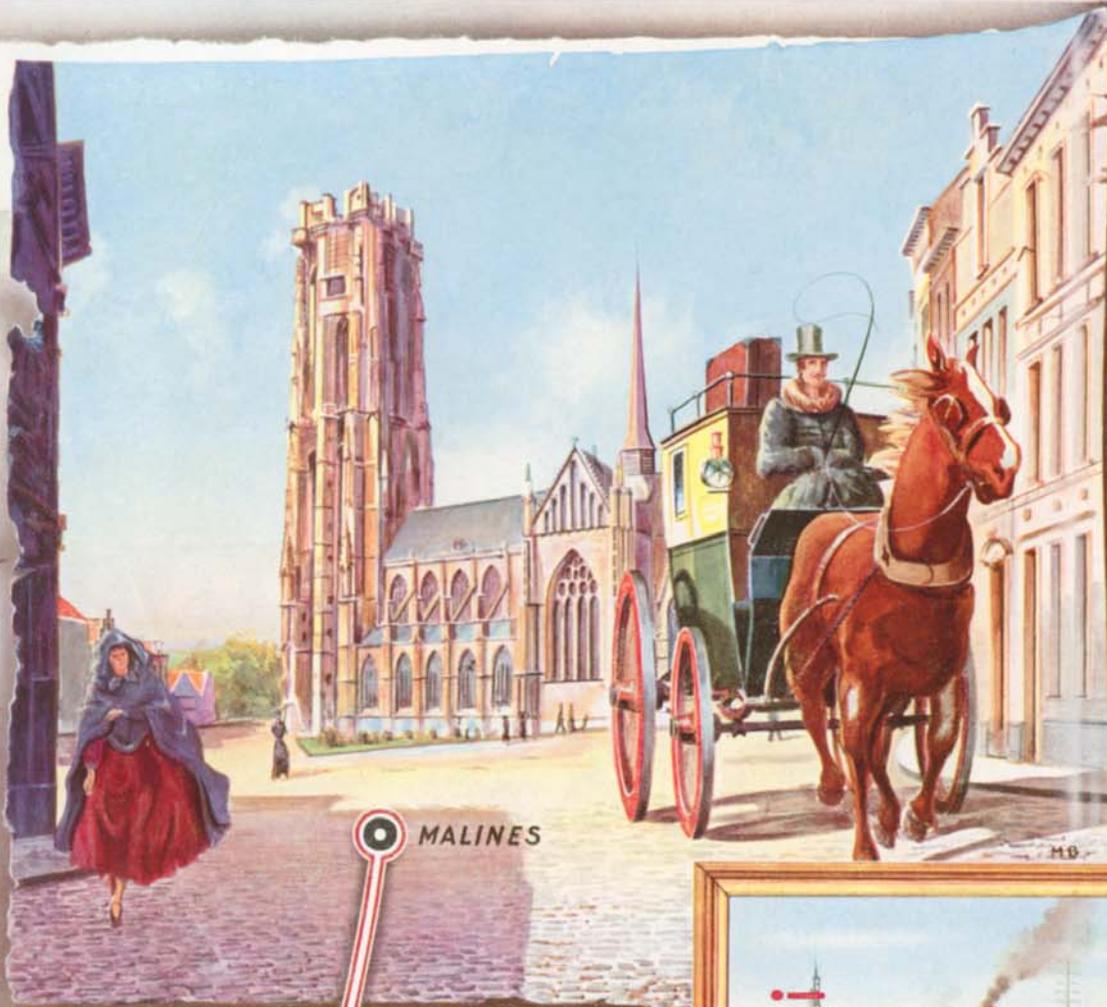


# USINES RAGHENO

## **MALINES (BELGIQUE)**

Téléphones : MALINES 12203 • 15435  
Télégrammes : RAGHENO-MALINES  
Codes : A.B.C. 5TH EDITION - BENTLEY'S  
COMPLETE PHRASE CODE MARCONI-AZ

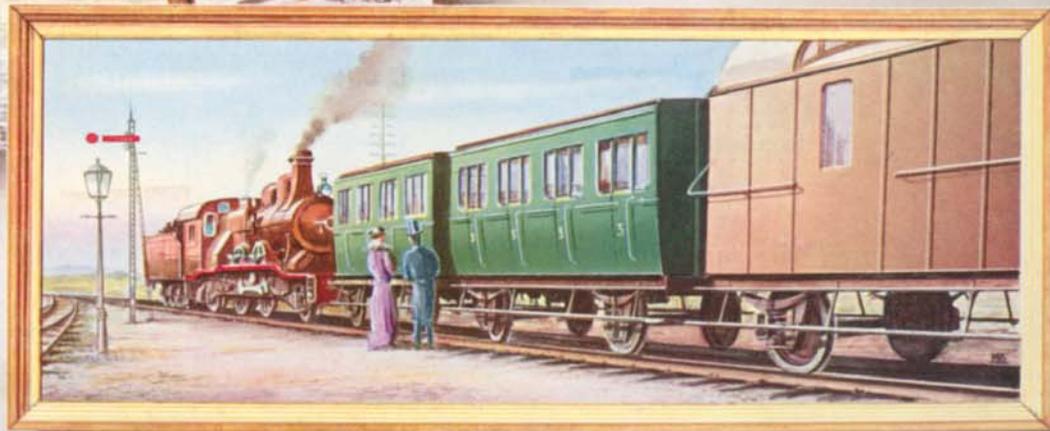
ATELIERS DE CONSTRUCTION DE MATERIEL FIXE & ROULANT DE CHEMINS DE FERS & TRAMWAYS  
TRAMWAYS — VOITURES — FOURGONS — WAGONS — TENDERS  
AUTOBUS — TROLLEYBUS — AUTOMOTRICES  
ATELIERS DE MONTAGE D'AUTOMOBILES



MALINES



BRUXELLES



1851

100 ANNÉES

100 YEARS

100 AÑOS

100 ANOS

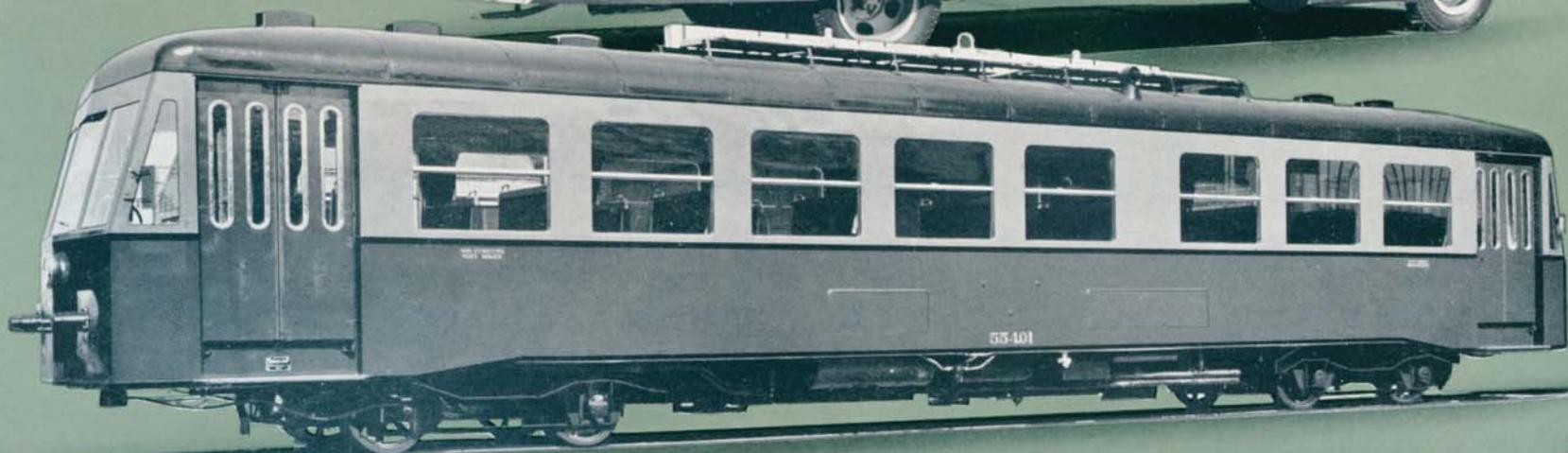


U S I N E S R A G H E N O

1951

D'EXPÉRIENCE

OF EXPERIENCE  
DE EXPERIENCIA  
DE EXPERIENCIA



U S I N E S R A G H E N O



# Historique



PLUS D'UN SIÈCLE D'EXPÉRIENCE DANS LA CONSTRUCTION  
DU MATÉRIEL ROULANT POUR VOIE FERRÉE

*La fondation des Etablissements Ragheno trouve son origine dans la construction de la première ligne de Chemin de Fer Belge Bruxelles-Malines en 1835.*

*C'est l'Ingénieur Ragheno qui dirigea le premier Atelier Belge de matériel ferroviaire créé par l'Etat en 1835, il occupa cette place jusqu'en 1850, pour fonder en 1851 les Etablissements Ragheno.*

*En 1899, les Etablissements Ragheno prirent le nom actuel de Société Anonyme des USINES RAGHENO.*

*Dès 1912, nos Usines ont livré du matériel divers, voitures à voyageurs, wagons de tous genres pour Chemin de Fer, motrices et remorques de tramways à l'exportation vers les principaux pays d'Europe et d'Outre-Mer.*

# Historical Record



## MORE THAN A CENTURY OF EXPERIENCE IN THE CONSTRUCTION OF ROLLING MATERIAL FOR RAILWAYS

*The foundation of the Ragheno Company has its origin in the construction of the first Belgian Railroad Brussels-Malines in 1835.*

*It was Engineer Ragheno who headed the first Belgian workshop of railway material created by the State in 1835, he occupied that position until 1850, and created in 1851 the Ragheno Company.*

*In 1899, the Ragheno Company took the present name of Société Anonyme des USINES RAGHENO.*

*From 1912 on, our factories have delivered various material, passenger carriages railway wagons of all kinds, tramway motor carriages and trailers for export to the principal countries of Europe and Overseas.*

# Historia



## MÁS DE UN SIGLO DE EXPERIENCIA EN LA CONSTRUCCIÓN DE MATERIAL MÓVIL PARA VIAS FÉRREAS

*La fundación de los Etablissements Ragheno tiene su origen en la construcción de la primera línea de ferro-carril belga, Bruselas-Malinas, en 1835.*

*Es el Ingeniero Ragheno que dirigió el primer taller belga de material ferroviario creado por el Estado en 1835. El Ingeniero Ragheno ocupó este puesto hasta 1850, y, en 1851, fundó los Etablissements Ragheno.*

*En 1899 los Etablissements Ragheno tomaron el nombre actual de Société Anonyme des USINES RAGHENO.*

*Desde 1912 nuestros talleres han entregado materiales diversos, como coches para pasajeros, toda clase de vagones de ferro-carril, motrices y remolques de tranvía, para la exportación hacia los principales países de Europa y de Ultramar.*

