CIWL IN MINIATURE

FROM THE COLLECTION OF FRED VAN DER LUBBE

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2 Introduction

My trains collection consists mostly of rolling stock (locomotives, coaches[1] and wagons). One of the collecting goals is to make it possible to run representations of the luxury trains of yesteryear. The luxury trains in continental Europe were largely initiated and operated by the Compagnie Internationale des Wagons-Lits et des Grands Express Européens, abbreviated to CIWL. This catalogue contains all CIWL carriages from my collection. I have carriages in various gauges and scales of many different brands. The catalogue is based on the CIWL vehicle types such as WL (sleeping car), WR (dining car), WP (Pullman car) and F (luggage car) and the subtype like WL type S etc. As all CIWL cars had a unique number models or toys that wear a number will be categorized by that number[2]. Models or toys that have no or a fancy number cannot be assigned a CIWL subtype but they can be assigned a type; In this case, there is a separate paragraph devoted to these. The index in the back can be used to find carriages via the maker or brand.

This catalogue will not elaborate on the history of CIWL and equipment. There are many books that go into this, The Book[3] is highly recommended; further Dr. Fritz Stöckl's book Rollende Hotels was used.

Another interesting but not covered area is the history of the makers or brands of the toys and models described here. Some of the brands, like Märklin, are well-known. Others, especially in the larger scales, are less known. Information might be found in books on toy and model trains and on the internet. I have written an e-book on the history of the Italian maker Elettren who made many CIWL carriages; this e-book can be found here on my website: http://sncf231e.nl/elettren/. Many of the makers of CIWL carriages in H0 are French; a couple of them are lesser known and I had to search to get examples of these in my collection; these are brands like France Trains and RMA and even lesser known like SMCF, PMP, Rateau, Martin, BLZ, Fobbi, Troby, TRAM, Antal and VB.

The length of the vehicles in this catalogue is in centimetres[4]. The track gauges are Z (6.5 mm), N (9 mm), TT (12 mm) 00 / H0 (16.5 mm), S (22.5 mm), 0 (32 mm) and 1 (45 mm). The scales associated with the track width are not always standard, especially in the toy trains. With scale models the scale used is indicated or can be derived from the gauge.

All cars in this catalogue are pictured with at least one picture showing the side of the car in its full length. Note that when looking at this catalogue on paper or screen at an A4 or similar size a 1 Gauge car picture is at a third of the size of the model, while an 0, H0, N or Z gauge car picture is at respectively half, full, 2 times and 2.5 times approximately of the size of the model. For toy train cars there is no general rule like this.

The pictures in the catalogue are made with various camera's; most of them with a Panasonic DMC-FZ50. I am not that good in making pictures (as you can see); especially the colours are not consistent, the real colours can be seen, by the happy few, in my collection ;-)

CIWL is a collector's theme. A Spanish collector Don. Javier Aranguren (1944-2013) had a large collection of CIWL toy and model cars, many in H0 gauge. He also wrote a book: "Coches camas, restaurantes y salones en los ferrocarriles de la península" (Sleeping cars, restaurants and Pullmans on the railways of the Iberic peninsula). A couple of items from his collection are now in my collection and pictured in this book.

Acknowledgements

First of all, thanks to Tamme, Dick and Gijs who always respond enthusiastically when I purchase something CIWL. Thanks to Jacques for proofreading and tips. Thanks to Ludo for designing and building my garden railway which is regularly used to run CIWL in miniature trains.

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[1] The terminology car, coach and carriage is used in this catalogue interchangeably with no further significance.
[2] CIWL car numbers were originally present in the lower left and right corner of the car body. Later, when UIC numbering was introduced, the CIWL car number was present on the lower frame but ~~stroked through~~.
[3] La Compagnie des Wagon-Lits – Histoire des véhicules ferroviaires de luxe ; Gerard Coudert, Maurice Knepper, Pierre-Yves Tousirrot ; Edition La Vie du Rail
[4] Rounded to full centimeters.

2.1 Car types

This book is organized on car type. Since the book is quite large the grouping in types becomes unclear. This paragraph is added to elucidate the grouping.

There are 4 main categories[5]:

- WL – Wagon Lits – sleeping car
- WR – Wagon Restaurant – restaurant car or dining car
- WP – Wagon Pullman– Pullman car or salon car; with kitchen the type was WPc, without kitchen it was WP
- F – Fourgon – Baggage car

A WR is meant to eat (and therefore had smaller chairs and larger tables) and after your meal you did something else (sleep in a WL or sit in a non-CIWL carriage); a WR was often the only CIWL carriage in a (not sleeping) train. A WP, which had large armchairs, was meant to stay in your chair during the entire journey (which was always during the day) and there you also got your meal from the kitchen. Often a WP and a WPc were coupled (a so-called couplage) where one kitchen served the meals for two carriages.

Besides this grouping there is another categorization: cars made before approximately 1925 were made with wooden bodies and recognised by their teak appearance. Cars made after that date had steel bodies. These later cars were painted blue, brown/cream or blue/cream[6]. Some of the teak cars also received a painted livery such that they could be combined with the steel cars. In the teak period the name Pullman car or WP was not used; luxury cars to sit in were called Wagon Salon (WS).

In the next chapters for each of the types (WL, WR, WP/WS, F) first the teak cars are described and thereafter the steel cars.

Since only a small number of the cars in this book are teak cars these are not further described in different sub-types. The steel cars are described in subtypes as follows:

WL – sleeping cars

The table based on information found on the internet, gives a (possible incomplete) overview of the sleeper types:

CIWL sleeper									
Type	***S***	***Z***	***LX***	***Y***	***F***	***P***	***UH***	***MU***	***T2***
Introduced	1922	1926	1929	1930	1936	1955	1957	1964	1968
Number built	189	100	90	272	25	80	40	108	173
Compartments		11	10	11	9	20	11	12	18
Number of beds	16-24	22-33	10-20	11-33	9-18	20	33	12-36	36
Length (Metre)	23.45	23.45	23.45	23.45	19.23	24	25.1	26.4	26.4
Speed (KM/H)	140	140	140	140	120	140	160	160	160

[5] I use the abbreviations WL, WR and WP in this catalogue; especially in French writings VL, VR and VP are also used.
[6] Or white, but only for a small number of cars used in very sunny countries like Egypt.

WR – restaurant cars

There were a number of series of restaurant cars made, however since they look very similar they are not recognised in different types except for a difference in number of bays (7 or 8) c.q. rows of tables. Later some Pullman cars were rebuilt into restaurant cars, so a change from WP(c) to WR. Further a small series of more modern outline restaurant cars was made in Austria (numbers 4255-4266).

WP – Pullman cars

Pullman cars, with exception of the Sud Express type, were recognised by their oval windows at the car ends. The Pullman cars were made in series, so a list with types and CIWL numbers is easily made. There were 4 types of WP(c), in order of introduction:

- Sud Express: WP 2737-2742; WPc 2743-2748, 2839-2841
- Flèche d'Or (8 bays/windows): WPc 4001-4015, 4031-4040, 4051-4065, 4081-4085; WP 4016-4030, 4041-4050, 4066-4080, 4086-4090[7]
- Etoile du Nord (9 bays/windows): WPc 4091-4110; WP 4111-4130
- Côte d'Azur (7 bays/windows): WPc 4131-4147; WP 4148-4164

Further: A small number of narrow gauge Pullman cars were made for the Golden Mountain Pullman Express and 10 British Pullman cars were bought and used by the CIWL for a couple of years.

F – Fourgon

There were 3 types of CIWL steel Fourgons, there were not that many so a list with types and CIWL numbers is easily made:

- Fourgon truck – Luggage vans with containers: 1260-1262
- 6 ports – Luggage car with 6 baggage doors (3 on each side): 1263-1296
- 8 ports – Luggage car with 8 baggage doors (4 on each side): 1245-1256

[7] Only de first series (numbers 4001-4030) of the Flèche d'Or type had the decoration with golden arrows on their sides.

3 Sleeping

A sleeping car in CIWL parlance is a WL (Wagon Lits); in steel sleeping cars there is a large number of subtypes like LX, MU, T2 etc.

3.1 Teak carriages

3.1.1 Model types

There are not many teak sleeping cars made in the larger gauges; in H0 there are more, there are at least 6 versions in my collection.

3.1.1.1 *0 Gauge*

This is a model of sleeper number 1868. This sleeper was made in 1908 by Breslauer. The model is made by the Italian builder Dottori for Fulgurex. It is a high end (high price) well detailed model made of metal but with the outside made of teak/wood, which of course gives a good impression of the real thing. It is made to a scale of 1:43.5 and is 46 cm long and has interior lights. The Fulgurex catalogue number is 2559/2.

Compartment side

Compartment side with interior lights

Corridor side

DES GRANDS EXPRESS EUROPEENS

DES GRANDS EXPRESS EUROPEENS

3.1.1.2 *H0 Gauge*

Altaya, which is a publishing company that issues collectible items and associated booklets, issued two Orient Express sets, one from 1910 and one from 1929, which were made in China. The set from 1910 consists of a Nord Atlantic locomotive and teak cars: two luggage vans, two WL's and a WR. The WL's have both CIWL number 1782, these cars were made in 1907/08 for the Ostende Wien Express. The bodies of these cars are however "based" on the Trix WL with CIWL number 1000 with catalogue number 3790 and are thus not correct for these CIWL numbers. The plastic cars are reasonably detailed and have interior; they are 23 cm long.

Compartment side

Corridor side

With catalogue number H44010 Hobbytrain made a set using the name Ostende-Wien Express with two sleepers and a 3-axle Fourgon. The WL's have CIWL number 1775 and 1781 and are based on cars made in Germany by MAN in 1907/8. The content of this rather expensive Hobbytrain set, which is as far as I know made by the same manufacturer that supplies LS Models, is highly detailed. The plastic cars are lighted and have interior. Length of the cars is 23 cm.

Compartment side

Corridor side

Liliput made a number of “generations” of CIWL cars; With catalogue number 26600 they made a sleeper with CIWL number 1660, a car with this number was made in 1907 for Italy and should have Italian inscriptions. The plastic car is reasonably detailed and has interior; it is 24 cm long.

Compartment side

Corridor side

Liliput made with catalogue number 860 a set of carriages under the name Orient Express with two luggage vans, two WL's and a WR. The WL's have CIWL number 1710 and 1711, these cars were made in 1907 for the Orient Express. The plastic cars, which only differ in their number, are very detailed and have interior and interior lighting; they are 24 cm long.

Corridor side

Compartment side

Also Märklin made, with catalogue number 42795, a set of carriages, using the name CIWL Express Train Passenger set, with two luggage vans, two WL's and a WR. The WL's have CIWL number 2169 and 2180, these cars were made in 1911/1912. The plastic cars, which only differ in their number, are detailed and have interior and LED interior lighting; they are 24 cm long. The bodies of these cars are wrongly based on the Trix WL with number 1000, but have the correct 4 wheel bogies for these WL's.

Compartment side

Corridor side

Trix made a couple of teak cars in the eighties. The WL with catalogue number 3790 is based on CIWL number 1000 which was made to be shown at an exhibition in Belgium; it is the only WL with 6 wheel bogies and was made in 1905. The teak and cream livery is rather unique for a WL and was apparently applied for the exhibition. It is a nicely detailed plastic model with some metal details and a length of 24 cm. The car has lighting and interior.

Compartment side

Corridor side

3.1.1.3 *N Gauge*

With catalogue number H22100 Hobbytrain made a set similar to the H0 set of the Ostende-Wien Express, also with two sleepers and a 3-axle Fourgon. The WL's also have CIWL number 1775 and 1781. The content of this rather expensive Hobbytrain set is highly detailed. The plastic cars are lighted and have interior. Length of the cars is 13 cm.

Compartment side

Corridor side

3.1.2 Toy train types

3.1.2.1 *1 Gauge*

This 1 Gauge sleeper is made by Bing in Nurnberg around 1920 with catalogue number 10242/1. It is a lithographed tinplate car in the style of the teak cars. It has no number, the length is 34 cm. The lettering on both sides is CIWL.

The doors can be opened

The roof is hinged and when opened shows the interior.

3.1.2.2 *0 Gauge*

These AS WL's are part of a series of CIWL Orient Express cars AS made. The cars differ but both do not have the window arrangement of real sleeping cars. The first/second class sleeping car has CIWL number 607 and the third class sleeping car has number 3131; these were numbers used for teak WL's, the first one a car made in 1899 and the second a car made with number 507 in 1897 and renumbered to 3131 in 1927. The cars are metal overall (lithographed tinplate for the body), have no interior and have a length of 37 cm. AS used the catalogue references 302500 and 302600 for these cars.

AGONS-LITS ET DES GRANDS EXPRESS EUROPEENS
SLEEPING-CAR
I-II CLASS
Nº 607 A
PNEUMATIQUE
WESTINGHOUSE
D'AXE EN AXE 2m500

NATIONALE DES WAGONS-LITS ET DES GRANDS EXPRESS EUROPEENS
SCHLAFWAGEN
III KLASSE
Nº 3131 A
D'AXE EN AXE 2m500

This Gauge 0 sleeper is made by Bing in Nurnberg around 1920 with catalogue number 10242/0. It is a lithographed tinplate car in the style of the teak cars and very similar to the 1 gauge version, see 3.1.2.1. The roof is repainted and the lithography of the sides are a bit damaged. It has no interior and the length is 22 cm.

This JdeP (Jouet de Paris)[8] car with teak lithography is, I assume, a sleeping car. It has the number 4682, which is not meant to be the CIWL number but the JdeP catalogue number. The lithography bogies are to be noted.

[8] Trains made by Jouet de Paris were marked JdeP until approximately 1930, after that they were marked JEP. It is noticeable that there seems to be no teak cars marked JEP; of course after 1930 the modern CIWL cars were steel cars. So toy-trains seemed to follow contemporary prototypes (Modern Thomas the tank engine toys are very different in this aspect).

Next JdeP (Jouet de Paris) 4-wheel car with teak lithography is also, I assume, a sleeping car. It has no number. The JdeP catalogue number is 4462 and it has a length of 12 cm. The lithography on the frame is to be noted.

The previous cars have the CIWL markings, the next two JdeP cars are also teak lithography tin cars but do not have any further markings; I assume they were meant to be CIWL sleepers. The 8-wheel version (JdeP catalogue number 4642) is 20 cm long, the 4-wheel car (JdeP catalogue number 4633) is 15 cm long.

3.1.2.3 *28 mm Gauge*

Next JdeP (Jouet de Paris) 4-wheel cars with teak lithography are also, I assume, sleeping cars. They have no number. JdeP made trains for 28 mm[9] only in sets. These cars came in a set with a 2-2-0 clockwork locomotive and a baggage car with catalogue number 461.3. The cars each have a length of 10 cm.

[9] JdeP and also CR used this 28 mm gauge, but only for small, low budget, trainsets. They are sometimes also called 25 mm gauge since 25 mm is the distance between the rails.

3.1.2.4 *H0 Gauge*

Märklin used the name Primex for a series of simpler models to be sold via department stores. This WL with teak layout is made of lithographed tinplate; the same body with similar window arrangement was also used for other cars. This has catalogue number 4191 and is 22 cm long.

3.2 Steel carriages

A large number of CIWL steel sleeper types are recognised; the table based on information found on the internet, gives a (possible incomplete) overview:

CIWL sleeper									
Type	***S***	***Z***	***LX***	***Y***	***F***	***P***	***UH***	***MU***	***T2***
Introduced	1922	1926	1929	1930	1936	1955	1957	1964	1968
Number built	189	100	90	272	25	80	40	108	173
Compartments		11	10	11	9	20	11	12	18
Number of beds	16-24	22-33	10-20	11-33	9-18	20	33	12-36	36
Length (Metre)	23.45	23.45	23.45	23.45	19.23	24	25.1	26.4	26.4
Speed (KM/H)	140	140	140	140	120	140	160	160	160

3.2.1 Type F

The type F or Night Ferry sleepers were made to run from Paris to London, crossing the channel on a ferryboat. They were smaller than all other CIWL sleepers and had entrance doors only on one end.

3.2.1.1 *0 Gauge*

This carriage is a model of a car with number 3794 and is made from a Westdale kit; I do not know who made up this car from the kit, it might be made by Westdale (Westdale is a small British kit manufacturer). The body is made of aluminium. The car has interior and has a length of 45 cm.

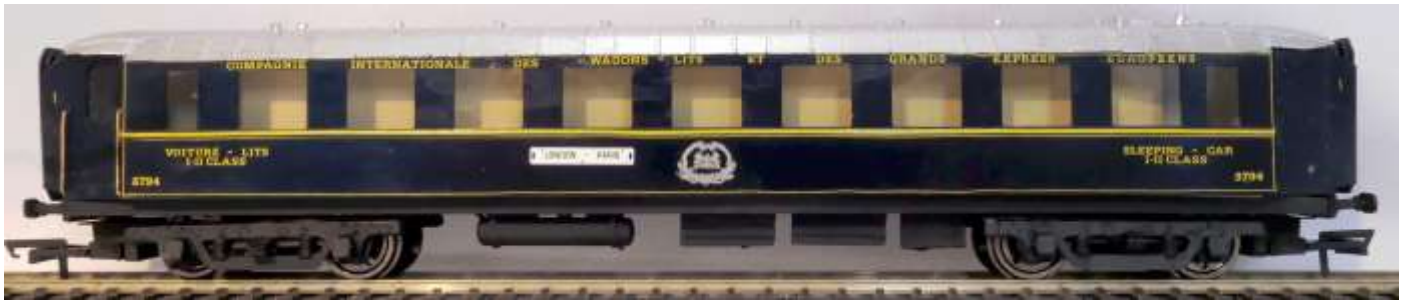
Compartment side

Corridor side

Recently I acquired three of these Westdale type F Night Ferry sleeping cars which were in a bad state. I did some repair and with the four cars I have it makes a plausible Night Ferry model: https://youtu.be/C4hWQe6XwoU. The CIWL numbers are 3779, 3789 and 3805.

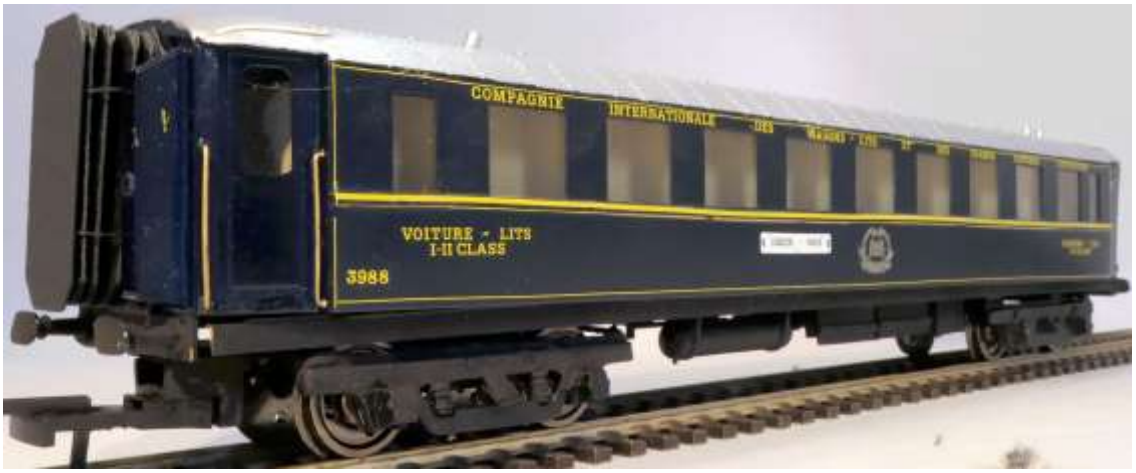
3.2.1.2 *00 Gauge*

Some brass rolling stock kits from the past decade were produced by the British manufacturer MARC Models in collaboration with Model Rail. These were also portraying various vehicles from the CIWL Night Ferry train. Sadly, these were discontinued a few years back. I did find a set of 5 sleeping cars, 2 SNCF vans and a British Railways van made from these kits by an unknown modeller. The painted brass type F WL models have the CIWL numbers 3794, 3802, 3983, 3985 and 3988 and are each 25 cm long.



Corridor sides

Compartment sides



VOITURE - LITS
I-II CLASS
3985

EUROPEENS
SLEEPING - CAR
I-II CLASS

INTERNATIONALE DES WAGONS - LITS ET DES GRANDS

ITERNATIONALE DES WAGONS - LITS ET DES GRANDS
LONDON - PARIS

EXPRESS
EUROPEENS
SLEEPING - CAR
I-II CLASS
3794

Although not owned by the CIWL the British made Night Ferry van was especially made and liveried for the Night Ferry in blue with yellow lettering, so it deserves a place here. This painted brass metal 4-wheel model van is 16 cm long.

And this are the MARC Models SNCF Night Ferry vans.

3.2.1.3 *H0 Gauge*

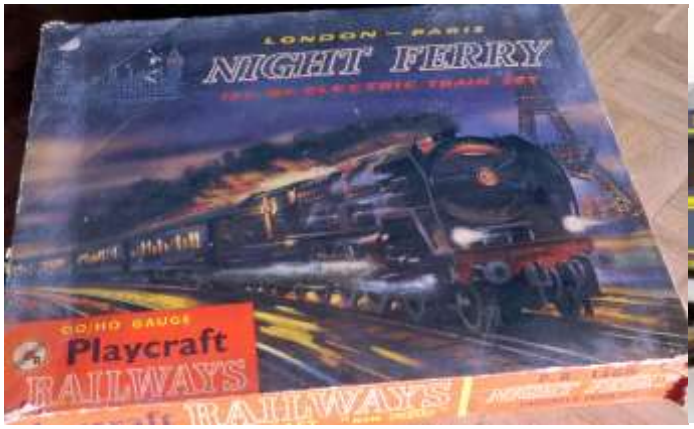
Jouef made this plastic WL of type F in the sixties. This is a scale model fitting for the period it was made. It has interior and has a correct length of 23 cm. This coach was similar to other Jouef CIWL coaches of that period. Since the F type is smaller than other CIWL coaches this was actually better to scale. It has CIWL number 3933 which is not correct for a type F WL. It is marked as Jouef for Playcraft so it was available in the UK under the Playcraft brand.

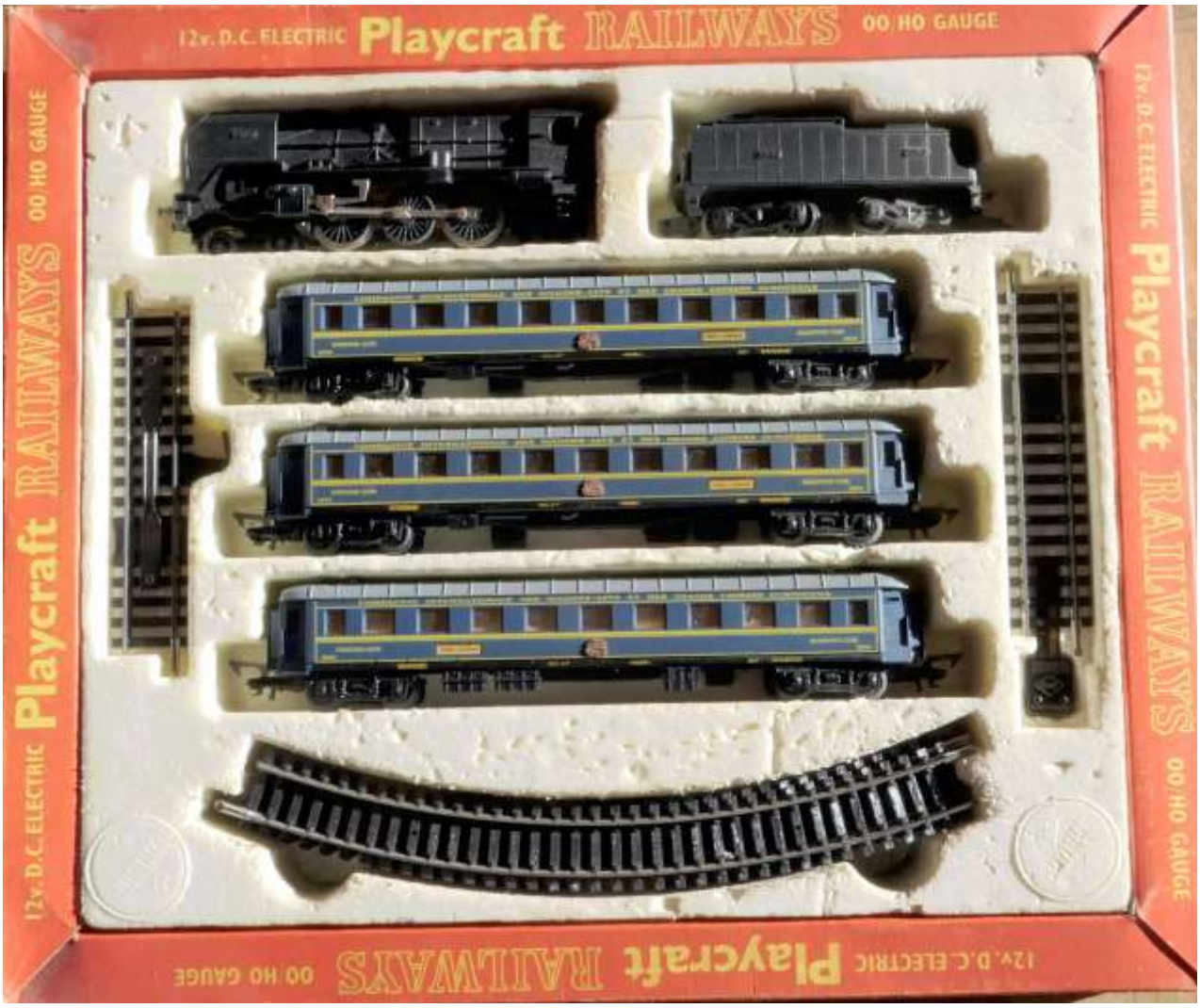
Corridor side

Compartment side

Note the door-less vestibule

Playcraft issued a Night ferry trainset with catalogue number P.R.1460 that contained, besides a SNCF Super-Pacific locomotive and an oval of 2-rail track, three of the also above shown Night Ferry type F cars with the wrong CIWL number 3933.





LS Models made a range of different cars and sets of 3 type F sleepers, this is set with catalogue number 49122. They have number 3801, 3805 and 3988. They have the post-war livery, which did not mention I-II CLASSE, and are very detailed 1:87 scale models with a length of 22 cm. These cars have interior including curtains which are applied differently for the 3 cars as can be seen here.

Corridor side 3805

Compartment side 3801

Compartment side 3805

Compartment side 3988

COMPAGNIE INTERNATIONALE DES WAGONS - LITS ET
VOITURE - LITS

LITS ET DES GRANDS EXPRESS EUROPEENS
SLEEPING - CAR

COMPAGNIE INTERNATIONALE DES WAGONS - LITS ET
VOITURE - LITS

LITS ET DES GRANDS EXPRESS EUROPEENS
SLEEPING - CAR

And here is a single LS Models type F sleeper issued with catalogue number 49126. It is a model of WL 3792 in the pre-war livery with first and second class indication.

Compartment side

Corridor side

3.2.2 Type LX

The type LX is considered to be most luxurious of the CIWL sleepers; they are easily recognised by the oval windows in the doors, which are not used in any other sleeper or restaurant car but are also used on Pullman cars. Models of the LX type are made by many model train manufacturers.

3.2.2.1 *1 Gauge*

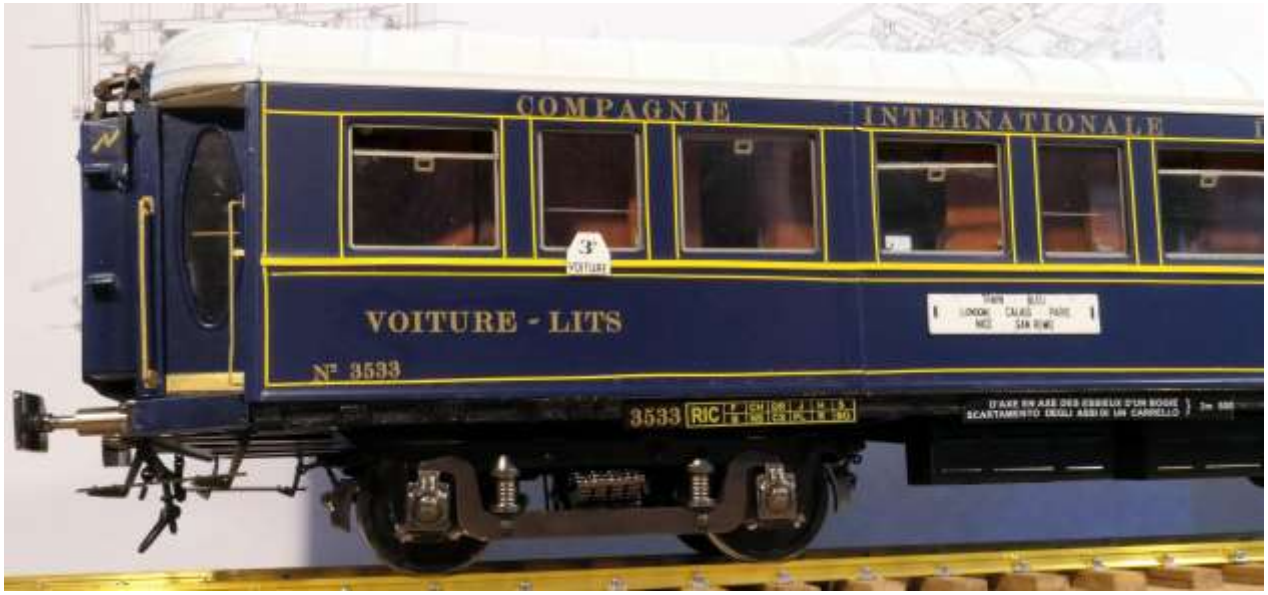
Amati, the model company of, in general, kits for ships models from Italy made as first (and only) railway model a kit for an LX sleeping car. The kit, which is striking in its interior detail, builds into a model of CIWL LX sleeping car 3533; when build conform the instructions a static model and not a running model will result. I made some changes to the frame and bogies when building the kit, such that it can run on my garden layout. I used lettering for Le Train Bleu and not for the Orient Express.

