gaber . . . . .    | " 7 40     | " 9 08     | " 12 10    | " 15 08    | " 19 08    |
| 61  | Damanhour . . . . .     | " —        | " 9 56     | " 12 52    | " 15 56    | " 19 56    |
| 87  | Teh-el-Barud . . . . .  | " —        | " —        | " —        | " 16 20    | " —        |
| 104 | Kafr-el-Zayat . . . . . | " —        | " 10 33    | " —        | " 16 38    | " 20 33    |
| 122 | Tanta . . . . .         | " 9 06     | " 10 54    | " 13 41    | " 16 59    | " 20 54    |
| 154 | Benha . . . . .         | " —        | " 11 52    | " 14 16    | " 17 37    | " 21 32    |
| 209 | Le Caire . . . . .      | arr. 10 40 | arr. 12 40 | arr. 15 05 | arr. 18 15 | arr. 22 10 |

1<sup>o</sup> Pour les voyageurs n'ayant pas réservé leur place à l'avance.  
 Suppléments à percevoir à partir du 15 Octobre.

| Des stations ci-dessous aux stations ci-contre | Le Caire | Benha | Tanta | Daman-hour | Alexan-drie |
|--|----------|-------|-------|------------|-------------|
| Le Caire . . . . . Piastres                    | —        | 25    | 25    | 25         | 25          |
| Benha . . . . . "                              | 10       | —     | 15    | 15         | 25          |
| Tanta . . . . . "                              | 15       | 15    | —     | 15         | 15          |
| Damanhour . . . . . "                          | 25       | 25    | 15    | —          | 10          |
| Alexandrie . . . . . "                         | 25       | 25    | 25    | —          | —           |

2<sup>o</sup> Pour les voyageurs ayant réservé leur place à l'avance pour tout parcours quelle que soit la gare d'arrivée et celle de départ : 25 piastres.  
 Taux de location par place réservée à l'avance : 2 piastres 50  
 — A. R. 5 piastres

**PRIX DES REPAS (vin non compris) :**  
 Déjeuner, piastres égypt. : **25.** — Dîner, piastres égypt. : **30.** —  
 Meat Breakfast : piastres égypt. : **12.**

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| 17       |                            | <b>Voitures-Salons Pullman entre LE CAIRE-PORT-SAÏD</b> |            |                            | 17         |            |
|----------|----------------------------|---|------------|----------------------------|------------|------------|
| Le Caire |                            |   |            | Port-Saïd                  |            |            |
| Km.      | Le Caire . . .             | Tr. 15  | Tr. 27     | Tr. 18                     | Tr. 30     | Tr. 30     |
| —        | Le Caire . . .             | dep. 11 00  | dep. 18 00 | Port Saïd . . .            | dep. 12 50 | dep. 18 30 |
| 45       | Benha . . . . .            | " 11 43   | " 18 43    | Kantara (ouest E). . . . . | " 13 19    | " 19 21    |
| 64       | Minet el Gamh. . . . .     | " 12 02   | " 19 02    | Ismailia . . . . .         | " 13 56    | " 19 59    |
| 81       | Zagazig . . . . .          | " 12 22   | " 19 22    | Abu Sueir . . . . .        | " 14 12    | " 20 15    |
| 143      | Abu Sueir . . . . .        | " 13 14   | " 20 14    | Zagazig . . . . .          | " 15 07    | " 21 11    |
| 159      | Ismailia . . . . .         | " 13 37   | " 20 36    | Minet el Gamh. . . . .     | " —        | " —        |
| 192      | Kantara (ouest E). . . . . | " 14 13   | " 21 14    | Benha . . . . .            | " 15 47    | " 21 52    |
| 239      | Port Saïd . . . . .        | arr. 15 00  | arr. 22 00 | Le Caire . . . . .         | arr. 16 20 | arr. 22 30 |

1<sup>o</sup> Pour les voyageurs n'ayant pas réservé leur place à l'avance :  
 Suppléments à percevoir à partir du 15 Octobre.

| Des stations ci-dessous aux stations ci-contre | Le Caire | Benha | Zagazig | Kantara | Port-Saïd |
|--|----------|-------|---------|---------|-----------|
| Le Caire . . . . . Piastres                    | —        | 25    | 25      | 25      | 25        |
| Benha . . . . . "                              | 10       | —     | 25      | 25      | 25        |
| Zagazig . . . . . "                            | 15       | 15    | —       | 15      | 15        |
| Kantara . . . . . "                            | 25       | 25    | 15      | —       | 10        |
| Port-Saïd . . . . . "                          | 25       | 25    | 25      | 25      | —         |

2<sup>o</sup> Pour les voyageurs ayant réservé leur place à l'avance pour le parcours Le Caire Port-Saïd ou vice versa et les parcours Benha-Port-Saïd et Kantara-Le Caire ou vice versa, ainsi que pour tout parcours au départ du Caire ou de Port-Saïd vers une gare intermédiaire : 25 piastres.

**PRIX DES REPAS (vin non compris) :**  
 Meat Breakfast : 12 piastres. — Déjeuner : 25 piastres. — Dîner : 30 piastres  
 Location par place réservée à l'avance : 2 piastres 50 ; A & R 5 p.

Timetables of the Sunshine-Express, the Pullman cars between Cairo – Alexandria and Cairo – Port Said from the 'Guide des Grand Express de la Compagnie Internationale des Wagons-Lits' of November 15, 1934, to March 30, 1935.

Note: The service of the Sunshine-Express from December 1 to May 31 is contrary to November 1 to April 30 in the Repartitions.

Grands Express Internationaux

**54 STAR OF EGYPT EXPRESS 54**  
entre **LE CAIRE-LUXOR et ASSUAN**

*Voitures comportant des compartiments à une place.*

**QUOTIDIEN DU 1<sup>er</sup> FÉVRIER AU 31 MARS**

**WAGONS-LITS et WAGON-RESTAURANT entre  
LE CAIRE-LUXOR-ASSUAN-SHELLAL**  
(Voir tableau 270)

| PREMIER DÉPART : LE 1 <sup>er</sup> FÉVRIER<br><i>Le Caire</i> |                |       |       | PREMIER DÉPART : LE 1 <sup>er</sup> FÉVRIER<br><i>Assuan</i> |       |       |  |
|--|----------------|-------|-------|--|-------|-------|--|
| Kil.   | Train 86       | Arr.  | Dép.  | Train 81   | Arr.  | Dép.  |  |
| —  | Le Caire       | —     | 19 30 | Shellal  | —     | 15 30 |  |
| 124  | Beni-Suef      | —     | 21 19 | Assuan (ville)   | 15 45 | 16 00 |  |
| 140  | Maghagha       | —     | —     | Kom Ombo   | —     | 16 52 |  |
| 247  | Minia          | 23 03 | 23 09 | Edfu   | 17 51 | 17 56 |  |
| 378  | Assiut         | 1 00  | 1 05  | Eсна   | —     | 18 51 |  |
| 470  | Sohag          | 2 53  | 3 00  | Luxor  | 19 45 | 19 55 |  |
| 505  | Girga          | —     | 3 46  | Kena   | —     | 21 04 |  |
| 524  | Baliana        | —     | 4 08  | Nag-Hamadi   | —     | 22 08 |  |
| 543  | Oasis-Jonction | —     | 4 33  | Oasis-Jonction   | —     | 22 24 |  |
| 556  | Nag-Hamadi     | —     | 4 55  | Baliana  | —     | 22 45 |  |
| 612  | Kena           | —     | 6 10  | Girga  | —     | 23 05 |  |
| 674  | Luxor          | 7 40  | 7 45  | Sohag  | 23 42 | 23 50 |  |
| 727  | Eсна           | —     | 8 44  | Assiut   | 1 53  | 2 00  |  |
| 779  | Edfu           | 9 34  | 9 39  | Minia  | 3 47  | 3 55  |  |
| 838  | Kom Ombo       | —     | 10 42 | Maghagha   | —     | —     |  |
| 880  | Assuan (ville) | 11 30 | 11 40 | Beni-Suef  | —     | 5 43  |  |
| 892  | Shellal        | 11 55 | —     | Wasta  | —     | —     |  |
|  |                |       |       | Le Caire   | —     | 7 30  |  |

Voir les suppléments à percevoir **tarif 54-270, page 920.**  
Voir les renseignements relatifs aux passeports pages 63-64 et 79.

*Taxe de location :*

Le Caire-Luxor : Lit ordinaire, piastres, 15.00; single, piastres, 30 00  
Le Caire-Assuan : — " 20.00; — " 40.00

**N. B.** Lorsque le parcours du train sera limité à Luxor, une ou deux voitures-lits et un wagon-restaurant seront incorporés aux trains 88 et 89 (Voir tableau 270).

**PRIX DES REPAS (vin non compris) :**

|                          |                 |    |
|--------------------------|-----------------|----|
| Déjeuner . . . . .       | piastres égypt. | 25 |
| Dîner . . . . .          | "               | 30 |
| Meat Breakfast . . . . . | "               | 12 |

**Vous devez visiter BRUXELLES**  
et son d'Avril à Novembre 1935  
**Exposition Universelle et Internationale**

Merveilleux panorama du monde :

Ses Grands Palais — Ses Sections Etrangères de plus de vingt Pays — Ses Illuminations féeriques — Ses fêtes splendides — Le Quartier du Vieux-Bruxelles, joyau d'archaïsme et de gaieté — Son Palais inégalé d'Art Ancien : Chefs-d'œuvre internationaux et de l'Art Bruxellois de 1400 à 1900.

**Nombreuses facilités et réductions sur les chemins de fer.**

Egypte-Palestine.

**270<sup>W-L</sup> Wag.-Lits et Wag.-Restaurant 270<sup>W-L</sup>**  
**s. entre LE CAIRE-LUXOR-ASSUAN-SHELLAL**

Service quotidien du 1<sup>er</sup> novembre au 31 janvier  
et du 1<sup>er</sup> au 30 avril.

| Train 88           |       | Arr. | Dép.  | Train 89           |       | Arr.  | Dép.  |
|--------------------|-------|------|-------|--------------------|-------|-------|-------|
| Le Caire           | —     | —    | 20 00 | Shellal            | —     | —     | 15 00 |
| Giza               | —     | —    | —     | Assuan (Ville)     | —     | —     | —     |
| Wasta              | —     | —    | —     | Daraw              | —     | —     | —     |
| Beni-Suef          | —     | —    | —     | Kom Ombo           | —     | —     | —     |
| Maghagha           | —     | —    | —     | Edfu               | —     | —     | —     |
| Miniah             | —     | —    | —     | Eсна               | —     | —     | —     |
| Mallawi            | —     | —    | —     | Luxor              | 19 15 | 19 30 | —     |
| Assiut             | —     | —    | —     | Kous               | —     | —     | —     |
| Tema               | —     | —    | —     | Kena               | —     | —     | —     |
| Sohag              | —     | —    | —     | Deshn              | —     | —     | —     |
| Girga              | —     | —    | —     | Nag-               | —     | —     | —     |
| Baliana            | —     | —    | —     | Oasis-Jonction (b) | —     | —     | —     |
| Oasis-Jonction (a) | —     | —    | —     | Baliana            | —     | —     | —     |
| Nag-Hamadi         | —     | —    | —     | Girga              | —     | —     | —     |
| Deshna             | —     | —    | —     | Sohag              | —     | —     | —     |
| Kena               | —     | —    | —     | Tema               | —     | —     | —     |
| El Ashraf          | —     | —    | —     | Assiut             | —     | —     | —     |
| Kaft               | —     | —    | —     | Mallawi            | —     | —     | —     |
| Kous               | —     | —    | —     | Miniah             | —     | —     | —     |
| Khizam             | —     | —    | —     | Maghagha           | —     | —     | —     |
| Luxor              | 8 05  | 8 15 | —     | Beni-Suef          | —     | —     | —     |
| Eсна               | —     | —    | —     | Wasta              | —     | —     | —     |
| Edfu               | —     | —    | —     | Giza               | —     | —     | —     |
| Kom Ombo           | —     | —    | —     | Le Caire           | —     | —     | 7 00  |
| Daraw              | —     | —    | —     |                    |       |       |       |
| Assuan (ville)     | —     | —    | —     |                    |       |       |       |
| Shellal            | 12 20 | —    | —     |                    |       |       |       |

a) Arrêt à Oasis-Jonction le mercredi seulement. Les autres jours, sur demande des voyageurs à destination d'El-Kharga.

b) Arrêt à Oasis-Jonction le mardi seulement. Les autres jours, sur demande des voyageurs venant d'El-Kharga.

Voir les suppléments à percevoir **tarif 54-270, page 920.**

Location \*

*Voir les autres taxes de location en Egypte par place réservée à l'avance page 833.*

PRIX DES REPAS (vin non compris)

1<sup>er</sup> Déjeuner (meat Breakfast) : 12 piastres; Déjeuner : 25 piastres; Dîner : 30 piastres

**STAR OF EGYPT EXPRESS**  
entre **LE CAIRE-LUXOR-ASSUAN-SHELLAL**  
Voir tableau 54.

**Vous devez visiter BRUXELLES**  
et son d'Avril à Novembre 1935  
**Exposition Universelle et Internationale**

Merveilleux panorama du monde :

Ses Grands Palais — Ses Sections étrangères de plus de vingt Pays — Ses Illuminations féeriques — Ses fêtes splendides — Le Quartier du Vieux-Bruxelles, joyau d'archaïsme et de gaieté — Son Palais inégalé d'Art Ancien : Chefs-d'œuvre internationaux et de l'Art Bruxellois de 1400 à 1900.

**Nombreuses facilités et réductions sur les chemins de fer.**

Timetables of the Star of Egypt Express and the sleeping and restaurant cars service between Cairo – Luxor – Aswan and Shellal from the 'Guide des Grand Express de la Compagnie Internationale des Wagons-Lits' of November 15, 1934, to March 30, 1935.



| Egypte   |      |  |                 |                            |       |
|--|------|--|-----------------|----------------------------|-------|
| 272 <sup>W.-L.</sup><br>R.   |      | Wagon-Lits entre<br><b>LE CAIRE-ALEXANDRIE</b> |                 | 272 <sup>W.-L.</sup><br>R. |       |
| Un voyageur muni d'un billet de chemin de fer de 1 <sup>re</sup> classe peut occuper seul un compartiment de deux places, moyennant paiement de deux suppléments wagon-lits de 1 <sup>re</sup> classe. |      |  |                 |                            |       |
| Le Caire   |      |  | Alexandrie      |                            |       |
| Train 33   | Arr. | Dép.   | Train 34        | Arr.                       | Dép.  |
| Le Caire   | —    | 23 30  | Alexandrie      | —                          | 23 30 |
| Schubra  | —    | 23 41  | Hadra           | —                          | 23 37 |
| Callub   | —    | 23 58  | Sidi-Gaber      | —                          | 23 45 |
| Kaha   | —    | 0 13   | Eshet-Khurshid  | —                          | 23 58 |
| Tukh   | —    | 0 25   | Beda            | —                          | 0 08  |
| Benha  | —    | 0 47   | Kafr-el-Dawar   | —                          | 0 19  |
| Kuesna   | —    | 1 04   | M.-el-Gezaza    | —                          | 0 29  |
| Birket-el-Sab  | —    | 1 22   | Dessunes        | —                          | 0 40  |
| Defra  | —    | 1 39   | Abu-Hommos      | —                          | 0 53  |
| Tanta  | 1 49 | 1 54   | Damanhour       | —                          | 1 20  |
| Shubra-el-Namla  | —    | 2 04   | Denshal         | —                          | 1 36  |
| Kafr-el-Zayat  | —    | 2 25   | Saft-el-Meluk   | —                          | 1 47  |
| Taufikia   | —    | 2 37   | Teb-el-Barud    | —                          | 2 04  |
| Teh-el-Barud   | —    | 2 55   | Taufikia        | —                          | 2 20  |
| Saft-el-Meluk  | —    | 3 09   | Kafr-el-Zayat   | —                          | 2 34  |
| Denshal  | —    | 3 20   | Shubra-el-Namla | —                          | 2 53  |
| Damanhour  | 3 34 | 3 38   | Tanta           | 3 02                       | 3 10  |
| Abu-Hommos   | —    | 4 03   | Defra           | —                          | 3 22  |
| Dessunes   | —    | 4 14   | Birket-el-Sab   | —                          | 3 41  |
| M.-el-Gezaza   | —    | 4 24   | Kuesna          | —                          | 3 57  |
| Kafr-el-Dawar  | —    | 4 36   | Benha           | 4 13                       | 4 20  |
| Beda   | —    | 4 47   | Tukh            | —                          | 4 38  |
| Eshet-Khurshid   | —    | 4 59   | Kaha            | —                          | 4 48  |
| Sidi-Gaber   | —    | 5 16   | Callub          | —                          | 5 08  |
| Hadra  | —    | 5 24   | Schubra         | —                          | 5 20  |
| Alexandrie*  | 5 30 | —  | Le Caire*       | 5 30                       | —     |

\* MM. les voyageurs ont la faculté de rester dans le wagon-lits jusqu'à 7 heures du matin.

**Suppléments à percevoir :**  
Le Caire-Alexandrie ou vice-versa piastres. 50.00.  
Location piastres 10.  
Voir les autres taxes de location en Egypte par place réservée à l'avance page 833.

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**Voitures-Salons Pullman**  
entre **LE CAIRE-ALEXANDRIE**  
Voir les horaires détaillés et les suppléments au tableau 16.

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|                         |            |  |            |     |  |
|-------------------------|------------|--|------------|-----|--|
| 273                     |            | Wagons-Restaurants entre<br><b>LE CAIRE-ALEXANDRIE</b> |            | 273 |  |
| Train 21                | Tr. 25     | Train 20   | Tr. 26     |     |  |
| Le Caire . dép. 12 30   | dép. 19 30 | Alexandrie dép. 12 00                                  | dép. 19 00 |     |  |
| Benha . . . . .         | " 20 10    | Sidi-Gaber . . . . .                                   | " 19 08    |     |  |
| Tanta . . . . .         | " 20 45    | Damanhour . . . . .                                    | " 19 56    |     |  |
| Kafr-el-Zayat . . . . . | " 21 07    | Kafr-e.-Zaya . . . . .                                 | " 20 33    |     |  |
| Damanhour . . . . .     | " 21 45    | Tanta . . . . .  | " 20 54    |     |  |
| Sidi-Gaber . . . . .    | " 22 33    | Benha . . . . .  | " 21 32    |     |  |
| Alexandrie arr. 15 35   | arr. 22 40 | Le Caire . arr. 15 05                                  | arr. 22 10 |     |  |

**PRIX DES REPAS (vin non compris) :**  
1<sup>er</sup> Déjeuner (meat Breakfast) : 12 piastres.  
Déjeuner : 25 piastres. — Dîner : 30 piastres.  
Location par place réservée à l'avance: 2 piastres.

| Egypte et Palestine.        |            |   |                             |            |            |
|-----------------------------|------------|---|-----------------------------|------------|------------|
| 276                         |            | Wagons-Restaurants entre<br><b>LE CAIRE-PORT-SAID</b> |                             | 276        |            |
| Tr. 15                      | Tr. 27     | Tr. 18  | Tr. 30                      |            |            |
| Le Caire . . . . .          | Dép. 11 00 | Dép. 18 00  | Port-Saïd . . . . .         | Dép. 12 30 | Dép. 18 30 |
| Benha . . . . .             | " 11 45    | " 18 43   | Kantara (Ouest B) . . . . . | " 13 19    | " 19 21    |
| Minet-Gamh . . . . .        | " 12 02    | " 19 02   | Ismailia . . . . .          | " 13 56    | " 19 59    |
| Zagazig . . . . .           | " 12 22    | " 19 22   | Abu-Sueir . . . . .         | " 14 10    | " 20 15    |
| Abu-Sueir . . . . .         | " 13 14    | " 20 14   | Zagazig . . . . .           | " 15 07    | " 21 11    |
| Ismailia . . . . .          | " 13 37    | " 20 36   | Minet-Gamh . . . . .        | " —        | " —        |
| Kantara (Ouest B) . . . . . | " 14 13    | " 21 14   | Benha . . . . .             | " 15 47    | " 21 52    |
| Port-Saïd . . . . .         | arr. 15 00 | arr. 22 00  | Le Caire . . . . .          | arr. 16 20 | arr. 22 30 |

**PRIX DES REPAS (vin non compris) :**  
1<sup>er</sup> Déjeuner (meat Breakfast) : 12 piastres.  
Déjeuner : 25 piastres. — Dîner : 30 piastres.  
Location par place réservée à l'avance: 2 piastres.

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**Voitures-Salons Pullman entre LE CAIRE-PORT-SAID**  
Voir tableau 17.

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|               |       |  |               |       |       |
|---------------|-------|--|---------------|-------|-------|
| 277           |       | Wagon-Restaurant entre<br><b>HAIFA-LYDDA (Jérusalem)</b> |               | 277   |       |
| Train 3       | Arr.  | Dép.   | Train 6       | Arr.  | Dép.  |
| Haïfa         | —     | 14 30  | Jérusalem     | —     | 15 00 |
| Carmel        | —     | —  | Lydda         | —     | 17 10 |
| Athlit        | —     | —  | Kafr-Yunis    | —     | —     |
| Zichron Jacob | —     | —  | Ras el Ain    | —     | —     |
| Benyamina     | —     | —  | Kalkilieh     | —     | —     |
| Khudeira      | —     | —  | Tulkarem      | —     | —     |
| Tulkarem      | —     | —  | Khudeira      | —     | —     |
| Kalkilieh     | —     | —  | Benyamina     | —     | —     |
| Ras el Ain    | —     | —  | Zichron Jacob | —     | —     |
| Kafr Yunis    | —     | —  | Athlit        | —     | —     |
| Lydda         | 16 41 | —  | Carmel        | —     | —     |
| Jérusalem     | 19 15 | —  | Haïfa         | 19 22 | —     |

**PRIX DES REPAS (vin non compris) :**  
1<sup>er</sup> Déjeuner (meat Breakfast) : 120 mills. — Déjeuner : 250 mills.  
Dîner : 300 mills. — Thé complet : 100 mills.

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## HOTELS ET BUFFETS

GÉRÉS PAR LA **Compagnie Internationale**  
**des Wagons-Lits et des Grands Express Européens**

| ALEXANDRIE      | KANTARA (Est) |
|-----------------|---------------|
| ASSIOUT         | LE CAIRE      |
| BENHA           | LOUXOR        |
| DAMANHOUR       | TANTAH        |
| ISMAILIA        | WASTA         |
| KANTARA (Ouest) | ZAGAZIG       |

Timetables of the sleeping cars service between Cairo – Alexandria, the restaurant cars service between Cairo – Alexandria, Cairo – Port Said and Haifa – Lydda (Jerusalem) from the 'Guide des Grand Express de la Compagnie Internationale des Wagons-Lits' of November 15, 1934, to March 30, 1935.

Note: the train numbers was the restaurant car service between Cairo and Alexandria do not match with the Repartitions.

**278 Wagon-Lits et Wagon-Restaurant entre KANTARA-LYDDA-(Jérusalem)-HAIFA 278**

Voyageurs de 2me classe (Voir note ci-dessous)

| Train               | Arr.  | Dép.  | Trains 1-12         | Arr.  | Dép.  |
|---------------------|-------|-------|---------------------|-------|-------|
| Haifa               |       |       |                     |       |       |
| Alexandrie          | —     | 15 00 | Haifa**             | —     | 8 30  |
| Benha               | 17 37 | 18 43 | Carmel              | —     | 8 37  |
| Kantara (Ouest)     | 21 14 | —     | Athlit              | —     | 8 59  |
| Train 27            |       |       |                     |       |       |
| Le Caire            | —     | 18 00 | Zichron Jacob       | —     | 9 13  |
| Kantara (Ouest)     | 21 14 | —     | Benyamina           | —     | 9 23  |
| Train 30            |       |       |                     |       |       |
| Port-Saïd           | —     | 18 30 | Khudeira            | —     | 9 35  |
| Kantara (Ouest)     | 19 21 | —     | Tulkarem            | —     | 9 55  |
| Train 2             |       |       |                     |       |       |
| Le Caire            |       |       |                     |       |       |
| Kantara (Est)       | —     | 23 35 | Kalkilieh           | —     | 10 08 |
| El Arish            | —     | 2 52  | Ras el Ain          | —     | 10 23 |
| Gaza                | —     | 4 43  | Kafr Jinis          | —     | —     |
| Ashdod              | —     | 5 38  | Lydda               | 10 47 | —     |
| Yebnah              | —     | 5 56  | Jérusalem dép. 9 00 | —     | —     |
| Rehoboth            | —     | 6 05  | Lydda               | —     | 11 05 |
| Bir Yacob           | —     | 6 12  | Bir Yacob           | —     | 11 14 |
| Lydda               | 6 20  | —     | Rehoboth            | —     | 11 21 |
| Jérusalem*arr. 8 45 | —     | —     | Yebnah              | —     | 11 28 |
| Lydda               | —     | 6 45  | Ashdod              | —     | 11 45 |
| Kafr Jinis          | —     | 7 10  | Gaza                | —     | 12 40 |
| Ras el Ain          | —     | 7 25  | El Arish            | —     | 14 19 |
| Kalkilieh           | —     | 7 37  | Kantara (Est)       | 17 30 | —     |
| Tulkarem            | —     | 7 55  | Train 30            |       |       |
| Khudeira            | —     | 8 06  | Kantara (Ouest)     | —     | 19 21 |
| Benyamina           | —     | 8 15  | Benha               | 21 52 | 0 47  |
| Zichron Jacob       | —     | 8 29  | Alexandrie          | —     | 5 30  |
| Athlit              | —     | 8 54  | Le Caire            | —     | 22 30 |
| Carmel              | —     | 9 00  | Train 27            |       |       |
| Haifa               | 9 00  | —     | Kantara (Ouest)     | —     | 21 14 |
|                     |       |       | Port-Saïd           | —     | 22 00 |

Un voyageur muni d'un billet de chemin de fer de 1re classe peut occuper seul un compartiment de deux places moyennant le paiement de deux suppléments Wagons-Lits. **Voyageurs 2me classe.** Du 1er mai au 31 octobre les voyageurs porteurs de billets chemins de fer de 2me classe, sont admis dans cette voiture dans la limite des places disponibles aux places 12 et 13 à 18, et dans le sens *Kantara Haifa seulement*, moyennant paiement du supplément ci-après :

|                            |              |
|----------------------------|--------------|
| Kantara Jérusalem ou Haifa | Piastres 100 |
| Lydda                      | 80           |

**Supplément aller et retour.** Des suppléments de 1re classe et 2e classe aller et retour, sont délivrés du 1er mai au 31 octobre, moyennant paiement des suppléments suivants :

|                              |              |
|------------------------------|--------------|
| Kantara Haifa et retour      | Piastres 135 |
| Location par parcours simple | 10           |

\* Un Wagon-Lits circulera jusqu'à Jérusalem (arrivée à 9 h. 20 sur demande d'un moins dix voyageurs faite 24 heures à l'avance).