# Historia



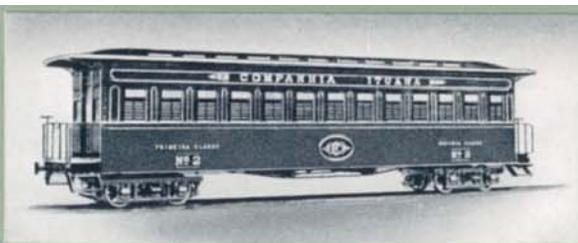
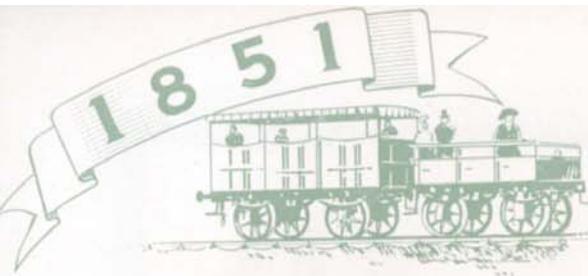
## MAIS DUM SECULO DE EXPERIENCIA NA CONSTRUÇÃO DO MATERIAL RODANTE PARA CAMINHOS DE FERRO

*A fundação dos Etablissements Ragheno tem a sua origem na construção da primeira linha de caminho de ferro belga, Bruxellas-Malinas, em 1835.*

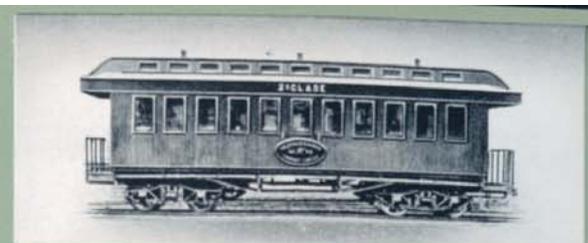
*É o Engenheiro Ragheno que dirigio a primeira fabrica belga de material de caminho de ferro creado por o Estado em 1835. O Engenheiro Ragheno ocupo este cargo até 1850, e, em 1851, fundó os Etablissements Ragheno.*

*Em 1899, os Etablissements Ragheno tomaram o nome actual de Société Anonyme des USINES RAGHENO.*

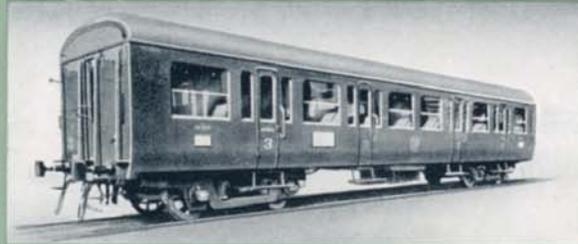
*Depois 1912, as nossas fabricas tem entregado materias diversos, carruagens para viajantes, tuda clase de vagões para caminhos de ferro, motrizes e reboques de tranvia, para a exportação verso os principais paizes de Europa e de Ultramar.*



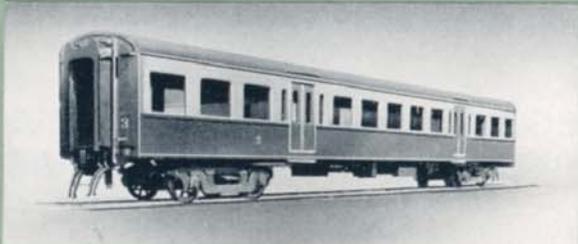
COMPANHIA ITUANA



THE NITRATE RAILWAYS. CO. LTD



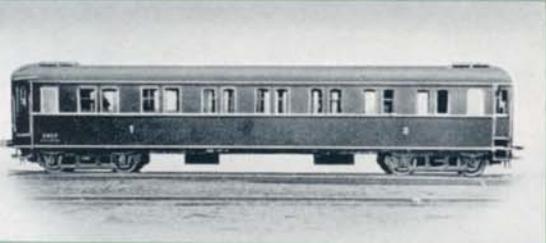
SOC. NAT. DES CHEMINS DE FER BELGES



SOC. NAT. DES CHEMINS DE FER BELGES

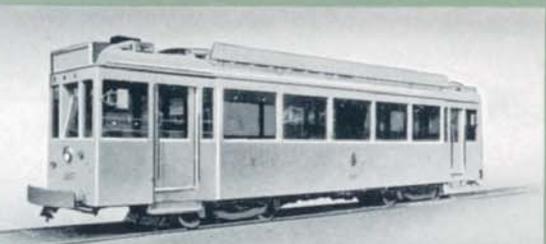


SOC. NAT. DES CHEMINS DE FER BELGES



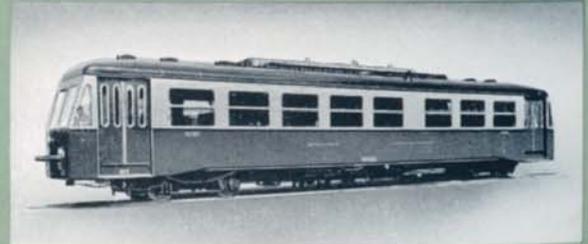
SOC. NAT. DES CHEMINS DE FER FRANÇAIS

**UN SIÈCLE DE CONSTRUCTION DE MATÉRIEL DE**  
**ONE CENTURY CONSTRUCTION**  
**OF RAILWAY MATERIAL**      **UN SIGLO DE CONSTRUCCION**  
**DE MATERIAL PARA FERRO CARRILLES**

