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Editorial – Dirk Frielingsdorf

First of all, a small correction regarding the last issue: the caption for the photo of the AB4A¼ 75 on page 49 at the top should, of course, refer to SWS, not SIG. It slipped past four pairs of eyes. And we have a little update – in this last newsletter, we had asked Werner Hardmeier for a lovely photograph of carriage 101 in Zweisimmen from 1978 – due to the holiday period, the picture only reached us after the newsletter had been published, so here it is:



I hope you enjoy reading this newsletter, which will take us on a journey from the TEE railcars and their operation, through various Pullman services and museum visits, right up to presidential menus. Happy reading!

CIWL, MITROPA, DSG and SSG/CSWR

dining services in Railcars

services restaurants dans les trains Autorails

Speisewagendienste in Triebwagen- bzw Triebwagenzügen

By Jean Lou, Luxembourg

Part 1 of 2, Restaurant services in railcars – beginnings until TEE period

Many has already been written about the dining cars from CIWL, MITROPA, DSG and SSG and the trains in which they have been integrated. Numerous prestigious trains were equipped with them. However today the author wants to draw the attention more to another category of trains were CIWL, MITROPA, DSG and SSG offered as well dining services: the **railcars**, in French called *Autorails*, or in german *Triebwagenzüge*.

A certain number of them had been equipped with a kitchen, and some of them even with a dining space or Restaurant with tables. For those who didn't have a dedicated dining space, passengers were served the plates on a tablet at the passenger's seats. For the preparation of the meals, a kitchen was integrated in the railcar.

In general, it was the owner administration of the train, who had the privilege to attribute the dining service to a specialized company. These were – except some very rare exceptions – always CIWL, MITROPA, DSG or SSG/CSWR.

First railcars including a dining compartment appeared shortly before second world war. A common point to all countries was, that only the upper class passengers were admitted in these trains.

Germany:

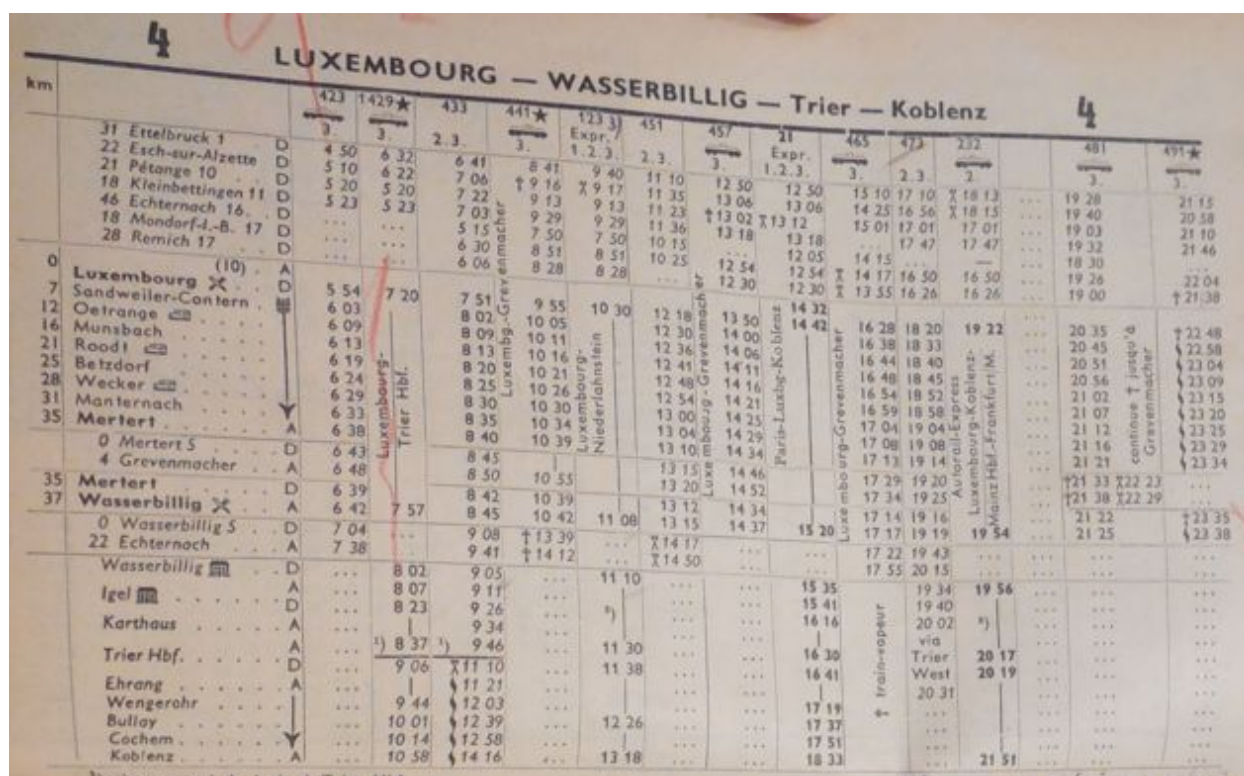
Since 1923 the german *Reichsbahn* was running trains in the category FD – *Fernschnellzug*, or *Fern-D-Zug* – with exclusively cars of first and second class. Since 1933 and with the intention to accelerate these services as much as possible in terms of travel speed, the first Diesel-Railcars were put in service. It was the famous “Fliegender Hamburger” (*Hambourg Flyer* [train]) connecting Berlin and Hambourg in a little bit more than two hours (today an ICE-train takes 1h42) who opened this new aera. For these services new SVT – *Schnellverbrennungstriebwagen* – were developed and put into service. In Detail :

- SVT 877 (Prototyp), in 1933,
and since 1935
- SVT 137 Type Hamburg : two cars, 98 seats 2nd class plus a buffet-bar
4 + 9 additional trains DB : VT04.0 and VT04.5
- SVT 137 Type Leipzig , triple car , 139 seats of 2nd and 3rd class , 4 trains
- SVT 137 Type Köln, triple car, 102 seats of 2nd class, plus 30 seats dining room
14 trains, DB : VT06.1 DR (east) : 182.0
- SVT 137 Type Berlin , quadruple car, 126 seats of 2nd class, plus 29 seats in dining room
2 trains, DB : VT07.1 (reconstruction with elements of a dutch train)
- ET 11 , double car, 77 seats 2nd class, plus small dining room/kitchen
3 trains, DB : ET11

The technical specifications of all these railcars may be found in the specialized literature. None of the services run with all these went abroad. For all the courses the company **MITROPA** was in charge of dining services. For this reason the author renounces here to give a list of the detailed services.

Due to action of second world war, some trains were destroyed. Also the remaining trains were divided between the western German DB (*Deutsche Bundesbahn*) and the eastern German DR (*Deutsche Reichsbahn*).

In western Germany, services started again step by step since the years 1949. Dining services were now attributed to the (newly founded) DSG [Q1] . None of the services run with these trains went abroad. Only exception was the FT 232/231 *Montan-Express* who linked Frankfurt to Luxembourg (which was since 1952 the legal seat of the CECA – the Coal and Iron-union). It was run with a VT04 train. In the first two years, the DSG dining services need to close at border.



The image shows a page from a 1953 CFL (Luxembourgish railway) timetable. The title at the top is "LUXEMBOURG — WASSERBILLIG — Trier — Koblenz". The page is divided into two main sections: the left side lists stations from Luxembourg to Trier, and the right side lists stations from Trier to Koblenz. The stations listed on the left include: 31 Ettelbruck, 22 Esch-sur-Alzette, 21 Pétange, 18 Kleinbettingen, 46 Echternach, 18 Mondorf-l.-B., 28 Remich, 0 Luxembourg (10), 7 Sandweiler-Contern, 12 Oetrange, 16 Munsbach, 21 Roodt, 25 Betzdorf, 28 Wecker, 31 Manternach, 35 Merttert, 0 Merttert S, 4 Grevenmacher, 35 Merttert, 37 Wasserbillig, 0 Wasserbillig S, 22 Echternach, Wasserbillig, Igel, Karthaus, Trier Hbf., Ehrang, Wengerohr, Bulloy, Cochem, and Koblenz. The stations listed on the right include: 423, 429, 433, 441, 451, 457, 465, 473, 481, 491, 495, 497, 499, 501, 503, 505, 507, 509, 511, 513, 515, 517, 519, 521, 523, 525, 527, 529, 531, 533, 535, 537, 539, 541, 543, 545, 547, 549, 551, 553, 555, 557, 559, 561, 563, 565, 567, 569, 571, 573, 575, 577, 579, 581, 583, 585, 587, 589, 591, 593, 595, 597, 599, 601, 603, 605, 607, 609, 611, 613, 615, 617, 619, 621, 623, 625, 627, 629, 631, 633, 635, 637, 639, 641, 643, 645, 647, 649, 651, 653, 655, 657, 659, 661, 663, 665, 667, 669, 671, 673, 675, 677, 679, 681, 683, 685, 687, 689, 691, 693, 695, 697, 699, 701, 703, 705, 707, 709, 711, 713, 715, 717, 719, 721, 723, 725, 727, 729, 731, 733, 735, 737, 739, 741, 743, 745, 747, 749, 751, 753, 755, 757, 759, 761, 763, 765, 767, 769, 771, 773, 775, 777, 779, 781, 783, 785, 787, 789, 791, 793, 795, 797, 799, 801, 803, 805, 807, 809, 811, 813, 815, 817, 819, 821, 823, 825, 827, 829, 831, 833, 835, 837, 839, 841, 843, 845, 847, 849, 851, 853, 855, 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LUXEMBOURG — WASSERBILLIG — Trier — Koblenz														
km	423	463	433	441	123	451	457	457	21	465	473	221	481	491
	3.	3.	2.3.	3.	1.2.3.	2.3.	2.3.	3.	1.2.3.	3.	2.3.	2.3.	3.	3.
31 Ettelbruck 1	D	5 55	6 31	6 42	8 53	8 53	11 11	12 50	12 50	15 54	17 10	18 13	19 28	21 17
22 Esch-sur-Alzette	D	5 10	6 22	7 07	9 15	9 15	11 35	13 23	13 23	14 25	16 56	18 15	19 40	20 58
21 Pétange 10	D	5 20	5 20	7 22	9 26	9 26	11 23	13 02	13 15	15 02	16 56	18 56	19 59	21 00
18 Kleinbettingen 11	D	5 23	5 23	7 08	9 29	9 29	11 41	13 22	13 22	15 02	17 17	18 56	19 59	21 00
0 Luxembourg (10)	A	5 55	7 22	7 54	9 55	10 25	12 18	14 11	14 18	16 28	18 20	19 10	20 35	21 30
7 Sandweiler-Contern	A	6 03	7 22	8 02	10 04	10 10	12 28	14 21	14 26	16 36	18 31	19 20	20 44	21 39
12 Oetrange	A	6 08	7 22	8 08	10 10	10 15	12 34	14 27	14 33	16 42	18 38	19 27	20 50	21 45
16 Munsbach	A	6 12	7 22	8 13	10 15	10 21	12 39	14 32	14 37	16 46	18 44	19 33	20 55	21 50
21 Roodt	A	6 17	7 22	8 19	10 21	10 26	12 46	14 39	14 43	16 52	18 51	19 40	21 01	21 56
25 Betzdorf	A	6 22	7 22	8 24	10 26	10 31	12 51	14 44	14 48	16 57	18 57	19 46	21 06	22 01
28 Wecker	A	6 26	7 22	8 28	10 31	10 36	13 01	14 54	14 55	17 02	19 03	19 52	21 11	22 06
31 Manternach	A	6 30	7 22	8 32	10 35	10 40	13 07	15 00	15 00	17 06	19 07	19 56	21 15	22 10
35 Mertert	A	6 35	7 22	8 37	10 40	10 45	13 10	15 03	15 03	17 10	19 11	19 59	21 20	22 15
37 Wasserbillig	A	6 38	7 58	8 40	10 43	11 02	13 10	15 03	15 03	17 13	19 16	19 59	21 23	22 18
0 Wasserbillig 5a	D	6 43	7 58	8 44	10 47	11 06	13 18	15 07	15 07	17 18	19 21	19 59	21 28	22 23
4 Grevenmacher	A	6 51	7 58	8 52	10 55	11 14	13 27	15 15	15 15	17 27	19 30	19 59	21 30	22 25
0 Wasserbillig 5a	D	7 04	7 58	9 03	11 06	11 25	13 39	15 25	15 25	17 38	19 41	19 59	21 30	22 25
22 Echternach	A	7 44	7 58	9 43	11 46	12 05	14 19	16 05	16 05	18 18	20 21	20 59	22 30	23 25
Wasserbillig	A	8 03	7 58	9 07	11 10	11 29	13 33	15 19	15 19	17 32	19 35	19 59	21 30	22 25
Igel	A	8 07	7 58	9 11	11 14	11 33	13 37	15 23	15 23	17 36	19 39	19 59	21 30	22 25
Karthaus	A	8 22	7 58	9 26	11 29	11 48	13 52	15 38	15 38	17 51	19 54	19 59	21 30	22 25
Trier Hbf.	A	8 27	7 58	9 31	11 34	11 53	13 57	15 43	15 43	17 56	19 59	19 59	21 30	22 25
Ehrang	A	8 36	7 58	9 40	11 43	12 02	14 06	15 52	15 52	18 05	20 08	20 59	22 30	23 25
Wengerohr	A	9 28	7 58	10 01	12 04	12 23	14 27	16 13	16 13	18 26	20 29	20 59	22 30	23 25
Bullay	A	9 44	7 58	10 17	12 20	12 39	14 43	16 29	16 29	18 42	20 45	20 59	22 30	23 25
Cochern	A	9 57	7 58	10 30	12 33	12 52	14 56	16 42	16 42	18 55	20 58	20 59	22 30	23 25
Koblenz	A	10 41	7 58	11 14	13 17	13 36	15 40	17 26	17 26	19 39	21 42	20 59	22 30	23 25

... the same timetable of summer 1955. Unfortunately the Budapest Treaty regarding DSG-Services now allowed to propose dining services abroad. See the "knife and fork"-symbol below train FT232. These trains were run with a DB VT04 railcar.

By autumn 1955, the VT04 ceased service for this train and was replaced by a steam locomotive driven train and brand-new german fast train cars, type Cüm and BCüm, allowing thus also passengers of 3rd class in this couple of train.

The idea of fast railcars connecting all the important cities was again on the table in the postwar years of western Germany since 1949. Thus, was developed the **VT08** railcar, who in its standard configuration was a triple-car train. The motorcar contained a kitchen and a dining-room with 24 seats in a 2+1 configuration. 13 trains were built (plus 4 in a normal passenger version without dining room). First services were run in summer 1952 in the "Münchener Kindl" service as Ft30/Ft29, Frankfurt(M) 6:55-München (12:24 , 17:54) – Frankfurt(M) 23:16. With the autumn/winter timetable 1952/53 further new trains allowed to provide the following services

Frankfurt(M) – Ft30 - München	MÜNCHENER KINDL
München – Ft 27 – Dortmund	RHEIN-ISAR-BLITZ
Dortmund – Ft 28 – München	RHEIN-ISAR-BLITZ
München – Ft 29 -Frankfurt(M)	MÜNCHENER KINDL
Frankfurt(M) – Ft 46 – Basel SBB	SCHAUINSLAND
BASEL SBB – Ft 43 – Bremen	ROLAND
Bremen – Ft 44 – Basel SBB	ROLAND
Basel SBB – Ft 45 – Frankfurt(M)	SCHAUINSLAND
Frankfurt – Ft 42 – Hamburg – Ft 41 Frankfurt	SENATOR

For all these services DSG was in charge of the dining service.

By may 1953 further services could be added

Kiel / Hamburg – Ft 2 / 1 - Köln HANSEAT
Frankfurt(M) – Ft 31 / 32 – Dortmund RHEIN-MAIN
Frankfurt(M) 18:25 – Ft 78 – Zürich 23:51 HELVETIA
Zürich 7:11 – Ft 77 – Frankfurt(M) 13:07 HELVETIA

With this last couple of trains DSG made – for the first time – a travel abroad, going until Zürich in Switzerland. The DSG-team had to make an overnight-stay in Zürich. By autumn 1953 the HELVETIA service was extended to a Hamburg-Zürich-Hamburg service. Dining service continued to be offered by DSG, even when it was two long working days for the team, approaching the 12 hours /day .

In summer 1954 two new couple of trains extended the services run by VT08 railcars to Belgian and France:

First it was Ft 74/75 SAPHIR between Dortmund and Oostende and Ft 168/Ft185 RUHR-PARIS/PARIS-RUHR between Dortmund and Paris via Köln-Aachen-Liège Charleroi.

FT 75  (2)	2.  	[Saphir] Dortmund-Essen-Düsseldorf-Köln-Aachen-Liège (Lüttich)-Bruxelles (Brüssel)-Oostende Kaai (London)
FT 74  (1)	2.  	[Saphir] (London) Oostende Kaai-Bruxelles (Brüssel)-Liège (Lüttich)-Aachen-Köln-Düsseldorf-Essen-Dortmund
FT 168  (1)	2.  	[Paris-Ruhr] Dortmund-Essen-Düsseldorf-Köln-Aachen-Liège (Lüttich)-Paris Nord
FT 185  (1)	2.  	[Paris-Ruhr] Paris Nord-Liège (Lüttich)-Aachen-Köln-Düsseldorf-Essen-Dortmund

Kurswagenverzeichnis DB-Kursbuch Sommer 1954, Sammlung JL.

According to regulation in force in these years, it was not the DSG, but the CIWL who run the dining services in these DB-VT08 railcars. The German timetables clearly indicate this situation with an appropriate symbol.

⊙ = Die mit diesem Zeichen versehenen Schlafwagen und Speisewagen sind Wagen der Internationalen Schlafwagen-Gesellschaft (ISG), die übrigen sind Wagen der Deutschen Schlafwagen- und Speisewagen-Gesellschaft (DSG) [bei den Interzonenzügen auch der Mitropa].

Only in October 1954 with the so-called Budapest-Treaty-Agreement, the legal situation changed and allowed the German DSG to be (again) an equivalent partner on international level.

Italy:

The most famous railcars of Italy including a dining car, are of course, the **Settebello ETR300** and the **Arlecchino ETR250**.

The *Settebello* (Italian for: seven beauties) was built in 1952/53. The two trains are composed each of seven cars, from which two were entirely dedicated to dining services. In 1959 a third identical train was put into service. First services – trains MN and NM - are given below :

Milano-Bologna-Firenze-Roma-Napoli																
	37 D	81 DD	531 DD	39 A-D	115 DD	21 DD	521 R	● MN R	31 DD	117 D	33 R	17 DD	23 DD	25 DD	527 R	537 DD
Milano C.	12.3	12.3	12.3	2.3	12.3	12.3	1e2	1 el.	12.3	2e3	12.3	12.3	12.3	12.3	1e2	1e2
Piacenza	058	...	...	...	626	715	815	1000	1005	1135	1305	1410	1425	1600	1725	1930
Fidenza	156	...	...	...	714	811	856	...	1100	1252	...	1457	1518	1644	...	2015
Parma	225	...	...	...	737	836	...	...	1128	1318	1413	...	1543	...	...	2037
Reggio Emilia	244	...	...	...	754	853	...	...	1145	1336	...	1539	1601	1720	...	2053
Modena	307	...	...	...	813	915	...	...	1208	1358	...	1559	1618	1739	...	2111
	330	...	...	...	829	934	...	...	1227	1418	...	1617	1642	1755	...	2128
	408	...	...	...	900	1007	1015	1153	1300	1452	1526	1650	1715	1828	1923	2158
Bologna C.	DD	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Prato	423	...	545	705	912	1030	1024	1158	1313	...	1531	1656	1758	1839	1927	2210
Firenze S.M. N.	538	...	643	835	1014	1137	...	...	1420	...	...	...	1145	...	...	2306
	546	...	655	852	1028	1151	1126	1302	1434	...	1650	1816	1859	1958	2031	2321
	600	...	702	903	...	1203	1131	1308	1446	...	1655	1823	1911	2205	2036	...
	1000	...	1100	1340	...	1615	1455	1630	1900	...	2038	2205	2330	2345	2400	...
Roma Termini	519 R	...	97 D	561 R	...	99 DD	903 DD	...	85 DD	...	89 DD	89 DD	89 DD	89 DD	89 DD	93 D
	1e2	...	12.3	1e2	...	12.3	12.3	...	12.3	...	12.3	12.3	1.2.3	1.2.3	1.2.3	1.2.3
	1015	1040	1220	1420	...	1710	1505	1645	1915	...	2055	035	035	035	035	730
Napoli P. G.	1230	...	...	1652	...	...	...	1150	...	...	...	...	...	...	...	...
Napoli Centr.	...	1332	1510	...	...	2005	1757	...	2215	...	2325	330	330	330	330	1040
	483 DD	82 D	82 D	82 D	156 D	86 DD	904 DD	520 R	90 DD	◇ NM R	30 R	ET 318 A	56 R	560 R	1363 A	560 R
Napoli Centr.	12.3	12.3	12.3	12.3	12.3	12.3	12.3	1e2	12.3	1 el.	12.3	2e3	12.3	1e2	3e3	1e2
Napoli P. G.	...	218	218	218	...	515	555	...	810	...	1055	...	1155	...	...	1640
	...	600	600	600	...	815	900	930	1050	1110	1330	...	1430	1700	1700	1955
	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2340
Roma Termini	530 DD	20 DD	22 DD	...	16 DD	522 R	...	24 DD	...	...	32 DD	525 R	...	533 DD	34 DD	48 DD
	1e2	12.3	12.3	...	12.3	1e2	...	12.3	...	...	12.3	1e2	...	1e2	12.3	12.3
Firenze S.M. N.	...	615	645	700	...	840	1015	...	1130	1125	1345	...	1440	1720	...	1835
	...	1012	1025	1113	...	1224	1336	...	1547	1444	1722	...	1854	2042	...	2229
Prato	840	1018	1034	1123	...	1233	1341	...	1559	1450	1730	...	1906	2047	...	2234
	854	1033	...	1139	...	...	...	...	1615	...	...	...	1922	...	...	2249
	959	1138	1151	1249	...	1349	1449	...	1725	1556	1945	...	2032	2156	...	2355
Bologna C.	460 D	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	12.3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Modena	1024	...	1201	1259	1314	1358	1454	...	1744	1601	1850	...	1858	2057	2201	2350
	1057	...	1226	1326	1341	1424	...	...	1813	...	...	...	1933	2124	...	2334
Reggio Emilia	1121	...	1243	1345	1401	1443	...	...	1834	...	...	...	1950	2144	...	2359
Parma	1145	...	1303	1408	1424	1505	...	...	1858	...	...	...	2012	2207	...	032
Fidenza	1202	...	...	1424	1440	...	...	...	1916	...	1955	...	2028	2223	...	056
Piacenza	1238	...	1441	1452	1509	1549	1611	...	1950	...	...	...	2143	2252	...	138
Milano C.	1350	...	1430	1545	1602	1640	1655	...	2045	1800	2105	2305	2348	2400	arr.	...
	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	450 DD
	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12.3
	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2.38
	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3.05
	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3.25
	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3.48
	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4.04
	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4.34
	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5.40
	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	9.10

Extract from *Gli Orari Ufficiali* edition of may1954 – Source: Fondazione FS Italiane (Napoli).

In the above timetable the Trains NM and MN (Milano-Napoli, resp Napoli-Milano) were run with the ETR300 traincars. They offered only 1st class seats, in a season where 3rd class was still in use. The initial configuration proposed 160 seats, but later was modified and increased to 190 seats. From the seven elements composing a train, one complete was equipped with tables and dedicated to dining, another complete car accommodated the kitchen and a small bar. Dining service was arranged by CIWL-Italy.

In 1958, the service was limited to Roma-Milano (RM) and Milano-Roma (MR)

	DD	1e2	1e3	DD	DD	DD	DD	DD	DD	DD
Roma Termini	020	100	221	610	642	720	840	1050	...	...
Roma Tiburtina	—	—	232	—	—	—	—	—	...	...
Firenze S. M. N.	430	600	611	1003	1021	1126	1224	1348	...	1402
Firenze S. M. N.	431	633	621	1013	1031	1138	1234	1353	...	1406
Firenze S. M. N.	548	755	735	1018	1128	1150	1300	1349	...	1606
Bologna Centrale	450	—	—	460	112	—	—	—	...	150
Bologna Centrale	DD	1e2	1e3	DD	DD	DD	DD	DD	DD	DD
Modena	605	808	743	1030	1159	1314	1357	1453	...	1615
Reggio d'Emilia	633	835	752	1103	1224	1341	1424	—	...	1642
Parma	652	854	808	1126	1241	1401	1443	—	...	1702
Piacenza	715	917	837	1150	1301	1424	1505	—	...	1725
Pescara	732	933	841	1207	—	1440	—	—	...	1742
Milano Centrale	804	1004	907	1242	1340	1509	1547	1605	...	1810
Milano Centrale	903	1115	1010	1355	1430	1605	1640	1650	...	1906

■ Diretta. — † Siracusa. — † Firenze Campo di Marte.

With the third train, a daily service was established, one train being always in reserve.

A few years later, precisely in 1958/59, a little brother of the Settebello, appeared in the form of Arlecchino ETR250 train. It has only 4 cars, with in total 148 seats only of 1st class. One car was reserved for a kitchen and a dining area. In total 4 trains were built. Official roll out was for the occasion of the Olympic games of 1960 in Roma with a service connecting Napoli to Milano.

Belgian, Netherlands and Luxembourg – BENELUX

In the middle of the 1950s, when electrifications achieved first major steps, raised the idea of a BENELUX-service, connecting the capitals of the three countries. Studies for a convenient train, showed that it was difficult – at least at that time – to create a train that on the one hand was fast on the topographical easy lines of the Netherlands, and on the other hand was powerful enough to climb the ramps of the Ardennes-Line connecting Brussels to Luxembourg. In conclusion the project was split in two : a) quick and fast trains between Brussels and Amsterdam via Roosendaal-Rotterdam-Den Haag, and b) more powerful trains connecting Brussels to Luxembourg. Both should give reciprocal and immediate connection in Brussels Nord. On 26th September 1956 the complete electrification of the Ardennes-Lines was inaugurated, followed in summer 1957 by the section Antwerpen-Essen-Roosendaal, thus connecting electrically the NS to the SNCB/NMBS. As for the Ardennes-Line:

As a variation of previously introduced railcars by SNCB, the AM55 and AM56 railcars were produced and put into service since 1954. It was double cars, offering 173 seats in total, from which 44 seats were dedicated to the 1st class (in two-class regime since June 1956). Next to the 1st class seats was located a (small) kitchen-compartment, which allowed CIWL-stuff to prepare snacks and drinks for the passengers.

With the electrification, services between Brussels and Luxembourg were improved, offering now a service every 3 hours in both directions.

As for the Brussels-Amsterdam line: When electrification was completed in summer 1957, 12 double railcars were put in service, from which 8 belonged to the NS, numbers 1201 – 1208, and 4 to the SNCB/NMBS, numbers 220.901 – 220.904. They offered 98 seats, from which 18 are dedicated to 1st class. A kitchen compartment was included in each train, from which CIWL stuff (one person) could prepare snacks and sell drinks. Only a modernisation of the trains operated in 1973/74, cancelled the kitchen and converted it to 16 additional seats of 2nd class [Q4].

Quelques nouveauautés

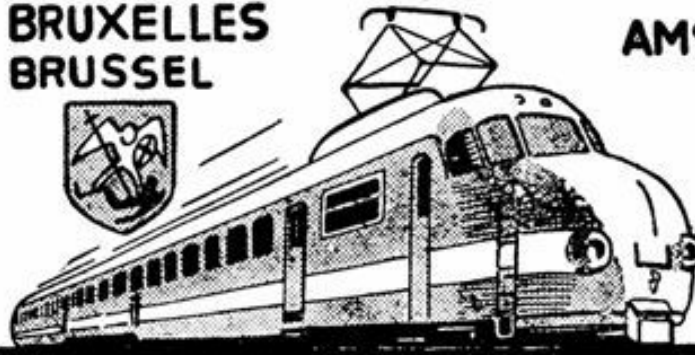
**Bruxelles-Amsterdam en 3 h. 05
par trains électriques rapides
« Benelux »**

A partir du 29 septembre un service électrique assure toutes les heures une liaison rapide entre la Belgique et Amsterdam.

Le départ s'effectue alternativement de Bruxelles et d'Anvers avec arrêt dans les principaux centres. Le train au départ d'Anvers est en correspondance avec un direct venant de Bruxelles.