\*\* MM. les voyageurs peuvent prendre place dans le Wagon-Lits à Haifa la veille au soir, moyennant le paiement des suppléments ci-dessous par couchette occupée :

**Suppléments à percevoir :**

| Des stations ci-dessous aux stations ci-contre ou vice versa. | Kantara. | Rafa. | Lydda. | Jérusalem. | Haifa. |
|---|----------|-------|--------|------------|--------|
| Kantara   | —        | 80    | 100    | 125        | 125    |
| Rafa  | 25*      | —     | 15*    | 50*        | 50*    |
| Lydda   | 50*      | 15*   | —      | 25*        | 25*    |
| Jérusalem   | 50*      | 50*   | 25*    | —          | —      |
| Haifa   | 50*      | 50*   | 25*    | —          | —      |

\* Service de jour.

**RETOUR**

|                            |                       |
|----------------------------|-----------------------|
| Taxe de location :         | Lit ordinaire :       |
| Kantara-Jérusalem ou Haifa | Piastres . . . . . 10 |
| Haifa ou Jérusalem-Kantara | Mills . . . . . 100   |

En Egypte et Palestine, voir les autres taxes de location par place réservée à avance page 533.

**PRIX DES REPAS (vln non compris) :**

1er Déjeuner (meat Breakfast) : 120 mills. — Déjeuner : 250 mills.  
Dîner : 300 mills — Thé complet : 100 mills.

à percevoir dans les Wagons-Lits du train

**STAR OF EGYPT EXPRESS**

ainsi que dans le service Wagons-Lits

**LE CAIRE-LUXOR-ASSUAN-SHELLAL**

A. — Du 1er février au 31 mars.

| Des stations ci-dessous aux stations ci-contre ou vice-versa | Le Caire | Maghagha | Miniah | Assiut | Bahiana | Luxor | Assuan |
|--|----------|----------|--------|--------|---------|-------|--------|
| Le Caire . . . . . piastres                                  | —        | 50       | 70     | 110    | 130     | 150   | 180    |
| Maghagha . . . . .   | 50       | —        | 20     | 60     | 110     | 120   | 150    |
| Miniah . . . . .   | 70       | 20       | —      | 45     | 85      | 115   | 145    |
| Assiut . . . . .   | 110      | 60       | 45     | —      | 45      | 95    | 125    |
| Bahiana . . . . .  | 130      | 110      | 85     | 45     | —       | 45    | 75     |
| Luxor . . . . .  | 150      | 120      | 115    | 95     | 45      | —     | 80     |
| Assuan . . . . .   | 180      | 150      | 145    | 125    | 75      | 30    | —      |

**Taxe de location :**

|                 | Piastres | Lit ordinaire | Compartiment une place. |
|-----------------|----------|---------------|-------------------------|
| Le Caire-Luxor  | 15       | 30            | —                       |
| Le Caire-Assuan | 20       | 40            | —                       |

B. — Du 1er octobre au 31 janvier et du 1er avril au 31 mai.

| Des stations ci-dessous aux stations ci-contre ou vice-versa | Le Caire | Maghagha | Miniah | Assiut | Bahiana | Luxor | Assuan |
|--|----------|----------|--------|--------|---------|-------|--------|
| Le Caire . . . . . piastres                                  | —        | 40       | 60     | 90     | 110     | 135   | 155    |
| Maghagha . . . . .   | 40       | —        | 15     | 50     | 80      | 100   | 130    |
| Miniah . . . . .   | 60       | 15       | —      | 35     | 70      | 95    | 125    |
| Assiut . . . . .   | 90       | 50       | 35     | —      | 35      | 80    | 110    |
| Bahiana . . . . .  | 110      | 90       | 70     | 35     | —       | 35    | 65     |
| Luxor . . . . .  | 135      | 100      | 95     | 80     | 35      | —     | 30     |
| Assuan . . . . .   | 155      | 130      | 125    | 110    | 65      | 30    | —      |

**Taxe de location :**

|                 | Piastres | Lit ordinaire | Compartiment une place |
|-----------------|----------|---------------|------------------------|
| Le Caire-Luxor  | 10       | 20            | —                      |
| Le Caire-Assuan | 15       | 30            | —                      |

C. — Du 1er juin au 30 septembre.

| Des stations ci-dessous aux stations ci-contre ou vice-versa | Le Caire | Maghagha | Miniah | Assiut | Bahiana | Luxor | Assuan |
|--|----------|----------|--------|--------|---------|-------|--------|
| Le Caire . . . . . piastres                                  | —        | 35       | 50     | 70     | 90      | 100   | 130    |
| Maghagha . . . . .   | 35       | —        | 15     | 40     | 70      | 80    | 110    |
| Miniah . . . . .   | 50       | 15       | —      | 30     | 55      | 70    | 100    |
| Assiut . . . . .   | 70       | 40       | 30     | —      | 30      | 65    | 95     |
| Bahiana . . . . .  | 90       | 70       | 55     | 30     | —       | 30    | 60     |
| Luxor . . . . .  | 100      | 80       | 70     | 65     | 30      | —     | 30     |
| Assuan . . . . .   | 130      | 110      | 100    | 95     | 60      | 30    | —      |

**Taxe de location :**

|                 | Piastres | Lit ordinaire | Compartiment une place. |
|-----------------|----------|---------------|-------------------------|
| Le Caire-Luxor  | 10       | 20            | —                       |
| Le Caire-Assuan | 15       | 30            | —                       |

Timetables of the sleeping and restaurant cars service between Kantara East – Lydda (Jerusalem) and the tariffs of the supplements for the Star of Egypt Express from the 'Guide des Grand Express de la Compagnie Internationale des Wagons-Lits' of November 15, 1934, to March 30, 1935.

| Period              | Service  | Nos. of cars   | Service                   | Reserve | Workshop | Observations  |                                  |
|---------------------|--|--|---------------------------|---------|----------|---|----------------------------------|
| Summer 1935         | Division du Caire  | WL   | 6                         | 11      | 6        |   |                                  |
|                     |  | WR   | 9                         | 2       | 2        |   |                                  |
|                     |  | WPC  | 8                         | 1       |          |   |                                  |
|                     |  | WP   | 2                         | 1       |          |   |                                  |
| Egypt               | Cairo-Aswan 88/89  | WL 3574, 3575, 3576, 3577  | 2                         | 1       | 1        | two times a week from July 1 to August 31, three times a week from March 1 to June 30 and from September 1 to October 30                          |                                  |
|                     |  | WR 763, 812, 1648  | 2                         |         | 1        | two times a week from July 1 to July 31, three times a week from May 1 to June 30 and from August 1 to October 30                                 |                                  |
|                     | Cairo-Alexandria 33/34   | WL 546, 593, 613, 614, 945   | 2                         | 1       | 2        | daily   |                                  |
|                     |  | WR 987, 1859, 2213   | 2                         |         | 1        | daily   |                                  |
|                     | Cairo-Alexandria 29/992 - 13/24 - 21/26 - 19/28 - 993/14 - 25/20 | WPC 58, 2914, 2916, 2917, 4171, 4172                               | 5                         | 1       |          | daily   |                                  |
|                     |  | WP 4174  | 1                         |         |          |   |                                  |
|                     | Avaliable in workshop  | WL 547, 766, 767, 778, 1777, 1780, 3570, 3571, 3572, 3573          |                           | 8       | 2        |   |                                  |
|                     | Cairo-Luxor 80/83  | WPC 54   | 1                         |         |          | three times a week from April 1 to April 30   |                                  |
|                     | Cairo-Port Said 15/30 - 27/18                                    | WR 811, 944, 1649  | 2                         | 1       |          | daily   |                                  |
|                     |  | WPC 2915, 4173   | 2                         |         |          |   |                                  |
|                     |  | WP 4175, 4176  | 1                         | 1       |          |   |                                  |
|                     | Specials   | WR 669   | 1                         |         |          |   |                                  |
|                     | Palestine  | Kantara-Haifa 2/1  | WL 1774, 1778, 2072, 2168 | 2       | 1        | 1   | daily                            |
| Kantara-Haifa }     |  | WR 2302, 2346, 2351  | 2                         | 1       |          | daily   |                                  |
| Haifa-Lyddda 5/16 } |  |  |                           |         |          |   |                                  |
| Winter 1935/36      | Division du Caire  | WL   | 12                        | 10      | 1        |   |                                  |
|                     |  | WR   | 9                         | 3       | 1        |   |                                  |
|                     |  | WPC  | 6                         | 3       |          |   |                                  |
|                     |  | WP   | 1                         | 2       |          |   |                                  |
| Egypt               | Star of Egypt<br>Cairo-Luxor-Aswan<br>86/88 - 89/81              | WL 546, 547, 593, 766, 767, 778, 945, 3570, 3572, 3573, 3576, 3577 | 6                         | 5       | 1        | daily from February 1 to March 31   |                                  |
|                     |  | WR 669, 812, 944, 1649   | 2                         | 1       | 1        |   |                                  |
|                     | Cairo-Luxor-Aswan 88/89  | WL 3571, 3574, 3575  | 2                         | 1       |          | three times a week from October 1 to October 31, daily from November 1 to January 31 and from April 1 to April 30                                 |                                  |
|                     | Cairo-Alexandria 33/34   | WL 613, 614, 1777, 1780  | 2                         | 2       |          | daily   |                                  |
|                     |  | WR 811, 2213   | 2                         |         |          | daily   |                                  |
|                     | Cairo-Alexandria 29/20 - 13/24 - 21/26 - 19/28 - 25/14           | WPC 2914, 2915, 2916, 4171, 4173                                   | 4                         | 1       |          | daily   |                                  |
|                     |  | WP 4175  |                           | 1       |          |   |                                  |
|                     | Cairo-Port Said 15/30 - 27/18                                    | WR 763, 987, 1648, 1859  | 3                         | 1       |          | daily   |                                  |
|                     |  | WPC 4172   | 1                         |         |          |   |                                  |
|                     | Cairo-Luxor 80/83  | WP 4174, 4176  | 1                         | 1       |          |   |                                  |
|                     |  | WPC 2917, 54, 58   | 1                         | 2       |          | three times a week from December 1 to April 30  |                                  |
|                     | Palestine  | Kantara-Jerusalem 2/15 - 18/5 }                                    |                           |         |          |   | daily from January 1 to April 30 |
|                     |  | Kantare-Haifa 2/5 }  | WL 1774, 1778, 2072, 2168 | 2       | 2        |   | daily from May 1 to December 31  |
| Kantara-Haifa 2/5 } |  | WR 2302, 2346, 2351  | 2                         | 1       |          | daily   |                                  |
| Haifa-Lyddda 9/12 } |  |  |                           |         |          |   |                                  |
| Summer 1936         | Division du Caire  | WL   | 6                         | 3       | 14       |   |                                  |
|                     |  | WR   | 9                         | 2       | 2        |   |                                  |
|                     |  | WPC  | 7                         | 2       |          |   |                                  |
|                     |  | WP   | 2                         | 1       |          |   |                                  |
| Egypt               | Cairo-Aswan 88/89  | WL 3570, 3571, 3572, 3573  | 2                         | 1       | 1        | daily from April 1 to April 30, two times a week from July 1 to August 31 and three times a week from September 1 to October 30                   |                                  |
|                     |  | WR 944, 1649, 2213   | 2                         |         | 1        | daily from April 1 to April 30, two times a week from July 1 to August 31, three times a week from May 1 to June 30 and September 1 to October 30 |                                  |
|                     | Cairo-Alexandria 33/34   | WL 3574, 3575, 3576, 3577  | 2                         | 1       | 1        | daily   |                                  |
|                     |  | WR 763, 1648, 669  | 2                         |         |          | daily   |                                  |
|                     | Cairo-Alexandria 29/992 - 13/24 - 21/26 - 19/28 - 993/14 - 25/20 | WPC 54, 2914, 2915, 2917, 4172, 4173                               | 5                         | 1       |          |   |                                  |
|                     |  | WP 4176  | 1                         |         |          |   |                                  |
|                     | Cairo-Port Said 15/30 - 27/18                                    | WR 811, 987, 1859  | 2                         | 1       |          | daily   |                                  |
|                     |  | WPC 58, 2916, 4171   | 2                         | 1       |          |   |                                  |
|                     |  | WP 4174, 4175  | 1                         | 1       |          |   |                                  |
|                     | Avaliable in workshop  | WL 546, 547, 593, 613, 614, 766, 767, 778, 945, 1777, 1780         |                           |         | 11       |   |                                  |
|                     | Specials   | WR 812   | 1                         |         |          |   |                                  |
|                     | Palestine  | Kantara-Haifa 3/1  | WL 1774, 1778, 2072, 2188 | 2       | 1        | 1   |                                  |
|                     |  | Kantara-Haifa 2/1  | WR 2302, 2346, 2351       | 2       | 1        |   | daily                            |

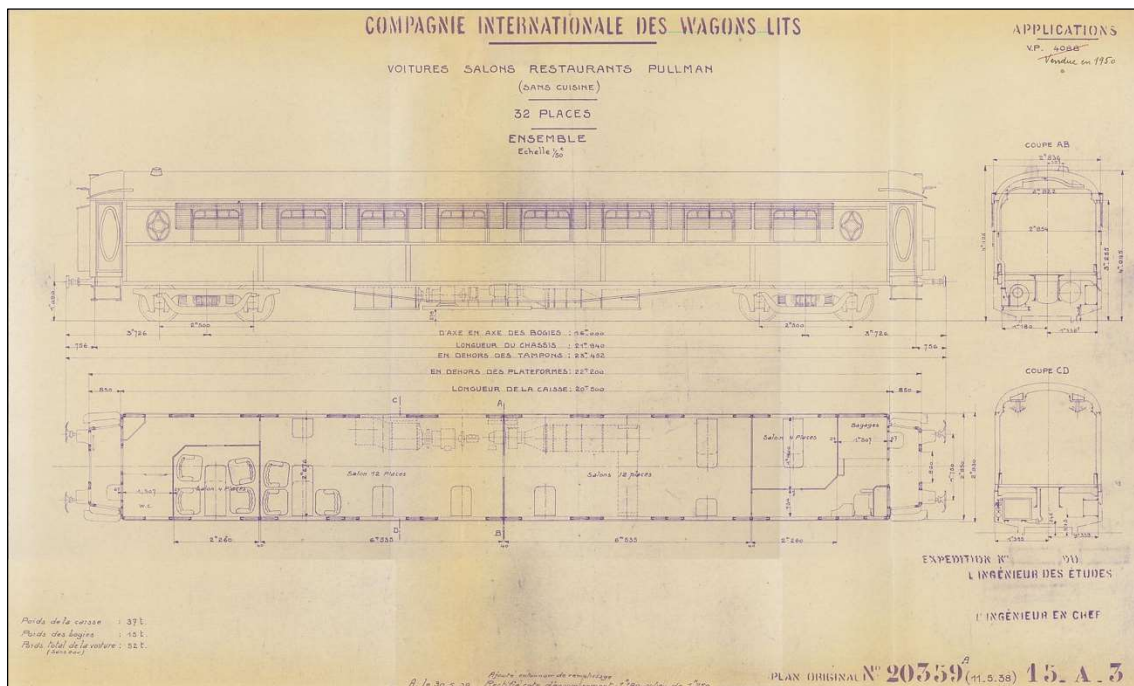
In 1936, the trains operating the Cairo - Alexandria route generally included two 1<sup>st</sup> class cars, three to four 2<sup>nd</sup> class cars as well as one or two Pullmans depending on the planned arrivals or departures of the liners.<sup>27</sup>

| Period                                    | Service  | Nos. of cars   | Service                   | Reserve | Workshop | Observations   |                                  |
|---|--|--|---------------------------|---------|----------|--|----------------------------------|
| Winter 1936/37                            | Division du Caire  | WL   | 12                        | 7       | 4        |  |                                  |
|   |  | WR   | 9                         | 3       | 1        |  |                                  |
|   |  | WPC  | 6                         | 3       |          |  |                                  |
|   |  | WP   | 1                         | 2       |          |  |                                  |
| Egypt                                     | Star of Egypt  |  |                           |         |          |  |                                  |
|   | Cairo-Luxor-Aswan 86/88 - 89/81                                  | WL 546, 613, 614, 766, 767, 778, 945, 3571, 3572, 3573, 3574, 3575 | 6                         | 3       | 3        | daily from February 1 to March 31  |                                  |
|   | Cairo-Luxor-Aswan 88/89  | WR 763, 811, 987, 1648   | 2                         | 1       | 1        | daily from Febr. 1 to March 31, three times a week from Oct. 1 to Oct. 31, daily from November 1 to March 31 and from April 1 to April 30      |                                  |
|   |  | WL 3570, 3576, 3577  | 2                         | 1       |          | three times a week from October 1 to October 31, daily from November 1 to January 31 and from April 1 to April 30                              |                                  |
|   | Cairo-Alexandria 33/34   | WL 547, 593, 1777, 1780  | 2                         | 2       |          | daily  |                                  |
|   | Cairo-Alexandria 21/26 - 25/20                                   | WR 1859, 1649  | 2                         |         |          | daily  |                                  |
|   | Cairo-Alexandria 29/20 - 13/24 - 21/26 - 19/28 - 25/14           | WPC 2914, 2915, 2917, 4172, 4173                                   | 4                         | 1       |          | daily  |                                  |
|   | Cairo-Port Said 15/30 - 27/18                                    | WP 4174  | 1                         | 1       |          |  |                                  |
|   |  | WR 669, 812, 944, 2213   | 3                         | 1       |          | daily  |                                  |
|   |  | WPC 4171   | 1                         |         |          |  |                                  |
|   |  | WP 4175, 4176  | 1                         | 1       |          |  |                                  |
|   | Cairo-Luxor 80/83  | WPC 2916, 54, 58   | 1                         | 2       |          | three times a week from December 1 to March 31   |                                  |
|   | Palestine  | Kantara-Jerusalem 2/15 - 18/5                                      |                           |         |          |  | daily from January 1 to April 30 |
| Kantare-Haifa 2/5                         |  | WL 1774, 1778, 2072, 2168  | 2                         | 1       | 1        | daily from August 1 to December 31   |                                  |
| Kantara-Haifa 2/5                         |  | WR 2302, 2346, 2351  | 2                         | 1       |          | daily  |                                  |
| Haifa-Lyddda 9/12                         |  |  |                           |         |          |  |                                  |
| Summer 1937                               | Division du Caire  | WL   | 6                         | 11      | 5        | 22   |                                  |
|   |  | WR   | 9                         | 2       | 2        | 13   |                                  |
|   |  | WPC  | 7                         | 2       |          |  |                                  |
|   |  | WP   | 2                         | 1       |          |  |                                  |
| Egypt                                     | Cairo-Luxor-Aswan 88/89  | WL 3570, 3571, 3572, 3573  | 2                         | 1       | 1        | two times a week from July 1 to August 31, three times a week from May 1 to June 30 and from September 1 to October 31                         |                                  |
|   |  | WR 669, 1648, 1859   | 2                         |         | 1        | daily from April 1 to April 30, two times a week from July 1 to August 31, three times a week from May 1 to June 30 and September 1 to October |                                  |
|   | Cairo-Alexandria 33/34   | WL 3574, 3575, 3576, 3577  | 2                         | 1       | 1        | daily  |                                  |
|   | Cairo-Alexandria 21/26 - 25/20                                   | WR 812, 987, 1649  | 2                         |         | 1        | daily  |                                  |
|   | Cairo-Alexandria 29/992 - 13/24 - 21/26 - 19/28 - 993/14 - 25/20 | WPC 2915, 2916, 2917, 4171, 4172, 58                               | 5                         | 1       |          | train 993/992 from June 15 to September 30   |                                  |
|   |  | WP 4174  | 1                         |         |          |  |                                  |
|   | Cairo-Port Said 15/30 - 27/18                                    | WR 763, 811, 2213  | 2                         | 1       |          | daily  |                                  |
|   |  | WPC 54, 2914, 4173   | 2                         | 1       |          |  |                                  |
|   |  | WP 4175, 4176  | 1                         | 1       |          |  |                                  |
|   | Available  | WL 547, 593, 613, 614, 766, 767, 778, 945, 1777, 1780              |                           | 8       | 2        |  | WL 546 is out of service         |
|   | Specials   | WR 944   | 1                         |         |          |  |                                  |
|   | Palestine  | Kantara-Haifa 2/1  | WL 1774, 1778, 2072, 2168 | 2       | 1        | 1  |                                  |
|   |  |  | WR 2302, 2346, 2351       | 2       | 1        |  | daily                            |
| Winter 1937/38                            | Division du Caire  | WL   | 12                        | 8       | 2        |  |                                  |
|   |  | WR   | 9                         | 3       | 1        |  |                                  |
|   |  | WPC  | 6                         | 3       |          |  |                                  |
|   |  | WP   | 1                         | 3       |          |  |                                  |
| Egypt                                     | Star of Egypt  |  |                           |         |          |  |                                  |
|   | Cairo-Luxor-Aswan 86/88 - 89/81                                  | WL 3570, 3571, 3572, 3573, 3574, 547, 593, 613, 614, 778, 945      | 6                         | 4       | 1        | daily from February 1 to March 31  |                                  |
|   | Cairo-Luxor-Aswan 88/89  | WR 669, 812, 944, 1648   | 2                         | 1       | 1        |  |                                  |
|   |  | WL 3575, 3576, 3577  | 2                         | 1       |          | three times a week from October 1 to October 31, daily from November 1 to January 31 and from April 1 to April 30                              |                                  |
|   | Cairo-Alexandria 21/26 - 25/20                                   | WL 766, 767, 1777, 1780  | 2                         | 2       |          | daily  |                                  |
|   |  | WR 811, 2213   | 2                         |         |          |  |                                  |
|   | Cairo-Alexandria 29/20 - 13/24 - 21/26 - 19/28 - 25/14           | WPC 2915, 2916, 2917, 4171, 4172                                   | 4                         | 1       |          |  |                                  |
|   | Cairo-Port Said 15/30 - 27/18                                    | WP 4176  |                           | 1       |          |  |                                  |
|   |  | WR 763, 987, 1649, 1859  | 3                         | 1       |          | daily  |                                  |
|   |  | WPC 4173   | 1                         |         |          |  |                                  |
|   |  | WP 4174, 4175  | 1                         | 1       |          |  |                                  |
|   | Cairo-Luxor 80/83  | WPC 54, 58, 2914   | 1                         | 2       |          | three times a week from December 1 to March 31   |                                  |
|   | to transfer from Slykens - Ostend                                | WP 4088  |                           | 1       |          |  |                                  |
| Palestine                                 | Kantara-Jerusalem 2/15 - 18/5                                    |  |                           |         |          | daily from January 1 to April 30   |                                  |
|   | Kantare-Haifa 2/5  | WL 1774, 1778, 2072, 2168  | 2                         | 1       | 1        | daily from August 1 to December 31   |                                  |
|   | Kantara-Haifa 2/5  | WR 2302, 2346, 2351  | 2                         | 1       |          | daily  |                                  |
|   | Haifa-Lyddda 9/12  |  |                           |         |          |  |                                  |
| Summer 1938                               | Division du Caire  | WL   | 6                         | 11      | 5        |  |                                  |
|   |  | WR   | 9                         | 2       | 2        |  |                                  |
|   |  | WPC  | 7                         | 2       |          |  |                                  |
|   |  | WP   | 1                         | 3       |          |  |                                  |
| Egypt                                     | No information found   |  |                           |         |          |  |                                  |
|   | Cairo-Alexandria 29/992 - 13/24 - 21/26 - 19/28 - 993/14 - 25/20 | WPC 2914, 2915, 2916, 4171, 4172, 54                               | 5                         | 1       |          | daily  |                                  |
|   |  | WP 4176  |                           | 1       |          | train 993/992 from April 15 to September 30  |                                  |
|   | Cairo-Port Said 15/30 - 27/18                                    | WPC 58, 2917, 4173   | 2                         | 1       |          |  |                                  |
|   |  | WP 4174, 4175  | 1                         | 1       |          |  |                                  |
| to receive from the Ateliers de St.-Denis | WP 4088  |  | 1                         |         |          |  |                                  |
| Palestine                                 | No information found   |  |                           |         |          |  |                                  |

In the summer of 1937 sleeping car No. 546 was out of service and ten other sleeping cars were available, a given that returned each summer, at least, since the summer of 1934.

| Period         | Service  | Nos. of cars                                       | Service | Reserve | Workshop | Observations   |
|----------------|--|--|---------|---------|----------|--|
| Winter 1938/39 | Division du Caire  | WL   | 12      | 8       | 2        |  |
|                |  | WR   | 9       | 3       | 1        |  |
|                |  | WPC  | 5       | 3       |          |  |
|                |  | WP   | 1       | 3       |          |  |
| Egypt          | No information found   |  |         |         |          |  |
|                | Cairo-Alexandria 29/20 - 13/24 - 21/26 - 19/28 - 25/14           | WPC 2915, 2916, 2917, 4171, 4172<br>WP 4176        | 4       | 1       |          |  |
|                | Cairo-Port Said 15/30 - 27/18                                    | WPC 4173   | 1       |         |          |  |
|                |  | WP 4174, 4175                                      | 1       | 1       |          |  |
|                | Cairo-Luxor 80/83  | WPC 54, 58, 2914                                   | 1       | 2       |          | three times a week from December 1 to March 31   |
|                | to transfer from Slykens - Ostend                                | WP 4088  |         | 1       |          |  |
| Palestine      | No information found   |  |         |         |          |  |
| Summer 1939    | Division du Caire  | WL   | 5       | 12      | 5        |  |
|                |  | WR   | 8       | 3       | 2        |  |
|                |  | WPC  | 7       | 2       |          |  |
|                |  | WP   | 1       | 3       |          |  |
| Egypt          | No information found   |  |         |         |          |  |
|                | Cairo-Alexandria 29/992 - 13/24 - 21/26 - 19/28 - 993/14 - 25/20 | WPC 2915, 2916, 2917, 54,<br>4171, 4173<br>WP 4176 | 5       | 1       |          | daily<br>train 993/992 from June 1 to September 30<br>train 19/14 is cancelled when train 993/992 is in service<br>and the cars of train 992 return by train 28 next day |
|                | Cairo-Port Said 15/30 - 27/18                                    | WPC 58, 2914, 4172<br>WP 4174, 4175                | 2       | 1       |          |  |
|                | to receive from the Ateliers de St.-Denis                        | WP 4088  |         | 1       |          |  |
|                |  |  |         |         |          |  |
|                |  |  |         |         |          |  |
| Palestine      | No information found   |  |         |         |          |  |

In the Repartition of winter 1937/38 is recorded that Pullman car No. 4088 is to be transferred from Slykens – Ostend to Egypt. After that it is to be received from the Ateliers of St. Denis, again from Slykens and again from the Ateliers of St. Denis in the summer of 1939. In these workshops an air-conditioning equipment was installed, and shades over the windows were placed. WP 4088's livery was repainted white and finally the car was shipped to Egypt in May 1939, where it was baptized 'the Sphinx'.