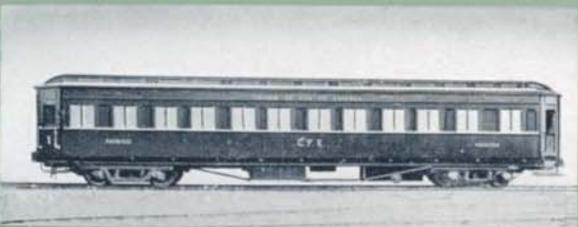


SOC. NAT. DES CHEMINS DE FER VICINAUX

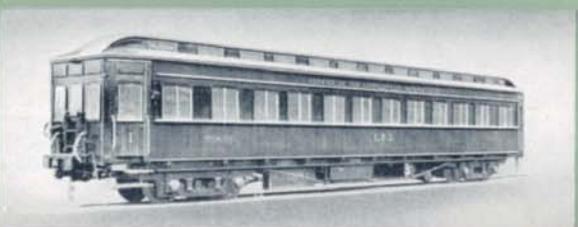
1951



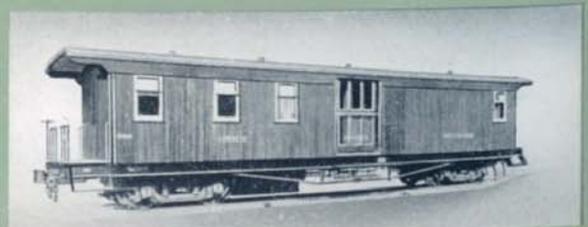
SOC. NAT. DES CHEMINS DE FER BELGES



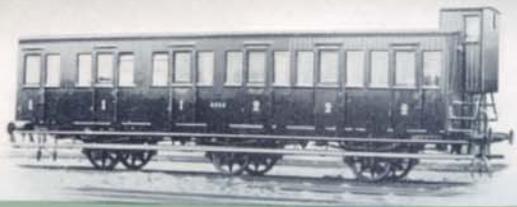
CHEMINS DE FER DU KATANGA



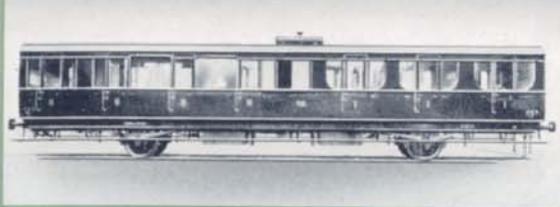
CHEMINS DE FER - LEOPOLDVILLE - KATANGA - DILOLO



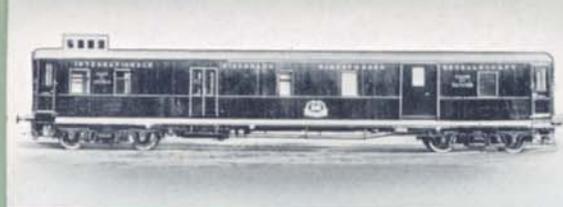
CHEMINS DE FER CENTRAL DU BRÉSIL



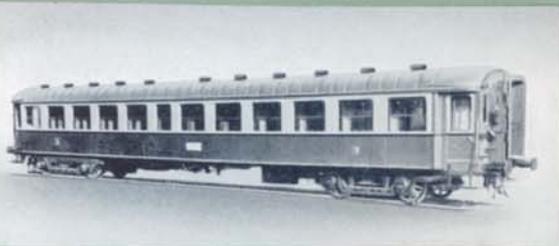
CHEMINS DE FER DE L'ETAT BELGE



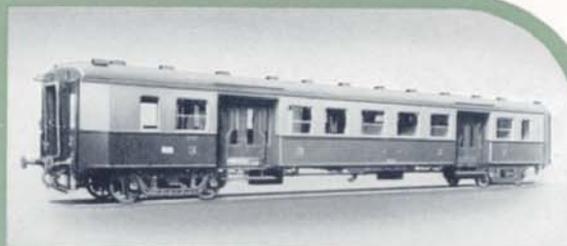
CHEMINS DE FER DE PARIS A ORLEANS



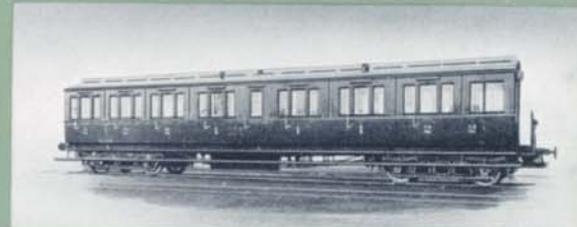
COMP. INT. DES WAGONS-LITS



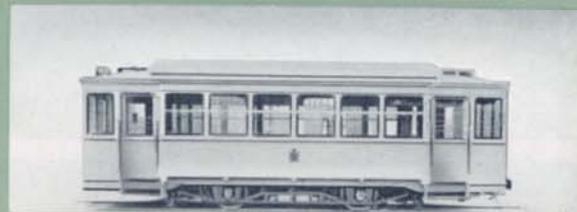
SOC. NAT. DES CHEMINS DE FER BELGES



SOC. NAT. DES CHEMINS DE FER BELGES  
SOC. NAT. DES CHEMINS DE FER FRANÇAIS



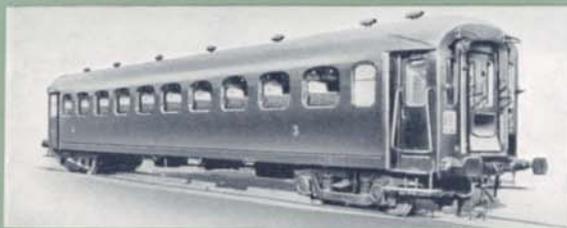
CHEMINS DE FER DE L'ETAT BELGE



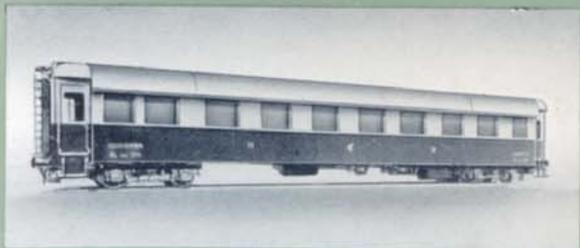
SOC. NAT. DES CHEMINS DE FER VICINAUX  
CAMINHOS DE FERRO DO ESTADO

# CHEMIN DE FER

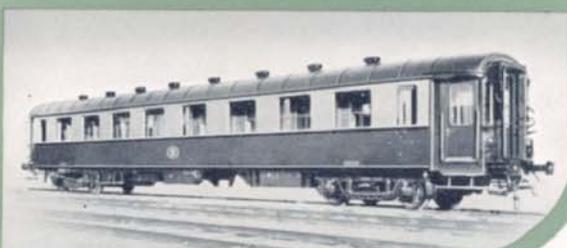
UM SEculo DE CONSTRUÇÃO  
DE MATERIAL PARA FERRO-CARREIS



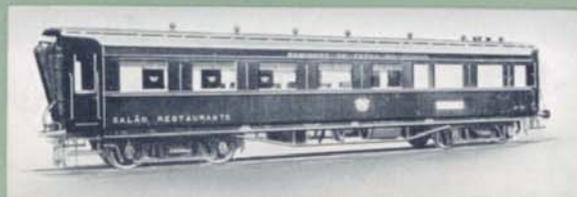
SOC. NAT. DES CHEMINS DE FER BELGES



CHEMINS DE FER D'INDOCHINE



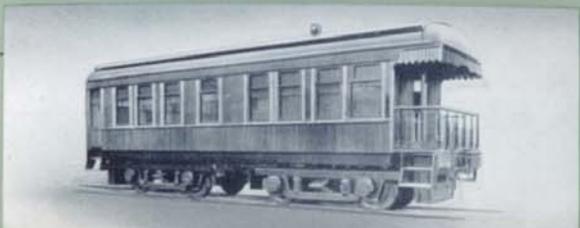
CHEMINS DE FER DE PIEN-LO, CHINE



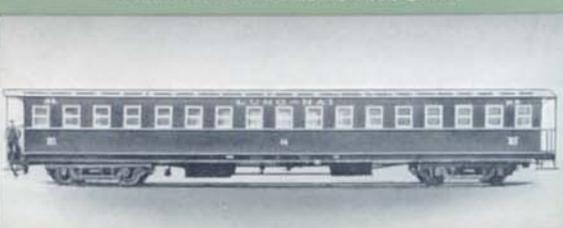
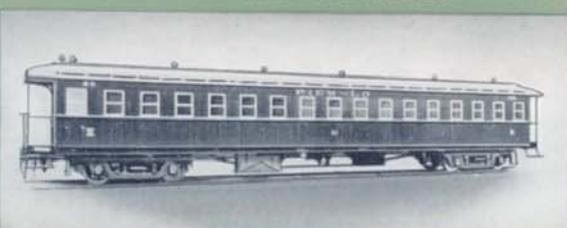
CHEMINS DE FER DE LUNG-HAI, CHINE



CHEMINS DE FER DE LUNG-HAI, CHINE



CHEMINS DE FER DE PIEN-LO CHINE





VUE GÉNÉRALE  
DES USINES

GENERAL VIEW  
OF THE FACTORIES

U S I N E S R A G H E N O





VISTA GENERAL  
DE LAS FÁBRICAS

VISTA GERAL  
DAS FÁBRICAS

U S I N E S R A G H E N O





NOS BATIMENTS SOCIAUX  
OUR WELFARE BUILDINGS



NUESTROS EDIFICIOS SOCIALES  
OS NOSSOS EDIFICIOS SOCIAIS



U S I N E S R A G H E N O



Hall de montage des voitures

• Assembly hall for cars

• Hall de montaje de los coches

• Hall de montagem das carruagens

U S I N E S R A G H E N O





U S I N E S R A G H E N O



Hall de peinture

Painting Hall

Hall de pintura

Hall de pintura

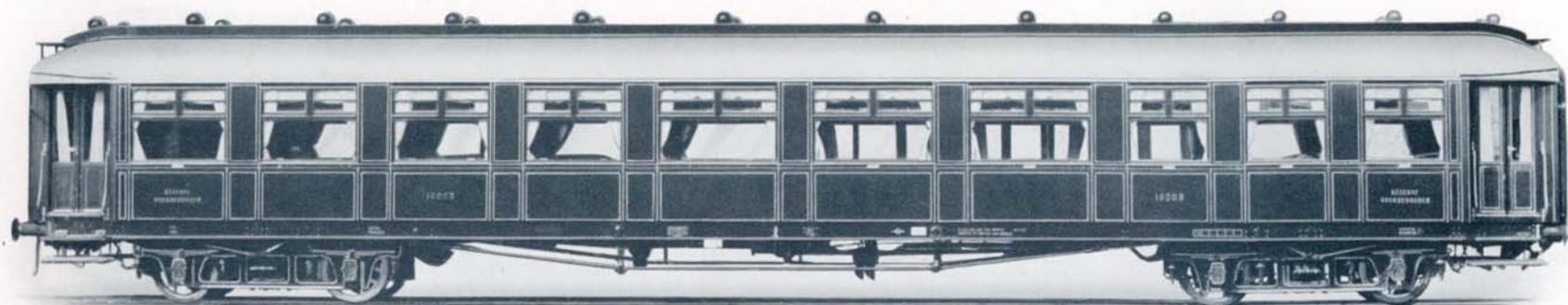
U S I N E S R A G H E N O





U S I N E S R A G H E N O

## ÉTAT BELGE

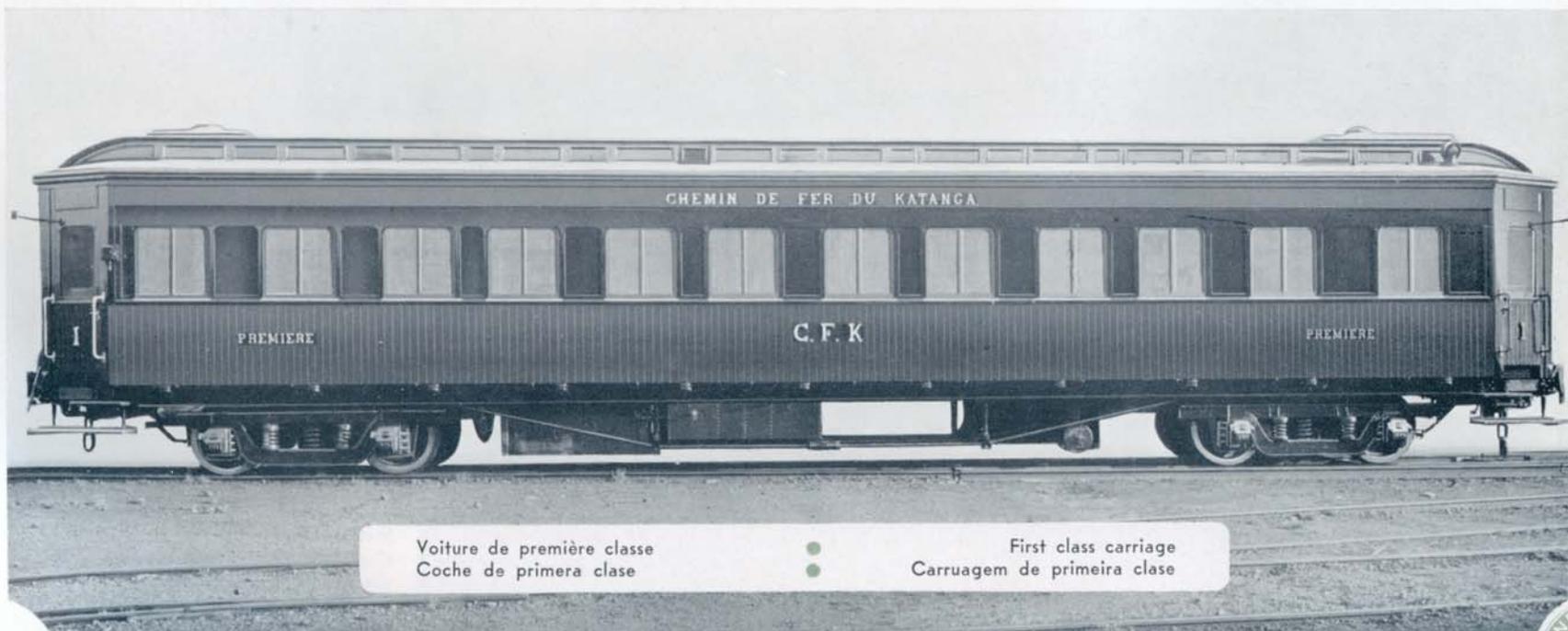


Voiture métallique de 22 m  
Coche metálico de 22 m



Metallical car of 22 m  
Carruagem metálica de 22 m

## CHEMIN DE FER DU KATANGA



Voiture de première classe  
Coche de primera clase



First class carriage  
Carruagem de primeira clase

U S I N E S R A G H E N O



## CHEMIN DE FER DE CHINE PÉKIN-HANKOW

Voiture restaurant de construction métallique

Steel built dining car

Vagón restaurán de construcción metálica

Carruagem-restaurante de construção metálica



## SOCIÉTÉ NATIONALE DES CHEMINS DE FER BELGES



Voiture-fourgon métallique de 18 m  
Metallic Bogie Carriage van 18 m in length  
Carro metallico coberto de 18 m  
Coche-Furgón metálico de 18 m