The kit came in a large box with pictures showing the finished product and some details. The car on the box looked wrong to me because of the roof ends, which did not have the curves which are prominent with CIWL cars. I made new roof ends by using pieces of hard foam as advised by Ludo. Many more pictures, also of the partial finished car, to be seen on this page (http://sncf231e.nl/amati-kit-for-a-ciwl-lx-sleeping-car/) of my website.

The large kit box was full with all sorts of material (etch brass and nickel silver, brass strips and tubing, cast metal components, plastic parts, aluminum axles and wheels, lots of wood in strips and laser cut parts, paper and carton for the interior detail, decals for lettering and self-adhesive striping) and very good drawings and full color instruction books.

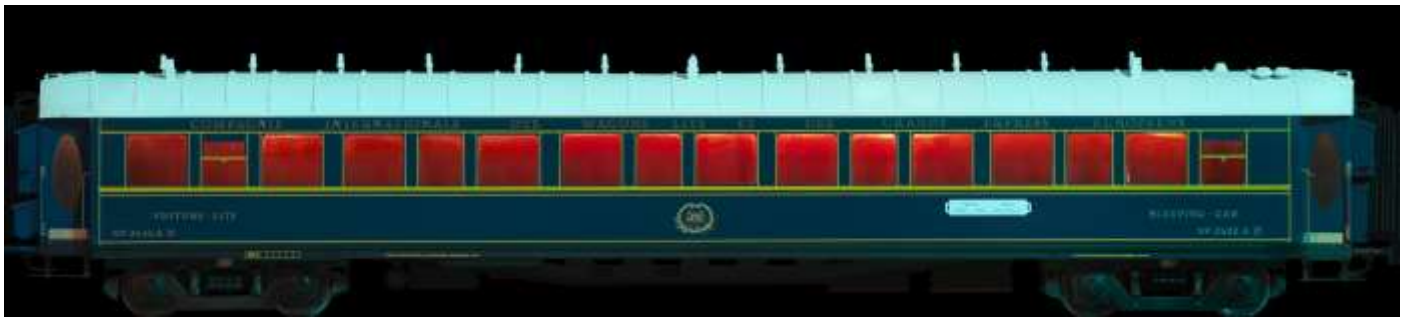
Compartment side

Corridor side


COMPAGNIE INTERNATIONALE
VOITURE - LITS
N° 3533
3533 RIC

This carriage is made by J&M Models for Fulgurex (catalogue number EC/100); it has a length of 74 cm and is to a scale of 1:32. The coach is all metal with exception of the roof and interior; of course, it is lighted. The car number is 3532 and it has destination boards for Le Train Bleu. This specimen is famous for being used in the iPad app on the History of the Orient Express

Corridor side



Corridor side with interior lights on.

Compartment side; looking through the windows you see some French Ohlala scenes; the curtains should have been closed.

Corridor side

EXPRESS EUROPEENS
SLEEPING CAR
Nº 3532 A

EXPRESS EUROPEENS
SLEEPING CAR
Nº 3532 A

3.2.2.2 *0 Gauge*

This carriage is made in Italy by Elettren (catalogue number 1503) and has the CIWL number 3551; it has a length of 55 cm and is to a scale of 1:43,5. The coach is all metal with exception of the roof and interior; of course it is lighted.

The Elettren cars are well known for their realistic interior as you can see in some extra pictures.

This car is populated with OMEN figures

Fulgurex sold many Elettren 0 Gauge CIWL cars. Around 1990 Fulgurex and Elettren split for unknown reasons and Elettren cars were sold by Lemaco for a short period. Fulgurex then had a small number of CIWL cars made by FM in Korea. These cars were more detailed than the Elettren cars but were also much more expensive. This is the sleeping car of this series, a WL type LX with CIWL number 3482. The model has a length of 55 cm and is to a scale of 1:43,5. The model, with catalogue number 2627/1, is all made of brass. The car wears also a UIC number; it is owned by the VSOE (Venice Simplon Orient Express) and still in use. It has interior, including a seat for the sleeping car attendant, and interior lights.

Compartment side

Corridor side

COMPAGNIE INTERNATIONALE DES WAGONS-LITS
SLEEPING CAR
N° 3482 AB
3482

SCHLAFWAGEN
N° 3482 AB

This WL LX model is made by MTH in an “Orient Express” set (catalogue number 20-60004) with 2 Pullman cars, a restaurant, a sleeper and a luggage car. The CIWL number is 3532 and the length is 54 cm. This plastic car has interior and is lighted.

Compartment side

Corridor side

3.2.2.3 *H0 Gauge*

Altaya, which is a publishing company that issues collectible items and associated booklets, issued an Orient Express set from 1929. This set, which was made in China, consists of a SNCF 231E pacific locomotive with steel cars: two luggage vans, two WL's and a WR. The WL's of type LX have CIWL number 3516 and 3532, these cars were made in 1929/30. These cars look like copies of the RivaRossi LX cars but with shiny white roofs. The plastic cars are reasonably detailed and have interior; they are 27 cm long.

Compartment side

Corridor side

France Trains made a couple of LX models; one has catalogue number 302 and the prototype was made in 1929 with CIWL number 3472; another has catalogue number 303 and the prototype was made in 1929 with CIWL number 3511. This are detailed plastic models with interior to a scale of 1:87 with a length of 27 cm. Not only the inscriptions and car number differ, also the colour of the interior differs between the two cars.

Compartment side with German lettering

Corridor side

Compartment side with Italian lettering

Corridor side

The photographer did not see the skew buffers

TRAM used France Trains moulds after 1981 to make some LX models; one has catalogue number 2538 and that WL was made in 1929 with CIWL number 3519; another has catalogue number 2539 and that WL was made in 1929 with CIWL number 3492. These are detailed plastic models with interior to a scale of 1:87 with a length of 27 cm.

Compartment side with Italian lettering

Corridor side

Compartment side with German lettering

Corridor side

EUROPEENS
SLEEPING - CAR
3519

INTERNATIONALE
EISENBAHN
VOITURE - LITS
3492

EUROPEENS
SLEEPING - CAR
3519
INTERNATIONALE
VOITURE - LITS
3492

LS Models announced LX sleeping cars H0 models in 2015 and in 2025 they were made in several versions. I have two Period 3b LX20 models, one with car number 3479 (Catalogue number 49235) and one with number 3531 (Catalogue number 49236). The original car with number 3479 was made by Metropolitan in England while 3531 was a French EIC product. One of the differences is the size of the oval window in the door and in the models this difference is clearly shown.

The plastic cars with highly detailed interior and exterior including the underside are 27 cm long.

Corridor side

Compartment side

The cars have interior lighting

COMPAGNIE INTERNATIONALE DES WAGONS - LITS ET DES GRANDS EXPRESS EUROPEENS
VOITURE - LITS
3479

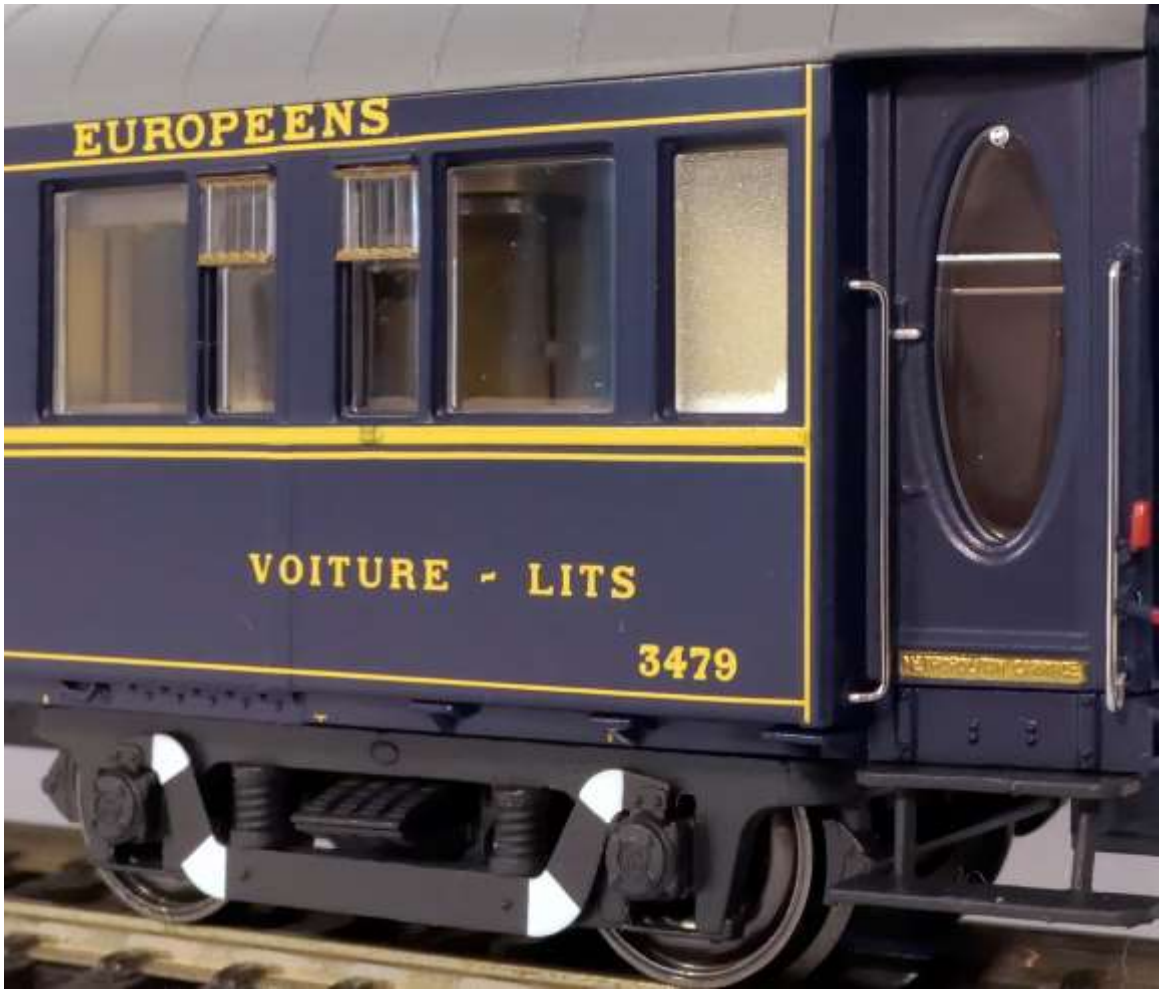
GRANDS EXPRESS EUROPEENS
VOITURE - LITS
3531

COMPAGNIE INTERNATIONALE
VOITURE - LITS
3479
Fs 3479

EXPRESS EUROPEENS
VOITURE - LITS
3479

INTERNATIONALE DES WAGONS - LITS ET DES

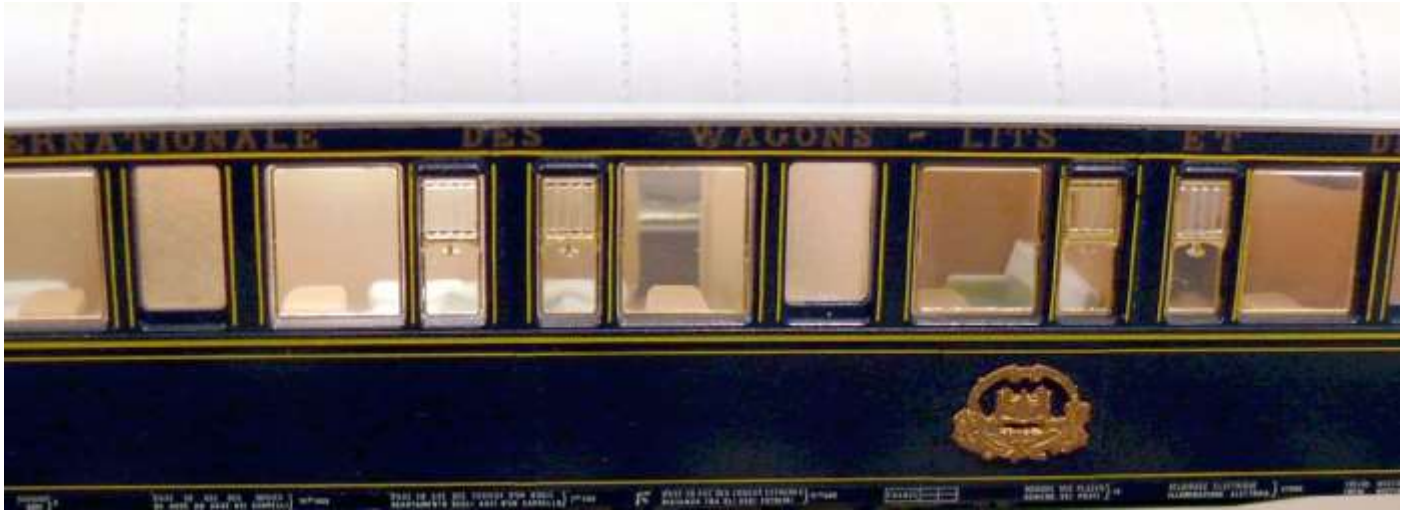
COMPAGNIE INTERNATIONALE
VOITURE - LITS
3531



<= Note the Metropolitan builders plate under the door

This WL LX carriage is made by RivaRossi. It has interior and interior lights as can be seen. It is part of the RivaRossi Flèche d'Or set (Catalogue number 310). This set introduced a new series of detailed CIWL cars by RivaRossi; the detailing is good but the choice of detail-colours, like the white buffers, is sometimes a bit overdone. The CIWL number is 3532 and the length is 27 cm.

Corridor side with light on



Compartment side with lights on

3.2.2.4 *N Gauge*

DeAgostini, which like Altaya is a publishing company that issues collectible items and associated booklets, started to issue a N gauge model train. As far as I know they stopped after issuing only a few items. One of these items is an N gauge model of an LX sleeping car. The car is marked at the bottom with the maker Darstaed. Of course this is not the original Swiss Darstaed company, but the later Asian Darstaed company. The model represents an LX sleeping car with CIWL number 3616, which surprisingly is not a correct number for this type of car. One would have thought that Andries Grabowsky of Darstaed would know the correct numbers of LX cars or otherwise would have asked one of his advisors. It is a plastic car with a length of 15 cm.

A comparison between the DeAgostini and the Kato LX sleeping car.

Kato from Japan made a set with catalogue number K23217 called “Le Train Bleu“. The set of 7 CIWL cars contains a Fourgon, a WR, Salon Bar, WL type Y and 3 WL type LX. The scale is 1: 160 and the set is made of plastic and the cars have interior. The WL’s have the CIWL numbers 3480, 3542 and 3551. The cars only differ in lettering, length of the cars is 15 cm.

Compartment side of 3480

Corridor side of 3480

Compartment side of 3542, note Spanish lettering

Compartment side of 3551, note Italian lettering

GRANDI TRENI ESPRESSI EUROPEI
CARROZZA CON LETTI

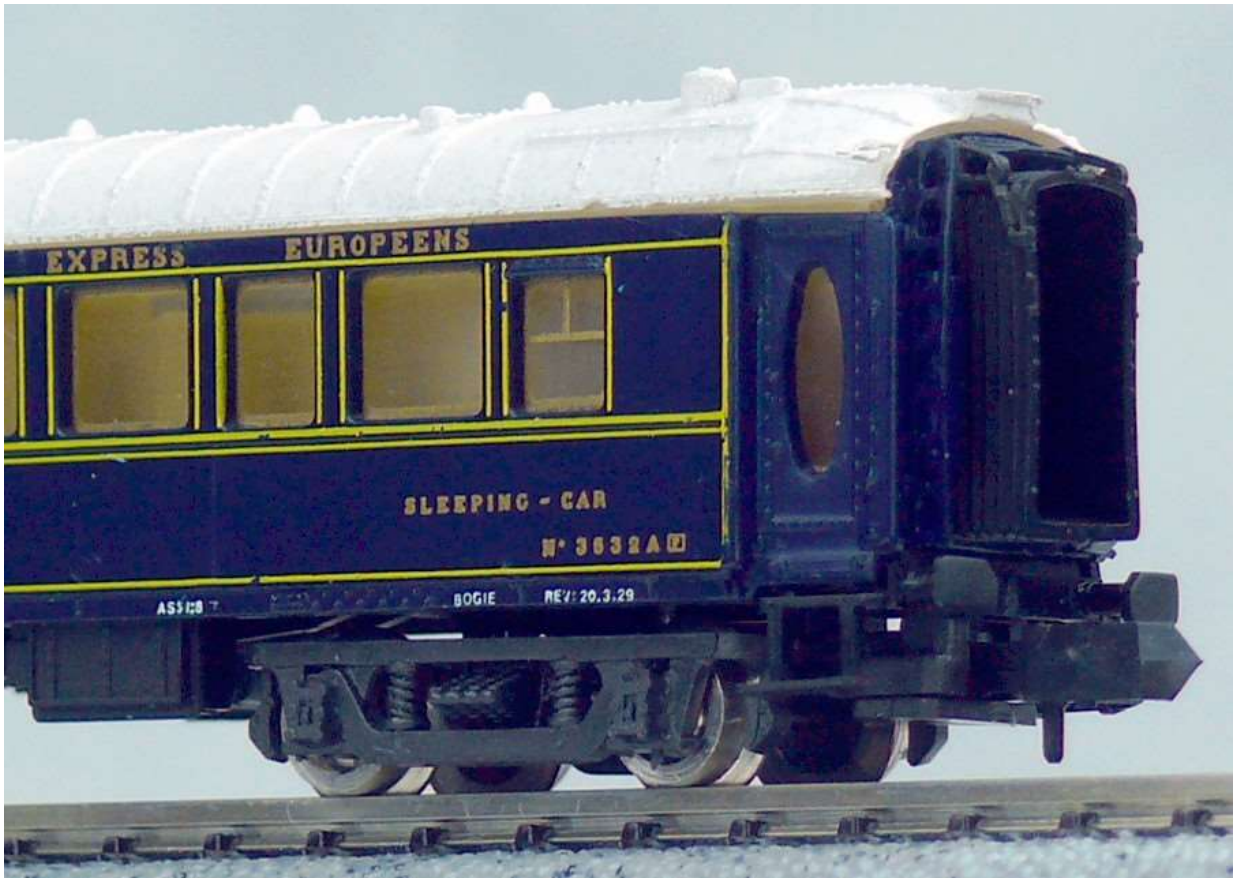
COMPAGNIE
SCHLAFWAGEN

CAMAS
CAMAS
COMPAGNIE
SCHLAFWAGEN

This carriage is made by RivaRossi with catalogue number 9554 and has the CIWL number 3532 (a popular number). The scale is 1: 160 and is has a length of 14 cm. It is made of plastic and has interior.

Compartment side

Corridor side



3.2.2.5 *Z Gauge*

Märklin made a Z gauge trainset being a model of the “Nostalgie Istanbul Orient Express” (catalogue number 8108) consisting of an LX sleeper and a WP, WR (or WPc) and an F. To complete this train a set of 3 additional WL LX were catalogued with number 8777. Here we see the 4 LX cars with correct CIWL numbers 3480, 3487, 3542 and 3551. These plastic coaches have a length of 10 cm and are nicely and correctly detailed with respect to their size.

Compartment side car number 3480

Compartment side car number 3487

Corridor side car number 3542 with Spanish lettering

Corridor side car number 3551

Edition Atlas issues all kinds of collectable stuff. They issued Le Train Bleu as part of the series “Trains Légendaires”; this is non-runner made only to display. The set contains a locomotive, a WR and a WL LX which can be seen here. It is supposed to be to a scale of 1:220 (Z gauge) and the coaches have a length of 10 cm. The CIWL number is 3466, the car has a one piece plastic body with a metal floor and plastic wheels.

3.2.3 Type MU

The name of this coach refers to being modern and universal (Moderne Universelle). Like more modern sleeper types, it has entrance doors only at one end.

3.2.3.1 *0 Gauge*

As far as I know the only 0 gauge model of an MU sleeping car was made by Hübner for Fulgurex in 1968, the Fulgurex catalogue number is 2550. A full length and a shortened version was made. I have the full length version which is 61 cm long. It is a completely metal model with CIWL number 4776 and with interior light but had no interior. I added a simple interior and some passengers myself. The Minden type bogies used by Hübner have a Darstaed trademark.

Compartment side

Corridor side

3.2.3.2 *H0 Gauge*

In H0 a couple of models of type MU are or were made.

The Italian company ACME issued this MU WL with number 4776, i.e. the same number as used for the Fulgurex 0 gauge model, under catalogue number 50590. This very detailed plastic model with interior and skirting is made in China, it has a length of 30 cm.

Compartment side

Corridor side

ACME made a slightly different later version of the MU sleeper with UIC number, but original CIWL number 4797, under catalogue number 50620. This model is also very detailed with interior, it has a length of 30 cm.

Compartment side

Corridor side

In a trainset with catalogue number 55253 of the Italian night train “Il Tuttoletti” ACME included, besides a CIWL type P and YC sleeper and a FS baggage car, two MU cars with CIWL number 4758 and 4759. Apart from the numbers the two cars are identical. These 30 cm long plastic cars are very detailed with detailed interior and came with metal direction boards “Milano – Roma”.

Compartment side

Corridor side

EXPRESS
EUROPEENS
VOITURE - LITS
4759

COMPAGNIA
INTERNAZIONALE
CARROZZA CON LETTI
4759

EUROPEENS
VOITURE - LITS
4759

CON
LETTI

EXPRESS
EUROPEENS
VOITURE - LITS

COMPAGNIE
INTERNATIONALE
CARROZZA CON LETTI
4759

This model of the type MU sleeper with CIWL number 4787 was made by the Italian firm Lima. With a length of 26 cm this model is shortened. The car has no interior and has simple detailing, it does have skirting.

The compartment side has the German ISG marking and sleeping car in Swedish (SOVEVOGN).

The corridor side has Italian and French markings

The next two models of an MU sleeper are plastic models made by RivaRossi, they both have interior. The first one with the white roof is a later more detailed issue of a car with UIC number, CIWL number 4792 and catalogue number 3542 and is 30 cm long; the second, with CIWL number 4740 and a grey roof, is 29 cm long and has catalogue number 2517. Note the earlier model has skirting, the later model has not.

Corridor side with German lettering (Internationale Schlafwagen Gesellschaft)

Compartment side, note the lettering “et des Grands Express Européens” is not present

The corridor side, note the Italian lettering

Compartment side

3.2.4 Type P

Their name refers to their designer, Albert Pillepich, chief engineer of the technical department of the CIWL. This sleeper is made of stainless steel and therefore has that colour, but it has a blue band which contains the text CIWL.

3.2.4.1 *0 Gauge*

This carriage is a model of a type P sleeper car with CIWL number 4576 and is made in Korea for Fulgurex; it is a very nice metal model in scale 1: 43.5 and is rather large with a length of 55 cm. It has interior and interior lights. The Fulgurex catalogue number is 2635/1. This model has the later UIC bellows at the car ends and the shortened CIWL lettering without et des Grands Express Européens.

Compartment side with German lettering

Corridor side

Fulgurex also issued the same type P sleeper as original made with regular bellows. This car has catalogue number 2635.

Compartment side with Italian lettering

Corridor side

COMPAGNIE INTERNATIONALE
SLEEPING - CAR

ESPRESSI EUROPEI
CARROZZA CON LETTI

CARROZZA CON LETTI

EUROPEENS
CARROZZA CON LETTI

3.2.4.2 *H0 Gauge*

In H0 many models of type P are or were made; the older models are lengthwise not to scale.

In a trainset with catalogue number 55253 of the Italian night train “Il Tuttoletti” ACME included, besides a CIWL type YC and two MU sleepers, a type P car with CIWL number 4551. This 27 cm long plastic car is very detailed with detailed interior and came with metal direction boards “Milano – Napoli”.

Compartment side

Corridor side

A nice detail: the indication which is lighted in bleu on the real car when beds are available includes (almost) readable text; this detail is also present on the LS Models version.

Heris made some years ago, with catalogue number 18001, this scale model (1:87) of the WL type P wit CIWL number 4503; later LS Models issued an improved version (now also in my collection). This model is nicely detailed and has interior, its length is 27 cm. The colour of the blue details however is too light.

Compartment side

Corridor side

The Italian company INGAP made this very toy-like but still recognizable model of a WL type P. It is all plastic (including wheels) and has a length of 19 cm. The car bears no number.

Compartment side

Corridor side

This Kleinbahn P sleeper with catalogue number 385 and no CIWL number is shortened (22 cm) but has the correct window layout. Kleinbahn made this car in two versions with different blue colour and different lettering; one of these has a fixed destination board of the “Wiener Walser” train between Basel and Vienna.

Compartment side

Corridor side

COMPAGNIE INTERNATIONALE DES WAGONS - LITS ET
VOITURE-LITS

COMPAGNIE INTERNATIONALE DES
SCHLAFWAGEN

EXPRESS EUROPEENS
SLEEPING CAR

LS Models made an exactly 1:87 scale model of the type P sleeper which is very detailed. The plastic model is 27 cm long and has catalogue number 49101. The CIWL number is 4548, a type P stationed in France.

Compartment side

Corridor side

COMPAGNIE INTERNATIONALE
VOITURE-LITS
F 4548

EXPRESS EUROPEENS
SLEEPING-CAR
4548

COMPAGNIE INTERNATIO
SCHLAFWAGEN
F 4548

The Italian company Pocher made this P type sleeper in a version with and without interior lights. Both cars have CIWL number 4566, the Pocher catalogue number is 204/2 or 204/3 (2-rail or 3-rail system). These cars have no interior and are 23 cm long. These cars are plastic with metal bogies.

Compartment side

Corridor side

Right the coach with interior lighting, an electrical connection can be seen at the underside.

RivaRossi made with catalogue number 2513 this version of the type P sleeper with the later UIC bellows at the car ends. The CIWL number of this 28 cm long car is 4569. The car is plastic and has interior, it is from an earlier RivaRossi era when the scale used was a bit larger than 1:87.

Compartment side

Corridor side

The French company VB (Vollon et Brun) from the 1950's was famous for their goods wagons, they only made a small number of passenger cars. This type P has catalogue number 262 and is 25 cm long. It has no interior, no CIWL number and no detail at the undercarriage.

Compartment side

Corridor side

3.2.5 Type S

The type S sleeping cars were the first CIWL steel sleeping cars, the S is from steel. At least one of the S type sleeping cars, number 2644, wore an exuberant blue and gold striped livery (see front page of this book). Both Elettren and J&M Models made models of sleeping car number 2644.

3.2.5.1 *1 Gauge*

This carriage is made by J&M Models with catalogue number EC/104 for Fulgurex; it has a length of 74 cm and is to a scale of 1:32. The coach is all metal with exception of the roof and interior; of course it is lighted. This specimen is famous for being used in the iPad app on the History of the Orient Express.

Compartment side

Corridor side

COMPAGNIE INTERNATIONALE
VOITURE - LITS
Nº 2644 A

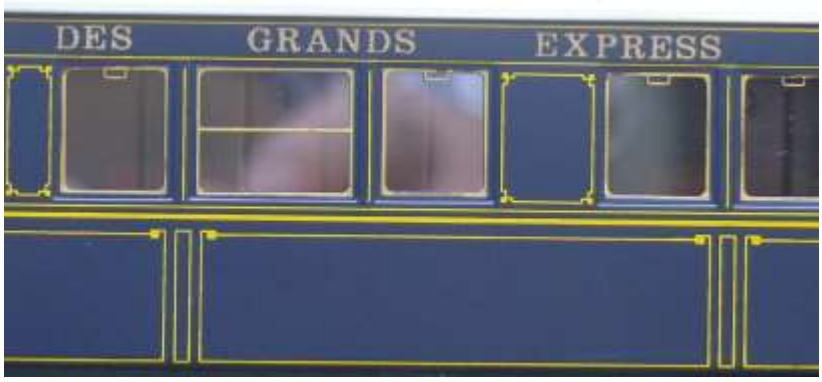
COMPAGNIE INTERNATIONALE DES
VOITURE - LITS
Nº 2644 A

3.2.5.2 *0 Gauge*

Elettren made a number of different type S sleeping cars. The first shown is an ST type with number 2644 and the blue and gold striped livery with catalogue number 1504; it has a length of 55 cm and is to a scale of 1:43,5. The coach is all metal with exception of the roof and interior; of course it is lighted.

Compartment side

Corridor side



Elettren made another S type sleeper (S2) with a different window configuration as the previous one. This has catalogue number 1502 and CIWL number 3406. It has the same length of 55 cm and is to a scale of 1:43,5. The coach is all metal with exception of the roof and interior; of course it is lighted.

Compartment side

Corridor side

A previous owner has added destination boards and carriage numbers.

3.2.5.3 *H0 Gauge*

LS Models made with catalogue number 49136 this very detailed model of a type S sleeping car with CIWL number 3452. This car was used in Turkey as can be seen by the Turkish lettering. The model is plastic and has a very detailed interior, the length is 27 cm.

Corridor side

Compartment side

Models World (LS Models) made with catalogue number MW 1001 a train set representing the Nord Express. This 7 piece set contained three type S sleeping cars with the correct CIWL numbers 2944, 2952 and 2958. The cars of this set all have interior lights and are very detailed, including the underside as seen here.