Plan No. 20359 of WP 4088 (11.5.1938) - Collection: Bernard Neveux

Unfortunately no information is found about the services of Wagons-Lits in Palestine from summer 1938 to summer 1939. But with Paul Cotterell<sup>14</sup> we could read that 1938 was a very bad year for Palestine Railways. Cases of attack or sabotage, derailed and wrecked trains, destroyed stations, lines closed by terrorist action. The Haifa – Kantara express train derailed and was heavily damaged following a terror attack on the Palestine Railways. Sleeping car 2072 was one of the victims of this attack, but the car survived and had to be sent to workshops for repairs.



**The derailed and heavily damaged Haifa-Kantara express train in 1938**  
Collection: Israel Railways Museum, Haifa

George Behrend narrated “In 1938 the train left Haifa East at 08:25, Central 5 minutes later, Lod arrival 10:53, departure 11:15, Gaza 12:47 and reached Kantara at 17:30, returning at 22:30. Since WL ran, as mentioned, a restaurant at Kantara West (though this had been given up by 1948, the one at Kantara East being open until that time), passengers could use it after the ferry crossing whilst waiting for the 19:21 train to Cairo (Port Said dep. 18:30), which had both a WL Pullman and a WL Diner in it, reaching Cairo at 22:35. A similarly-equipped train left Kantara West for Port Said at 20:49 (having left Cairo at 17:30 with the passengers for Palestine) and arrived at its destination at 21:35. Going to Palestine both Pullman (on the Cairo-Kantara section) and R class sleeper were 1st. class only (Pullman supplement 25 piastres); dinner cost 30 piastres in either diner or Pullman, and as far as I recall the diner’s kitchen served both. Pullman reservations: 24 piastres; seat in diner, 2 piastres. The R class had 18 berths, 9 doubles; 2nd. class ticketholders could use Nos. 1 & 2 and 13 - 18 only (i. e. over the wheels ! ) They could do so from Kantara, no second-class being admitted to day services. Supplements were 125 piastres per berth for both classes, plus 10 booking-fee for berth reservation. From Kantara to Lod, supplements were 100 piastres, Kantara - Rafa or intermediately 80. Buying two supplements enabled a 1st. class ticketholder to travel in a ‘single’. Supplements for Haifa were the same as for Jerusalem.

The day prices were more complex; the basic supplement was 50 instead of 125 piastres; 25 piastres between Rafa and Kantara, and Haifa or Jerusalem to Lydda, and 15 piastres from Lydda to Rafa. Reservations booking fee from Haifa or Jerusalem to Kantara was 100 Palestinian mills, which currency was also used in the Dining Car: Dinner 300, Continental Breakfast 120, Full (Meat) Breakfast 120, Lunch 250. And, of course, (Palestine being a British Mandate), Afternoon Tea at 100 mills. Train times were Gaza 04:33; Lydda 06:20/06:45; Haifa Central 09:08, East 09:15. Thus, two sets of cars were needed. The dining car therefore made a trip to Lod leaving Haifa at 11:15, serving lunch, arriving 14:24 and departing back at 14:50, reaching Haifa at 17:15 (Just right, you notice, for lunch and tea). Wagons-Lits also staffed two ESR buffet cars in 1938; one ran from Haifa East at 07:35 to Tel Aviv, arrival 09:55, and back 16:15, arrival 18.35. This car ran on the ten or so minutes to Jaffa, but the service was not open. The other buffet car ran from Lydda 11:10 to Haifa 13:30, returning at 15:45 arrival Lydda 18.20. The Jerusalem sleeper did not run in the winter of 1938/39 when the Haifa car was reduced to 3 days a week. (Daily in summer '39)”.<sup>26</sup>

To be continued ...

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## 10 RAILWAY SQDN 1951-52

### 'YES, WE BORROWED YOUR RAILWAY'

As Remembered by Robin Thorne

The refusal of the Egyptian State Railways to convey food and fuel oil was the cause of grave concern, especially as the Army Power Station at Fayid was running low on fuel for the generators. The decision was thus taken to take over key points on the State Railways and run British War Department trains either by consent or by force where necessary. The task of Transportation Branch was to keep the Canal Zone Garrison supplied with all the necessities of life, against the background of a hostile population, who were to engage in many acts of sabotage against Army Trains and the Sappers manning them.

The units involved were 10 Railway, 53 Port and 1207 Inland Water Squadrons, with 169 Railway Workshops Squadron in support. They were eventually supplemented with about 200 Reservists who were activated and used to take over most signal boxes, marshalling yards and port operations from 1952 onwards. I shall however confine my article mainly to the time before those welcome reinforcements arrived.

The Squadrons were tasked to move oil, food and munitions from the Military Port at Adabiya (south of Suez) to Depots, Storage and Power stations located between Suez and Port Said and also to the massive stores depot at Tel El Kebir. Before the Treaty was abrogated, engine drivers of 10 Squadron were allowed by the Egyptian State Railways to work Army freight trains over the State Network in the Canal Zone and also to Cairo for engine wheel balancing, providing they were accompanied by a State Railway Conductor. This was stopped as a political move in August 1951 but by this time 10 Squadron had acquired much useful knowledge of the network they eventually took over. The Squadron was located in a tented camp 20 miles south of Suez beside the Gulf of Suez; an ideal location for operating the Dock railways and also the Adabiya – Ataka Military Railway. The Dock labour force was intimidated into not working for the British, so to counter this, 53 Port Squadron was moved in. 10 Squadron had many homes, but eventually ended up at Fanara on the side of the Great Bitter Lake – a good central point from which to conduct railway operations. Incidentally, one of the sheds we took over was where the Public Hangman operated!

In Egypt, the British military railway operated to and from the military port of Adabiya to the Egyptian State Railways signal box at Ataka. This was the exchange point in times of peace for WD traffic destined for various depots in the Canal Zone and was a joint operation between local Egyptian Rail Staff, Movement Control and 10 Railway Squadron. After the abrogation of the Treaty and the refusal of the State Railways to convey WD traffic, the method of working changed. The Egyptian signalman at Ataka and the local movements clerk did not take duty and the military railway was effectively worked as a long siding from Ataka to the portside of Adabiya.

Nearly all movements were from Adabiya northwards via Fayid and Nefish/Ismailia. The main reason for this was that the Egyptians refused to berth ships with military stores, carry out customs clearance and other port tasks. It is true that the Royal Navy piloted and berthed ships, but this could be better carried out by a port that was controlled by British power. Even at Adabiya, the local pilot and tugs would not assist in the movement of ships but once again the Navy carried out what was necessary. The Suez area had always had a complement of one frigate, but by this time it had been strongly reinforced.

After our essential freight movements were refused by the Egyptian State Railways, the officer commanding 10 Squadron, Major Alexander, decided that we would not lie back and wait developments. We paraded in battle order and several parties were detached to seize railway engines from the Suez



Locomotive Depot. Several engines were already in steam, so we moved them to the local Adabiya-Ataka Military Railway, located about 10 miles south of Suez. Pressure was exerted on a political level and the engines were very unwillingly returned by us to the Depot. The episode did however demonstrate to the State Railways that the British forces would not take matters lying down.

Each train which left the Army railway at Adabiya to go on to the state railway network was manned as a complete self-contained travelling unit. Its crew consisted of a driver, fireman, a railway signaller (known as a travelling blockman) and a minimum escort of three fully armed infantrymen, normally from the Royal Sussex Regiment.

The blockman travelled on the engine in order to instruct the driver of action needed at each signal box, level crossing and other route knowledge problems. This could mean that a sergeant locomotive driver would be expected to obey the orders of a Sapper blockman. It sounds odd, but railwaymen knew the way it worked. We were all trained soldiers and combat engineers, but when crunch time came, we were professional railwaymen in Army uniform!

Back at camp, the usual rules and respect applied. Once our trains had left the Army railway, it was necessary to take over control of each signal box as we came to it. The travelling blockman, escorted by the infantry soldiers, had to assess the Arabic Signalling Frame and Diagram of each box before setting up the route for his train. The boxes had mostly been abandoned by local staff and routes set in the wrong direction. Since our Arabic was non-existent, it was necessary to draw a picture of each number on the Signal Box Diagram and then find a similar looking signal lever. Once the signals had been operated we returned to the engine, gained the double line and proceeded to the next signal box. On a double line the points were usually trailing which meant that even if they were lying in the wrong direction, it would be safe to run through them.

Historically the State Railways were very British in design and operation, especially their Rules and Operating Instructions and they always signalled Sapper trains as "vehicles running away right line" which corresponded with what we would have done under similar circumstances in the UK. The fact that the levers and signalling diagrams were annotated in Arabic was a problem, but with the Egyptian railways being based on British practice, and also the fact that most of our signallers were national servicemen from busy civilian signal boxes who could read routes on a diagram and translate that into movements on the track made our life so much easier.

The State Railways owned No. 1 Signal Box was the key to operating trains in a northward direction. During January 1952 it was decided that the Box would be fortified with a permanent 10 Squadron signaller. This went on for several months, the crew of the box being supplied by armoured car with the necessities of life including toilet facilities. Relief of signallers and escort was covered by the same means. After shots were fired at the box, a combined army group flattened the area around it to deny terrorists the cover needed to fire on the installation.

As with many things, the Egyptian Railways followed the British Railways system and many signal boxes were built on station platforms. They were regarded as flash points and dangerous places to take over. The platforms were usually full of very disgruntled passengers, who hated the Sapper railwaymen, not only for the political situation, but because the WD trains forcing passage were usually the cause of their own trains running late or being cancelled. The effect would be rather like a foreign Army trying to run trains from London to Brighton, with the resident railwaymen and the local population doing all in their power to stop it happening.

1952 saw a worsening of attempts to mine the railway and take out track, causing some very bad derailments. One of the mined trains blocked the line totally so the OC, Major Alexander, decided to build a new railway round the derailment.

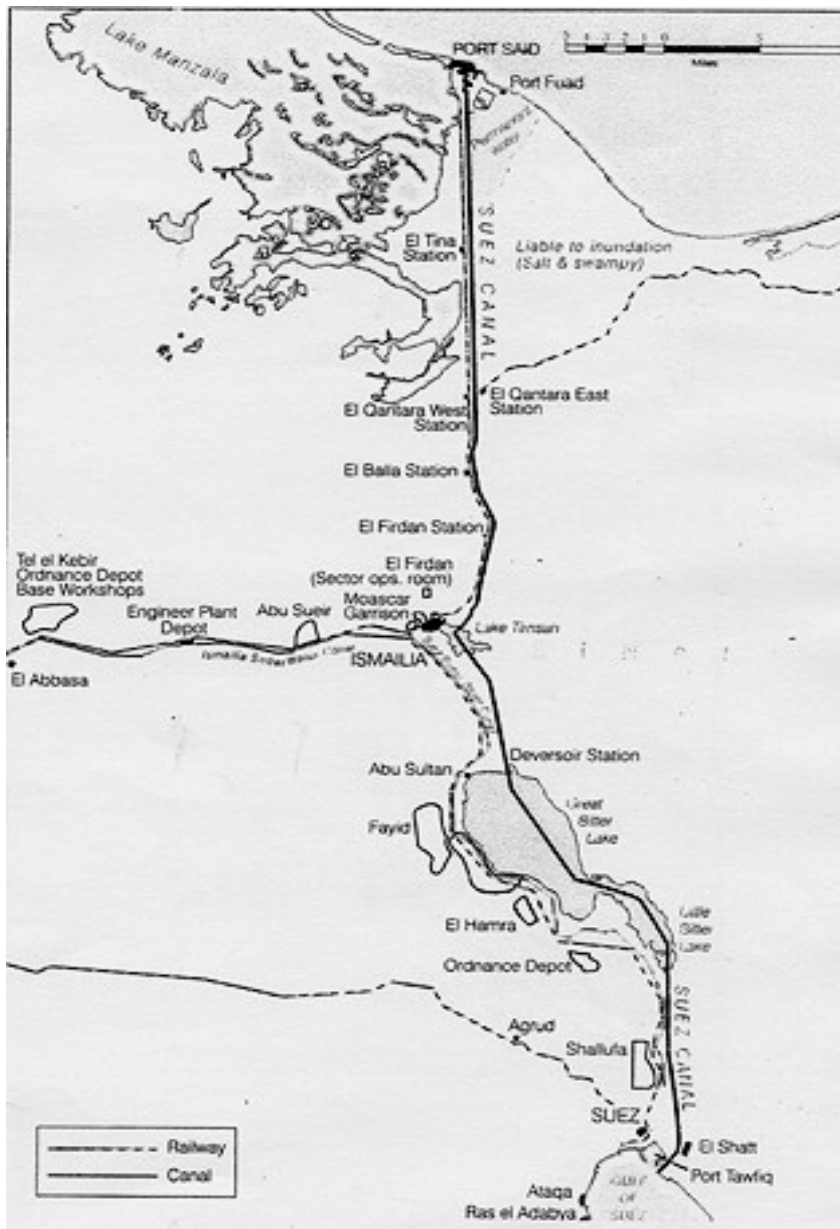
In between these railway duties we had to carry out 24-hour guards of filtration plants, hospitals and of course our own camp. On one occasion when I was Guard Commander, one of my men refused to go out on patrol (remembering we were on active service) and when my direct order to return to duty failed to resolve things in his mind, I placed him under close arrest. He told me in an even tone that he just could not take it anymore – the pressure and danger was just too much for this 6ft 3in Sapper. He took the key to a cell, locked himself in and gave me the key. He was dealt with locally, only receiving 28 days detention, rather than the two years' imprisonment a Court Martial would have awarded.

So life went on until 1956 when the Canal Zone was finally evacuated with the new headquarters of the Near East Land Forces being in Cyprus.

In 1965, the RE Railway Squadrons were re-badged to the Royal Corps of Transport and then passed on

yet again to the Royal Logistic Corps. At handover, the RCT acquired from us the Transportation Centre at Longmoor together with 8 Railway Squadron, 17 Port Regiment at Marchwood together with three port squadrons, a port squadron in Singapore and a lighterage troop in Cyprus. I Railway Group was also handed over together with 100 locomotives, 2,000 wagons and 645 miles of track.

Since then, the capacity to operate railways in time of conflict has been whittled down to one troop of 17 Port Regiment, assisted by the various small specialist units. Is that enough? Recent experiences in both Kosovo and the Basra Port area of Southern Iraq show that the Army does need to retain a reasonable railway expertise, so although it will not be an RE responsibility, one hopes that the powers that be will look back on our Corps history if guidance and perhaps inspiration is required.



## « Sud-Express »

Par Jean-Marc Dupuy (français, english)

Le 21 juillet 1879, la presse française avait fait de brefs articles sur la mise en service d'une nouvelle voiture-lits à trois essieux entre Paris-Austerlitz (Paris-Orléans) et Bordeaux. Les journalistes notaient tous que le prolongement vers Irun était envisagé à brève échéance afin de connecter la capitale espagnole au réseau européen de la Compagnie Internationale des Wagons-Lits (CIWL). Lors de la mise en service de l'Orient-Express en 1883, cette volonté avait été réaffirmée par Georges Nagelmackers, le fondateur

*On July 21, 1879, the French press published brief articles on the commissioning of a new three-axle sleeping car between Paris-Austerlitz (Paris-Orléans) and Bordeaux. The journalists all noted that the extension to Irun was envisaged in the short term in order to connect the Spanish capital to the European network of the Compagnie Internationale des Wagons-Lits (CIWL). When the Orient-Express was put into service in 1883, this desire was reaffirmed by Georges Nagelmackers, the founder of the company.*

Il est question en ce moment d'un nouveau train de luxe dit *Nord-express*, allant de Paris à Saint-Petersbourg, par Berlin et Varsovie. Ce train sera fusionné à Liège avec un train arrivant d'Ostende par Bruxelles, et amenant les voyageurs de Londres partis d'Angleterre par un paquebot spécial.

D'autre part, un second train de luxe, le *Sud-express*, doit relier Paris à Lisbonne, en passant par Bordeaux et Madrid. Ce train sera formé à Paris, à la gare d'Orléans, comme le *Nice-Rome-express* à la gare P.-L.-M., c'est-à-dire qu'il se composera également de deux parties, l'une arrivant de Calais par le chemin de fer de Ceinture et amenant les voyageurs d'Angleterre, et l'autre préparée à Paris pour les voyageurs de France.

Enfin la fusion du *Nord-express* et du *Sud-express*, toujours à l'aide du chemin de fer de Ceinture, réunira Lisbonne à Saint-Petersbourg et constituera l'*European express*, le plus beau train qui ait jamais circulé sur l'Ancien Continent. AL. LAPLAICHE,

*La Nature 1884 (Gallica BNF)*

Les négociations pour la création de cette liaison « Sud-Express » furent toutefois plus ardues que prévu. En effet, en France, le PO et le Midi voulaient avant tout le lancement d'une circulation de standing au départ de Paris-Austerlitz en direction des stations thermales et climatiques des Pyrénées. N'étant intéressés que moyennement par la prolongation vers l'Espagne et le Portugal avec un convoi placé en correspondance étroite, ils donnèrent finalement leurs approbations moyennant la mise en circulation parallèle d'un « Pyrénées-Sud-Express ».

*However, the negotiations for the creation of this "Sud-Express" link were more difficult than expected. Indeed, in France, the PO and the Midi wanted above all the launch of luxury traffic from Paris-Austerlitz towards the thermal and climatic resorts of the Pyrenees. Being only moderately interested in the extension to Spain and Portugal with a train placed in close correspondence, they finally gave their approvals in exchange for the parallel circulation of a "Pyrénées-Sud-Express".*

Un premier accord avec les seules compagnies françaises du PO et de Midi fut conclu à l'été 1886 pour la mise en circulation d'un train de luxe hebdomadaire dès le 2 octobre suivant. Chaque samedi, le convoi ayant déjà été baptisé « Sud-Express » quittait Paris-Austerlitz (Paris-Orléans) à 22 h 25 pour desservir Bordeaux le lendemain matin à 7 h 00 et gagner Biarritz à 10 h 35 puis Irun son terminus à 11 h 25. Les personnes poursuivant leurs voyages trouvaient dans cette gare frontière un express ordinaire en partance pour Madrid à 13 h 00 et pour Lisbonne par d'autres correspondances. Les retours depuis Hendaye étaient effectués les lundis (Hendaye 16 h 55, Biarritz 17 h 38, Bordeaux 19 h 25 et Paris 6 h 45). En novembre 1886, cette liaison était complétée par la mise en service d'un navire entre Douvres et Calais ; des correspondances vers Paris-Nord étaient réalisées pour les voyageurs anglais souhaitant poursuivre vers de multiples destinations.

*A first agreement with only the French companies of PO and Midi was concluded in the summer of 1886 for the putting into circulation of a weekly luxury train from the following October 2. Every Saturday, the train having already been baptized "Sud-Express" left Paris-Austerlitz (Paris-Orléans) at 10:25 p.m. to serve Bordeaux the next morning at 7:00 a.m. and reach Biarritz at 10:35 a.m. then Irun, its terminus at 11.25 a.m. People continuing their journeys found at this border station an ordinary express leaving for Madrid at 1 p.m. and for Lisbon by other connections. Return journeys from Hendaye were made on Mondays (Hendaye 4:55 p.m., Biarritz 5:38 p.m., Bordeaux 7:25 p.m. and Paris 6:45 a.m.). In November 1886, this connection was completed by the commissioning of a ship between Dover and Calais; connections to Paris-Nord were made for English travellers wishing to continue to multiple destinations.*

### **Naissance du « Sud-Express » en 1887 - Birth of the "Sud-Express" in 1887**

Avant les constructions des lignes à grande vitesse, la différence d'écartement entre les rails avait toujours constitué un handicap majeur pour le développement des relations ferroviaires entre la France et la péninsule ibérique. Cette situation n'avait cependant pas empêché l'institution assez prompte de correspondances étroites aux quelques points frontières. Ainsi, dès 1880, pour faciliter les déplacements des personnes, des relations par des voitures-lits appartenant à la Compagnie Internationale des Wagons-Lits et des Grands Express Européens (CIWL), avaient déjà été établies entre Paris et Madrid. Seul inconvénient, les voyageurs devaient effectuer un changement de convoi en gare d'Irun ou d'Hendaye. Le parc initial des voitures-lits françaises affectées à cette relation se composait seulement des deux unités n° 47 et n° 67, tandis que celui destiné à l'Espagne alignait les n° 72 et n° 73, premières voitures-lits dotées d'essieux pour voies larges.

*Before the construction of high-speed lines, the difference in gauge between the rails had always constituted a major handicap for the development of rail relations between France and the Iberian Peninsula. This situation did not, however, prevent the fairly rapid institution of close connections at a few border points. Thus, from 1880, to facilitate the movement of people, connections by sleeping cars belonging to the Compagnie Internationale des Wagons-Lits et des Grands Express Européens (CIWL), had already been established between Paris and Madrid. The only drawback was that travellers had to change trains at Irun or Hendaye station. The initial fleet of French sleeping cars assigned to this relationship consisted only of the two units No. 47 and No. 67, while that intended for Spain included No. 72 and No. 73, the first sleeping cars equipped with axles for wide tracks.*

Si les compagnies françaises du PO et du Midi avaient accepté la mise en circulation du Sud-Express entre Paris et Irun, leurs homologues ibériques étaient beaucoup plus réticentes. Craignant pour la fréquentation de leurs express intérieurs, les exploitants ferroviaires de la péninsule furent plus difficiles à convaincre pour l'établissement du train de luxe sur leurs voies ferrées. Les pourparlers avaient traîné en longueur. Il avait fallu toute la persuasion de Georges Nagelmackers, le fondateur de la CIWL, pour arracher un compromis. Grâce à des correspondances commodes dans la capitale française, cette nouvelle grande relation internationale complétant celles allant depuis Paris vers Vienne, l'Orient, Nice et Rome offrait pourtant de multiples avantages pour les voyageurs.

*If the French companies of PO and Midi had accepted the putting into circulation of the Sud-Express between Paris and Irun, their Iberian counterparts were much more reluctant. Fearing for the use of their domestic express trains, the railway operators of the peninsula were more difficult to convince of establishing the luxury train on their railway lines. The talks dragged on. It took all the persuasion of Georges Nagelmackers, the founder of the CIWL, to achieve a compromise. Thanks to convenient*

*connections in the French capital, this new major international connection complementing those going from Paris to Vienna, the Orient, Nice and Rome nevertheless offered multiple advantages for travellers.*

En 1887, les différentes parties concernées signèrent donc plusieurs conventions définitives pour sa future exploitation. La première fut paraphée à Paris, le 22 août, avec les représentants des compagnies françaises du Nord, du PO et du Midi. Une seconde suivit à Madrid le 31 août devant les deux directions de la compagnie Norte et de la compagnie royale des chemins de fer portugais. On avait même envisagé, à une date ultérieure, de l'inclure dans un projet encore plus vaste de train « Trans Européen » baptisé « Nord-Sud-Express », et devant rejoindre la Russie et sa capitale Saint-Pétersbourg ; c'était un rêve de « transcontinental américain » à l'échelle de l'Europe... mais avec le handicap de trois écartements différents de voie le rendant techniquement difficile à réaliser, surtout à cette époque (un problème non entièrement résolu à ce jour).

*In 1887, the various parties concerned therefore signed several definitive agreements for its future exploitation. The first was initialled in Paris, on August 22, with representatives of the French companies of the North, the PO and the South. A second followed in Madrid on August 31 before the two managements of the Norte Company and the Royal Portuguese Railways Company. We had even considered, at a later date, including it in an even larger "Trans European" train project called "North-South-Express", and intended to reach Russia and its capital Saint Petersburg; it was a dream of an "American transcontinental" on a European scale... but with the handicap of three different track gauges making it technically difficult to achieve, especially at that time (a problem not entirely resolved to this day) .*

Dans la chronologie des grands trains de la CIWL, le « Sud-Express » constituait donc la troisième relation internationale de luxe ouverte après les lancements de l'« Orient-Express » et du « Calais-Nice-Rome-Express » effectués tous les deux en juin et décembre 1883.

*In the chronology of the CIWL's major trains, the "Sud-Express" therefore constituted the third international luxury connection opened after the launches of the "Orient-Express" and the "Calais-Nice-Rome-Express" both carried out in June and December 1883.*

### **Premières circulations - First circulations**

La mise en service commercial fut naturellement précédée par une inauguration fastueuse comme seule la Compagnie savait en organiser. Entre le vendredi 21 et le dimanche 23 octobre 1887, cinquante invités « VIP » triés sur le volet eurent ainsi l'occasion de découvrir la nouvelle relation et pour certains en profiter pour faire des excursions jusqu'au 3 novembre dans le sud de l'Espagne. Parmi les personnalités, on relevait les présences de Monsieur Anspach (ministre plénipotentiaire du roi des Belges), de financiers et de banquiers (Messieurs Pereire et Mallet pour la Compagnie du Midi, Monsieur Hottinguer pour celle du Nord) et de dirigeants ferroviaires (Messieurs Nagelmackers et Schroeder pour la CIWL, Monsieur Noblemaire pour le PLM). De nombreux journalistes avaient aussi accompagné cet événement. Un large écho fut ainsi donné dans la presse européenne pour le nouveau train.