U S I N E S R A G H E N O

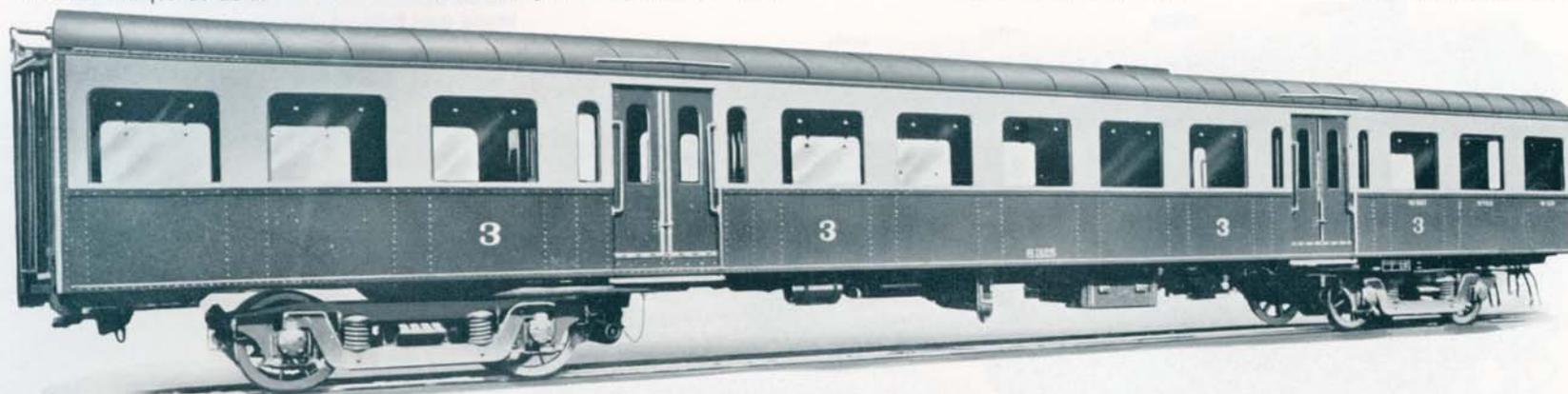
# SOCIÉTÉ NATIONALE DES CHEMINS DE FER BELGES

Voiture métallique de 22 m

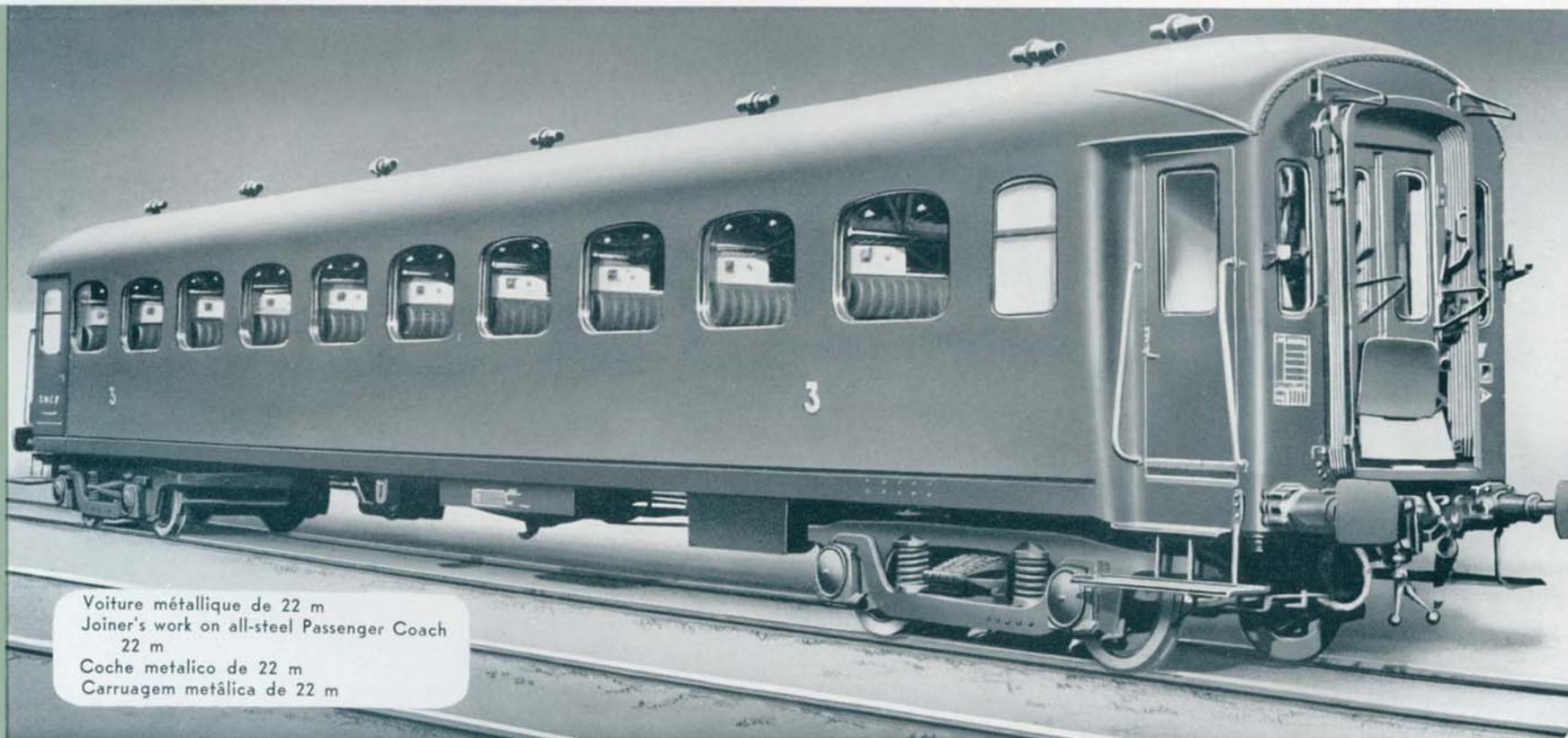
Metallic Bogie carriage 22 m in length

Coche metalico de 22 m

Carro metallico de 22 m



# SOCIÉTÉ NATIONALE DES CHEMINS DE FER FRANÇAIS



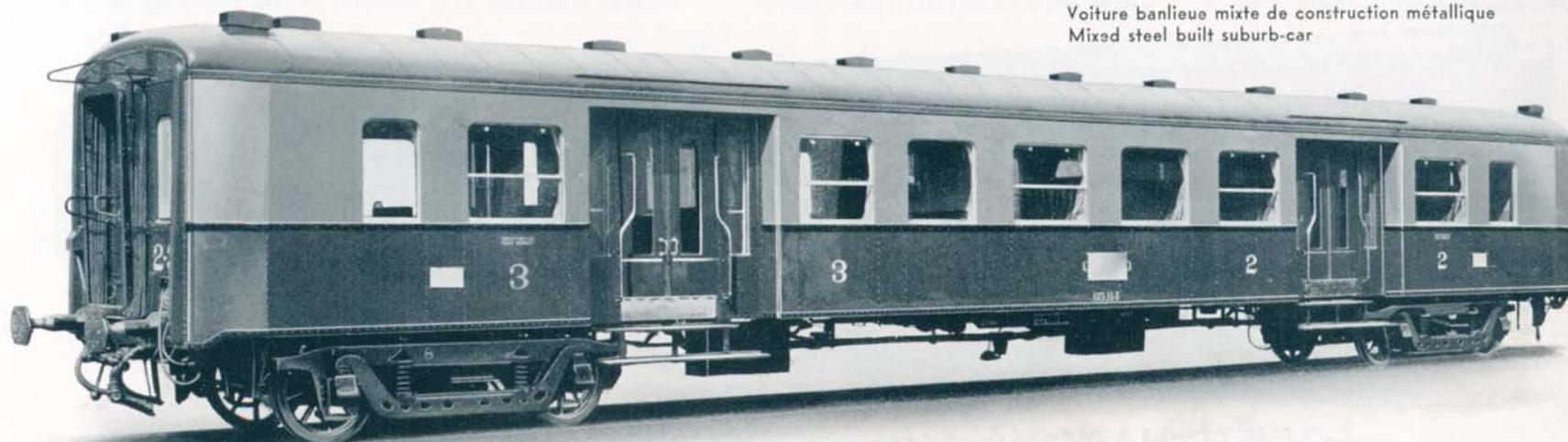
Voiture métallique de 22 m  
Joiner's work on all-steel Passenger Coach  
22 m  
Coche metalico de 22 m  
Carruagem metálica de 22 m

## U S I N E S R A G H E N O



## SOCIÉTÉ NATIONALE DES CHEMINS DE FER BELGES

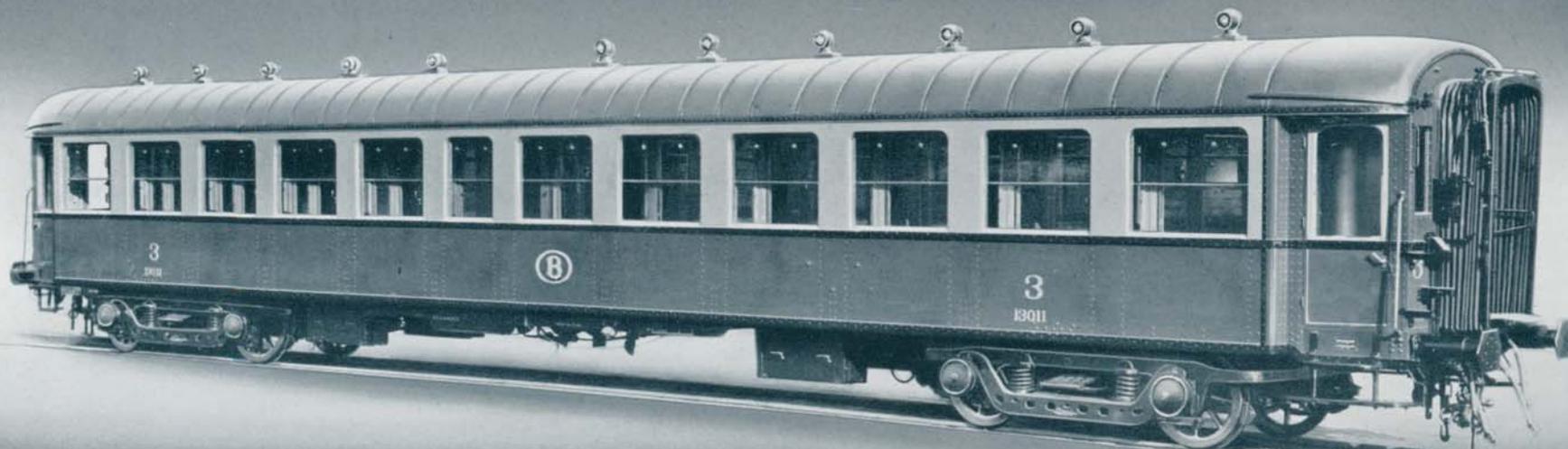
Voiture banlieue mixte de construction métallique  
Mixed steel built suburb-car



Coche mixto omnibus, de construcción metálica  
Carruagem de suburbio mixto de construção metálica