Corridor side

Compartment side

COMPAGNIE INTERNATIONALE DES WAGONS - LITS ET DES GRANDS EXPRESS EUROPEENS
SCHLAFWAGEN
I-II KLASSE

GESELLSCHAFT
VOITURE - LITS
I-II CLASSE
2958

EXPRESS EUROPEENS
SLEEPING - CAR
I-II CLASS
2944
TARE 57700

In 1940 a CIWL type S sleeping car with CIWL number 2774 was confiscated by the Germans and used as an ambulance car. LS Models made with catalogue number 49140 a model of this car with the remarkable red crosses on roof and sides. Note that is did not wear the CIWL emblem on the sides. It is a very detailed model with interior with a length of 27 cm.

Corridor side

Compartment side

3.2.6 Type S for Egypt

A series of 8 S type sleeping cars were made for Egypt. These cars had a striking white livery. Models of these cars were made amongst others by Elettren and RivaRossi. Of course these cars have also Arabic lettering. When collecting the Elettren Egyptian sleeper at the Elettren workshop Maurizio Ravasini, one of the two brothers making the Elettren coaches, told me that the design of livery, including the Arabic lettering, of these coaches were given by Elettren to RivaRossi to use it on their models. The car number used on the coaches by Elettren and RivaRossi is 3571 (the 8 coaches for Egypt were numbered 3570-3577).

Visit at Elettren, see the coach to be picked up at the shelf above the workbench

3.2.6.1 *0 Gauge*

This carriage is made in Italy by Elettren with catalogue number 1505; it has a length of 55 cm and is to a scale of 1:43,5. The coach is all metal with exception of the roof and interior; of course it is lighted. It has the correct layout which differs from the blue Type S Elettren sleeper described above.

Compartment side

Corridor side

3.2.6.2 *H0 Gauge*

RivaRossi made an Egyptian sleeper in this gauge with catalogue number 2912, however they used the body of the LX sleeper, so this model is looking good but not correct. It has a length of 27 cm and is to a scale of 1:87. It is a plastic model with interior.

Corridor side

Compartment side

The French company RMA made a model of a type SG sleeping car in Egyptian white livery. This car with number 3439 was originally delivered to Turkey and transferred to Egypt. The blue lettering on this plastic car without interior is remarkable and might not be prototypical. This car came in a kit with catalogue number 443.

Compartment side

Corridor side

3.2.6.3 *N Gauge*

RivaRossi also made an Egyptian sleeper in this gauge with catalogue number 9616, however also here they used the body of the LX sleeper, so this model is looking good but not correct. It has a length of 15 cm and is to a scale of 1:160. It is a plastic model with interior.

Corridor side

Compartment side

3.2.7 Type T2

This modern type (1968) was for Tourist with 2 beds in each compartment, hence the name T2. It has entrance doors at one side only. In H0 and N gauge some models of type T2 are or were made.

3.2.7.1 *H0 Gauge*

Electrotren is part of the Hornby International group and issued a model of the T2 with Spanish lettering which is based on a similar previous RivaRossi model. It has CIWL number 5319 and a UIC number. It is very nicely detailed including detailed interior. The plastic car has a length of 30 cm.

Compartment side

Corridor side

This carriage is a model of a car with number 5002 and is made by the French company RMA with catalogue number 452. It is to a scale of 1:87 and has a length of 30 cm; it is a plastic car with interior.

Compartment side

Corridor side

The next carriage made by RivaRossi with catalogue number 3619 is a model of the same car with number 5002. It is to a scale of 1:87 and has a length of 30 cm; it is a plastic car.

Compartment side

Corridor side

3.2.7.2 *N Gauge*

Fleischmann made in their Piccolo range of N gauge models with catalogue number 8114 this WL T2 model. The model looks good with a length of 17 cm; it has however a strange but not good visible interior. The CIWL number, which should be in the range 5000-5020, and the UIC number are not readable.

Corridor side

Compartment side

3.2.8 Type UH

This modern type (from 1957) was called Universelle (universal) since each compartment could be used by 1, 2 or 3 persons depending on class; the car was made by Hansa in Germany and known as type UH or U Hansa.

3.2.8.1 *H0 Gauge*

The Italian company ACME made with catalogue number 51002 this U Hansa car with CIWL number 4606. This car is 29 cm long and is a very detailed plastic, exact scale 1:87, model with interior.

Corridor side

Compartment side

It is no coincidence that the U Hansa, a German product, is modelled by the two large German train makers Fleischmann and Märklin, both in H0 gauge. This carriage is a model of a car with number 4581[10] and is made by Fleischmann; this is made from a kit with catalogue number 1506B. It is to a scale of 1:87 but shortened and has a length of 24 cm; it is a plastic car without interior but with interior lights.

Compartment side with French lettering

Corridor side with German lettering

[10] This seems to be a popular number; Dr. Fritz Stöckl used this number also on the front-page of his book Rollende Hotels.

This is a model of a type U car with number 4581 and is made by Märklin. It is to a scale of 1:87 but shortened and has a length of 24 cm; it is a metal (tinplate) car without interior. The Märklin catalogue number is 4029. This is my first CIWL item and thus the start of the CIWL collection. I received this as a present from my godmother on my birthday in 1963/4.

Compartment side with German lettering

Corridor side with French lettering

These four UH type cars with CIWL number 4591, 4599, 4602 and 4615 were made by Roco of Austria in a set with catalogue number 44050. These plastic cars are each 29 cm long; they are nicely detailed and have scale length and interior. Beside the CIWL number these 4 cars are the same.

4591 compartment side

4591 corridor side

4599 compartment side

4602 corridor side

4615 compartment side

COMPAGNIE INTERNATIONALE
SCHLAFWAGEN
Nº 4615 A

EXPRESS EUROPEENS
SLEEPING - CAR
Nº 4615 A

COMPAGNIE INTERNATIONALE
VOITURE - LITS
Nº 4615 A

3.2.8.2 *13 mm Gauge*

The Swiss maker Wesa made a range of 13 mm gauge model trains to a scale of 1:100 but shortened. This WL of type UH has CIWL number 4509. Both sides of the car look the same but have the correct window layout and livery for the corridor side of an UH car. The car is plastic with a partly metal frame; it has no interior and a length of 18 cm; catalogue number is 200.

3.2.9 Type Y

The type Y sleeping cars were made in a number of series between 1930 and 1950.

3.2.9.1 *0 Gauge*

This carriage with the number 3909, which is a model of the real car 3909 made in 1949 and is one of the second series of type Y cars, is made in Italy by Elettren with catalogue number 1500; it has a length of 55 cm and is to a scale of 1:43,5. The coach is all metal with exception of the roof and interior; of course it is lighted.

Sleeping compartment side

Corridor side

3.2.9.2 *H0 Gauge*

In H0 a couple of models of type Y and derivatives are or were made; some models are lengthwise not to scale.

A number of type Y sleeping cars were modernised in the sixties. ACME made a good looking scale model of the car with number 3951 that was transformed in type Ub and of which also one of the entrance platforms were suppressed. It is 27 cm long and has a very nice detailed interior showing the ladders for the upper beds.

Compartment side

Corridor side

This not very detailed metal JEP WL is made, like more H0 scale cars, by Rateau. According to J.P. Lepage, an authority on CIWL cars, it is a representation of a type Y sleeping car. The car has the wrong number CIWL number 1495 and the JEP catalogue number 6653. It has no interior and is 27 cm long. As you can see it is a bit play-worn.

Jouef made this plastic WL in the sixties with catalogue number 862. This is a near scale model, with a not completely correct window arrangement, fitting for the period it was made. It has interior and is a bit short at a length of 23 cm. It has CIWL number 3933 which is correct for a type Y WL. It is marked as Jouef for Playcraft so it was available in the UK under the Playcraft brand.

Corridor side

Compartment side

Jouef made this type plastic Y sleeper in the eighties with catalogue number 5301. This is a scale model with interior and a length of 27 cm. It has CIWL number 3690 but also has a UIC number.

Compartment side

Corridor side

LS Models made with catalogue number 49150 this very detailed model of a type Y sleeping car with number 3874. This car was used in Italy as can be seen by the Italian lettering. The model is plastic and has a very detailed interior, the length is 27 cm.

Corridor side

Compartment side

LS Models made based on the same body as the car on the previous page another type Y car representing a car that had its interior, layout of beds, changed and was called type Ub. It has CIWL number 3879 and shows the car at a later date with an UIC number and German lettering.

Compartment side

Corridor side

Models World (LS Models) made with catalogue number MW 1001 a train set representing the Nord Express. This 7 piece set contained a type Y sleeping car with the CIWL number 3589. The cars of this set all have interior lights, as shown in the first picture of the corridor side here, and are very detailed.

Compartment side

Corridor side

This model is made by PMP (Pierre Marie Pillon) and although not very detailed recognisable as a WL type Y. It bears the correct CIWL number 3905 (a popular number), the catalogue number is 532. This car is made in the 1950's of metal and has a length of 27 cm.

Corridor side

Compartment side

This WL is made by the French maker SMCF (Super Modèles de Chemins de Fer). This is a very heavy model cast of bronze. It has no interior and a length of 27 cm. The CIWL number is 3905 (a popular number). SMCF seems not to have given catalogue numbers to both their CIWL cars (WL and WR).

Corridor side

Compartment side

3.2.9.3 *N Gauge*

Kato from Japan made a set with catalogue number K23217 called “Le Train Bleu“. The set of 7 CIWL cars contains a Fourgon, a WR, Salon Bar, WL type Y and 3 WL type LX. The scale is 1: 160 and the set is made of plastic and the cars have interior. The WL type Y has the CIWL number 3909 (one of the second series of type Y sleepers), the length of the model is 15 cm.

Compartment side

Corridor side

3.2.10 Type YC

The type YC (the C indicating it has air conditioning) sleeping cars were made based on the type UH (see3.2.8) in 1957. The type YC is not much modelled; I have some H0 scale versions.

3.2.10.1 *ACME*

In a trainset with catalogue number 55253 of the Italian night train “Il Tuttoletti” ACME included, besides a CIWL type P and two MU sleepers, a type YC cars with CIWL number 4636. This 29 cm long plastic car is very detailed with detailed interior and came with metal direction boards “Milano – Roma”.

Compartment side

Corridor side

3.2.10.2 *Pocher*

I have two Pocher models of the type YC sleeping car. In H0 Pocher made a model of type YC; this older model is lengthwise not to scale at 24 cm. It has the CIWL number 4621. Pocher made these cars for 2-rail and 3-rail track and in a normal and a Super-Model version. Pocher Super Models had detailed interiors and some passengers in the interior. This is the 3-rail version with catalogue number 231/3 S.M.

Compartment side

Corridor side; a passenger can be seen walking through the corridor (and the CIWL emblem is lacking)

Here is a normal version of a Pocher type YC sleeper. This model has notable window frames inserts. The box of this model mentioned “Tipo Hansa”, but the real car with number 4621 was not made by Hansa but by Fiat.

Compartment side

Corridor side

3.2.11 Type Z

In 1926, the type Z sleeping cars were introduced with compartments with so-called "Z" partitions which allow a better distribution of available space. The type Z is modelled in various scales; I have one 0 and two H0 scale versions.

3.2.11.1 *0 Gauge*

Elettren made with catalogue number 1501 this type Z sleeping car with number 3323, so a model of a car made by EIC in 1928. It is one of the newer Elettren models with some better detailing like better looking hand rails. This car has a length of 55 cm and is to a scale of 1:43,5. It is all metal with exception of the roof and (lighted) interior.

Compartment side

Corridor side

As mentioned this type sleeping car is named Z since it was the first with non-straight, i.e. Z like walls between the compartments to gain extra room for the wash basin, which is modelled correctly as can be seen in the picture above.

3.2.11.2 *H0 Gauge*

France Trains made a type Z with CIWL number 3040, a type Z made in Nivelles by C.G.C. This is a correctly modelled plastic car with catalogue number 309 and a length of 26 cm.

Compartment side

Corridor side

A very detailed type Z model is made by LS Models with catalogue number 49212. The plastic model has the CIWL number 3325 and the livery as it wore around 1935. Note the first and second class lettering. It has a very detailed interior, the length is 27 cm.

Compartment side

Corridor side

3.2.12 OCEM Type

After the second world war a number of OCEM (Office central d'études de matériel de chemins de fer = French standardization office for railway stock) couchette sleepers were used by the CIWL. Since the distance between windows and roof was too small the CIWL marking was at the waist. These cars wore the simplified CIWL emblem. There were two small series of these sleepers, both modelled by France Trains. The first model has CIWL number 583 and catalogue number 236. The plastic car has interior and is to a scale of 1:87 with a length of 27 cm.

Compartment side

Corridor side

The other model of couchette car used as a CIWL sleeper made by France Trains has CIWL number 586 and catalogue number 235. The car has interior and is to a scale of 1:87 with a length of 27 cm.

Compartment side

Corridor side

3.2.13 Toy train types larger gauges

3.2.13.1 *Biaggi Sleeping car*

The Italian company Biaggi, also known under the name GEM for Giocattoli Elettro Meccanici (Electric mechanical toys) made a range of gauge 0 trains in de fifties including some CIWL cars in two lengths. Here is the long version of the sleeping car. The body of the car is one piece of cast aluminium. The car with catalogue number 6441/WL is 41 cm long. The blue colour is very dark making it difficult to make pictures. The car number is 6417 which is not an existing CIWL number.

Note that both side have the same compartment sidewindow arrangement.

3.2.13.2 *Darstaed Sleeping car*

The Darstaed tinplate style sleeping car is a copy or remake of a pre-war Märklin car. Darstaed made tinplate style, but also fine scale CIWL cars. The car is for 0 gauge and has a length of 40 cm, the Darstaed catalogue number is R3343. The coach is all metal including a metal roof; it is not lighted and has interior similar to the Märklin car it is based on.

Compartment side

Corridor side

INTERNATIONALE DES WAGONS LITS
Paris-Marseille

EXPRESS EUROPÉENS
SLEEPING CAR
DARSTAED
Unf. 18.9.43

COMPAGNIE INTERNATIONALE
VOITURE LITS
Paris-Marseille
RIC
Gew.d.W. 47800 kg

3.2.13.3 *Elettren Sleeping cars*

Elettren made different versions of a tinplate style sleeping car through the years. The first one shown is an older car from the fifties with catalogue number P028 and a length of 42 cm. The shape of the body and the type of bogies differs from later versions.

Compartment side

Corridor side

The interior shows beds and also a WC with sink.

The more recent Elettren tinplate style sleeping car can hardly be called a toy, however it bears no number and has a window configuration that is not found on a real sleeping car. The car is for 0 gauge and has a length of 42 cm. The coach is all metal but has a plastic roof; of course it is lighted. The Elettren cars are well known for their realistic interior as you can see in some extra pictures.

3.2.13.4 *Fleischmann Sleeping car*

With catalogue number 413 Fleischmann made a blue sleeping car in its short-lived range of 2-rail 0 gauge trains. Both sides of the car are the same and the window arrangement looks like a restaurant car. The same body was used also for a red DSG restaurant car. The car has no CIWL number. The body is painted tinplate while the roof is plastic. Length of this car which has no interior is 24 cm.

3.2.13.5 *Hornby Sleeping car*

Hornby made an 0 gauge tinplate car before WW2 which was numbered as an S type sleeper. This one is not to scale and does not have the window layout of a sleeping car, but it wears the number 2644. Together with a restaurant car with number 2862 (see 4.2.4.5) and a brown Nord 4-4-2 locomotive it was called “Le Train Bleu” or “Riviera Blue Train”. The length is 32 cm and it has no catalogue number but was called Riviera Blue Train coach. It is all metal/tinplate.

3.2.13.6 *JEP Sleeping cars*

The French toy train maker JEP (Jouet de Paris) made toy trains in various gauges, i.e. 0 and S gauge.

This 0 gauge WL was made in the sixties to run with the JEP 0 Gauge 141P locomotive. This car is based on the tooling of the pre-war JEP Flèche d'Or car (see 5.2.2.5). The car is all metal, has no interior and a length of 35 cm. Both sides of the car are identical.

JEP made a series of carriages after the second world war that were based on the SNCF DEV cars. This series includes a sleeping car in 0 gauge. The number used for this car is 3790, which is a number used for the F type (Night Ferry) sleepers. The car does not look like an F type sleeper at all, it has however the marking for first and second class. This was a typical Type F marking. The length is 29 cm, the coach is all metal/tinplate and has catalogue number 4761.S.

A similar type was also made is S gauge by JEP; this is also metal but with plastic wheels. The length is 20 cm and the catalogue number is 4241.S.

3.2.13.7 *Märklin Sleeping car*

Märklin made a number of different CIWL cars in 0 gauge; all in tinplate style but the larger ones looking more like the real cars. This is a medium sized sleeping car with catalogue number 17570. It has opening doors, interior light and an opening roof but no interior and is a pre-war products. Length is 24 cm.

3.2.13.8 *Munier Sleeping car*

The small French manufacturer Munier made a correct model of a dining car (see 4.2.2.1) and based on the body of this car also made a sleeping car. So this sleeping car cannot be called a model, however Munier not only changed the lettering but also changed the interior to a correct sleeping car interior. These models could be had in kits to be painted and lettered and, as far as I know, also ready-made. The car has the incorrect CIWL number 2817 and a length of 54 cm. It is made of metal with detailed metal interior. It is also lighted; the lighting was, I assume, added by the previous owner.

Compartment side

Corridor side

3.2.13.9 *Paya Sleeping car*

Paya from Spain made 0 gauge tinplate trains in different sizes and price ranges. This is a sleeping car in their range of large cars; it has a length of 35 cm and is lighted. The livery with blue/crème is incorrect and would better fit a Pullman car. It has number 1388 which however is not a CIWL number but a Paya catalogue number. The window layout does not show a difference between corridor and compartment side.

3.2.14 Toy train types smaller gauges

3.2.14.1 *Buco Sleeping car*

Based on Liliput production (see 3.2.14.7) the Swiss company Buco marketed during the 1950's a series of CIWL cars. These cars are a bit crude and have a very "special" CIWL emblem. This is the WL of this series. It is a plastic car with metal bogies and no interior; the length is 22 cm and the catalogue number is 55/61.

3.2.14.2 *Fleischmann Sleeping car*

This tinplate H0 gauge WL is made by Fleischmann with catalogue number 1413B. It is a streamlined car without a CIWL number. It is marked Made in US Zone Germany, so is made around 1950. The window arrangement does not identify the type of car.

Compartment side (I assume because of the windows in 2 sizes)

Corridor side

3.2.14.3 *GéGé Sleeping car*

This plastic H0 gauge sleeping car is made by the French firm GéGé somewhere in the sixties. It has interior and a length of 27 cm. Note the typical GeGe box which shows the real contents. The car and its interior do not look like a sleeper at all; I assume it is based on a 'Le Capitole' coach body. The CIWL number is 3933 (a WL type Y number) and the catalogue number 6408.

3.2.14.4 *Grötsch Sleeping car*

This small tinplate H0 gauge sleeping car is made by the German firm Grötsch somewhere in the sixties. It has no interior and plastic wheels; the length is 15 cm. I do not know whether this car has a catalogue number; it has no logical CIWL number (463/2M) which might be the catalogue number.

3.2.14.5 *Kleinbahn Sleeping car*

The Austrian manufacturer Kleinbahn made this sleeping car with a funny looking CIWL emblem. The car does not appear to have a corridor and a compartment side, it does have toilet windows on both sides. The plastic car does not have a CIWL number and no interior. Length is 22 cm and catalogue number is 376.

3.2.14.6 *Lima Sleeping car*

Lima is well-known for making H0 gauge trains in different sizes or scales. The sleeping car shown here is rather short at 19 cm but wears the same CIWL number 4787 as a longer Lima MU type model. It does not look like any real sleeping car, both sides are identical. It has a Train Bleu destination board. I could not find a catalogue number.

3.2.14.7 *Liliput Sleeping car*

Liliput made during the 1950's a first series of CIWL cars. These cars are a bit crude and have a very "special" CIWL emblem. This is the WL of this series. It is a plastic car with metal bogies and no interior; the length is 22 cm and the Liliput catalogue number is 282/i. Based on Liliput production the Swiss company Buco marketed the same car, see 3.2.14.1. Note that the Liliput car has ladders hanging under the body, which are often broken; the Buco version does not have this detail.

3.2.14.8 *Märklin Sleeping cars*

This Märklin WL has no CIWL number and its catalogue number (346/3J) is printed where the CIWL number is expected. It is a metal tin printed car without interior and with a length of 21 cm made in the 1950s. Both sides are the same, corridor or compartment side are not recognizable.

The matching Märklin restaurant car can be seen here: 4.2.5.7

This smaller Märklin WL has no CIWL number and its catalogue number (343) is printed where the CIWL number is expected. It is a metal car without interior and with a length of 17 cm made in the 1950s. Both sides are the same, corridor or compartment side are not recognizable; the same body was also used for other car types.

3.2.14.9 *Paya Sleeping car*

The Spanish company Paya is known for their 0 gauge toy trains. The however made also a small range of H0 trains including this sleeping car (Coche camas in Spanish). Although it does not wear the CIWL name it does have a recognisable CIWL emblem on the sides. It is a simple tinplate model with a length of 25 cm.

3.2.14.10 *Primex Sleeping car*

Märklin used the name Primex for a series of simpler models to be sold via department stores. This WL came in set 2701 called Orient Express with a WR, WP, this WL and an SNCF lettered 4-6-0 steam locomotive. It is made of lithographed tinplate; the same body with window arrangement was also used for other cars. This car is 22 cm long.

Note the text above the window does not include “et des Grand Express Européens”

3.2.14.11 *Rokal Sleeping car*

The German TT manufacturer ROKAL (RObert KAhrmann Lobberich) made with catalogue number 01222 around 1960 a CIWL sleeping car in TT gauge (12 mm) at a scale of 1:120. This car is based on the model of a German Mitropa/DSG car (WLAs4üge 50) and not on a CIWL prototype. The plastic car with metal frame has no CIWL number. Length of the car is 16 cm; it has interior light but no interior. The two car sides are mirror images and compartment and corridor side cannot be recognised.

Rokal WR and WL

3.2.14.12 *Trix Express Sleeping car*

This H0/00 gauge German made Trix Express sleeping car is with 13 cm very short. It has catalogue number 20/157 and part of this catalogue number is printed were the CIWL number should be. The first/second class lettering was used on type F sleepers, but this car does not look like any WL type at all. It is a metal car without interior made shortly after WW2.

3.2.14.13 *Troby Sleeping car*

This plastic H0 gauge sleeping car is made by the French firm Troby with catalogue number 414 somewhere in the sixties. It has interior and a length of 22 cm. Both sides of the car look similar, the interior however has a corridor and a cabin side. The car number is 5027, which is not a correct CIWL number.

Corridor side

Compartment side

4 Dining

A restaurant car in CIWL parlance is a WR (Wagon Restaurant).

4.1 Teak carriages

4.1.1 Model types

4.1.1.1 *1 Gauge*

The small and not very well known Italian company RM (Riproduzioni Modellistiche) made around 2000 a series of very detailed wooden teak 1:32 scale cars. Here you can see a restaurant car with number 2418, which is an extremely rare small series (number 5 of a total of 8 from 2003) model from this company. The same model was also made as 2419 and showing the interior as known from the Armistice car. As far as I know one of the builders was also involved in the products of Dottori. The car is 65 cm long and needs a radius of 3 meter to go round a track. The car is illuminated, including the table lamps. The car body is made of real mahogany, including all the interior walls, which are inlaid like the original. All interior and exterior doors can be opened, the floor is carpeted. The tables are fully set, including flower vases and menus. The kitchen is also fully equipped as you can see for yourself in the photos. Even the cupboards are fitted with brass fittings, and one cupboard contains the folded tablecloths.

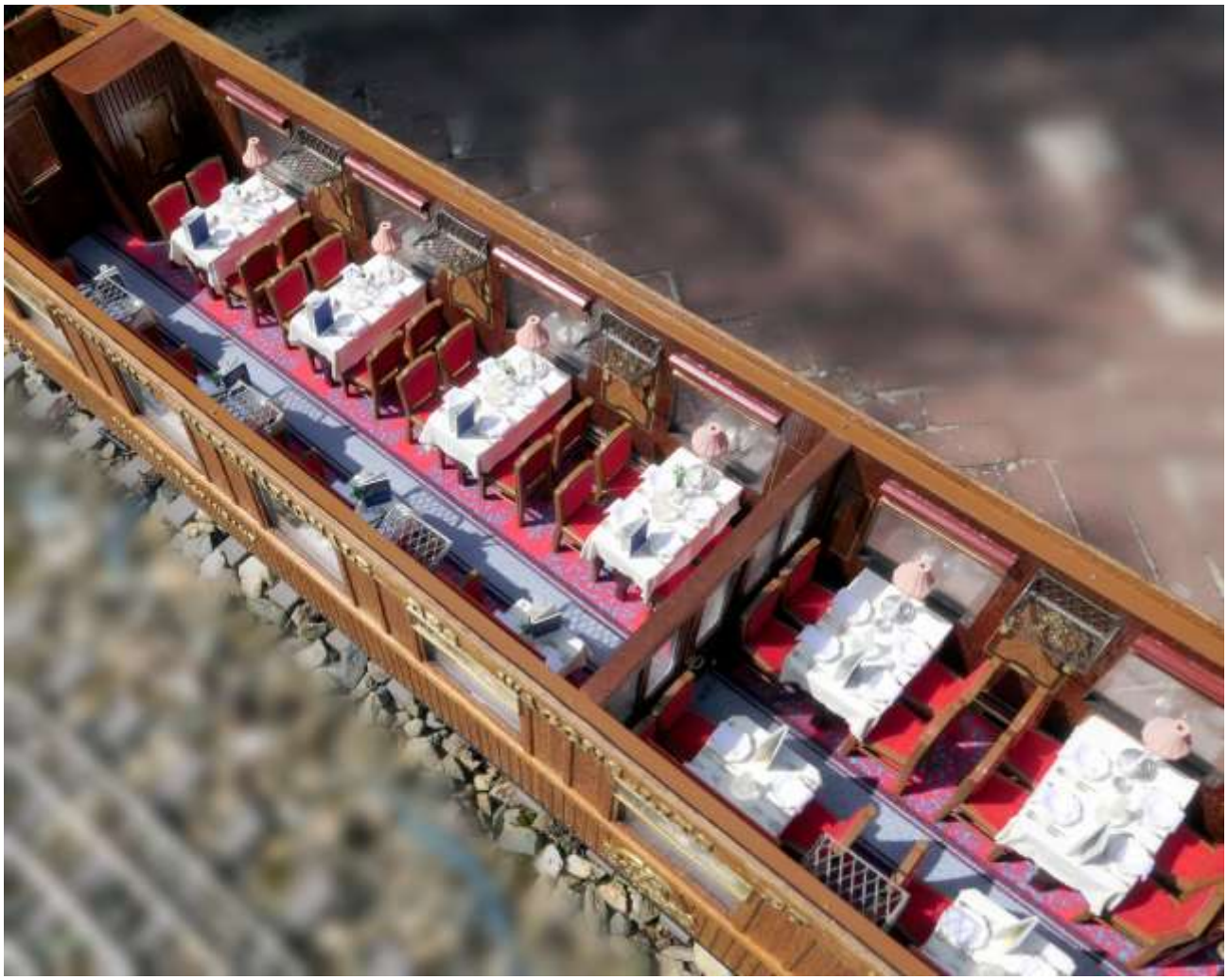
Kitchen at the left

Opening doors

The roof is easily removed to show the detailed interior. The inside of the roof is also nicely detailed, including fans and lights

Kitchen and cupboards and showing the linen cupboard with white table cloths at the left.

Fully set tables.



The first class has a 2+1 and the second class a 2+2 seat layout

4.1.1.2 *0 Gauge*

This is a model of WR number 2419. This WR is famous, the 1918 Armistice with Germany was signed in CIWL #2419. The model is made by the Italian builder Dottori for Fulgurex. It is a high end (high price) well detailed model made of metal but with the outside made of teak/wood, which of course gives a good impression of the real thing. It is made to a scale of 1:43.5 and is 46 cm long and has interior lights. The Fulgurex catalogue number is 2557.

Kitchen at the left

The interior does not show the normal WR setting, but interior of the Armistice car with a large table and an old fashioned phone.

4.1.1.3 *H0 Gauge*

Altaya issued an “Orient Express of 1910” set, which was made in China, with teak cars: two luggage vans, two WL’s and a WR. The WR has CIWL number 1691, a car made in 1906 by MAN. Cars of this type were delivered with 6-wheel bogies. The body of this car seems a simplified copy of the Trix WR with catalogue number 3791 which was a car of the same series. The plastic car is reasonably detailed and has interior; the car is 23 cm long.

Kitchen at the left

With catalogue number H44011 Hobbytrain made a set using the name Ostende-Wien Express with a restaurant car and a 3-axle postal/baggage car. The WR has CIWL number 2092 and is based on a car made in Germany by van der Zypen & Charlier in 1911. The content of this rather expensive Hobbytrain set, which is an additional set to H44010 (see 3.1.1.2), is highly detailed. The plastic car is lighted and has interior. Length of the car is 23 cm.

Kitchen at the left

INTERN
DINING-CAR
Nº2092 D

EXPRESS EUROPEENS
VOITURE-RESTAURANT
Nº2092 D

COMPAGNIE
SPEISEWAGEN
Nº2092 D

Liliput made models of a WR with CIWL number 2419, which is the Armistice car, in teak and in blue. The teak version has catalogue number 26000. The car is reasonably detailed with interior and is 24 cm long.

Kitchen at the left

This blue Liliput Armistice car has catalogue number 26100. Whether the Armistice car ever wore a blue livery I doubt. The car is reasonably detailed and has interior; it is 24 cm long.

Kitchen at the left

Liliput made with catalogue number 860 a set of carriages under the name Orient Express with two luggage vans, two WL's and a WR. The WR has CIWL number 1940, this car is from a series of cars that was made in 1908-1909 for the Orient Express. The car is very detailed and has interior and lighting; the car is 24 cm long.