Dans le sens Hollande-Belgique la des-

**BRUXELLES
BRUSSEL**



Ce nouveau service est assuré par 12 automotrices doubles pouvant circuler à la fois sur le réseau belge (tension 3.000 volts) et sur le réseau néerlandais (tension 1.500 volts).

Ressemblant par la forme aux nouveaux trains Trans-Europ-Express avec cabine surélevée, ces automotrices sont peintes en bleu foncé avec bande jaune. Elles sont pourvues de 18 places « assis » en 1^{re} classe et de 80 en 2^e classe. Une cuisine y est prévue permettant de servir d'excellents repas. Un compartiment y est réservé à la douane, ce qui permet d'effectuer toutes les formalités en cours de route.

Nieuws uit het nieuwe spoorboekje

**Brussel-Amsterdam electrisch in
3 u. 05 met snelle Benelux-
treinen**

Vanaf 29 September rijdt om het uur, afwisselend uit Brussel en Antwerpen, een elektrische trein naar Amsterdam, met stilstand in de voornaamste centra. De trein uit Antwerpen neemt vooraf de aansluiting op van een direct uit Brussel.

De terugkeer uit Amsterdam werd op

AMSTERDAM



3 H 5'

Deze nieuwe dienst wordt verzekerd met twaalf nieuwe tweewagenstellen die zowel kunnen rijden op de spanning van het Nederlandse net (1.500 volt) als op die van het Belgische (3.000 volt).

Uiterlijk gelijkend op de nieuwe Trans-Europ-Expresstreinen met verhoogde stuurcabine achter een versterkte neus zijn ze evenwel fraai donker blauw met gele bies geschilderd. Er zijn achttien zitplaatsen 1^{re} klasse en tachtig 2^e klasse. In een keuken wordt voor lekker eten gezorgd. Bovendien is er in de trein een douane-afdeling voor passen en bagage-controle.

A publicity for the BENELUX-services from a SNCB-timetable winter-service 1957/58.

In France as well were developed since the 1930's quick services connecting Paris to major cities of the country. As the national administration SNCF was only created by 1st Jan 1938, the predecessors launched these services.

By 1934 was introduced a fast service between Paris and Clermont-Ferrand. It was run by a **Bugatti-couplage**. Interesting here that according the sources [Q6] it was named as well a “Couplage” , which may be considered as an evidence assimilating the Bugatti-railcar to a classical CIWL-Salon-Couplage. The interior repartition was very similar, one half with 1st class seats, the second containing kitchen and 2nd class seats. Under PLM these were numbered ZZA K 1 to 3, under SNCF they became ZZ B 1 to 3. First services run have been trains 1001/1002 in summer 1934. Since winter timetables 1934/35, trains 3 / 4 respective 7/8 between Paris Gare de Lyon and Lyon-Perrache were run.

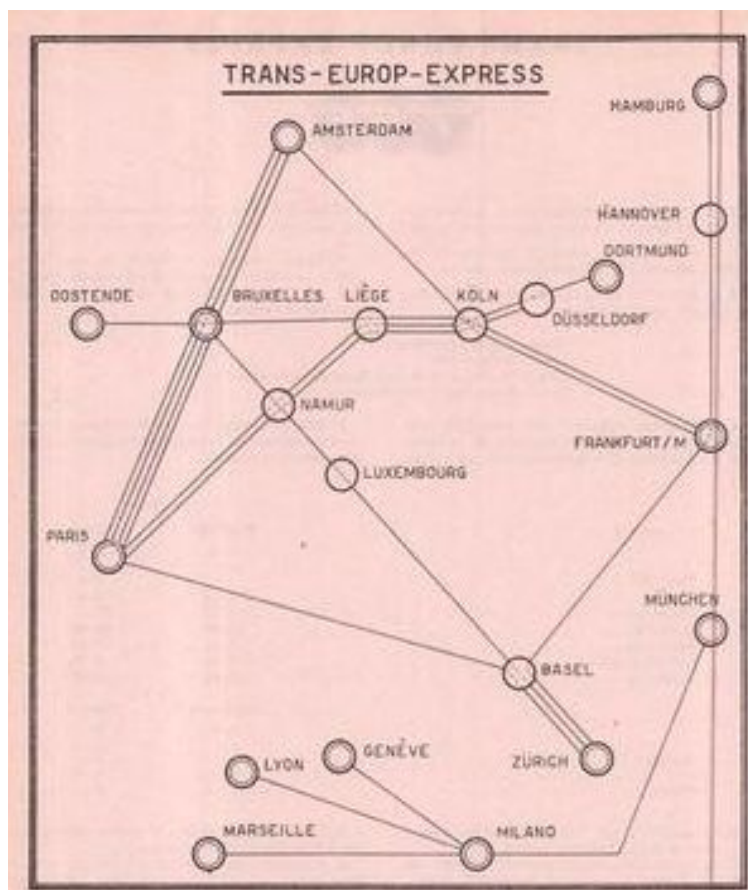
[illegible]

Extract of CHAIX from summer 1936, showing the TAR 377, TAR379 and TAR 389 services. In summer 1937, two new additional services were proposed : trains 123 / 122 Paris-Brussels, and trains 193 / 134 Paris-Liège, prolonged in 1938 to Maastricht . Some of the Brussels services have, at least for some few schedule-periods, been prolonged until Amsterdam. So they have been in direct competition to the CIWL trains *Etoile du Nord* and *Oiseau Bleu* with pullman cars. The creation of the SNCF then, made it much easier to transfer the TAR-railcars from the North-region to the East-Region, where they have been used for a couple of months on the Paris-Strasbourg-line as well as the Paris-Mulhouse-line via Troyes-Belfort. According to information found, always a CIWL dining service was onboard.

The TEE-network:

As per June 1957, the TEE network was started, in which 6 European railway administrations participated, and some more joined later. According to TEE-regulations, every TEE service was attributed to one specific administration who was in charge of its management : coordination of schedules, provision of trains – id est TEE railcars – and as well the dining service to be run in it. Below is given the list of TEE services, the railcar and the company in charge of catering, as per its first years:

train name	number	railcar owner	company for dining service
EDELWEISS	30 / 31	NS / SBB-CFF RAM	SSG/CSWR
HELVETIA	78, HZ / ZH,77	DB VT11.5	DSG
ETOILE DU NORD	125 / 128	NS / SBB-CFF RAM	CIWL
OISEAU BLEU	145 / 108	NS / SBB-CFF RAM	CIWL
ILE DE FRANCE	103 /148	SNCF RGP1	CIWL
RHEIN-MAIN	31 / 32	DB VT11.5	DSG
PARSIFAL	155 /190	SNCF RGP1	CIWL
PARIS-RUHR	168 / 185	DB VT11.5	DSG
SAPHIR	19 / 20	DB VT11.5	DSG
LEMANO	MG / GM	FS ALn 442/448	CIWL
MONT-CENIS	462, 632 / 631, 467	SNCF RGP1	CIWL
LIGURE	593,594,156 // 151,595,596	FS ALn 442/448	CIWL
MEDIOLANUM	393,394,76 // 75,395,396	FS ALn 442/448	CIWL
ARBALETE	47,PZ / ZP,40	SNCF RGP1	CIWL



Map of the TEE network, extract from an SBB-CFF-FFS timetable summer 1959

For detailed information about TEE services, the author allows himself to recommend the book written by Maurice Mertens, edited first in the French magazine *LaVieDuRail*, and from which a german translation was edited by ALBA-Verlag, Düsseldorf. Since 1964 traditionnel trains with locomotives were allowed to be part of the TEE-network, thus reducing railcar-services.

Conclusion

As shown above, the dining services offered by CIWL, MITROPA, DSG, and SSG/CSWR contributed very much to the success of the mentioned train-services, even when all dining services were proposed in cars/kitchen not belonging to those companies.

Further details will be given in the second part of present contribution. Also we will have a closer look to dining services run with railcars from Austria (ET 4010), Switzerland (RAe TEE, Giruno), Germany (ET 403 from DB, VT18.6 from DR, ICE), and France (RGP1 and RGP2, TGVs), and all those still to be found and identified.

The author wants to invite all fans of noble dining in trains, to transmit examples of menu-cards, publicity-flyers or similar, or any interesting information regarding this subject. Fotos from the kitchens, or the interiors are appreciated as well. In a common contribution of all, the missing puzzle-pieces of the picture may be identified to a maximum.

Thanks in advance to every contributor Jean Lou, Luxembourg

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Main Sources (Quellen) :

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Q2 : Heinz R.Kurz, Die Baureihen VT08 und VT12⁵ , 2018, EK-Verlag Freiburg , www.eisenbahn.kurier.de

Q3 : diverse Kursbücher der DB, Jahrgänge 1949 bis 1970, insbesondere deren Kurswagenverzeichnisse, Sammlung AG, RJ und der Autor

Q4 : E. Von Hoeck, 1935-2010: 75 ans d'automotrices sur le réseau belge, 2025, PFT/TSP Editions

Q5 : several editions of SNCB timetables from years 1947 to 1970, published on www.tassignon.be and/or www.timetablesworld.com

Q6 : Yves Broncard, Yves Machefert-Tassin, Alain Rambaud, Autorails de France, Editions LaVieDuRail, 1995-1999, Tome 1 - 5

Q7 : several editions of SNCF timetables "Chaix", published on Timetable World

Q8 : several editions of FS timetables, published on website of Fondazione FS Italiane

Voitures-salon Pullman n° 2737 à 2748 « Sud-Express »

by Jean-Marc Dupuy

Lancé en 1887 sur la partie française et l'année suivante dans la péninsule ibérique, le train « Sud-Express » offrait une liaison des plus pratiques entre Paris, Madrid et Lisbonne. En 1900, le convoi nocturne avait cédé sa place à une rame de voitures-salon circulant en journée sur le parcours entre Paris et Irun. Arrêté pendant la Première Guerre mondiale, il avait pu recommencer ses rotations le 29 octobre 1921 avec les mêmes matériels en bois de teck d'avant 1914. Les arrivées de véhicules de construction métallique étaient alors vivement demandées par les dirigeants des compagnies PO (Paris - Bordeaux) et Midi (Bordeaux – Irun).

Launched in 1887 on the French side and the following year on the Iberian Peninsula, the 'Sud-Express' train provided a most convenient service between Paris, Madrid and Lisbon. In 1900, the night train was replaced by a set of saloon carriages running during the day on the route between Paris and Irun.

Suspended during the First World War, it resumed service on 29 October 1921 using the same teak-panelled carriages from before 1914. By then, the managers of the PO (Paris-Bordeaux) and Midi (Bordeaux-Irun) companies were strongly calling for the introduction of metal-bodied carriages.

Des pourparlers délicats - *Delicate negotiations*

A partir de 1923, les services techniques de la Compagnie Internationale des Wagons-Lits et des Grands Express Européens (CIWL) étudient les types de voitures souhaitées et le volume des futures commandes pour assurer les compositions du nouveau « Sud-Express ». On s'oriente tout d'abord vers l'achat de douze voitures-salon (WS) et de quatre voitures-restaurant (WR).

From 1923 onwards, the technical departments of the Compagnie Internationale des Wagons-Lits et des Grands Express Européens (CIWL) studied the types of carriages required and the volume of future orders to ensure the trainsets for the new 'Sud-Express' were available. Initially, the plan was to purchase twelve saloon carriages (WS) and four dining carriages (WR).

Le type de WS proposé n'offrant que vingt places pour une masse de 53 tonnes est vivement critiqué par Davison Dalziel, président du Conseil d'administration ; il lui reproche une rentabilité insuffisante pour la compagnie. L'étude d'un nouvel aménagement est donc demandée lors de la réunion du 18 janvier 1924. En outre, pour éviter l'acquisition envisagée de WS supplémentaires et pour limiter la commande à douze WS, les membres du Conseil demandent aussi le maintien en service des quatre WS n° 2443 à 2446 qui doivent bénéficier d'un échange de leurs anciens bogies contre des Pennsylvania, d'une décoration extérieure modifiée aux teintes adoptées pour les WS neuves et d'un déplacement de la cloison séparative des deux salles pour réserver plus d'espace aux non-fumeurs. Nécessitant lui aussi une étude particulière, le modèle de WSR est quant à lui aménagé avec vingt-quatre places en partie restauration et huit autres en salon Pullman. Lors de la séance du 14 février, le Conseil donne son accord

pour la commande de douze voitures-salon auprès de la Société Lorraine à Lunéville, chaque véhicule coutant 655 000 francs.

The proposed WS model, offering only twenty seats and weighing 53 tonnes, was strongly criticised by Davison Dalziel, Chairman of the Board of Directors; he criticised it for being insufficiently profitable for the company. A study into a new layout was therefore requested at the meeting on 18 January 1924. Furthermore, to avoid the planned purchase of additional WS units and to limit the order to twelve WS units, the Board members also requested that the four WS carriages numbered 2443 to 2446 remain in service; these were to have their old bogies replaced with Pennsylvania bogies, their exterior livery altered to match the colours adopted for the new WS carriages, and the partition between the two compartments moved to provide more space for non-smokers. Also requiring a separate study, the WSR model is configured with twenty-four seats in the dining area and a further eight in the Pullman saloon. At the meeting on 14 February, the Board gave its approval for the order of twelve saloon carriages from the Société Lorraine in Lunéville, each vehicle costing 655,000 francs.

Le choix des aménagements intérieurs n'est pas encore défini pour ces douze unités. Davison Dalziel qui est aussi le président du Conseil d'administration de la Pullman Car Compagny en Grande-Bretagne souhaite étendre sur le continent la formule des couplages de voitures déjà utilisée outre-Manche. Cette formule d'exploitation comporte une voiture avec cuisine accolée avec une seconde voiture en étant dépourvue. Des consommations et des repas à la place peuvent être ainsi servis pour les voyageurs le désirant. Le directeur du PO, Monsieur Mange, est tout d'abord réticent pour cette composition nouvelle sur le « Sud-Express » ; il se rallie ensuite à l'opinion favorable de son homologue du Midi Raoul Paul. Si les grandes salles à couloir central sont admises, les deux directeurs demandent aussi le maintien de petits compartiments pour satisfaire les désirs de certains clients des plus fortunés. Ces modifications sont actées lors de la réunion du 18 février 1924. Un voyage organisé par la CIWL est même effectué en Grande-Bretagne afin que les dirigeants du PO et du Midi étudient les services Pullman anglais.

The interior layout for these twelve units has not yet been finalised. Davison Dalziel, who is also Chairman of the Board of Directors of the Pullman Car Company in Great Britain, wishes to extend to the continent the system of coupled carriages already in use across the Channel. This operating system comprises a carriage with an attached kitchen coupled to a second carriage without one. Refreshments and meals can thus be served at passengers' seats for those who wish to have them. The director of the PO, Mr Mange, was initially reluctant to introduce this new formation on the 'Sud-Express'; he subsequently came round to the favourable view of his counterpart at the Midi, Raoul Paul. Whilst the large open-plan carriages with a central corridor were approved, the two directors also requested that small compartments be retained to satisfy the wishes of certain of the most affluent customers. These changes were formalised at the meeting on 18 February 1924. A trip organised by the CIWL was even undertaken to Great Britain so that the directors of the PO and the Midi could study the British Pullman services.

Le 11 juin 1924, le marché pour six WP 1^{ère} classe sans cuisine n° **2737 à 2742** et six WPC 1^{ère} classe avec cuisine n° **2743 à 2748**, est donc passé auprès de la Société Lorraine des Anciens Etablissements De Dietrich à Lunéville. Un option prévoit l'achat éventuel de dix véhicules supplémentaires (cinq couplages

de deux voitures) au prix de 685 000 francs l'unité. Les livraisons sont prévues pour le premier semestre de l'année 1926.

- WP n° 2737 livrée le 21 août 1926, transformée en WR 52 places à Irun de février 1951 à février 1952 pour Espagne, vendue Garmendia Espagne pour ferrailles en février 1993,
- WP n° 2738 livrée le 21 août 1926, transformée en WR 52 places à Irun juillet 1953, réformée en 1971, vendue Santisteban le 27 mai 1974,
- WP n° 2739 livrée le 6 octobre 1926, transformée en WR 52 places à Irun juin 1953, réformée en 1988, vendue à RENFE
- WP n° 2740 livrée le 23 octobre 1926, réformée en février 1957, vendue à Madame Fini à Mulhouse le 7 décembre 1961,
- WP n° 2741 livrée le 20 novembre 1926, transformée en WR 52 places par CGC en 1950 pour Portugal, réformée en 1976, vendue par Sotheby à Albert Glatt en octobre 1977,
- WP n° 2742 livrée le 30 décembre 1926, transformée en WR 41 places à Saint-Denis en 1945, transfert à Alger en mai 1949, rentrée à Sète le 26 avril 1957, réformée en 1960, vendue Parize à Malakoff le 19 avril 1962,
- WPC n° 2743 livrée le 21 août 1926, transformée en WR 48 places à Saint-Denis en 1939, transfert à Alger en 1946, rentrée en France en avril 1953, réformée en 1960, vendue Entreprise Dehé en août 1962,
- WPC n° 2744 livrée le 21 août 1926, transformée en WR 48 places à Saint-Denis en 1939, transfert à Alger en 1946, rentrée en France en avril 1953, réformée en 1960, vendue Entreprise Dehé en août 1962,
- WPC n° 2745 livrée le 6 octobre 1926, transformée en WR 49 places à Irun en décembre 1952 pour Espagne, réformée en 1981, vendue le 30 juillet 1996 à Azaft à Saragosse,
- WPC n° 2746 livrée le 23 octobre 1926, transformée en WR 49 places par Besain et Irun en juin 1951 pour Espagne, réformée en 1988, vendue RENFE,
- WPC n° 2747 livrée le 20 novembre 1926, transformée en WR 49 places par Irun en mai 1951 pour Espagne, réformée en 1988, vendue RENFE,
- WPC n° 2748 livrée le 30 décembre 1926, vendue à la reine de Hollande en 1947.

On 11 June 1924, the contract for six 1st-class WP carriages without a kitchen, nos. 2737 to 2742, and six 1st-class WPC carriages with a kitchen, nos. 2743 to 2748, was therefore awarded to the Société Lorraine des Anciens Etablissements De Dietrich in Lunéville. An option provided for the possible purchase of ten additional vehicles (five sets of two carriages) at a price of 685,000 francs each. Deliveries were scheduled for the first half of 1926.

- WP no. 2737, delivered on 21 August 1926, converted into a 52-seater WR at Irun between February 1951 and February 1952 for Spain, sold to Garmendia in Spain for scrap in February 1993,
- WP No. 2738, delivered on 21 August 1926, converted to a 52-seater WR in Irun in July 1953, taken out of service in 1971, sold to Santisteban on 27 May 1974,

- WP No. 2739, delivered on 6 October 1926, converted to a 52-seater WR in Irun in June 1953, taken out of service in 1988, sold to RENFE
- WP No. 2740, delivered on 23 October 1926, taken out of service in February 1957, sold to Mrs Fini in Mulhouse on 7 December 1961,
- WP No. 2741 delivered on 20 November 1926, converted to a 52-seater WR by CGC in 1950 for Portugal, taken out of service in 1976, sold by Sotheby's to Albert Glatt in October 1977,
- WP No. 2742, delivered on 30 December 1926, converted to a 41-seater WR in Saint-Denis in 1945, transferred to Algiers in May 1949, returned to Sète on 26 April 1957, taken out of service in 1960, sold by Parize in Malakoff on 19 April 1962,
- WPC No. 2743, delivered on 21 August 1926, converted to a 48-seater WR in Saint-Denis in 1939, transferred to Algiers in 1946, returned to France in April 1953, taken out of service in 1960, sold to Entreprise Dehé in August 1962,
- WPC No. 2744, delivered on 21 August 1926, converted into a 48-seater WR in Saint-Denis in 1939, transferred to Algiers in 1946, returned to France in April 1953, taken out of service in 1960, sold to Entreprise Dehé in August 1962,
- WPC No. 2745, delivered on 6 October 1926, converted to a 49-seater WR in Irun in December 1952 for Spain, taken out of service in 1981, sold on 30 July 1996 to Azaft in Zaragoza,
- WPC No. 2746, delivered on 23 October 1926, converted to a 49-seater WR by Besain and Irun in June 1951 for Spain, taken out of service in 1988, sold to RENFE,
- WPC No. 2747, delivered on 20 November 1926, converted to a 49-seater WR by Irun in May 1951 for Spain, withdrawn from service in 1988, sold to RENFE,
- WPC No. 2748, delivered on 30 December 1926, sold to the Queen of the Netherlands in 1947.

Des carrières très diversifiées - A wide range of career opportunities

Lors de la réunion du 15 janvier 1926, le président du Conseil d'administration fait état des retards dans la construction des douze voitures-salon. La Société Lorraine garde toutefois l'espoir de la livraison d'un premier contingent pour l'été 1926. Le 28 août 1926, la CIWL décide donc d'organiser l'inauguration du nouveau « Sud-Express » sur le parcours de Paris-Orsay à Biarritz, cette décision étant prise lors de la réunion du 16 juillet 1926.

At the meeting on 15 January 1926, the Chairman of the Board of Directors reported on delays in the construction of the twelve saloon carriages. However, Société Lorraine remained hopeful that an initial batch would be delivered by the summer of 1926. On 28 August 1926, the CIWL therefore decided to organise the inauguration of the new 'Sud-Express' on the route from Paris-Orsay to Biarritz, a decision that had been taken at the meeting on 16 July 1926.

Les deux premiers couplages constitués par les quatre véhicules n° 2737 et 2743, n° 2738 et 2744 sont livrés par anticipation afin de participer à l'inauguration du nouveau « Sud-Express ». Les quatre autres suivent du 6 octobre au 30 décembre 1926. Bien qu'intégrées ensuite comme voiture Pullman dans les

inventaires de la CIWL, elles restent qualifiées de salon en 1926, les inscriptions Pullman figurant malgré tout sur les flancs de caisse.

The first two sets, comprising the four carriages numbered 2737 and 2743, and 2738 and 2744, were delivered ahead of schedule in order to take part in the inauguration of the new 'Sud-Express'. The other four followed between 6 October and 30 December 1926. Although they were subsequently listed as Pullman carriages in the CIWL's inventory, they were still classified as saloon carriages in 1926, with the word 'Pullman' still appearing on the sides of the car bodies.

Leurs aménagements intérieurs se caractérisent par deux parties distinctes avec d'une part un grand salon et d'autre part de petits espaces à deux ou quatre places. Les dix-huit places des voitures avec cuisine n° 2743 à 2748 sont réparties dans un grand salon de douze sièges et dans deux espaces de quatre et deux fauteuils. Dans les unités sans cuisine n° 2737 à 2742, le nombre de places reste de douze dans le grand salon, alors qu'il y a quatre petits compartiments coupés à deux places et un seul à quatre places. Suite à ces aménagements, les faces latérales ne ressemblent pas à celles des autres matériels Pullman, mais plus à celles rencontrées sur les voitures-lits contemporaines. Les parois intérieures sont décorées de panneaux en marqueteries moulurées ; les couloirs, l'office, la cave à vins sont en acajou verni et la cuisine demeure en tôles peintes en blanc.

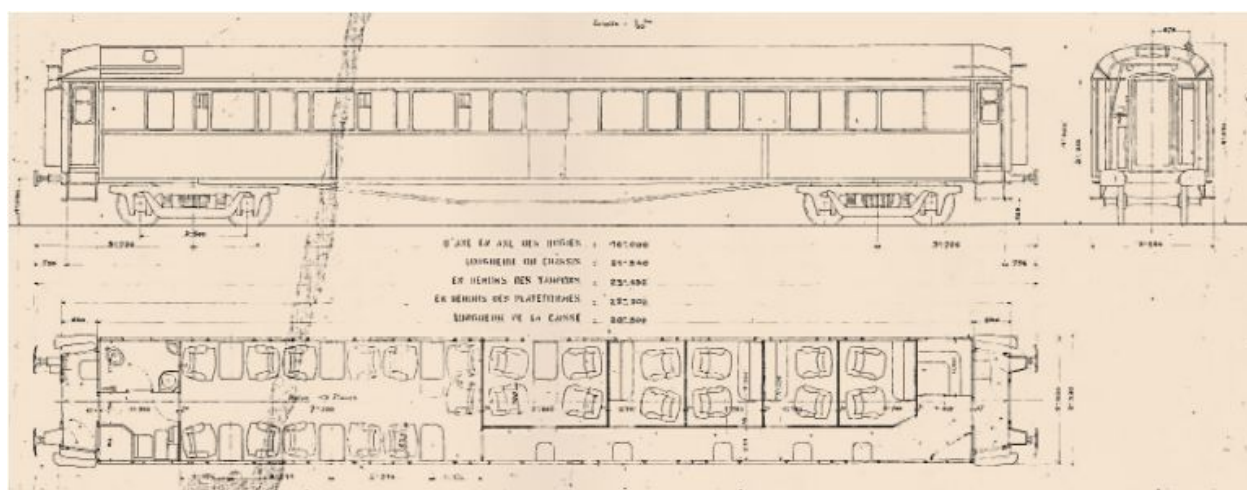
Their interior layout is characterised by two distinct areas: on the one hand, a large lounge; and on the other, smaller areas seating two or four people. The eighteen seats in the carriages with kitchens, numbers 2743 to 2748, are distributed across a large lounge with twelve seats and two areas with four and two armchairs respectively. In the non-kitchen carriages numbered 2737 to 2742, the number of seats remains at twelve in the large saloon, whilst there are four small compartments each with two seats and a single one with four seats. As a result of this layout, the side walls do not resemble those of other Pullman rolling stock, but are more akin to those found on contemporary sleeping carriages. The interior walls are decorated with moulded marquetry panels; the corridors, pantry and wine cellar are finished in varnished mahogany, whilst the kitchen remains clad in white-painted sheet metal.

La livrée habillant les caisses est la même que celle choisie à l'origine pour la Flèche d'Or, combinant une teinte marron pour les parties inférieures, les quatre portes d'accès et les deux dossiers extrêmes ainsi que du jaune clair au niveau des baies latérales. Pour atténuer les ardeurs du soleil, les toitures demeurent peintes en blanc. Les dessous de caisse, les deux bogies Pennsylvania (P) et le châssis conservent leur couleur noire. Dans les parties internes des caisses, on retrouve des panneaux en bois d'acajou ainsi que des tables de ce même bois. La longueur hors tampons est ici encore de 23,452 m.

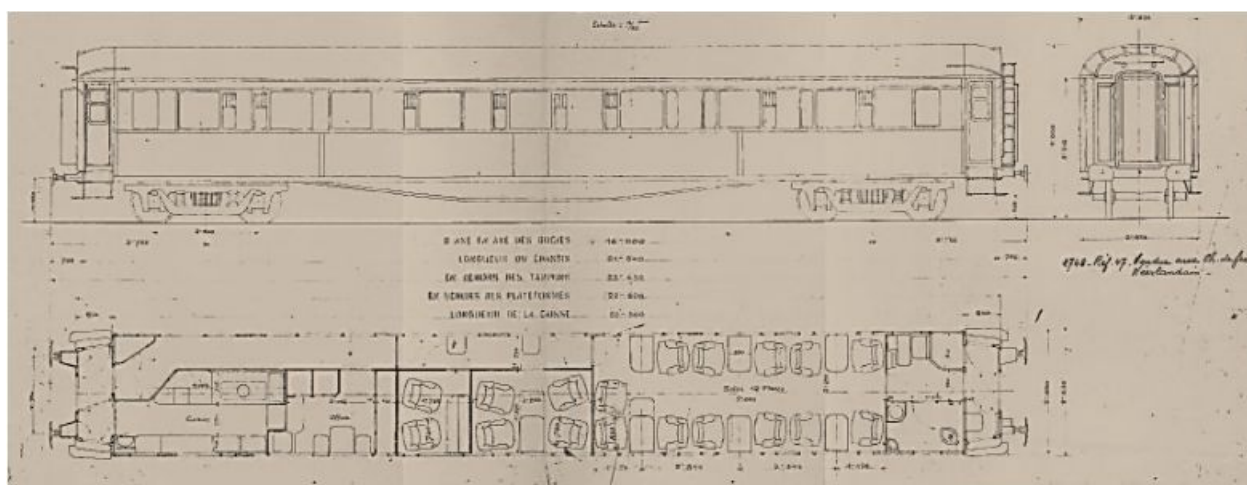
The livery adorning the carriages is the same as that originally chosen for the Flèche d'Or, combining a brown shade for the lower sections, the four access doors and the two end backrests, as well as a light yellow on the side windows. To reduce the intensity of the sun's heat, the roofs remain painted white. The underbodies, the two Pennsylvania (P) bogies and the chassis retain their black colour. Inside the carriages, there are mahogany panelling and tables made from the same wood. The length over buffers remains at 23.452 m.