## SOCIÉTÉ NATIONALE DES CHEMINS DE FER BELGES

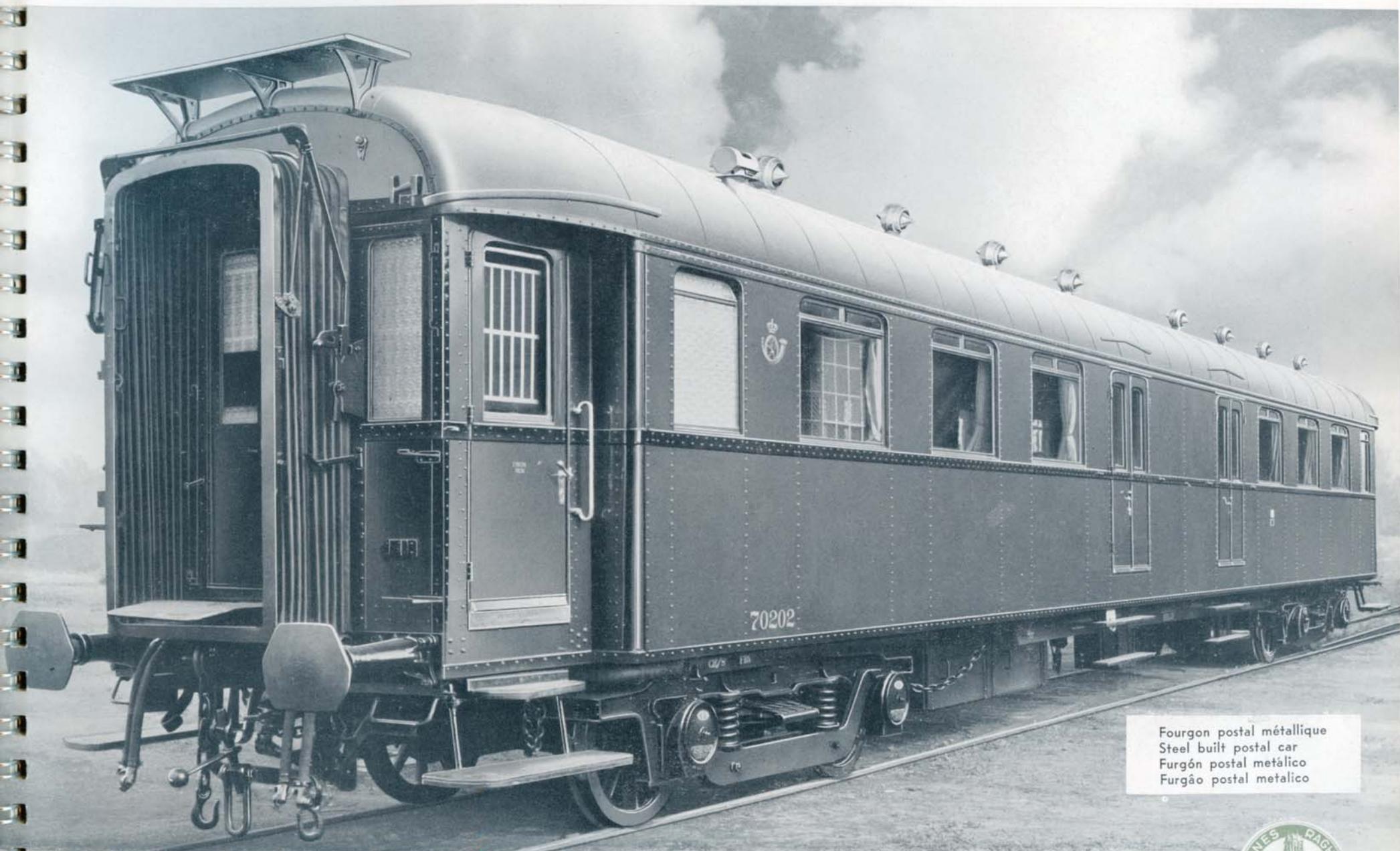
Voiture de 3<sup>e</sup> classe de construction métallique Steel built 3<sup>rd</sup> class-carriage Coche de 3<sup>e</sup> classe, de construcción metálica Carruagem de 3<sup>e</sup> classe de construção metálica



U S I N E S R A G H E N O



# SOCIÉTÉ NATIONALE DES CHEMINS DE FER BELGES



Fourgon postal métallique  
Steel built postal car  
Furgón postal metálico  
Furgão postal metalico

U S I N E S R A G H E N O



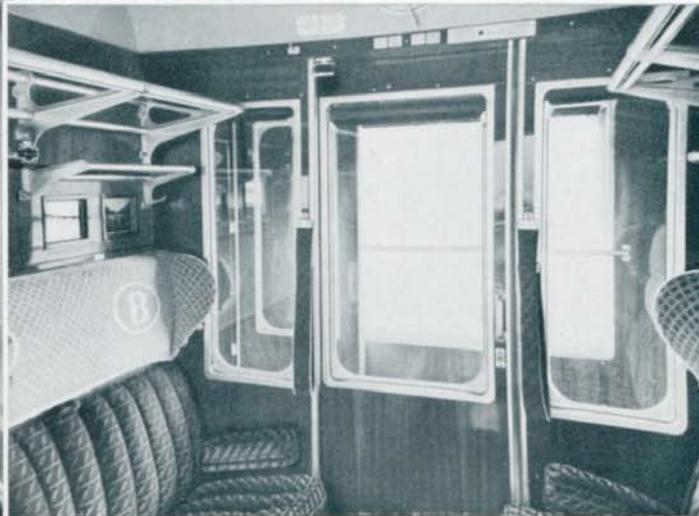
# SOCIÉTÉ NATIONALE DES CHEMINS DE FER BELGES



Voiture de 1<sup>re</sup> et 2<sup>me</sup> classe de construction métallique  
Steel built 1<sup>st</sup> et 2<sup>d</sup> class-carriage  
Coche de 1<sup>re</sup> et 2<sup>me</sup> classe, de construcción metálica  
Carruagem de 1<sup>ra</sup> et 2<sup>ma</sup> classe de construção metálica



## U S I N E S R A G H E N O



Vues intérieures de la voiture ci-contre  
Inside views of the opposite carriage  
Vistas interiores del coche indicado al lado  
Vistas interiores da carruagem indicada ao lado



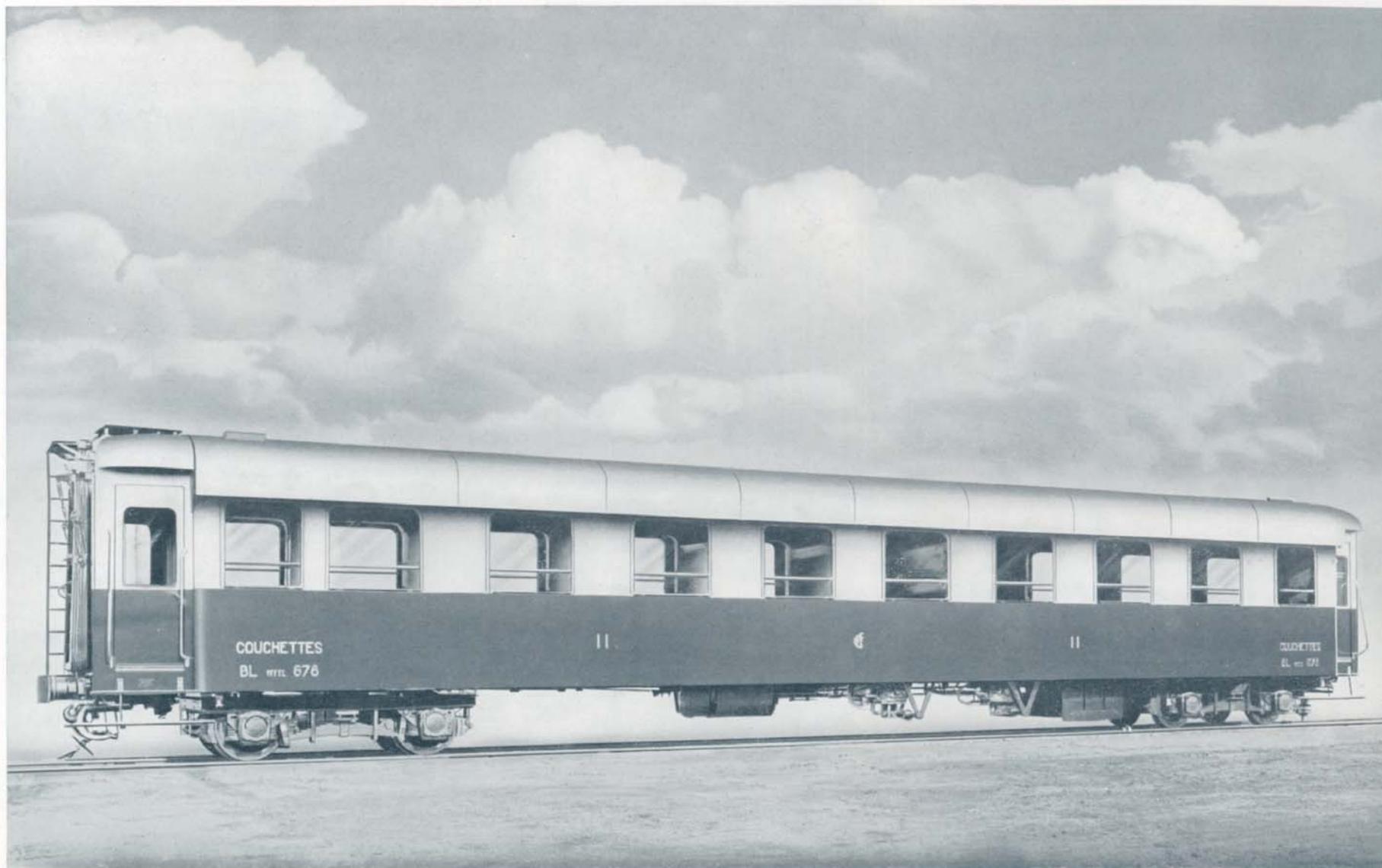
Voitures quittant nos ateliers  
Coches saliendo de nuestros talleres

● Carriages leaving our workshops  
● Carruagens saindo das nossas fabricas

U S I N E S R A G H E N O



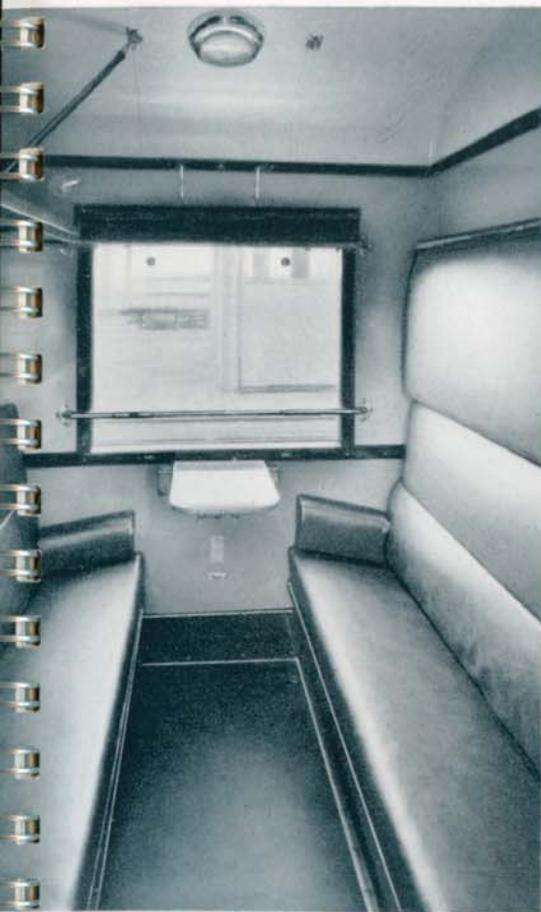
# CHEMINS DE FER D'INDOCHINE



Voiture-lits de construction métallique  
Sleeping-car of metallical construction  
Coche-cama de construcción metálica  
Carruagem-cama de construção metálica