Kitchen at the left

Based on their restaurant car of the Orient Express set shown above Liliput made a car with inscription Teak Bar. The car has no CIWL number but does have the CIWL lettering and emblem. This model is based on a restored teak car operated by the SOB Südostbahn, Switzerland This was car number 10 built in 1906 by Ringhoffer in Prague for the Compagnie Suisse des Wagons Restaurants, a subsidiary company of the CIWL. It was "restored" by Oswald Steam, Samstagern as bar car and took service in 1991 as Teak Bar. The car with catalogue number 386314 is very detailed and has interior and lighting; the car is 24 cm long.

Also Märklin made, with catalogue number 42795, a set of carriages, under the name CIWL Express Train Passenger set, with two luggage vans, two WL's and a WR. The 6 axle WR has CIWL number 1823, this car was made in 1908. The plastic car is detailed and has interior and LED interior lighting; it is 24 cm long. This car is based on the Trix WR with number 1687, which was of the same series.

Kitchen at the left

The Italian firm Pocher made this model of WR number 2419. This WR is famous, the 1918 Armistice with Germany was signed in CIWL #2419. It is a nicely detailed model made of plastic. It is made to a scale of 1:87 and is 23 cm long. The interior is the normal WR setting. This is a later Pocher model, RivaRossi took over Pocher in 1974, the bogies of this model are marked RivaRossi while the body is marked Pocher.

The Italian firm Pocher used the model of WR number 2419 to issue a model of car number 7 of the Compagnie Suisse des Wagons Restaurants. It is a nicely detailed model made of plastic. It is made to a scale of 1:87 and is 23 cm long without interior. In the first year the Compagnie Suisse de Wagons Restaurants was operated by the CIWL, so I included this car in this catalogue. This also links this catalogue to another catalogue on my collection: “Non CIWL Luxury Trains”.

Kitchen at the left

Trix made a couple of teak cars in the eighties. The WR with Trix catalogue number 3791 has CIWL number 1687, a carriage that was made in a series of WR's with 42 places with 6 wheel bogies in 1906. It is a nicely detailed plastic model with some metal details and a length of 24 cm. The car has lighting and interior.

Kitchen at the left

4.1.1.4 *N Gauge*

With catalogue number H22101 Hobbytrain made a similar set in N gauge as their H0 set of the Ostende-Wien Express with a restaurant car and a 3-axle postal/baggage car. The WR has CIWL number 2092 and is based on a car made in Germany by van der Zypen & Charlier in 1911. The content of this rather expensive Hobbytrain set, which is an additional set to H22100 (see 3.1.1.3), is highly detailed. The plastic car is lighted and has interior. Length of the car is 13 cm.

Kitchen at the left

Close fixed couplers can also be installed

4.1.2 Toy train types

4.1.2.1 *1 Gauge*

This 1 Gauge restaurant car is made by Bing in Nurnberg around 1920. It is a lithographed tinplate car in the style of the teak cars. It has no number, the length is 34 cm. The lettering on both sides is ISG (Internationale Schlafwagen Gesellschaft) which is the German translation of CIWL. See 3.1.2.1 for the matching WL.

The doors can be opened

The roof is hinged and when opened shows the interior.

Märklin also made a teak style tinplate restaurant car; it has number 1894, which is the Märklin catalogue number and not a CIWL number. Length is 33 cm. Note that the same car was issued by Märklin as a Mitropa restaurant car, the embossed Mitropa name can be seen under the CIWL emblem.

The roof can be opened to show the interior with kitchen, including oven and sink, and tables and chairs in the dining room.

4.1.2.2 *0 Gauge*

This AS WR is part of a series of CIWL Orient Express cars AS made. It has CIWL number 2419 (the famous Armistice car number). The car is metal overall (lithographed tinplate for the body), has no interior and has a length of 37 cm. AS used the catalogue references 302800 for this car.

Kitchen at the left

Darstaed made a range of teak style tinplate cars including this restaurant car, with wrong CIWL numbers and Orient Express train boards. This car wears number 2442, the Darstaed catalogue number is 8202-003. This completely metal car has interior and is 40 cm long. As many Darstaed teak cars also mine had lost the CIWL emblem. Apparently these are not fastened well and many Darstaed cars are seen without these. I added a not so well looking sticker.

Kitchen at the left

4.2 Steel carriages

Starting with the first steel WR in 1926 a large number of restaurant cars were made in several series. These series were however not recognised as different types like with sleepers and Pullman cars. In this catalogue I consider the original steel WR type, the modern type and rebuilds.

4.2.1 Original Restaurant cars

Within the range of original restaurant cars types most of the cars had 7 bays and a smaller series had 8 bays.

4.2.1.1 *1 Gauge*

This carriage is made by J&M Models for Fulgurex; it has a length of 74 cm and is to a scale of 1:32. The coach is all metal with exception of the roof and interior; of course it is lighted. The CIWL car number is 3402, which is a number for a WR with 7 bays while this one has 8 bays, and it has direction signs for Le Train Bleu. This specimen is famous for being used in the iPad app on the History of the Orient Express

Kitchen at the left

4.2.1.2 *0 Gauge*

In 2008 DH-Präzisionsmodelle and Teletrain together planned to make a series of CIWL carriages which were supposed to be highly detailed. The Korean manufacturer even visited the Railway Museum in Mulhouse to see to get this right. Here is the WR of this series. It is a model of WR 2869 made in Birmingham and assigned to the Simplon Orient Express, having 7 bays. The model has a length of 55 cm and is to a scale of 1:43,5. The model is all made of brass with the exception of the table cloths and lampshades which are made of fabric. All table lamps and the ceiling lamps are lighted. All doors, including the doors within the car can be opened. To show the detail of the car some extra pictures are included.

Kitchen at the left

ONS ~ LITS ET

WAGONS ~ LITS ET DES GRANDS

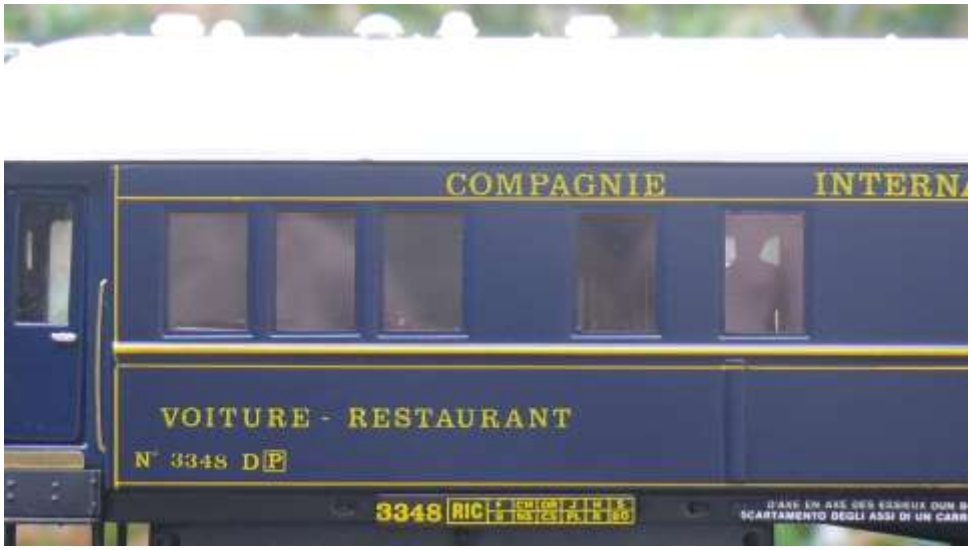
COMPAGNIE
VOITURE · RESTAURANT
N°2869 D P
100 F 2869

COMPAGNIE
VOITURE · RESTAURANT
N° 2869 D P

DES
WAGONS

This carriage is made in Italy by Elettren; it has a length of 55 cm and is to a scale of 1:43,5. The coach is all metal with exception of the roof and interior; of course it is lighted. The CIWL number is 3348 which is a WR with 7 bays from 1928.

Kitchen at the left



Elettren also made a WR with 8 bays with number 4218. This car is a later Elettren product with some better detailing. It has a length of 55 cm and is to a scale of 1:43,5. The coach is all metal with exception of the roof and interior; of course it is lighted.

Kitchen at the left

Fulgurex sold many Elettren 0 Gauge CIWL cars. Around 1990 Fulgurex and Elettren split for unknown reasons and Elettren cars were sold by Lemaco for a short period. Fulgurex then had a small number of CIWL cars made by FM in Korea. These cars were more detailed than the Elettren cars but were also much more expensive. This is the restaurant car of this series, a WR with CIWL number 3342 and 7 bays. The model has a length of 55 cm and is to a scale of 1:43,5. The model, with catalogue number 2646, is all made of brass. Some table lamps and the ceiling lamps are lighted; the detailed interior has white walls while the real cars had wooden interior walls.

Kitchen at the left

SPEISEWAGEN

COMPAGNIE
CARROZZA - RISTORANTE

COMPAGNIE INTERNATIONALE
VOITURE - RESTAURANT
3342

The French model making company Lequesne made in the fifties and sixties a large range in 0 gauge including this model of WR 4209, a restaurant car with 8 bays made in 1940 in France. This is a metal scale model with interior for 3-rail running with a length of 54 cm.

Kitchen at the left

It has remarkable underbody detail for the period it was made.

This WR model is made by MTH in an “Orient Express” set (catalogue number 20-60004) with 2 Pullman cars, a restaurant, a sleeper and a luggage car. The CIWL number is 2971, a WR with 7 bays made in 1927 in Italy, and the length is 54 cm. This plastic car has interior and is lighted.

Kitchen at the left

4.2.1.3 *H0 Gauge*

Altaya issued an Orient Express set of 1929 with steel cars: two luggage vans, two WL's and a WR. The WR has CIWL number 3348, a car made in 1928. This car looks like a copy of the RivaRossi restaurant car but with shiny white roof. The plastic car is reasonably detailed and has interior; the car is 27 cm long.

Kitchen at the left

Here are two WR's made by Antal (Antoine Alaverdhi); Antal cars look very similar to PMP cars but can be recognised amongst others by their couplers. The first one bears the CIWL number 4215, a WR made in 1940. The catalogue number is 531. This car is made in the 1950's of metal and has a length of 27 cm. The roof colour is remarkable.

Kitchen at the left

The next Antal restaurant car is based on the same body tooling and has number 2862. It is a correct model of a WR made in Birmingham in 1925. The roof colour is better than that of the Antal car above. Further the roof ventilators are different and this car has an end ladder. So even when these cars were available for only a couple of years, as far as I know, there are production differences. Sometimes these cars are said to be made by Vuillaume and sometimes the brand mentioned is Antal-Vuillaume.

Kitchen at the left

The WR with number 4217 and 8 bays was made by France Trains and by TRAM; TRAM reused the France Trains moulds when that company folded in 1981 (later Jouef again used the same moulds). These are nicely detailed scale 1:87 scale models with a length of 26 cm and interior. Note that the France Trains version has a blue frame and underbody while on the TRAM version this is black; there is also a difference in the blue hue, I prefer the France Trains version.

France Trains, kitchen at the left

TRAM, kitchen at the left

France Train version

TRAM version

Jouef made this plastic WR in the sixties. This is an almost scale model fitting for the period it was made. It has interior and is a bit short at a length of 23 cm. It has CIWL number 4219. It is marked as Jouef for Playcraft so it was available in the UK under the Playcraft brand.

Kitchen at the left

Jouef made this plastic WR in the eighties. This is a scale model with interior and a length of 27 cm. It has CIWL number 2975 but also has a UIC number.

Kitchen side, note the Italian markings

This restaurant car with the number 3668 is made by HOrnby-acHO. It is to a scale of 1 :87 but a bit short at 25 cm. The plastic car has interior. The lettering and lining of the HOrnby-acHO cars is raised; of course real CIWL lettering was sometimes made with bronze letters and also raised.

The kitchen is at the left, note the German CIWL lettering

Note a missing buffer ;-(

This WR with the CIWL number 3343 is made by LS Models with catalogue number 49190. LS Models made this car for various periods, this is the period 2 version. This is a very detailed plastic model with interior, the length is 27 cm.

Kitchen at the left

This WR with the CIWL number 3358 is made by LS Models in a set (catalogue number 41102) for the Mistral. During the fifties a WP and a WR were part of the Mistral consist which further consisted of stainless steel carriages. As normal with LS Models this is a very detailed plastic model with interior, the length is 27 cm.

Left is the kitchen

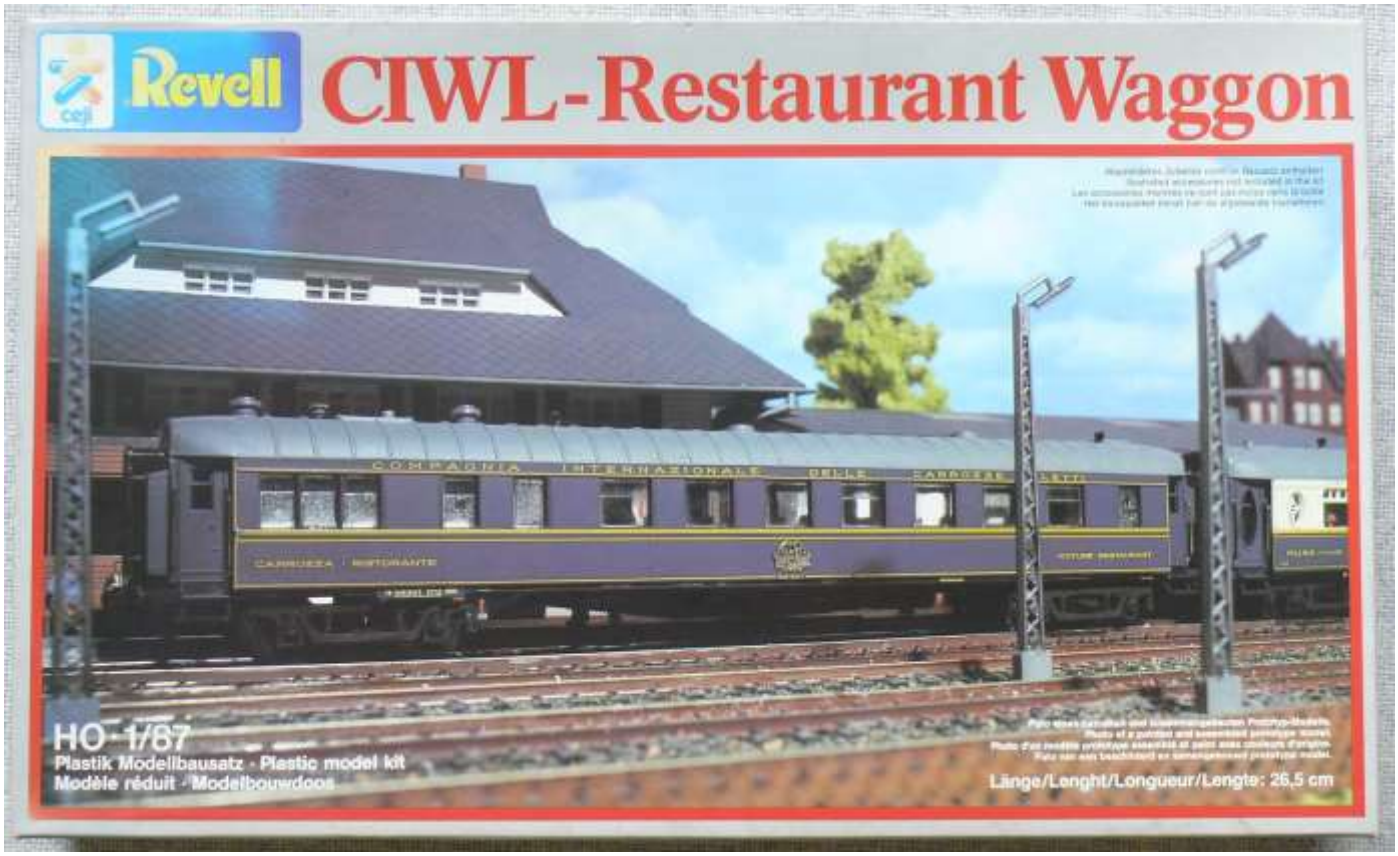
Note the air-conditioning next to the kitchen windows which was added to this WR

Models World (LS Models) made with catalogue number MW 1001 a train set representing the Nord Express. This 7 piece set contained a 42-seat restaurant car with the CIWL number 3398. The cars of this set are very detailed. The WR has a length of 27 cm.

Kitchen at the left

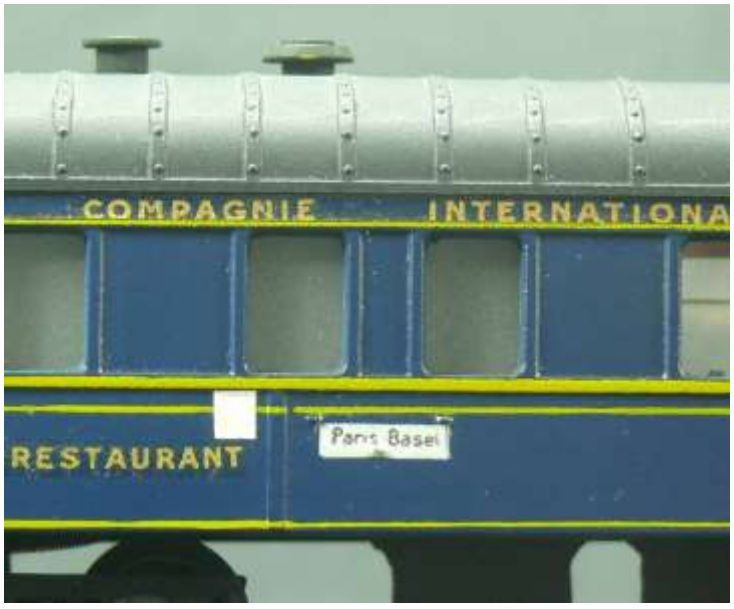
The car has interior light including lighted table light.

Revell made a plastic kit in H0 for a WR (they also made a WP and an Orient Express set composed of 3 kits: a German Baureihe 18 locomotive, a WP and a WR). I did not (yet) build this kit so the box and contents are pictured here. The kit includes interior and CIWL decals; it is an all plastic kit so I do not know about the running possibilities. The original CIWL number on the decals is 2975. This number is also used by Jouef for their WR with UIC numbering. This kit and the Jouef WR seems to be based on the same moulds.



This WR is made by the French maker SMCF (Super Modèles de Chemin de Fer). This is a very heavy model cast of bronze. It has interior (which might not be original) and a length of 27 cm. The CIWL number is 2860, one of the first series of steel WR's from 1925/26.

At the left the kitchen



This restaurant car is made by RivaRossi. It has interior and interior lights as can be seen. It is part of the RivaRossi Flèche d'Or set (Catalogue number 310). This set introduced a new series of detailed CIWL cars by RivaRossi; the detailing is good but the choice of detail-colours, like the white buffers, is sometimes a bit overdone. The CIWL number is 2871 and the length is 27 cm.

Kitchen at the left, note Italian lettering

Note lighted table lamps

4.2.1.4 *N Gauge*

Kato from Japan made a set with catalogue number K23217 called “Le Train Bleu“. The set of 7 CIWL cars contains a Fourgon, a WR, Salon Bar, WL type Y and 3 WL type LX. The scale is 1: 160 and the set is made of plastic and the cars have interior. The WR has number 3354, one of a series of WR’s build in 1927. I do not know whether 3354, which was also used in the presidential train of France, was ever part of Le Train Bleu. The model is 15 cm long.

Kitchen at the left

This carriage is made by RivaRossi with catalogue number 9553 and has the CIWL number 2871 (a number also used for the H0 version by RivaRossi). The scale is 1: 160 and is has a length of 14 cm. It is made of plastic and has interior.

Kitchen at the left

4.2.1.5 *Z Gauge*

For the Z gauge Märklin WR see 5.2.3.3.

Edition Atlas issues all kinds of collectable stuff. They issued Le Train Bleu as part of the series “Trains Légendaires”, The set contains a locomotive, a WL and a WR, with the correct CIWL number 4209, which can be seen here. It is supposed to be to a scale of 1:220 (Z gauge) and the coaches have a length of 10 cm.

Kitchen at the left

4.2.2 Modern Restaurant cars

These modern restaurant cars have a straight body and roof.

4.2.2.1 *O Gauge*

Munier, a small French company, made 0-gauge models of a more modern WR from 1950. These models could be had in kits to be painted and lettered and, as far as I know, also ready-made. The one I have has the incorrect CIWL number 2836. This car has a length of 54 cm and are made of metal with detailed metal interior. It is also lighted; the lighting was, I assume, added by the previous owner.

Kitchen at the left, note the German lettering

4.2.2.2 *H0 Gauge*

Kleinbahn from Vienna, Austria, made this H0 gauge plastic WR which looks a bit better than their previous version (see 4.2.5.4). The car is based on a series of WR cars made in 1950 and has the CIWL number 4255. The length of the car is 23 cm so it is a bit short. It has interior.

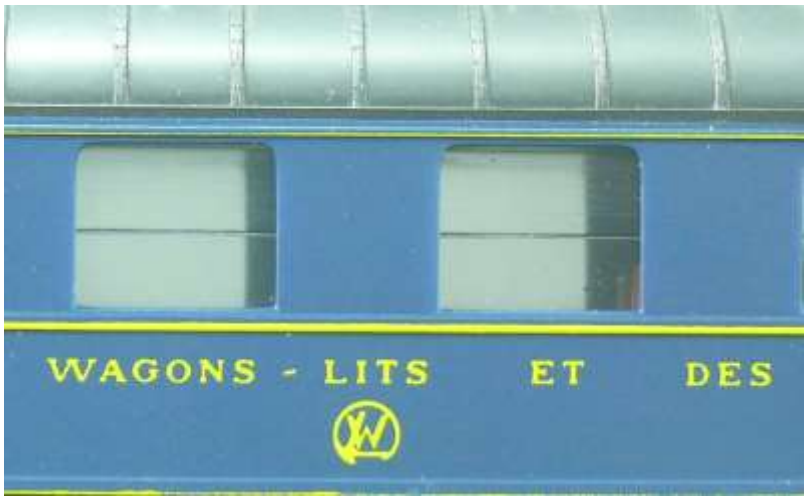
Kitchen at the left

4.2.3 Rebuilds

Other type of cars, like Pullman cars, were rebuilt into CIWL restaurant cars. A couple of H0 gauge models are these are shown here.

Some cars with kitchen from the luxury “Train Transatlantique” of the ETAT railway were rebuilt into CIWL restaurant cars. Since the distance between windows and roof was too small the CIWL marking was at the waist. This plastic carriage with the correct CIWL number 372 is made by France Trains with catalogue number 237. The car has interior and is to a scale of 1:87 with a length of 27 cm.

The kitchen is at the left



The CIWL markings at the waist of the car, note also the modern CIWL logo

France Trains also made this WR with CIWL number 2840 which was a rebuild of a Sud Express WPC with the same number. This plastic carriage is made by France Trains with catalogue number 300. The car has interior and is to a scale of 1:87 with a length of 27 cm.

Kitchen at the left

The Italian company Breda build in 1955 some restaurant cars based on some damaged Pullman cars. LS Models made, commissioned by the German model shop Hünerbein, a H0 gauge model of such a WR as it is in working order now at the Dutch ZLSM tourist railway. The car with catalogue number 99105 has CIWL number 4268. As always with LS Models the WR is very nicely detailed with also a very detailed interior. The car is 27 cm long.

Kitchen at the left; note the absence of doors at the kitchen side.

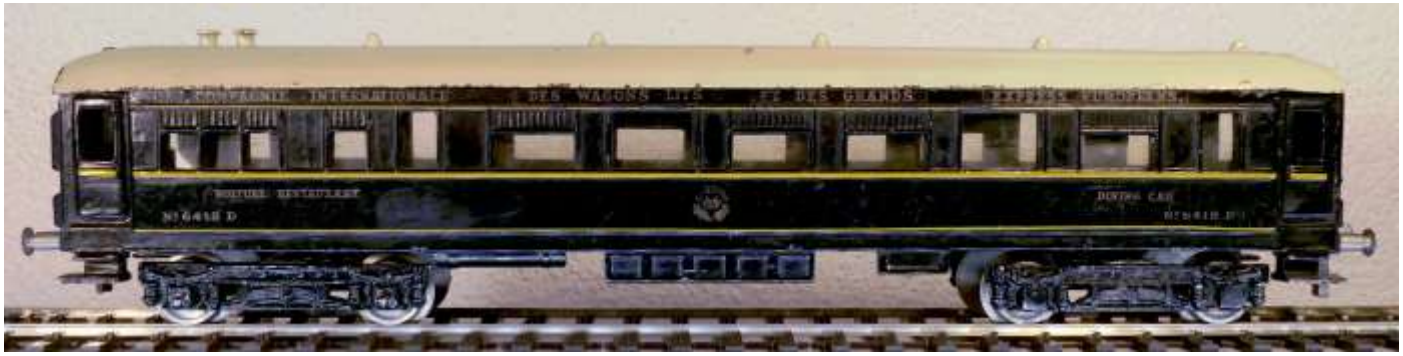
As can be noticed in the paragraph 5.2.2.3 on Fleche d'Or Pullman cars RMA made many different versions of their Fleche d'Or Pullman cars. This next WR is a rebuilt of WPc 4014 into a restaurant in 1935. RMA Catalogue number of this 27 cm long car is 432.

Kitchen at the left

4.2.4 Toy train types larger gauges

4.2.4.1 *Biaggi Restaurant car*

The Italian company Biaggi, also known under the name GEM, made a range of gauge 0 trains in de fifties including some CIWL cars in two lengths. The long version of the restaurant car is shown here. The body of the Biaggi cars are made of one piece of cast aluminium and are not very detailed having for instance no grab irons. The car number is 6418 which is not an existing CIWL number. The car has catalogue number 6441/WR and is 41 cm long. The blue colour is very dark making it difficult to make pictures.



Kitchen at the left

4.2.4.2 *BLZ Restaurant car*

The 0 Gauge BLZ tinplate style restaurant car has the same body as the BLZ green passenger coaches; it is just painted blue with CIWL lettering. It does not have a CIWL number. The length is 33 cm.

The CIWL emblem is very special

The VOITURE-RESTAURANT text is not aligned in the same way on both sides of the car.

4.2.4.3 *Darstaed Restaurant car*

The Darstaed tinplate style restaurant car is a copy or remake of a pre-war Märklin car. Darstaed made tinplate style, but also fine scale CIWL cars. The car is for 0 gauge and has a length of 40 cm, the Darstaed catalogue number is 802028. The coach is all metal including a metal roof; it is not lighted and has interior similar to the Märklin car it is based on.

The kitchen is behind the yellow windows.

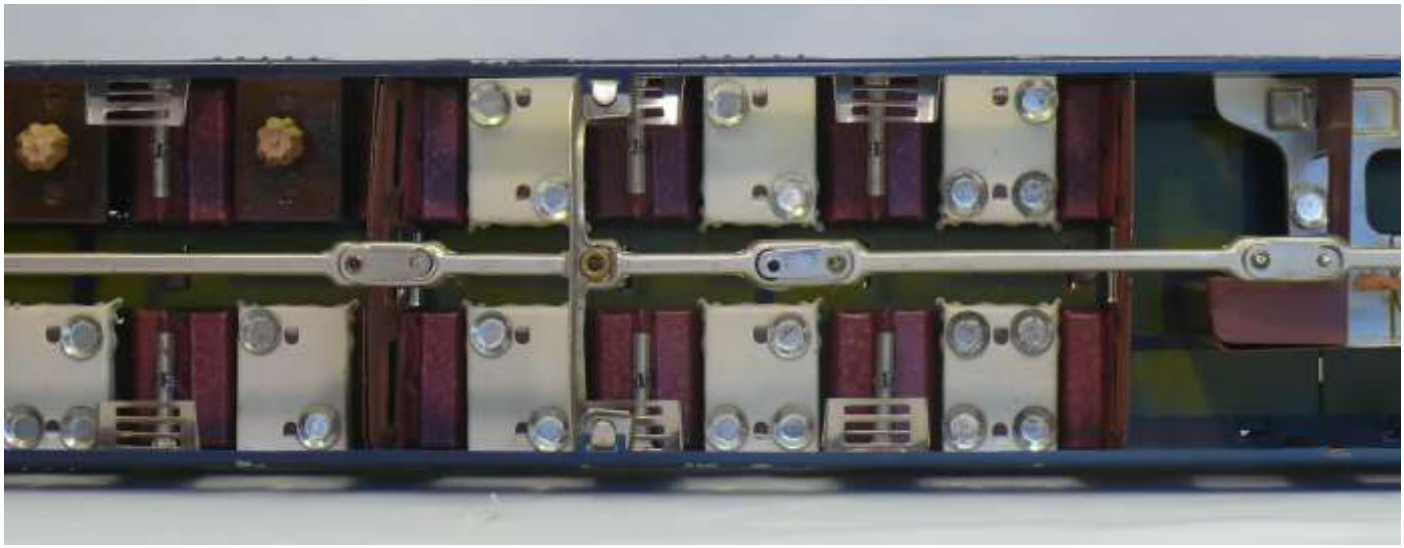
Märklin Fix coupler and very visible screw head on the bogie

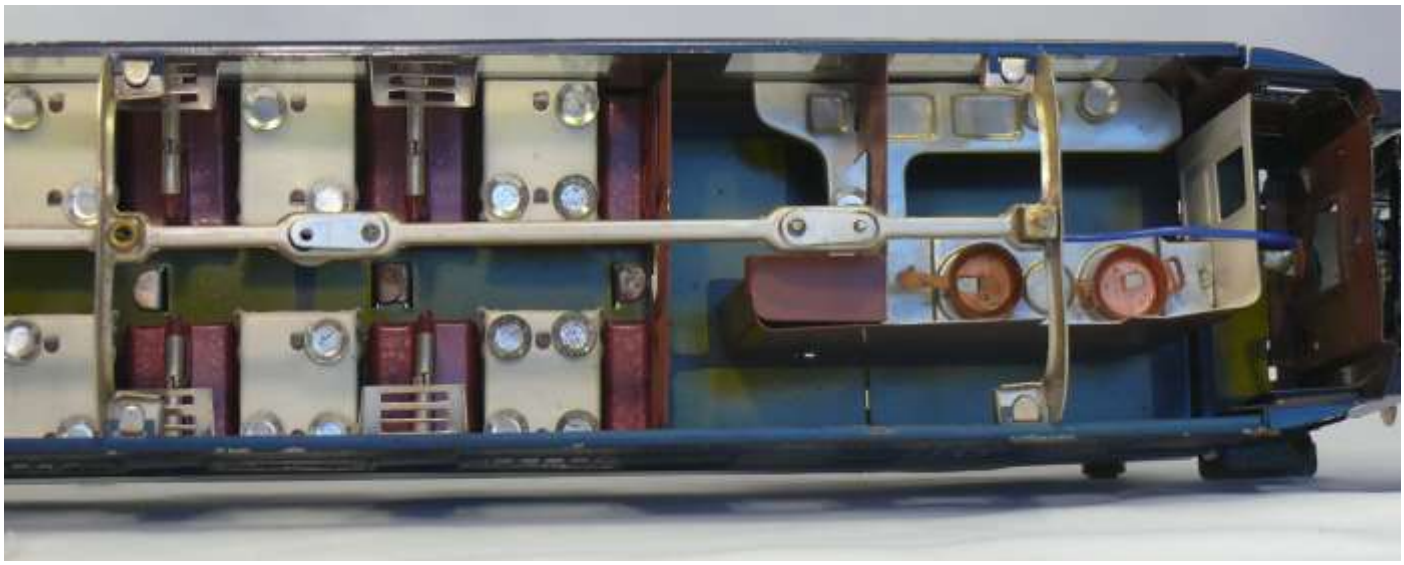
Note the spikes on the chairs to “seat” the passengers.