WPC n° 2743



WP n° 2737 à 2742



WPC n° 2743 à 2748

A leur sortie d'usine, elles sont toutes engagées dans les deux rames en roulement pour le « Sud-Express ». Des retards de livraison provoquent le décalage au 15 novembre 1926 de leur introduction

dans les deux compositions. A l'été 1927, les WPC n° 2743 à 2745 et les WP n° 2737 à 2739 sont réservées pour la tranche Paris - Biarritz, tandis que les WPC n° 2746 à 2748 et WP n° 2740 à 2742 le sont pour celle vers Irun. Au service de l'hiver 1929-1930, les deux tranches du « Sud-Express » sont respectivement composées avec les six WP n° 2737 à 2742 et les trois WPC n° 2743 à 2745 sur Paris - Irun et les trois WPC n° 2746 à 2748 sur Paris - Biarritz, les anciennes voitures-salon WS n° 2444 et 2446 en teck restant toujours en réserve à Hendaye.

On leaving the factory, they were all allocated to the two trains in service on the 'Sud-Express' route. Delivery delays meant that their introduction into the two trains was postponed until 15 November 1926. In the summer of 1927, the WPCs nos. 2743 to 2745 and the WPs nos. 2737 to 2739 were allocated to the Paris-Biarritz section, whilst the WPCs nos. 2746 to 2748 and the WPs nos. 2740 to 2742 were allocated to the section towards Irun. During the winter of 1929-1930, the two sections of the 'Sud-Express' were made up of the six WP carriages nos. 2737 to 2742 and the three WPC carriages nos. 2743 to 2745 on the Paris - Irun, and the three WPC carriages nos. 2746 to 2748 on the Paris - Biarritz route, whilst the old teak-panelled WS saloon carriages nos. 2444 and 2446 remained in reserve at Hendaye.

Au service de l'hiver 1932-1933, au cœur de la crise économique mondiale, les six unités avec cuisine sont toutes placées en réserve à Paris (Sud-Express Paris - Biarritz : WP n° 2737 à 2739 et Paris - Irun : WP n° 2740 à 2742). A l'été 1934, les WPC n° 2744, 2745, 2747 et les WP n° 2740 à 2742 sont garées sans emploi à Villeneuve-Prairie, les autres unités servant encore sur le « Sud-Express ». A compter du 7 octobre 1934, la série entière est immobilisée à Villeneuve-Prairie. Au mai 1935, les WPC n° 2743 à 2747 et les WP n° 2737 à 2740, 2742 sont de retour sur les rames du « Sud-Express » après leur remise en peinture bleue et crème, les WP n° 2741 et WPC n° 2748 étant toujours à Villeneuve.

During the 1932-1933 winter season, at the height of the global economic crisis, the six units fitted with galleys were all placed in reserve in Paris (Sud-Express Paris-Biarritz: WP nos. 2737 to 2739 and Paris-Irun: WP nos. 2740 to 2742). In the summer of 1934, WPC nos. 2744, 2745 and 2747 and WP nos. 2740 to 2742 were parked out of service at Villeneuve-Prairie, whilst the other units were still in service on the 'Sud-Express'. From 7 October 1934, the entire series was taken out of service at Villeneuve-Prairie. By May 1935, WPC nos. 2743 to 2747 and WP nos. 2737 to 2740 and 2742 were back in service on the 'Sud-Express' after being repainted in blue and cream, whilst WP no. 2741 and WPC no. 2748 remained at Villeneuve.

A partir du 6 octobre 1935, on assiste à des changements d'horizon pour ces unités suite à leurs affectations sur la « Flèche d'Or » Paris-Nord - Calais-Maritime n° 75-78 (WPC n° 2743 à 2746, WP n° 2737 à 2740, 2742) ; la WPC n° 2747 assure quant à elle la réserve du train l'« Oiseau Bleu » sur Paris - Bruxelles. Au service de l'été 1936 débutant le 15 mai, les WPC n° 2743 à 2747, WP n° 2737 à 2740, 2742 retrouvent le « Sud-Express », alors que la WP n° 2741 et la WPC n° 2748 sont toutes à Villeneuve, leurs bogies leur ayant même été retirés. Leurs prestations sur la « Flèche d'Or » et l'« Oiseau Bleu » recommencent à l'hiver 1936-1937 pour se poursuivre à l'été suivant ; toutefois, les WPC n° 2747 et 2748 sont détachées à Amsterdam pour servir dans une relation n° 77-78 vers Bad Vliissingen (Flessingue). La WPC n° 2748 est réaménagée pour offrir un compartiment avec lits et toilette, ainsi qu'une salle de restauration et un salon ; elle peut être mise à la disposition de la famille royale néerlandaise.

From 6 October 1935, these units saw a change of scene following their assignment to the 'Flèche d'Or' Paris-Nord – Calais-Maritime services nos. 75–78 (WPC nos. 2743 to 2746, WP nos. 2737 to 2740, 2742); whilst WPC No. 2747 served as a reserve for the 'Oiseau Bleu' train on the Paris–Brussels route. During the summer 1936 service, which began on 15 May, WPC Nos. 2743 to 2747, WP Nos. 2737 to 2740, 2742 were reassigned to the 'Sud-Express', whilst WP No. 2741 and WPC No. 2748 were all at Villeneuve, their bogies having even been removed. Their service on the 'Flèche d'Or' and the 'Oiseau Bleu' resumed in the winter of 1936–1937 and continued into the following summer; however, WPC nos. 2747 and 2748 were seconded to Amsterdam to serve on route nos. 77–78 to Bad Vlissingen (Flessingue). WPC No. 2748 was refitted to provide a compartment with beds and a toilet, as well as a dining car and a lounge; it could be made available to the Dutch royal family.

Entre 1938 et 1939, les trois WPC n° 2742, 2743, 2744 sont transformées en WR pour l'Algérie et transférées, sauf la n° 2742, vers la Direction CIWL d'Alger. Leurs premiers services commerciaux sont relevés entre Alger et Oujda dans les rames des express n° 1001-1002. La composition de la « Flèche d'Or » n° 5-78 ne nécessite plus, en 1^{ère} classe, que les deux WPC n° 2745, 2746 et les trois WP n° 2737 à 2739, les WP n° 2740 et 2741 sont utilisés dans la rame du rapide n° 7-6 Paris – Boulogne. Les véhicules de cette série connaissent des fortunes diverses entre 1939 et 1945. Si la WR n° 2742 reste garée dans les emprises des ateliers CIWL de Saint-Denis avant son transfert vers l'Algérie, plusieurs unités stationnent en province :

- Lourdes garées WPC n° 2746, WS n° 2738,
- Combrée garée WP n° 2739,
- Soudan garée WP n° 2737,
- Vénissieux garée WP n° 2740.

Deux voitures sont réquisitionnées par l'Allemagne les WPC n° 2745 et WP n° 2741. La WPC n° 2748 gérée par Amsterdam connaît un sort identique.

Between 1938 and 1939, the three WPCs numbered 2742, 2743 and 2744 were converted to WR standard for use in Algeria and, with the exception of No. 2742, were transferred to the CIWL Directorate in Algiers. Their first commercial services were recorded between Algiers and Oujda as part of the Express trains Nos. 1001–1002. The composition of the 'Flèche d'Or' No. 5–78 now required, in 1st class, only the two WPCs Nos. 2745 and 2746 and the three WPs Nos. 2737 to 2739; the WPs Nos. 2740 and 2741 were used in the consist of the express train No. 7–6 Paris – Boulogne. The carriages in this series met with varying fates between 1939 and 1945. Whilst WR No. 2742 remained parked on the premises of the CIWL workshops at Saint-Denis before being transferred to Algeria, several units were stationed in the provinces:

- Lourdes: WPC No. 2746 and WS No. 2738 parked;
- Combrée: WP No. 2739,
- Soudan: WP No. 2737,
- Vénissieux: WP No. 2740.

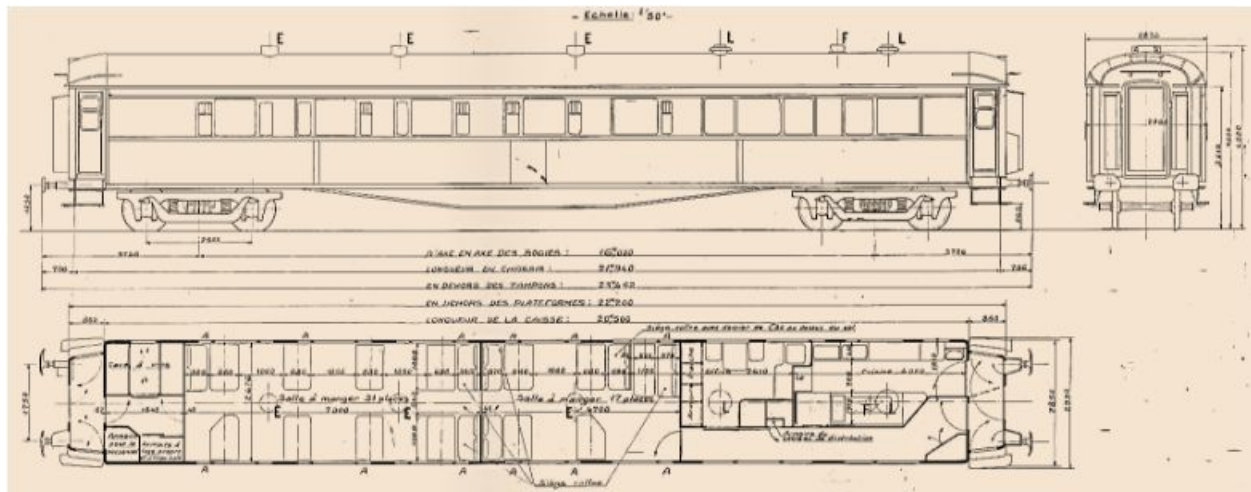
Two carriages were requisitioned by Germany: WPC No. 2745 and WP No. 2741. WPC No. 2748, managed by Amsterdam, met with the same fate.

En 1944-1945, la libération coïncide avec de multiples mutations et transformations pour cette petite série. Si les WP n° 2737, 2739 sont alors garées à Villeneuve et les n° 2738, 2740, 2746 et 2747 stationnent à Bonson, la n° 2745 est retrouvée dans la zone USA en Allemagne (Frankfort-sur-le-Main) ; de son côté, la n° 2741 ayant elle-aussi échoué en Allemagne est déjà rapatriée vers Paris. Transformée en voiture-restaurant (WR) par Dyle et Bacalan à Bordeaux, la n° 2742 dépendant de l'Inspection CIWL de Paris-Saint-Lazare sert dans les trains n° 301-314 entre Paris et Caen. Également modifiée en WR, les n° 2743 et 2744 ont traversé la Méditerranée ; basées toutes deux à Alger, elles sont utilisées dans les trains n° 1001-1002 vers Oran. Enfin, la n° 2748 restant à Amsterdam est bientôt vendue à la Reine de Hollande (1947).

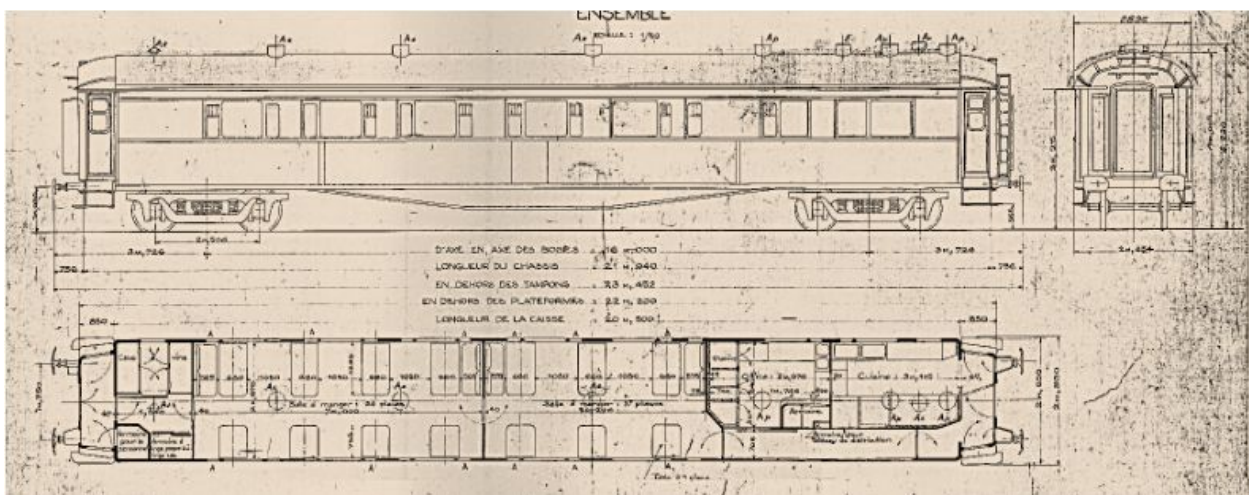
In 1944–1945, the liberation coincided with a number of changes and transformations for this small series. Whilst WP nos. 2737 and 2739 were then stabled at Villeneuve and nos. 2738, 2740, 2746 and 2747 were stabled at Bonson, no. 2745 was found in the US zone in Germany (Frankfurt am Main); meanwhile, No. 2741, which had also ended up in Germany, had already been repatriated to Paris. Converted into a dining car (WR) by Dyle and Bacalan in Bordeaux, No. 2742, under the jurisdiction of the CIWL Inspectorate at Paris-Saint-Lazare, was used on trains Nos. 301–314 between Paris and Caen. Also converted into dining cars (WR), Nos. 2743 and 2744 crossed the Mediterranean; both based in Algiers, they were used on trains Nos. 1001–1002 to Oran. Finally, No. 2748, which remained in Amsterdam, was soon sold to the Queen of the Netherlands (1947).

A l'été 1948, les voitures n° 2737 à 2740 sont engagées jusqu'en octobre dans les compositions des trains n° 1103-1104 Paris-Austerlitz - Clermont-Ferrand. La n° 2742 est dirigée vers Paris-Montparnasse pour y être employée dans les express n° 401-406 vers Flers. A l'hiver 1948-1949, les n° 2737, 2738, 2739, 2740, 2746, 2747 sont garées à Villeneuve-Prairie en instance de transformation en voitures-restaurant. A la fin des années 1940, la n° 2742 traverse elle aussi la Méditerranée pour rejoindre en tant que voiture-restaurant les deux autres unités servant en Algérie. De son côté, la n° 2741 est réaménagée en formule à 51 places pour servir au Portugal au départ de Lisbonne.

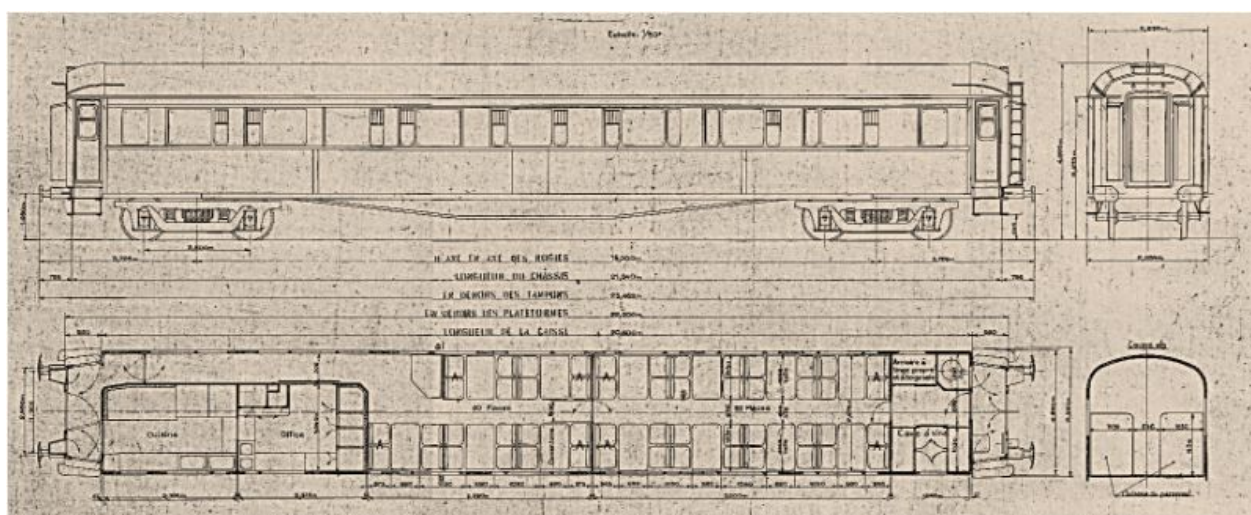
In the summer of 1948, carriages nos. 2737 to 2740 were used until October in the trainsets for services nos. 1103–1104 between Paris-Austerlitz and Clermont-Ferrand. Car No. 2742 was sent to Paris-Montparnasse to be used on express trains Nos. 401–406 to Flers. In the winter of 1948–1949, carriages Nos. 2737, 2738, 2739, 2740, 2746 and 2747 were stabled at Villeneuve-Prairie pending conversion into dining carriages. In the late 1940s, No. 2742 also crossed the Mediterranean to join the other two carriages serving in Algeria as a dining carriage. Meanwhile, No. 2741 was refitted to accommodate 51 passengers for service in Portugal, departing from Lisbon.



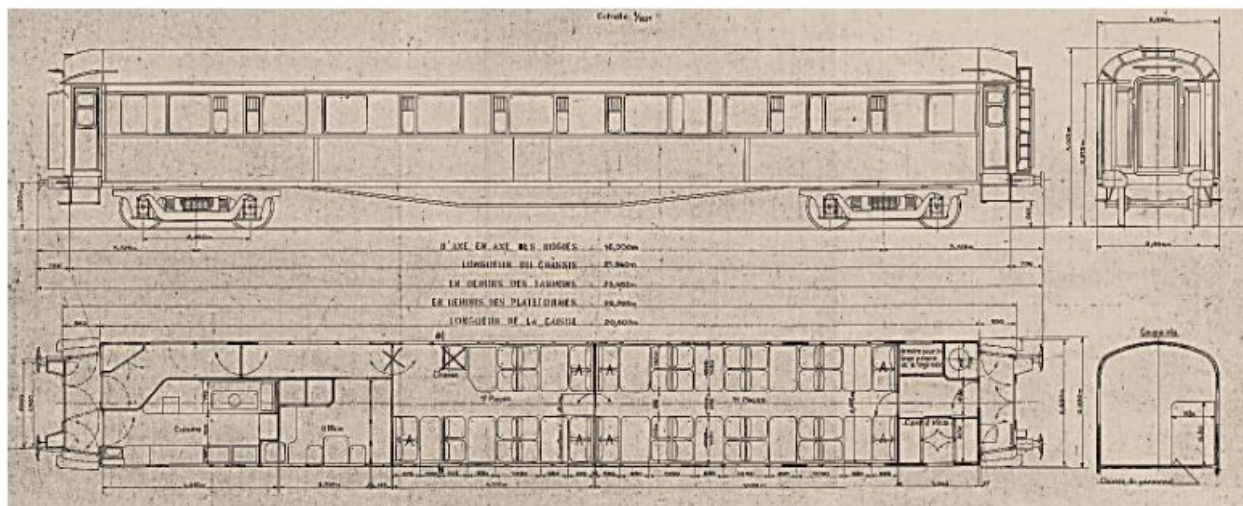
WR 48 places



WR 41 places



WR 52 places



WR 49 places

Après 1949, la Division CIWL de Madrid rassemble dorénavant les WR n° 2745, 2746, 2747 (49 places) et les WR n° 2737, 2738, 2739 (52 places). La n° 2740 reste alors seule en France (en garage sans entretien). Elle est rejointe en 1953 par les n° 2743 et 2744 de retour d'Algérie, la n° 2742 demeurant encore à Constantine en réserve. Seule, la voiture n° 2744 reprend ses services commerciaux en étant affectée à Paris-Montparnasse à l'été 1954, avant être arrêtée à l'hiver suivant. A l'été 1960, la n° 2740 toujours aménagée théoriquement en formule Pullman est radiée, les WR n° 2743, 2744 étant déjà garées hors service.

After 1949, the CIWL Division in Madrid came to comprise WR nos. 2745, 2746 and 2747 (49 seats) and WR nos. 2737, 2738 and 2739 (52 seats). No. 2740 remained the only one in France (stored in a depot without maintenance). It was joined in 1953 by No. 2743 and No. 2744, returning from Algeria, whilst No. 2742 remained in reserve at Constantine. The No. 2744 carriage alone resumed commercial service, being assigned to Paris-Montparnasse in the summer of 1954, before being taken out of service the following winter. In the summer of 1960, No. 2740—still theoretically fitted out as a Pullman carriage—was written off, whilst WR Nos. 2743 and 2744 were already out of service and in storage.

Dès l'été 1964, les sept rescapées sont basées à Lisbonne et Madrid pour des services de restauration sur les trains ibériques CP et RENFE. Lors de la vente organisée à Monte-Carlo en 1977, la voiture n° 2741 est achetée par la société suisse Intraflug. L'association espagnole Azaft a pu récupérer les voitures-restaurant n° 2739 malheureusement entièrement incendiée par vandalisme, n° 2745 ayant subi elle aussi un incendie partiel, ainsi que la n° 2747. Propriété de la RENFE, la n° 2746 (R12-12955) est utilisée depuis 1991 dans une rame servant pour des voyages spéciaux.

From the summer of 1964, the seven surviving carriages were based in Lisbon and Madrid for dining services on the Iberian CP and RENFE trains. At the auction held in Monte Carlo in 1977, carriage No. 2741 was purchased by the Swiss company Intraflug. The Spanish association Azaft managed to recover dining car No. 2739 – which had unfortunately been completely destroyed by fire as a result of vandalism – No. 2745, which had also suffered a partial fire, and No. 2747. Owned by RENFE, No. 2746 (R12-12955) has been in service since 1991 as part of a train used for special journeys.

Annexe sur les affectations

Hiver 1926-1927 : à partir du 15 novembre,

- WP n° 2737 à 2742,
- WPC n° 2743 à 2747,

Eté 1927 :

Sud-Express Paris - Biarritz : WPC n° 2743 à 2745, WP n° 2737 à 2739,
Sud-Express Paris - Irun WPC n° 2746 à 2748, WP n° 2740 à 2742,

Hiver 1927-1928 :

Sud-Express WPC n° 2743 à 2748, WP n° 2737 à 2742,

Eté 1928 :

- Sud-Express : WPC n° 2743 à 2748, WP n° 2737 à 2742, (2 rames de six voitures avec 1 WS),

Hiver 1928-1929 :

- Sud-Express : WPC n° 2743 à 2748, WP n° 2737 à 2742, (WS n° 2444, 2446), (2 rames de six voitures avec 1 WS),

Eté 1929 : 15 mai 1929

- Sud-Express : WP n° 2737 à 2742, WPC n° 2743 à 2748,

Hiver 1929-1930 : 6 octobre

- Sud-Express Paris - Irun : WP n° 2737 à 2742, WPC n° 2743 à 2745,
- Sud-Express Paris - Biarritz : WPC n° 2746 à 2748,

Eté 1930 : 15 mai

- Sud-Express Paris - Irun : WP n° 2740 à 2742, WPC n° 2746 à 2748,
- Sud-Express Paris - Biarritz : WPC n° 2743 à 2745, WP 2737 à 2739,

Hiver 1930-1931 : 5 octobre

- Sud-Express Paris - Biarritz : WPC n° 2743 à 2745, WP n° 2737 à 2739,
- Sud-Express Paris - Irun : WPC n° 2746 à 2748, WP n° 2740 à 2742,

Eté 1931 :

- Sud-Express Paris - Biarritz WPC n° 2743 à 2745,
- Sud-Express Paris - Irun WP n° 2737 à 2739,
- forçements WP n° 2740 à 2742, WPC n° 2746 à 2748,

Hiver 1931-1932 :

- Sud-Express Paris - Biarritz WP n° 2737 à 2739,
- Sud-Express Paris - Irun WPC n° 2743 à 2748, WP n° 2740 à 2742,

Eté 1932 :

- Sud-Express Paris - Biarritz WP n° 2737 à 2739,
- Sud-Express Paris - Irun WPC n° 2743 à 2748, WP n° 2740 à 2742,

Hiver 1932-1933 : 9 octobre

- Sud-Express Paris - Biarritz : WP n° 2737 à 2739,
- Sud-Express Paris - Irun : WP n° 2740 à 2742,
- forçements WPC n° 2743 à 2748,

Eté 1933 :

- Sud-Express Paris - Biarritz WP n° 2737 à 2739,
- Sud-Express Paris - Irun WPC n° 2743 à 2745,
- forçements WP n° 2740 à 2742, WPC n° 2746 à 2748,

Hiver 1933-1934 :

- garées Paris WP n° 2737 à 2742, WPC n° 2743 à 2748,

Eté 1934 : 15 mai

- Sud-Express : WPC n° 2743, 2746, 2748, WP n° 2737 à 2739,
- garage Villeneuve : WPC n° 2744, 2745, 2747, WP n° 2740 à 2742,

Hiver 1934-1935 : 7 octobre

- garage Villeneuve : WPC n° 2743 à 2748, WP n° 2737 à 2742,

Eté 1935 : 15 mai

- Sud-Express : WPC n° 2743 à 2747, WP n° 2737 à 2740, 2742,
- garage Villeneuve : WP n° 2741, WPC n° 2748,

Hiver 1935-1936 : 6 octobre

- Flèche d'Or n° 75-78 : WPC n° 2743 à 2746, WP n° 2737 à 2740, 2742,
- réserve Oiseau Bleu : WPC n° 2747,
- garage Villeneuve : WP n° 2741, WPC n° 2748,

Eté 1936 : 15 mai

- garage Villeneuve : WP n° 2741, WPC n° 2748,
- Sud-Express : WPC n° 2743 à 2747, WP n° 2737 à 2740, 2742,

Hiver 1936-1937

- Flèche d'Or n° 75-78 : WPC n° 2743 à 2746, WP n° 2737 à 2740, 2742,
- Oiseau Bleu n° 189-188 : WPC n° 2747,
- garage Villeneuve : WP n° 2741, WPC n° 2748,

Eté 1937 : 22 mai**France**

- Flèche d'Or n° 75-78 : WPC n° 2743 à 2746, WP n° 2737 à 2740, 2742,
- garage Villeneuve : WP n° 2741,

Amsterdam

- Amsterdam - Flessingue (Bad Vlissingen) n° 7/435/77-137/436 : WPC n° 2747, 2748,

Hiver 1937-1938**France**

- Flèche d'Or n° 75-78 : WPC n° 2743 à 2746, WP n° 2737 à 2740, 2742,
- garage Villeneuve : WP n° 2741,

Amsterdam 1^{ère} classe

- garage WPC n° 2747, 2748,

Eté 1938 :**France**

- Flèche d'Or n° 75-78 WPC n° 2743 à 2746, WP n° 2737 à 2740, 2742,
- garage Villeneuve WP n° 2741,

Amsterdam

- Amsterdam - Flessingue (du 15 mai au 2 octobre) n° 7/435/77-137/436 : WPC n° 2747, 2748,

Hiver 1938-1939 :**France**

- Flèche d'Or n° 75-78 WPC n° 2743 à 2746, WP n° 2737 à 2740, 2742,
- garage Villeneuve WP n° 2741,

Amsterdam 1^{ère} classe

- garage WPC n° 2747, 2748,

Eté 1939 :

Paris : les WSC n° 2742, 2743, 2744 transformées en WR pour l'Algérie et transférées sauf 2742,