U S I N E S R A G H E N O



Vues intérieures de la voiture ci-contre

•  
Inside views of the opposite carriage

•  
Vistas interiores del coche indicado al lado

•  
Vistas interiores da carruagem indicada ao lado

U S I N E S R A G H E N O



# SOCIÉTÉ NATIONALE DES CHEMINS DE FER BELGES

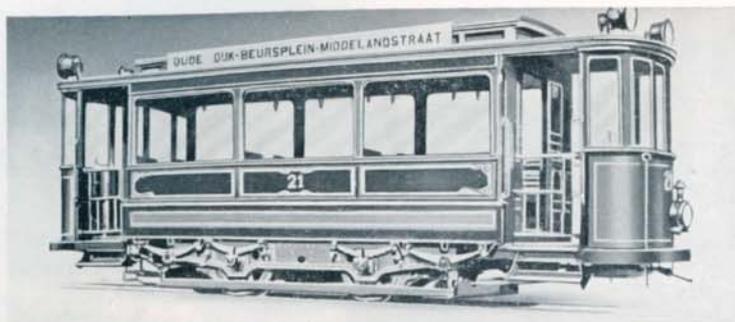


Autorail de 16,500 m de 86 places assises (S.N.C.B. Belgique)  
Rail-car of 16,500 m of 86 seats (S.N.C.B. Belgium)  
Auto-carril de 16,500 m con 86 asientos (S.N.C.B. Bélgica)  
Auto-carril de 16,500 m com 86 assentos (S.N.C.B. Belgica)

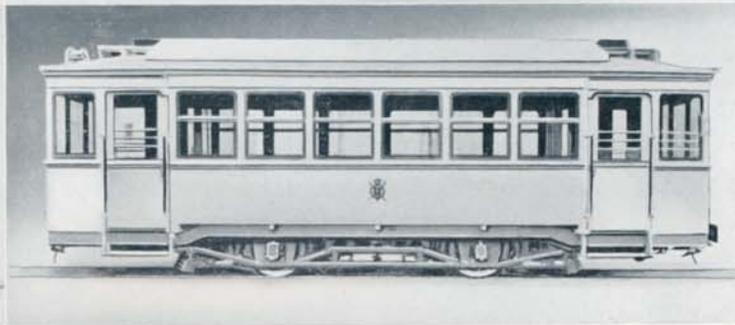
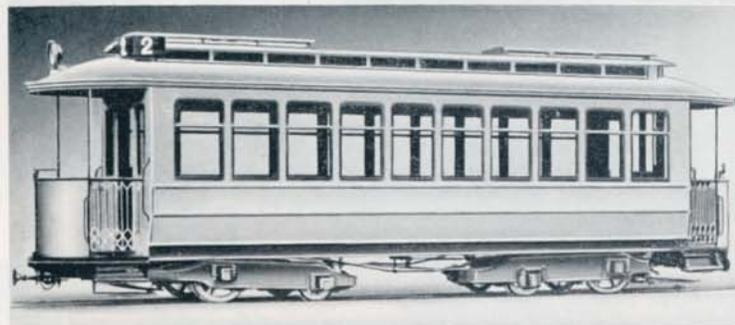
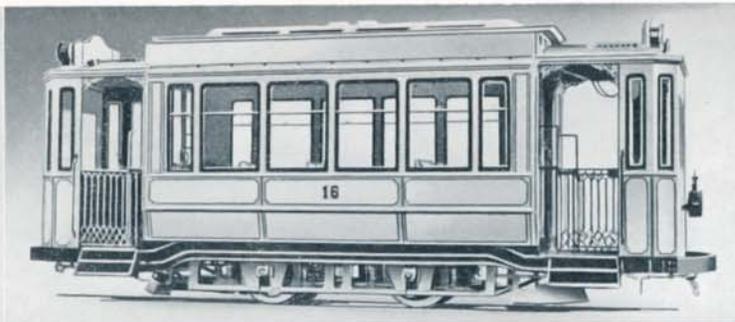


U S I N E S R A G H E N O

TRAMWAYS DE ROTTERDAM



TRAMWAYS D'ATHENES



TRAMWAY DE ROSARIO

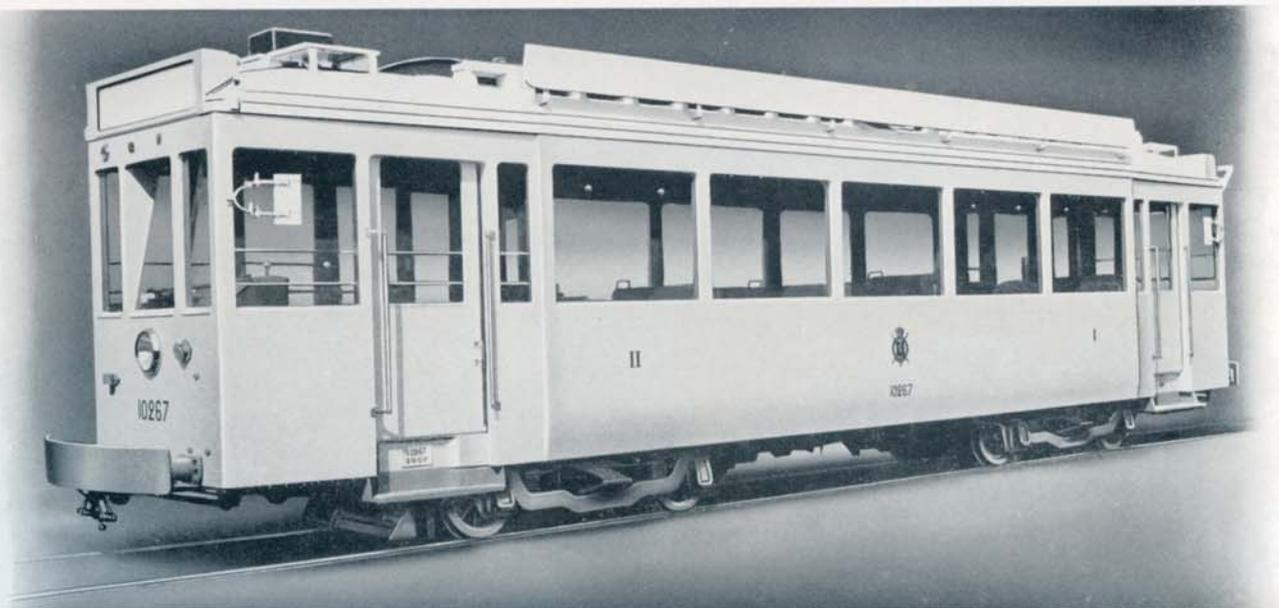
TRAMWAYS DE LA S.N.C.V. (Belgique)

Automotrice électrique métallique S.N.C.V.

Automotriz eléctrica, metálica

Steel built electric rail motor car

Automotriz eléctrica, metálica



TRAMWAYS DE LA S.N.C.V. (Belgique)

USINES RAGHENO





## E. F. D'OESTE DE MINAS

Wagon à bestiaux 30 T  
Bogie cattle wagon 30 T  
Vagones de ganado carga 30 T  
Vagão para gado carga 30 T

## COMPAGNIA ESTADO

Wagon fermé 20 T  
Covered Goods Wagon 20 T  
Vagón cerrado carga 20 T  
Vagão fechado carga de 20 T



U S I N E S R A G H E N O



# CHEMINS DE FER TURCS



Wagon fermé à marchandises  
Covered Goods-Wagon



Vagón cubierto de mercancías  
Vagão de mercadorias fechado

U S I N E S R A G H E N O



# SOCIÉTÉ NATIONALE DES CHEMINS DE FER FRANÇAIS



Wagon réservoir 240 HI  
240 HI- Tank wagon  
Vagón tanque de 240 HI  
Vagao reservatorio 240 HI



U S I N E S R A G H E N O

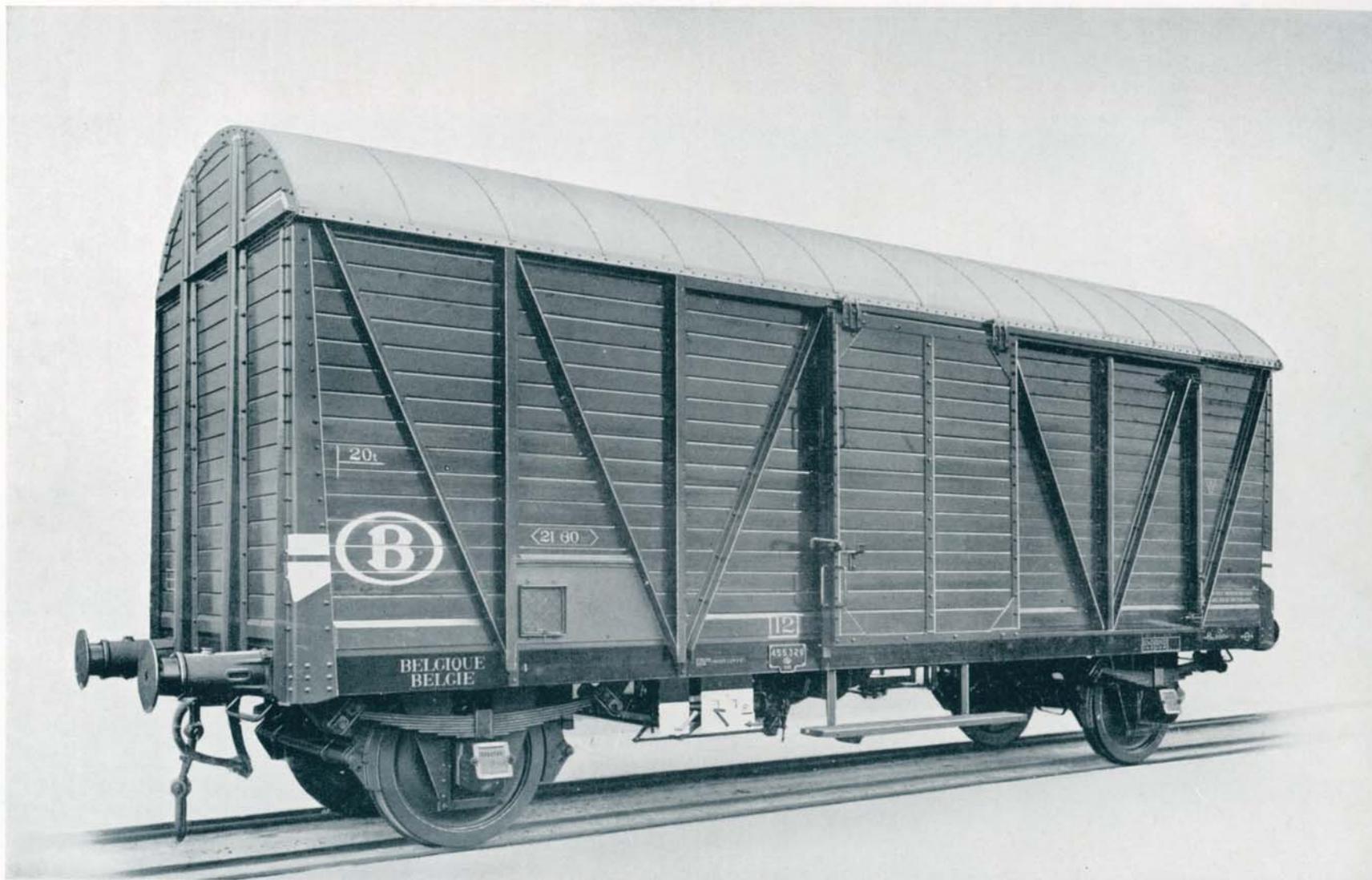
Wagons quittant nos ateliers • Wagons leaving our workshops • Vagón saliendo de nuestros talleres • Vagao saíndo das nossas fabricas