4.2.4.4 *Elettren Restaurant car*

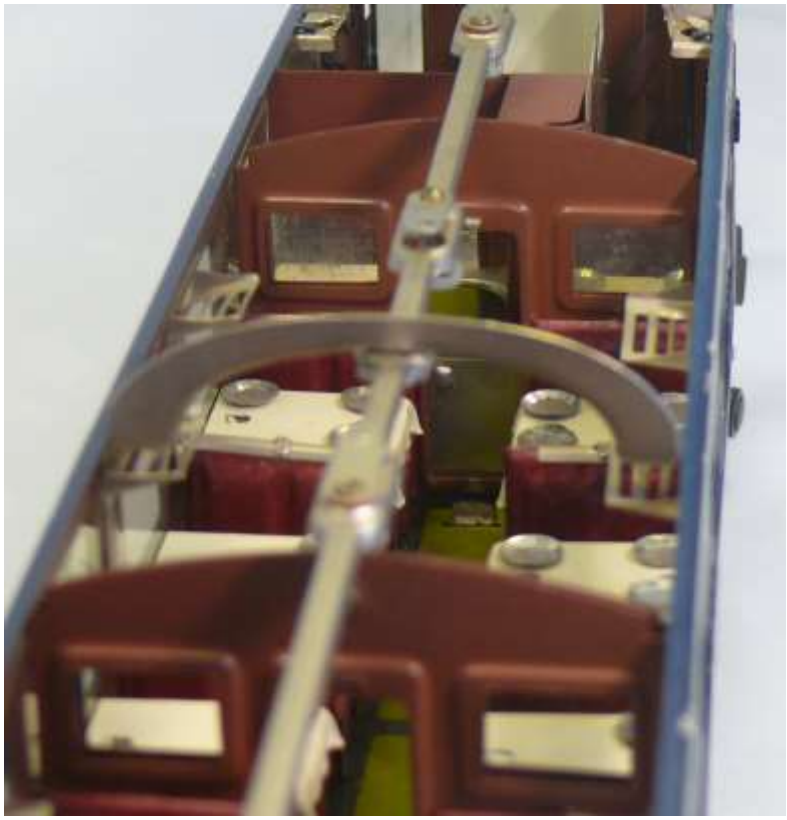
The Elettren tinplate style restaurant car can hardly be called a toy, however it bears no number and has a window configuration that is not found on a real restaurant car. The car is for 0 gauge and has a length of 42 cm. The coach is all metal including a metal roof; of course it is lighted. The Elettren cars are well known for their realistic interior as you can see in some extra pictures.

Kitchen at the left





Note the ”casserole en cuivre“ in the kitchen



4.2.4.5 *Hornby Restaurant car*

Also Hornby made a tinplate car in 0 gauge. This one is not to scale, it wears the number 2862. Together with a sleeping car with number 2644 and a brown Nord 4-4-2 locomotive it was called “Le Train Bleu” or “Riviera Blue Train”. The length is 32 cm and it has no catalogue number but was called Riviera Blue Train coach. It is all metal/tinplate.

4.2.4.6 *Hornby France Restaurant car*

Also Hornby France made a tinplate WR. This 0 gauge car is not to scale and does not have the correct window layout, it bears the CIWL number 4218, which is a WR number. It is all metal/tinplate and does not have interior, the length is 25 cm

4.2.4.7 *JEP Restaurant cars*

The French toy train maker JEP (Jouet de Paris) made toy trains in different gauges.

JEP DEV type restaurant car

JEP made a series of carriages after the second world war that were based on the SNCF DEV cars. This series includes a restaurant car. The number used for this 0 gauge car is 4752, which is a number used for one of the MU sleepers, not for a restaurant car. The length is 28 cm and the catalogue number is 4761.R. This is a metal car without interior.

Kitchen at the left

S Gauge

This JEP restaurant car was made for gauge S and was a match for the S gauge Pullman car, see 5.2.8.5 The JEP catalogue number is 4221.R and the length is 12 cm. The CIWL number is 3789 which is wrong for a WR since it is a number of a Night Ferry sleeper. This is a metal/tinplate car with plastic wheels.

Kitchen at the left

4.2.4.8 *LR Restaurant car*

LR (Le Rapide) made this WR with number 2041 (which is the number of a teak WL). The body of this restaurant car looks like a Pullman car and is also used like that by LR, see 5.2.8.6. This is 0 gauge and has a length of 32 cm. The scale of LR is small for the gauge; it looks like S gauge. The car is metal with metal bogies and wheels.

Kitchen at the left.

Note the use of the later version of the CIWL emblem

4.2.4.9 *Märklin Restaurant cars*

This Märklin restaurant car is a redecorating project based on a Märklin 1 gauge restaurant car from the 42 cm series made in the thirties. The CIWL cars of that series have catalogue number 1846/1. It is a tinplate car without interior and without CIWL number. The lettering and I assume the paint and the CIWL emblem are not original. Märklin used printed emblems and this is a brass cast emblem which looks good.

Kitchen at the left

Märklin made a number of different CIWL cars in 0 gauge; all in tinplate style but the larger ones looking more like the real cars. This is a medium sized restaurant car with catalogue number 17560. It has opening doors, interior light and an opening roof but no interior and is a pre-war product. Length is 24 cm.

4.2.4.10 *Paya Restaurant car*

Paya from Spain made 0 gauge tinplate trains in different sizes and price ranges. This is a restaurant car in their range of large cars; it has a length of 35 cm and is lighted. It has number 1389 which however is not a CIWL number but a Paya catalogue number. The window layout is a bit of a mystery, there seems to be a kitchen at the left and at the right.

4.2.5 Toy train types smaller gauges

4.2.5.1 *BLZ Restaurant car*

I am in doubt whether this BLZ restaurant car should be called a model or a toy. Looking at WR with CIWL number 4218 the BLZ model looks almost good, just a bit shortened. When compared with the BLZ 0-gauge model (see 4.2.4.2) this H0 model wins, however both sides of the car show a kitchen. This metal model has no interior and a length of 23 cm.

Kitchen at the left

Another kitchen at the left ;-)

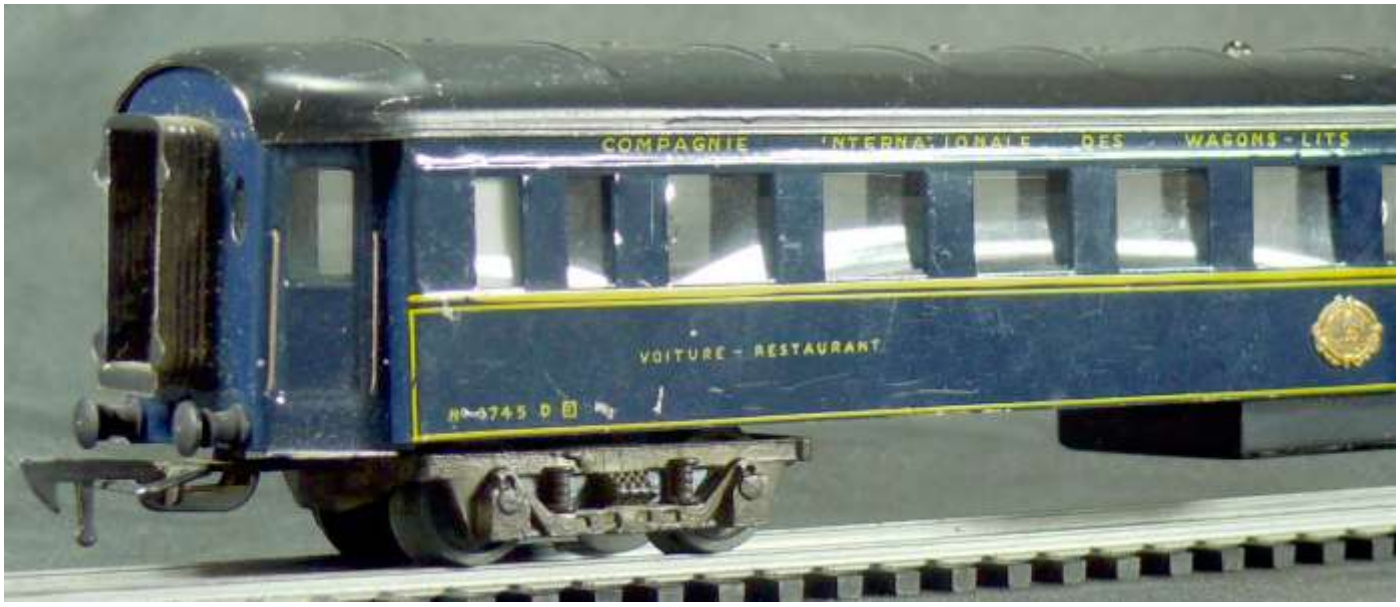
4.2.5.2 *Co.Mo.Ge (Conti) Restaurant car*

The Italian company Co.Mo.Ge., also known as Conti, made this H0 gauge completely metal restaurant car. The body of the car is a one piece casting. Both sides of the car are the same. The CIWL emblem of the 19 cm long car is the simple WL one and there is no CIWL number. The car body with four oval windows looks like a Pullman car.

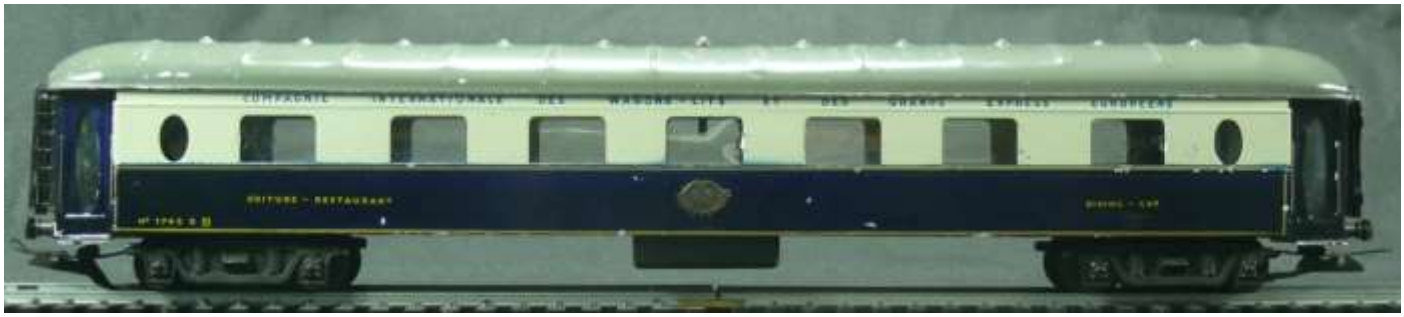
4.2.5.3 *JEP/Rateau Restaurant cars*

JEP sold H0 gauge CIWL cars that, as far as I could find, were made by the small French company Rateau. Rateau made a series of CIWL coaches in a full length and in a shortened version, the coaches for JEP were the full length version. The difference I could find between Rateau and Rateau for JEP coaches are, apart for the couplers, that Rateau coaches have ladders at the car ends and buffers with treads and nuts; Rateau for JEP coaches have riveted buffers. This Rateau for JEP WR is made of metal; it has a length of 27 cm. The CIWL number is 1745 which is the number of a teak WL.

Kitchen at the left



This next car is a bit of a puzzle; I was offered this as a product of Fex Miniatrain (or Miniatrain or Miniatrain-Fex) and is has FEX Miniatrain couplers but on information I could find I assume it is made by Rateau (who seem to have made coaches under his own name, for JEP and for Miniatrain). Even more confusing: It has the window configuration and colour of a Côte d'Azur WP, the car number (1745) of a teak WL and the lettering of a WR. Note that the Rateau for JEP WR has exactly the same lettering and CIWL number. Also special are the oval windows which are not "filled in" in the Miniatrain version (see pictures). The length is 27 cm.



From left to right: JEP (Rateau), PMP, Miniatrain (Rateau?)

4.2.5.4 *Kleinbahn Restaurant car*

Kleinbahn from Vienna, Austria made this plastic WR which has the marking dinning-car (sic) and a very special interpretation of the CIWL logo. The length of the car is 22 cm and it has no interior. The catalogue number seems to be 386 (the same as the modern Kleinbahn WR, see 4.2.2.2)

Left the kitchen

4.2.5.5 *Liliput Restaurant car*

Liliput made during the 1950's a first series of CIWL cars. These cars are a bit crude and have a very "special" CIWL emblem. This is the WR of this series. It is a plastic car with metal bogies and no interior; the length is 22 cm. The Liliput catalogue number is 283/i. Based on Liliput production the Swiss company Buco marketed the same cars; the WL had catalogue number 55/51.

Kitchen at the left

4.2.5.6 *Lima Restaurant cars*

Based on their models of a Pullman car, of which there are different versions, Lima of Italy issued a couple of toy-like WR's. One version had the incorrect number 4730 (the number of a type MU WL). It is a plastic model with interior of a compartment car, no kitchen, and a length of 22 cm. This same car with number 4730 was also made with British "tension-lock" couplers as part of a Simplon Orient-Express set.

This is the version for the British market.

The other WR that Lima based on their model of a Pullman had the incorrect and non-existent CIWL number 90404. It is a plastic model, based on another mould than the previous car, without interior and a length of 22 cm.

Interlude

From 1955 and onwards for some 25 years my brothers Dick and Theo and me have (with help of our father) been building and playing with a large (about 15 M^2) Märklin H0 gauge 3-rail layout. As Märklin trains were more expensive than some other makes and we wanted to make efficient use of our pocket money we tried to include some locomotives and cars from other brands. I remember well trying to convert a Lima NS1200 2-rail DC locomotive to 3-rail AC. One of the coaches we acquired was a Lima CIWL restaurant car as shown above. For reasons I do not remember (maybe it just did not like the Märklin rail or switches) this restaurant car lost it bogies. Then I decided to make it into a piece of scenery, i.e. living quarters based on an old railway carriage; this piece has survived and although the green is not as green as it was it still looks like a good place to be (if the interior is cosy;-)

And see this picture to show that real railway carriages are used as living quarters:

4.2.5.7 *Märklin Restaurant car*

This Märklin WR has no CIWL number and its catalogue number (346/2J) is printed where the CIWL number is expected. It is a metal tin printed car without interior and with a length of 21 cm made in the 1950s.

Kitchen at the left

4.2.5.8 *Martin Restaurant car*

The small French manufacturer Martin made this WR with catalogue number 115 based on their model of a Pullman car. This car is not looking like a WR except for the colour and name. The car is all metal without interior and has a length of 22 cm.

4.2.5.9 *Primex Restaurant car*

Märklin used the name Primex for a series of simpler models to be sold via department stores. This WR came in set 2701 called Orient Express with a WL, WP, this WR and an SNCF lettered 4-6-0 steam locomotive. This WR is made of lithographed tinplate and has the colour combination of a Pullman car; the same body with window arrangement was also used for other cars, so a kitchen is not recognisable. This car is 22 cm long. When looking closely the CIWL number 3086 can be seen; this is however not a correct CIWL number.

4.2.5.10 *PMP Restaurant car*

This model is made by PMP (Pierre Marie Pillon) and bears the CIWL number 4215, however the window arrangement at the kitchen side is not correct. The catalogue number is 531, however a picture in the PMP catalogue shows a WR 4215 with correct window arrangements[11]. This car is made in the 1950's of metal and has a length of 27 cm.

Kitchen at the left

11 Also other pictures on the internet show a real WR window layout; could my coach be a production error?

4.2.5.11 *Rokal Restaurant car*

The German TT manufacturer ROKAL (RObert KAhrmann Lobberich) made around 1960 a CIWL restaurant car in TT gauge (12 mm) at a scale of 1:120. This restaurant car is based on the ROKAL model of a German Mitropa/DSG car (WR4üge-39) and not on a CIWL prototype. The plastic car with metal frame has no CIWL number. Length of the car is 16 cm; it has interior light but no interior.

Kitchen at the left

4.2.5.12 *Troby Restaurant car*

The French firm Troby made with catalogue number 413 this plastic restaurant car in the sixties. The car has interior and the number 4300, which is not a correct CIWL number. The length is 22 cm. Although the car is a WR it gives the impression of being a WL. It is not clear where the kitchen is.

5 Sit comfortably

The CIWL used the term Pullman car (Voiture Salon Pullman in French) for a series of steel carriages for sitting comfortably introduced in 1926. Before that date cars for comfortably sitting were called Voiture Salon or Salon Car, most of these were teak cars. A Pullman car is a WP or WPc, the small c indicating that the car has a kitchen (cuisine).

5.1 Teak carriages

5.1.1 Model types

In my collection I have only one of these, a model of a Voiture Salon with CIWL number 1546. This model is made by the Italian builder Dottori for Fulgurex. It is a high end (high price) well detailed model made of metal but with the outside made of teak/wood, which of course gives a good impression of the real thing. It is made to a scale of 1:43.5 and is 46 cm long. The Fulgurex catalogue number is 2559/2.

SALONWAGEN
N° 1546 B
TARE T 38

SALONWAGEN
N° 1546 B
TARE T 38

5.1.2 Toy train types

This AS Salon car is part of a series of CIWL Orient Express cars AS made. It has CIWL number 1546, a number used for a teak Salon car (also used for the scale Dottori model above). The car is metal overall (lithographed tinplate for the body), has no interior and has a length of 37 cm. AS used the catalogue references 302700 for this car.

5.2 Steel carriages

5.2.1 Type Côte d'Azur

The Côte d'Azur type of Pullman cars is the most luxurious type having only 7 bays for a total of 28 passengers. They were first introduced in 1929. They always wore the blue/cream colours, with the exception of the Train Bleu salon bar (see 5.2.7). A couplage is a combination of a WP and a WPc. Here pictured a series of couplages of "Côte d'Azur" types (some makers did not make a WPc, so the WP is coupled here with a WR) in H0 of different makers; from top to bottom: JEP (4045 (sic), 1745 (sic)), HOrnby-acHO (4150, 3668), RivaRossi (4157, 4147), LS Models (4150, 4143), France Trains (4155, 4131), PMP/Antal (4155, 4215).

Couplage of RivaRossi WP (left)and LS Models WPc (right)

5.2.1.1 *1 Gauge*

This carriage is made by J&M Models for Fulgurex; it has a length of 74 cm and is to a scale of 1:32. The coach is all metal with exception of the roof and interior; of course it is lighted. The car number is 4163 and has direction signs for the Etoile du Nord Pullman train.

5.2.1.2 *0 Gauge*

Here is a WP of the Cote d'Azur type by Elettren. This nicely detailed Pulman car with correct CIWL number 4153 is 55 cm long. It has interior and interior lights; catalogue number of this metal car with plastic roof is 1200.

COMPAGNIE
INTE
PULLMAN 1ère CLASSE
N° 4153
RIC

EUROPEENS
1re CLASS PULLMAN
N° 4153

The matching WPc, i.e. Cote d'Azur Pullman car with kitchen by Elettren has CIWL number 4141 and catalogue number 1201. It is made just a couple of years later by Elettren but has already some improvements, most notably the wood covered entrance steps and technically improved LED interior lights.

Kitchen at the left

Fournereau made some 80 years ago a series of scale CIWL cars with complete interieur. They were only made to order and could be ordered with interior lights. Here is the Cote d'Azur Pullman car of this series which has catalogue number 347 with the added interior lights with catalogue number 370. The CIWL number is 2839, which is wrong and which was also in error used for the non-scale Fournereau Pullman car (see 5.2.8.3). The completely metal car is made for 3-rail running and has a length of 51 cm.

This wooden WP was found by Tamme long ago in a train-shop with the appropriate name Orient-Express in Brussels; he gave it to me and I restored it with buffers, wheels and couplers from Schnellenkamp, buffer beams made by Ludo and Pesolillo bellows. It is not very detailed but has scale proportions. There is some interior (partitions and tables) and the length is 54 cm. The car number is 2839 which is not a correct car number for this type of Pullman car. The lettering used seems to be made by Fournereau.

A comparison of Pullman cars; left an MTH plastic Flêche d'Or car and right this homemade wooden Côte d'Azur car.

5.2.1.3 *H0 Gauge*

The CIWL term triplage is used for a combination of three WP and WPc's. In this case you see three France Trains cars; 2 WP's and one WPc. The WP's have number 4150 and 4155, the WPc is number 4131. These plastic cars are 27 cm long and have interior. See 6.2.2.3 for matching luggage cars.

Kitchen at the left

COMPAGNIE INTERNAT
PULLMAN 1ère CLASSE
4150
Fs 4150

RANDS EXPRESS EUROPEENS
1re CLASS PULLMAN
4155

COMPAGNIE INTERNATIONALE
PULLMAN 1re CLASSE
4131

This Pullman car with the popular number 4150 is made by HOrnby-acHO with catalogue number 7452. It is to a scale of 1 :87 but a bit short at 25 cm. The plastic car has interior. The lettering and lining of the HOrnby-acHO cars is raised; of course real CIWL lettering was in cases made with bronze letters and also raised.

LS Models made a set with catalogue number 49170 with a couplage of a WP and a WPc Côte d'Azur Pullman. The CIWL number of the WP is 4150, a popular number, while the WPc is 4143. These are very nicely detailed plastic models with interior and a length of 27 cm. The models are packaged with a blue cloth with the CIWL monogram.

Kitchen at the left

COMPAGNIE
PULLMAN 1re CLASSE
4143

COMPAGNIE
PULLMAN 1re CLASSE
4143

SS EUROPEENS
1re CLASS PULLMAN
4150
TARE 51500

DES WAGONS - LITS ET DES

This Côte d'Azur WP with the number 4151 is made by LS Models in a set (catalogue number 41102) for the Mistral. During the fifties a WP and a WR were part of the Mistral consist which further consisted of stainless steel carriages. As normal with LS Models this is a very detailed plastic model with interior, the length is 27 cm.

Note the curtains on this side of the car

To this WP air-conditioning was added; the grill of this is visible in the upper corner

This model is made by PMP (Pierre Marie Pillon) and although not very detailed a good model of a Côte d'Azur WP. It bears the correct CIWL number 4155 (a popular number), the catalogue number is 541. This car is made in the 1950's of metal and has a length of 27 cm; it has no interior.

JEP sold H0 gauge CIWL cars that were made by the small French company Rateau. Rateau made a series of CIWL coaches in a full length and in a shortened version, the coaches for JEP were the full length version. This Rateau for JEP WP has JEP catalogue number 6655 and is made of metal; it has a length of 27 cm. The CIWL number is 4045 which is the number of an 8 window Flèche d'Or type WP ;-(

When RivaRossi had their 50 years' birthday or golden jubilee they issued a WP Côte d'Azur type with CIWL emblems made of gold. They used of course the (correct) car number 4150. This car, which came in a special golden coloured box, is nicely detailed with interior and to a scale of 1 :87 with a length of 27 cm. The catalogue number is 3568.

Here we have a couplage (CIWL terminology for a WP and a WPc) made by RivaRossi. The correct CIWL car numbers are 4147 for the WPc and 4157 for the WP. These cars came together with a Train Bleu salon car (see 5.2.7.3) in a set with catalogue number 3610 with the name Côte d'Azur Express[12]. These plastic cars are nicely detailed with interior and to a scale of 1 :87, their length is 27 cm.

Kitchen at the left

[12] There never was a Côte d'Azur Express; there was a Côte d'Azur Pullman Express but that train did not contain a Train Bleu salon car.

Trix made with catalogue number 26470 a 2-rail version of an Edelweiss boxed Pullman car set of 6 cars of which Märklin made the 3-rail version. This set contains a couplage (WP and a WPc) of the Cote d'Azur type. These nicely detailed cars have interior lights and are 27 cm long. The colour of the lettering is a bit strange making it difficult to read the car numbers which are 4131 and 4148.

WP left, WPc right

Kitchen at the left

5.2.1.4 *Z Gauge*

Märklin made a Z gauge trainset being a model of the “Nostalgie Istanbul Orient Express” (catalogue number 8108) consisting of an LX sleeper and a WP, WR and an F. Here we see the WP with the correct CIWL number 4156. This plastic coach has a length of 10 cm and is nicely and correctly detailed with respect to its size.

5.2.2 Type Flèche d'Or

The Flèche d'Or type of Pullman car was introduced in 1926; versions were made with and without kitchen (WP or WPC). The WP had 8 bays and thus 32 passenger seats. From 1926 these Pullmans had the brown/cream colour and arrows below the windows and left and right of the CIWL text above the windows. Later (from 1932) the colours were changed to blue/cream and the arrows removed. The Flèche d'Or type is rather popular with model and toy train manufacturers. They were made in a number of scales and in different versions. The pictures shows a WPC in 0, H0 and N gauge by Fulgurex, RivaRossi and Arnold:

Mixing products from different manufacturers (here Elettren and Fulgurex) to compose a couplage shows the different interpretation by the manufacturers:

5.2.2.1 *1 Gauge*

J&M Models made a WP and a WPc with catalogue numbers EC/113 and EC/114. The WP has CIWL number 4018, the WPC has number 4015. The original of the WP 4018 is beautifully restored and can be seen in the train museum in Mulhouse, France (and not in Leningrad, Russia). These cars are all metal with exception of the roof and have interior and interior lights. Their length is 74 cm.

Kitchen at the left

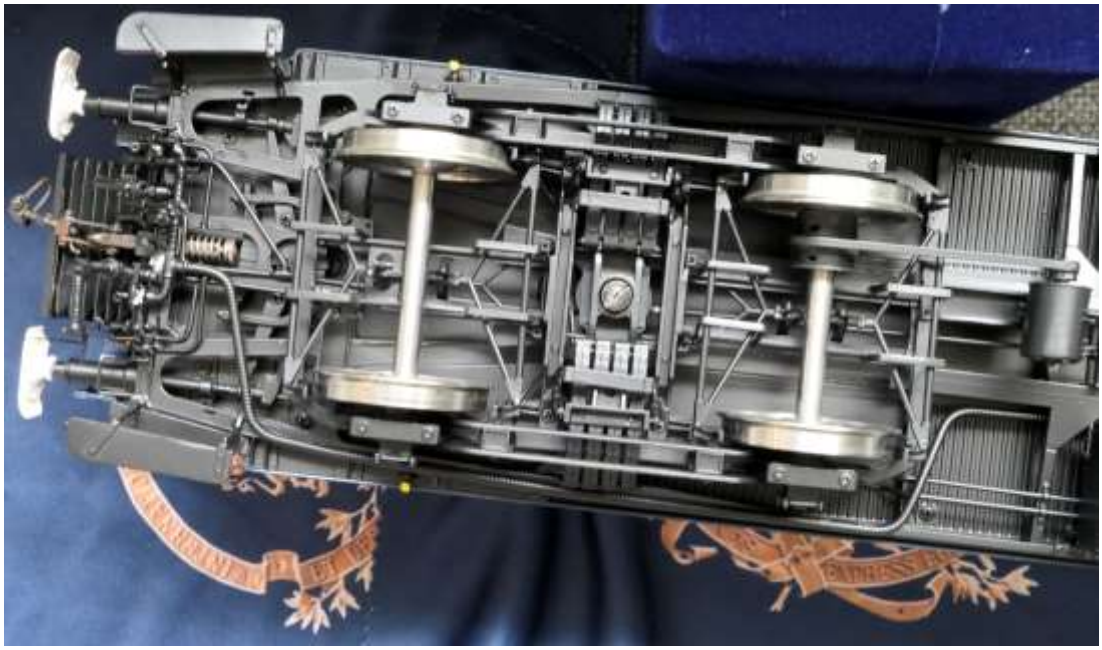
GRANDS EXPRESS EUROPEENS
PULLMAN CAR
Nº 4018

DES WAGONS - LITS ET DES

COMPAGNIE INTERNATIONALE DES
VOITURE SALON PULLMAN
Nº 4035

Wunder Präzisionsmodelle made a gauge 1 trainset called the Edelweiss Pullman Express consisting of a Flèche d'Or type WPc, two Etoile du Nord type WP's and 2 baggage cars. As an additional car a Flèche d'Or type WPc is available, this I added to my collection. The CIWL number is 4065, a WPc made in England in 1926 by Leeds Forge Co. Ltd. It is a high end, high price, very detailed model. It has full interior, including a correct interior with an oven in the kitchen. The outside doors can be opened and the light above the door can be switched on. The lights are digital controlled and the table lamps, ceiling lamps and kitchen lights can be separately switched on and off. Catalogue number is 15008-A and the length 73 cm.