- Flèche d'Or n° 5-78 WSC n° 2745, 2746, WS n° 2737 à 2739,

- Paris - Boulogne n° 7-6 WS n° 2740, 2741,

Alger

- Alger - Oujda n° 1001-1002 WR n° 2743, 2744,

Amsterdam

- Amsterdam - Flessingue n° 77-78 (du 15 mai au 7 octobre) WSC n° 2747, 2748,

Hiver 1941-1942 :**Paris**

- Saint-Denis garée WR n° 2742 pour l'Algérie,

- Lourdes garées WSC n° 2746, WS n° 2738,

- Combrée garée WS n° 2739,

- Soudan WS garée n° 2737,

- Vénissieux WS n° 2740,

- en Allemagne partie de Trouville WSC n° 2745,

- en Allemagne partie du Landy WS n° 2741,

Alger

- Alger - Oujda n° 1001-1002 WR n° 2743, 2744,

Amsterdam

- réquisitionnée WSC n° 2748,

- garée WSC n° 2747,

Hiver 1945-1946 :**Paris**

- garées Villeneuve WSC n° 2746, 2747,

- garées Bonson WS n° 2738, 2740,

- garées Eymet WS n° 2737, 2739,

- récupérée d'Allemagne WS n° 2741,

- Munich pour Wehrmacht WSC n° 2745,

Alger

- garées Boufarik WR n° 2743, 2744,

Amsterdam

- garée WSC n° 2747,

Eté 1946 :**Paris**

- garées Bonson WS n° 2738, 2740, WSC n° 2746, 2747,

- garées Eymet WS n° 2737, 2739,

- Munich zone USA WSC n° 2745,

- Récupérée et garée en Allemagne WSP n° 2741,

Paris-Saint-Lazare voitures-restaurant ex Pullman

- Paris - Caen n° 301-314 WR n° 2742 (ex Sud-Express),

Alger voitures-restaurant ex Pullman

- Alger - Oran n° 1001-1002 WR n° 2743,

- Tunis - Ghrardimaou n° 1-2 WR n° 2744,

Amsterdam

- WSC n° 2748 en vente pour Reine de Hollande (1947),

Hiver 1946-1947 :**Paris**

- garage Villeneuve n° 2737, 2739,

- garage Bonson WSP n° 2738, 2740, WSPC n° 2746, 2747,
- Allemagne zone USA WSPC n° 2745,
- récupérée et garée en Allemagne WSP n° 2741,

Paris-Saint-Lazare voitures-restaurant ex Pullman

- Paris - Caen n° 301-314 WR n° 2742 (ex Sud-Express),

Alger voitures-restaurant ex Pullman

- Alger - Oran n° 1001-1002 WR n° 2743, 2744,

Amsterdam

- WP n° 2748 en vente pour Reine de Hollande (1947),

Eté 1947 :

Paris

- garées Villeneuve en réparation WS n° 2737 à 2740, WSC n° 2746, 2747,
- garée Auxerre-Saint-Amatre WS n° 2741,
- zone USA en Allemagne WSC n° 2745,

Paris-Saint-Lazare voitures-restaurant ex Pullman

- Paris - Le Havre n° 103-116 WR n° 2742 (ex Sud-Express),

Alger voitures-restaurant ex Pullman

- Alger - Oran n° 1001-1002 WR n° 2743, 2744,

Amsterdam

- WP n° 2748 en vente pour Reine de Hollande (1947),

Hiver 1947-1948 :

Paris

- Villeneuve disponibles WS n° 2737, 2738, 2740, WSC n° 2746, 2747,
- Villeneuve garée WS n° 2739,
- Auxerre garée WS n° 2741,
- zone USA en Allemagne WSC n° 2745,

Paris-Saint-Lazare voitures-restaurant ex Pullman

- Paris - Le Havre trains transatlantiques WR n° 2742 (ex Sud-Express),

Alger voitures-restaurant ex Pullman

- Alger - Oran n° 1001-1002 WR n° 2743, 2744,

Amsterdam

- WP n° 2748 vendue pour Reine de Hollande (1947),

Francfort-sur-le-Main

- WP n° 2745 garée avariée Ingolstadt,

Eté 1948 :

Paris

- Paris-Austerlitz - Clermont-Ferrand n° 1103-1104 WP (ex Sud-Express) n° 2737 à 2740,

Paris-Montparnasse voitures-restaurant ex Pullman

- Paris - Flers n° 401-406 WR n° 2742 (ex Sud-Express),

Alger voitures-restaurant ex Pullman

- Alger - Oran n° 1001-1002 WR n° 2743, 2744 (ex Sud-Express),

Amsterdam voitures-restaurant ex Pullman

- WP n° 2748 réformée et vendue en 1947,

Francfort-sur-le-Main

- WP n° 2745 garée avariée,

Hiver 1948-1949 :

Paris

- ateliers Villeneuve en réparation WS n° 2737, 2738, 2739, 2740, WSC n° 2746, 2747,
- Auxerre garage WS n° 2741,

- à recevoir de Francfort-sur-le-Main WSC n° 2745,
Paris voitures-restaurant ex Pullman
- parc actif WR ex WPC n° 2742,
Paris-Montparnasse voitures-restaurant ex Pullman
- Paris - Flers n° 401-406 WR n° 2742,
Alger voitures-restaurant ex Pullman
- Alger - Oujda n° 1001-1002 WR n° 2743, 2744 (ex Sud-Express),
Amsterdam voitures-restaurant ex Pullman
- Hoek van Holland - Flensburg WR n° 2839 (ex Sud-Express),

Eté 1949 :

Paris

- garée Villeneuve WS n° 2740,
- Auxerre WS n° 2741 attente de réparation 10 000 heures,

Alger voitures-restaurant ex Pullman

- Alger - Oujda n° 1001-1002 WR n° 2742 à 2744,

Madrid

- mutations de Paris WS n° 2737 à 2739, WSC n° 2745 à 2747 ateliers pour transformations voie large et restauration WR,

Hiver 1949-1950 :

Paris

- Villeneuve WS n° 2740,

Alger voitures-restaurant ex Pullman

- Alger - Oujda n° 1001-1002 WR n° 2742 à 2744,

Lisbonne

- WS n° 2741 transformation en WR,

Madrid

- Besain WS n° 2737 à 2739, WSC n° 2745 à 2747 transformations en WR,

Eté 1950 :

Paris

- garée Villeneuve WS n° 2740,

Alger voitures-restaurant ex Pullman

- Alger - Oujda n° 1001-1002 WR n° 2742 à 2744,

Lisbonne

- WR n° 2741 réserve,

Madrid

- Atocha WR 48 places n° 2745 à 2747,
- Madrid - Barcelone,
- Madrid - Manzanares,
- en attente WR 52 places n° 2737 à 2739,

Hiver 1950-1951 :

Paris

- garée Villeneuve WS n° 2740,

Alger voitures-restaurant ex Pullman

- Alger - Oujda n° 1001-1002 WR n° 2742 à 2744,

Lisbonne

- WR n° 2741 réserve,

Madrid

- Atocha WR 48 places n° 2745 à 2747,
- Madrid - Barcelone,

- Madrid - Manzanares,
- Barcelone - Mora,
- en attente WR 52 places n° 2737 à 2739,

Eté 1951 :

Paris

- garée Villeneuve WS n° 2740,

Alger voitures-restaurant ex Pullman

- Alger - Oujda n° 1001-1002 WR n° 2742 à 2744,

Lisbonne

- Lisbonne - Porto WR n° 2741,

Madrid

Atocha WR 48 places n° 2745 à 2747,

- Madrid - Barcelone,
- Madrid - Manzanares,
- Barcelone - Caspe,
- en attente WR 52 places n° 2737 à 2739,

Hiver 1951-1952 :

Paris

- garée Villeneuve WS n° 2740,

Alger voitures-restaurant ex Pullman

- Alger - Oujda n° 1102-1113 WR n° 2742 à 2744,

Lisbonne

- Lisbonne - Porto WR n° 2741,

Madrid

- WR 49 places n° 2745 hors service,
- WR n° 2746, 2747, en service,
- en attente WR 52 places n° 2737 à 2739,

Eté 1952 :

- garage Villeneuve WS n° 2740 (ex Sud-Express),

Alger voitures-restaurant ex Pullman

- réserve Alger WR n° 2742, 2743,
- réserve Casablanca WR n° 2744,

Lisbonne voitures-restaurant ex Pullman

- 52 places WR n° 2741,

Madrid voitures-restaurant ex Pullman

- 49 places WR n° 2745 (hors service), 2746, 2747,
- 52 places WR n° 2737, 2738 (hors service), 2739 (hors service),

Hiver 1952-1953 :

- garage Villeneuve WS n° 2740,

Alger voitures-restaurant ex Pullman

- Alger WR n° 2742, 2743,
- Oran WR n° 2744,

Lisbonne voitures-restaurant ex Pullman

- 52 places WR n° 2741,

Madrid voitures-restaurant ex Pullman

- 49 places WR n° 2745, 2746, 2747,
- 52 places WR n° 2737, 2738 (hors service), 2739 (hors service),

Eté 1953 :

- garage Villeneuve HS WS n° 2740,

Alger voitures-restaurant ex Pullman

- garée Alger WR n° 2742,
- mutations à Paris WR n° 2743, 2744,

Lisbonne voitures-restaurant ex Pullman

- réserve Lisbonne 52 places WR n° 2741,

Madrid voitures-restaurant ex Pullman

- 49 places WR n° 2745, 2746, 2747,
- WR n° 2745 Barcelone réserve,
- WR n° 2746 Madrid-Norte - Palencia,
- WR n° 2747 Madrid-Atocha - Alcazar,
- 52 places WR n° 2737, 2738, 2739,
- Barcelone - Cerbère,

Hiver 1953-1954 :

- garage Villeneuve WS n° 2740,

Paris-Lyon voitures-restaurant ex Pullman

- garage Villeneuve WR n° 2743, 2744,

Alger voitures-restaurant ex Pullman

- WR n° 2742 Constantine

Lisbonne voitures-restaurant ex Pullman

- WR n° 2741,

Madrid voitures-restaurant ex Pullman

- WS n° 2738, 2739 en WR
- WR 49 places n° 2745, 2746, 2747,
- WR 52 places n° 2737, 2738, 2739,

Eté 1954 :

- garage Villeneuve sans entretien WS n° 2740,

Paris-Nord voitures-restaurant ex Pullman

- WR n° 2743 Paris - Tourcoing n° 343-306,

Paris-Montparnasse voitures-restaurant ex Pullman

- WR réserve WR n° 2744,

Alger voitures-restaurant ex Pullman

- Constantine réserve WR n° 2742,

Lisbonne voitures-restaurant ex Pullman

- WR n° 2741,

Madrid voitures-restaurant ex Pullman

- WR 49 places n° 2745, 2746, 2747,
- WR 52 places n° 2737, 2738, 2739,

Hiver 1954-1955 :

- garage Villeneuve sans entretien WS n° 2740,
- garées Villeneuve WR n° 2743, 2744,

Alger voitures-restaurant ex Pullman

- Constantine réserve et spéciaux WR n° 2742,

Lisbonne voitures-restaurant ex Pullman

- WR n° 2741 réserve,

Madrid voitures-restaurant ex Pullman

- WR 49 places n° 2745, 2746, 2747,
- WR 52 places n° 2737, 2738, 2739,

Eté 1955 :

- garage Villeneuve sans entretien WS n° 2740,

Paris WR 48 places n° 2743, 2744,

- Paris-Montparnasse WR n° 2743, 2744 réserves,

Alger voitures-restaurant ex Pullman

- Constantine réserve et spéciaux WR 42 places n° 2742,

Lisbonne voitures-restaurant ex Pullman

- WR 52 places n° 2741,

Madrid voitures-restaurant ex Pullman

- WR 49 places n° 2745, 2746, 2747,

- WR 52 places n° 2737, 2738, 2739,

Hiver 1955-1956 :

- garage Villeneuve sans entretien WS n° 2740,

Paris voitures-restaurant ex Pullman

- garage WR n° 2743, 2744,

Alger voitures-restaurant ex Pullman

- WR n° 2742,

Lisbonne voitures-restaurant ex Pullman

- WR 52 places n° 2741,

Madrid voitures-restaurant ex Pullman

- WR 49 places n° 2745, 2746, 2747,

- WR 52 places n° 2737, 2738, 2739,

Eté 1956 :

- garage Villeneuve sans entretien WS n° 2740,

Paris voitures-restaurant ex Pullman

- Paris-Montparnasse réserves WR n° 2743, 2744,

Alger voitures-restaurant ex Pullman

- Constantine spéciaux WR n° 2742,

Lisbonne voitures-restaurant ex Pullman

- réserve WR 52 places n° 2741,

Madrid voitures-restaurant ex Pullman

- WR 49 places n° 2745, 2746, 2747,

- WR 52 places n° 2737, 2738, 2739,

Hiver 1956-1957 :

- garage Villeneuve sans entretien WS n° 2740,

Paris voitures-restaurant ex Pullman

- garage WR 48 places n° 2743, 2744,

Alger voitures-restaurant ex Pullman

- Constantine réserve WR n° 2742,

Lisbonne voitures-restaurant ex Pullman

- WR 52 places n° 2741,

Madrid voitures-restaurant ex Pullman

- WR 49 places n° 2745, 2746, 2747,

- WR 52 places n° 2737, 2738, 2739,

Eté 1957 :

- garage Villeneuve sans entretien WS n° 2740 réformée 12-1956,

Paris voitures-restaurant ex Pullman

- Paris-Montparnasse - Nice - Versailles MR-RM WR 48 places n° 2743,

- Paris-Montparnasse réserve WR n° 2742,

- Paris-Saint-Lazare réserve WR n° 2744,

Lisbonne voitures-restaurant ex Pullman

- réserve WR 52 places n° 2741,

Madrid voitures-restaurant ex Pullman

- WR 49 places n° 2745, 2746, 2747,

- WR 52 places n° 2737, 2738, 2739,

Hiver 1957-1958 :

- garage Villeneuve sans entretien WS n° 2740 réformée 12-1956,

Paris voitures-restaurant ex Pullman

- garage Villeneuve WR n° 2742 à 2744,

Lisbonne voitures-restaurant ex Pullman

- réserve WR 52 places n° 2741,

Madrid voitures-restaurant ex Pullman

- WR 49 places n° 2745, 2746, 2747,

- WR 52 places n° 2737, 2738, 2739,

Eté 1958 :

Paris voitures-restaurant ex Pullman

- Nord-Express Paris-Nord - Jeumont WR n° 2742,

- Paris-Montparnasse - Saint-Malo n° 707/687-684/704 WR 48 places n° 2743, 2744,

Lisbonne voitures-restaurant ex Pullman

- réserve WR 52 places n° 2741,

Madrid voitures-restaurant ex Pullman

- WR 49 places n° 2745, 2746, 2747,

- WR 52 places n° 2737, 2738, 2739,

Hiver 1958-1959 :

- garées WR n° 2743, 2744 (48 places), 2742 (41 places),

Lisbonne voitures-restaurant ex Pullman

- réserve WR 52 places n° 2741,

Madrid voitures-restaurant ex Pullman

- WR 49 places n° 2745, 2746, 2747,

- WR 52 places n° 2737, 2738, 2739,

Eté 1959 :

- garée WR n° 2742,

Paris-Montparnasse

-WR 2743, 2744 réserve,

Lisbonne voitures-restaurant ex Pullman

- réserve WR 52 places n° 2741,

Madrid voitures-restaurant ex Pullman

- WR 49 places n° 2745, 2746, 2747,

- WR 52 places n° 2737, 2738, 2739,

Hiver 1959-1960 :

- garée Villeneuve hors service WR n° 2742,

- ateliers Saint-Denis WR n° 2743, 2744,

Lisbonne voitures-restaurant ex Pullman

- réserve WR 52 places n° 2741,

Madrid voitures-restaurant ex Pullman

- WR 49 places n° 2745, 2746, 2747,

- WR 52 places n° 2737, 2738, 2739,

Eté 1960 :

Paris voitures-restaurant ex Pullman

- WR HS n° 2743, 2744 (48 places), 2742 (41 places),

Lisbonne voitures-restaurant ex Pullman

- WR 52 places n° 2741,

Madrid voitures-restaurant ex Pullman

- WR 49 places n° 2745, 2746, 2747,
- WR 52 places n° 2737, 2738, 2739,

Hiver 1960-1961 :

Paris voitures-restaurant ex Pullman

- WR HS n° 2743, 2744 (48 places), 2742 (41 places),

Lisbonne voitures-restaurant ex Pullman

- WR 52 places n° 2741,

Madrid voitures-restaurant ex Pullman

- WR 49 places n° 2745, 2746, 2747,
- WR 52 places n° 2737, 2738, 2739,

Eté 1961 :

Paris voitures-restaurant ex Pullman

- garées réformées Villeneuve WR n° 2743, 2744 (48 places), 2742 (41 places),

Lisbonne voitures-restaurant ex Pullman

- WR 52 places n° 2741 réserve,

Madrid voitures-restaurant ex Pullman

- WR 49 places n° 2745, 2746, 2747,
- WR 52 places n° 2737, 2738, 2739,

Hiver 1961-1962 :

Paris voitures-restaurant ex Pullman

- garées réformées Villeneuve WR n° 2743, 2744 (48 places), 2742 (41 places),

Lisbonne voitures-restaurant ex Pullman

- WR 52 places n° 2741 réserve,

Madrid voitures-restaurant ex Pullman

- WR 49 places n° 2745, 2746, 2747,
- WR 52 places n° 2737, 2738, 2739,

Eté 1962 :

Paris voitures-restaurant ex Pullman

- garées réformées Villeneuve WR n° 2743, 2744 (48 places),

Lisbonne voitures-restaurant ex Pullman

- WR 52 places n° 2741 réserve,

Madrid voitures-restaurant ex Pullman

- WR 49 places n° 2745, 2746, 2747,
- WR 52 places n° 2737, 2738, 2739,

Hiver 1962-1963 :

Lisbonne voitures-restaurant ex Pullman

- WR 52 places n° 2741,

Madrid voitures-restaurant ex Pullman

- WR 49 places n° 2745, 2746, 2747,
- WR 52 places n° 2737, 2738, 2739,

Eté 1963 :

Lisbonne voitures-restaurant ex Pullman

- WR 52 places n° 2741 réserve,

Madrid voitures-restaurant ex Pullman

- WR 49 places n° 2745, 2746, 2747,

- WR 52 places n° 2737, 2738, 2739,

Hiver 1963-1964 :

Lisbonne voitures-restaurant ex Pullman

- WR 52 places n° 2741 réserve,

Madrid voitures-restaurant ex Pullman

- WR 49 places n° 2745, 2746, 2747,
- WR 52 places n° 2737, 2738, 2739,

Eté 1964 :

Lisbonne voitures-restaurant ex Pullman

- WR 52 places n° 2741,

Madrid voitures-restaurant ex Pullman

- WR 49 places n° 2745, 2746, 2747,
- WR 52 places n° 2737, 2738, 2739,

Hiver 1964-1965 :

Lisbonne voitures-restaurant ex Pullman

- WR 52 places n° 2741 réserve désarmée,

Madrid voitures-restaurant ex Pullman

- WR 49 places n° 2745, 2746, 2747,
- WR 52 places n° 2737, 2738, 2739,

Eté 1965 :

Lisbonne voitures-restaurant ex Pullman

- WR 52 places n° 2741 hors service,

Madrid voitures-restaurant ex Pullman

- WR 49 places n° 2745, 2746, 2747,
- WR 52 places n° 2737, 2738, 2739,

Hiver 1965-1966 :

Lisbonne voitures-restaurant ex Pullman

- WR 52 places n° 2741 hors service,

Madrid voitures-restaurant ex Pullman

- WR 49 places n° 2745, 2746, 2747,
- WR 52 places n° 2737, 2738, 2739,

Eté 1966 :

Lisbonne voitures-restaurant ex Pullman

- WR 52 places n° 2741 hors service,

Madrid voitures-restaurant ex Pullman

- WR 49 places n° 2745, 2746, 2747,
- WR 52 places n° 2737, 2738, 2739,

Hiver 1966-1967 :

Lisbonne voitures-restaurant ex Pullman

- WR 52 places n° 2741 hors service,

Madrid voitures-restaurant ex Pullman

- WR 49 places n° 2746, 2747,
- WR 52 places n° 2737, 2738, 2739, 2745,

Eté 1967 :

Lisbonne voitures-restaurant ex Pullman

- WR 52 places n° 2741 hors service,

Madrid voitures-restaurant ex Pullman

- WR 49 places n° 2746, 2747,
- WR 52 places n° 2737, 2738, 2739, 2745,

Hiver 1967-1968 :

Lisbonne

- WR n° 2741 services spéciaux,

Madrid

- WR 52 places n° 2737 à 2739, 2745,
- WR 49 places n° 2746, 2747,

Eté 1968 :

Lisbonne

- WR n° 2741 services spéciaux,

Madrid

- WR 52 places n° 2737 à 2739, 2745,
- WR 49 places n° 2746, 2747,

Hiver 1968-1969 :

Lisbonne

- WR n° 2741 services spéciaux,

Madrid

- WR 52 places n° 2737 à 2739, 2745,
- WR 49 places n° 2746, 2747,

Eté 1969 :

Lisbonne

- WR n° 2741 services spéciaux,

Madrid

- WR 52 places n° 2737 à 2739, 2745,
- Madrid - Hendaye,
- Madrid - Barcelone,
- WR 49 places n° 2746, 2747,
- Barcelone - Bilbao,

Hiver 1969-1970 :

Lisbonne

- WR n° 2741 services spéciaux,

Madrid

- WR 52 places n° 2737 à 2739, 2745,
- Iberia-Express Madrid - Hendaye,
- Costa-Brava-Express Madrid - Barcelone,
- Barcelone - Bilbao,
- WR 49 places n° 2746, 2747,
- Cadix - Séville,
- Madrid - Barcelone,

Eté 1970 :

Lisbonne

- WR n° 2741 services spéciaux,

Madrid

- WR 52 places n° 2737 à 2739, 2745,
- Costa-Brava-Express Madrid - Cerbère,
- réserve,
- WR 49 places n° 2746, 2747,
- Iberia-Express Madrid - Hendaye,

Hiver 1970-1971 :**Lisbonne**

- WR n° 2741 réserve Barreiro,

Madrid

- WR 52 places n° 2737 à 2739, 2745,
- Costa-Brava-Express Madrid - Cerbère,
- réserve,
- WR 49 places n° 2746, 2747,
- Iberia-Express Madrid - Hendaye,

Eté 1971 :

- Lisbonne WR n° 2741 réserve à Barreiro,
- Madrid WR n° 2738 avariée à Campo San Pedro et garée Aravaca,
- Madrid WR n° 2737, 2739, 2745 à 2747,

Hiver 1971-1972 :

- Lisbonne WR n° 2741 réserve à Barreiro,
- Madrid WR n° 2738 avariée à Campo San Pedro et garée Aravaca,
- Madrid WR n° 2737, 2739, 2745 à 2747,

Eté 1972 :

- Lisbonne WR n° 2741 réserve à Barreiro,
- Madrid WR n° 2738 réformée décembre 1971,
- Madrid WR n° 2737, 2739, 2745 à 2747,

Hiver 1972-1973 :

- Lisbonne WR n° 2741 réserve à Barreiro,
- Madrid WR n° 2737, 2739, 2745 à 2747,

Eté 1973 :

- Lisbonne WR n° 2741 hors service,
- Madrid WR n° 2737, 2739, 2745 à 2747,

Hiver 1973-1974 :

- Lisbonne WR n° 2741 remise en état novembre 1973,
- Madrid WR n° 2737, 2739, 2745 à 2747,

Eté 1974 :

nc

Hiver 1974-1975 :**Lisbonne**

- WR n° 2741 Sud-Express Lisbonne - Hendaye,
- WR n° 2739 réserve Sud-Express,

Madrid WR n° 2737, 2745 à 2747,

Eté 1975 :**Lisbonne**

- WR n° 2741 Sud-Express Lisbonne - Hendaye,
- WR n° 2739 réserve Sud-Express,

Madrid WR 52 places n° 2737, 2745,

- WR 49 places n° 2746, 2747,
- WR n° 2739 prêtée à Lisbonne,
- WR 52 places Puerta del Sol Madrid-Chamartin - Miranda n° 301-302,
- WR 49 places Iberia-Express Madrid-Chamartin - Hendaye n° 309-310,

Hiver 1975-1976 :

Lisbonne

- WR n° 2741 Sud-Express Lisbonne - Hendaye,

Madrid WR 52 places n° 2737, 2739, 2745,

- WR 49 places n° 2746, 2747,

- WR 52 places Puerta del Sol Madrid-Chamartin - Miranda n° 301-302,

- WR 49 places Iberia-Express Madrid-Chamartin - Hendaye n° 309-310,

Eté 1976 :

- Lisbonne WR n° 2741 hors service,

- Madrid WR n° 2737, 2739, 2745 à 2747,

Hiver 1976-1977 :

- Lisbonne WR n° 2741 hors service,

- Madrid WR n° 2737, 2745, 2747,

- hors service WR n° 2739, 2746,

Eté 1977 :

- Lisbonne réformée WR n° 2741 cuisine fixe,

- Madrid WR n° 2737, 2739, 2745 à 2747.

2741 and 2749, an Opportunity to Visit Two Swiss Cars

by Xavier Guerra

European Heritage Weekend is a popular September feature, and this year it fell on 19th and 20th September 2026. My first instinct is to see what the French railway scene has on offer, but unlike last year, there were no major events to swing by. Fortunately, Germany and Switzerland came to the rescue and over the weekend, and the few days before, I was able to get in some new experiences and tick some boxes.

Whilst in Berlin, I walked the abandoned *Stammbahn* near Zehlendorf (a small branch of the S-Bahn that opened in 1971 and closed again in 1980), visited the Technikmuseum and several other museums, saw the sights, and finally got a tour of *Historische S-Bahn's* collection of preserved heritage S-Bahn trains at Erkner depot.



One of the trainsets that Historische S-Bahn look after, the ET165 Museumzug, created by DR in 1987 as a heritage train in as close to original form as possible. Erkner 19th September 2026. (Xavier Guerra)

Before I hopped on the Nightjet from Berlin Hbf to Zurich Hbf on the night of Saturday 19th, I also visited Leipzig Hbf where a major cavalcade of historic and modern rolling stock was taking place across several tracks of the station. This event and the visit to *Historische S-Bahn* were part of Germany's contribution to the heritage weekend which they call "Tag Der Scheine" (Rail Day). Not only are there lots of historic rail events across the country but there are many opportunities for interested people, especially students, to partake in events where they learn about careers in railways and engineering.



DR 250 004 electric loco was one of nearly two dozen visiting locomotives on display at Leipzig Hbf as part of "Tag Der Schiene" on 19th September 2026 (Xavier Guerra)



BR52 8154 at the front of one of the two steam specials that were operating regular trips circling the railway suburbs from Leipzig Hbf for paying passengers, 19th September 2026 (Xavier Guerra)

The most interesting part of my trip to those interested in Wagons-Lits came on the Sunday, in Zurich. SBB Historic had organised a weekend of railway festivities at Zurich Locomotive Depot F, celebrating both the 50th Anniversary of the *Zurich Dampfgruppe*, the resident steam loco preservation society, and the 100th Anniversary of the “Crocodile” electric locomotive. Four Crocodile locomotives were present, including one operating from one end of a shuttle train from Zurich Hbf to the depot. A variety of other rolling stock was also present.



The view of Zurich Depot F from the south end of the depot, with Crocodile electric locos and other Swiss electrics present on 20th September 2026 (Xavier Guerra)

Amongst the rolling stock at Depot F was CIWL Restaurant Car 2749.