*The entry into commercial service was naturally preceded by a sumptuous inauguration as only the Company knew how to organize. Between Friday October 21 and Sunday October 23, 1887, fifty hand-picked "VIP" guests had the opportunity to discover the new relationship and some took the opportunity*

*to make excursions until November 3 in the south of Spain. Among the personalities, we noted the presence of Mr. Anspach (plenipotentiary minister of the King of the Belgians), financiers and bankers (Messrs. Pereire and Mallet for the Compagnie du Midi, Mr. Hottinguer for that of the North) and railway executives (Messrs. Nagelmackers and Schroeder for the CIWL, Mr. Noblemaire for the PLM). Many journalists also accompanied this event. Wide coverage was thus given in the European press for the new train.*

On proposa donc le « Sud-Express » à la clientèle à partir du 4 novembre 1887 au départ de la gare lusitanienne de Lisbonne-Rossio pour les destinations d’Hendaye, Paris et Calais. Le lendemain, son mouvement d’équilibre était lancé en direction du sud depuis les gares françaises de Calais-Maritime et de Paris.

*The “Sud-Express” was therefore offered to customers from November 4, 1887, departing from the Lusitanian station of Lisbon-Rossio for the destinations of Hendaye, Paris and Calais. The next day, its balancing movement was launched towards the south from the French stations of Calais-Maritime and Paris.*

Ne circulant au début que de façon hebdomadaire, son départ de Calais avait lieu les samedis à 12 h 55 ; il y relevait une correspondance maritime en provenance de Douvres pour les voyageurs partis de Londres le jour même à 9 h 40. Son parcours sur les voies de la Compagnie du Nord était jalonné par les gares de Boulogne et d’Amiens.

*Initially running only weekly, its departure from Calais took place on Saturdays at 12:55 p.m.; There one noted a maritime connection coming from Dover for travellers leaving London the same day at 9:40 a.m. Its route on the tracks of the Compagnie du Nord was punctuated by the stations of Boulogne and Amiens.*

Le départ de la gare de Paris-Orléans (future Paris-Austerlitz) était fixé à 18 h 40 et il atteignait Bordeaux en pleine nuit à 3 h 25, puis Irun aux alentours de 6 h 00 les dimanches. La rame espagnole partait alors de cette ville à 7 h 34 pour les destinations de Madrid (22 h 52 - 23 h 30) et de Lisbonne (15 h 30 les lundis). En Espagne, son itinéraire était tracé via San Sébastien, Alsasua, Miranda de Elbro, Burgos, Venta de Banos, Valladolid, Médina del Campo et Avila. Après un rebroussement à Madrid, son prolongement vers le Portugal transitait par Plasencia, Valencia de Alcantara, Marvao et Entroncamento pour une arrivée en gare de Lisbonne Rossio. La durée du trajet comptant 1 785 km entre Paris et Lisbonne s’élevant à près de quarante-cinq heures faisait déjà gagner une douzaine d’heures par rapport aux horaires antérieurs.

*Departure from Paris-Orléans station (future Paris-Austerlitz) was set for 6:40 p.m. and it reached Bordeaux in the middle of the night at 3:25 a.m., then Irun around 6:00 a.m. on Sundays. The Spanish train then left this city at 7:34 a.m. for the destinations of Madrid (10:52 p.m. - 11:30 p.m.) and Lisbon (3:30 p.m. Mondays). In Spain, its route was traced via San Sebastian, Alsasua, Miranda de Ebro, Burgos, Venta de Banos, Valladolid, Medina del Campo and Avila. After a turnaround in Madrid, its extension to Portugal passed through Plasencia, Valencia de Alcantara, Marvao and Entroncamento to arrive at Lisbon Rossio station. The duration of the journey of 1,785 km between Paris and Lisbon, amounting to almost forty-five hours, already saved a dozen hours compared to previous schedules.*

Le retour s'effectuait les vendredis depuis Lisbonne avec un départ fixé à 20 h 30 ; le passage de la frontière espagnole avait été prévu à 3 h 40 et Madrid était rejoint le lendemain à 13 h 35 pour un départ

à 14 h 10 en direction du nord. De son côté, la rame française partait les dimanches d'Irun à 5 h 16 pour desservir Bordeaux à 10 h 14 et relier Paris-Orléans à 16 h 50, puis Paris-Nord à 17 h 45 et enfin Calais tardivement à 1 h 22, Londres étant atteint les lundis aux aurores à 6 h 13. Autour de la capitale française, un transit par la Grande Ceinture via Pierrefitte-Stains fut utilisé au début pour la branche de Calais. Le raccordement avec la rame ayant Paris-Orléans comme origine et terminus, se faisait lors de brèves escales en gare de Juvisy-sur-Orge. Pendant les mois d'hiver, l'acheminement de la voiture-lits partie de Calais se combinait avec celui de la voiture-lits pour la Côte d'Azur et qui était dételée quant à elle lors du passage à Villeneuve-Saint-Georges.

*The return took place on Fridays from Lisbon with a departure set for 8:30 p.m.; the crossing of the Spanish border had been scheduled for 3:40 a.m. and Madrid was reached the next day at 1:35 p.m. for a departure at 2:10 p.m. heading north. For its part, the French train left Irun on Sundays at 5:16 a.m. to serve Bordeaux at 10:14 a.m. and connect Paris-Orléans at 4:50 p.m., then Paris-Nord at 5:45 p.m. and finally Calais late at 1:22 a.m, London being reached on Mondays at dawn at 6:13 a.m. Around the French capital, a transit via the Grande Ceinture via Pierrefitte-Stains was initially used for the Calais branch. The connection with the train having Paris-Orléans as its origin and terminus was made during brief stopovers at Juvisy-sur-Orge station. During the winter months, the transport of the sleeping car leaving from Calais was combined with that of the sleeping car for the Côte d'Azur and which was uncoupled during the passage to Villeneuve-Saint-Georges.*

L'un des buts recherchés par la création du « Sud-Express » devint réalité le lundi 2 janvier 1888. Un accord avait été en effet passé entre la CIWL et la compagnie de navigation anglaise Union Line dont les navires faisaient des traversées entre Southampton et la côté orientale de l'Afrique via Le Cap. En plus des voyageurs se rendant en Espagne et au Portugal, cette circulation de luxe était donc appréciée par une clientèle fortunée allant notamment à Madère et aux Canaries, ainsi que plus loin vers les Antilles, l'Amérique du Sud (Buenos-Aires), Dakar et même l'Afrique australe (Le Cap). Grâce à l'escale de Lisbonne, le trajet entre Paris et l'île de Madère pouvait ainsi s'effectuer en quatre-vingt heures. Les passagers pour l'Afrique du Sud gagnaient quant à eux une journée.

*One of the goals sought by the creation of the "Sud-Express" became reality on Monday January 2, 1888. An agreement had in fact been made between the CIWL and the English shipping company Union Line whose ships made crossings between Southampton and the eastern side of Africa via Cape Town. In addition to travellers going to Spain and Portugal, this luxury movement was therefore appreciated by a wealthy clientele going in particular to Madeira and the Canaries, as well as further afield to the Antilles, South America (Buenos-Aires), Dakar and even southern Africa (Cape Town). Thanks to the stopover in Lisbon, the journey between Paris and the island of Madeira could be completed in eighty hours. Passengers to South Africa gained a day.*

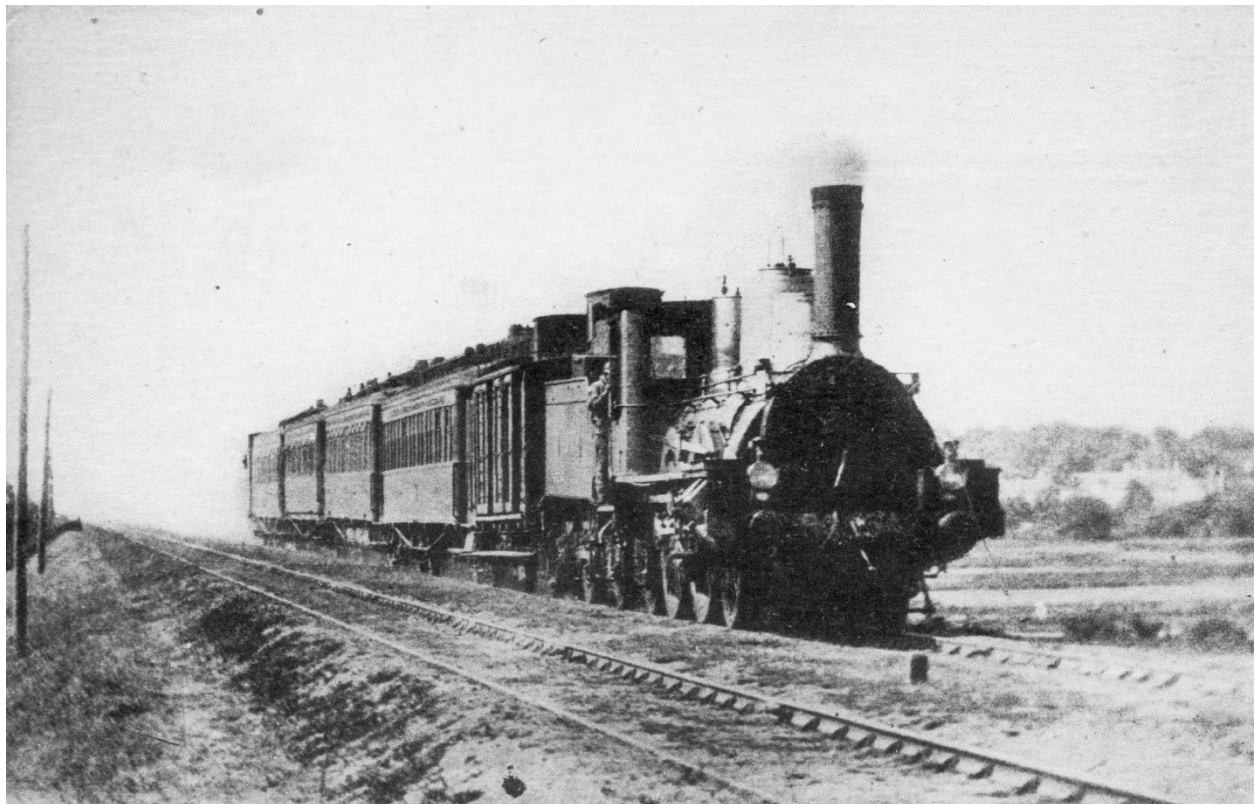
La traversée du golfe de Gascogne, parfois délicate lors de tempêtes, était évitée en se rendant par le rail à Lisbonne, ville où la plupart des paquebots pour toutes ces destinations marquaient désormais des escales ; ces facilités maritimes seront pour beaucoup à l'origine de son succès. Le parc espagnol affecté au « Sud-Express » comprenait alors notamment les trois voitures-lits mixtes portant les n° 108 à 110, ainsi que la voiture-restaurant n° 140.

*Crossing the Bay of Biscay, sometimes tricky during storms, was avoided by going by rail to Lisbon, a city where most liners for all these destinations now made stopovers; these maritime facilities will be largely*

*at the origin of its success. The Spanish fleet assigned to the “Sud-Express” then included in particular the three mixed sleeping cars numbered 108 to 110, as well as the restaurant car number 140.*

En France, la rame habituelle comportait une voiture-restaurant, deux voitures-lits (une de Paris et l’autre de Calais) et deux fourgons d’encadrement à deux essieux. Sa traction en était assurée par une machine Forquenot du type 121 de la série n° 265 à 400 et n° 51 à 76, ainsi que par les n° 77 à 86 à partir de 1894 ; ces locomotives restèrent en tête de ce convoi léger jusqu’en 1900, puis de manière sporadique jusqu’en 1903. Les roulements en vigueur prévoyaient l’échange des locomotives à Saint-Pierre-des-Corps, puis à Bordeaux. Sur les voies du Midi, la traction revenait à des représentantes des séries n° 51 à 95 et n° 1601 à 1638, toutes les deux du type 120. L’éclairage des intérieurs des voitures était déjà réalisé par des ampoules électriques à incandescence, une innovation pour l’époque. En Espagne, le matériel d’origine restait à trois essieux et le train se composait de façon identique d’une voiture-restaurant et de deux voitures-lits, encadrées par deux fourgons à deux essieux.

*In France, the usual train consisted of a dining car, two sleeping cars (one from Paris and the other from Calais) and two two-axle management vans. Its traction was provided by a Forquenot locomotive of type 121 from the series n° 265 to 400 and n° 51 to 76, as well as by n° 77 to 86 from 1894; these locomotives remained at the head of this light train until 1900, then sporadically until 1903. The rotations in force provided for the exchange of locomotives at Saint-Pierre-des-Corps, then in Bordeaux. On the tracks du Midi, traction fell to representatives of series No. 51 to 95 and No. 1601 to 1638, both of the type 120. The lighting of the interiors of the cars was already provided by incandescent electric bulbs, an innovation for the time. In Spain, the original equipment remained with three axles and the train was identically composed of a dining car and two sleeping cars, flanked by two two-axle vans.*



*Loco N°343 heading the Sud-Express near Orleans in 1896, Postcard, Coll. Dirk Frielingsdorf*



Devant une forte demande de voyageurs souhaitant l'emprunter, le « Sud-Express » devint bihebdomadaire à partir du 21 mars 1888. Le second départ de France avait lieu les mercredis en plus de celui des samedis, tandis que les retours s'effectuaient les mercredis ainsi que comme auparavant les dimanches à Paris et les lundis à Calais. Ensuite, pour l'entrée en vigueur des horaires de l'hiver 1888-1889, il reçut une voiture-lits supplémentaire allant les mercredis de Paris-Orléans à Pau (via Dax). Dès l'été 1889, on bascula toutefois ce véhicule sur une nouvelle relation diurne de luxe « Paris-Bordeaux-Express » lancée quotidiennement entre Paris-Orléans (15 h 25) et Bordeaux (23 h 59) ; on en profita pour la prolonger les jeudis et les dimanches jusqu'à la station climatique de Luchon.

*Faced with strong demand from travellers wishing to take it, the "Sud-Express" became bi-weekly from March 21, 1888. The second departure from France took place on Wednesdays in addition to Saturdays, while returns took place on Wednesdays as well as, as before, Sundays in Paris and Mondays in Calais. Then, for the entry into force of the winter timetables of 1888-1889, it received an additional sleeping car going on Wednesdays from Paris-Orléans to Pau (via Dax). From the summer of 1889, however, this vehicle was switched to a new luxury daytime connection "Paris-Bordeaux-Express" launched daily between Paris-Orléans (3:25 p.m.) and Bordeaux (11:59 p.m.); we took the opportunity to extend it on Thursdays and Sundays to the Luchon health resort.*

Porté par un succès ne se démentant pas, le « Sud-Express » devint trihebdomadaire à compter du 10 juillet 1890. Cette modification s'accompagnait également d'une réorganisation des dessertes. Son départ avait lieu désormais de la gare de Paris-Nord les mardis, jeudis et samedis ; il était dirigé vers les voies ferrées du PO via la Petite Ceinture et un transit par la station d'Ivry-sur-Seine, mais sans toutefois entrer en gare de Paris-Orléans. La voiture directe Calais - Irun était supprimée, la relation étant toutefois maintenue par des trains réguliers. Son nouvel horaire le faisait quitter Paris-Nord à 18 h 53 pour gagner Ivry-sur-Seine atteint à 19 h 30 ; il recevait ou donnait à Paris-Nord de multiples connections sur les autres rapides venant ou allant en direction de l'Angleterre, de la Belgique, des Pays-Bas et de l'Allemagne, ainsi que vers les principales villes du Nord de la France. La rame espagnole touchait Madrid à 23 h 00 le lendemain puis Lisbonne le surlendemain à 15 h 15 (retours depuis Lisbonne les lundis, mercredis et vendredis avec départ à 14 h 00 pour une arrivée à Madrid le lendemain à 7 h 15 et le surlendemain à Paris-Orléans 12 h 09 et Paris-Nord 13 h 00. En complément du « Sud-Express », les lundis et mercredis, la CIWL proposait dans des horaires identiques le train de luxe « Pyrénées-Express » à destination de Pau, Lourdes, Pierrefitte et Luchon.

Pour l'été 1891, les horaires du retour se virent à nouveau déplacés. Le départ de Lisbonne était retardé à 20 h 20 (au lieu de 14 h 00), entraînant un passage plus tardif à Madrid à 19 h 08 (au lieu de 15 h 00) pour déboucher sur une arrivée à Paris-Nord à 20 h 10 (au lieu de 13 h 00). Pour assurer une meilleure rentabilité au matériel, la rame française du « Sud-Express », dont le matériel venait d'être changé, servait aussi en alternance pour le « Pyrénées-Express » relancé durant les mois d'été à partir du 9 juillet 1891 au départ de la capitale vers les villégiatures de Biarritz, Pierrefitte-Nestales et Luchon. Ce train estival demeura en fonctionnement de 1890 jusqu'à la Première Guerre mondiale. Contrairement au « Sud-Express », il entraînait au retour à Paris-Orléans avant de continuer sur son terminus de Paris-Nord.

*Buoyed by undeniable success, the "Sud-Express" became tri-weekly from July 10, 1890. This modification was also accompanied by a reorganization of services. Its departure now took place from Paris-Nord station on Tuesdays, Thursdays and Saturdays; it was directed towards the PO railways via the Petite Ceinture and a transit through the Ivry-sur-Seine station, but without entering Paris-Orléans station. The direct Calais - Irun car was cancelled, although the connection was maintained by regular trains. Its new schedule had it leaving Paris-Nord at 6:53 p.m. to reach Ivry-sur-Seine, reached at 7:30 p.m.; it received or*



*The handicap of the difference in rail gauges between the French and Hispanic tracks requiring a change of trains attempted to be eliminated by the CIWL. Various systems were thus tested in vain in Hendaye in the first years of operation of the "Sud-Express" only to be quickly classified without concrete consequences. The solution of lifting the bodies being possible for an exchange of bogies took, according to the CIWL, took too much time; given the traffic schedules, it was found more economical and simple to have passengers in transit change trains.*

Circulant toujours de façon trihebdomadaire, les départs étaient placés à Paris-Nord (18 h 35) les lundis, mercredis et samedis à partir du service de l'hiver 1891-1892. Les passages à Madrid (22 h 53 - 23 h 30) se faisaient alors les mardis, jeudis et dimanches, tandis que Lisbonne était atteinte les mercredis, vendredis et lundis (à 15 h 20). Les retours depuis Lisbonne étaient positionnés les samedis, lundis et mercredis (à 20 h 15), pour un passage à Madrid les dimanches, mardis et jeudis entre 13 h 23 et 15 h 00, la rame française quittant Irun à 6 h 01 pour rejoindre Paris-Nord à 20 h 10. Les circulations du « Pyrénées-Express » utilisant en été le même matériel étaient désormais proposées les mardis et jeudis au départ de Paris-Nord. Ce train se voyait également alloué un sillon horaire identique jusqu'à Dax où il bifurquait à 5 h 47 pour Luchon desservi à 11 h 33. En raison de la fin des circulations saisonnières du « Pyrénées-Express », les départs furent encore modifiés à l'hiver 1894-1895 ; le « Sud-Express » quittait alors Paris-Nord les mardis, jeudis et dimanches pour y revenir les lundis, mercredis et vendredis.

*Always running three-weekly, departures were placed at Paris-Nord (6:35 p.m.) on Mondays, Wednesdays and Saturdays starting with the winter 1891-1892 service. Passages to Madrid (10:53 p.m. - 11:30 p.m.) were then made on Tuesdays, Thursdays and Sundays, while Lisbon was reached on Wednesdays, Fridays and Mondays (at 3:20 p.m.). Returns from Lisbon were scheduled on Saturdays, Mondays and Wednesdays (at 8:15 p.m.), for a passage to Madrid on Sundays, Tuesdays and Thursdays between 1:23 p.m. and 3:00 p.m., the French train leaving Irun at 6:01 a.m. to join Paris-Nord at 8:10 p.m. "Pyrénées-Express" services using the same equipment in summer were now offered on Tuesdays and Thursdays from Paris-Nord. This train was also allocated an identical hourly path to Dax where it branched off at 5:47 a.m. for Luchon, served at 11:33 a.m. Due to the end of seasonal circulation of the "Pyrénées-Express", departures were further modified in the winter of 1894-1895; the "Sud-Express" then left Paris-Nord on Tuesdays, Thursdays and Sundays and returned on Mondays, Wednesdays and Fridays.*

### **Accélération constantes vers le Portugal - Constant accelerations towards Portugal**

Dans la jeune histoire changeante du train, la date du 1<sup>er</sup> juillet 1895 marqua cependant une étape importante. A partir de ce jour, la destination de Lisbonne, qui nécessitait jusque-là un long détour par Madrid, commençait à être desservie par une rame directe détachée du convoi madrilène dès la bifurcation de Medina del Campo. Grâce à l'inauguration des nouvelles infrastructures, la branche lusitanienne pouvait désormais transiter via Salamanca, Fuente de San Estéban, Fuente de Orono, Villa Formoso et Pampilhosa avant de regagner l'ancien itinéraire à Entroncamento. La fin du crochet par Madrid et Valencia d'Alcantara faisait gagner cinq heures aux voyageurs pour le Portugal. L'emprunt de ce raccourci avait nécessité l'accord des compagnies ferroviaires de Medina del Campo à Salamanca et de Salamanca à la frontière portugaise, puis du chemin de fer de Beira Alta venant d'être livré à l'exploitation en voie unique entre Villa Formoso et Pampilhosa.

*In the young, changing history of the train, however, the date of July 1, 1895 marked an important milestone. From that day on, the destination of Lisbon, which until then required a long detour via Madrid, began to be served by a direct train detached from the Madrid train from the Medina del Campo junction.*

*Thanks to the inauguration of the new infrastructure, the Lusitanian branch could now transit via Salamanca, Fuente de San Estéban, Fuente de Orono, Villa Formoso and Pampilhosa before returning to the old route at Entroncamento. The end of the detour via Madrid and Valencia d'Alcantara saved travellers five hours for Portugal. Taking this shortcut required the agreement of the railway companies from Medina del Campo to Salamanca and from Salamanca to the Portuguese border, then of the Beira Alta railway which had just been handed over to single-track operation between Villa Formoso and Pampilhosa.*

Deux fois par semaine (les mercredis et samedis), le « Sud-Express » espagnol comportait deux tranches distinctes au départ de Medina del Campo, l'une se dirigeant vers la capitale lusitanienne (arrivée à 12 h 25 les vendredis et lundis), l'autre poursuivant comme auparavant vers Madrid (arrivée 23 h 40). La troisième circulation programmée les lundis au départ de Londres et de Paris ne se rendait qu'à Madrid. A la même date du 1<sup>er</sup> juillet 1895, le « Pyrénées-Express » était remis en route au départ de Paris-Nord les mardis et jeudis.

*Twice a week (Wednesdays and Saturdays), the Spanish "Sud-Express" had two distinct sections departing from Medina del Campo, one heading towards the Lusitanian capital (arriving at 12:25 p.m. on Fridays and Mondays), the other continuing as before towards Madrid (arrival 11:40 p.m.). The third circulation scheduled for Mondays from London and Paris only went to Madrid. On the same date, July 1, 1895, the "Pyrénées-Express" was restarted from Paris-Nord on Tuesdays and Thursdays.*

Cette modification de parcours dans la péninsule ibérique ayant été favorablement appréciée, la fréquence des circulations fut augmentée d'une quatrième journée chaque semaine après le 17 avril 1896. Le « Sud-Express » desservait désormais en alternance les destinations de Madrid, les lundis et vendredis et de Lisbonne, les mercredis et samedis. On avait alors repositionné le sillon impair au départ de Paris-Nord à 19 h 27 pour un second départ d'Irun à 8 h 25 et un passage à Médina del Campo entre 18 h 33 et 18 h 38. La capitale espagnole était rejointe à 23 h 40 après un parcours diurne. La branche pour le Portugal ne quittait Médina del Campo qu'à 20 h 10 pour ne gagner Lisbonne que le lendemain à 12 h 25. Dans l'autre sens, Lisbonne et Madrid étaient respectivement quittées à 23 h 45 et 15 h 00 pour rallier Médina del Campo à 18 h 20 (tranche de Lisbonne) et à 19 h 59 (tranche de Madrid), le départ étant fixé à 20 h 04 ; compte tenu des horaires peu respectés, ces longs stationnements permettaient de rattraper les retards éventuels enregistrés sur les voies portugaises ou de se restaurer au buffet de cette gare. La circulation française partait quant à elle d'Irun à 6 h 01 pour arriver Paris-Nord à 20 h 10. La rame comportait alors, outre les fourgons, trois voitures-lits et une voiture-restaurant. La traction restait confiée aux Forquenot sur le PO, tandis que le Midi employait déjà des machines 220 de la série n° 1751 à 1784, locomotives sortant neuves de construction et qui commençaient à supplanter les anciennes 120.