Kitchen at the left



COMPAGNIE INTERNATIO
PULLMAN
Nº 4066 DEE

WAGONS-LITS

5.2.2.2 *0 Gauge*

This carriage is made in Italy by Elettren; it has a length of 55 cm and is to a scale of 1:43,5. The coach is all metal with exception of the roof and interior; of course it is lighted. The CIWL number is 4025 which is a correct number for a Flèche d'Or WP.

Fulgurex sold many Elettren 0 Gauge CIWL cars. Around 1990 Fulgurex and Elettren split for unknown reasons and Elettren cars were sold by Lemaco for a short period. Fulgurex then had a small number of CIWL cars made by FM in Korea. These cars were more detailed than the Elettren cars but were also much more expensive. This is the Pullman car of this series. It is a Flèche d'Or Pullman car with kitchen (WPC) with CIWL number 4008. The model has a length of 55 cm and is to a scale of 1:43,5. The model, with catalogue number 2646, is all made of brass. All table lamps and the ceiling lamps are lighted and also the lamps above the entrance doors are lighted.

Kitchen at the left

PULLMAN CAR

PULLMAN CAR

CAR

TS ET DES GRANDS
D'AXE EN AXE ESSIEUX EXTREMS
D'AXE EN AXE DES ESSIEUX DUN BOGIE
D'AXE

Fulgurex made with catalogue number 2646/1 the same Pullman car also in crème/blue colours with a grey roof.

Kitchen at the left

These Flèche d'Or type Pullman car models in blue-cream livery are made by MTH in an "Orient Express" set (catalogue number 20-60004) with 2 Pullman cars, a restaurant, a sleeper and a luggage car. The 2 Pullman cars are similar but have different numbers (4029 and 4030) and markings (Pullman and 1st Class Pullman).

5.2.2.3 *H0 Gauge*

I am undecided whether this Fobbi car is a toy or a model. It has the correct window configuration, including oval windows, and CIWL number (4026) for a Flèche d'Or WP, but further it does not look correct. The car is plastic, has no interior and a length of 24 cm. I do not know the catalogue number; it is possible that this car was only available as part of a train set.

With catalogue number HJ4198 and HJ4199 Jouef, now part of Hornby Hobbies, made an Etoile du Nord train set as it ran around 1930. The sets contain a couplage Fleche d'Or cars shown here and further Etoile du Nord cars and Fourgons. The Fleche d'Or cars have the correct CIWL number 4081 for the WPc and 4086 for the WP. The cars are nicely detailed and have the correct livery for the period with blue window frames, gold striping and bronze lettering. The cars have ceiling lights, no lit table lamps and are 27 cm long.

Kitchen at the left

Ceiling lights

PMP (Pierre Marie Pillon) made this brown/cream Flèche d'Or in their range of CIWL cars. It is a Pullman car without kitchen with CIWL number 4009, which is a number for a WPc (Pulman with kitchen). This car without interior has catalogue number 552 and is made in the 1950's of metal. It has a length of 27 cm.

This model of a Flèche d'Or WP in blue/cream is made by PMP (Pierre Marie Pillon). It bears the incorrect CIWL number 3127 (a number used for a teak WL); the catalogue number is 542. This car without interior is made in the 1950's of metal and has a length of 27 cm.

The Italian company Pocher made with catalogue number 206/2 S.M. this WP which has the CIWL number 4072; 4072 was a WP of the second series of Flèche d'Or type Pullmans that were made in 1927 en delivered in blue/cream colour. The nicely detailed, if you consider the era it was made (end 1950s), plastic car has interior and a length of 24 cm.

Here we have a Flèche d'Or triplage (CIWL terminology for a combination of 2 WP's and a WPc) made by RivaRossi. The car numbers are 4005 for the WPc and 4016 and 4018 for the WP's. These cars are nicely detailed with interior and to a scale of 1 :87, their length is 27 cm. The car with number 4018 is part of the RivaRossi Flèche d'Or set (Catalogue number 310) while the WP 4016 and WPc 4005 were made as a couplage with catalogue number 2640.

Kitchen at the left

PULLMAN CAR
Nº 4005 D E E

PULLMAN CAR
Nº 4016

VOITURE SALON PULLMAN
Nº 4016

This WP is made by RivaRossi with catalogue number 2592. It is a plastic car with interior and a length of 27 cm. The CIWL car number is 4029.

RivaRossi made with catalogue number M2498 in their TrenHObby series a kit for a Flèche d'Or WP with CIWL number 4030. After it has been put together the WP 4030 looks very similar to the WP 4029 above.

With catalogue number 3641 RivaRossi made a set containing a triplage (two WP and one WPc) of blue/crème Fleche d'Or cars with numbers WP 4016 and 4028 for the WP's and 4007 for the WPc. These are nicely detailed cars made more recent and having the NEM coupler possibility.

Kitchen at the left

EXPRESS EUROPEENS
1re CLASS PULLMAN
Nº 4028 E

COMPAGNIE INTERNATIONALE DES
PULLMAN 1ère CLASSE
Nº 4007 D E

EUROPEENS
1re CLASS PULLMAN
Nº 4016 E

RMA made with catalogue number 423 this brown/cream model of the Flèche d'Or Pullman car without kitchen (WP) with number 4027. This plastic model is to a scale of 1:87 and 27 cm long. It has interior and full Flèche d'Or livery.

This next RMA Fleche d'Or Pullman car with CIWL number 4020 has catalogue number 422 and came as a kit. In contrary to the one above it does not have the brown surrounding at the windows, including the oval windows. Maybe these were not original?

RMA also made a model of a Pullman with kitchen (WPc) with CIWL number 4015 and catalogue number 421. For unknown reasons this WPc has no brown surroundings at the windows, so it does not look like a correct couplage coupled to the WP 4027.

Kitchen at the left

In 1932 some Flèche d'Or Pullman cars were rebuilt into second class cars and at the same time repainted in blue/crème. RMA made a couplage (WP and WPc) of this version. A previous owner decided to add long corridor connections such that even when not closely coupled the corridor connections touch as you can see here.

The WP has the correct CIWL number 4018 and the WPc is number 4002. This are nicely detailed scale cars with (correct second class) interior. They are based on the same tooling as the brown/crème cars RMA made. Catalogue numbers are 428 and 426 respectively.

RMA also made a WP with first class lettering in crème/blue; this car with catalogue number 427 has the correct CIWL number 4028. RMA always seem to have used correct CIWL numbers for their models. The interior is with 32 seats a correct first class interior.

This is a model of a Flèche d'Or car with kitchen with number 4006 that was rebuilt into a buffet type of restaurant car with the name Bar-Express in 1954. It is a plastic model by RMA with catalogue number 434 to a scale of 1:87 and 27 cm long. It has interior.

Kitchen at the left

This is a model of Flèche d'Or car number 4019 without kitchen that was rebuilt into a bar-dancing for tourist trains in 1969. This plastic model is by RMA with catalogue number 431 to a scale of 1:87 and 27 cm long. It has interior showing a bar and an (empty) dance floor.

As can be noticed in this paragraph RMA made many different versions of their Fleche d'Or Pullman cars. This next one is a rebuilt of WPc 4014 into a restaurant in 1935. Catalogue number of this 27 cm long car is 432.

Kitchen at the left

5.2.2.4 *N Gauge*

This N gauge WPc with CIWL number 4008 is made by Arnold based on the former RivaRossi tooling, the scale is 1: 160 and it has a length of 15 cm. It is made of plastic and has interior. The catalogue number is 3901.

Kitchen at the left

This N gauge WP with CIWL number 4018 (a popular number, since a car with that number is preserved in the Mulhouse railway museum) is made by RivaRossi, the scale is 1: 160 and is has a length of 15 cm. It is made of plastic and has interior.

I have 2 of these cars but of course this is not a couplage, they are both WP with number 4018

RivaRossi also made this N gauge WP with CIWL number 4029 in blue/cream; this also has a scale of 1: 160 and a length of 15 cm. It is made of plastic and has interior.

5.2.2.5 *Toy train types*

The AS Flèche d'Or couplage (WP and WPc) is part of a series of CIWL cars AS made. The WPc has the correct CIWL number 4013 while the WP has 2830 which is a number of a WL. The cars are metal overall (lithographed tinplate for the body) and have a length of 37 cm. Together with the Flèche d'Or luggage car (see 6.2.4.1) and the AS Chapelon 231 locomotive this makes a nice toy train style train (see Tinplate Times). AS used the catalogue references FL-VS and FL-VSc for these cars.

Kitchen at the left

COMPAGNIE INTERNATIONALE DES WAGONS-LITS ET
VOITURE-SALON PULLMAN
Nº4013 DE P

T DES GRANDS EXPRESS EUROPEENS
PULLMAN CAR
Nº2830 DE P
AS
FABRIQUE
EN FRANCE

Hornby France made only in 1927 a Flèche d'Or Pullman car based on a British Hornby Pullman car with only five windows. They used the right lettering, with the correct CIWL number 4018 and arrows, below the windows, but left out the CIWL lettering above the windows. The rather rare tinplate car is 33 cm long.

Hornby France made in the thirties another Flèche d'Or Pullman car based on another British Hornby Pullman car. They used the right lettering, with the correct CIWL number 4018 and arrows, and livery for this car, but the body including number of windows is not correct. The tinplate car is 33 cm long.

The JEP Flèche d'Or WP is part of a Flèche d'Or trainset JEP made. The WP has the incorrect CIWL number 4751, the JEP catalogue number for this car is 5276.V. The car is metal overall (lithographed tinplate for the body) and has a length of 33 cm. Together with the Flèche d'Or fourgon truck (see 6.2.1.4) and the JEP Super pacific Nord 231 locomotive this makes a nice toy train style train (see https://www.youtube.com/watch?v=wimloDToxec).

LR (Le Rapide) made this Pullman car with golden Arrows with number 2027 (which is the number of a teak WR). A blue/cream Pullman car and restaurant car were based on the same body, but did have CIWL lettering and the CIWL emblem. This car lacks these and looking at LR catalogues I assume that this was a later version. Instead of the CIWL emblem this car has on one side the LR trademark and on the other side “Fabrication Francaise“. This is 0 gauge and has a length of 32 cm. The scale of LR is small for the gauge; it looks like S gauge. The car is metal with metal bogies and wheels; the LR catalogue number is 2020.

5.2.3 Type Sud Express

The Sud Express type of Pullman car was introduced in 1926 to replace previous teak Salon cars; versions were made with and without kitchen (WP or WPC). The Sud Express Pullmans did not have the oval toilet windows and oval door windows like the other CIWL Pullman cars. These Pullmans had the brown/cream colour. Later (from 1932) the colours were changed to blue/cream.

5.2.3.1 *0 Gauge*

This couplage of a two Sud Express Pullman cars, one with and one without kitchen, is made in Italy by Elettren; each car has a length of 55 cm and is to a scale of 1:43,5. The cars are all metal with exception of the roof and interior; of course they are lighted. The CIWL number is 2737 for the WP and 2743 for the WPc which are correct numbers for Sud Express Pullmans; the respective catalogue numbers are 1207 and 1206.

Kitchen at the left

EXPRESS
EUROPEENS
VOITURE SALON PULLMAN
N° 2743 DE P

COMPAGNIE
PULLMAN CAR
N° 2743 DE P
2743

EXPRESS
EUROPEENS
VOITURE SALON PULLMAN

EUROPEENS
VOITURE SALON PULLMAN
N° 2737 E P

5.2.3.2 *H0 Gauge*

France Trains made with catalogue number 321 this model of a WPc with CIWL number 2841; this car was one of an extra series with different layout of three WPc's for the Sud Express. The car has interior and is to a scale of 1:87 with a length of 27 cm. This car was rebuilt into a WR, see 4.2.3.

Kitchen at the left

5.2.3.3 *Z Gauge*

Märklin made a Z gauge trainset being a model of the “Nostalgie Istanbul Orient Express” (catalogue number 8108) consisting of an LX sleeper and a WP, WR and an F. Here we see the WR which is a WPc of the Sud-Express type with CIWL number 2741. This plastic coach has a length of 10 cm and is nicely and correctly detailed with respect to its size.

Kitchen at the left

5.2.4 Type Etoile du Nord

The Etoile du Nord type is very similar to the Flèche d'Or type but has 9 bays/windows and is thus less luxurious. I have models of this type in 1, 0 and H0 gauge.

5.2.4.1 *1 Gauge*

Märklin made, as a limited trainset, a gauge 1 completely metal Edelweiss Pullman Express with catalogue number 58000. This had a wrong consist, so I choose only to acquire one car of this set, being a model of Etoile du Nord WPc with CIWL number 4091 (the first one of the series of EdN cars). The car is nicely detailed, including interior, but not a completely correct model as one would expect in a gauge 1 high price limited series. The car has interior light of which groups of lights can be digitally controlled switched on and off. It also has digitally controlled sounds which are rather superfluous and represent some waiter and client talking. The car is 73 cm long and has catalogue number 58105.

Kitchen at the left

DES WAGONS - LITS ET DES

COMPAGNIE INTERNA
3ème VOITURE
EDELWEISS PULLMAN EXPRESS
PULLMAN 2ème CLASSE
Nº 4091 DE P

5.2.4.2 *0 Gauge*

Here is an Etoile du Nord couplage consisting of WPc 4095 and WP 4127 made by Elettren. These cars are nicely detailed with (not completely correct) interior and interior light and opening doors. They each have a length of 55 cm. These are recently (2022) made models based on 50 year old tooling but with some improvements, amongst other LED interior lights.

The WP 4127 has catalogue number 1215.

The WPc has catalogue number 1213.

Kitchen at the left

EXPRESS EUROPEENS
2ème CLASSE PULLMAN
4095

COMPAGNIE INTERN
PULLMAN 2ème CLASSE
4095

5.2.4.3 *H0 Gauge*

Jouef made this type plastic WP in the eighties. This is a scale model with interior and a length of 27 cm. It has CIWL number 4118.

Some years later Jouef made, with catalogue number 532600, again a WP Etoile du Nord, this time with number 4126. This model was much more detailed, including underbody detail. Many of these details had to be attached by the buyer ;-(It is a scale model with interior and a length of 27 cm.

Jouef added later also a detailed WPc such that a couplage could be made.

The WPC of the Etoile du Nord type made by Jouef had catalogue number 532200 and CIWL number 4099.

The box mentions "Jouef Passion"; in the box bags with lots of detail parts including very small parts, some of which needed to be painted.

Kitchen at the left

With catalogue number HJ4198 and HJ4199 Jouef, now part of Hornby Hobbies, made an Etoile du Nord train set as it ran around 1930. The sets contain a couplage Etoile du Nord cars shown here and further Fleche d'Or cars and Fourgons. The Etoile du Nord cars have the correct CIWL number 4096 for the WPc and 4112 for the WP. The cars are nicely detailed and have the correct livery for the period with blue window frames, gold striping and bronze lettering. The cars have ceiling lights, no lit table lamps and are 27 cm long.

Kitchen at the left

ET DES GRANDS EXPRESS EUROPEENS
2ᵉ CLASS
PULLMAN

COMPAGNIE INTERNATIONALE DES WAGONS-LITS ET DES GRANDS EXPRESS EUROPEENS
PULLMAN
2ᵉ CLASSE

COMPAGNIE INTERNATIONALE DES WAGONS-LITS ET DES GRANDS EXPRESS EUROPEENS
PULLMAN
2ᵉ CLASSE

COMPAGNIE INTERNATIONALE DES WAGONS-LITS ET DES GRANDS EXPRESS EUROPEENS
2ᵉ CLASS
PULLMAN

COMPAGNIE INTERNATIONALE DES WAGONS-LITS ET DES GRANDS EXPRESS EUROPEENS
2ᵉ CLASS
PULLMAN

With catalogue number 3642 RivaRossi made a set containing a triplage (two WP and one WPc) of Etoile du Nord cars with numbers WP 4112 and 4113 for the WP's and 4092 for the WPc. These cars are based on the detailed Jouef moulds since Jouef was taken over by RivaRossi. These are nicely detailed cars made more recently and having the NEM coupler possibility.

Kitchen at the left

COMPAGNIE INTERNATIONALE DES WAGONS-LITS ET DES GRANDS EXPRESS EUROPEENS

COMPAGNIE INTERNATIONALE
PULLMAN 2ND CLASSE
4092

GRANDS EXPRESS EUROPEENS
2ND CLASS PULLMAN
4113

Trix made with catalogue number 26470 a 2-rail version of an Edelweiss boxed Pullman car set of 6 cars of which Märklin made the 3-rail version. This set contains a couplage (WP and a WPc) of the Etoile du Nord type. These nicely detailed cars have interior lights and are 27 cm long. The colour of the lettering is a bit strange making it difficult to read the car numbers which are 4091 and 4114.

Left WP, right WPc

Kitchen at the left

5.2.5 Golden Mountain Pullman

Four Pullman cars with number 103-106 were delivered in 1931 for the narrow gauge Golden Mountain Express of the MOB (Montreux-Berner Oberland Bahn). Models of these cars are made in different gauges.

5.2.5.1 *1 Gauge*

LGB made through the years a number of train sets and cars inspired by the CIWL running on 1 gauge track but most of these were not very realistic or scale-like. Their model however of the Golden Mountain Pullman car no 103 with a length of 65 cm is approximately to a scale of 1:25 and very much resembling the prototype. The large plastic car with catalogue number 32658 is nicely detailed and has a lighted interior.

The lighted interior shows the difference in layout for first and second class; the class numbers I and II are however the wrong way around.

Size comparison between the LGB and the Bemo Golden Mountain Pullman car.

5.2.5.2 *H0 Gauge*

Bemo made a set of these four cars in H0m gauge (meter gauge in 1:87). These are very nicely detailed models with interior showing different colours for first and second class. Each car is 19 cm long. Catalogue number of the 4 car set is 7272-300.

COMPAGNIE INTERNATIONALE DES WAGONS - LITS
ET DES GRANDS EXPRESS
GOLDEN MOUNTAIN
PULLMAN EXPRESS

M.O.B
AB1 103

TIONALE DES WAGONS - LITS
ET DES GRANDS EXPRESS
GOLDEN MOUNTAIN
PULLMAN EXPRESS

5.2.6 British Pullman Cars

Ten Pullman cars with number 51-60 were bought from the British Pullman Car Company in 1925 to run in Italy. Before the end of the decade eight of these cars were returned to England and two went to run in Egypt. As far as I know the only models made of these cars were 0 gauge models sold via Fulgurex around 1970.

Here is one of these 0 gauge models with has a red label Fulgurex. The maker is not known, according to an advertisement they were made by Elettren, but it does not show any Elettren characteristic. Inquiring at Fulgurex resulted in the following answer "This car isn't a production or delivery of FULGUREX. The coach comes from the collection of Mr Giansanti-Coluzzi and was sold on the auction from Christie's in 2000. (all models from this sale had the RED Fulgurex sticker)." It is a model of a first class kitchen car with CIWL number 51 (which received the name Adrian when it was returned to England). The body seems to be made from aluminium while the floor is wood. The car has a length of 46 cm and has interior with tables and chairs and table lamps. It has rather flimsy interior lights.

Kitchen at the left

These cars did not have the normal CIWL emblem, but at the car ends an oval sign with

COMPAGNIE INTERNATIONAL

DES WAGON -LITS ET

DES GRANDS EXPRESS EUROPEENS

next to the Pullman Company sign with two lions.

5.2.7 Train Bleu Salon Bar

Three Côte d'Azur WP cars with numbers 4160, 4162 and 4164 were transformed in all blue Voiture Bar Salon for the Train Bleu; many makers of Côte d'Azur WP models also made these bar cars by, at a minimum, changing lettering and colour. I have a model of each of the three Salon Bar cars.

5.2.7.1 *1 Gauge*

This carriage is made by J&M Models for Fulgurex; it has a length of 74 cm and is to a scale of 1:32. The coach is all metal with exception of the roof and interior; of course it is lighted. The car number is 4160.

5.2.7.2 *0 Gauge*

Elettren from Italy made a model of the Salon Bar with CIWL number 4162. It has a length of 55 cm and is to a scale of 1:43,5. The coach is all metal with exception of the roof and interior; of course it is lighted. The Elettren catalogue number is 1216.

5.2.7.3 *H0 Gauge*

France Trains made this Bar car for the Train Bleu with catalogue number 304. This plastic car with interior has the CIWL number 4160. Length of the car is 27 cm.

This Train Bleu salon car with the number 4160 is made by HOrnby-acHO. It is to a scale of 1 :87 but a bit short at 25 cm. The plastic car has interior showing the bar. The lettering and lining of the HOrnby-acHO cars is raised; of course real CIWL lettering was in cases made with bronze letters and also raised. The catalogue number is 7458.

RivaRossi made this Train Bleu Bar car with number 4162. This car came together with a couplage (WP and WPC, see 5.2.1.3) in a set with catalogue number 3610 with the name Côte d'Azur Express. This plastic car is nicely detailed with interior and to a scale of 1 :87, length is 27 cm.

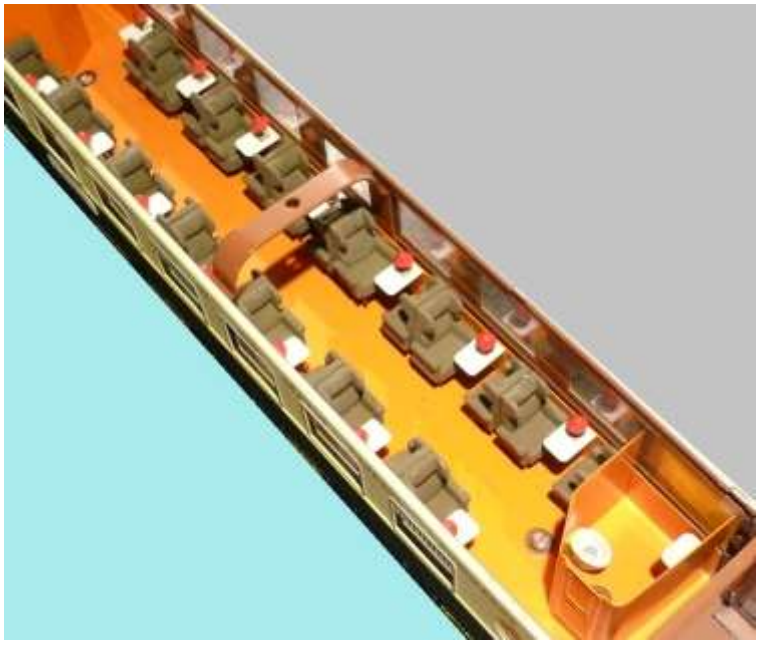
5.2.7.4 *N Gauge*

Kato from Japan made a set with catalogue number K23217 called “Le Train Bleu“. The set of 7 CIWL cars contains a Fourgon, a WR, Salon Bar, WL type Y and 3 WL type LX. The scale is 1: 160 and the set is made of plastic and the cars have interior. The salon bar (former WP Côte d’Azur) has the correct CIWL number 4164. The length if the car is 15 cm.

5.2.8 Toy train types larger gauges

5.2.8.1 *Darstaed Pullman cars*

The Darstaed tinplate style Pullman cars are made in the style of pre-war Märklin cars. Darstaed made tinplate style, but also fine scale CIWL cars. These cars are for 0 gauge and has a length of 40 cm. The WP has Darstaed catalogue number is C3349; The window layout looks like a Côte d'Azur Pullman, the CIWL number is however 3349 which is a WR number. The coach is all metal including a metal roof; it is not lighted and has interior with toilet and washbasin and very cosy looking chairs.



EXPRESS
EUROPÉENS
PULLMAN
DARSTAED
Uef. 18.9.43

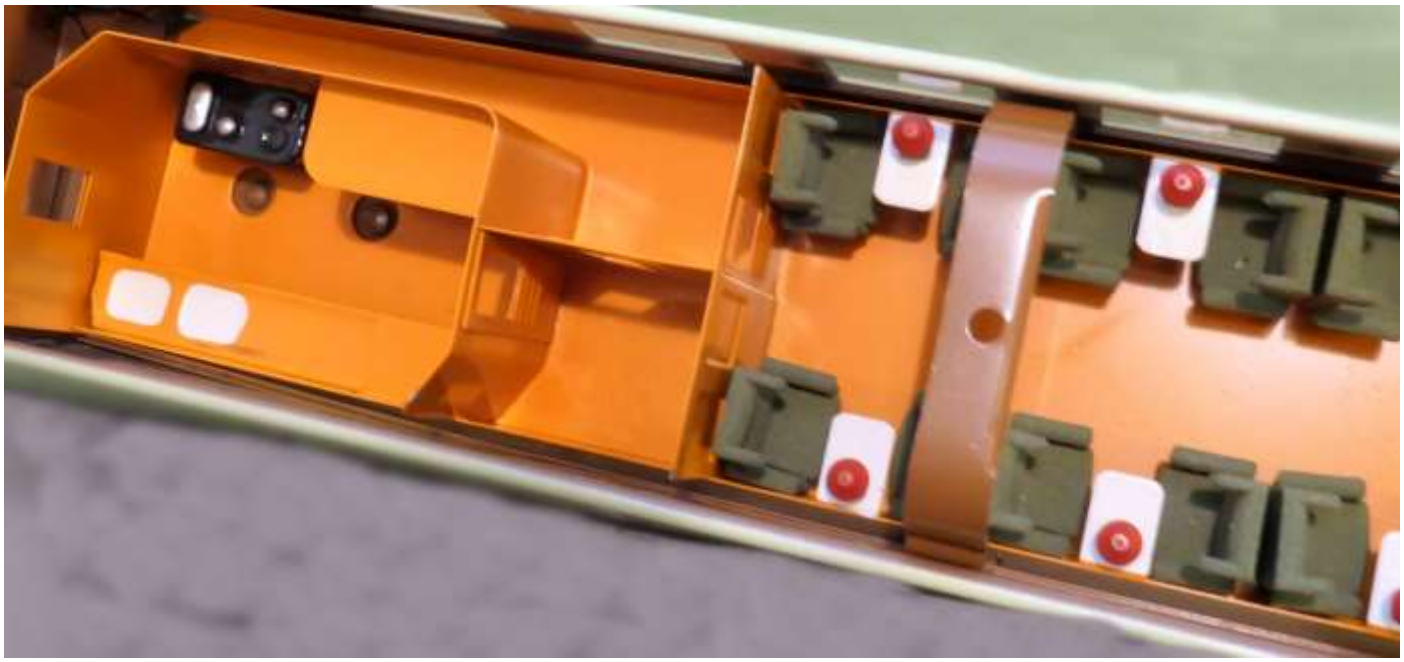
COMPAGNIE
INTERNATIONALE
PULLMAN
Paris-Marseille

The Darstaed WPc has catalogue number C4950 and wears CIWL number 3350, which is again not a correct number for a Pullman car. This car shows a kitchen interior and further has the detailing as the WP shown above. Note that Darstaed cars often have frame decals that are damaged. They are not of a high quality. The frame decals on this WPC are damaged as you can see on the pictures.

Kitchen at the left

GRANDS EXPRESS EUROPÉENS
1re CLASS PULLMAN
Nº 3350 DE P

DES GRANDS EXP



5.2.8.2 *Elettren Pullman cars*

The first Pullman car that Elettren made around 1950 was based on the body of their Italian passenger car and had no oval windows. Also, the bogies, which are prone to zincpest, are not of a correct CIWL type. The number of windows however is, with 7 windows, correct for a Côte d'Azur Pullman car. Catalogue number of this completely metal car is P.021, a CIWL number is not present. It has interior and interior lights with two bulbs.

This next Elettren tinplate style Pullman car can hardly be called a toy, however it bears no number and has 6 windows (the minimum number of windows for a real Pullman is seven), further it has no CIWL number. The car is for 0 gauge and has a length of 43 cm. The coach is all metal however my version has a plastic roof, older versions of this Elettren car have a metal roof; of course, it is lighted.

EUROPEENS
PULLMAN - CAR
Ist

5.2.8.3 *Fournereau Pullman car*

Fournereau trains are in general considered to be models, however their Pullman car is not recognisable as a specific type and thus included here as a toy train type. The CIWL number is 2839, the number of a Sud Express WPc. The car is painted and lettered metal without interior. The CIWL emblem is the simple type using the W and L; this was never used on real Pullman cars. Length of the car is 41 cm.

Kitchen at the right, at least that is what the windows suggest.

5.2.8.4 *Hornby France Pullman cars*

Hornby France made toy Pullman cars in their M series, they have no further catalogue number and are both 13 cm long. The darker blue ones were made in 1936/37, the blue/cream ones from 1937 till 1956.

Hornby France also made an 8-wheel Pullman car which is a companion to a similar Hornby France WR (see 4.2.4.5). The CIWL number is 4025 which is a WP Flèche d'Or number. These were made between 1956 and 1963 with no further catalogue number. The length is 25 cm. The metal car without interior has plastic bogies.

5.2.8.5 *JEP Pullman cars*

The French toy train maker JEP (Jouet de Paris) made toy trains in different gauges; for 0 gauge they made trains in a number of sizes, apparently for the different budgets of the parents buying a train for their kids. Most JEP toy train sets included a Pullman car; the train should resemble a (humble) representation of an international express train. Of course Paris, the city were JEP trains were made, was the start or end station of many CIWL expresses. I have a number of JEP Pullmans in my collection in the different gauges, there are more variations than in my collection including variations of type of couplers and bogies. This cars are all lithographed tinplate and do not have interior.