CIWL WR 2749



CIWL WR 2749 in the shed at Zurich Depot F on 20th September 2026, not particularly well placed for a wide exterior view because of a vintage truck placed in front (Xavier Guerra)

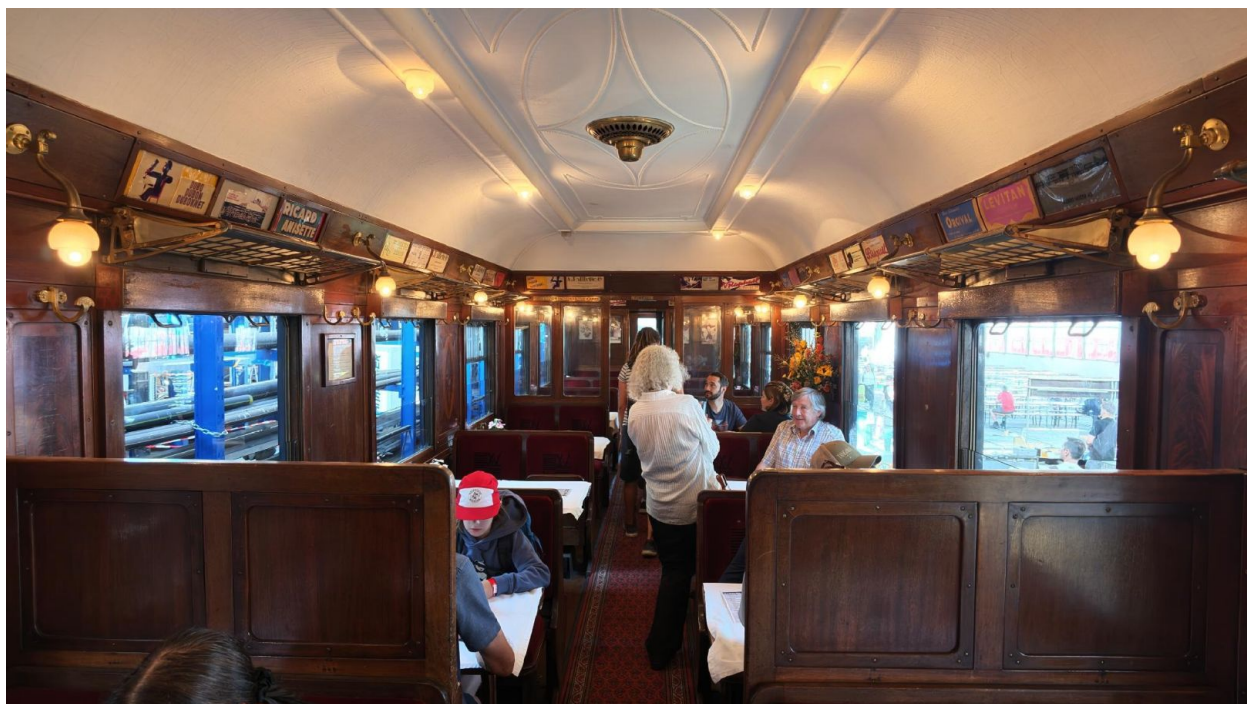
WR 2749 is a 56-seat restaurant car built in 1926 by *Officine Meccaniche Italiane* in Reggio Emilia, Italy. It was one of 25 which began life operating mostly in Italy on expresses between places like Milan, Genova and San Remo. It is owned by *Zurich Dampfgruppe* and when not out on the occasional main line charter, can be found undercover at the SBB Historic depot in Brugg. The *Dampfgruppe* have kept it

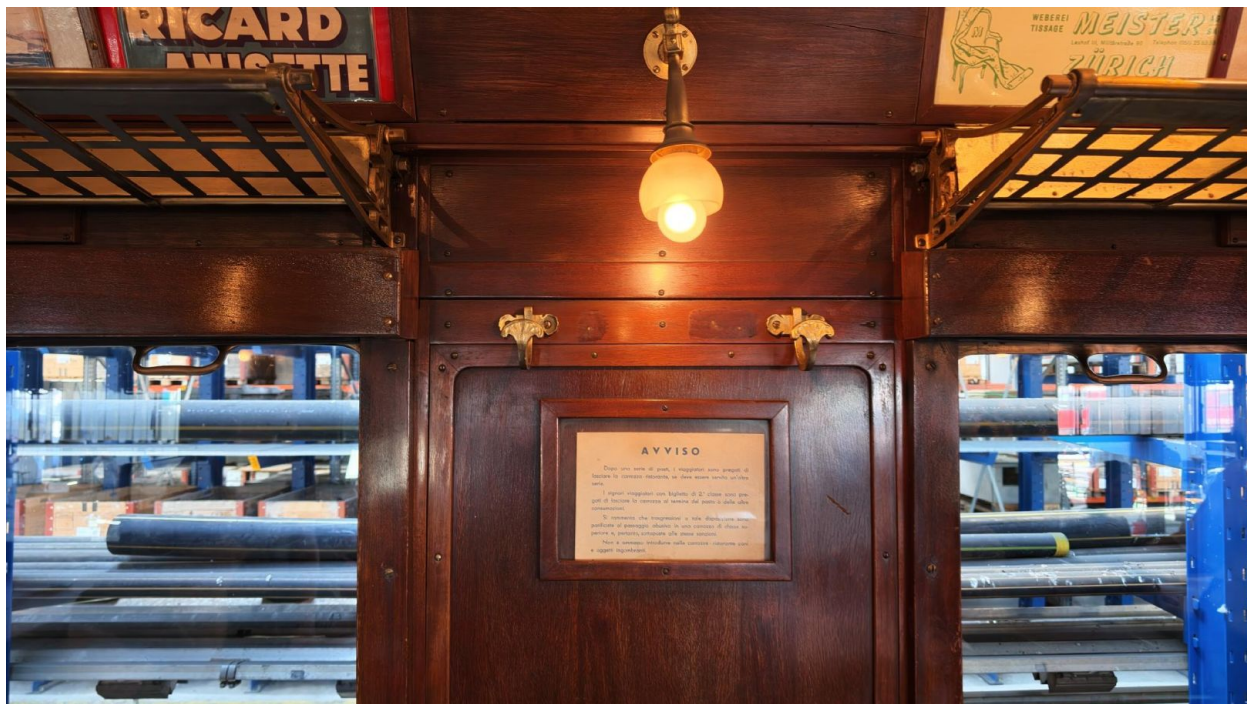
in immaculate condition and perhaps looking back to its early days in Italy, the primary markings are in Italian, with some French and German as well.



WR 2749's kitchen, still equipped with a coal-fired range, 20th September 2026 (Xavier Guerra)

The interior is excellent, the kitchen and pantry have a very traditional fit out. The saloon is very clean and pristine. The plethora of old advertising cards and brass light fittings with their warm yellow bulbs bring it to life and make it feel lived in rather than just a museum piece.





Looking through the dining saloon of WR 2749, 20th September 2026 (Xavier Guerra)

An interesting note is the seat cover material. It is red felt-like moquette with the CIWL corporate logo from the mid-1930s. After visiting Accor's / SNCF's Pullman Orient Express last year, I had expected to find leather on the seats.



Seats and carpet on WR 2749, 20th September 2026 (Xavier Guerra)

Over this weekend, the car was being used as an extension to the vast refreshment area that had been set out at the north end of the depot shed. I would have stopped for a break had there not been the need to see everything at the event before jumping on the train to Payerne (via Bern and Fribourg) after lunch time, and queues were already forming for food and drink outside the car.

I would like some day to return to Switzerland when this car is out on the main line. The nature of the depot shed roof and someone having placed a vintage lorry in front of the car made the exterior difficult to photograph satisfactorily. But, it was a surprise to see WR 2749 and a privilege to get on board an excellently-kept CIWL car.

After Zurich I jumped on the train and travelled to Payerne, in the canton of Vaud, about halfway between Fribourg and Lausanne. Payerne locomotive shed is one base of *Swisstrain*, a group that provides heritage locomotives for hire, with some based in Payerne and others based at Le Locle. They too partook in the European Heritage Days (known as “Journées Européennes du Patrimoine” or “Journées Portes Ouvertes” in French) by running free visiting days at Payerne.

Knowing their recent history with CIWL cars, I took a punt on seeing something from their collection. Officially, *Swisstrain's* President and Vice President (also husband and wife) Christophe and Caroline Bachmann currently have two CIWL cars in their company fleet. These being CIWL WR 2741, residing at Payerne, and CIWL WP Pullman 4138, currently in the care of *Association pour la Préservation du Patrimoine et des Métiers Ferroviaires (APPMF)* in Gièvres, France. The latter is waiting the day it can join *Swisstrain* in person in Switzerland.



SBB Ae 4/7s and BLS Ae 6/8 208 in the shed at Payerne, 20th September 2026 (Xavier Guerra)

CIWL “Sud Express” WR 2741

WR 2741 is a 52-seat (originally 24-seat and lounge) restaurant car built by *Société Lorraine des Anciens Éts De Dietrich* in Lunéville in 1926. It is the only surviving example of a dining car built especially for the

“Sud Express” train between Paris and Lisbon. It was converted from 24-seat to 52-seat in 1950, and was withdrawn from CIWL traffic in 1976.

Intraflug bought the car in 1977 and it ran as part of various iterations of the *Nostalgie Istanbul Orient Express* until 2002, with the NIOE brand passing to *Reisebüro Mittelthurgau* in 1993 and *TransEurop Eisenbahn AG* in 2002. During the period of operation of Mittelthurgau and TEAG, the car spent almost all of its time operating exclusively in Switzerland, avoiding relocation to Germany, Austria or Russia as with other cars in the extensive former *Intraflug* fleet.



WR 2741 at Payerne, 20th September 2026 (Xavier Guerra)

The car was little used after TEAG took over in 2002 and WR 2741, along with WP Pullman 4161, became marooned in a freight yard outside of Weinfelden in Switzerland. *Swisstrain* was able to buy both cars from the administrators of TEAG's recovered assets in 2014 and move the cars to Payerne. Over that period of inactivity and external store, the exterior condition of both cars deteriorated significantly. WP 4161 was sold to SNCF in exchange for making WP 4138, recently restored in the south of France, available as a replacement. WP 4161 is now apparently undergoing some unknown work at Clermont Ferrand associated with *Accor's* new Orient Express train.

WR 2741 usually resides inside the shed at Payerne, undercover from further weather damage, but was moved outside for that weekend only in order to facilitate access. Its exterior is understandably poor given many years of total neglect and vulnerability.



Interior saloon of WR 2741, 20th September 2026 (Xavier Guerra)

The interior has fared better and has received a period of restoration work by Christophe and Caroline Bachmann. For a restaurant and lounge car, it has quite humble décor, with red leather seats and a hard patterned floor, but some very nice panelling which has survived the period of neglect. Caroline Bachmann told me in person that the main effort was on securing the interior, making sure it was completely sealed and comfortable. They've had to search hard for replacement furniture such as luggage racks and table lamps, and the kitchen needs an entire refit.



Something of a novelty, a complaints and feedback box on WR 2741, 20th September 2026 (Xavier Guerra)

Exterior restoration will commence later. *Swisstrain's* aim is to be able to offer WR 2741 and WP 4138 for hire to tour operators and private customers as a pair of authentically-restored CIWL cars in Switzerland. Fans can support WR 2741's restoration by joining *Swisstrain* as an association member, and also offer technical support with restoration work if you have practical skills of use. Visit the website to complete an application form if you're interested:

<https://swisstrain.eu/index.php/adhesion-et-statuts/adherer-a-swisstrain>



A surviving CIWL monogram on WR 2741, not lost to thieves and vandals but surrounded by weather-damaged bodywork, 20th September 2026 (Xavier Guerra)

It was very nice to see CIWL cars on my trip, even though one was a complete surprise, and I hope *Swisstrain* succeed in their endeavour to restore WR 2741.

« Milan-Nice-Express »

« Milan-San-Remo-Nice-Cannes-Express »

by Jean Marc DUPUY

Devenu Président en 1919 de la Compagnie Internationale des Wagons-Lits et des Grands Express Européens (CIWL), Lord Davison Dalziel of Wooler souhaite développer un ensemble de relations rapides de jour sur le continent. Cette personne est aussi à la tête de la société anglaise Pullman Car Company et cette dualité va favoriser en Europe les circulations de nouveaux matériels de luxe.

Having become Chairman of the Compagnie Internationale des Wagons-Lits et des Grands Express Européens (CIWL) in 1919, Lord Davison Dalziel of Wooler sought to develop a network of fast daytime services across the continent. He was also at the helm of the British Pullman Car Company, and this dual role helped to promote the introduction of new luxury rolling stock in Europe.

Négociations pour de nouveaux trains Pullman en Italie

Negotiations for new Pullman trains in Italy

Alors que certains réseaux français font des difficultés administratives pour autoriser ces futures circulations Pullman, la CIWL négocie également avec les Chemins de fer italiens (FS). Examinant les conditions de trafic, la CIWL pense tout d'abord mettre en marche un train Pullman entre Rome, Gênes, San Remo et Nice (« Rome-Nice-Pullman-Express »). Compte tenu du trafic assez faible escompté pour

cette relation, on évoque ensuite un autre train reliant Milan, capitale économique de l'Italie, à la Côte d'Azur. Il faut souligner que des voitures-salon en teck étaient déjà incluses dans le train saisonnier « Vienne-San Remo-Nice-Cannes-Express » depuis l'hiver 1923-1924 ; leur exploitation y était jugée assez rentable.

Whilst some French rail networks are facing administrative difficulties in authorising these future Pullman services, the CIWL is also in negotiations with the Italian State Railways (FS). Having examined the operating conditions, the CIWL is initially considering launching a Pullman train between Rome, Genoa, San Remo and Nice ('Rome-Nice Pullman Express'). Given the relatively low passenger numbers expected on this route, discussions then turned to another train linking Milan, Italy's economic capital, to the Côte d'Azur. It should be noted that teak saloon carriages had already been included in the seasonal 'Vienna-San Remo-Nice-Cannes Express' since the winter of 1923-1924; their operation on that service was considered reasonably profitable.

Le 17 septembre 1925, le Comité de direction de la CIWL est informé de l'accord des FS pour cette mise en circulation souhaitée (Milan - Vintimille) à partir du 1^{er} décembre suivant. Sur le sol français, le PLM accepte également le principe d'une prolongation vers Nice et Cannes. Comme aucun matériel Pullman n'est encore construit pour ce service, Davison Dalziel indique que la Compagnie Pullman est disposée à prêter un lot de dix à douze voitures neuves sortant de ses ateliers. Si la CIWL décide de l'achat de ces matériels, ils lui seront cédés au prix coutant de 5 600 £ l'unité. Sous réserve d'acceptation des FS, cette proposition est adoptée à l'unanimité des membres du Comité de direction.

On 17 September 1925, the CIWL Executive Committee was informed that the FS had agreed to the proposed service (Milan-Ventimiglia) commencing on 1st December of that year. On French territory, the PLM also agreed in principle to an extension to Nice and Cannes. As no Pullman rolling stock had yet been built for this service, Davison Dalziel stated that the Pullman Company was prepared to lend a batch of ten to twelve new carriages fresh from its workshops. Should the CIWL decide to purchase this rolling stock, it will be sold to them at cost price, at £5,600 per unit. Subject to the FS's approval, this proposal was unanimously adopted by the members of the Executive Committee.

L'horaire envisagé fait partir le convoi depuis Milan vers 10 h 00 pour une arrivée à Cannes vers 19 h 20 ; des accélérations souhaitées devraient permettre d'atteindre la Croisette avant cette heure. Les deux voitures-salon n° 1551, 1552 cessant leurs prestations sur le train « Vienne-San Remo-Nice-Cannes-Express » sont réutilisées à l'hiver 1925-1926 entre Milan, Gênes et Rome (trains n° 61/1 et 2/74 comportant des voitures-restaurant entre Rome et Turin et entre Milan et Gênes) ; la troisième voiture-salon nécessaire à ce service est louée aux chemins de fer belges. Il est prévu de les remplacer par les nouvelles Pullman anglaises.

The proposed timetable has the train departing from Milan at around 10.00 am and arriving in Cannes at around 7.20 pm; the planned speed increases should enable it to reach the Croisette before that time. The two saloon carriages, nos. 1551, 1552, having completed their service on the 'Vienna-San Remo-Nice-Cannes Express', were redeployed in the winter of 1925-1926 between Milan, Genoa and Rome (trains Nos. 61/1 and 2/74, which included dining carriages between Rome and Turin and between Milan and Genoa); the third saloon carriage required for this service was leased from the Belgian railways. There were plans to replace them with the new English Pullman carriages.

Plusieurs communications relatives à ce matériel (WPC et WP n° 51 à 60) sont ensuite effectuées lors des séances du Comité de direction de la CIWL. Le 1^{er} octobre 1925, Davison Dalziel indique les modifications demandées par les FS ; elles provoquent un retard de quinze jours pour leurs mises en service (décalage du 1^{er} au 15 décembre 1925). Ces voitures arrivées en novembre sur le sol italien sont prises en charge par les ateliers de Milan Greco. Arguant la « préférence nationale », ces mêmes FS demandent aussi la construction de futures voitures Pullman aux normes continentales dans des usines italiennes. Lors de la séance du 30 octobre, Davison Dalziel fait donc état des propositions de commandes faites aux firmes et des prix proposés. Le 13 novembre, les FS imposent aussi la suppression du nom de baptême sur les flancs de caisses et leur remplacement par l'indication du parcours. En outre, le PLM limite le trajet à Nice et non Cannes comme envisagé au début. La CIWL renonce aussi à l'inauguration officielle du train qui doit être mis en circulation le 15 décembre 1925.

Several reports concerning this rolling stock (WPC and WP Nos. 51 to 60) were subsequently presented at meetings of the CIWL Executive Committee. On 1 October 1925, Davison Dalziel outlined the modifications requested by the FS; these resulted in a fifteen-day delay to their entry into service (postponed from 1 to 15 December 1925). These carriages, which arrived in Italy in November, were taken over by the Milan Greco workshops. Citing 'national preference', the FS also requested that future Pullman carriages be built to continental standards in Italian factories. At the meeting on 30 October, Davison Dalziel therefore reported on the proposed orders placed with the firms and the prices quoted. On 13 November, the FS also insisted that the train's name be removed from the sides of the carriages and replaced with the route details. Furthermore, the PLM limited the route to Nice rather than Cannes, as originally envisaged. The CIWL also abandoned plans for the official inauguration of the train, which was due to enter service on 15 December 1925.

Le premier train Pullman de la CIWL - The CIWL's first Pullman train

Le « Milan-San Remo-Nice-Pullman-Express » est donc le premier train de luxe composé de voitures Pullman de 1^{ère} classe créé par la CIWL. Reliant Milan à la Côte d'Azur, ce nouveau convoi circule tout d'abord à partir du 15 décembre 1925 et jusqu'au 30 avril 1926. A l'origine, sa composition comprend quatre voitures ainsi que deux fourgons d'extrémité fournis par les Chemins de fer italiens (FS). Afin de s'harmoniser avec les matériels Pullman, ces deux derniers véhicules spécialement aménagés pour cette relation ont même été repeints aux couleurs de la CIWL.

The 'Milan-San Remo-Nice-Pullman-Express' was therefore the first luxury train comprising first-class Pullman carriages to be created by the CIWL. Linking Milan to the Côte d'Azur, this new service first ran from 15 December 1925 until 30 April 1926. Originally, the train comprised four carriages and two end-cars supplied by the Italian State Railways (FS). To blend in with the Pullman rolling stock, these two end-cars – which had been specially fitted out for this route – were even repainted in the CIWL's colours.

Aucun matériel métallique n'étant encore construit à la date du lancement de ce train, la CIWL fait donc appel à des voitures de la Compagnie anglaise Pullman (série n° 51 à 60 et n° prévus mais non appliqués n° 2991 à 3000) ; on a renoncé à cette dernière numérotation car ces dix unités ne doivent pas rester sur le sol européen lors de l'arrivée des nouveaux matériels métalliques en cours de livraison. Elles sont issues d'une série anglaise comprenant vingt-quatre voitures livrées en 1924-1925 par les usines de Birmingham. Leurs transferts ont lieu sur un ferry entre Harwich et Zeebrugge et elles ont rejoint les

ateliers de Milan Gréco au début du mois de novembre pour recevoir diverses modifications techniques afin de les rendre conforme aux normes ferroviaires continentales.

As no metal rolling stock had yet been built by the time this train was launched, the CIWL therefore used carriages from the British Pullman Company (series nos. 51 to 60 with planned but unassigned numbers 2991 to 3000); this latter numbering scheme was abandoned as these ten units were not to remain on European soil once the new steel rolling stock, currently being delivered, arrived. They were part of a British series comprising twenty-four carriages delivered in 1924–1925 by the Birmingham works. They were transported by ferry between Harwich and Zeebrugge and arrived at the Milan Gréco workshops in early November to undergo various technical modifications to bring them into line with continental railway standards.

Ayant des châssis métalliques, leurs caisses restent construites sur des ossatures en bois avec des tôles minces de parement extérieur (bois tôle). A l'origine, les teintes extérieures combinent une couleur vert bouteille au-dessous de la ceinture et blanc-crème au-dessus ; la raison sociale est maintenue sur les bandeaux. Selon une coutume anglaise, tous ces véhicules ont reçu un nom de baptême peint au centre ; sur le continent, ces appellations sont cachées par les plaques d'itinéraires. Ces Pullman originaux servent en Italie durant les deux saisons 1925-1926 et 1926-1927 avant d'être dirigés vers le Réseau de l'Etat à l'été 1927 (Paris - Deauville).

Although they have metal chassis, their bodies are still built on wooden frames with thin sheets of metal as external cladding (wood clad with sheet metal). Originally, the exterior colour scheme combined a bottle-green colour below the waistline and a cream-white colour above; the company name remains on the side panels. In accordance with an English custom, all these vehicles were given a name painted in the centre; on the continent, these names are concealed by route plates. These original Pullman carriages were in service in Italy during the 1925–1926 and 1926–1927 seasons before being transferred to the State Network in the summer of 1927 (Paris–Deauville).

23 TRENI DI LUSO GIORNALIERI MILANO-S. REMO-NICE									
MN			STAZIONI					NM	
Lusso	part	arr	(1 dicembre 1925)	part	arr	Lusso	part	Lusso	
9.10	part	arr	Milano C.	3.30	part	20.15	part	arr	
11.40	part	arr	Genova P. P.	1.58	part	17.25	part	arr	
11.52	part	arr	Pegli	1.76	part	16.54	part	arr	
12.08	part	arr	Varazze	1.55	part	16.19	part	arr	
12.30	part	arr	Savona	1.42	part	16.02	part	arr	
12.52	part	arr	Alasio	1.31	part	15.56	part	arr	
13.08	part	arr	Imperia Porto Maurizio	1.23	part	14.47	part	arr	
13.30	part	arr	S. Remo	1.10	part	14.07	part	arr	
13.52	part	arr	Ospedaletti	1.01	part	13.28	part	arr	
14.08	part	arr	Bordighera	0.58	part	13.19	part	arr	
14.43	part	arr	Ventimiglia	0.38	part	13.11	part	arr	
15.15	part	arr	Ora Europa Centrale	0.34	part	12.58	part	arr	
15.16	part	arr	Ora Europa Occidentale	0.34	part	12.45	part	arr	
15.24	part	arr	Menton Garavan	0.29	part	12.40	part	arr	
15.33	part	arr	Menton	0.25	part	10.40	part	arr	
15.40	part	arr	Cap Martin-Roquebrune	0.21	part	10.28	part	arr	
15.49	part	arr	Monte Carlo	0.16	part	10.20	part	arr	
15.51	part	arr	Monaco	0.14	part	10.13	part	arr	
15.57	part	arr	Cap d'Al	0.12	part	10.05	part	arr	
15.58	part	arr	Beaulieu sur Mer	0.10	part	9.53	part	arr	
15.59	part	arr	Nice	0.08	part	9.40	part	arr	

Sopratasse dovute per l'occupazione dei posti nel treno di lusso MILANO-SAN REMO-NICE o viceversa.									
Le sopratasse sono indivisibili e risultano, tratta per tratta, dai seguenti QUADERI: 1. — Sopratasse relative ai percorsi italiani (da riscuotersi in valuta di lire):									
Milano C.	37.50	Genova P. P.	48.50	19.50	Savona	50.80	22.65	12.05	Alasio
						50.05	33.80	23.30	11.50
									San Remo
						74.20	37.00	20.95	15.35
									4.20
									Ventimiglia stazione
						76.35	39.75	29.10	17.40
									6.35
									2.45
									Ventimiglia conf.

NB. — Oltre alle tasse suddette viene riscossa una tassa di bollo di L. 4.00.

2. — Sopratasse relative ai percorsi francesi (da riscuotersi in valuta di franchi francesi). Da Ventimiglia confine a tutte le stazioni del percorso francese, prezzo unico franchi francesi 19,15.

NB. — Oltre alla tassa suddetta viene riscossa una sopratassa di bollo francese di franchi 0,25 per ogni supplemento.

La prenotazione dei posti avverrà nei modi consueti presso le Agenzie della Compagnia Internazionale delle Carrozze con letti. — I treni di lusso sono ammessi al servizio regolare dei bagagli.

15 décembre 1925 (horaires Fondazione FS)

En 1926, ces dix unités Pullman sont repeintes en livrée CIWL de type Flèche d'Or d'origine avec des caisses marron et jaune. Cinq types d'aménagements intérieurs différenciant ces voitures, il en résulte des difficultés dans la composition des convois ainsi dans l'attribution des places louées, notamment celles l'ayant été dans des agences extérieures à la CIWL. Ce train parcourant une distance de 339 km (puis 368 km lors du prolongement vers Antibes et Cannes) est à ses débuts uniquement proposé lors de la saison d'hiver. Il part de la capitale lombarde en matinée pour atteindre Nice en milieu d'après-midi. Le mouvement d'équilibre est proposé dans un sillon légèrement plus tardif et moins rapide.

In 1926, these ten Pullman carriages were repainted in the original CIWL 'Flèche d'Or' livery, with brown and yellow bodies. As there were five different types of interior layout distinguishing these carriages, this led to difficulties in forming trains and in allocating reserved seats, particularly those booked through agencies outside the CIWL. This train, covering a distance of 339 km (later 368 km following the extension to Antibes and Cannes), was initially operated only during the winter season. It departed from the Lombard capital in the morning, arriving in Nice by mid-afternoon. The return journey was scheduled for a slightly later time and at a slower speed.

Des critiques s'étaient toutefois élevées suite à sa limitation à Nice, et même à Vintimille entre mai et juillet 1926. Si l'on se félicite de cette création, les édiles de la ville de Cannes militent avec assiduité pour le prolongement vers leur cité. Lors de la séance du Comité de direction se tenant le 18 juin 1926, le baron Snoy annonce le prolongement de Nice vers Cannes ainsi que des améliorations d'horaires faisant gagner près d'une heure aux circulations entre Nice et Milan. Des demandes de prolongement de Cannes vers Marseille restent par contre lettre morte et il faut patienter jusqu'aux années 1950 avec le TEE « Ligure » pour voir la concrétisation de ce projet.

19 TRENI DI LUSO GIORNALIERI MILANO - SAN REMO - NICE - CANNES									
MN		STAZIONI		Km.		Km.		NH	
Lusso		(1 dicembre 1926)						Lusso	
part		arr		part		arr		part	
9.10	part	15.1	arr	368	arr	20.15	part	17.30	arr
11.40	part	15.1	arr	317	arr	17.30	part	17.10	arr
11.55	part	15.1	arr	308	part	17.02	part	17.02	arr
12.12	part	15.1	arr	180	part	16.34	part	16.34	arr
12.40	part	15.1	arr	174	part	16.18	part	16.18	arr
12.50	part	15.1	arr	127	arr	16.12	part	16.12	arr
13.02	part	15.1	arr	105	part	15.52	part	15.52	arr
14.00	part	15.1	arr	82	part	14.27	part	14.27	arr
14.40	part	15.1	arr	77	arr	13.48	part	13.48	arr
15.08	part	15.1	arr	71	part	13.38	part	13.38	arr
15.11	part	15.1	arr	66	part	13.26	part	13.26	arr
15.22	part	15.1	arr	57	arr	13.15	part	13.15	arr
15.33	part	15.1	arr	55	part	12.57	part	12.57	arr
15.40	part	15.1	arr	51	part	12.45	part	12.45	arr
14.50	part	15.1	arr	48	part	12.30	part	12.30	arr
15.01	part	15.1	arr	46	part	12.15	part	12.15	arr
15.06	part	15.1	arr	43	part	11.58	part	11.58	arr
15.13	part	15.1	arr	37	part	10.57	part	10.57	arr
15.20	part	15.1	arr	31	part	10.45	part	10.45	arr
15.25	part	15.1	arr	11	part	10.00	part	10.00	arr
15.32	part	15.1	arr			9.45	part	9.45	arr
15.41	part	15.1	arr						
15.52	part	15.1	arr						
16.10	part	15.1	arr						
16.38	part	15.1	arr						
16.50	part	15.1	arr						

Questi treni hanno in composizione normale soltanto carrozze Pullman (con e senza cucina) con servizio di *restaurant*. In essi potranno prendere posto, previo pagamento della tassa di supplemento, i viaggiatori muniti di biglietti a pagamento di 1^a classe validi per treni diretti (esclusi quelli fruenti delle concessioni speciali o di riduzioni per comitive).

A deroga delle disposizioni di massima vigenti sono ammessi nei treni di lusso gli Ufficiali Generali fruenti della concessione speciale a tariffa ridotta del 70% per militari e i funzionari superiori delle amministrazioni civili dello Stato di gradi equipollenti fruenti della concessione speciale C, tutti i funzionari del Ministero degli Affari Esteri fruenti della concessione speciale C, nonché, dopo soddisfatte le richieste dei viaggiatori ordinari, i portatori delle carte di libera circolazione serie A1, di prima classe, senza bordo rosso.

Sopratasse dovute per l'occupazione dei posti nel treno di lusso MILANO-S. REMO-NICE-CANNES o viceversa.