*This modification of the route in the Iberian Peninsula having been favourably appreciated, the frequency of circulation was increased by a fourth day each week after April 17, 1896. The "Sud-Express" now served the destinations of Madrid alternately, on Mondays and Fridays and from Lisbon, Wednesdays and Saturdays. We then repositioned the odd train path departing from Paris-Nord at 7:27 p.m. for a second departure from Irun at 8:25 a.m. and a passage to Medina del Campo between 6:33 p.m. and 6:38 p.m. The Spanish capital was reached at 11:40 p.m. after a day trip. The branch for Portugal did not leave Medina del Campo until 8:10 p.m. and did not reach Lisbon until 12:25 p.m. the next day. In the other direction, Lisbon and Madrid were respectively left at 11:45 p.m. and 3:00 p.m. to reach Medina del Campo at 6:20 p.m. (Lisbon section) and 7:59 p.m. (Madrid section), departure being set for 8:04 p.m.; given the*

*poor schedules, these long parking periods made it possible to catch up with any delays recorded on the Portuguese tracks or to eat at the buffet at this station. French traffic left Irun at 6:01 a.m. to arrive in Paris-North at 8:10 p.m. The train then included, in addition to the vans, three sleeping cars and a dining car. Traction remained entrusted to the Forquenots on the PO, while the Midi was already using 220 machines from series No. 1751 to 1784, locomotives coming out of new construction and which were beginning to supplant the old 120s.*

A la demande de certains voyageurs ayant des correspondances à Paris pour le sud de la France, le « Sud-Express » fit à nouveau une escale en gare de Paris-Orléans à partir de l'été 1896. On accorda aussi cette facilité dans l'autre sens pour les horaires de l'été 1897. Toujours en 1897, le « Sud-Express » subit plusieurs accidents. Le 10 juillet vers 10 heures, le train heurta deux cantonniers dans le tunnel de Mousserolles près de Bayonne ; ces deux employés de la Compagnie du Midi périrent écrasés par la locomotive. Entre Lamothe et Bordeaux, le 4 décembre suivant, vers 11 heures, le « Sud-Express » lancé à pleine vitesse tamponna un wagon en cours de manœuvre ; les faces latérales des voitures-lits et la voiture-restaurant furent lacérées par le châssis métallique du wagon et une profonde entaille balafra ces véhicules. S'il n'y eut pas de victimes, les passagers du train réunis à cette heure pour leur déjeuner dans la voiture-restaurant furent tous secoués par le violent choc, les verres et la vaisselle devenant autant de projectiles dangereux.

*At the request of certain travellers with connections in Paris for the South of France, the "Sud-Express" once again made a stopover at Paris-Orléans station from the summer of 1896. This facility was also granted in the 'other direction for the timetables of summer 1897. Also in 1897, the "Sud-Express" suffered several accidents. On July 10 around 10 a.m., the train hit two track workers in the Mousserolles tunnel near Bayonne; these two employees of the Compagnie du Midi were crushed by the locomotive. Between Lamothe and Bordeaux, on the following December 4, around 11 a.m., the "Sud-Express" running at full speed hit a wagon being manoeuvred; the side faces of the sleeping cars and the dining car were lacerated by the metal frame of the wagon and a deep cut scarred these vehicles. Although there were no victims, the train passengers gathered at that hour for their lunch in the dining car were all shaken by the violent shock, the glasses and crockery becoming so many dangerous projectiles.*

A la même époque, pour promouvoir le tourisme en direction du sud de l'Espagne, ainsi que pour donner des correspondances maritimes sur le Maroc et le Maghreb, la CIWL décida de créer une circulation dénommée « Gibraltar-Express » puis « Maroc-Express ». Sa mise en route hebdomadaire n'ayant lieu qu'en période estivale pendant les étés 1897 et 1898, son départ de Madrid était proposé à 0 h 00 à l'aplomb du « Sud-Express » pour une desserte de Cordoue à 11 h 40, de Bobadilla à 14 h 57 puis d'Algésiras à 18 h 58. Le retour s'effectuait grâce à des départs d'Algésiras à 19 h 30, de Bobadilla à 24 h 00, de Cordoue à 3 h 50 et une arrivée à Madrid à 15 h 45 pour une poursuite éventuelle du voyage sur le « Sud-Express ».

*At the same time, to promote tourism towards the south of Spain, as well as to provide maritime connections to Morocco and the Maghreb, the CIWL decided to create a circulation called "Gibraltar-Express" then "Maroc-Express ". Its weekly departure only taking place during the summer period during the summers of 1897 and 1898, its departure from Madrid was proposed at 0:00 a.m. next to the above "Sud-Express" for a service to Cordoba at 11:40 a.m , from Bobadilla at 2:57 p.m. then from Algeciras at 6:58 p.m. The return was made with departures from Algeciras at 7:30 p.m., from Bobadilla at 12:00 p.m.,*

from Cordoba at 3:50 a.m. and an arrival at Madrid at 3:45 p.m. for a possible continuation of the journey on the "Sud-Express".

| SUD-EXPRESS   |                                 |                       |
|---|---------------------------------|-----------------------|
| Trains de luxe entre PARIS, l'ESPAGNE et le PORTUGAL, composés exclusivement de wagons-lits, salon et restaurant. |                                 |                       |
| LIBRE DE BAS EN HAUT  | STATIONS                        | LIBRE DE BAS EN HAUT  |
| SUD-EXPRESS<br>LISBONNE   | PARIS (G <sup>re</sup> du Nord) | SUD-EXPRESS<br>MADRID |
| Mercredi et samedi  | ANGOULEME                       | MADRID                |
| 7 11  | TOURS                           | 11 20                 |
| 9 13  | POITIERS                        | 10 30                 |
| 10 14   | ANGOULEME                       | 8 20                  |
| 11 15   | BORDEAUX-St-Jean                | 8 49                  |
| 11 15   | JEAN                            | 8 55                  |
| 11 15   | LA MOTHE                        | 7 36                  |
| 11 15   | MORCEN                          | 6 16                  |
| 11 15   | DAI                             | 4 12                  |
| 11 15   | DAI                             | 3 12                  |
| 11 15   | BAYONNE                         | 2 44                  |
| 11 15   | BIARRITZ                        | 1 56                  |
| 11 15   | PUYO                            | 1 19                  |
| 11 15   | PAU                             | 10 37                 |
| 11 15   | LOUDES                          | 9 46                  |
| 11 15   | TARBES                          | 8 37                  |
| 11 15   | DAI                             | 8 30                  |
| 11 15   | BAYONNE                         | 8 33                  |
| 11 15   | BIARRITZ                        | 10 22                 |
| 11 15   | St-JEAN-de-LUZ                  | 10 22                 |
| 11 15   | HENDAYE                         | 10 22                 |
| 11 15   | TRUN                            | 9 8                   |
| 11 15   | St-SEBASTIEN                    | 8 58                  |
| 11 15   | MEDINA                          | 8 11                  |
| 11 15   | MADRID                          | 6 15                  |
| 11 15   | MEDINA                          | 4 15                  |
| 11 15   | SALAMANQUE                      | 3 40                  |
| 11 15   | LISBONNE                        | 3 40                  |
| 11 15   | MADRID                          | 3 40                  |
| 11 15   | CORDOBE                         | 7 45                  |
| 11 15   | GIBRALTAR                       | 7 45                  |

Hiver 1897-1898

**Les salons de la « Belle Epoque » (1900-1914) - The salons of the « Belle Epoque » (1900-1914)**

Au tournant du siècle en 1900, le « Sud-Express » ne restait proposé que quatre fois par semaine entre Paris et Madrid et prolongé deux fois depuis Medina del Campo vers Lisbonne. Le 6 juin 1900, pour répondre à l'augmentation sensible du nombre de voyageurs générée par l'ouverture de l'Exposition universelle de Paris, le « Sud-Express » fut rendu quotidien sur

Paris - Madrid, tandis qu'il était mis en route trois fois par semaine vers Lisbonne. Sur son parcours français entre Paris et Biarritz (826 km), ce train de luxe était, au point de vue de la vitesse commerciale, la relation la plus rapide du monde. Grâce à l'abaissement du prix des suppléments devant être acquitter par ses utilisateurs, les journaux indiquaient de concert qu'il était rendu « accessible » à l'unanimité des voyageurs. Selon les parcours Paris - Tours, Paris - Bordeaux ou Paris - Hendaye, les usagers du convoi devaient tout de même payer les sommes respectives de 5 francs, 10 francs ou 15 francs.

At the turn of the century in 1900, the "Sud-Express" was only offered four times a week between Paris and Madrid and extended twice from Medina del Campo to Lisbon. On June 6, 1900, to respond to the significant increase in the number of travellers generated by the opening of the Universal Exhibition in Paris, the "Sud-Express" was made daily on Paris - Madrid, while it was operated three times a week to Lisbon. On its French route between Paris and Biarritz (826 km), this luxury train was, in terms of commercial speed, the fastest connection in the world. Thanks to the lowering of the price of the supplements to be paid by its users, the newspapers unanimously indicated that it was made "accessible" unanimously by travellers. Depending on the Paris - Tours, Paris - Bordeaux or Paris - Hendaye routes, travellers still had to pay the respective sums of 5 francs, 10 francs or 15 francs.

Grâce aux progrès significatifs enregistrés sur les infrastructures des compagnies PO et Midi, il devenait donc possible d'envisager un trajet intégralement diurne en France et d'offrir à la clientèle un « train salon », formule alors très en vogue chez les clients fortunés. Cette possibilité entraînait alors une inversion des sillons et les voitures-lits entrant dans la composition française cédèrent leurs places à d'élégantes voitures-salon en teck. Tous les matériels composant les rames en roulement (française : voitures-salon, voiture-restaurant) et espagnole (voitures-lits, voiture-restaurant) étaient tous à bogies. Au lieu de quitter la capitale française le soir pour se retrouver le lendemain sous la canicule estivale des plateaux ibériques, les clients voyageaient de jour sur le parcours français avant de prendre vers 22 h 00 la rame espagnole à la frontière.

*Thanks to the significant progress made on the infrastructures of the PO and Midi companies, it therefore became possible to envisage a fully daytime journey in France and to offer customers a “lounge train”, a formula then very popular among wealthy customers. This possibility then led to an inversion of the train paths and the sleeping cars included in the French composition gave way to elegant teak lounge cars. All the equipment making up the rolling trains (French: lounge cars, dining car) and Spanish (sleeping cars, dining car) were all bogie-based. Instead of leaving the French capital in the evening to find themselves the next day under the summer heatwave of the Iberian plateaus, customers travelled during the day on the French route before taking the Spanish train to the border around 10 p.m.*

L'origine parisienne du « Sud-Express » fut aussi reportée dans la somptueuse gare de Paris-Orsay venant d'être inaugurée. Le train quittait cette dernière gare à 12 h 18, remorqué tout d'abord en traction électrique 600 V par des « boîtes à sel » pour rejoindre Paris-Austerlitz (ex Paris-Orléans) à 12 h 30. Après un bref échange de machines, Bordeaux pouvait être atteint en soirée à 19 h 12 et Hendaye rallié à 22 h 17. Après un changement de train et l'emprunt des rames ibériques, l'arrivée dans la capitale espagnole s'effectuait à 13 h 45 et à 23 h 35 dans celle du Portugal. Le trajet français ne prenait plus que neuf heures et quarante-sept minutes, ce qui classait à cette époque le « Sud-Express » parmi les convois au long cours les plus rapides du monde. Après Irun, il effectuait de nuit la partie pénible du trajet, notamment en été les traversées des plaines de la Castille et de la Mancha (retour Madrid 18 h 30 - Irun 10 h 43 - Paris 20 h 40).

*The Parisian origin of the “Sud-Express” was also moved to the sumptuous Paris-Orsay station which had just been inaugurated. The train left this last station at 12:18 p.m., first hauled by a 600 V electric locomotive called “salt boxes” to reach Paris-Austerlitz (formerly Paris-Orléans) at 12:30 p.m. After a brief exchange of machines, Bordeaux could be reached in the evening at 7:12 p.m. and Hendaye reached at 10:17 p.m. After changing trains and taking Iberian trains, arrival in the Spanish capital took place at 1:45 p.m. and 11.35 pm in Portugal. The French journey only took nine hours and forty-seven minutes, which at that time ranked the “Sud-Express” among the fastest long-distance convoys in the world. After Irun, it made the arduous part of the journey at night, particularly in summer crossing the plains of Castile and La Mancha (return Madrid 6:30 p.m. - Irun 10:43 a.m. - Paris 8:40 p.m.).*

Chaque semaine, les personnes à destination du Portugal et des pays d'outre-mer avaient trois départs à leur disposition (mardis, jeudis et samedis depuis Paris et lundis, jeudis et samedis de Lisbonne) ; l'arrivée dans la capitale portugaise avait lieu à 23 h 35. Le 12 juin 1900, un accident singulier se produisit à cette époque en gare de Paris-Austerlitz (Paris-Orléans à l'époque). Les journaux indiquaient que vers 12 h 40 alors que la rame du « Sud-Express » était à quai, la locomotive à vapeur remplaçant celle électrique tamponna les voitures si violemment qu'elles reculèrent vers la descente vers Paris-Orsay. La rame en dérive ne s'arrêta que trente mètres avant les heurtoirs de Paris-Orsay après avoir passé en trombe à Paris-Saint-Michel devant des voyageurs de banlieue éberlués.

*Each week, people heading to Portugal and overseas countries had three departures available to them (Tuesdays, Thursdays and Saturdays from Paris and Mondays, Thursdays and Saturdays from Lisbon); arrival in the Portuguese capital took place at 11:35 p.m. On June 12, 1900, a singular accident occurred at the Paris-Austerlitz station (Paris-Orléans at the time). The newspapers indicated that around 12:40 p.m. while the “Sud-Express” train was at the platform, the steam locomotive replacing the electric one hit the cars so violently that they rolled back towards Paris-Orsay. The drifting train only stopped thirty*

*meters before the 'buffers' of Paris-Orsay after having rushed past Paris-Saint-Michel in front of astounded commuters from the suburbs.*

En Espagne, le « Sud-Express » fut aussi concerné par de fausses rumeurs. Dans le journal du 25 décembre 1900, le journaliste de San Sebastian se faisait l'écho du non renouvellement des contrats liant les compagnies ibériques à la CIWL (notamment le Norte). Une compagnie espagnole non tributaire d'une société internationale devait reprendre l'exploitation ibérique du « Sud-Express ». Cette information s'étant révélée fautive fut démentie dès le 29 décembre suivant.

*In Spain, the "Sud-Express" was also affected by false rumours. In the newspaper of December 25, 1900, the journalist from San Sebastian echoed the non-renewal of the contracts linking the Iberian companies to the CIWL (notably the Norte). A Spanish company not dependent on an international company was to take over the Iberian operation of the "Sud-Express". This information, which turned out to be false, was denied on the following 29<sup>th</sup> December.*

En France, la rame comprenait trois voitures-salon, une voiture-restaurant et des fourgons toujours à essieux (deux ou trois essieux). Dans l'attente du matériel commandé, les véhicules utilisés sur le parcours PO-Midi provenaient des Chemins de fer belges (salons « belges »). Les effectifs initiaux comprenaient alors les voitures-salon n° 1536, 1537, 1539 à 1541 et 1546 à 1553 livrées pour la plupart en 1899. Ces effectifs provisoires furent relayés, en 1902-1903, par les venues des unités WS n° 770 à 773, puis des n° 840 à 842 et n° 911. On étaya ensuite le parc par les livraisons, en 1904, des dix WS n° 956 à 965, puis en 1906 par les deux WS n° 1677 et 1678 et enfin en juin 1913 par les WS n° 2443 à 2446, ultimes véhicules à caisses en bois de teck verni. Les trois WR n° 818 à 820 accompagnant les salons avaient la particularité de posséder à l'origine une vigie placée en extrémité de toiture côté cuisine ; cette particularité demandée par le PO évitait le second fourgon dans les compositions.

*In France, the train included three lounge cars, a restaurant car and vans always with axles (two or three axles). While waiting for the ordered equipment, the vehicles used on the PO-Midi route came from the Belgian Railways ("Belgian" shows). The initial numbers then included lounge cars n° 1536, 1537, 1539 to 1541 and 1546 to 1553, delivered for the most part in 1899. These provisional numbers were relayed, in 1902-1903, by the arrival of WS units n° 770 to 773, then n° 840 to 842 and n° 911. The park was then supported by the deliveries, in 1904, of ten WS n° 956 to 965, then in 1906 by the two WS n° 1677 and 1678 and finally in June 1913 by WS n° 2443 to 2446, final vehicles with varnished teak wood bodies. The three WRs n° 818 to 820 accompanying the lounges had the particularity of originally having a lookout placed at the end of the roof on the kitchen side; this feature requested by the PO avoided the second van in the compositions*

La traction du train de luxe fut reprise aux Forquenot 121 du PO par les types 220 n° 1 à 25 en 1899-1900 ; elles y demeurèrent jusqu'en 1903-1904 et épisodiquement ensuite. Le parcours nocturne espagnol était en contrepartie dorénavant couvert par des voitures-lits. Le parc ibérique évolua également grâce aux arrivées des voitures-restaurant de quarante places n° 757 et 758 en 1900, ainsi que de voitures-lits parmi les plus récentes. A titre d'exemple, on comptait, en 1903, dans les effectifs d'Irun, les voitures-restaurant n° 993 à 995 (1902), n° 838 et 839 (1903) et les voitures-lits n° 843 à 848 (1903).

*Luxury train traction was taken over from the Forquenot 121 of the PO by types 220 n° 1 to 25 in 1899-1900; they remained there until 1903-1904 and occasionally thereafter. In return, the Spanish night route*



was now covered by sleeping cars. The Iberian fleet also evolved thanks to the arrival of forty-seat dining cars No. 757 and 758 in 1900, as well as some of the more recent sleeping cars. For example, in 1903, in the Irun workforce, there were dining cars nos. 993 to 995 (1902), nos. 838 and 839 (1903) and sleeping cars nos. 843 to 848 (1903).

Pour l'hiver 1901-1902, alors que l'agitation provoquée par l'Exposition universelle de Paris s'estompait doucement, le « Sud-Express » revint à une périodicité de circulation bihebdomadaire sur Lisbonne, mais il restait cependant quotidien sur Madrid. Des variations d'horaires de quelques minutes furent observées les services suivants pour les heures de départs à Paris-Orsay, conditionnés par les règlements traction, les horaires d'été étant toujours plus rapides que ceux d'hiver (une partie de la vapeur produite par la chaudière de la locomotive servant au chauffage des voitures).

For the winter of 1901-1902, while the agitation caused by the Universal Exhibition in Paris was slowly fading, the "Sud-Express" returned to twice-weekly circulation in Lisbon, but it nevertheless remained daily in Madrid. Timetable variations of a few minutes were observed for the following services for departure times at Paris-Orsay, conditioned by traction regulations, summer timetables being always faster than winter ones (part of the steam produced by the locomotive boiler used to heat the cars).

**SUD-EXPRESS**

Trains de luxe journaliers entre PARIS et MADRID  
et bi-hebdomadaires entre PARIS et LISBONNE,  
composés exclusivement de wagons-lits, salon et restaurant.

| Tous les jours.        |                             | LIRE DE HAUT EN BAS |   | LIRE DE BAS EN HAUT |       | Tous les jours. |  |
|------------------------|-----------------------------|---------------------|---|---------------------|-------|-----------------|--|
| midj 12                | dép. PARIS (q.d'Orsay) arr. | arr.                | ↑ | soir                | 10 25 |                 |  |
| midj 23                | dép. PARIS (Austerl.) arr.  | arr.                | ↑ | 10 25               |       |                 |  |
| 2 3                    | arr. ORLÉANS.....           | dép.                | ↑ | 8 27                |       |                 |  |
| 1 41                   | dép. ORLÉANS.....           | arr.                | ↑ | 9 2                 |       |                 |  |
| 3 18                   | arr. TOURS.....             | dép.                | ↑ | 7 12                |       |                 |  |
| 2 50                   | dép. TOURS.....             | arr.                | ↑ | 7 22                |       |                 |  |
| 4 21                   | arr. POISSIERS.....         | dép.                | ↑ | 6 11                |       |                 |  |
| 5 41                   | dép. POISSIERS.....         | arr.                | ↑ | 4 47                |       |                 |  |
| 7 12                   | arr. ANGOULÊME.....         | dép.                | ↑ | 3 12                |       |                 |  |
| 7 27                   | dép. ANGOULÊME.....         | arr.                | ↑ | 3 6                 |       |                 |  |
| 9 21                   | arr. BORDEAUX-St-JEAN.....  | dép.                | ↑ | 1 18                |       |                 |  |
| 0 21                   | dép. BORDEAUX-St-JEAN.....  | arr.                | ↑ | 1 15                |       |                 |  |
| 10 21                  | arr. DAX.....               | dép.                | ↑ | midj 34             |       |                 |  |
| 10 21                  | dép. DAX.....               | arr.                | ↑ | midj 20             |       |                 |  |
| 10 21                  | arr. BAYONNE.....           | dép.                | ↑ | midj 3              |       |                 |  |
| 10 21                  | dép. BAYONNE.....           | arr.                | ↑ | 11 45               |       |                 |  |
| 10 21                  | arr. BIARRITZ.....          | dép.                | ↑ | 11 20               |       |                 |  |
| 10 21                  | dép. BIARRITZ.....          | arr.                | ↑ | 11 17               |       |                 |  |
| 10 21                  | arr. St-JEAN-DE-LUZ.....    | dép.                | ↑ | 10 41               |       |                 |  |
| 10 21                  | dép. St-JEAN-DE-LUZ.....    | arr.                | ↑ | 1 2                 |       |                 |  |
| 10 21                  | arr. HENDAYE..... (1) dép.  |                     | ↑ | min 47              |       |                 |  |
| 10 21                  | dép. HENDAYE..... (2) dép.  |                     | ↑ | 7 40                |       |                 |  |
| 10 21                  | arr. (1) IRUN.....          |                     | ↑ | min 25              |       |                 |  |
| 10 21                  | dép. (2) St-SEBASTIEN d'    |                     | ↑ | 10 55               |       |                 |  |
| 9 51                   | arr. MEDINA.....            |                     | ↑ | 8 45                |       |                 |  |
| 10 6                   | dép. MEDINA.....            |                     | ↑ | matin               |       |                 |  |
| 2 56                   | arr. MADRID.....            |                     | ↑ |                     |       |                 |  |
|                        | dép. MEDINA.....            |                     | ↑ |                     |       |                 |  |
| Dimanches, 10 12       | dép. SALAMANQUE (2) d'      |                     | ↑ |                     |       |                 |  |
| Mercredis, midj 5      | arr. LISBONNE (3) dép.      |                     | ↑ |                     |       |                 |  |
| vendis, joudis, min 33 |                             |                     | ↑ |                     |       |                 |  |

Les trains Sud-Express établissent des relations rapides entre l'Angleterre, la Belgique, la Hollande, le nord de la France, Paris, l'Espagne et le Portugal. Ces trains ont lieu tous les jours entre Paris et Madrid et deux fois par semaine entre Paris et Lisbonne; ils prennent des voyageurs tant à l'aller qu'au retour et dans tout le trajet, pour toutes les gares où ils ont des arrêts.

Ces trains de luxe sont exclusivement composés de Wagons-lits, salon et restaurant; chaque voyageur doit être muni d'un billet ordinaire de 1<sup>re</sup> classe et doit, en outre, payer un supplément perçu par la Compagnie des Wagons-Lits fixé sur le réseau d'Orléans à 5 francs, si ce parcours ne dépasse pas 300 kilomètres et à 10 francs si ledit parcours dépasse 300 kilomètres. Sur le réseau du Midi, le supplément est fixé à 5 fr. 60.

Le nombre des places étant limité, les voyageurs doivent s'adresser à la Compagnie des Wagons-Lits pour être certains d'obtenir des billets.

Pour tous renseignements concernant ces trains, s'adresser également à cette Compagnie, 63, boulevard Haussmann et 3, place de l'Opéra, Paris.

(1) Heure de Paris. — (2) Heures de l'Europe occidentale. — (3) Heure de Lisbonne.

1903

A compter de 1903-1904, les Atlantic 221 n° 3001 à 3014 du PO sortant neuves de construction le prirent en charge de Paris à Saint-Pierre-des-Corps puis de cette gare à Bordeaux. Le Midi confia aussi, en 1908, la traction à des machines de cette configuration d'essieux grâce aux livraisons des Atlantic 221 série n° 1901 à 1916 et n° 1921 à 1934. Ces machines Midi s'approprièrent la traction du train entre Bordeaux et Hendaye - Irun jusqu'à l'électrification 1 500 V en 1926-1927; en cas d'indisponibilité, elles étaient parfois relayées par des Pacific Midi. Au Portugal, à la même époque, le convoi entre Lisbonne et Entroncamento demeurait confié à des 230 appartenant à la série n° 351 à 370. Après les venues des Atlantic, on enregistra en 1910, les premières courses des Pacific (série n° 3501 à 3589) du PO entre la gare d'Austerlitz et Saint-Pierre-des-Corps, puis jusqu'à Bordeaux. Sur le chemin de fer du Norte, des

puissantes 240 de la série n° 4001 à 4045 commencèrent aussi à être en tête du « Sud-Express » dès 1911, avec un échange de locomotives à Miranda.

From 1903-1904, the Atlantic 221 n° 3001 to 3014 of the PO outgoing new construction took charge of it from Paris to Saint-Pierre-des-Corps then from this station to Bordeaux. The Midi also entrusted, in 1908,

*traction to machines of this axle configuration thanks to the deliveries of the Atlantic 221 series n° 1901 to 1916 and n° 1921 to 1934. These Midi machines took over the traction of the train between Bordeaux and Hendaye - Irun until 1,500 V electrification in 1926-1927; in the event of unavailability, they were sometimes relayed by Midi Pacific. In Portugal, at the same time, the train between Lisbon and Entroncamento remained entrusted to 230s belonging to series no. 351 to 370. After the arrival of the Atlantic, the first races of the Pacific (series no. 3501) were recorded in 1910. at 3589) from the PO between Gare d'Austerlitz and Saint-Pierre-des-Corps, then to Bordeaux. On the Norte railway, powerful 240s of series No. 4001 to 4045 also began to lead the "Sud-Express" in 1911, with an exchange of locomotives at Miranda.*

Sur les voies ferrées du Portugal, la marche du train fut sensiblement accélérée à l'hiver 1905-1906. Grâce aux négociations avec plusieurs compagnies maritimes, le nombre des escales à Lisbonne fut revu à la hausse ; proposant de multiples destinations, les paquebots des Messageries maritimes, de la Royal Mail, de la Pacific Line et de la Hamburg America Line étaient en correspondance directe avec le convoi. En avril 1906, les milieux économiques de Lisbonne demandaient à l'unisson la mise en route quotidienne du « Sud-Express » depuis Paris.