JEP 0 gauge Pullman cars:

This 0 gauge WP was made in the sixties to run with the JEP 0 Gauge 141P locomotive. This car is based on the tooling of the pre-war JEP Flèche d'Or car (see 5.2.2.5). The car is all metal, has no interior and a length of 35 cm. Both sides of the car are identical. The number 4675V is not the CIWL number but the JEP catalogue number.

The next five JEP cars shown here are all based on the window layout (rounded top) of a car from the NORD railway. From large to small they do have 7, 7, 6, 5 and 4 windows. The smallest car has no bogies but just 4 wheels.

This first Pullman car has the CIWL emblem, it has catalogue number 5771.V and was made from 1933 till 1937. It is 32 cm long.

This next JEP Pullman car has the CIWL emblem, it has catalogue number 5276.V and was also made from 1933 till 1937. It is 24 cm long.

This car is 20 cm long; it was made from 1933 with catalogue number 4464.V.

The next car was made between 1933 and 1937 with catalogue number 4363.V, this car only came in the train-set 4363. The length is 15 cm.

This small car of 15 cm has catalogue number 4362.V and was also made from 1933 till 1937

The next four JEP cars have a more modern look and have SNCF lettering. From large to small they do have 6, 5, 4 and 4 windows. The smallest cars have no bogies but just 4 wheels.

A car like this with a length of 24 cm was made from 1938 till 1964. This version with the hook and wire coupling was made before 1952. Catalogue number is 4651.V.

The car with the more modern coupling was made after 1951. It is 19 cm long and the catalogue number is 5241.V.

The next two cars are very similar; the first one is 14, the next 13 cm long. Catalogue numbers are 4331.V and 4321.V. These were made between 1938 and 1952.

JEP 28 mm Pullman car: catalogue number 4311.V and a length of 10 cm. This JEP car was made from 1938 till 1950.

JEP S gauge Pullman car: catalogue number 4221.V and a length of 12 cm. This was made from 1956 till 1960. Although this is the smallest JEP Pullman car is does have (except for the H0 version, see 5.2.1.3) the most prototypical CIWL lettering (and sort of oval windows).

This JEP Pullman car is not made for running on track; it was part of a JEP floor-train. The car is made of very tin tinplate and has a strange colour combination of red and white. It is 16 cm long.

With its train:

5.2.8.6 *LR Pullman car*

LR (Le Rapide) made this WP with number 2027 (which is the number of a teak WR). This is 0 gauge and has a length of 32 cm. The scale of LR is small for the gauge; it looks like S gauge. The car is metal with metal bogies and wheels.

Note the use of the later version of the CIWL emblem

5.2.8.7 *Paya Pullman car*

Paya from Spain made 0 gauge tinplate trains in different sizes and price ranges. This is a Pullman car in their range of large cars; it has a length of 35 cm and is lighted. It has number 1387 which however is not a CIWL number but a Paya catalogue number. The window layout is not correct; there are 6 windows (7 is the minimum for a Pullman car and for a second class Pullman car like this is should be nine) and there are no oval windows.

5.2.9 Toy train types Smaller gauges

5.2.9.1 *BLZ Pullman car*

BLZ made this tinplate Pullman car which looks a bit like a lengthened version of the small Jouef "Paris – Rome" Pullman car shown on a next page. However, it does not have the same radiant colours. This metal car has no interior and a length of 23 cm.

A BLZ couplage of WP and WR

5.2.9.2 *Co.Mo.Ge. (Conti) Pullman car*

The Italian company Co.Mo.Ge., also known as Conti, made this H0 gauge completely metal Pullman car. The body of the car is a one piece casting. Both sides of the car are the same. The car is 19 cm long. It does not have a CIWL emblem or any CIWL lettering or color but being red is still very recognisable as a 8 window FdO type Pullman car with its oval windows at the ends and in the doors.

5.2.9.3 *Jouef Pullman cars*

This small lithographed WP is made by Jouef. It is rather small but runs on H0 gauge track. It is metal with plastic wheels, the length is 16 cm. It bears number 711 which is not a CIWL number, the catalogue number is 600

These Jouef WP's which looks like Côte d'Azur types for their window configuration have the CIWL number of a type Flèche d'Or car (CIWL number 4029) and look a bit toy like. These cars are 23 cm long and have interior. One of the cars has the normal full CIWL ET DES…. text above the windows and a separate CIWL emblem, the other car has a shortened CIWL text above the window, which was never used on Pullman cars, and a printed CIWL emblem. The catalogue number is respectively 861 and 5610; the older car (861), which also has a black underframe, has the better livery.

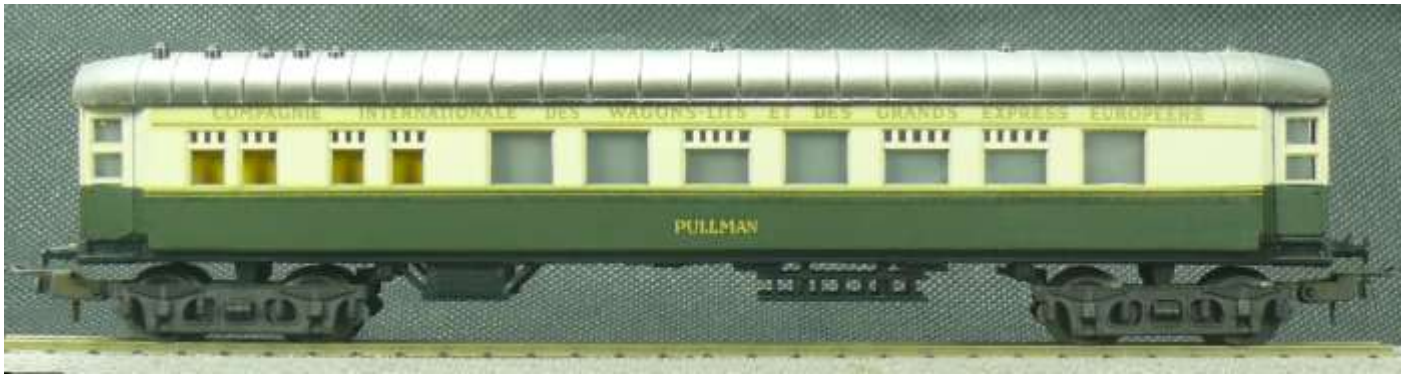
5.2.9.4 *Kleinbahn Pullman car*

This car with kitchen is named Pullman 1st class, it is made by Kleinbahn (Vienna, Austria) and has the same body as the Kleinbahn restaurant car (see 4.2.5.4). It has a strange looking CIWL emblem and no CIWL lettering above the windows. Length of this plastic car without interior is 22 cm. The catalogue number is 377.

Kitchen at the left

5.2.9.5 *Liliput Pullman car*

Liliput made during the 1950's a first series of CIWL cars. These cars are a bit crude; the Pullman car, which has the same body as the WR, so this would be a WPc, does not have a CIWL emblem but does have the CIWL lettering. The green/cream colour is a bit strange[13]. It is a plastic car with the later plastic bogies and no interior; the length is 22 cm and the Liliput catalogue number is 284.



Kitchen at the left

[13] Some early British Pullman cars wore a green/cream colour scheme; a suggestion was made that Liliput used this scheme to market this car in Britain.

5.2.9.6 *Lima Pullman cars*

Lima from Italy made some WP cars which cannot be assigned a CIWL Pullman type. This blue/cream car has the incorrect CIWL number 9042. The Flèche d'Or type brown/cream car has the number (4137) of a Côte d'Azur WPc. These cars were also made with British "tension-lock" couplers to be issued in a Simplon Orient-Express trainset. Both versions are shown below.

The later CIWL emblem is used which was never used on a real WP

The next Lima WP cars can also not be assigned to a CIWL Pullman type. This blue/cream car has the incorrect CIWL number 90404 and low quality lettering. It looks similar to the cars above but is based on another moulding, also the bogies and corridor connections are different. This version is assumed to be made first.

5.2.9.7 *Martin Pullman car*

The small French manufacturer Martin made this Pullman car with catalogue number 116. Since it has seven windows it might be called a Côte d'Azur type, but without CIWL number and with its funny oval windows I would not assign it a type. The car is all metal without interior and has a length of 22 cm.

6 Baggage or Luggage

A baggage or luggage car in CIWL parlance is an F (Fourgon), not to be confused with a WL type F (Ferry) which is a sleeping car, see 3.2.1.

6.1 Teak carriages

6.1.1 Model types

There are various models of teak luggage vans made in 0, H0 and N. A special car of type F is the wooden closed van owned by the CIWL in Spain, see 6.1.2.

6.1.1.1 *0 Gauge*

This is a model of a postal/baggage car with number 1180. This car was made in 1908 by the Belgian builder Ragheno. The model is made by the Italian builder Dottori for Fulgurex. It is a high end (high price) well detailed model made of metal but with the outside made of teak/wood, which of course gives a good impression of the real thing. It is made to a scale of 1:43.5 and is 46 cm long and has interior lights. The postal interior area is also modelled. The Fulgurex catalogue number is 2561/2.

COMPAGNIE
INTERNATIONALE
POSTE
ET
BAGAGES
N° 1180 MP

COMPAGNIE
POSTE
ET
BAGAGES
N° 1180 MP

WAGONS-LITS
POSTE
GÉNÉRALE
N° 1180 MP

COMPAGNIE
N° 1180 MP

6.1.1.2 *H0 Gauge*

Altaya, which is a publishing company that issues collectible items and associated booklets, issued an H0 gauge Orient Express set from 1910, which was made in China, with a Nord Atlantic locomotive and teak cars: two luggage vans, two WL's and a WR. The fourgons or luggage vans have both CIWL number 1203, these cars were made in 1908 for the Vienna-Cannes and the Riviera Express. The bodies of these cars seem to be based on the Trix fourgon with catalogue number 3792 but do not have sliding luggage doors. The plastic cars are reasonably detailed and have interior; they are 23 cm long.

PRESS EUROPEENS
INTERNATIONALE
BAGAGES
N° 1203

COMPAGNIE INTERNATIONALE DES
GEPACK
N° 1203

With catalogue number H44010 Hobbytrain made an H0 gauge set using the name Ostende-Wien Express with two sleepers and, rather exceptionally, a 3-axle Fourgon. The Fourgon has CIWL number 1067 and is based on a car made in Germany by MAN in 1896-1900. The content of this rather expensive Hobbytrain set, which is as far as I know made by the same manufacturer that supplies LS Models, is highly detailed. The plastic car has a length of 14 cm.

With catalogue number H44011 Hobbytrain made an additional set for the Ostende-Wien Express with a restaurant car and a 3-axle postal/baggage car. The postal/baggage car has CIWL number 1063 and is based on a car made by Dyle & Bacalan in 1896. The content of this rather expensive Hobbytrain set, which is an additional set to H44010 (see 3.1.1.2), is highly detailed. Length of the plastic car is 14 cm.

Liliput made with catalogue number 860 a set of H0 carriages under the name Orient Express with two luggage vans, two WL's and a WR. The luggage vans have CIWL number 1131 and 1133, these cars are from a small series (3 cars) that was made in 1902-1906. The cars, which only differ in their number, are very detailed; they are 21 cm long.

Note German lettering

Also Märklin made, with catalogue number 42795, a set of carriages, under the name CIWL Express Train Passenger set, with two luggage vans, two WL's and a WR. The luggage vans have CIWL number 1203 and 1206, these cars were made in 1908. The plastic cars, which only differ in their number, are detailed and have interior and LED interior lighting; they are 23 cm long. These cars are based on the Trix luggage van with number 1205.

Trix made a couple of H0 gauge teak cars in the eighties. The luggage van with catalogue number 3792 is based on the fourgon with CIWL number 1205 which was made in 1910 in a small series of cars for the Vienna-Cannes Express. It is a nicely detailed plastic model with some metal details and a length of 23 cm. The sliding doors are however set too deep.

German inscriptions on this side

6.1.1.3 *N gauge*

With catalogue number H22100 and H22101 Hobbytrain made, like in H0 gauge, in N gauge sets of the Ostende-Wien Express. Here are the 3-axle Fourgon and the 3-axle postal/baggage car of these sets. The very detailed plastic cars have a length of 8 cm.

6.1.2 Closed wooden van

There has been a single two-axle wagon of the "Spanish closed wagon" type with 10 tons of maximum load owned by the CIWL as a "light van" and registered as a fourgon (F). The CIWL number was 1259, but it also bore the registration PJ.257, indicating the "P" that it was a private van, and the "J" the type of wagon (closed). It had an open-plan cargo compartment, which was accessed by two side sliding doors. It was painted in the blue colour of the C.I.W.L and wore the lettering of the Company and other registrants in golden yellow colour. Its base was the Irún Workshop. It was used for internal service of the CIWL moving material and small tools between the Irún and Aravaca workshops, and never for the transport of freight or luggage on CIWL trains.

The Spanish manufacturer of (wooden) model kits OCCRE made a kit of a German type G10 closed van for gauge 1 (1:32). The model of 1259 made by Arnold in N (see below) was based on their model of the type G10 wagon. So I decided to do something similar with the OCCRE kit and make it into a (not completely correct) model of 1259. I designed the CIWL lettering and had this printed as decals. The resulting wagon will of course not run in a train; it is 30 cm long.

Cuerpo DE COCHE CAMAS
IRUN
1259

On request of author Javier Aranguren of the Spanish book on luxury trains ""Coches camas, restaurantes y salones en los ferrocarriles de la península" [14] Electrotren made a model of the 4-wheel Spanish Fourgon with number 1259. This model was made for the introduction of the mentioned book and as far as I know is not available for sale or presented in the Electrotren catalogue; definitely a collectors' item. The plastic model to a scale of 1:87 is 10 cm long. It is a nicely detailed and lettered model.

[14] Sleeping cars, restaurants and Pullmans on the railways of the Iberic peninsula

The Electrotren H0 Gauge and Arnold N Gauge version of Fourgon 1259:

Arnold, now part of Hornby International, made in N gauge with catalogue number HN4124 this 4-wheel baggage car with CIWL number 1259. The plastic model to a scale of 1:160 is 6 cm long and my smallest CIWL item. It is a nicely detailed and lettered, but not fully correct, model.

6.1.3 Toy train types

The number of toy train teak luggage vans made is low; I have only one in 0 Gauge.

This AS Fourgon is part of a series of CIWL Orient Express cars AS made. It has CIWL number 1108, a number used for a teak luggage car but not this type, since this type is a postal/baggage car looking very much like the car with number 1180 (see 6.1.1.1). The car is metal overall (lithographed tinplate for the body), has no interior and has a length of 37 cm. AS used the catalogue references 302900 for this car.

6.2 Steel carriages

6.2.1 Fourgon truck

The CIWL Fourgon trucks or luggage vans with containers were made for the Flèche d'Or; the containers were transferred to the Channel ferry and then loaded on flatcars to run with the Golden Arrow to London. Only 3 were made with numbers 1260, 1261 and 1262. They are not a popular product for model manufacturers, only a couple were made, generally by the smaller firms.

6.2.1.1 *1 Gauge*

J&M Models made a Fourgon with containers with catalogue numbers EC/133. The car has CIWL number 1262. This car is all metal; the containers are very heavy castings. The length is 52 cm. This car is of course a perfect match for the Flèche d'Or Pullmans (see 5.2.2.1).

6.2.1.2 *0 Gauge*

This carriage is made in Italy by Elettren; it has a length of 40 cm and is to a scale of 1:43,5. The car is all metal and has lights. The CIWL number is 1260 and the catalogue number 1307.

6.2.1.3 *H0 Gauge*

Sardegna Express made a painted brass model of the brown/crème version of the fourgon truck in a series of only 115 pieces. The carriage is very detailed and has a beautiful finish, but was quite expensive when made in 1997. The correct CIWL number of this 20 cm long fourgon is 1260.

This carriage is made in a small series by the small Swiss company Wabu based on a plastic industry frame and running gear; it has a length of 20 cm and is to a scale of 1:87. The superstructure is brass. Rather surprisingly the CIWL number 1253 is not correct. The fourgon trucks had number 1260-1262.

This RMA fourgon truck luggage van is made from a kit; it is except for the wheels and couplings all plastic. The catalogue number is 429 and the length is 23 cm. It bears the CIWL number 1262. It has the more modern CIWL emblem.

6.2.1.4 *Toy train type*

The JEP Flèche d'Or fourgon is part of a Flèche d'Or trainset JEP made. The fourgon has no CIWL number and NORD marking. The JEP catalogue number for this car is 5276.B. The car is metal overall (lithographed tinplate for the body) and has a length of 33 cm.

6.2.2 Fourgon 6 portes

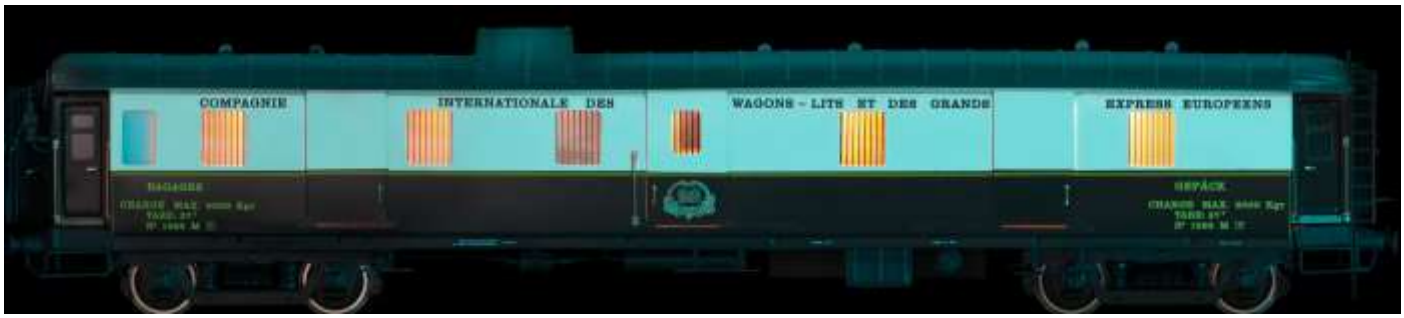
The luggage or baggage car with 6 doors was very popular by model makers; I have examples of these cars in my collection in the gauges 1, 0, H0, N and Z.

6.2.2.1 *1 Gauge*

This carriage is made by J&M Models for Fulgurex, catalogue number is EC/121; it has a length of 65 cm and is to a scale of 1:32. The coach is all metal with exception of the roof which is plastic; of course it is lighted. The CIWL number is 1271.This specimen is famous for being used in the iPad app on the History of the Orient Express

6.2.2.2 *0 Gauge*

This carriage is made in Italy by Elettren; it has a length of 48 cm and is to a scale of 1:43,5. The coach is all metal with exception of the roof. It has no interior but it is lighted. The CIWL number is 1265.



Elettren also made a blue version with CIWL number 1263 which is further the same as the brown/crème version shown above.

The German modelmaker Hübner made for Fulgurex models of the 6-door Fourgon in blue, blue/crème and brown/creme. This is the blue version which was made in a series of 40 pieces in 1970 with Fulgurex catalogue number 2554. Length of this lighted, detailed brass model with correct CIWL number 1280 and sliding doors is 47 cm.

This Fourgon model is made by MTH in an “Orient Express” set (catalogue number 20-60004) with 2 Pullman cars, a restaurant, a sleeper and this luggage car. The car has a length of 47 cm, is plastic and is lighted. The CIWL number is 1270. Note the colour difference when photographing outside or inside, it is the same car!

6.2.2.3 *H0 Gauge*

Altaya issued an Orient Express from 1929 set with a 231E pacific locomotive in SNCF livery and steel cars: two luggage vans, two WL's and a WR. The luggage vans both have CIWL number 1276, these cars, made in 1927/28, are of the Orient Express type. These cars look like copies of the RivaRossi luggage cars. The plastic cars are reasonably detailed and have interior including luggage; they are 24 cm long. With this Orient Express set a set of 5 railway men was delivered; these are painted metal cast figures made by Frontline Figures. Note that the SNCF 231E pacific in this set is not a correct locomotive for the 1929 Orient Express, the SNCF was founded in 1938.

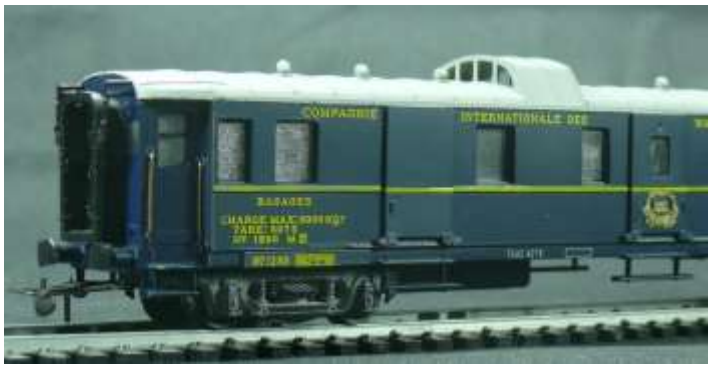
COMPAGNIE
INTERNATIONALE DES
BAGAGES
CHARGE MAX 6000Kgr
TARE 37T5
N° 1276 M
N°1276

AGONS-LITS ET DES GRANDS
EXPRESS EUROPEENS
LUGGAGE
CHARGE MAX 6000Kgr
TARE 37T5
N° 1276 M

231.E.22

I have two similar France Trains luggage cars; they do have different numbers; one is 1263, the other 1290. Their length is 24 cm; these are plastic cars in the blue/cream Pullman livery. With a triplage of Côte d'Azur Pullmans (see 5.2.1.3) they make a beautiful train.

The 6 door luggage car with number 1290 was also made by France Trains with catalogue number is 305 in blue livery. The same luggage car with number 1265 was made brown/cream livery with catalogue number 325. Length is 24cm.



With catalogue number HJ4198 and HJ4199 Jouef, now part of Hornby Hobbies, made an Etoile du Nord train set as it ran around 1930. The sets contains two six door Fourgons shown here and further a Fleche d'Or and Etoile du Nord couplage. The Fourgons have the correct CIWL number 1263 and 1265. The cars are nicely detailed and have the correct livery for the period with gold striping and bronze lettering. All cars, including the Fourgon, have a good looking destination board. These cars have no lights and are 24 cm long.

COMPAGNIE
INTERNATIONALE DES
WAGONS-LITS ET DES GRANDS
EXPRESS EUROPEENS
GEPACK
CHARGE MAX 6000 KGF
TARE 37T
N° 1263 MR

COMPAGNIE
INTERNATIONALE DES
WAGONS-LITS ET DES GRANDS
EXPRESS EUROPEENS

COMPAGNIE
INTERNATIONALE DES
WAGONS-LITS ET DES GRANDS
EXPRESS EUROPEENS
BAGAGES
CHARGE MAX 6000 KGF
TARE 37T
N° 1263 MR

WAGONS-LITS ET DES GRANDS
ETOILE DU NORD

EXPRESS EUROPEENS
WAGONS-LITS ET DES GRANDS
GEPACK
CHARGE MAX 6000 KGF
TARE 37T
N° 1263 MR

These RivaRossi luggage cars have number 1269 (blue/cream) and 1263 (brown/cream); they are to a scale of 1:87 and 24 cm long. The white buffers are a bit overdone to my taste. It is difficult to choose between the RivaRossi cars and the France Trains cars described above.

Trix made with catalogue number 26470 a 2-rail version of an Edelweiss boxed Pullman car set of 6 cars of which Märklin made the 3-rail version. This set contains two six door fourgons. As we, but Trix and Märklin do not, know the Edelweiss Pullman train never had a CIWL fourgon. The baggage cars of this train were Dutch (NS) and/or French (AL). These nicely detailed cars have interior lights and are 24 cm long. The colour of the lettering is a bit strange making it difficult to read the car numbers which are 1263 and 1269. 1269 is supposed to be at the end of the train, since it has 3 illuminated tail lights.

EXPRESS EUROPEENS
GEPÄCK

6.2.2.4 *N Gauge*

Kato from Japan made a set with catalogue number K23217 called “Le Train Bleu“. The set of 7 CIWL cars contains a Fourgon, a WR, Salon Bar, WL type Y and 3 WL type LX. The scale is 1: 160 and the set is made of plastic and the cars, with exception of the fourgon, have interior. The baggage car (fourgon) has the CIWL number 1286. It has a length of 13 cm.

RivaRossi made this 6 door baggage car in brown/cream with number 1263 in N scale; they used the same number for the H0 gauge fourgon. The scale is 1: 160, the catalogue number is 9552 and is has a length of 13 cm. It is made of plastic.

6.2.2.5 *Z Gauge*

Märklin made a Z gauge trainset being a model of the “Nostalgie Istanbul Orient Express” (catalogue number 8108) consisting of an LX sleeper and a WP, WR and an F. Here we see the F (fourgon) with the correct CIWL number 1263. This plastic car has a length of 9 cm and is nicely and correctly detailed with respect to its size.

6.2.2.6 *Toy train types*

This plastic Lima Fourgons look a bit like the Pocher cars hereafter. The blue one (catalogue number 9301) has the modern CIWL emblem and the incorrect number 25140. The brown/cream version, with catalogue number 9331, has a correct CIWL number (1292) for this type of car. The cars are 22 cm long.

For the British market the blue Fourgon with number 25140 was also made with British "tension-lock" couplers. This version was part of a Simplon Orient-Express trainset. The British version, shown right, is a bit darker while the yellow striping is more orange.

COMPAGNIE
INTERNATIONALE DES WAGONS
LITS ET DES GRANDS
EXPRESS EUROPEENS

COMPAGNIE
INTERNATIONALE DES WAGONS
LITS ET DES GRANDS
BAGAGES 25140
CHARGE MAX

COMPAGNIE
INTERNATIONALE DES WAGONS
BAGAGES
CHARGE MAX
TARE

The small Italian toy manufacturer Favero made also a very similar 6-door fourgon. It was made in blue and in the cream.blue version shown here; it has catalogue number 2502 and a length of 23 cm. Favero did not add a CIWL emblem and the car number is with 9102 pure fantasy.

The next two baggage cars by Pocher in blue and in blue/cream have both CIWL number 1290 of a 6 door fourgon, but the window layout is not completely correct modelled. Length of this plastic cars is 23 cm. The blue one, with tail light, has catalogue number 223/2 and the blue/cream one has 229/2.

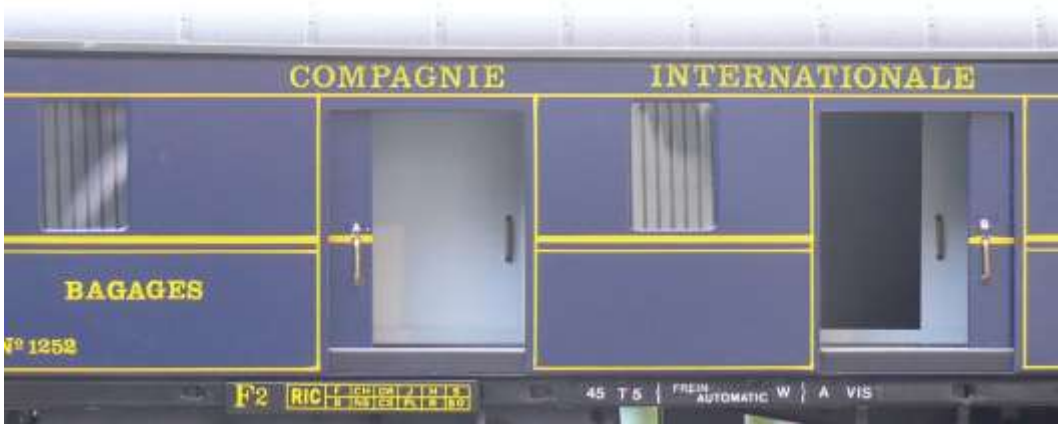
Note the difference in the lookout; the reality is between these two forms.

6.2.3 Fourgon 8 portes

There are not many models made of the 8 door baggage car. I have 3 in my collection.

6.2.3.1 *0 Gauge*

This carriage is made in Italy by Elettren; it has a length of 55 cm and is to a scale of 1:43,5. The coach is all metal with exception of the roof. It has no interior but it is lighted. The CIWL number is 1252.



6.2.3.2 *H0 Gauge*

Jouef made this 8-door baggage car with CIWL number 1247. It is a bit short with a length of 23 cm, the catalogue number of this plastic car is 4600.

Models World (LS Models) made with catalogue number MW 1001 a train set representing the Nord Express. This 7 piece set contained two 8-door baggage cars with the correct CIWL numbers 1246 and 1252. Note that these are the first H0 models of this type of baggage car with a correct length, i.e. 27 cm in the model. The cars of this set all have interior lights and are very detailed.

The baggage car number 1246, which is supposed to be at the end of the consist, has correct tail lights.

6.2.4 Toy train types larger gauges

6.2.4.1 *AS Fourgon*

This 0 gauge Fourgon is made by the French maker AS and has a livery for the Flèche d'Or. AS cars are made of lithographed tinplate. The car is made for 3-rail track and has toy train wheels. The CIWL number is 1264, which is a number used for a fourgon. The length is 37 cm.

6.2.4.2 *Biaggi Fourgon*

Biaggi from Italy made this 0-gauge luggage car. Biaggi made CIWL cars in two lengths, this is the shorter version and has a length of 33 cm. The catalogue number of this car is 6433WB while the number on the car is 6336, which is not a correct CIWL number. The car is made of metal; the body is some type of casting.

6.2.4.3 *Darstaed Fourgons*

This Darstaed tinplate style baggage car is made in the style of pre-war Märklin cars. Darstaed made tinplate style, but also fine scale, CIWL cars. This car is for 0 gauge and has a length of 40 cm, the Darstaed catalogue number is 510. The car has the CIWL colours but no CIWL lettering but was sold by Darstaed as a CIWL baggage car. The coach is all metal including a metal roof; it is not lighted.