U S I N E S R A G H E N O



# SOCIÉTÉ NATIONALE DES CHEMINS DE FER BELGES

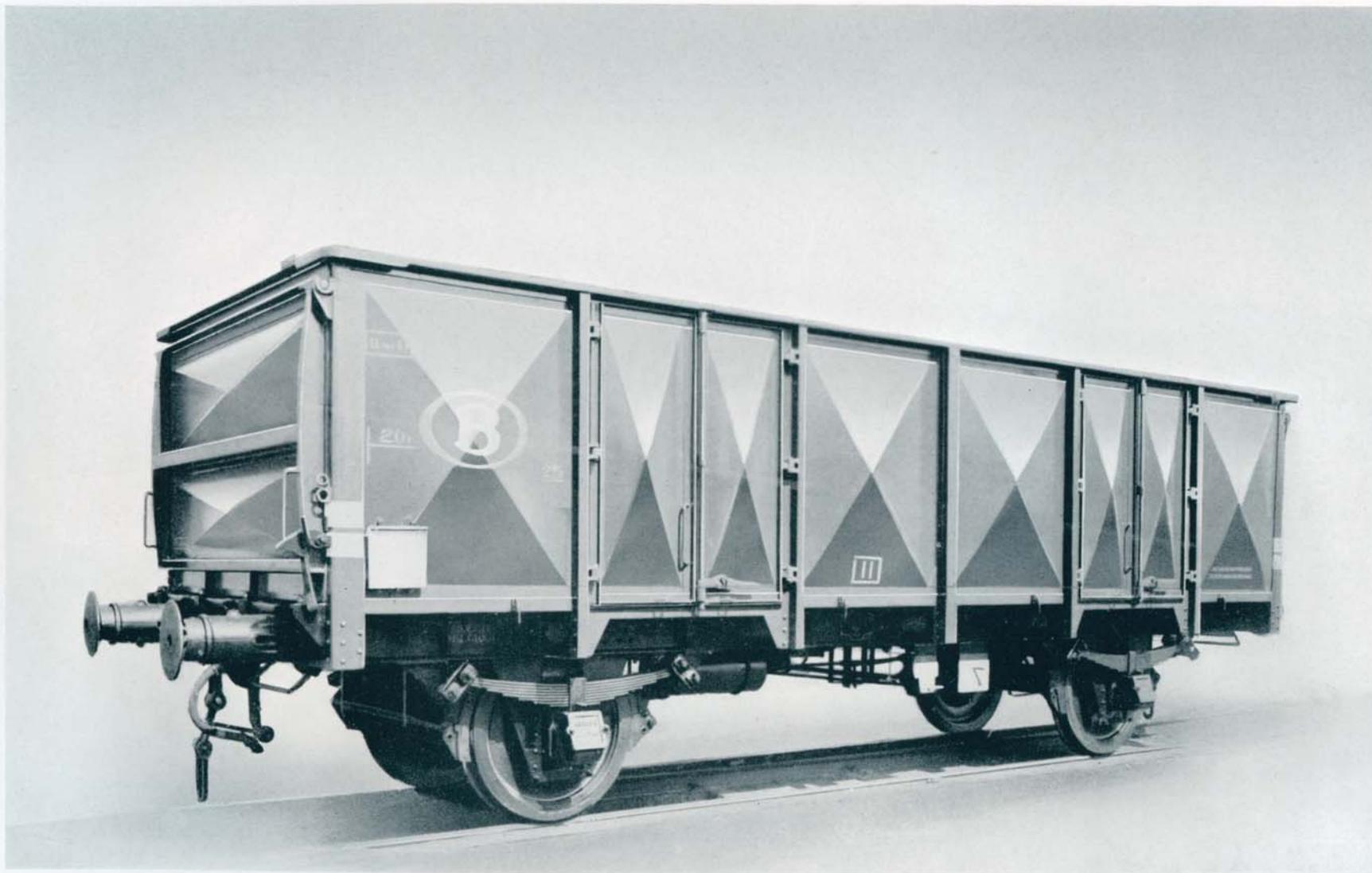


Wagon fermé charge 20 T  
20 T covered Goods Wagon  
Vagón cerrado, cargo 20 T  
Vagão fechado. Cargo 20 T



U S I N E S R A G H E N O

# SOCIÉTÉ NATIONALE DES CHEMINS DE FER BELGES



Wagon tombereau soudé de 25 T  
All-Steel open Wagon 25 T capacity  
Yagón abierto Carga 25000 Kgr  
Yagão aberto Tw Carga de 25000 Kgr

U S I N E S R A G H E N O



ESSENTIAL WORKING CHEMICALS



U S I N E S R A G H E N O

# SOUTH AFRICAN RAILWAYS AND HARBOURS

WAGONNETS A FRUITS

FRUIT SKIDS



VAGONETAS FRUTERAS  
VAGONETES FRUTEIROS

10000

EXEMPLAIRES ONT ÉTÉ FOURNIS  
PIECES HAVE BEEN SUPPLIED  
EJEMPLARES HAN YA SIDO PROVISTOS  
EXEMPLARES FORAM JÁ FORNECIDOS

U S I N E S R A G H E N O



3



AUTOCAR SABENA



AUTOCAR SABENA  
SABENA BUS  
AUTOCAR SABENA  
AUTOCAR SABENA



Caisse auto portante en tubes d'acier  
Bearing car body made of steel tubes  
Armazón portante del auto de tubos de acero  
Armadura portante do auto de tubos de aço

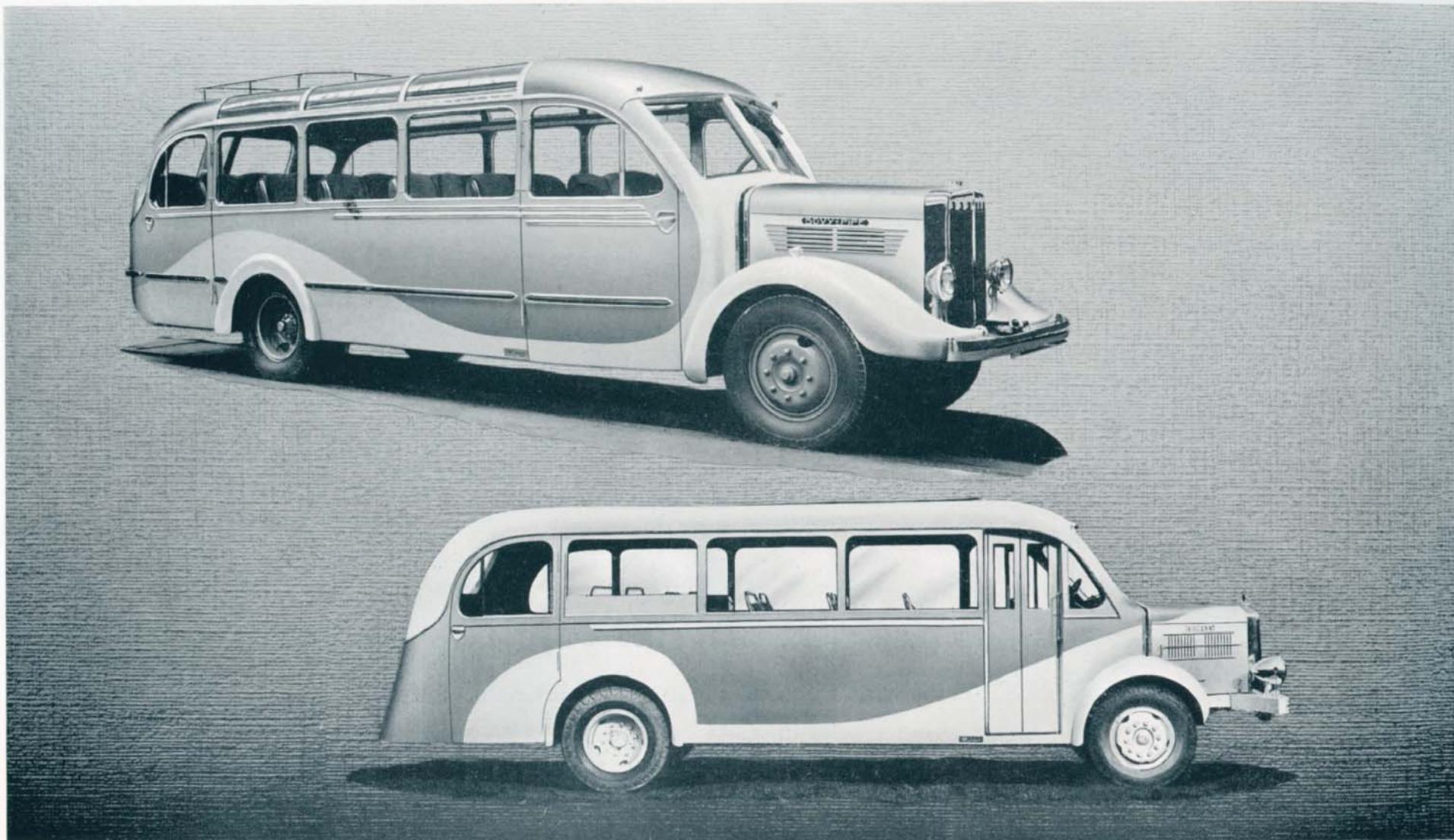
28 places assises + conducteur  
28 seats + driver  
28 asientos + el conductor  
28 assentos + o conductor