Milano C.	Genova P. P.	Savona	Alasio	San Remo	Ventimiglia stazione	Ventimiglia conf.
37.00	10.90	22.65	12.05	15.95	4.30	2.15
48.60	10.90	22.65	12.05	15.95	4.30	2.15
50.80	10.90	22.65	12.05	15.95	4.30	2.15
70.65	10.90	22.65	12.05	15.95	4.30	2.15
74.20	10.90	22.65	12.05	15.95	4.30	2.15
76.35	10.90	22.65	12.05	15.95	4.30	2.15

NH. — Oltre alla tassa indicata viene riscossa una tassa di bollo di L. 6.00.

2. — Sopratasse relative ai percorsi francesi (da riscuotersi in valuta di franchi francesi). Da Ventimiglia confine a tutte le stazioni del percorso francese, prezzo unico franchi francesi 51.15.

NB. — Oltre alla tassa indicata viene riscossa una sopratassa di bollo francese di franchi 0.25 per ogni supplemento. — La prenotazione dei posti avverrà nei modi consueti presso la Agenzia della Compagnia Internazionale delle Carrozze con letti. — I treni di lusso sono ammessi al servizio normale dei viaggiatori.

However, criticism had arisen following its restriction to Nice, and even to Ventimiglia, between May and July 1926. Whilst welcoming this new service, the local councillors of Cannes campaigned tirelessly for its extension to their city. At the Executive Committee meeting held on 18 June 1926, Baron Snoy announced the extension from Nice to Cannes, as well as improvements to the timetable that would save nearly an hour on journeys between Nice and Milan. Requests for an extension from Cannes to Marseille, however, went unheeded, and it was not until the 1950s, with the introduction of the 'Ligure' TEE, that this project was finally realised.

15 décembre 1926 (horaires Fondazione FS)

Reprenant ensuite ses circulations à partir du 15 décembre 1926, le « Milan-San Remo-Nice-Cannes-Pullman-Express » est donc prolongé vers Cannes et proposé jusqu'à la fin du service de l'hiver 1926-1927, le PLM ayant donné son accord pour l'extension de sa période de circulation du 30 avril au 14 mai 1927. Sa fréquentation étant satisfaisante, il est mis en route à longueur d'année à titre d'essai avec trois voitures Pullman dont deux unités sans cuisine et une avec cuisine placée au centre de la rame. Le sillon de Milan vers Cannes reste ainsi positionné dans des horaires semblables jusqu'au 13 mai 1935. Ceux entre Cannes et Milan se voient décalés dès 1927 (Cannes 13 h 21, Nice 14 h 00, Milan 21 h 20) pour fluctuer au fil des services (par exemple en 1935 : Cannes 12 h 25 - Milan 21 h 20).

Resuming its services on 15 December 1926, the 'Milan-San Remo-Nice-Cannes Pullman Express' was therefore extended to Cannes and ran until the end of the 1926-1927 winter season, the PLM having agreed to extend its operating period from 30 April to 14 May 1927. As passenger numbers were satisfactory, it was run year-round on a trial basis with three Pullman carriages, two of which had no kitchen and one with a kitchen situated in the centre of the train. The Milan to Cannes service thus continued to run to similar timetables until 13 May 1935. The times for services between Cannes and Milan were adjusted from 1927 onwards (Cannes 13:21, Nice 14:00, Milan 21:20) and varied depending on the service (for example, in 1935: Cannes 12:25 – Milan 21:20).

15 TRENI DI LUSO GIORNALIERI MILANO - SAN REMO - NICE - CANNES									
MN				STAZIONI				NM	
Lusso				(15 maggio 1927)				Lusso	
Km.									
9.05	part			Milano C.	368	arr		21.50	
11.30	arr			Genova P. P.	217	part		19.15	
11.40	part			Gen. va Pegli	308	part		18.56	
12.00	part			Arenzano	197	part		18.36	
12.30	part			Varazze	183	part		18.05	
12.51	arr			Savona	174	part		17.47	
12.58	part			Finale Ligure (Marina)	150	part		17.35	
13.30	part			Alasio	137	part		16.33	
14.04	part			Imperia Porto Maurizio	105	part		16.01	
14.30	part			S. Remo	82	part		15.30	
15.11	arr			Ospedaletti	77	part		15.28	
15.13	part			Bordighera	71	part		15.20	
15.22	part			Ventimiglia	66	arr		15.10	
15.30	part			Menton Garavan	57	part		15.00	
15.40	arr			Menton	55	part		14.40	
15.55	part			Cap Martin-Roquebrune	51	part		14.29	
16.07	arr			Monte Carlo	48	part		14.23	
16.13	arr			Monaco	46	part		14.12	
16.23	arr			Cap d'Al	43	part		14.08	
16.38	arr			Beaulieu sur Mer	37	part		13.51	
16.47	arr			Nice	31	part		13.41	
16.57	arr			Antibes	11	part		13.25	
17.10	arr			Cannes		part		13.15	
17.25	part							12.45	
17.58	arr							12.30	
18.20	arr								

Questi treni hanno in composizione normale soltanto carrozze Pullman con servizio di ristorante. In essi potranno prendere posto, previo pagamento della tassa di supplemento, i viaggiatori muniti di biglietti a pagamento di 1^a classe validi per treni diretti (esclusi quelli fruitori delle concessioni speciali o di riduzioni per comitive). — Nei suddetti treni sono inoltre ammessi, mediante pagamento delle soprattasse di supplemento, i funzionari del Ministero degli Affari esteri fruitori della Concessione speciale C e gli Ufficiali generali e superiori che rivestano la qualità di Addetti Militari Navali ed Aeronautici presso il R. R. Ambasciata e Legazioni, nonché gli Ufficiali generali e superiori del R. Esercito, della R. Marina e della R. Aeronautica addetti alla Casa Militare di S. M. il Re ed alla persona del R. R. Principi fruitori della concessione speciale a tariffa ridotta del 70% per militari.

Torino P. N. — Soprattasse dovute per l'occupazione dei posti nel treno di lusso MILANO-S. REMO-NICE-CANNES o viceversa.

Vedi Dettaglio.

41.30	19.00	37.60	Genova P. P.	1.00	10.30	11.00	Alasio	1.00	10.30
51.75	29.45	48.60	Savona	1.00	11.00	11.30	San Remo	1.00	11.30
62.90	41.50	59.80	22.65	12.05	12.35	12.65	Ventimiglia stazione	1.00	12.65
73.35	52.45	70.65	33.90	23.30	13.00	13.30	Ventimiglia confine	1.00	13.30
85.90	65.90	84.50	37.50	26.90	15.25	15.55	Ventimiglia confine	1.00	15.55
99.05	79.05	98.75	39.75	29.10	17.40	18.10	Ventimiglia confine	1.00	18.10

NB. — Oltre alle soprattasse suddette viene riscossa una tassa di bollo di L. 5.00.

2. — Soprattasse relative ai percorsi francesi (da riscuotersi in valuta di franchi francesi).

Da Ventimiglia confine a tutte le stazioni del percorso francese, prezzo unico franchi francesi 21.15.

NB. — Oltre alle soprattasse suddette viene riscossa una soprattassa di bollo francese di fr. 6.25 per ogni supplemento. — La prenotazione dei posti avverrà nei modi consueti presso le Agenzie della Compagnia Internazionale delle Carrozze con lettini. — I treni di lusso sono ammessi al servizio normale dei bagagli.

15 mai 1927 (horaires Fondation FS)

18 TRENI DI LUSO GIORNALIERI MILANO - SAN REMO - NICE - CANNES									
MN				STAZIONI				NM	
Lusso				(1 dicembre 1927)				Lusso	
Km.									
9.05	part			Milano C.	368	arr		21.50	
11.30	arr			Genova P. P.	217	part		19.15	
11.40	part			Gen. va Pegli	308	part		18.56	
11.57	part			Arenzano	197	part		18.36	
12.30	part			Varazze	183	part		18.05	
12.51	arr			Savona	174	part		17.47	
12.58	part			Finale Ligure (Marina)	150	part		17.35	
13.30	part			Alasio	137	part		16.33	
14.30	part			Imperia Porto Maurizio	105	part		16.01	
15.10	arr			S. Remo	82	part		15.30	
15.13	part			Ospedaletti	77	part		15.28	
15.22	part			Bordighera	71	part		15.20	
15.33	part			Ventimiglia	66	arr		15.10	
15.40	arr			Menton Garavan	57	part		15.00	
15.51	arr			Menton	55	part		14.40	
15.58	arr			Cap Martin-Roquebrune	51	part		14.29	
16.07	arr			Monte Carlo	48	part		14.23	
16.13	arr			Monaco	46	part		14.12	
16.23	arr			Cap d'Al	43	part		14.08	
16.38	arr			Beaulieu sur Mer	37	part		13.51	
16.47	arr			Nice	31	part		13.41	
16.57	arr			Antibes	11	part		13.25	
17.10	arr			Cannes		part		13.15	
17.25	part							12.45	
17.58	arr							12.30	
18.20	arr								

Questi treni hanno in composizione normale soltanto carrozze Pullman con servizio di ristorante. In essi potranno prendere posto, previo pagamento della tassa di supplemento, i viaggiatori muniti di biglietti a pagamento di 1^a classe validi per treni diretti (esclusi quelli fruitori delle concessioni speciali o di riduzioni per comitive). — Nei suddetti treni sono inoltre ammessi, mediante pagamento delle soprattasse di supplemento, i funzionari del Ministero degli Affari esteri fruitori della Concessione speciale C e gli Ufficiali generali e superiori che rivestano la qualità di Addetti Militari Navali ed Aeronautici presso il R. R. Ambasciata e Legazioni, nonché gli Ufficiali generali e superiori del R. Esercito, della R. Marina e della R. Aeronautica addetti alla Casa Militare di S. M. il Re ed alla persona del R. R. Principi fruitori della concessione speciale a tariffa ridotta del 70% per militari.

Soprattasse dovute per l'occupazione dei posti nel treno di lusso MILANO-S. REMO-NICE-CANNES o viceversa.

Le soprattasse sono indicibili e risultano, tratto per tratto, dai seguenti QUADRI:

1. — Soprattasse relative ai percorsi italiani (da riscuotersi in valuta di lire):

37.60	Genova P. P.	1.00	10.30	11.00	Alasio	1.00	10.30		
48.60	Savona	1.00	11.00	11.30	San Remo	1.00	11.30		
59.80	22.65	12.05	12.35	12.65	Ventimiglia stazione	1.00	12.65		
70.65	33.90	23.30	13.00	13.30	Ventimiglia confine	1.00	13.30		
84.50	37.50	26.90	15.25	15.55	Ventimiglia confine	1.00	15.55		
98.75	39.75	29.10	17.40	18.10	Ventimiglia confine	1.00	18.10		

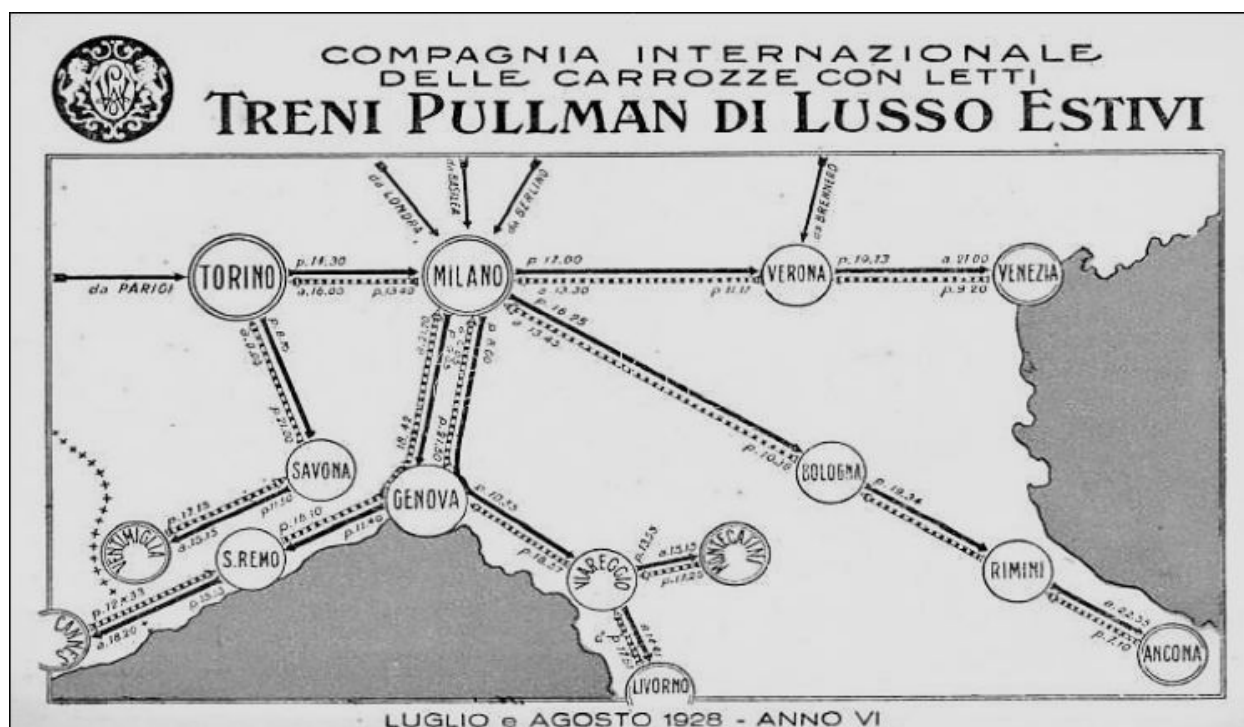
NB. — Oltre alle soprattasse suddette viene riscossa una tassa di bollo di L. 5.00.

2. — Soprattasse relative ai percorsi francesi (da riscuotersi in valuta di franchi francesi).

Da Ventimiglia confine a tutte le stazioni del percorso francese, prezzo unico franchi francesi 21.15.

NB. — Oltre alle soprattasse suddette viene riscossa una soprattassa di bollo francese di fr. 6.25 per ogni supplemento. — La prenotazione dei posti avverrà nei modi consueti presso le Agenzie della Compagnia Internazionale delle Carrozze con lettini. — I treni di lusso sono ammessi al servizio normale dei bagagli.

1^{er} décembre 1927 (horaires Fondation FS)



Trains CIWL Pullman en Italie à l'été 1928 (document FS)

Une lente érosion du trafic - *A gradual decline in traffic*

Pour le remplacement en 1926 des matériels achetés en Grande-Bretagne ainsi que pour assurer la formation du « Gothard-Pullman-Express », la CIWL fait l'acquisition complémentaire de trente unités n° 4051 à 4080 ayant des aménagements similaires à ceux des types Flèche d'Or, mais ayant reçu de construction la livrée bleue et crème. A l'été 1928, l'Inspection CIWL de Milan a ainsi spécialisé six Pullman pour les deux rames en roulements croisés (WPC n° 4051 à 4053 et WP n° 4066, 4067, 4080). Compte de flux de trafic plutôt en hausse durant l'hiver, cet effectif double pendant cette saison (hiver 1928-1929 : WPC n° 4051 à 4056 et WP n° 4066 à 4071).

To replace the rolling stock purchased in Great Britain in 1926 and to form the 'Gotthard-Pullman-Express', the CIWL acquired a further thirty units, numbered 4051 to 4080, which had fittings similar to those of the Flèche d'Or type but were originally fitted out in blue and cream livery. In the summer of 1928, the CIWL Inspectorate in Milan therefore converted six Pullman carriages for the two trains operating on a cross-rotation basis (WPC nos. 4051 to 4053 and WP nos. 4066, 4067, 4080). As passenger numbers tended to rise during the winter, this fleet doubled in size during that season (winter 1928–1929: WPC nos. 4051 to 4056 and WP nos. 4066 to 4071).

MILAN-SAN REMO-CANNES-EXPRESS			
Train rapide quotidien composé de voitures salons Pullman de 1 ^{re} classe entre MILAN et CANNES.			
9	↑	dep. MILAN.....	arr. 21 42
11 35	↑	dep. GENÈS.....	arr. 18 55
14 23	↑	arr. SAN REMO.....	dep. 16 3
14 50	↑	arr. VINTIMILLE.....	dep. 15 30
15 10	↓	arr. MENTON.....	arr. 15 5
15 23	↓	arr. CAP MARTIN-HOCHBERG.....	dep. 14 53
15 33	↓	arr. MONTE-CARLO.....	dep. 14 44
15 41	↓	arr. MONACO.....	dep. 14 37
15 46	↓	arr. CAP-D'AIL.....	dep. 14 32
15 52	↓	arr. BEAULIEU-SUR-MER.....	dep. 14 25
16 2	↓	arr. NICE.....	dep. 14 16
16 14	↓	arr. ANTIBES.....	dep. 14 5
16 41	↓	arr. CANNES.....	dep. 13 39
16 55	↓		dep. 13 25

19 TRENI DI LUSO GIORNALIERI MILANO - SAN REMO - NICE - CANNES									
composti di carrozze Pullman di 1 ^a e 2 ^a classe con servizio di ristorante									
MN			STAZIONI					NM	
Lusso		DIST.	(1 dicembre 1933)		Km.			Lusso	
9.00	part		Milano Centr.	arr	371	arr	21.30		
11.20	part	154	Genova P. P.	arr	217	arr	19.00		
11.29	part	164	Pegli	arr	208	arr	18.51		
11.41	part	175	Arenzano	arr	197	arr	18.38		
12.07	part	186	Varazze	arr	186	arr	18.05		
12.24	part	197	Savona	arr	174	arr	17.48		
12.27	part	221	Finale Ligure (Marina)	arr	150	arr	17.44		
13.26	part	230	Alasio	arr	127	arr	16.45		
13.51	part	236	Imperia Porto Maurizio	arr	105	arr	16.20		
14.19	part	280	S. Remo	arr	82	arr	15.54		
14.22	part	290	Ospedaletti	arr	77	arr	15.45		
14.28	part	295	Bordighera	arr	71	arr	15.37		
14.36	part	301	(Ora Europa Centrale)	arr		arr	15.30		
14.45	part			arr		arr			
P.58							P.57		
14.05	part	305	Ventimiglia	arr	66	arr	14.00		
14.19	part	310	(Ora Europa Occident.)	arr		arr			
14.25	part	316	Menton	arr	55	arr	13.40		
14.31	part	320	Cap Martin-Roquebrune	arr	51	arr	13.41		
14.37	part	323	Monte Carlo	arr	48	arr	13.38		
14.43	part	328	Monaco	arr	46	arr	13.32		
14.52	part	334	Beaulieu sur Mer	arr	37	arr	13.26		
15.06	part	339	Nice	arr	31	arr	13.18		
15.12	part	350	Antibes	arr	11	arr	13.05		
15.20	part	359	Cannes	arr		arr	12.58		
15.41	part	371		arr		arr	12.25		

Per le condizioni d'ammissione nei suddetti treni vedasi il punto 6 delle Condizioni generali di ammissione dei viaggiatori nei treni a pag. 1.

Sopratasse dovute per l'occupazione dei posti nel treno di lusso MILANO-S. REMO-NICE-CANNES e viceversa.

Le sopratasse sono indivisibili e risultano, tratta per tratta, dai seguenti QUADRI:

1. — Sopratasse relative ai percorsi italiani (da riscuotersi in valuta di lire).

Milano C.	I CLASSE	Milano C.	II CLASSE
38.30	Genova P. P.	34.40	Genova P. P.
49.45	10.20 Savona	44.35	9.70 Savona
60.60	22.65 12.05 Alasio	54.50	20.35 10.85 Alasio
71.15	33.80 23.30 11.60 San Remo	64.05	30.40 20.90 10.40 San Remo
74.70	37.35 26.95 15.25 4.30 Ventimiglia stazione	67.20	34.15 24.15 13.75 3.70 Ventimiglia stazione
76.85	39.70 29.10 17.40 6.35 2.15 Ventimiglia confine	69.15	35.70 26.10 15.70 5.65 1.95 Ventimiglia confine

NB. — Oltre alle sopratasse sindacate viene riscossa una tassa di bollo di L. 6.—.

2. — Sopratasse relative ai percorsi francesi (da riscuotersi in valuta di franchi francesi).

Da Ventimiglia confine a tutte le stazioni del percorso francese fino a Cannes, o per percorsi intermedi, per la I classe franchi francesi 10 e per la II classe franchi francesi 9.

NB. — Oltre alla sopratassa sindacata viene riscossa una sopratassa di bollo francese di franchi 0,25 per ogni supplemento.

1^{er} décembre 1933 (Fondazione FS)

19 TRENI DI LUSO GIORNALIERI MILANO - SAN REMO - NICE - CANNES									
composti di carrozze Pullman di 1 ^a e 2 ^a classe con servizio di ristorante									
MN			STAZIONI					NM	
Lusso		DIST.	(7 ottobre 1934)		Km.			Lusso	
9.00	part		Milano Centr.	arr	371	arr	21.30		
11.20	part	154	Genova P. P.	arr	217	arr	19.00		
11.29	part	164	Pegli	arr	208	arr	18.51		
11.41	part	175	Arenzano	arr	197	arr	18.38		
12.07	part	186	Varazze	arr	186	arr	18.05		
12.24	part	197	Savona	arr	174	arr	17.48		
12.27	part	221	Finale Ligure (Marina)	arr	150	arr	17.44		
13.26	part	230	Alasio	arr	127	arr	16.45		
13.51	part	236	Imperia Porto Maurizio	arr	105	arr	16.20		
14.19	part	280	S. Remo	arr	82	arr	15.54		
14.22	part	290	Ospedaletti	arr	77	arr	15.45		
14.28	part	295	Bordighera	arr	71	arr	15.37		
14.36	part	301	(Ora Europa Centrale)	arr		arr	15.30		
14.45	part			arr		arr			
P.58							P.57		
14.05	part	305	Ventimiglia	arr	66	arr	14.00		
14.19	part	310	(Ora Europa Occid.)	arr		arr			
14.25	part	316	Menton	arr	55	arr	13.40		
14.31	part	320	Cap Martin-Roquebrune	arr	51	arr	13.41		
14.37	part	323	Monte Carlo	arr	48	arr	13.38		
14.43	part	328	Monaco	arr	46	arr	13.32		
14.46	part	334	Beaulieu sur Mer	arr	37	arr	13.26		
14.55	part	339	Nice	arr	31	arr	13.18		
15.08	part	350	Antibes	arr	11	arr	13.05		
15.13	part	359	Cannes	arr		arr	12.58		
15.45	part	371		arr		arr	12.25		

Per le condizioni d'ammissione nei suddetti treni vedasi il punto 6 « Estratto di regolamenti, avvertenze e condizioni generali di ammissione dei viaggiatori nei treni » a pag. 2.

Sopratasse dovute per l'occupazione dei posti nel treno di lusso MILANO-SAN REMO-NICE-CANNES e viceversa.

Le sopratasse sono indivisibili e risultano, tratta per tratta, dai seguenti QUADRI:

1. — Sopratasse relative ai percorsi italiani (da riscuotersi in valuta di lire).

Milano C.	I CLASSE	Milano C.	II CLASSE
38.30	Genova P. P.	34.40	Genova P. P.
49.45	10.20 Savona	44.35	9.70 Savona
60.60	22.65 12.05 Alasio	54.50	20.35 10.85 Alasio
71.15	33.80 23.30 11.60 San Remo	64.05	30.40 20.90 10.40 San Remo
74.70	37.35 26.95 15.25 4.30 Ventimiglia stazione	67.20	34.15 24.15 13.75 3.70 Ventimiglia stazione
76.85	39.70 29.10 17.40 6.35 2.15 Ventimiglia confine	69.15	35.70 26.10 15.70 5.65 1.95 Ventimiglia confine

NB. — Oltre alle sopratasse sindacate viene riscossa una tassa di bollo di L. 6.—.

2. — Sopratasse relative ai percorsi francesi (da riscuotersi in valuta di franchi francesi).

Da Ventimiglia confine a tutte le stazioni del percorso francese fino a Cannes, o per percorsi intermedi, per la I classe franchi francesi 10 e per la II classe franchi francesi 9.

NB. — Oltre alla sopratassa sindacata viene riscossa una sopratassa di bollo francese di franchi 0,25 per ogni supplemento.

7 ottobre 1934 (Fondazione FS)

19 TRENI DI LUSO GIORNALIERI MILANO - SAN REMO - NICE - CANNES									
composti di carrozze Pullman di 1 ^a e 2 ^a classe con servizio di ristorante									
MN			STAZIONI					NM	
Lusso		DIST.	(15 maggio 1934)		Km.			Lusso	
9.00	part		Milano Centr.	arr	371	arr	21.20		
11.20	part	154	Genova P. P.	arr	217	arr	19.00		
11.29	part	164	Pegli	arr	208	arr	18.51		
11.41	part	175	Arenzano	arr	197	arr	18.38		
12.07	part	186	Varazze	arr	186	arr	18.05		
12.24	part	197	Savona	arr	174	arr	17.48		
12.27	part	221	Finale Ligure (Marina)	arr	150	arr	17.44		
13.26	part	230	Alasio	arr	127	arr	16.45		
13.51	part	236	Imperia Porto Maurizio	arr	105	arr	16.20		
14.19	part	280	S. Remo	arr	82	arr	15.54		
14.22	part	290	Ospedaletti	arr	77	arr	15.45		
14.28	part	295	Bordighera	arr	71	arr	15.37		
14.36	part	301	(Ora Europa Centrale)	arr		arr	15.30		
14.45	part			arr		arr			
P.58							P.57		
14.05	part	305	Ventimiglia	arr	66	arr	14.00		
14.19	part	310	(Ora Europa Occid.)	arr		arr			
14.25	part	316	Menton	arr	55	arr	13.40		
14.31	part	320	Cap Martin-Roquebrune	arr	51	arr	13.41		
14.37	part	323	Monte Carlo	arr	48	arr	13.38		
14.43	part	328	Monaco	arr	46	arr	13.32		
14.46	part	334	Beaulieu sur Mer	arr	37	arr	13.26		
14.55	part	339	Nice	arr	31	arr	13.18		
15.08	part	350	Antibes	arr	11	arr	13.05		
15.13	part	359	Cannes	arr		arr	12.58		
15.45	part	371		arr		arr	12.25		

Per le condizioni d'ammissione nei suddetti treni vedasi il punto 6 delle « Condizioni generali di ammissione dei viaggiatori nei treni » a pag. 1.

Sopratasse dovute per l'occupazione dei posti nel treno di lusso MILANO-S. REMO-NICE-CANNES e viceversa.

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1. — Sopratasse relative ai percorsi italiani (da riscuotersi in valuta di lire).

Milano C.	I CLASSE	Milano C.	II CLASSE
38.30	Genova P. P.	34.40	Genova P. P.
49.45	10.20 Savona	44.35	9.70 Savona
60.60	22.65 12.05 Alasio	54.50	20.35 10.85 Alasio
71.15	33.80 23.30 11.60 San Remo	64.05	30.40 20.90 10.40 San Remo
74.70	37.35 26.95 15.25 4.30 Ventimiglia stazione	67.20	34.15 24.15 13.75 3.70 Ventimiglia stazione
76.85	39.70 29.10 17.40 6.35 2.15 Ventimiglia confine	69.15	35.70 26.10 15.70 5.65 1.95 Ventimiglia confine

NB. — Oltre alle sopratasse sindacate viene riscossa una tassa di bollo di L. 6.—.

2. — Sopratasse relative ai percorsi francesi (da riscuotersi in valuta di franchi francesi).

Da Ventimiglia confine a tutte le stazioni del percorso francese fino a Cannes, o per percorsi intermedi, per la I classe franchi francesi 10 e per la II classe franchi francesi 9.

NB. — Oltre alla sopratassa sindacata viene riscossa una sopratassa di bollo francese di franchi 0,25 per ogni supplemento.