*On the railways of Portugal, train travel was significantly accelerated in the winter of 1905-1906. Thanks to negotiations with several shipping companies, the number of stops in Lisbon was increased; offering multiple destinations, the liners of Messageries maritimes, Royal Mail, Pacific Line and Hamburg America Line were in direct connection with the train. In April 1906, economic circles in Lisbon unanimously demanded the daily running of the "Sud-Express" from Paris.*

Le train fut une nouvelle victime d'un accident en Espagne. Le 10 août 1907, le « Sud-Express » ayant quitté San Sebastian tamponnait un train de marchandises dans un tunnel situé avant la gare d'Alsasua. Un incendie en avait suivi parmi les wagons sans toutefois toucher les voitures-lits, les passagers étant tous indemnes. Comble de malchance, le 29 décembre 1909, un autre tamponnement avec un express s'était produit cette fois entre les stations de Barrios et Santa Olalla. On déplora la mort d'un agent des chemins de fer espagnol ainsi que quatre blessés. Après la vérification des matériels, le « Sud-Express » avait pu repartir avec un retard de sept heures.

*The train was another victim of an accident in Spain. On August 10, 1907, the "Sud-Express" having left San Sebastian bumped into a freight train in a tunnel located before the Alsasua station. A fire followed among the wagons without however affecting the sleeping cars, all of the passengers being unharmed. To make matters worse, on December 29, 1909, another collision with an express occurred, this time between the stations of Barrios and Santa Olalla. A Spanish railway agent was killed and four injured. After checking the equipment, the "Sud-Express" was able to leave with a delay of seven hours.*

Au début de 1908, en dépit des échecs précédents, quelques circulations à destination du sud de l'Espagne furent à nouveau tentées. Cette relation hebdomadaire baptisée « Maroc-Express » mettait en œuvre un convoi français sur Paris-Orsay - Irun, puis un train espagnol Irun - Algésiras offrant des voitures de 1<sup>ère</sup> classe et des voitures lits-fauteuils. La rame française comportait une voiture-lits directe de Boulogne sur Irun relevant les correspondances de Londres via Folkestone ; ce service fut assuré jusqu'au 26 juin 1908 et durant l'hiver suivant. N'ayant pas rencontré le succès escompté, les circulations du « Maroc-Express »

ne redémarrèrent que le 16 janvier 1911 sous la forme d'un convoi Madrid - Algésiras composé avec une voiture-restaurant, deux voitures-lits et un fourgon.

*At the beginning of 1908, despite previous failures, some circulations to the South of Spain were again attempted. This weekly connection called "Maroc-Express" implemented a French train on Paris-Orsay - Irun, then a Spanish train Irun - Algeciras offering 1st class carriages and bed-chair carriages. The French train included a direct sleeping car from Boulogne to Irun with connections from London via Folkestone; this service was provided until June 26, 1908 and during the following winter. Not having met with the expected success, the "Maroc-Express" services did not restart until January 16, 1911 in the form of a Madrid - Algeciras convoy made up of a dining car, two sleeping cars and a van.*

Un second train saisonnier se composant de voitures-lits fut également proposé entre Madrid et Séville sous le nom d'« Andalusia-Express ». Les deux convois circulant des jours différents utilisaient en alternance le même matériel. Pour l'été 1911, on rebaptisa le premier « Morocco-Express » ou « Maroc-Express » ayant un parcours limité à Madrid-Atocha, Cordoue, Algésiras et Gibraltar. Ce train donnait dans ces deux dernières villes des correspondances maritimes sur Tanger et Ceuta. A Madrid, il était en outre placé en connexion étroite avec le « Sud-Express ». Cette organisation demeura en service avec quelques retouches jusqu'en 1914.

*A second seasonal train consisting of sleeping cars was also proposed between Madrid and Seville under the name "Andalusia-Express". The two trains traveling on different days alternately used the same equipment. For the summer of 1911, the first was renamed "Morocco-Express" or "Maroc-Express" with a route limited to Madrid-Atocha, Cordoba, Algeciras and Gibraltar. This train provided maritime connections to Tangier and Ceuta in these last two cities. In Madrid, it was also placed in close connection with the "Sud-Express". This organization remained in service with some modifications until 1914.*

La grande crue de la Seine de l'hiver 1909-1910 fut à l'origine de plusieurs changements d'itinéraires. Les deux gares parisiennes d'Austerlitz et Orsay étant noyées par les eaux, ses départs et arrivées furent reportées vers celle de Denfert-Rochereau. A partir du 27 janvier 1910, cette station jusqu'alors terminus de la ligne de Sceaux connut un trafic inhabituel. Le « Sud-Express » partait de cette gare à 11 h 02 pour gagner Massy-Palaiseau à 12 h 07 puis Juvisy à 12 h 40 et Les Aubrais à 13 h 47 (retours Les Aubrais 20 h 09, Juvisy 21 h 15, Massy-Palaiseau 21 h 47, Denfert-Rochereau 22 h 28). Les inondations ayant provoqué des nombreux bouleversements sur la section de Juvisy à Paris-Orsay, de longs chantiers furent nécessaires dans les semaines suivantes pour l'assèchement des plateformes ferroviaires et la reprise progressive des circulations.

*The great flood of the Seine in the winter of 1909-1910 was the cause of several route changes. The two Parisian stations of Austerlitz and Orsay being flooded, its departures and arrivals were moved to that of Denfert-Rochereau. From January 27, 1910, this station, until then the terminus of the Sceaux line, experienced unusual traffic. The "Sud-Express" left this station at 11:02 a.m. to reach Massy-Palaiseau at 12:07 p.m. then Juvisy at 12:40 p.m. and Les Aubrais at 1:47 p.m. (returns Les Aubrais 8:09 p.m., Juvisy 9:15 p.m., Massy -Palaiseau 9:47 p.m., Denfert-Rochereau 10:28 p.m.). The floods having caused numerous upheavals on the section from Juvisy to Paris-Orsay, major works were necessary in the following weeks to dry out the railway platforms and gradually resume traffic.*

Durant le mois de janvier 1911, des chutes très importantes de neige eurent lieu dans la péninsule ibérique. Elles furent à l'origine de retards conséquents pour les circulations des trains et plus particulièrement pour le « Sud-Express ». Le 10 janvier, les lignes télégraphiques et téléphoniques étaient coupées par les tempêtes ; la presse signalait déjà deux jours de retard pour le convoi bloqué à Avila. Des avalanches avaient obstrué les voies et l'on était même sans nouvelles d'autres relations express. Dans les Asturies, des congères atteignaient parfois jusqu'à six mètres de hauteur. Dans le nord de l'Espagne, le 13 janvier, tout le trafic ferroviaire était bloqué.

*During the month of January 1911, very heavy snowfall occurred in the Iberian Peninsula. They were the cause of significant delays for train movements and more particularly for the "Sud-Express". On January 10, telegraph and telephone lines were cut by storms; the press was already reporting a two-day delay for the convoy blocked in Avila. Avalanches had blocked the tracks and there was even no news of other express connections. In Asturias, snowdrifts sometimes reached up to six metres high. In northern Spain, on January 13, all rail traffic was blocked.*

Les voyageurs du « Sud-Express » connurent encore d'autres désagréments. Ainsi, le 11 juillet 1911, vers 18 h 30, le « Sud-Express » circulant depuis Bordeaux avec un important retard percutait une locomotive haut-le-pied manœuvrant en gare de Saint-Saviol près de Ruffec (entre Poitiers et Angoulême). La locomotive, les trois voitures-salon et l'un des deux fourgons sortirent des rails. Le mécanicien de la locomotive tamponnée fut tué sur le coup. On ne déplora que sept blessés légers dont le contrôleur et l'aide-cuisinier de la CIWL ainsi que deux voyageurs qui purent poursuivre leurs trajets vers Paris. Ensuite, le 22 novembre 1913, un éboulement eut lieu dans le tunnel de Cazorza entre Irun et Madrid ; le convoi fut arrêté dans sa course et subit des retards importants.

*The travellers of the "Sud-Express" experienced even other inconveniences. Thus, on July 11, 1911, around 6:30 p.m., the "Sud-Express" traveling from Bordeaux with a significant delay collided head-on with a locomotive maneuvering at Saint-Saviol station near Ruffec (between Poitiers and Angoulême). The locomotive, the three lounge cars and one of the two vans came off the tracks. The driver of the damaged locomotive was killed instantly. There were only seven minor injuries, including the CIWL controller and kitchen assistant, as well as two travellers who were able to continue their journeys to Paris. Then, on November 22, 1913, a landslide occurred in the Cazorza tunnel between Irun and Madrid; the train was stopped in its tracks and suffered significant delays.*

### **La desserte de Biarritz - Serving Biarritz**

L'ouverture d'une nouvelle ligne longue de trois kilomètres et reliant la gare de Biarritz-la-Négresse à Biarritz-Ville modifia les conditions d'exploitation du « Sud-Express ». Pour favoriser la clientèle touristique se rendant dans cette élégante cité balnéaire, ce train desservait désormais cette destination en antenne au prix d'un rebroussement lui faisant perdre près de vingt minutes dans les deux sens. Peu après, pendant l'année 1912, la CIWL procéda au remplacement des différents matériels des deux côtés de la frontière en introduisant notamment de nouveaux fourgons tous à bogies. La rame espagnole comptait désormais trois voitures-lits, une voiture-restaurant et un fourgon à bogies.

*The opening of a new line three kilometres long and linking Biarritz-la-Négresse station to Biarritz-Ville changed the operating conditions of the "Sud-Express". To favour the tourist clientele going to this elegant seaside town, this train now served this destination at the high cost of a turnaround, making it lose almost twenty minutes in both directions. Shortly after, during 1912, the CIWL replaced the various equipment on*

both sides of the border, notably introducing new vans all with bogies. The Spanish train now had three sleeping cars, a dining car and a bogie van.

Les compagnies françaises (PO et Midi), espagnoles et portugaises se mirent d'accord pour améliorer sensiblement la marche du « Sud-Express ». A partir du 25 juin 1914, ce train déjà l'un des plus rapides du monde fut accéléré ; la ville de Madrid n'était alors plus qu'à vingt-quatre heures de Paris et Lisbonne à trente-trois heures. Les voyageurs quittaient Paris-Orsay à 10 h 00 pour arriver dans la capitale espagnole le lendemain à la même heure, l'arrivée à Lisbonne ayant le lendemain à 19 h 08 (au lieu de 22 h 52). Grâce à ces modifications, les villes de Bordeaux et Hendaye étaient respectivement atteintes à 16 h 54 et à 20 h 39. Le changement de train entre Hendaye et Irun qui s'effectuait alors en pleine nuit avait lieu en soirée à 20 h 48 (retours Lisbonne 13 h 00, Madrid 21 h 15, Paris 20 h 54 le lendemain). Les capacités de traction des Pacific du PO étaient pleinement utilisées. Ces décalages d'horaires du « Sud-Express » provoquaient également des retouches parmi les autres convois express entre Paris, Bordeaux et Biarritz.

The French (PO and Midi), Spanish and Portuguese companies agreed to significantly improve the operation of the "Sud-Express". From June 25, 1914, this train, already one of the fastest in the world, was accelerated; the city of Madrid was then only twenty-four hours from Paris and Lisbon thirty-three hours. Travelers left Paris-Orsay at 10:00 a.m. to arrive in the Spanish capital the next day at the same time, arriving in Lisbon the next day at 7:08 p.m. (instead of 10:52 p.m.). Thanks to these modifications, the cities of Bordeaux and Hendaye were reached at 4:54 p.m. and 8:39 p.m. respectively. The train change between Hendaye and Irun, which then took place in the middle of the night, took place in the evening at 8:48 p.m. (returns Lisbon 1:00 p.m., Madrid 9:15 p.m., Paris 8:54 p.m. the next day). The traction capabilities of the PO's Pacifics were fully utilized. These time differences for the "Sud-Express" also caused adjustments among the other express convoys between Paris, Bordeaux and Biarritz.

| SUD-EXPRESS  |        |                            |       |
|--|--------|----------------------------|-------|
| Trains de luxe journaliers entre PARIS, MADRID et LISBONNE |        |                            |       |
| Composés exclusivement de Wagons-lits, Salon et Restaurant |        |                            |       |
| 15 16  | dép. — | Qual d'Orsay arr.          | 20 54 |
| 12 26  | dép. — | Austerlitz... arr.         | 20 45 |
| 19 9   | arr.   | Bordeaux - St-Jean... arr. | 14 3  |
| 19 19  | dép.   | " Jean... arr.             | 13 58 |
| 21 7   | arr.   | Dax... arr.                | 12 14 |
| 21 12  | dép.   | Bayonne... arr.            | 12 9  |
| 21 49  | arr.   | Biarritz-Ville... arr.     | 11 31 |
| 22 10  | arr.   | St-Jean-de-Luz... arr.     | 11 9  |
| 22 40  | dép.   | Hendaye... arr.            | 10 31 |
| 22 55  | dép.   | Irun... arr.               | 9 56  |
| 23 5   | arr.   | St-Sébastien... arr.       | 9 53  |
| 0 2  | arr.   | Medina... arr.             | 9 28  |
| 9 7  | arr.   | Lisbonne... arr.           | 1 14  |
| 9 30   | dép.   | Medina... arr.             | 9 52  |
| 14 12  | dép.   | Madrid... arr.             | 20 "  |
| 9 27   | dép.   | Medina... arr.             | 0 49  |
| 11 25  | dép.   | Salamanque... arr.         | 23 "  |
| 22 52  | dép.   | Lisbonne... arr.           | 11 30 |

Eté 1914

Hélas, le déclenchement de la Première Guerre mondiale, le 3 août 1914, stoppait les circulations françaises du train la veille et perturbait par contrecoup les convois ibériques. Pour le « Sud-Express », le premier acte, celui de la belle époque, sans doute le plus brillant, se terminait en une tragédie. Le matériel du parc français de la CIWL se retrouva alors garé, avant

d'être mis à la disposition pour les déplacements officiels des personnalités. On affecta les voitures-salon n° 2443 et 2444 au maréchal Ferdinand Foch et à Georges Clemenceau. La branche espagnole rétablie entre Madrid et Irun en juin 1915, donnait une correspondance discrète sur Biarritz grâce à une voiture-salon faisant la navette avec la frontière.

Unfortunately, the outbreak of the First World War on August 3, 1914 stopped French train services the day before and consequently disrupted Iberian trains. For the "Sud-Express", the first act, that of the belle époque, undoubtedly the most brilliant, ended in tragedy. The equipment from the French CIWL collection was then parked, before being made available for official travel by personalities. Salon cars No. 2443 and 2444 were assigned to Marshal Ferdinand Foch and Georges Clemenceau. The Spanish branch re-

*established between Madrid and Irun in June 1915, provided a discreet connection to Biarritz thanks to a lounge car shuttling with the border.*

### **Annexe sur les affectations des matériels CIWL - Appendix on CIWL equipment conditions - Apéndice sobre los coches destinados a realizar estos servicios de la CIWL**

#### **Eté 1909 :**

Paris - WR n° 818 à 820, 1633,  
- WS n° 770, 771, 840 à 842, 911, 956, 957, 960, 961, 1677, 1678,  
- F n° 1131 à 1133, 1163, (F n° 1208 et 1209 retirés),  
Espagne - WL n° 843 à 846, 1692 à 1697, 1838,  
- WR n° 1706 à 1708,  
- F n° 1022, 1155,  
Portugal WR n° 678, 839, 1972, 1973,  
- F n° 1170 à 1172, 1176,  
Lisbonne - Porto WS n° 677, 959, 1547, 1548,

#### **Eté 1910 :**

- Paris : WS n° 772, 773, 907, 908,  
- WR n° 1725 à 1728,  
- F n° 1131 à 1133, 1163, 1208, 1209,  
- Madrid : F n° 1170 à 1172, 1176 (Portugal),  
- F n° 1022, 1155 (Espagne),

#### **Eté 1913 :**

Paris - WR n° 1633 à 1636,  
- WS n° 840 à 842, 911, 956, 957, 960 à 965, 1677, 1678,  
- F n° 1131 à 1133, 1163, 1208, 1209,  
Madrid - WL n° 2133 à 2135, 2270 à 2281,  
- WR n° 2148 à 2150,  
- F n° 1170 à 1172, 1176, 1222,  
Sud-Portugais WR n° 2266 à 2269,

#### **Hiver 1913-1914 :**

Paris :  
- WS n° 840, 841, 842, 911, 956, 957, 960, 961, 962, 963, 964, 965, 1677, 1678, 2443 à 2446,  
- WR n° 1633 à 1637,  
- F n° 1131 à 1133, 1163, 1208, 1209,  
Madrid :  
- WL n° 1696, 1697, 2270 à 2281,  
- WR n° 2148 à 2150 (Espagne),  
- WR n° 2266 à 2269 (Portugal),  
- F n° 1170 à 1172, 1176, 1222,

#### **Eté 1914 :**

Paris : WR n° 1633 à 1636,  
- WS 840 à 842, 911, 956, 957, 960 à 965, 1677, 1678,  
- F n° 1131 à 1133, 1163, 1208, 1209,  
Madrid : WL n° 1692, 2270 à 2281,  
- WR n° 993, 2145, 2146,  
- F n° 1170 à 1172, 1176, 1222,  
Lisbonne : WR n° 2266 à 2269,

#### **Eté 1915 :**

Biarritz - Irun WS n° 2443 à 2446,  
Madrid : Sud-Express espagnol WL n° 2270 à 2274, 2276, 2277, 2279,  
- WR n° 2148 à 2150,  
- F n° 1170 à 1172, 1176, 1222,  
Madrid Sud-Express portugais WL n° 845, 848, 902, 915, 1694, 1696,  
- WR n° 2266 à 2269,

## Sud Express

Por Jean-Marc Dupuy (VERSION EN ESPAÑOL)

El 21 de julio de 1879, la prensa francesa había hecho breves apuntes sobre la puesta en servicio de un nuevo coche cama de tres ejes entre París-Austerlitz (París-Orléans) y Burdeos. Los periodistas notaron que la prolongación hacia Irún estaba prevista en un breve espacio de tiempo para conectar la capital española a la red europea de la Compagnie Internationale des Wagons-Lits (CIWL). Desde la puesta en servicio del Orient-Express en 1883, esta voluntad fue reafirmada por Georges Nagelmackers, el fundador de la compañía.

Las negociaciones para la creación de este enlace «Sud-Express» sin embargo, fueron más difíciles de lo esperado. En efecto, en Francia el PO y el Midi querían poner en marcha una circulación desde el principio de París-Austerlitz en dirección a las estaciones de los Pirineos. Interesados sólo moderadamente en la puesta en circulación de un convoy que les uniese con España y Portugal Finalmente dieron su visto bueno mediante la circulación paralela de un "Pyrénées-Sud-Express".

Un primer acuerdo con las compañías francesas del PO y de Midi concluyó en el verano de 1886 para la puesta en circulación de un tren de lujo semanalmente desde el 2 de octubre siguiente. El convoy ya había sido bautizado como « Sud-Express » Este iniciaría su marcha desde la estación Paris-Austerlitz (París-Orléans) a las 22:25h para atender Bordeaux a la mañana siguiente a las 7:00 alcanzando Biarritz a las 10:35 e Irún, finalizando su recorrido a las 11:25. Las personas que continuaban su viaje encontrarían en esta estación fronteriza un expreso ordinario que iniciaría su viaje a Madrid a las 13:00h teniendo como destino Lisboa por otra correspondencia. Los regresos se realizarían desde Hendaya, saliendo los lunes (Hendaya 16:55, Biarritz 17: 38, Burdeos 19: 25 y Paris 6: 45).

En noviembre de 1886, este enlace se completó con la puesta en servicio de un barco entre Dover y Calais. Las correspondencias con París-Norte estaban destinadas a los viajeros ingleses con ganas de continuar hacia múltiples destinos.

### Nacimiento del « Sud-Express » en 1887

Antes de las construcciones de las grandes líneas, la diferencia de anchos de vías constituía una desventaja para el buen desarrollo de las relaciones ferroviarias entre Francia y la península ibérica. Esta situación no permitía que las compañías emprendiesen correspondencias con otros países en determinados puntos fronterizos. Desde 1880, para facilitar los desplazamientos de personas y la circulación de los coches pertenecientes a la Compagnie Internationale des Wagons-Lits et des Grands Express Européens (CIWL), ya había sido establecido el servicio entre París y Madrid. El único inconveniente era que los viajeros tenían que cambiar de convoy en la estación de Irún o Hendaya.

El parque inicial de coches franceses afectados por esta relación se componía solo de dos unidades, los vehículos los números 47 y 67, mientras que los destinados al parque español fueron los numerados como 72 y 73.

Si las empresas francesas del PO y del Midi aceptasen la puesta en circulación del Sud-Express entre París e Irún, sus homólogos ibéricos recibirán un gran número de viajeros. Temiendo por el uso de sus trenes expresos nacionales, fue más difícil convencer a los operadores ferroviarios de la península la implantación del tren de lujo en sus vías ferroviarias. Las conversaciones se prolongaron. Se necesitó toda la persuasión de Georges Nagelmackers, el fundador de la CIWL, para llegar a un compromiso. Gracias a las cómodas conexiones en la capital francesa, esta nueva gran relación internacional se pudo completar

diversos servicios uniendo París con Viena, Oriente, Niza y Roma, las cuales ofrecían múltiples ventajas para los viajeros.

En 1887, las diferentes partes interesadas firmaron por lo tanto varios acuerdos decisivos para una futura puesta en servicio. El estreno fue rubricado en París, el 22 de agosto, estando presentes los distintos representantes de las empresas francesas del Norte, del PO y del Midi.

A este le seguiría un nuevo acuerdo rubricado el 31 de Agosto en Madrid frente a las dos direcciones de la Compañía de los Caminos de Hierro de Norte de España y la Compañía ferroviaria Real Portuguesa. También estuvo previsto, en una fecha posterior, incluir en un proyecto adicional más un tren «Trans Européen» bautizado «Nord-Sud-Express», que llegase a Rusia y su capital San Petersburgo; Era el sueño al estilo de la “transcontinental americana” adaptado a las características de Europeas pero con la desventaja de tres anchos de vía diferentes que hacían técnicamente difícil su realización, especialmente en aquella época.

En la cronología de los grandes trenes de la CIWL, el « Sud-Express » constituyó la triple relación internacional de lujo abierta después de los lanzamientos del «Orient-Express » y del « Calais-Nice-Rome-Express » en junio y diciembre de 1883 respectivamente.

### **Circulaciones iniciales**

Entre el viernes 21 de octubre y el domingo 23 de octubre de 1887, cincuenta invitados “VIP” cuidadosamente seleccionados tuvieron la oportunidad de descubrir las nuevas relaciones aprovechando la ocasión para realizar excursiones hasta el 3 de noviembre por el sur de España. Entre las personalidades, destacamos la presencia del Sr. Anspach (ministro del Rey de Bélgica), diversos financieros y banqueros, entre ellos (los señores Pereire y Mallet de la Compagnie du Midi, el Sr. Hottinguer en representación de la Cía del Norte) además de administradores ferroviarios. (Sres. Nagelmackers y Schroeder por la CIWL, Sr. Noblemaire por el PLM). En este evento también estuvieron acompañados muchos periodistas, a los que se unieron los de la prensa europea de la época otorgando un gran eco mediático.

A propuesta de la clientela de « Sud-Express” se pudo ofrecer desde el 4 de noviembre de 1887 un servicio con salida la estación lusitana de Lisboa-Rossio con destinos de Hendaya, París y Calais.

Al día siguiente, se lanzó su movimiento de equilibrio hacia el sur desde las estaciones francesas de Calais-Maritime y París.

Inicialmente sólo fue semanal. Su salida de Calais se producía los sábados a las 12:55 horas; Allí se dispuso una conexión marítima procedente de Dover para los viajeros que salían de Londres el mismo día a las 9:40 horas. Su recorrido por las vías de la Compagnie du Nord estuvo marcado por las estaciones de Boulogne y Amiens.

La salida de la estación París-Orléans (futura París-Austerlitz) estaba prevista para las 18:40 horas y llegaba a Burdeos a mitad de la noche, concretamente a las 3:25 horas e Irún hacia las 6:00 horas los domingos. El tren español salía de esta ciudad a las 7:34 horas con destino a Madrid (22:52 – 23:30 horas) y Lisboa (15:30 horas los lunes). En España su recorrido se trazó por parte de la llamada “Línea Imperial” entre las estaciones de San Sebastián, Alsasua, el nudo ferroviario de Miranda de Ebro, Burgos, Venta de Baños, Valladolid, Medina del Campo y Ávila.

En Madrid, se encaminaba a Portugal por la ruta extremeña grafiada por Plasencia, Valencia de Alcántara, Marvão y Entroncamento para llegar a la estación de Lisboa Rossio. El viaje de 1.785 kilómetros entre



París y Lisboa, que supuso casi cuarenta y cinco horas, ahorraba una docena de horas respecto a relaciones anteriores.

El regreso se realizaba los viernes desde Lisboa con salida prevista a las 20:30 horas. El cruce de la frontera española estaba previsto para las 3:40 horas, alcanzando Madrid al día siguiente, concretamente a las 13:35 horas para una salida a las 14:10 horas. Por su parte, el tren francés salía de Irún los domingos a las 5:16 para alcanzar Burdeos a las 10:14 conectando París-Orléans a las 16:50. A París-Norte llegaba a las 17:45 y finalmente por la tarde a Calais a las 13:22 a. m. Haciendo entrada en los andenes de Londres los lunes al amanecer a las 6:13 a. m.

Alrededor de la capital francesa, para el ramal de Calais se utilizó inicialmente un tránsito por la Grande Ceinture vía Pierrefitte-Stains. La conexión con el tren que tenía como origen y destino París-Orléans se realizó mediante breves escalas en la estación de Juvisy-sur-Orge. Durante los meses de invierno, la circulación del coche cama que partía de Calais se combinaba con el del coche cama para la Costa Azul y que se desacoplaba durante el trayecto hacia Villeneuve-Saint-Georges.

Uno de los objetivos perseguidos con la creación del “Sud-Express” se hizo realidad el lunes 2 de enero de 1888. En efecto, se había firmado un acuerdo entre la CIWL y la compañía naviera inglesa Unión Line, cuyos barcos cruzaban entre Southampton y el este de África a través de Ciudad del Cabo.

Además de los viajeros que se dirigían a España y Portugal, esta circulación fue apreciada por una clientela adinerada que se dirigía sobre todo a Madeira y Canarias, pero también a las Antillas, América del Sur (Buenos Aires), Dakar e incluso el sur de África (Ciudad del Cabo). Gracias a la escala en Lisboa, el viaje entre París y la isla de Madeira se podría completar en ochenta horas. Los pasajeros con destino a Sudáfrica ganaron un día.