AUTOCAR DE TOURISME (1935)

TOURING BUS (1935)

AUTOCAR DE TURISMO (1935)

AUTOCAR DE TURISMO (1935)



25 places assises + conducteur  
25 seats + driver  
25 asientos + el conductor  
25 assentos + o conductor



U S I N E S R A G G H E N O

TROLLEYBUS D'ANVERS (1929)

Longueur 9,800 m  
28 Places assises  
24 Places debout

ANTWERP TROLLEYBUS (1929)

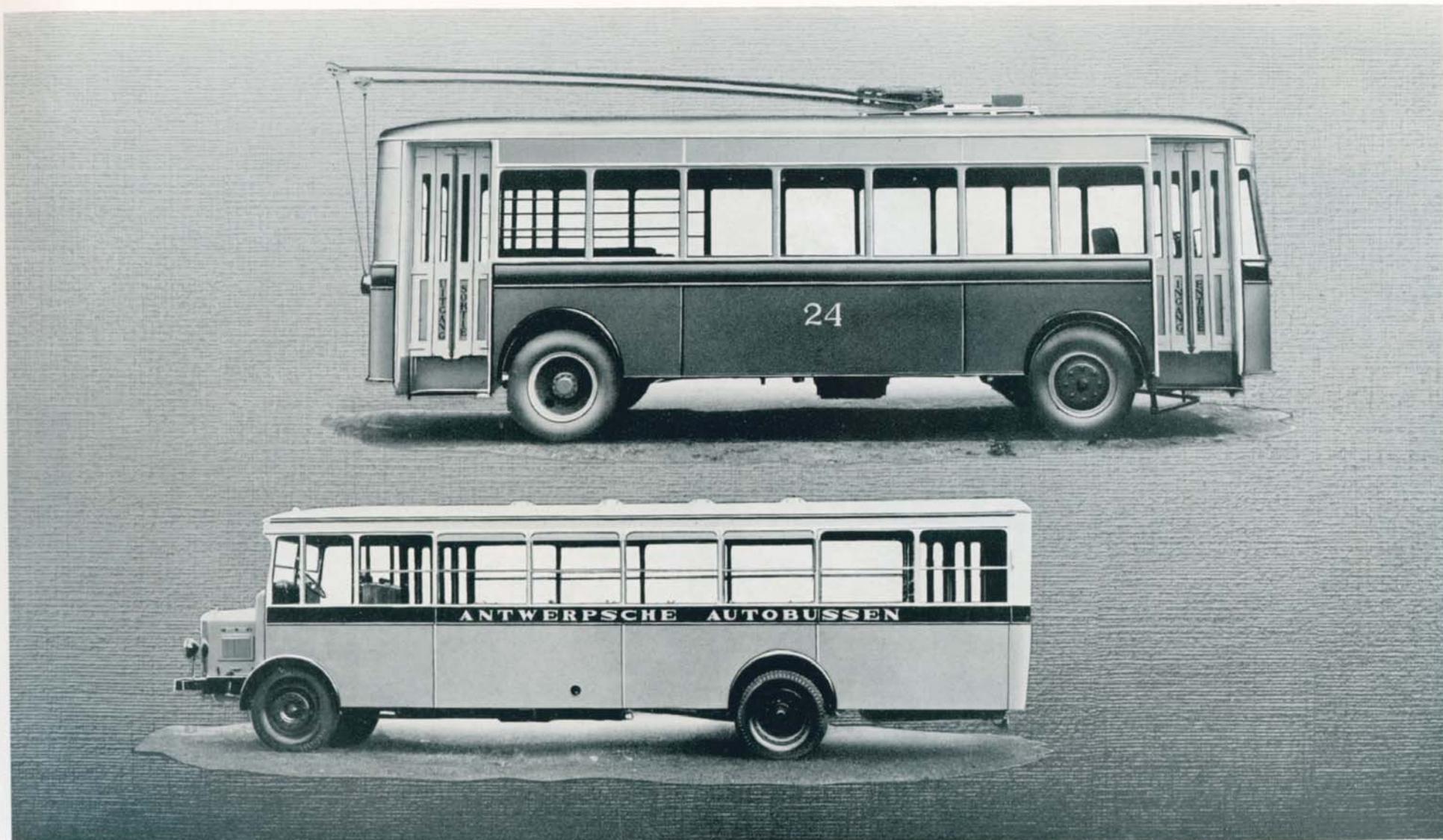
Length 9,800 m  
28 Seats  
24 Standing passengers

TROLEBUS DE AMBERES (1929)

Largo 9,800 m  
28 Asientos  
24 Lugares para viajeros de pié

TROLEBUS DE ANTUERPIA (1929)

Comprimento 9,800 m  
28 Assentos  
24 Logares para viajantes de pé



AUTOBUS D'ANVERS (1930)

Longueur 10,500 m  
24 Places assises  
30 Places debout

ANTWERP BUS (1930)

Length 10,500 m  
24 Seats  
30 Standing passengers

AUTOBUS DE AMBERES (1930)

Largo 10,500 m  
24 Asientos  
30 Lugares para viajeros de pié

AUTOBUS DE ANTUERPIA (1930)

Comprimento 10,500 m  
24 Assentos  
30 Logares para viajantes de pé

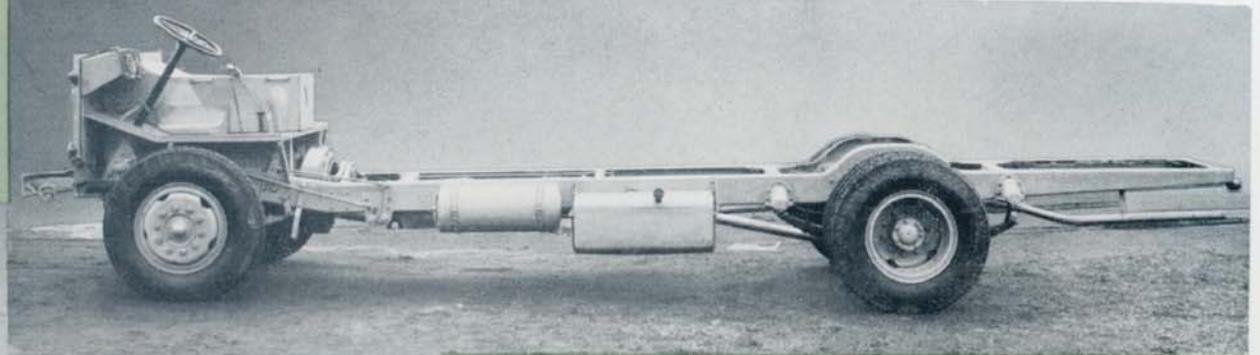
U S I N E S R A G H E N O



# S. A. DES TRAMWAYS BRUXELLOIS

CHASSIS RAGHENO (1939) MOTEUR GARDNER

RAGHENO FRAME (1939) GARDNER ENGINE



24 Places assises  
36 Places debout  
Longueur 10 m

24 Seats  
36 Standing passengers  
Length 10 m

24 Asientos  
36 Lugares para viajeros de pié  
Largo 10 m

24 Assentos  
36 Logares para viajantes de pé  
Comprimento 10 m



CHASSIS RAGHENO (1939) MOTOR GARDNER

CHASSIS RAGHENO (1939) MOTOR GARDNER



U S I N E S R A G H E N O

# SOCIÉTÉ NATIONALE DES CHEMINS DE FER VICINAUX 1940



Longueur 10,200  
24 Places assises  
36 Places debout

Length 10,200 m  
24 Seats  
36 Standing passengers

Largo 10,200 m  
24 Asientos  
36 Lugares para viajeros de pié

Comprimento 10,200 m  
24 Assentos  
36 Logares para viajantes de pé

U S I N E S R A G H E N O



AUTOCAR DE TOURISME (1935)

CHASSIS RAGHENO  
MOTEUR GARDNER

TOURING BUS (1935)

RAGHENO FRAME  
GARDNER ENGINE

AUTOCAR DE TURISMO (1935)

CHASSIS RAGHENO  
MOTOR GARDNER

AUTOCAR DE TURISMO (1935)

CHASSIS RAGHENO  
MOTOR GARDNER



32 Places + conducteur

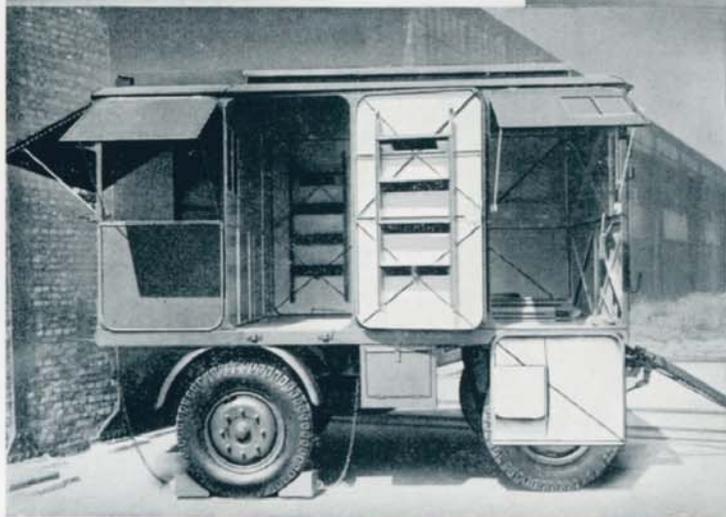
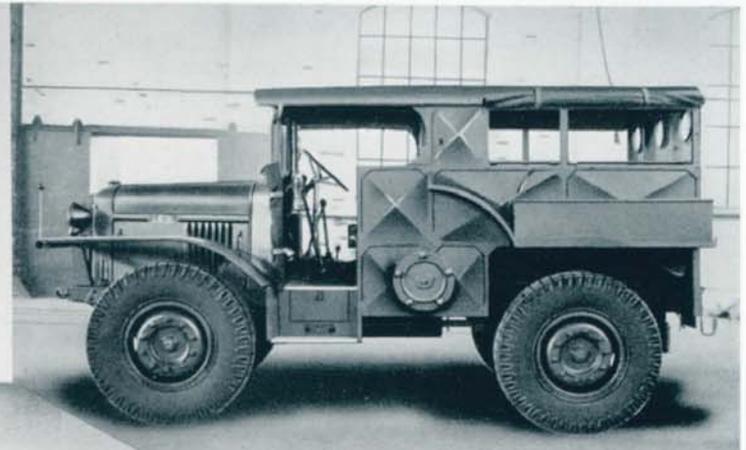
32 Seats + driver

32 Asientos + el conductor

32 Assentos + o conductor



U S I N E S R A G H E N O



U S I N E S R A G H E N O





STUDIO SIMAR STEVENS  
BRUXELLES