15 mai 1934 (Fondazione FS)

19 TRENI DI LUSO GIORNALIERI MILANO - SAN REMO - NICE - CANNES									
composti di carrozze Pullman di 1 ^a e 2 ^a classe con servizio di ristorante									
MN			STAZIONI					NM	
Lusso		DIST.	(15 maggio 1935)		Km.			Lusso	
9.00	part		Milano Centr.	arr	371	arr	21.20		
11.20	part	154	Genova P. P.	arr	217	arr	19.00		
11.29	part	164	Pegli	arr	208	arr	18.46		
11.41	part	175	Varazze	arr	186	arr	18.32		
12.07	part	186	Savona	arr	174	arr	18.03		
12.24	part	197	Finale Ligure (Marina)	arr	150	arr	17.40		
12.27	part	221	Alasio	arr	127	arr	17.43		
13.26	part	230	Imperia Porto Maurizio	arr	105	arr	16.41		
13.51	part	236	S. Remo	arr	82	arr	16.12		
14.19	part	280	Ospedaletti	arr	77	arr	15.54		
14.22	part	290	Bordighera	arr	71	arr	15.45		
14.28	part	295	(Ora Europa Centrale)	arr		arr	15.37		
14.36	part	301		arr		arr	15.30		
14.45	part			arr		arr			
P.58							P.57		
14.05	part	305	Ventimiglia	arr	66	arr	14.00		
14.19	part	310	(Ora Europa Occid.)	arr		arr			
14.25	part	316	Menton	arr	55	arr	13.40		
14.31	part	320	Cap Martin-Roquebrune	arr	51	arr	13.41		
14.37	part	323	Monte Carlo	arr	48	arr	13.38		
14.43	part	328	Monaco	arr	46	arr	13.32		
14.46	part	334	Beaulieu sur Mer	arr	37	arr	13.26		
14.55	part	339	Nice	arr	31	arr	13.18		
15.08	part	350	Antibes	arr	11	arr	13.05		
15.13	part	359	Cannes	arr		arr	12.58		
15.45	part	371		arr		arr	12.25		

Per le condizioni d'ammissione nei suddetti treni vedasi il punto 6 « Estratto di regolamenti, avvertenze e condizioni generali di ammissione dei viaggiatori nei treni » a pag. 2.

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Milano C.	I CLASSE	Milano C.	II CLASSE
38.30	Genova P. P.	34.40	Genova P. P.
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71.15	33.80 23.30 11.60 San Remo	64.05	30.40 20.90 10.40 San Remo
74.70	37.35 26.95 15.25 4.30 Ventimiglia stazione	67.20	34.15 24.15 13.75 3.70 Ventimiglia stazione
76.85	39.70 29.10 17.40 6.35 2.15 Ventimiglia confine	69.15	35.70 26.10 15.70 5.65 1.95 Ventimiglia confine

NB. — Oltre alle sopratasse sindacate viene riscossa una tassa di bollo di L. 6.—.

2. — Sopratasse relative ai percorsi francesi (da riscuotersi in valuta di franchi francesi).

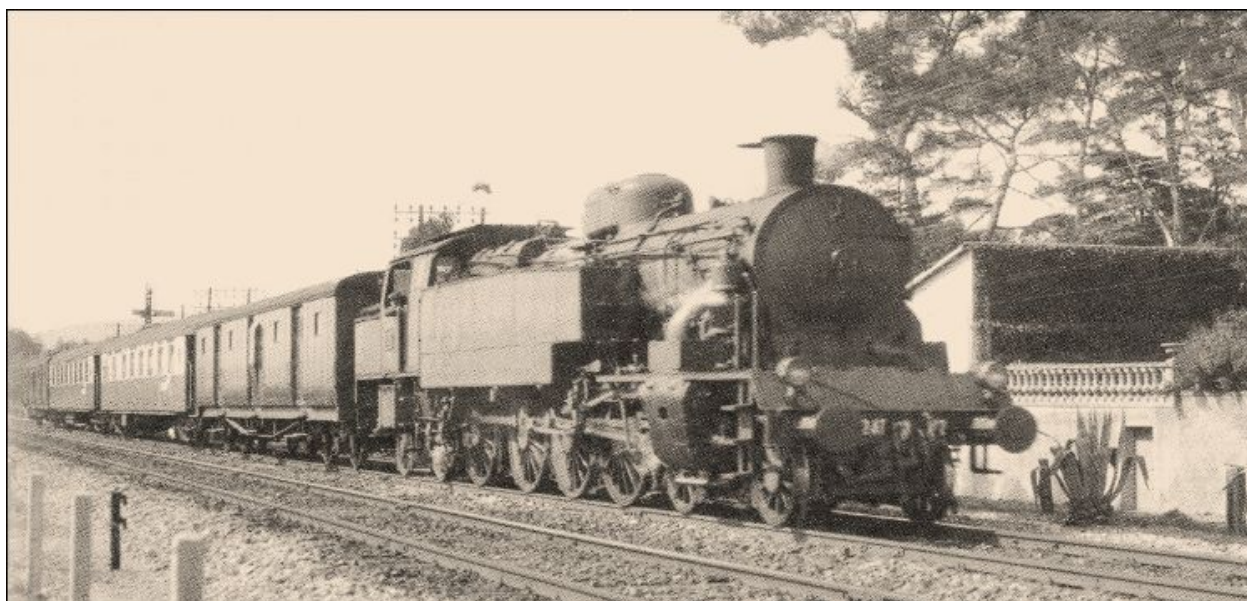
Da Ventimiglia confine a tutte le stazioni del percorso francese fino a Cannes, o per percorsi intermedi, per la I classe franchi francesi 10 e per la II classe franchi francesi 9.

NB. — Oltre alla sopratassa sindacata viene riscossa una sopratassa di bollo francese di franchi 0,25 per ogni supplemento.

Horaires envisagés pour le 15 mai 1935 (Fondazione FS)

En dépit de la crise économique qui s'amplifie chaque jour un peu plus, le train n'admet toujours que des voyageurs de 1^{ère} classe (un seul couplage). Toutefois, à partir du 1^{er} janvier 1934, des voitures Pullman de 2^{ème} classe sont incorporées dans les rames. La Division CIWL de Paris a ainsi muté vers Milan les trois WPC 2^{ème} classe n° 4091, 4093, 4101 (type Etoile du Nord). Avec trois autres Pullman de 1^{ère} classe (WP n° 4066, 4070, 4072), elles constituent le dernier parc affecté au train, un couplage mixte étant suffisant pour le nombre restreint de passagers. Hélas, cette dernière mesure ne sauve pas cette relation de luxe qui, faute d'une clientèle suffisante, doit cesser ses prestations après le 13 mai 1935, c'était le dernier train Pullman circulant en Italie, ces matériels étant tous garés aux ateliers de Milan Greco pour d'éventuelles transformations en voitures-restaurant.

Despite the economic crisis, which is deepening a little more every day, the train still carries only 1st-class passengers (a single carriage). However, from 1 January 1934, second-class Pullman carriages were incorporated into the trains. The CIWL Division in Paris therefore transferred the three second-class WPC carriages nos. 4091, 4093 and 4101 (Etoile du Nord type) to Milan. Together with three other first-class Pullman carriages (WP nos. 4066, 4070 and 4072), they formed the final fleet assigned to the train, as a mixed set was sufficient for the limited number of passengers. Unfortunately, this final measure was not enough to save this luxury service, which, due to a lack of sufficient passengers, had to cease operations after 13 May 1935; this was the last Pullman train to run in Italy, with all these carriages being stored at the Milan Greco workshops for possible conversion into dining cars.



Cannes en 1934, deux fourgons à bogies FS et un seul couplage mixte CIWL (document collection Gérard Coudert)

Annexe sur les matériels CIWL

Hiver 1926-1927 :

- Milan - Cannes WPC n° 4051 à 4058,
- Milan - Cannes WP n° 4066 à 4073,

Été 1927 :

- Milan - Cannes WPC n° 4056 à 4058,
- Milan - Cannes WP n° 4070 à 4073,

Hiver 1927-1928 :

- Milan - Cannes WPC n° 4051 à 4058,

- Milan - Cannes WP n° 4066 à 4073.

Eté 1928 :

- Milan - Cannes WPC n° 4051 à 4053,
- Milan - Cannes WP n° 4066, 4067, 4080.

Hiver 1928-1929 :

- Milan - Cannes WPC n° 4051 à 4056,
- Milan - Cannes WP n° 4066 à 4071.

Eté 1929 :

- Milan - Cannes WPC n° 4051 à 4053,
- Milan - Cannes WP n° 4066 à 4068.

Eté 1930 :

- Milan - Cannes WPC n° 4051 à 4053,
- Milan - Cannes WP n° 4066 à 4068.

Hiver 1930-1931 :

- Milan - Cannes WPC n° 4051 à 4057,
- Milan - Cannes WP n° 4066 à 4072.

Eté 1931 :

- Milan - Cannes WPC n° 4051 à 4054,
- Milan - Cannes WP n° 4066 à 4069.

Hiver 1931-1932 :

- Milan - Cannes WPC n° 4051 à 4057,
- Milan - Cannes WP n° 4066 à 4072.

Eté 1932 :

- Milan - Cannes WPC n° 4054 à 4056,
- Milan - Cannes WP n° 4066, 4068, 4071.

Hiver 1932-1933 :

- Milan - Cannes WPC n° 4053 à 4056,
- Milan - Cannes WP n° 4066, 4068, 4071.

Eté 1933 :

- Milan - Cannes WPC n° 4053, 4054, 4056,
- Milan - Cannes WP n° 4066, 4068, 4071.

Hiver 1933-1934 :

- Milan - Cannes WPC n° 4051, 4053, 4057, supprimées à partir du 1^{er} janvier et remplacée par WPC 2^{ème} classe n° 4091, 4093, 4101,
- Milan - Cannes WP n° 4066, 4068, 4072.

Eté 1934 :

- Milan - Cannes WP n° 4066, 4070, 4072,
- Milan - Cannes WPC 2^{ème} classe n° 4091, 4093, 4101 (transferts de Paris).

Hiver 1934-1935 :

- Milan - Cannes WP n° 4066, 4070, 4072,

- Milan - Cannes WPC 2^{ème} classe n° 4091, 4093, 4101.

Annexe sur les compositions

Composition au service de l'été 1927 du train MN :

Au départ de Milan :

- 1 Diz, 1 WP, 1 WPC Milan - Cannes,
- 1 WP Milan - Montecatini,
- 1 WP Milan - Livourne,

Au départ de Gênes :

- 1 Diz Milan - Cannes,
- 1 WP Turin - Cannes (du PR)
- 1 WP, 1 WPC Milan - Cannes,

Composition au service de l'été 1928 du train MN :

Au départ de Milan loc 685 FS :

- 1 Diz, 1 WP, 1 WPC, 1 WP, 1 Diz Milan - Cannes,

Composition au service de l'été 1929 du train MN :

Au départ de Milan loc 685 FS :

- 1 Diz, 1 WP, 1 WPC, 1 WP, 1 WPC, 1 Diz Milan - Cannes,

Composition au service de l'été 1929 du train NM :

Au départ de Vintimille loc 625 FS :

- 1 Diz, 1 WP, 1 WPC, 1 WP, 1 WPC, 1 Diz Cannes - Milan,
- 1 WL (Calais) Vintimille - San Remo,

Composition au service de l'été 1930 du train MN :

Au départ de Milan loc 682 FS :

- 1 Diz, 1 WP, 1 WPC, 1 WP, 1 WPC, 1 Diz Milan - Cannes,

Composition au service de l'été 1931 du train MN :

Au départ de Milan loc 682 FS :

- 1 Diz, 1 WP, 1 WPC, 1 WP, 1 WPC, 1 Diz Milan - Cannes,

Composition au service de l'été 1932 du train MN :

Au départ de Milan loc 682 FS :

- 1 Dz, 1 WP, 1 WPC, 1 WP, 1 WPC, 1 Dz Milan - Cannes,

Composition au service de l'été 1933 du train MN :

Au départ de Milan loc 685 FS :

- 1 Dz, 1 WP, 1 WPC, 1 WP, 1 WPC, 1 Dz Milan - Cannes,

Composition au service de l'été 1934 du train MN :

Au départ de Milan loc 682 FS :

- 1 Dz, 1 WP, 1 WPC, 1 WP, 1 WPC, 1 WP (facultative), 1 WPC (facultative), 1 Dz Milan - Cannes,

Composition au service de l'hiver 1934-1935 du train MN (du 2 décembre au 13 mai) :

Au départ de Milan loc 682 FS :

- 1 Dz, 1 WP, 1 WPC, 1 WP (facultative), 1 WPC (facultative), 1 Dz Milan - Cannes.

Letters from our Correspondents

Marc Stegeman wrote:

Hello Dirk, thanks for the WL-Amis newsletter #33 ! I was reading an classic automobiles magazine (in dutch); in it an article about The Bentley boys of the interbellum years. A short bit of text refers to the Bentley(s) racing against the fast luxury train between Cannes and Calais / London Carton club; see attachement.

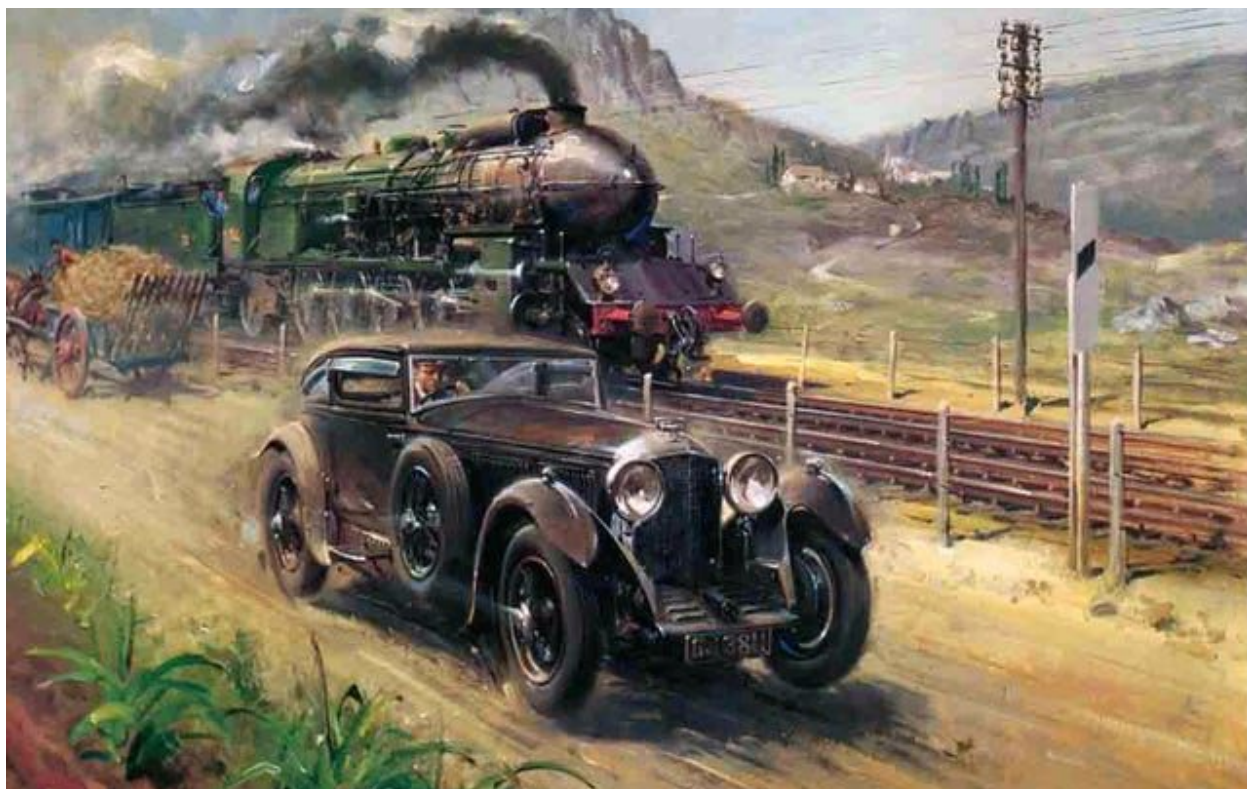
Also see https://en.wikipedia.org/wiki/Blue_Train_Races . The article text states that Bentley driver Woolf Barnato won his bet with a few minutes difference, on the 13th of march, 1930. He had not been spotted for overspeeding his Bentley car but got a fine because of illegal street racing nevertheless.

This printed article did not specify his total distance covered or his average road speed. In the 1970's, without speed restrictions, with a fast car running 200 km/h, you could easily reach an average speed of 120 km/h. We must take into regard that the roads in those days were not the fine autoroutes we find normal in France now. But not in the old pre war times when a car would rather stick to an average of about half of that.

The website specifies an average speed of the Blue Train of 64 km/h over 1.210 km, but not if there were local speed restrictions. It doesn't say anything about the relative luxury and comfort for the train passengers, versus the exhaustion of driving a car so long and fast !

Cheers, Marc

A few days later Marc added: But I found a more-or-less similar digital text (in english!) on www.autoweek.com/car-life/classic-cars/a30802147/the-blue-train-bentley-is-a-beautiful-myth

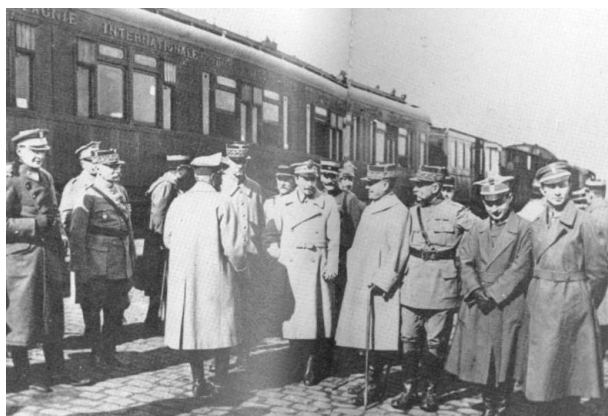


Another Email from Marc Stegemann:

Good morning Dirk.

Attached photos come from a 1976 book by Russia specialist Karel van het Reve, by Contact Publishers, Amsterdam, ISBN 90.254.2051.6. This commentated photo book had its origins in a presumably never before published collection of Russian photo's. Then (1930's ?), the proposed title was "Russland, wie es war, wie es wurde, wie es ist" but Pantheon Verlag apparently never went to make it a book. The authors / collectors were Hungarians: Sandor Marai and Laszlo Dormani, which proved unknown to Contact in the 1970's. Karel has assumed the collectors had obtained these photographs, maybe as B choice, from various press services.

The train photo shows and unidentifiable CIWL car with the Polish general Jozef Haller and French officers. The French were involved in these Polish operations near Warschau, to push the Russians back between may and october 1920. The street scene photo had no relevant information in the caption, so location may be "somewhere in Russia". As the crowd has gathered or qued, it may be because people were unsure about the developing revolution and wanted to expatriate.



The text on the window advertisement:

Vente de places Wagons-Lits et trains de luxe.

Vente de billets de chemin de fer pour toute

l'Europe et l'Asie.

Vente de billets circulaires des chem. de fers Hongrois.

Vente de places sur paquebots pour toutes directions

Canadian Pacific Railway

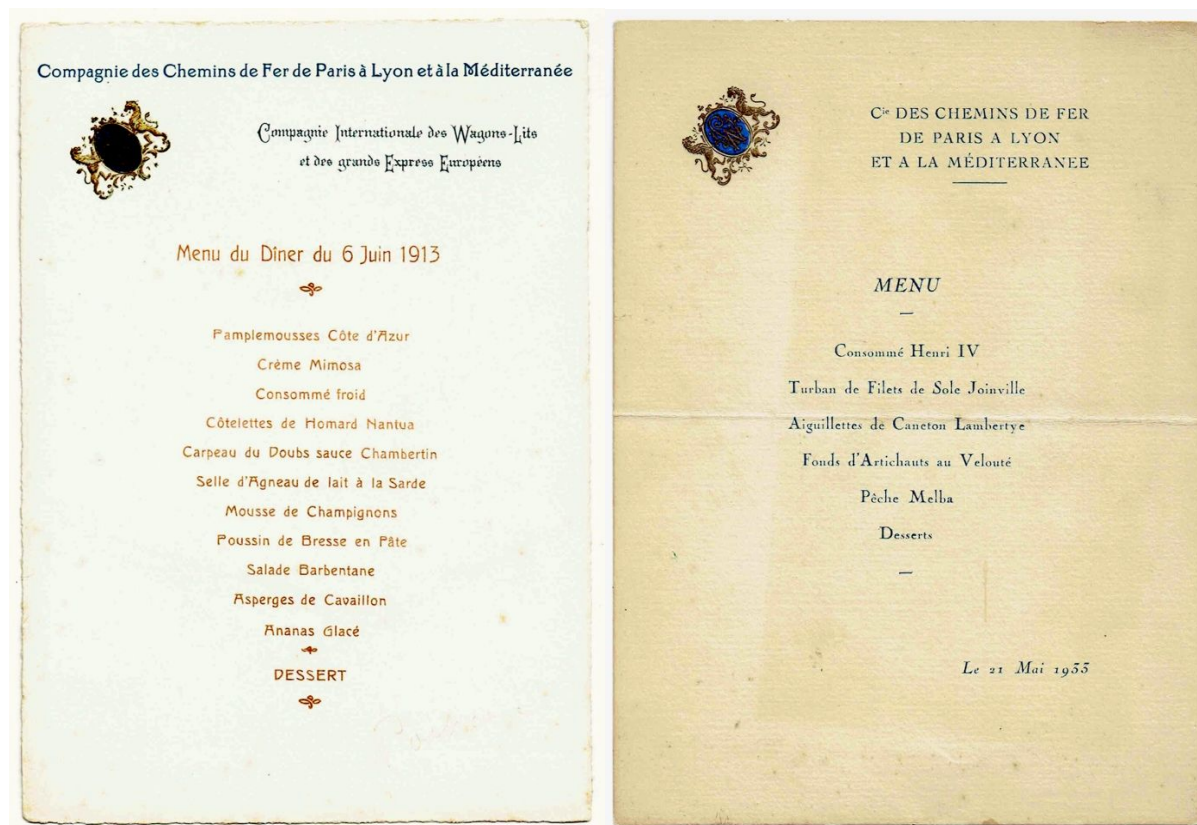
....T.....F

Best regards, Marc Stegeman

Two menus, two presidents and two trains

by Jos Geilen

Two menus of the Compagnie des Chemins de Fer de Paris à Lyon et à la Méditerranée and the Compagnie Internationale des Wagons-Lits et des grands Express Européens in my collection prompted me to find out what the story behind these menus could be. It became the concise history of French presidents and their trains ...



The menus of June 6, 1913, and May 21, 1933

P.L.M. and C.I.W.L. on the same menu?

In 1877, the P.L.M. became the first of the major French private railway companies to conclude an agreement with the C.I.W.L. regarding domestic services using sleeping cars. A sleeping car was first deployed between Paris and Menton on the Côte d'Azur, at the time the favourite location of wealthy Northern Europeans. In 1880, similar agreements followed with the Compagnie du chemin de fer du Nord and the Compagnie des chemins de Fer de l'Est. After the 1880s, dining cars were also permitted, and from December 8, 1883, the Calais-Nice-Rome- Express was put into service.¹ From that time on, menus also appeared that listed both companies.

C.I.W.L. and presidential trains

The C.I.W.L. has always been heavily involved in official presidential travel, providing equipment and staff. This tradition began in 1887 with president Sadi Carnot, who asked the company to outfit two

carriages for him. These became Nos. 208 and 175, serving as a restaurant and a salon or lounge respectively, which he used until his assassination in 1894.²

WR 208, a 4 axle restaurant car, was built by Les Ateliers de Construction Métallurgiques S.A. in Nivelles (B) in 1887.^{1,2}

WR 175, also a 4 axle restaurant car, was built by Waggon Fabrik Joseph Rathgeber A.G. in Munich and finished by the Wagons-Lits workshops in Saint-Ouen in 1885.^{1,2}

Then, in 1896, Félix Faure, elected in 1895, persuaded the C.I.W.L. to sell its lounge cars Nos. 249, 269, and 501 to the Syndicat des Grands Réseaux Français (French Railway Network Syndicate), which sold (donated?) them to the Chemins de fer de l'Etat to create the first presidential train. Transformed into veritable apartments, they were renamed PR1, PR2, and PR3, and ran coupled to luxury carriages, including sleeping cars, baggage cars and sometimes a dining car equipped with a long central table. Each carriage had its own independent electric lighting powered by batteries and its own heating system. The presidential train was inaugurated in 1896, during the visit to France of Tsar Nicholas II, who was received by Felix Faure, former administrator of the C.I.W.L..²

The PR1 car was the former C.I.W.L. lounge car number 269. This car was equipped with a lounge, a bedroom, a toilet, a bathroom and two compartments.³

WS 269, a 4 axle lounge car, was built by Les Ateliers de Construction Métallurgiques S.A. in Nivelles (B) in 1889 and rebuilt, after a fire in the C.G.C. workshops in 1893, in 1894.^{1,2}

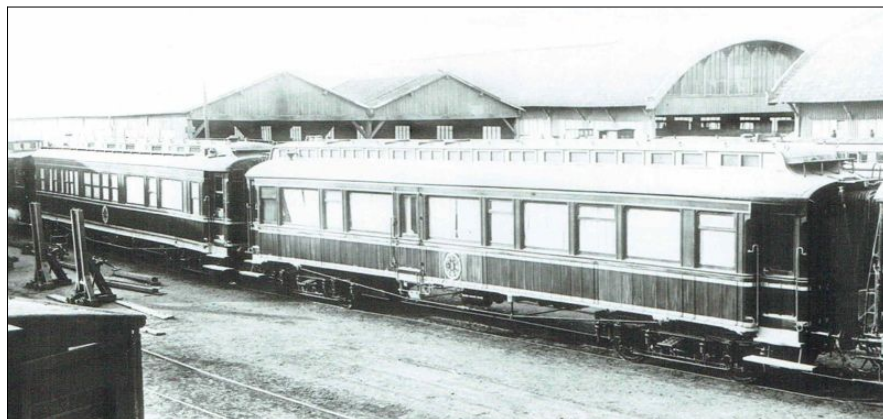
The PR2 car was the former C.I.W.L. Club Train lounge car 249. Converted into a dining car without a kitchen after 1893, it was later refitted with a central reception lounge flanked by two waiting lounges. The central lounge was accessible via a door.³

WS 249, a 4 axle lounge car, was built by the Société des Forges de l'Horme, Chantier de la Buire in Lyon in 1889.^{1,2}

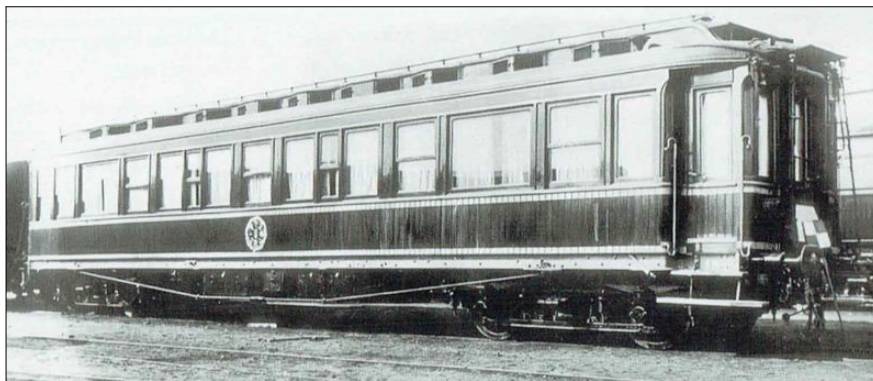
The PR3 car was the former C.I.W.L. sleeping-lounge car (ex-royal carriage) 501. This car, very little used by the C.I.W.L., was very luxurious and, after slight modification, included a smoking room, a lounge, a bedroom, a washroom, and two bedrooms with a boudoir.³

WLS 501, a 4 axle sleeping-lounge car, was built by Brown, Marshalls & Company Ltd. in Saltley (Birmingham) in 1892-93.^{1,2}

The entire fleet of cars had a uniform decoration: teak bogie cars with two gold bands along the piers, framing a logo with the arms of France.³