Se evitó cruzar el Golfo de Vizcaya, a veces complicado durante las tormentas, viajando en tren hasta Lisboa, ciudad donde ahora hacían escala la mayoría de los transatlánticos con todos estos destinos. Estas instalaciones marítimas fueron en gran medida el origen de su éxito.

La flota española asignada al “Sud-Express” incluía entonces, en particular, los tres coches cama mixtos numerados del 108 al 110, así como el coche restaurante número 140.

En Francia, la composición habitual estaba formada por un coche restaurante, dos coches cama (uno de París y otro de Calais) y dos furgones de dos ejes. Su tracción era proporcionada por una máquina Forquenot del tipo 121 de las series nº 265 a 400 y nº 51 a 76, así como por las nº 77 a 86 de 1894. Estas locomotoras permanecieron a la cabeza de este convoy ligero hasta 1900, siendo titulares esporádicamente hasta el año 1903. Las rotaciones vigentes permitieron el intercambio de locomotoras en Saint-Pierre-des-Corps y luego en Burdeos. En las vías explotadas por el Midi, la tracción recayó en los representantes de las series nº 51 a 95 y nº 1601 a 1638, ambas del tipo 120. La iluminación del interior de los coches ya estaba asegurada por bombillas eléctricas incandescentes, una innovación para el tiempo. En España, el equipamiento original se mantuvo con disposición de tres ejes y el tren estaba compuesto idénticamente por un restaurante y dos coches cama, flanqueados por dos furgones de dos ejes.

Ante la fuerte demanda de los viajeros que deseaban realizar su viaje, el “Sud-Express” el servicio pasó a ser quincenal a partir del 21 de marzo de 1888. La segunda salida de Francia se realizaba los miércoles además de los sábados, mientras que el regreso tenía asignado los miércoles y también los sábados. , como antes, los domingos en París y los lunes en Calais.

Tras la entrada en vigor de los horarios de invierno de 1888-1889, recibió un coche cama adicional que se acoplaba los miércoles de París-Orléans a Pau (vía Dax). Sin embargo, a partir del verano de 1889, este

vehículo se cambió a una nueva conexión diurna de lujo “Paris-Bordeaux-Express” que unía diariamente entre París.

Animado por un éxito innegable, el “Sud-Express” pasó a ser trisemanal a partir del 10 de julio de 1890. Esta modificación fue acompañada también de una reorganización de los servicios. Su salida se realizaba ahora desde la estación París-Nord los martes, jueves y sábados; se dirigía hacia los ferrocarriles PO a través de la Petite Ceinture y un tránsito por la estación de Ivry-sur-Seine, pero sin entrar en la estación de París-Orléans. El coche directo Calais - Irún fue cancelado, aunque se mantuvo la conexión mediante trenes regulares. Su nuevo horario le hizo salir de París-Nord a las 18.53 para alcanzar Ivry-sur-Seine, a donde llegaba a las 19.30; Proporcionó a París-Nord múltiples conexiones con los demás rápidos que iban o venían hacia Inglaterra, Bélgica, Países Bajos y Alemania, así como hacia las principales ciudades del norte de Francia. El tren español llegaba a Madrid a las 23:00 horas del día siguiente y luego a Lisboa un día después, concretamente a las 15:15 horas (regreso desde Lisboa los lunes, miércoles y viernes con salida a las 14:00 horas para llegar a Madrid al día siguiente a las 19:00 horas). : 15 h y el día siguiente París-Orléans 12:09 h y París-Nord 13:00 h Además del “Sud-Express”, los lunes y miércoles, el CIWL ofrecía el tren de lujo “Pyrénées-Express” a Pau. , Lourdes en tiempos idénticos, Pierrefitte y Luchon.

Para el verano de 1891, los horarios de regreso se volvieron a cambiar. La salida de Lisboa se ampliaba hasta las 20:20 horas (en lugar de las 14:00 horas), retrasando la llegada a Madrid a las 19:08 horas (en lugar de las 15:00 horas) y alcanzando los andenes de la estación de París-Norte a las 20:08 horas. :00 p.m. 10 (en lugar de 1:00 p.m.). Para garantizar una mayor rentabilidad de las circulaciones, el tren francés “Sud-Express”, cuyo equipamiento acababa de ser cambiado, también se utilizó alternativamente al “Pyrénées-Express” relanzado durante los meses de verano a partir del 9 de julio de 1891, que partía de la capital hacia las estaciones de Biarritz, Pierrefitte-Nestales y Luchon. Este tren de verano permaneció en funcionamiento desde 1890 hasta la Primera Guerra Mundial. A diferencia del “Sud-Express”, entró en París-Orléans a la vuelta antes de continuar hasta su terminal París-Norte.

En España también se cambió el parque de ejes CIWL por unidades de bogies más modernas. La composición ibérica básica se formó entonces con furgones de dos ejes flanqueando por dos coches cama y un vagón restaurante. Esta organización resultó muy satisfactoria para el paso de la frontera de Irún y Hendaya y permitió incrementar los ritmos para el mantenimiento de las composiciones tanto francesas como españolas.

La CIWL intentó eliminar la desventaja de la diferencia de ancho de vía entre las vías francesa e hispana que requería un cambio de tren. Así, durante los primeros años de funcionamiento del “Sud-Express”, en Hendaya se probaron en vano varios sistemas que no tuvieron continuidad. La solución de poder levantar las carrocerías para un intercambio de bogies llevaba, según la CIWL, llevaba demasiado tiempo y además alargaba los horarios de tráfico, considerándose más económico y sencillo que los pasajeros cambiaran de tren.

Siempre con una frecuencia trimestral, las salidas se realizaron en París-Norte (18:35 horas) los lunes, miércoles y sábados a partir del servicio de invierno de 1891-1892. Los pasajes a Madrid (22.53 - 23.30 horas) se realizaban los martes, jueves y domingos, mientras que a Lisboa , llegando los miércoles, viernes y lunes (a las 15.20 horas). Los regresos desde Lisboa estaban previstos los sábados, lunes y miércoles (a las 20.15 horas), para un pasaje a Madrid los domingos, martes y jueves entre las 13.23 y las 15.00 horas, saliendo el tren francés de Irún a las 18.01 horas para unirse a París-Norte a las 20.10 horas. Los martes y jueves se ofrecían servicios "Pyrénées-Express" que utilizaban el mismo equipo en verano desde París-Norte. A este tren también se le asignó un trayecto horario idéntico hasta Dax, donde se desvió a las 5:47 horas hacia Luchon, servido a las 11:33 horas.

Debido al fin de la circulación estacional del “Pyrénées-Express”, las salidas se modificaron aún más en el invierno de 1894-1895; El “Sud-Express” salía de París-Norte los martes, jueves y domingos y regresaba allí los lunes, miércoles y viernes.

### **Reducciones de tiempos constantes hacia Portugal**

Sin embargo, en la joven y cambiante historia del tren, la fecha del 1 de julio de 1895 marcó un hito importante. A partir de ese día, el destino Lisboa, que hasta entonces requería un largo rodeo vía Madrid, pasó a ser servido por un tren directo desprendido del convoy madrileño desde el enlace de Medina del Campo.

Gracias a la inauguración de la nueva infraestructura, el ramal lusitano pudo transitar por Salamanca, Fuente de San Esteban, Fuente de Orono, Villa Formoso y Pampilhosa antes de regresar al antiguo trazado en Entroncamento. El final del desvío por Madrid y Valencia de Alcántara ahorró a los viajeros cinco horas hasta Portugal. Para tomar este atajo fue necesario el acuerdo de las compañías ferroviarias de Medina del Campo a Salamanca y de esta última estación a la frontera portuguesa, y después por el ferrocarril de la Beira Alta, que acababa de ser entregado en vía única entre Villa Formoso y Pampilhosa.

Dos veces por semana (miércoles y sábados), el “Sud-Express” español tenía dos tramos diferenciados con salida desde Medina del Campo, uno en dirección a la capital lusitana (con llegada a las 12:25 horas los viernes y lunes) y el otro continuando como hasta ahora dirección Madrid (llegada 23:40 horas). La tercera circulación prevista para los lunes desde Londres y París sólo tuvo como destino Madrid. En la misma fecha, el 1 de julio de 1895, el “Pyrénées-Express” partía de París-Norte los martes y jueves.

Apreciada favorablemente esta modificación de la ruta en la Península Ibérica, la frecuencia de circulación se incrementó en un cuarto día cada semana después del 17 de abril de 1896. El “Sud-Express” servía ahora alternativamente a los destinos de Madrid, los lunes y viernes, y desde Lisboa, los miércoles y sábados. A continuación se reposicionó algún que otro trayecto de tren con salida desde París-Norte a las 19:27 horas para una segunda salida desde Irún a las 8:25 horas y un paso hacia Medina del Campo entre las 18:33 y las 18:38 horas, a las 23:40 horas después de una excursión de un día. Del ramal hacia Portugal no salía hacia Medina del Campo hasta las 20:10 horas llegando a Lisboa a las 12:25 horas del día siguiente. En el otro sentido salía Lisboa y Madrid a las 23:45 y 15:00 horas, para llegar a Medina del Campo a las 18:20 horas (tramo Lisboa) y a las 19:59 horas (tramo Madrid), estando prevista la salida para las 20:04 horas; Como consecuencia de los pesimos horarios, estos largos periodos de estacionamiento permitieron recuperar los posibles retrasos registrados en las vías portuguesas o comer en el buffet de esta estación. El tráfico francés salía de Irún a las 6:01 horas para llegar a París-Norte a las 20:10 horas. El tren incluía, además de las furgones, tres coches cama y un restaurante. La tracción seguía confiada a los Forquenot en el PO, mientras que el Midi ya utilizaba 220 máquinas de las series nº 1751 a 1784, locomotoras de nueva construcción que empezaban a suplantar a las antiguas 120.

A petición de algunos viajeros con conexiones en París hacia el sur de Francia, el “Sud-Express” volvió a hacer escala en la estación París-Orléans a partir del verano de 1896. Esta facilidad también fue concedida en el otro sentido para el Horarios del verano de 1897.

También en 1897, el “Sud-Express” sufrió varios accidentes. El 10 de julio, alrededor de las 10 de la mañana, el tren atropelló a dos trabajadores de la carretera en el túnel de Mousserolles, cerca de Bayona; Estos dos empleados de la Compagnie du Midi fueron aplastados por la locomotora. Entre Lamothe y Burdeos, el 4 de diciembre siguiente, hacia las 11 horas, el “Sud-Express” que circulaba a toda velocidad chocó contra un vagón que estaba maniobrando; las caras laterales de los vagones cama y del vagón

restaurante fueron laceradas por la estructura metálica del vagón y una profunda herida marcó estos vehículos. Aunque no hubo víctimas, los pasajeros del tren reunidos a esa hora para almorzar en el coche restaurante quedaron sacudidos por el violento impacto, y los vasos y la vajilla se convirtieron en peligrosos proyectiles.

Al mismo tiempo, para promover el turismo hacia el sur de España, así como para garantizar las conexiones marítimas con Marruecos y el Magreb, la CIWL decidió crear una circulación denominada "Gibraltar-Express" y luego "Maroc-Express". Su salida semanal sólo tuvo lugar durante el periodo estival durante los veranos de 1897 y 1898, se propuso su salida de Madrid a las 0:00 horas por encima del "Sud-Express" para un servicio a Córdoba a las 11:40 horas, desde Bobadilla a las 14:57 horas y luego desde Algeciras a las 18:58 horas. El regreso se realizaba con salidas desde Algeciras a las 19:30 horas, Bobadilla a las 12:00 horas y desde Córdoba a las 3:50 horas con llegada a Madrid a las 15:45 horas. p.m. para una posible continuación del viaje en el "Sud-Express".

### **Los salones de la "Belle Epoque" (1900-1914)**

A principios de siglo, en 1900, el "Sud-Express" sólo circulaba cuatro veces por semana entre París y Madrid y se extendía dos veces desde Medina del Campo a Lisboa.

El 6 de junio de 1900, para responder al importante aumento del número de viajeros generado por la inauguración de la Exposición Universal de París, el "Sud-Express" realizó diariamente la ruta París - Madrid, al tiempo que se puso en marcha tres veces. Una semana a Lisboa.

En su ruta francesa entre París y Biarritz (826 km), este tren de lujo era, en términos de velocidad comercial, la conexión más rápida del mundo. Gracias a la rebaja del precio de los suplementos que deben pagar sus usuarios, los periódicos indicaron unánimemente que se había hecho "accesible" por unanimidad para los viajeros. En el trayecto París-Tours, París-Burdeos o París-Hendaya, los usuarios del convoy tenían que pagar las sumas respectivas de 5 francos, 10 francos o 15 francos.

Gracias a los importantes avances realizados en las infraestructuras de las empresas PO y Midi, fue posible prever un viaje totalmente diurno en Francia y ofrecían a los clientes un "tren salón", una fórmula entonces muy popular entre los clientes adinerados. Esta posibilidad provocó entonces una inversión en vías e infraestructura, los coches cama incluidos en la composición francesa dieron paso a elegantes coches salón de teca.

Todos los equipamientos que componían el material rodante (francés: vagones salón, coche restaurante) y español (coches cama, vagón restaurante) disponían de bogies. En lugar de salir de la capital francesa por la tarde para encontrarse al día siguiente bajo la ola de calor del verano en las mesetas ibéricas, los clientes viajaban durante el día por la ruta francesa antes de tomar el tren español hacia la frontera alrededor de las 22:00 horas.

El origen parisino del "Sud-Express" también se informó en la suntuosa estación París-Orsay recién inaugurada. El tren salía de esta última estación a las 12:18, primero remolcado con tracción eléctrica de 600 V por "cajas de sal" para llegar a París-Austerlitz (antigua París-Orléans) a las 12:30. Después de un breve intercambio de máquinas, Burdeos pudo ser trasladado a París. Llegaba por la tarde a las 19:12 horas y a la estación de Hendaya a las 22.17 horas. Tras cambiar de tren y tomar trenes Ibéricos, se alcanzaba la capital española a las 13:45 horas y a las 23:35 horas su homónima portuguesa. El viaje francés duraba sólo nueve horas y cuarenta y siete minutos, lo que situó al "Sud-Express" entre los convoyes de larga distancia más rápidos del mundo en aquella época. Después de Irún, realizó la parte

ardua del viaje de noche, sobre todo en verano atravesando las llanuras de Castilla y La Mancha (regreso Madrid 18.30 h - Irún 10:43 h - París 20.40 h).

Cada semana, las personas con destino a Portugal y países de ultramar tenían a su disposición tres salidas (martes, jueves y sábados desde París y lunes, jueves y sábados desde Lisboa); La llegada a la capital portuguesa se producía a las 23.35 horas.

El 12 de junio de 1900 lamentablemente tuvo lugar un accidente en la estación París-Austerlitz (París-Orléans en aquel momento). Los periódicos indicaron que alrededor de las 12:40 horas, mientras el tren "Sud-Express" estaba en el andén, la locomotora de vapor que reemplazaba a la eléctrica chocó contra los vagones con tanta violencia que estos retrocedieron hacia París-Orsay. El tren a la deriva sólo se detuvo treinta metros antes de las aldabas de París-Orsay, después de haber pasado rápidamente por París-Saint-Michel ante los asombrados viajeros de los suburbios.

En España, el "Sud-Express" también se vio afectado por falsos rumores. En el periódico del 25 de diciembre de 1900, un periodista donostiarra se hacía eco de la no renovación de los contratos que vinculaban a las empresas ibéricas con la CIWL (especialmente la Compañía del Norte). Una empresa española, no dependiente de una empresa internacional, se haría cargo de la explotación ibérica del "Sud-Express". Esta información, que resultó ser falsa, fue desmentida el 29 de diciembre siguiente.

En Francia, el tren incluía tres coches salón, un restaurante y furgones siempre con ejes (dos o tres ejes). A la espera del equipamiento solicitado, los vehículos utilizados en la ruta PO-Midi procedían de los ferrocarriles belgas (según muestra "belga"). Las cifras iniciales incluían entonces los coches salón n° 1536, 1537, 1539 a 1541 y 1546 a 1553, entregados en su mayor parte en 1899. Estos números provisionales se retransmitieron, en 1902-1903, con la llegada de las unidades WS n° 770 a 773, luego n° 840 a 842 y n° 911. El parque fue apoyado luego por las entregas, en 1904, de diez WS n° 956 a 965, luego en 1906 por las dos WS n° 1677 y 1678 y finalmente en junio 1913 según WS n° 2443 a 2446, vehículos finales con carrocería de madera de teca barnizada. Los tres WR n° 818 a 820 que acompañaban a los salones tenían la particularidad de tener originalmente un mirador situado al final la parte superior, en el lado de la cocina; Esta característica solicitada por el OP evitó el segundo furgón en las composiciones.

La tracción del tren de lujo fue reemplazada por la Forquenot 121 del PO por los tipos 220 n° 1 a 25 en 1899-1900; permanecieron allí hasta 1903-1904 y ocasionalmente después.

A cambio, la ruta nocturna española estaba ahora cubierta por coches cama. La flota ibérica también evolucionó gracias a la llegada en 1900 de los coches comedor de cuarenta plazas n° 757 y 758, así como de algunos de los coches cama más recientes. Por ejemplo, en 1903, en el parque de Irún existían los coches comedor N°s. 993 a 995 (1902), números. 838 y 839 (1903) y coches cama.

Durante el invierno de 1901-1902, mientras la agitación provocada por la Exposición Universal de París se disipaba lentamente, el "Sud-Express" volvió a circular dos veces por semana en Lisboa, pero permaneció sin embargo diariamente hacia Madrid. Se observaron variaciones horarias de algunos minutos en los siguientes servicios para los horarios de salida París-Orsay, condicionados por las normas de tracción, siendo siempre más rápidos los horarios de verano que los de invierno (parte del vapor producido por la caldera de la locomotora se utiliza para calentar los coches).

De 1903-1904, el Atlántico 221 n° 3001 a 3014 del PO saliente de nueva construcción se hizo cargo de él desde París hasta Saint-Pierre-des-Corps y luego desde esta estación hasta Burdeos. El Midi también confió, en 1908, la tracción a máquinas con esta configuración de ejes gracias a las entregas de las series Atlantic 221 n° 1901 a 1916 y n° 1921 a 1934. Estas locomotoras del Midi se hicieron cargo de la tracción del tren entre Burdeos y Hendaya. - Irún hasta la electrificación de 1.500 V en 1926-1927; en caso de

indisponibilidad, a veces eran sustituidas por las Pacific del Midi. En Portugal, al mismo tiempo, el convoy entre Lisboa y Entroncamento quedó confiado a las 2-3-0 pertenecientes a las series nº 351 a 370. Tras la llegada del Atlántico, las primeras regatas del Pacífico (serie nº 3501) se registraron en 1910. 3589) desde el PO entre Gare d'Austerlitz y Saint-Pierre-des-Corps, luego hasta Burdeos. En el ferrocarril del Norte, potentes 240 de las series N° 4001 a 4045 también comenzaron a traccionar el "Sud-Express" en 1911, con intercambio de locomotoras en Miranda de Ebro.

En los ferrocarriles de Portugal, los viajes en tren se acortaron significativamente en el invierno de 1905-1906. Gracias a negociaciones con varias compañías navieras, se incrementó el número de escalas en Lisboa; Con múltiples destinos, los transatlánticos de Messageries Maritimes, Royal Mail, Pacific Line y Hamburg America Line estaban en conexión directa con el convoy. En abril de 1906, los círculos económicos de Lisboa exigieron unánimemente el funcionamiento diario del "Sud-Express" desde París.

El tren fue otra víctima de un accidente en España. El 10 de agosto de 1907, el "Sud-Express" saliendo de San Sebastián chocó con un tren de mercancías en un túnel situado antes de la estación de Alsasua. Se produjo un incendio entre los vagones, pero no afectó a los coches cama y los pasajeros resultaron ilesos. Para colmo, el 29 de diciembre de 1909 se produjo otra colisión con un expreso, esta vez entre las estaciones burgalesas de Barrios de Colina y Santa Olalla. Un agente ferroviario español murió y cuatro resultaron heridos. Posteriormente tras revisar la composición, el "Sud-Express" pudo partir con un retraso de siete horas.

A principios de 1908, pese a fracasos anteriores, se intentaron de nuevo algunas circulaciones hacia el sur de España. Esta conexión semanal denominada "Maroc-Express" implementó un convoy francés París-Orsay - Irún, luego un tren español Irún - Algeciras ofrecía coches de 1ª clase y cama. El tren francés incluía un coche cama directo desde Boulogne a Irún con conexiones desde Londres vía Folkestone. Este servicio se prestó hasta el 26 de junio de 1908 y durante el invierno siguiente. Al no haber obtenido el éxito esperado, los servicios "Maroc-Express" no se reiniciaron hasta el 16 de enero de 1911. El convoy que unía Madrid con Algeciras lo componía un coche restaurante, dos cama y un furgon.

También se propuso un segundo tren estacional compuesto por vagones cama entre Madrid y Sevilla con el nombre "Andalucía-Express". Los dos convoyes que viajaban en días diferentes utilizaban alternativamente el mismo equipo. Para el verano de 1911, el primero pasó a denominarse "Moroco-Express" o "Maroc-Express" con un recorrido limitado a Madrid-Atocha, Córdoba, Algeciras y Gibraltar. Este tren proporcionaba conexiones marítimas con Tánger y Ceuta en estas dos últimas ciudades. En Madrid también se le puso en estrecha relación con el "Sud-Express". Esta organización permaneció en servicio con algunas modificaciones hasta 1914.

La gran inundación del Sena en el invierno de 1909-1910 provocó varios cambios de ruta. Las dos estaciones parisinas de Austerlitz y Orsay se inundaron. Sus salidas y llegadas se pospusieron a la de Denfert-Rochereau. Desde el 27 de enero de 1910, esta estación, hasta entonces terminal de la línea Sceaux, experimentó un tráfico inusual. El "Sud-Express" salía de esta estación a las 11:02 para llegar a Massy-Palaiseau a las 12:07, luego a Juvisy a las 12:40 y a Les Aubrais a las 13:47 (regreso a Les Aubrais a las 20:09):15 h, Massy-Palaiseau 21:47 h, Denfert-Rochereau 22:28 h). Las inundaciones provocaron numerosos trastornos en el tramo de Juvisy a París-Orsay, y en las semanas siguientes fueron necesarias largas obras para secar los andenes y reanudar progresivamente el tráfico.

Durante el mes de enero de 1911 se produjeron nevadas muy intensas en la Península Ibérica. Fueron la causa de importantes retrasos en la circulación de trenes y, en particular, del "Sud-Express". El 10 de enero, las tormentas cortaron las líneas telegráficas y telefónicas; La prensa ya informaba de un retraso de dos días en el convoy bloqueado en Ávila. Los aludes habían bloqueado las vías .En Asturias, los

ventisqueros alcanzaron en ocasiones hasta los seis metros de altura. En el norte de España, el 13 de enero se tuvo que suspender todo el tráfico ferroviario.

Los viajeros del “Sud-Express” sufrieron incluso otros inconvenientes. Así, el 11 de julio de 1911, hacia las 18.30 horas, el “Sud-Express” que viajaba desde Burdeos con un importante retraso chocó frontalmente con una locomotora que maniobraba en la estación de Saint-Saviol, cerca de Ruffec (entre Poitiers y Angoulême). La locomotora, los tres coches salón y uno de los dos furgones se salieron de las vías. El maquinista de la locomotora averiada murió en el acto. Hubo siete heridos leves, entre ellos el controlador CIWL y el ayudante de cocina, así como dos viajeros que pudieron continuar su viaje a París. Luego, el 22 de noviembre de 1913, se produjo un desprendimiento de tierra en el túnel de Cazorza entre Irún y Madrid; el convoy se detuvo en seco y sufrió importantes retrasos.

### **Servicio de Biarritz**

La apertura de una nueva línea de tres kilómetros de longitud que unía la estación de Biarritz-la-Négresse con Biarritz-Ville cambió las condiciones de funcionamiento del “Sud-Express” para favorecer a la clientela turística que se dirigía a esta elegante ciudad costera. Este tren ofrecía ahora a este destino por vía aérea a costa de un cambio de sentido, lo que le hacía perder casi veinte minutos en ambos sentidos. Poco después, durante 1912, la CIWL sustituyó el material a ambos lados de la frontera, introduciendo en particular nuevos furgones, todos ellos con bogies. El tren español contaba ahora con tres coches cama y un coche restaurante de bogies.

Las empresas francesas (PO y Midi), española y portuguesa acordaron mejorar significativamente el funcionamiento del “Sud-Express”. A partir del 25 de junio de 1914, este tren, uno de los más rápidos del mundo, fue acortando su duración; la ciudad de Madrid estaba entonces a sólo veinticuatro horas de París y Lisboa a treinta y tres horas. Los viajeros salían de París-Orsay a las 10:00 horas para llegar a la capital española al día siguiente a la misma hora, llegando a Lisboa al día siguiente a las 19:08 horas (en lugar de las 22:52 horas). Gracias a estas modificaciones, se llegaba a las ciudades de Burdeos y Hendaya a las 16.54 y 20.39 horas respectivamente. El cambio de tren entre Hendaya e Irún, que entonces se producía en plena noche, se realizaba por la tarde. 20:48 horas (regresando a Lisboa 13:00 horas, Madrid 21:15 horas, París 20:54 horas del día siguiente). Las capacidades de tracción de los Pacíficos del OP se asustaron al máximo de sus posibilidades. Estas diferencias horarias para el “Sud-Express” también provocaron ajustes entre los demás convoyes expresos entre París, Burdeos y Biarritz.

Desafortunadamente, el estallido de la Primera Guerra Mundial el 3 de agosto de 1914 detuvo los servicios de trenes franceses un día antes y como consecuencia, produjo la interrupción de los convoyes ibéricos. Para el “Sud-Express”, el primer acto, el de la belle époque, sin duda fue el más brillante, acabando en tragedia. A continuación se apartó del parque CIWL francés, antes de que personalidades lo pusieran a disposición para viajes oficiales. Los coches salón nº 2443 y 2444 fueron asignados al mariscal Ferdinand Foch y a Georges Clemenceau. La filial española restablecida entre Madrid e Irún en junio de 1915 proporcionaba una conexión discreta con Biarritz gracias a un coche salón que comunicaba con la frontera.

## 40 aniversario Tren de la Fresa

Por Juan Delgado Luna

Parece que fue ayer, pero el Tren de la Fresa ha cumplido ya 40 años de servicio. El 27 de mayo de 1984 fue la fecha elegida para poner en funcionamiento este tren turístico que ha unido desde entonces Madrid con el Real sitio de Aranjuez. Los afortunados viajeros pueden visitar la monumental ciudad declarada Paisaje Cultural Patrimonio de la UNESCO, su palacio Real con sus jardines y sus huertas en las que podemos encontrar sus exquisitas y únicas fresas que le han dado la fama mundial y a su vez el nombre a este tren. Para ir abriendo boca como se dice coloquialmente los viajeros son obsequiados en el trascurso del recorrido del tren con una pequeña selección de fresas ofrecidas por azafatas y personal de a bordo del que curiosamente forma parte nuestra colaboradora Lidia Moreno.

*It seems like it was yesterday, but the Strawberry Train has already completed 40 years of service. May 27, 1984 was the date chosen to put into operation this tourist train that has since linked Madrid with the Royal Site of Aranjuez. The lucky travellers can visit the monumental city declared a UNESCO Heritage Cultural Landscape, its Royal Palace with its gardens and its orchards where we can find its exquisite and unique strawberries that have given it world fame and, in turn, the name of this train. To whet your appetite, as it is colloquially said, travellers are given a small selection of strawberries during the train's journey, offered by hostesses and on-board staff, which curiously includes our collaborator Lidia Moreno.*



**En esta interesante foto de nuestra compañera Lidia Moreno Reyes podemos ver este tren especial. 25-05-2024**

***In this interesting photo by our colleague Lidia Moreno Reyes we can see this special train. 05-25-2024***

Esta fue la segunda línea de ferrocarril construida en España tras el Barcelona-Mataró. Para conmemorar este importante evento la Fundación de los Ferrocarriles Españoles ha organizado un viaje especial, concretamente el 25 de mayo. Para la ocasión se ha dispuesto de una larga composición formada por los habituales vehículos que componen el tren como los furgones J-401-331 , DV- 340-115 el coche metálico



de 2ª clase BB-5045, los coches de madera tipo “costa-Getafe” CCR-2470-CC 2435- CC 2439- CC 2375 recientemente restaurados, 4 coches tipo “Wagons Lits R-12- 12950 (cuya serie la forman 5 coches numerados como R-12-12951 al 12954) y el Ex Pullman WPC- nº 6 de Andaluces ZZ1102.

*This was the second railway line built in Spain after the Barcelona-Mataró. To commemorate this important event, the Spanish Railways Foundation has organized a special trip, specifically on May 25. For the occasion, a long composition has been arranged made up of the usual vehicles that make up the train such as the J-401-331 vans, DV-340-115, the 2nd class metal car BB-5045, the “costa” type wooden cars - Getafe” CCR-2470-CC 2435- CC 2439- CC 2375 recently restored, 4 cars type “Wagons Lits R-12- 12950 (whose series is made up of 5 cars numbered as R-12-12951 to 12954) and the Ex Pullman WPC- No. 6 of Andaluces ZZ1102.*



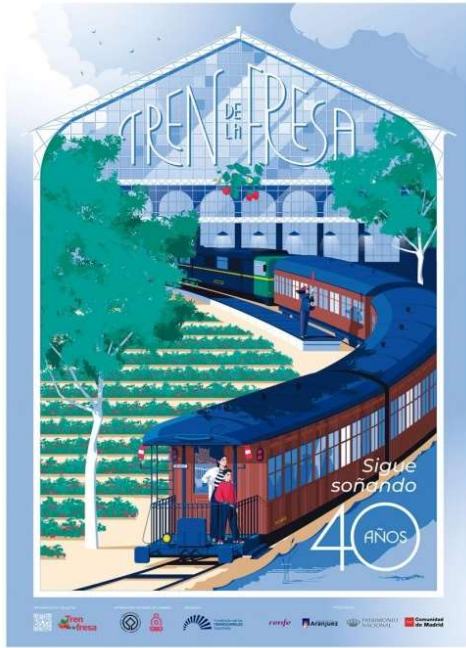
Train channel  
Lidiamreyes114

**Vista trasera del tren especial tomada por Lidia Moreno Reyes. 25-05-2024**  
**Rear view of the special train taken by Lidia Moreno Reyes. 05-25-2024**

En el transcurso de muchos años la tracción del tren estuvo a cargo de locomotoras a vapor como las MIKADO, Montaña 241-1700, Garrafeta, locomotoras históricas eléctricas de la familia de las japonesas como la 289-015 del museo y últimamente las diesel 334 de RENFE.

*Over the course of many years, the traction of the train was carried out by steam locomotives such as the MIKADO, Montaña 241-1700, Garrafeta, historical electric locomotives of the Japanese family such as the 289-015 of the museum and lately the diesel 334 of RENFE.*

En este viaje se ha dispuesto como máquina titular de esta composición la locomotora 319-319 utilizada habitualmente en la tracción del tren de lujo Al Ándalus que sumando a diversos viajeros caracterizados con vestimentas antiguas acordes a la época de esplendor del ferrocarril han dado “ una nota de color y glamour” a este importante evento.



*On this trip, locomotive 319-319, usually used in the traction of the luxury train Al Ándalus, has been arranged as the main engine for this composition, which, adding various travellers dressed in ancient clothing in accordance with the era of splendour of the railway, has given “a note of colour and glamour” to this important event.*

Agradecimientos a todas las personas que han colaborado en la preparación y ejecución de este tren especial Thanks to all the people who have collaborated in the preparation and execution of this special train.

**Cartel conmemorativo del viaje especial. Los viajeros también han podido disponer de un billete de cartón del tipo Edmondson en los que se ha grabado con un antiguo compositor el evento especial.**

*Commemorative poster of the special trip. Travellers have also been able to have an Edmondson type cardboard ticket on which the special event has been recorded with an old composer.*

## Expreso Bilbao Ría: Zaragoza-Bilbao-Zaragoza

Por Juan Delgado Luna

El pasado 29 de junio, tuvo lugar una circulación muy especial del Tren Azul de la AZAFT (Asociación Zaragozana de Amigos del Ferrocarril y Tranvías)

*On June 29, a very special circulation of the AZAFT Blue Train (Zaragoza Association of Friends of Railways and Trams) took place.*

Desde primeras horas ya estaba dispuesta la composición en la estación de Zaragoza-Delicias. Concretamente la hora grafiada fue las 7:20 de la mañana. Como ya viene siendo habitual en los numerosos viajes que realiza la asociación en colaboración con el operador ALSA, la afluencia de viajeros fue notable, lo que denota el grán interés que tiene el público en general y los amigos del ferrocarril del tren clásico en España.

*From the early hours the train was already ready at the Zaragoza-Delicias station. Specifically, the recorded time was 7:20 in the morning. As is usual in the numerous trips made by the association in collaboration with the operator ALSA, the influx of travellers was notable, which denotes the great interest that the general public and friends of the railway have in the classic train in Spain.*



**Composición del tren 37561- ida/37962- regreso en la estación burgalesa de M. Foto Juan Delgado Luna**  
**Composition of train 37561- outbound/37962- return at the Miranda de Ebro station in Burgos. Photo Juan Delgado Luna**  
**Miranda de Ebro.**

Otras de las paradas comerciales fueron Casetas, Castejón de Ebro y Miranda de Ebro. En sus andenes esperaban pacientemente la llegada de este tren tan especial, aunque por el camino pudimos ver muchos aficionados que lo fotografiaron y filmaron en vídeo por todo el recorrido.

*Other commercial stops were Casetas, Castejón de Ebro and Miranda de Ebro. On their platforms they patiently waited for the arrival of this very special train, although along the way we could see many fans who photographed and filmed it on video along the entire route.*

Destaca las instantáneas que se pudieron realizar por la vía única del tramo –Miranda-Orduña con sus paisajes de postal y su orografía tan peculiar.

*The snapshots that could be taken along the single track of the Miranda-Orduña section stand out with its postcard landscapes and its peculiar orography.*

En Bilbao, final de trayecto aguardaban la llegada del tren un gran grupo de amigos del ferrocarril y público en general. Algunos de ellos, sobretodo para los más jóvenes “era la primera vez que veían un tren de verdad” esos que no hace mucho tiempo formaban parte del paisaje habitual de la RENFE y que hoy en día prácticamente han desaparecido y solamente lo podemos ver y disfrutar en circulaciones históricas y especiales.

*In Bilbao, the end of the journey, a large group of railway friends and the general public were awaiting the arrival of the train. Some of them, especially for the youngest ones, "it was the first time they saw a real train" those that not long ago were part of the usual landscape of the RENFE and that today have practically disappeared and we can only see and enjoy them in historic and special circulations.*

Tras la visita a la Villa de Bilbao (casco viejo/Museo Guggenheim) y tras reponer fuerzas en uno de sus buenos restaurantes, no sin antes degustar sus famosos pinchos y tapas del lugar esperaba el regreso. Esta última ciudad expidió desde los andenes de Bilbao-Abando, con destino Zaragoza concretamente a las 18:00h.

*After the visit to the Villa de Bilbao (old town/Guggenheim Museum) and after regaining strength in one of its good restaurants, but not before tasting the place's famous pinchos and tapas, I was looking forward to returning. The latter city shipped from the Bilbao-Abando platforms, bound for Zaragoza specifically at 6:00 p.m.*



**Estación de Miranda de Ebro. Tren de regreso a Zaragoza. Foto realizada el sábado 29 de junio de 2024.**

**Foto Juan Delgado Luna**

***Miranda de Ebro Station. Train back to Zaragoza. Photo taken on Saturday, June 29, 2024. Photo Juan Delgado Luna***

El tren estuvo compuesto por la locomotora 269-401 ex 269-324 del operador ALSA que recientemente se ha restaurada en sus colores originales, el Coche Salón Ministerial ZZ-1601/ el coche cama YFt 4848, los coches clásicos tipo Wagons Lits WR- 2747/ WR-3567, los coches departamento CC-5137/BB-5043/BB4-6033 y los furgones estafeta de Correos DGCT-1529 y P.3-3067.

*The train was composed of the locomotive 269-401 ex 269-324 of the ALSA operator that has recently been restored in its original colours, the Ministerial Salon Car ZZ-1601/ the sleeping car YFt 4848, the classic*

*Wagons Lits type cars WR- 2747 / WR-3567, the department cars CC-5137/BB-5043/BB4-6033 and the Post Office vans DGCT-1529 and P.3-3067.*

Fué un día muy especial y esperamos repetirlo en otro de los muchos viajes que organiza esta asociación. Agradecimientos a Carmelo Zaita y Francisco Javier Relea que pudieron cubrir este importante evento, fotografiando y filmando gran parte del trayecto.

*It was a very special day and we hope to repeat it on another of the many trips organized by this association. Thanks to Carmelo Zaita and Francisco Javier Relea who were able to cover this important event, photographing and filming much of the journey.*



**Nuestro compañero y colaborador Carmelo Zaita, desde Bilbao nos envía esta bonita imagen de la composición estacionada en los largos andenes de Bilbao-Abando.**

***Our colleague and collaborator Carmelo Zaita, from Bilbao, sends us this beautiful image of the composition parked on the long platforms of Bilbao-Abando.***



Otra toma realizada en los andenes de Bilbao-Abando. En esta ocasión el fotógrafo es nuestro amigo y colaborador Francisco Javier Relea, infatigable fotógrafo y aficionado de toda la vida.

*Another shot taken on the Bilbao-Abando platforms. On this occasion the photographer is our friend and collaborator Francisco Javier Relea, tireless photographer and lifelong amateur.*



Desde las ventanillas del tren los viajeros se despedían de los numerosos aficionados y curiosos que estaban en los andenes.

Foto superior e inferior de Juan Delgado Luna. Miranda de Ebro.

*From the train windows, travellers said goodbye to the numerous fans and curious onlookers who were on the platforms. Top and bottom photo by Juan Delgado Luna. Miranda de Ebro.*

# The history of the DSG - Volume 1 by Armin Gärtner published

by Dirk Frielingsdorf

The first volume of the multi-volume "Geschichte der Deutschen Schlafwagen- und Speisewagengesellschaft DSG" (History of the German Sleeping Car and Dining Car Company DSG) has just been published and can be ordered from 26 May 2024 from the Railway and Local History Museum Erkrath-Hochdahl e.V. by telephone or mail order. The first volume has 156 pages and will cost 48.00 euros: Order to Dr. Fellenberg +49-211-30269005 or Uli Schimschock +49-211-246863 or mailorder to [archiv@lokschuppen-hochdahl.de](mailto:archiv@lokschuppen-hochdahl.de)

The author Armin Gärtner is also known in the German language Wagons-Lits-Forum and has published several articles on the Budapest contracts (delimitation of the business areas of CIWL and DSG) and their prehistory, which are also relevant in the book.

## The book:



I was able to take a look at the book, the first volume of the history of DSG, which essentially covers the immediate post-war years (DSG's prehistory) up to the Budapest agreements with CIWL.

The author Armin Gärtner goes into great detail on the various minutes, file notes and contracts that led to the founding of the purely West German DSG as well as the demarcation agreements with CIWL, which regulated and demarcated the transport areas of the two sleeping car companies. The author quotes extensively or reproduces the relevant documents in facsimile and places them in the contemporary context of the occupation period, the founding of the Federal Republic of Germany and the DB (1949) and finally the DSG (1950). The author goes into detail about the occupation period 1945-1949, when each of the three western occupying powers had its "favourite" in the management of the military trains. At the same time, the CIWL, harassed by the German Reich and its railway institutions during two world wars, tried to prevent a new competitor in the

West German occupation zones and to expand and consolidate its international connections to and through West Germany with long-term contracts with the railways of Western Europe.

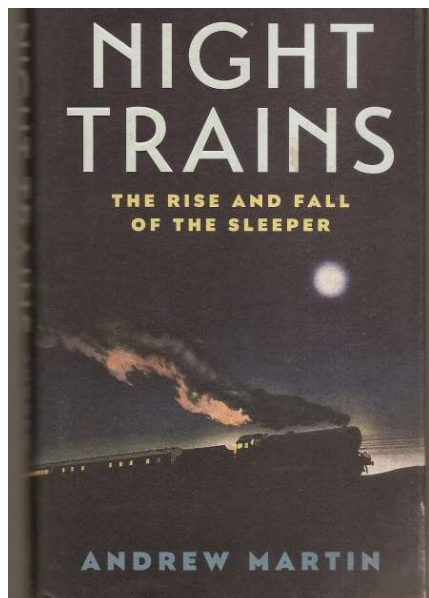
The tasks, activities and business areas of the young DSG also take up a great deal of space. The subsequent Budapest agreements and the subsequent cooperation between DSG and CIWL in the workshop and hotel sectors are also covered in detail, as the cooperation between the two companies was much better than official statements between West German railway superiors and the Franco-Belgian CIWL would suggest.

More than 150 illustrations, numerous tables and boxes with separate technical explanations supplement the well-organised text. It is fun to deal with this detailed analysis and makes you curious about the next volume!

In relation to Jean-Marc Dupuy's first part on the Sud-Express in this newsletter:

## The book "Night Trains" by Andrew Martin

by Chris Elliott



Andrew Martin's book *Night Trains* has one of its several chapters dedicated to the 'Sud Express'. This is his journey as recent as 2016 when this train was no longer the Prestigious Express linking Paris with Madrid and Lisbon. To re-trace the route it involved Andrew taking an SNCF TGV Atlantique from Paris to Hendaye and then transferring to RENE's Talgo onward into Spain and Portugal. We will leave you to read not only this chapter but others such as 'The Blue Train', 'Paris to Venice' and of course 'The Orient Express'

Whereas Andrew writes of the decline and end of these special trains, since his book was published in 2017, several are on their way back nearly all operated by OBB's Nightjets.

Andrew's book 'Night Trains – The Rise and Fall of the Sleeper' was published by 'Profile Book's with an ISBN 9-781781-255599 number

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### Mails from our friends and contacts

As is our practice we include a few of those mails that we hope will be of special interest to others, so please do not hesitate in mailing us

Chris and Dirk

#### From Xavier Guerra who writes

I am replying to this old correspondance because 7 years later, one of these cars has reappeared.

So to recap. Two old teak CIWL cars, 402 and 403, which were stored out of service on the Oensingen-Balsthal-Bahn in Switzerland, were sold to a private individual from the Czech Republic and transported by rail out of Switzerland in December 2017.

*(Editor's comment: Dining cars 402 and 403 are former SSG cars, a Swiss subsidiary of CIWL, whose first cars were built by the same manufacturers to the same plans as those of CIWL: OeBB 402 ex SBB-CFF 10214 ex SSG 14 and OeBB 403 ex SBB-CFF 10206 ex SSG 6.)*

Now, 7 years later, 402 has reappeared as "CIWL 1708" in the Czech Republic. Unfortunately there is no suggestion yet about the direction it is actually heading in, or where the restoration work was done.

But that's some development on this story. Regards Xavier

#### And:

I have some more information on this car. The car seems to be in the hands of an organisation called Vytopna Dolní Lipka, who operate heritage steam trains in the Czech Republic. They are connected



to the Muzeum Starých Strojů a Technologií (or Museum of Old Machines and Technologies). The information, as well as some other photos which you may be able to swap with others I've sent you, is found here:

<https://www.facebook.com/vytopnadolnilipka/posts/pfbid0ihVtgMKcH4jmGai7JbrNB2ocfKrE6AQcAkt3ATXV4FMvGKhgyAesC9kUhhjAJKxsl>

Rudimentary Google Translate of the post gives us:

*"Introducing a new project: Restoration of the historic Ringhoffer 1906 food truck*

*Dear fans of Vytopna Dolní Lipka,*

*We are very pleased to present you our new project "Back on Track: Restoration of the Historic Ringhoffer 1906 Food Truck.*

*Thanks to the provided subsidy we were able to start the first stage of this challenging task. Main target I. the stages are the restoration of the outer cabinet and outdoor equipment of the historic 1906 food truck, made by the famous Ringhoffer company.*

*Originally the car served at a subsidiary of the international food and bed cars company CIWL, namely SSG in Switzerland. The food truck has always been the most luxurious vehicle of any express passenger train or express train. Therefore, it must not be missing in our gradually built historic steam expressway of the Museum of Old Machines and Technology. This express now consists of 1/2, 2 and 3 class cars that were restored in 2020-2022 with the support of the Ministry of Transport and Pardubice Region.*

*This project is financed by an individual grant from the Pardubice Region, namely the Department of Transport and Road Management. We thank the Pardubice Region for their support and we look forward to showing you further progress in the restoration of this unique piece of railway history.*

*Follow our updates and support us with your favour!*

*Your Lower Lipka landfill"*

Hope that helps. Xavier

More pictures:

<https://www.facebook.com/vytopnadolnilipka/>

### **José Banaudo mails us from Spain**

Hello,

Fine items as usual in your magazine ! I enjoyed the articles about Spanish 242 F. If you are interested, here are two pictures shot in 2018 with 242 F 2009 at Madrid Delicias railway museum and one of a model of 242 F 2005 I saw last week at the very interesting Terrassa science and technics museum in Catalunya. To be noticed : the light in front of the chimney to check the

good combustion of the oil burner. Thanks for your work and all the best,

José Banaudo



## **Then Marc Stegeman mailed us about CIWL Teak Cars in The Netherlands**

Hello Chris and Dirk.

Thanks for the CIWL Amis newsletter 21 which gave an interesting read, as usual !

Very good is that the historic Hansa Waggonbau files were kept by the Bremen Tramway Association. I don't know if our national railways rolling stock manufacturer RolMa (Werkspoor Utrecht) at the time also had interest in issuing a bid. The Rolma was a high volume construction company which stopped production in 1971-1972.

About the article by Francisco Bochicchio about the "missing" S2's of teak (and metal bodied) construction. From various sources it can be learned that after WW1 in general the railways flourished. This resulted in more connecting railway lines and services and extensive lay-outs with more switches. The safety measures with signalling and blocking switching movements were becoming more complicated. In order to raise the network capacity, more trains had to be controlled in their movements putting more pressure on the signal box staff.

At the same time, locomotive power increased and so higher speeds could be maintained. Now this counted up to several serious accidents in which passengers suffered from desintegration of the then common wooden constructed carriages. Unfortunately, at the moment I don't have access to annual railway statistics of say 1900 up to WW2. Also in this period, after and partly as result of WW1, metal construction had become cheaper and woodwork more expensive. Then there was the issue about the weight, because the massive wooden construction was less sturdy than metal framed cars. In the event of an accident, the metal cars mostly just deformed, whereas wooden cars had a strong tendency to splinter and cause more casualties. What Francisco mentioned is that 24 cars in 1935 were deemed superfluous by CIWL but these still represented value as just about 15 years old. So it was to their benefit that at least three of this lot could be sold to the ÖBB (for secondary use?), as otherwise the destination would be the scrapyard.

Selling second hand cars in Europe might be helpful for CIWL competitors, so, unless the risk was reduced, this would not be a preferred option. Unfortunately I don't know of other countries than Austria buying good second hand sleeper cars. But once on a railways excursion in Uruguay we made acquaintance with carriages of wooden construction. Export to such a country certainly would not give any competition to CIWL. But were there any overseas railways administrations interested in paying more than scrap value ? I'm sorry I can just make my remarks but not present an answer to Francisco's question to the fate of these 21 doomed cars.

Then about the experienced unfortunate difference in thermal insulation value between wooden and metal carriages. The wooden beams, outside and inside wooden panels would not transfer much heat or cold to the interior. And the air in the hollow spaces between the beams would provide further insulation. I'm not sure about the treatment of the inside of body parts of the first generation metal cars. The technicians would know by experience (from other constructions) that the inside of steel plated construction would accumulate condensation moist. Only by sufficient ventilation of hollow spaces the moist would evaporate again, temporarily, while the car was in movement....

So I suppose quite soon it became usual to apply quite thick layers of red lead oxide primer paint in order to prevent the steel plates from corroding. Over this, mostly was added a thick bitumous paste, or another tar product paint.

In order to enhance the (heat/cold) insulation value, asbestos containing layers were developed. Depending on the "glue" type in which the asbestos fibres were mixed, and the solvent used, this

compound layer could be pasted, or applied by painting or spraying. In addition to this, the hollow spaces between outer metal sheeting and interior panelling could or would be insulated by asbestos sheeting or wool in the form of blankets. After it became known how dangerous loose asbestos particles are, and glass wool became available, this last was a somewhat better alternative. Nowadays when overhauling or restoring a carriage, removing any (loose) asbestos is a costly affair. Scrapping a contaminated (asbestos containing) carriage may even cost money as it is regarded as chemical waste. When the asbestos is contained in a solid compound, it may be left in place, especially when the carriage is just on static display. In case the carriage is intended to be operated with passengers, there will always be some movement (vibrations) of the body shell. In a worst case scenario, this may cause (some) asbestos particles to be transferred via draughts into the passenger compartment. So especially when removing side wall or ceiling panels caution is required. Wishing you sunny Sunday,

Marc

*Editors Note: Thank you very much for your thoughts. I have extracts from the CIWL sales lists of CIWL from General Director Widhoff, the teak cars from various series were sold very diversely and throughout Europe. However, they were rarely used as 'real railway carriages' for passenger transport; only the Yugoslavian JDZ bought a significant number of teak sleeping and, above all, dining carriages from the CIWL and subsequently used them as such. Most of the rest went to 'some' use, with the few ÖBB railway service carriages at least still in service at that time.*

**NOUVEAU LIVRE EN SOUSCRIPTION**

# Voitures d'exception

Toutes les voitures et fourgons de la CIWL 1872-1930

**Parution octobre 2024**

**Après le 30/09/2024**  
**57.80 € + port**

\*Les frais d'expédition sont offerts pour la France métropolitaine uniquement. Pour l'Europe/Dom-Tom : 15€, les autres pays 40€.

**49,90€**  
+ FRAIS D'EXPÉDITION OFFERTS\*  
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JEAN-MARC DUPUY  
PIERRE-YVES TOUSSAINT

## Voitures d'exception

pour trains de légende

Volume 012 - Restaurant, Salon, Pullman et Fourgons - Teak -  
de la Compagnie Internationale des Wagons-Lits  
et des Grands Express Européens

1872-1930

Couverture non contractuelle

LR PRESSE

After *Trains d'exception* (about CIWL steal bodied CIWL cars), discover the following : **Voitures d'exception** - All the coaches and vans of the CIWL 1872-1930: sleeping cars, restaurant, lounge, Pullman and "teak" vans of the Compagnie Internationale des Wagons-Lits et des Grands Express Européens.

**To be published in October 2024!**

## Les services Pullman isolés

Jos Geilen and Willy Patten have sent us their latest and last article about the Pullman Isolés

Published in the Belgian Magazine Journal du Chemin de Fer N° 258 (french) and Spoorwegjournal N° 258 (dutch):



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*Profitions une dernière fois du confort des voitures Pullman de 1<sup>ère</sup> classe, ici dans la WPI 4155 du type 'Côte d'Azur' préservée par l'association française Ajecta.*

Paragraph headings : LA NAISSANCE DE DEUX ENNEMIS : TERMINUS ANVERS-CENTRAL ; 'EDELWEISS ET SES FOURGONS ; LES VOITURES DE L'EDELWEISS ET LEUR ENTRETIEN ; LA 'DANSE DES VOITURES' DE L'ÉTOILE DU NORD ; COMMENT VOYAGER SANS ÊTRE ENFUM ; PAUVRE BAGAGIST ; **Thank you Mister Hitchcock!**; QUAND LA REINE FUT DÉCHUE DE SON TRÔNE ; MYSTÉRIEUSE VOITURE PULLMAN DU Nord Express ; **Un train royal... temporaire !**; LE DERNIER PULLMAN POUR BÂLE. 1ÈRE OU 2ÈME CLASSE ?. OUPS.../ **Des voitures Pullman réserve pour les TEE et les WR. LA MORALE D'UNE LONGUE HISTOIRE...**