PR1 and PR2



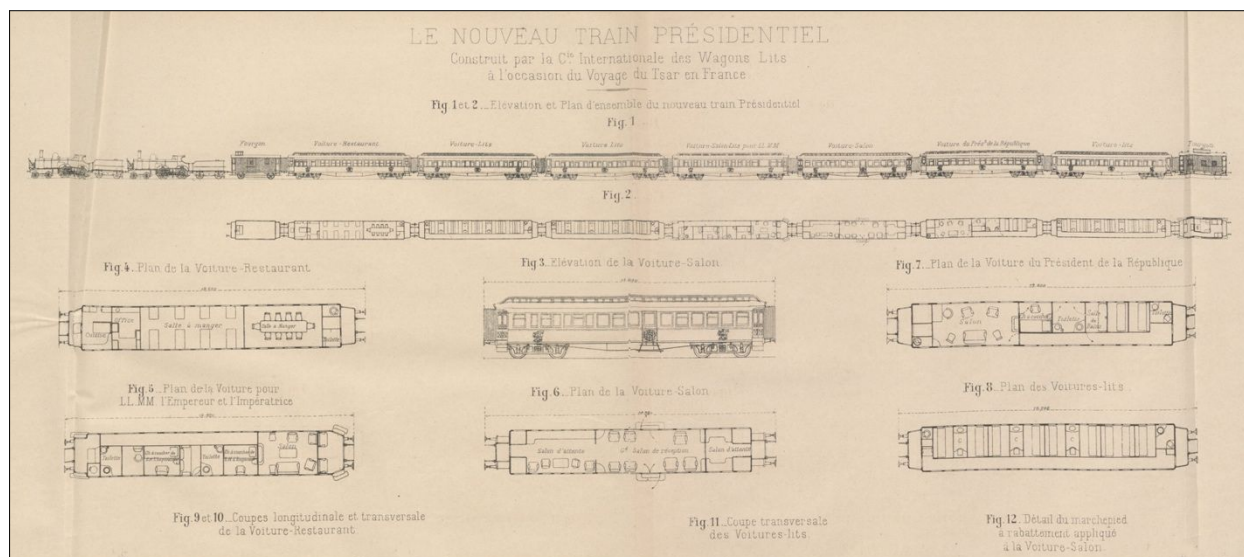
PR3 Collection: La Vie du Rail

Photos: unknown

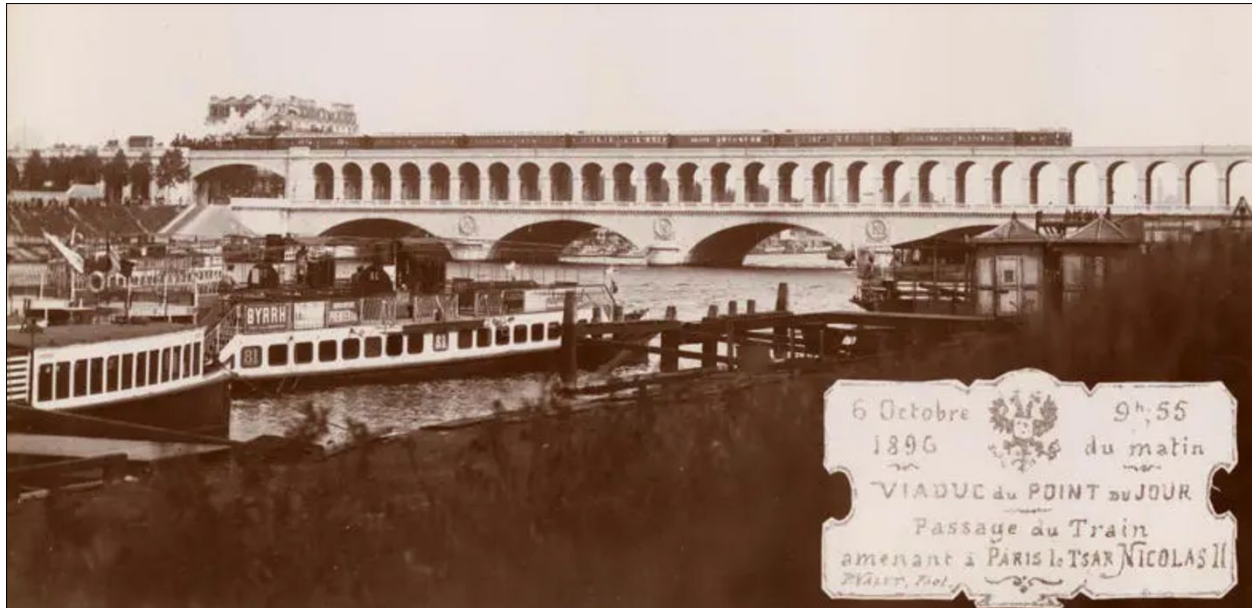
But let's return to the Tsar's visit. The carriages were completed on October 4, 1896. They were tested, then transported to Cherbourg on the 5th. On October 6, they took the Tsar to Paris, then from Versailles to Châlons-sur-Marne on October 9. The presidential train of October 6, 1896, consisted of:

- Two locomotives 220-963 to 998 of the Chemin de Fer de l'Ouest
- A baggage car
- Two sleeping cars (Ouest model, series 457 to 467)
- Cars PR1, PR2 and PR3
- A sleeping car
- A restaurant or dining car (Ouest model 424, series 400 to 426)
- A baggage car.³

In the years between 1896 and 1899 President Felix Faure made 19 trips on this presidential train.²



The composition of the new presidential train of 1896⁵



The train of Tsar Nicolas II on the Viaduc du Point du Jour (viaduc d'Auteuil) on October 6, 1896⁶

Official journeys with the presidential train and other special trains of all kinds resulted in numerous banquets served on board. These journeys were accompanied by brigade leaders and one of them, Charles Bouvier joined C.I.W.L. in 1887, was appointed inspector in 1912 and given particular responsibility for organising presidential train journeys.⁷ He was in charge till 1929 and organised most of President Raymond Poincaré's more than 30 journeys.² In the photo of 1919 further down in this article, he is standing on the stairs of the restaurant car.

Menu of June 6, 1913

On June 6, 1913, the P.L.M. company inaugurated the Route des Grandes Alpes. Initially proposed by the Touring Club of France, this scenic and monumental mountain road network was designed to link Lake Geneva to the Mediterranean Sea across the Alps. The P.L.M. company heavily invested in this tourism infrastructure to promote grand alpine motoring and transit along the French border, capitalizing on the rising popularity of the French Riviera and mountain resorts.⁸

It is not known if the French president was involved in this inauguration but what is known is that President Raymond Poincaré arrived at the Gare de Lyon at 6:50 p.m. and his presidential train left Paris at 7:00 p.m. on Friday June 6⁹. After passing Dijon, Lyon and Avignon the train stopped in Marseille at 6:35 a.m. and left at 6:40 a.m. Finally it reached Toulon on Saturday June 7, 1913, at 8:00¹⁰ or 8:30 a.m.¹¹

It can be assumed that the president and his ministers dined in the evening of June 6, 1913.

President Poincaré, accompanied by Mr. Pierre Baudin, Minister of the Navy, and Mr. Etienne, Minister of War, did spend two days at the naval review in Toulon. After a visit to the Town Hall, they immediately embarked on the armoured cruiser 'Jules-Michelet'.¹¹ On June 9, at 10:15 a.m. the president disembarked the 'Jules-Michelet' and at 10:30 a.m. the presidential train departed without any incident.¹²

Whenever the President of the Republic travelled, it was by rail. The railway lines throughout the department and the Avignon station, where the train stopped, were closely monitored. Every available man was mobilized, from rural constables to gendarmes, police officers, and soldiers, right down to the railway employees. The deployment of this security detail was planned well in advance and closely monitored by the authorities. The presidential train was followed from station to station by observers who telegraphed the time of passage and any observations to other stations.

Standard telegram sent from Avignon station after the passage of a high-ranking official...

To: Special Commissioner for the Interior, Paris Security, Prefects of Avignon, Marseille, Draguignan, Special Commissioners of Marseille, Toulon and Sub-Prefect of Toulon.

*Mr. President of the Republic and Ministers, continue without incident to Toulon by train, number 17, at 5 a.m.*¹³

The president in 1913

M. Raymond Nicolas Landry Poincaré (August 20, 1860 – October 15, 1934) served between 1893 and 1912 as Minister of different departments, was Prime Minister from January 14, 1912, till January 20, 1913, and President from January 18, 1913, till his term as president ran out in February 1920. Poincaré returned to the Senate and was for a time chairman of the reparations commission. He supported the thesis of Germany's war guilt implicit in the Versailles Treaty; and when he served again as prime minister and minister for foreign affairs (1922–24), he refused a delay in German reparation payments and in January 1923 ordered French troops into the Ruhr in reaction to the default. Unseated by a leftist bloc, he was returned as Prime Minister in July 1926 and is largely credited with having solved France's acute financial crisis by stabilizing the value of the franc and basing it on the gold standard. Under his highly successful economic policies the country enjoyed a period of new prosperity. Illness forced Poincaré to resign from office in July 1929.¹⁴

The presidential train in July 1913

Unfortunately, no data are found regarding the composition of this presidential train in July 1913.

In the aforementioned telegram, sent from Avignon station, the train with President Poincaré and several ministers on board is designated as train number 17.

However, as far as is known, Train 17/18 Paris-Ventimiglia (Vintimille) ran only from November to May, or according to the C.I.W.L.'s Répartitions¹⁵, from December 15 to May 2. Therefore, for the route of the presidential train to Toulon, the P.L.M. almost certainly used the rolling stock circulation of Train 17.

For Night Train 17, dining car 1732 was provided by the Direction de Paris, among others, and this car is mentioned in the literature as an extra car in the presidential train.² Perhaps WR 1732 formed part of the presidential train to Toulon alongside cars PR1, PR2, and PR3? And which steam locomotives and other cars, such as sleeping cars and baggage cars, were provided by P.L.M. or C.I.W.L. for this train remain yet unanswered questions.

WR 1732, a 6-axle restaurant car, was built by the Compagnie Générale de Construction in Saint-Denis and Marly (F) in 1907 as part of the 1725-1734 series.⁴



Pres. Poincaré and his presidential train in Cherbourg June 23, 1913¹⁶ and Montdidier July 12, 1914¹⁷

While searching for photos or details of other restaurant and sleeping cars used in President Poincaré's presidential trains, I found only the photos below. Unfortunately, the carriage numbers are not fully decipherable. A photograph from 1919 also shows probably WR 1703, likewise a 6-axle car from the 1698-1705 series, built by Van der Zypen & Charlier in Cologne-Deutz (D) in 1906.⁴ In another photo taken of President Poincaré and his presidential train, car No. 173? can be seen.



The brigade of the presidential train May 1, 1919¹⁸



Verdun station February 16, 1920¹⁹

Also found was the composition of the presidential train of October 1913 on the journey to Spain:

The presidential train consists of two baggage cars, three C.I.W.L. sleeping cars, a royal car comprising a lounge and bedroom, and a dining car.²⁰

In 1913 the aging presidential car PRI should be replaced by a new one, which had to enter service next summer. The P.L.M. company would be responsible for its construction, but the costs, amounting to over 500,000 fr., would be shared among all the companies.²¹ Presidential Lounge Car PR1, commissioned by all the major French railway companies from the Compagnie Générale de Constructions in Saint-Denis on December 15, 1913, was not completed until after 1918, due to the First World War.²²

In 1921 car PR-1 was jointly purchased by seven major corporations. The P.L.M. workshops in Villeneuve were entrusted with resuming construction on the chassis already built by the C.G.C. in 1913.^{23,24}

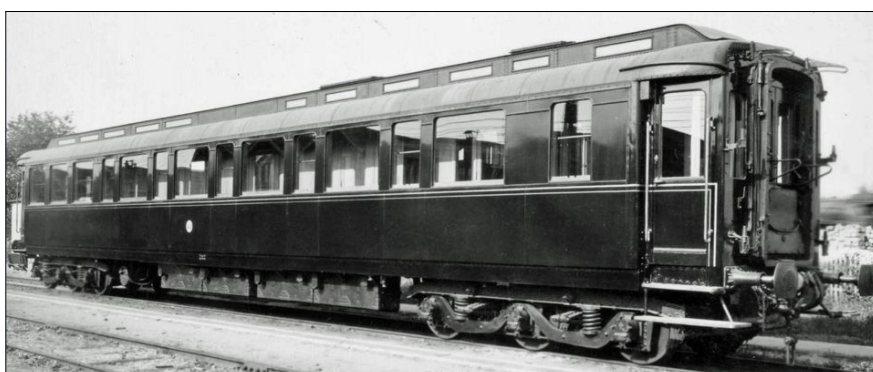
Mounted on three-axle bogies with a teak-clad body, it was equipped with the international inter-car gangway system and was suitable for operation in France, Belgium, Switzerland, and Italy. In 1922, a contract was signed with the Nilson (Nelson*) company for the decoration and fitting out of this carriage.

It was painted blue with gold pinstripes.²⁴

Officially put into service in May 1923, it was jointly owned by all the major railway networks, with its management and maintenance handled by the P.L.M. It was metal-clad in June 1932 while retaining the original interior.²³ A detailed description of this carriage can be found at WikiPLM.

The new PR1 was first used by President Alexandre Millerand on his official voyages to the Jura et Alsace from May 25 to June 3, 1923.^{25,26}

* Nilson is unknown, Nelson created inlaid woodwork for C.I.W.L.'s Lx and Pullman cars



PR1 on 3-axle bogies in 1923

Document: P.L.M.²⁴

Collection: A. Jacquot



President Millerand at the station of Altkirch (haute-Rhin) on May 28, 1923

Photo: Agence Roi

Bibliothèque nationale de France²⁸

Menu of May 21, 1933

The program for President Albert Lebrun's official visit to Vichy that day was described in great detail in the press, but a brief summary suffices here.

The Head of State was greeted at 7:00 a.m. on the platform of the Gare de Lyon by local dignitaries including Mr. Bollaert, Director General of Fine Art, Mr. Lebon, Chairman of the Board of Directors of the

P.L.M. and Mr. Mugniot, Director of the Company. The president was accompanied on his journey by Mr. Lamoureux, Minister of the Budget, Mr. Paganon, Minister of Public Works and Mr. Daniélou, Minister of Health. Furthermore, a number of people from the Elysée and the President's Military Household. The presidential train left Paris at 7:05 a.m.²⁹ According to another newspaper Mr. André Lebon of the P.L.M. did also accompany President Lebrun on his journey.³⁰

At precisely 11:45 a.m., the presidential train arrived in Vichy. Preceded by Mr. de Fouquières, director of protocol, Mr. Albert Lebrun descends from his lounge car³⁰ and on the station platform, was received by local dignitaries, parliamentarians of the department and numerous members of the municipality.³¹

The party travelled by car to the reception at City Hall and then headed towards the casino, where they visited the Monument aux Morts. After a short break until 1:00 PM, a banquet hosted by the City of Vichy and the Compagnie Fermière de l'établissement thermal followed in the Salle du Banquet. Also present was Baron Snoy, president of the Compagnie des Wagons-Lits.³³ Following the banquet, the President of the Republic inaugurated²⁹ the new thermal establishment Les Bains Callou.

Afterwards, Mr. Lebrun viewed the Centre Artistique et Musical and visited the Etablissements de la Compagnie Fermière. The informative tour continued with a visit to the Stade Municipal and the new parks along the Allier river, where the new metal bridge over this river was also admired.³³

At 5:35 p.m., the motorcade reformed to proceed to the train station and the presidential train departed at 5:50 p.m. and arrived at 10:40 p.m. at the Gare de Lyon in Paris.²⁹

It was too early for a lunch on the train that day, so the menu likely concerns a small dinner that was offered as an evening meal on the train back to Paris.

The president in 1933

M. Albert François Lebrun (August 29, 1871 – March 6, 1950) was president of the General Council of Meurthe-et-Moselle from 1906 till 1932. 1911 till 1914 he was Minister of Colonies, and briefly Minister of War (January 1913). After Artillery officer at Verdun in 1914, he became Minister of Blockade and Liberated Regions in the Clemenceau Government from November 23, 1917, till November 6, 1919.

Then senator of Meurthe-et-Moselle in 1920 and Delegate of France to the League of Nations (1922-1924). In 1923 President of the Academy of Colonial Sciences and from 1926-1931 Vice-President of the Senate and President of the Autonomous Sinking Fund (Caisse autonome d'amortissement).

From 1931-1932 President of the Senate and elected President of the Republic on May 10, 1932.

With the exception of recalling Gaston Doumergue in 1934 and appointing Léon Blum in 1936, Albert Lebrun had little involvement in the conduct of government affairs. His seven-year term was marked by significant ministerial instability (17 prime ministers between 1932 and 1940). He made several trips, to Yugoslavia (October 17-18, 1934), Brussels (August 26, 1935), and Great Britain (January 27-29, 1936, and March 24-26, 1939).

Albert Lebrun is re-elected President of the Republic on April 5, 1939, and on June 16, 1940, he appoints Philippe Pétain President of the Council, following the resignation of Paul Reynaud, who opposed the armistice. He retreats with the government to Tours (he himself resides at the Château de Cangé), then Bordeaux, and finally Vichy.

Finally on July 10, 1940, without resigning, Albert Lebrun relinquishes power to Pétain and leaves for Vizille (Isère).¹⁴

The presidential train in May 1933

We know that the teak PRI, PRII and PRIII were used till 1924³ and that the new PR1 was officially put into service in May 1923. But which other cars were part of the presidential train in May 1933?

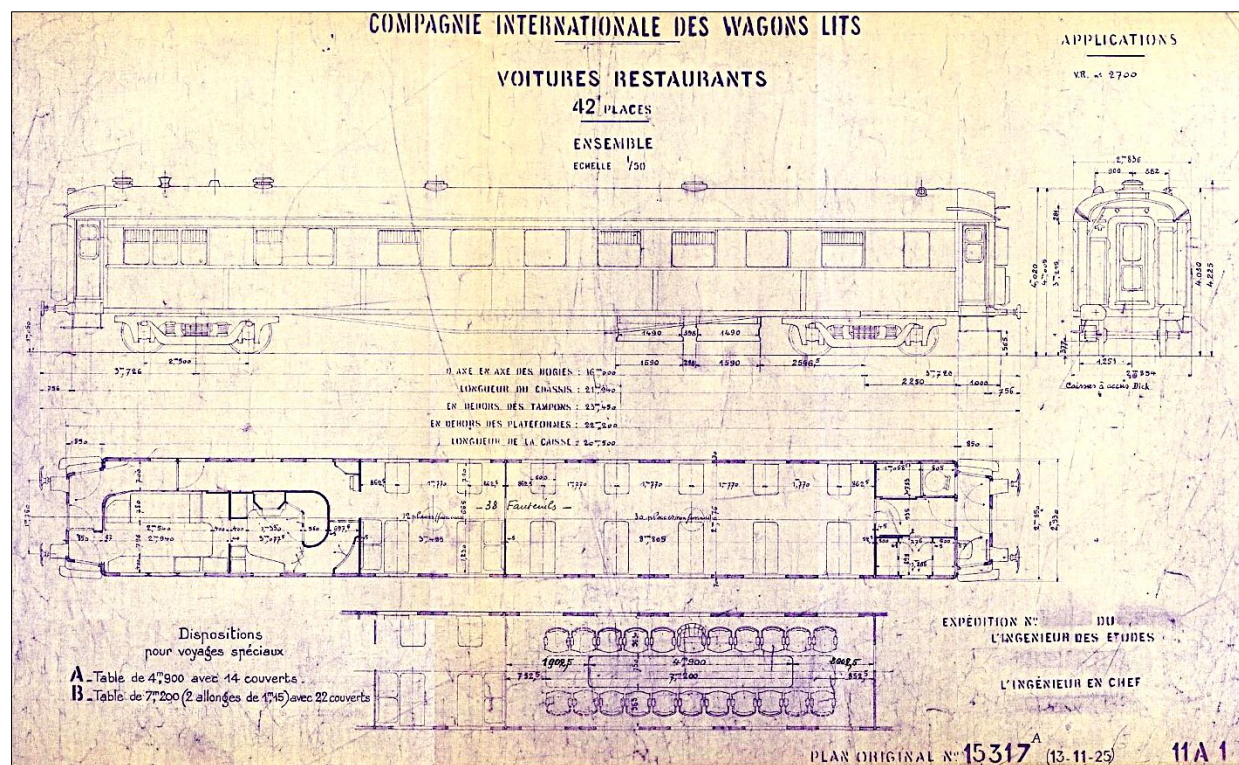
The 'Répartition du matériel de la Direction Regionale de Paris – Inspection PLM' – Ete 1933³⁴ shows that WR 2700 was assigned to the Méditerranée-Express L.41-L.42 alongside five other dining cars and that one of the six carriages was in reserve. It is known that WR 3354 and 3360 were also used for presidential trains², but both cars were designated for Paris-Lyon train 35/36 and Paris-Vallorbe train 513/506 respectively, however without a reserve! It is plausible that WR 2700 was therefore used for the presidential train of May 1933 (equipped with a long table of 4.9 m or 7.2 m with 14 and 22 seats respectively).³⁵

On a photo of President Albert Lebrun reviewing troops before leaving for London is a kitchen car of the type 'Côte d'Azur' visible³⁶, so maybe a car of this type was also used in May 1933?

The 'Répartition du matériel de la Direction Regionale de Paris – Voitures Pullman' – Ete 1933³⁷ shows that two WPCI were available while listed as reserve. Dining car No. 4142 wasn't even in use in May.

Finally, sleeping cars? They were not necessary because this train was a day train.

A possible composition of the presidential train of May 1933 could be PR1, WR 2700, a WPCI and probably some P.L.M. cars. The steam locomotives and baggage cars, to be provided by P.L.M. or C.I.W.L. for this train remain again unanswered questions.



Plan No. 15317 of 13-11-1925 for WR 2700 – Collection: Bernard Neveux

WR 2700, a 4-axle restaurant car, was built by the Birmingham Railway Carriage & Wagon Co. Ltd. in Smethwick (Birmingham) in Oktober 1925.

WR 3354 and 3360, 4-axle restaurant cars, were built by the Entreprises Industrielles Charentaises in Aytré in 1928 as part of the 3341-3360 series.⁴

REPARTITION DU MATERIEL DE LA DIRECTION REGIONALE DE PARIS					
WAGONS-RESTAURANTS			ETE 1933		
Formulaire 373			Imp. du Globe, Paris. — 5.000 — 5-32		
SERVICES	N ^{os} DES VOITURES	En Service	En Réserve	Aux Ateliers	OBSERVATIONS
	<u>INSPECTION P.L.M.</u>				
Méditerranée-Express L.41-L.42	2700, 2839, 2840, 2841, 3578, 3579,	4	I	I	
S.O.M. L.33-L.34 Paris-Vallorbe	3580, 3581, 3582,	2	I		15 mai
Paris-Vintimille 5-6	3587, 3636, 3637, 3638, 3639,	4	I		
Paris-Marseille 11-12	3640, 2860, 2861,	3			
Paris-Marseille 25-26	2864, 2865, 2866,	3			
Paris-Marseille- Joliette 51-50	2862, 2863,	2			quadrinebdomadaire du 14 au 16 juin
Paris-Lyon 15-16	3351, 3352, 3353,	2		I	
Paris-Lyon 35-36	3354, 3355,	2			
Paris-Lyon 607-608	3357, 3358,	2			
Paris-Vallorbe 513-506	3359, 3360,	2			

Répartition du matériel de la Direction Regionale de Paris – Inspection PLM' of Summer 1933

REPARTITION DU MATERIEL DE LA DIRECTION REGIONALE DE PARIS					
VOITURES PULLMAN				ETE 1933	
Formulaire 379				D.A. 75.242	
Services	N ^{os} Des Voitures	WPC		WP	
		en service	en réserve	en service	en réserve
	<u>1ère classe</u>				
Paris-Marseille II-I2	4136 4137 4138 4139	3	I		
Pullman-Côte-d'Azur P.I - P.2	4142 4152 4157 4159 4160 4161 4162		I	3	3
Paris-Vichy 1003-1004	4140 4141	2			
					Observations
					en dehors de la circulation du P.I-P.
					du 10/7 au 8 Sept. sauf dim. et Fêtes
					8/6-14 Septembre

Répartition du matériel de la Direction Regionale de Paris – Voitures Pullman of Summer 1933

WPCI 4136-4141, 4-axle lounge cars with kitchen, were built by the Entreprises Industrielles Charentaises in Aytré in 1929 as part of the 4131-4147 series.⁴



President Albert Lebrun reviewing troops before leaving for London

Date: January 27, 1936 – Photo: unknown

On July 1933 President Lebrun used a very special presidential train, namely a Bugatti railcar, for his voyage to Cherbourg to inaugurate the new Transatlantic Maritime Terminal. On the photo we see the BUGATTI railcar of the 'presidential' type and on the left track, the train of personalities including an OCEM ETAT 'transatlantic' Pullman version car and then a CIWL restaurant car whose chef is watching the railcar arrive.³⁸



The Bugatti railcar with President Lebrun enters the station

Collection: A.L. Bender – Photo: unknown

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27. Le Petit Champenois du 31 mai 1923 - www.gallica.fr
28. Alexandre Millerand in 1923 – www.commonswikimedia.org
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33. Journal de Vichy du 23 mai 1933 – www.gallica.fr
34. Répartition du matériel de la Direction Regionale de Paris – Wagons Restaurants
– Inspection P.L.M. – Ete 1933 – collection Bernard Neveux
35. Plan No. 15317 of 13-11-1925 for WR 2700 – Collection: Bernard Neveux
36. Photo found on eBay
37. Répartition du matériel de la Direction Regionale de Paris – Voitures Pullman – Ete 1933
– collection Bernard Neveux
38. Arrivée du Président Lebrun le 30 juillet 1933 à Cherbourg – www.picasso.superforum.fr

Letters from our correspondents :

At the Deutsche Fotothek (<https://www.deutschefotothek.de/>), Hermann Tester has found some photographs by Fritz Eschen of the Nord-Express; they show the train entering the station heading north in 1960. He writes:

I was actually looking for something completely different, but at the Deutsche Fotothek I came across three photographs by Fritz Eschen from Hamburg. In my opinion, they show the Nord-Express travelling from Paris to Copenhagen. The date the photos were taken is said to be 11 June 1960. Based on the photos, I tried to reconstruct the train's formation. I've managed to do so to a reasonable extent, though I'm not going to speculate about the sleeping cars.

Using the search terms "Fritz+Eschen+Hamburg", I then found four photographs of the scene, which first three I've included here in a slightly reduced size; the image links below allow you to download the pictures in 1600-pixel resolution and in their original square format – I've cropped the images to save space:



https://fotothek.slub-dresden.de/fotos/df/e/0065000/df_e_0065227.jpg



https://fotothek.slub-dresden.de/fotos/df/e/0065000/df_e_0065228.jpg



https://fotothek.slub-dresden.de/fotos/df/e/0065000/df_e_0065229.jpg

The chronological order of the images seems to be correct; the trams are different services (as can be seen from the adverts). Hermann goes on to write (with my comments in italics):

Carriage order as shown in the photographs, travelling from Paris to Copenhagen, all SNCF carriages from Region 2 North:

Leading carriage, 1st carriage unknown

DSB CC

DSB CC

CIWL WL (*Editors note: Type Y/YT from the last two series with the lower-slung body, No. 39xx*)

SNCF A8myfi DEV courte

SNCF Dd4myi Type NORD

SNCF B9c9myfi DEV courte

SNCF B10myfi DEV courte

CIWL WL (*Note: Type Y/YT from the last two series with the lower-slung body, No. 39xx*)

CIWL WL (*Note: Type Y from one of the 1939/40 series, No. 38xx*)

SNCF B9c9myfi DEV courte

CIWL WR 4243 (presumably) (*Note: yes, very likely when zooming in on the original image; in 1960, carriages 4243, 4246 and 4247 were still stationed in Denmark*)

News about the WR 2855

The latest update on the WR 2855 was recently posted on Instagram under 'slaaptrein1907'. Thanks to Otto Dijkstra for finding it. I'm quoting the Dutch text here in English:



“Over the past few weeks, work on the “third” carriage, number 2855, of the Slaaptrein1907 has resumed. This carriage was originally acquired from the Veluwe Stoomtrein Maatschappij, and the bodywork was repaired last winter. The bogies were also overhauled at that time. For a number of reasons, it made sense to carry out the sandblasting and preservation work after the summer, which is now being done.

The preservation work is still quite a puzzle. It involves applying four colours (blue on the side walls, aluminium on the roof, black on the chassis and reddish-brown on the partition walls). Furthermore, these colours must be

applied in different layer thicknesses. For example, the layer thickness on the roof and the outer walls is greater than on the inner and underside. But the specialists at Overlasko know exactly how to solve this puzzle!

Last week, the final coat of blue was applied. Here, just as with carriage 2757, we opted for RAL 5011 ‘Steel Blue’. This is a colour mentioned by several sources. Furthermore, this colour on the colour chart closely matched the blue found in the old layers of paint on these carriages. It remains a tricky question as to whether this is exactly the right colour. After all, there have been thousands of carriages built by dozens of manufacturers and maintained by various workshops. What’s more, some carriages were in service for nearly 50 years. You might well end up with 50 shades of blue. The most important thing for me is that a RAL colour is easy to touch up should any repairs be needed.

Just as with the other two carriages, the panels beneath the windows will be fitted later. There are several advantages to this, but the most important is that both the corrosion-prone frame beam (the chassis beam behind the side wall panelling) and the rear of the side wall panelling are now optimally protected. Next week, the carriage will be taken to the assembly shed. I’m sure there’ll be another story to tell from there too...”

Source:

<https://www.instagram.com/slaaptrein1907/>