This next Darstaed tinplate style baggage car is a match for the Darstaed Pullman cars, see 5.2.8.1. This car is for 0 gauge and has a length of 40 cm, the Darstaed catalogue number is PC3354. The car has the CIWL blue/crème colours, which was not much used on baggage cars, only for a short period for baggage cars in Pullman trains. The CIWL lettering is, rather strange, in German. The 40 cm long coach is all metal including a metal roof; it is not lighted.

As can be seen the baggage doors and the end doors can be opened.

6.2.4.4 *Elettren Fourgon*

This tinplate Elettren fourgon with catalogue number B025 was made in the fifties. It has interior light and a length of 42 cm. It was not a item designed as CIWL fourgon, but a generic baggage car that was also available in Italian FS or Swiss SBB livery.

6.2.4.5 *Paya Fourgon*

Paya from Spain made 0 gauge tinplate trains in different sizes and price ranges. This is a baggage car in their range of large cars; it is however at a length of 26 cm shorter than the other cars in this range. The interior is lighted and there is a sliding door and a postal box at each side. Remarkable is the red instead of yellow striping and also the two CIWL emblems at each side. It has number 1362 which however is not a CIWL number but a Paya catalogue number.

6.2.5 Toy train types smaller gauges

6.2.5.1 *Fex Miniatrain Fourgon*

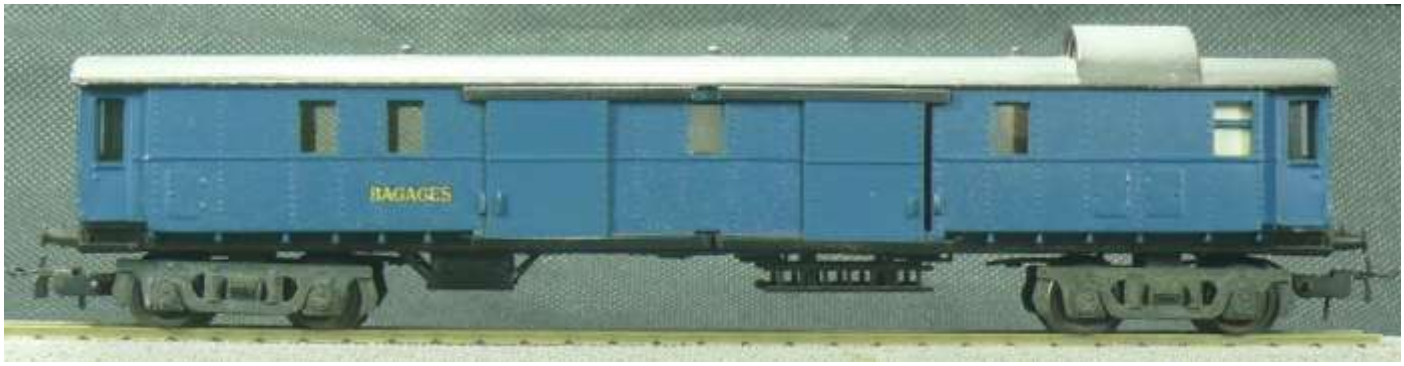
This baggage car is made by Fex Miniatrain, however it sits on incorrect JEP bogies (when I bought it, it had incorrect Märklin bogies). The car is all metal and has a length of 24 cm. The CIWL number is 1240, which is a number that was not used. The Miniatrain catalogue number is 1136 or 2136 (depending on the year of the issue of the catalogue).

6.2.5.2 *JEP Fourgon*

In their series of cars made for JEP, Rateau made also this fourgon. The same model was made in red as a postal car (see http://sncf231e.nl/tporpo/). The car is all metal and is quite long with a length of 27 cm. The CIWL number is 1240, which is a number that was not used, but it is the same number used for the Fex-Miniatrain fourgon (which might also have been made by Rateau).

6.2.5.3 *Liliput Fourgon*

Liliput of Austria made during the 1950's a first series of CIWL cars. These cars are a bit crude. This is a fourgon which went with this series even if it had no CIWL markings. It is a plastic car with metal bogies, metal sliding doors and no interior; the length is 22 cm and the Liliput catalogue number is 281.

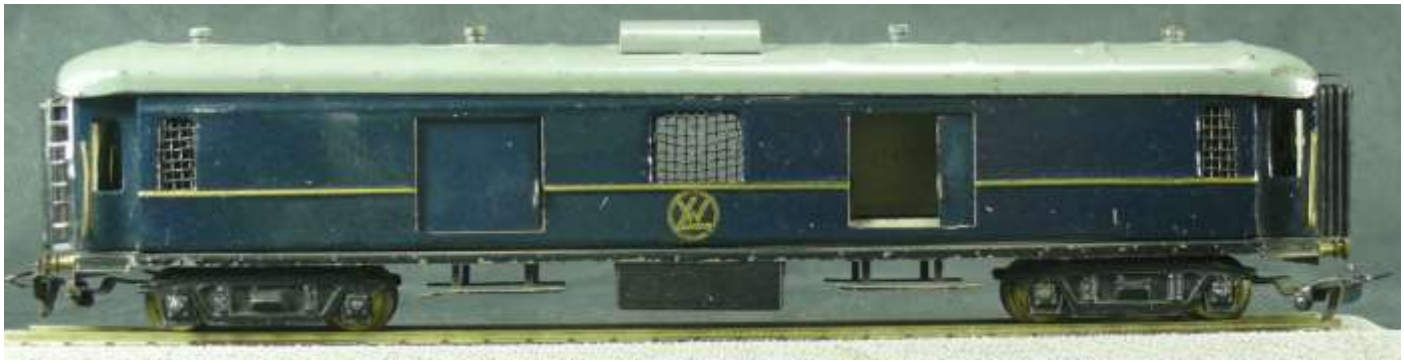


6.2.5.4 *Märklin Fourgon*

Märklin used the name Primex for a series of simpler models to be sold via department stores. This fourgon, which is an addition to the Primex set 2701 called Orient Express, is made of lithographed tinplate. The car has the catalogue number 4186 which is also printed on it but which is not a number used by any CIWL car. This car is 22 cm long.

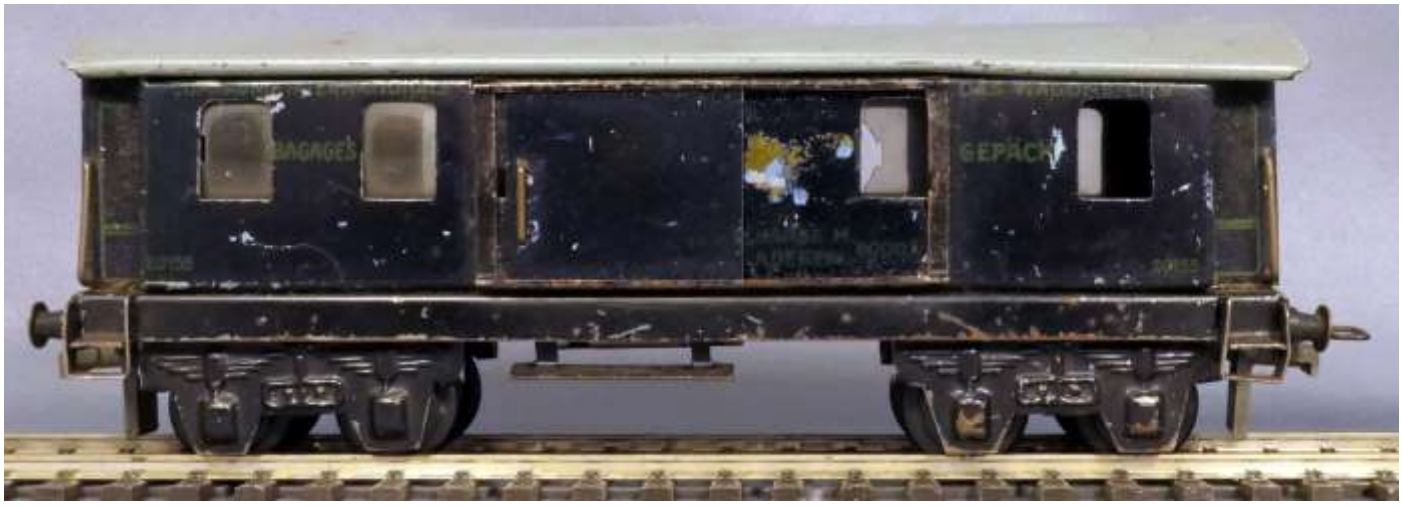
6.2.5.5 *Martin Fourgon*

The small French manufacturer Martin made this fourgon with catalogue number 136 with the modern CIWL emblem. This car has no CIWL number. The car is all metal without interior and has a length of 22 cm.

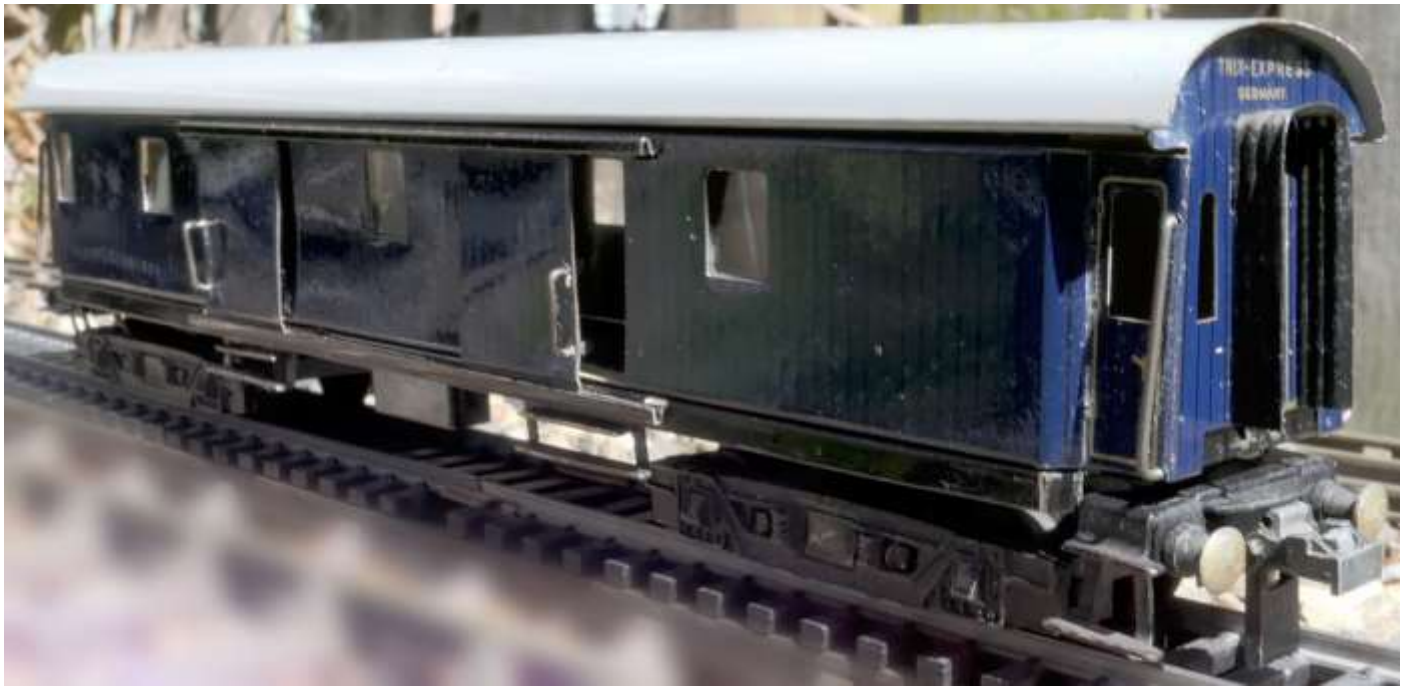


6.2.5.6 *Trix Express Fourgons*

Trix Express made H0/00 gauge baggage cars with 4 sliding doors in short and long 8-wheel versions. This is the short version which is only 13 cm long. It has catalogue number 20-155 and part of this catalogue number is printed were the CIWL number should be. It is a metal car made shortly after WW2 and as you can see not in a good condition.



The long 8-wheel version of the Trix Express baggage car is not based on a real car. It shows lithographed wooden planks, so might be made as a representation of a teak car. It has catalogue number 20/165 and is 21 cm long.



7 Miscellaneous

7.1 Wine cars

The CIWL had a small number of freight wagons, including some for the transport of wine. I have two models of these wine cars, both in H0 gauge. These cars had no CIWL number.

The first wine car is by LS Models; this is a very detailed but also fragile model. The catalogue number is 30560 and the length is 9 cm.

The second wine car is a model by Märklin from the Primex series made in 1990, catalogue number 4546 and length 10 cm.

7.2 Cruising Service car

The Flèche d'Or WPc with CIWL number 4013 was rebuilt into a Cruising Service-car which amongst others had 7 douche cabins. Some models of this car were made in various gauges.

7.2.1 0 gauge

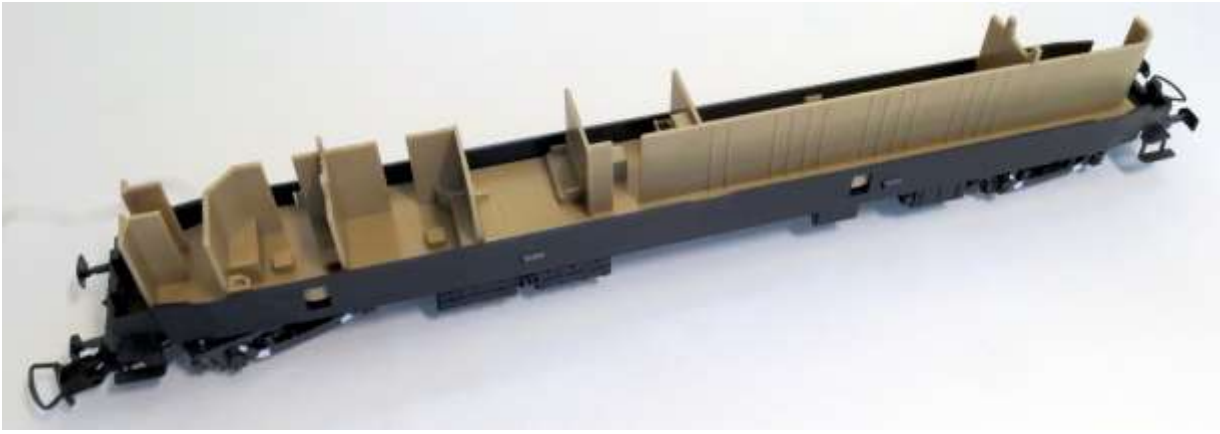
In 0 gauge Elettren made with catalogue umber 1218 a model of the cruising service car in blue/grey livery. The metal model with lights and complete interior is 55 cm long and has a plastic roof. The interior shows 5 douches, while descriptions of the original car mention 7 douches. I have not yet found a floor map of the real car.

Douches and compartments for the staff

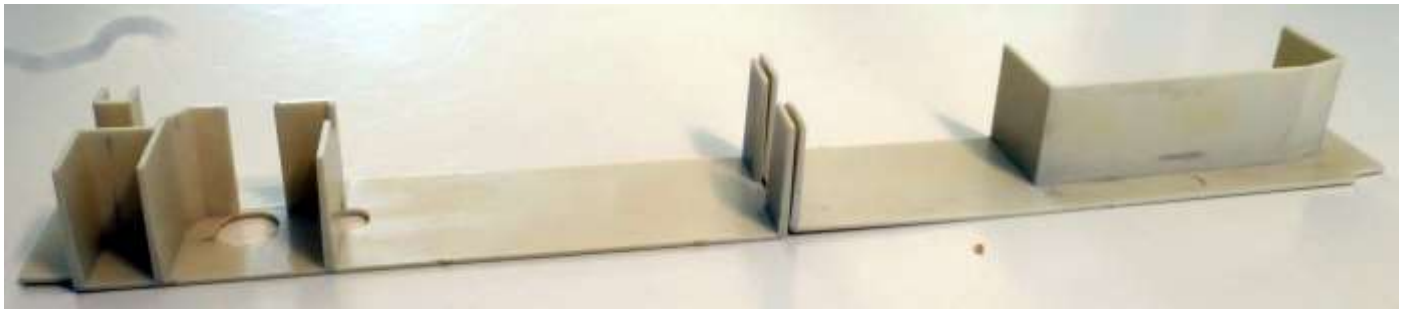
7.2.2 H0 gauge

This H0 model of the rebuild of 4013 is by RivaRossi. RivaRossi just painted and lettered their Flèche d'Or Pullman car in the colours and with the inscriptions of the Cruising Services car. The only change to the body RivaRosi made was blanking out some windows and further they added a changed but very simple interior. The catalogue number is 2488 and the length is 27 cm.

On the left the kitchen windows can be seen; The douche cabins are behind de blind wall.

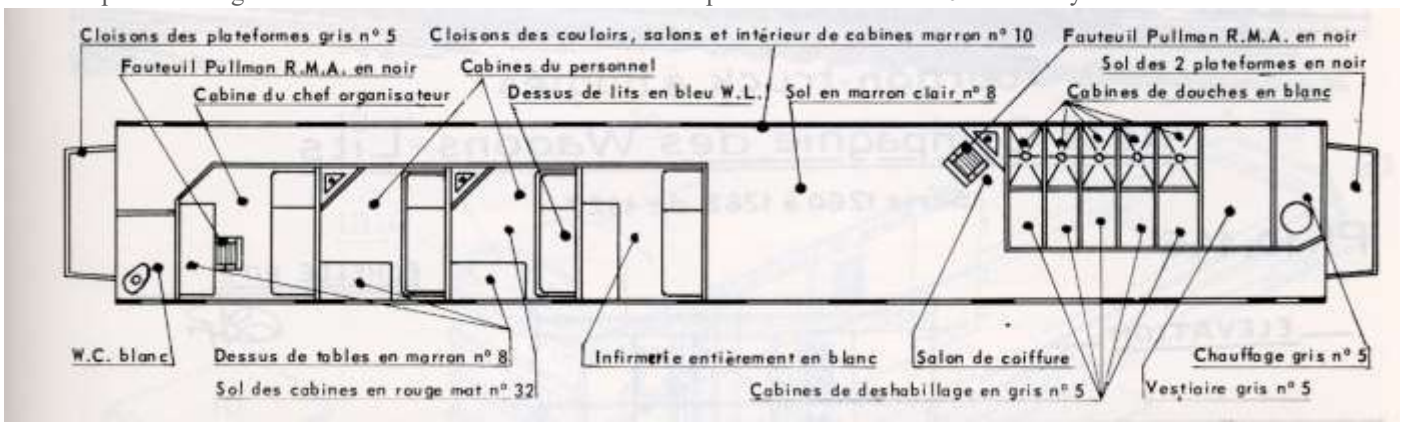


Also RMA made with catalogue number 433 an H0 model of the same cruising service car. This car might be looking a bit less detailed, but RMA did some further correct changes like changing the doors windows from oval to rectangular and also changes to the windows, The colour difference with the RivaRossi car is obvious; I would not know which colour is more prototypical.



The interior is just the layout of a Pullman car with kitchen and shows no douches at all

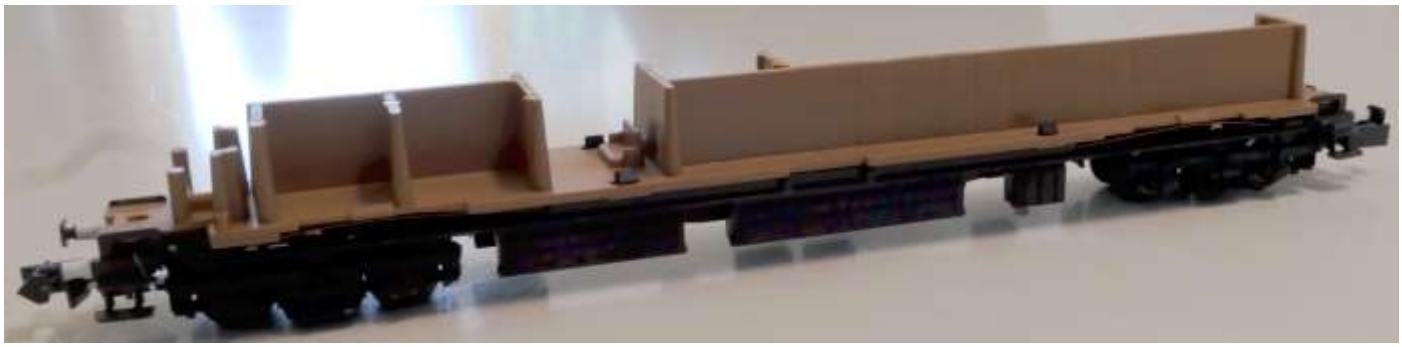
The small (one man band) French company Modelisme-Collections makes kits for interiors of many different railway passenger cars including one for the RMA cruising service car. These kits are made by 3D printing and are in one colour. He also supplied this floorplan showing also the colours to be used. So I made and painted one of these H0 kits for my RMA car.



7.2.3 N gauge

Kato made in N gauge a model of the cruising service car with CIWL number 4013. Unlike all other manufacturers Kato modelled this Flèche d'Or type WPc correctly. This type of car had an asymmetrical windows arrangement at the corridor side of the kitchen and Kato has modelled this correctly. The car is in a later livery. i.e. cream/blue, than the ones shown above The car is made of plastic and has correct looking interior. The length if the car is 15 cm.

Note the asymmetric windows at the right.



7.3 CIWL figures

These next items are not a running model but figures to a scale of 1:43.5 for CIWL 0 gauge trains. These are made by Omen-Miniatures, a small English manufacturer that makes a large range of detailed cast figures which can be bought expertly painted. The CIWL figures in the range are: F10 Conducteur (conductor) holding a passenger list, F11 Conducteur de Wagon Lit - old style uniform, F12 Serveur (waiter) for Dining car, F13/A26 Chef Cuisinier for Dining car, F14 Porteur (Porter) carrying a suitcase.

F10 Conducteur holding a passenger list assigning a sleeping compartment to some Omen passengers

F14 Porteur carrying the luggage of a couple of Omen passengers to the next car

F13/A26 Chef Cuisinier in Dining car kitchen (see 4.2.1.2) and an Omen waiter

F12 Serveur (waiter) for Dining car and F11 Conducteur de Wagon Lit - old style uniform standing in front of sleeping car

Omen waiter holding a menu (not from the CIWL range) in Dining car (see 4.2.1.2)

7.4 Orient Express sets

In the Edition Atlas collection of Minitrains a set with a Bavarian S2/6 locomotive, a dining car with number 107 and a sleeper was made named Orient Express to a scale of 1:220. This is a strange combination since the dining car with CIWL number 107 was sold, and later demolished, before the S2/6 locomotive was constructed. The cars, which are nicely detailed for their scale, look a bit like cars of the period 1890 and are respectively 6 and 8 cm long.

Lima from Italy made a 2-rail electric Simplon Orient-Express set in H0, but for the British market with British "tension-lock" couplers, with an SNCF 141R locomotive, a fourgon, a restaurant car and two Pullman cars; one in blue/crème and the other in a brown/crème Flèche d'Or livery. The cars are shown in the respective paragraphs for these types of cars. The Simplon Orient-Express text on the locomotive tender is not prototypical.

7.5 Christmas Holiday in France

This CIWL inspired VW T1 “Sleeping Car” is based on a Brekina VW car and issued by the German model train shop Hünerbein and is described as follows :

Exclusive H0/1:87 Hünerbein Special Edition Model. Experience Christmas in a whole new way – with our limited edition VW T1 in H0/1:87 scale! This extraordinary Christmas model tells a charming little story: Santa Claus is taking a well-deserved break and vacationing in France. The iconic VW T1 features an intricately detailed special, CIWL inspired, livery that lovingly captures the French holiday atmosphere. A highlight is the included Santa Claus figure in a French design – a true innovation, never before seen! Equipped with a baguette and a glass of red wine, he humorously combines the festive atmosphere with a touch of French flair. The set is rounded off by an atmospheric mini-diorama with a Christmas tree and presents, providing the perfect setting for this little Christmas getaway. Features at a glance: VW T1 in H0/1:87 scale. Exclusive Santa Claus figure – brand new mold. Mini diorama with Christmas tree and gifts. Strictly limited edition, 300 pieces – available only from us.

7.6 Uncategorized cars

Here are some cars that do not fit into one of the other categories. They however have something CIWL in them.

7.6.1 CR

CR (Charles Rossignol) is known for making toy-trains while, maybe even on purpose, stay away from how real trains look. Instead of using the correct CIWL name: Compagnie Internationale des Wagons-Lits et des Grands Express Européens they used Compagnie Internationale des Grands Express Européens. And another example: Their Flèche d'Or train was pulled by a PO (Paris Orleans railway) type of electric outline locomotive instead of a Nord steam locomotive.

Here are two of the cars that are part of this "Flèche d'Or" train: The first is a teak style restaurant car (Dinning car (sic)) with CR number 701. Instead of a CIWL emblem there is a CR trademark. The car 8-wheel tinplate car is 25 cm long.

And here is with CR number 702, the CR sleeping car which is called Lit-Salon. Lits-Salon was used as a carriage type designation by the PLM railway, but was not used by the CIWL. This car seems not to have its original bogies.

CR (Charles Rossignol) made in 0 gauge these 2 cars which are CIWL blue, have oval windows and one of them has the lettering: Compagnie Internationale des Grands Express Européens. The lithographed tinplate cars are from a CR train set with catalogue number 7004. Length of each car is 14 cm.

CR (Charles Rossignol) made in 0 gauge with CR number 82 and 83 these similar cars which have the almost correct lettering C'ie Intern'le des Wagonslits et des Grands Express Européens but no CIWL emblem. The Pullman car is not crème/blue but has the oval windows. These small lithographed 4-wheel tinplate cars are from a CR clockwork train set in the 8000 series. Length of each car is only 11 cm.

In another trainset came the next 2 cars; note that the fourgon has a different lithography than above and has CR number 82.

7.6.2 Edobaud

The next to mention is Edobaud. End of the 1920s this company was founded by Edouard Baud. Model (toy) trains were produced in the period from 1928 to 1939. The chassis of Edobaud equipment looks like it is made for gauge 1 but the wheels and axles were made for 0-gauge track. The train product range was small (Edobaud did make other “scientific” toys) and included a sleeping car, a restaurant car and a car which is not marked Pullman but has Pullman colours. Note that Edobaud did not use the full name Compagnie Internationale des Wagons-Lits et Grands Express Européens but used Compagnie Internationale des Petites Express et des Wagons-Lits (International Company for small expresses and sleeping cars).

The cars are 43 cm long over buffers and have a very long coupler and matching long corridor connections.

First shown is the Pullman car, the Edobaud catalogue number is 35.115.

The next Edobaud car, catalogue number 35.116, is lettered as being a dining car but no recognizable kitchen area can be seen.

7.6.3 Frank Down Ltd

This next item is not a running model but a black plastic plaque, picked out in gold and coloured, made by Frank Down Ltd. It shows a WR with CIWL number 2975. The explanation for 'Thomas Cook' on the plaque is the following. At the time, WR 2975 belonged to Thomas Cook. Buying it was the initiative of J. H. Price, who was the editor of the Thomas Cook continental timetable at the time. This was published by Thomas Cook in Peterborough, and WR 2975 was bought to run on the Nene Valley Railway next to Peterborough (where it still is). Size of the plaque, which like some other Frank Down Ltd plaques is hanging in my train room, is 41 * 14 cm. Plaques like these were made with images of cars, airplanes and of course trains, the latter sold in places like souvenir shops of preserved railways.

7.6.4 Friedl

For transport of gas for lighting the CIWL had a couple of cars with gas-reservoirs, one with CIWL number R 1111 which was made by Ringhofer in 1900. This is a model of that car made by Friedl, a small German fine scale 0-gauge builder. It is a very detailed beautiful model; however, I doubt whether it looks like the real R1111. On a picture of the real R1111 is shown that it indeed had German ISG lettering. The car is made in brass and steel and is 24 cm long.

7.6.5 Gils

The Belgian maker Gils used the CIWL name on a number of his toy train cars. Of course CIWL is original a Belgian company, so using this name on toy trains was not illogical. In 1943 they introduced the “Silver Gils” train. A train with a locomotive and cars made of aluminium. The cars had the CIWL name on one side and Wagon-Restaurant on the other. This car is 21 cm long

The Belgian maker Gils made in 0 gauge also the following car which is clearly a toy with no similarity with a real car, however it has the CIWL text on the sides. The product of Gils had no catalogue number, this coach is known as “stroomlijnrijtuig”; the length is 22 cm.

7.6.6 Le Rapide

LR (Le Rapide) made this lithographed tinplate 0 gauge Pullman car to go with a streamlined locomotive in the same colors in a set with catalogue number 102. The length is 13 cm and the catalogue number of the car is 121.

7.6.7 RMA

RMA made numerous versions based on their Fleche d'Or Pullman car. This one is not CIWL anymore. The real WP with number 4049 was rebuild and used by the French manufacturer of railway rolling stock Fauvet Girel from 1941 as a conference car and RMA modelled it. This 27 cm long car has catalogue number 436. It has no interior, but long ago a kit for correct interior for this car was available from a small supplier (unknown my me).

7.6.8 Schuhmann

This small 0-gauge tinplate car is made by the German maker Schuhmann (Firma Adolph Schuhmann, Nürnberg). It has no CIWL markings but has the Wagon Restaurant inscription and the typical oval windows. Length is 14 cm and I would not know a catalogue number.

There is room for 2 passengers only; the stove in the kitchen is recognizable.

7.6.9 Triang

The British firm Triang made this car in 00/H0 gauge. It is a British Pullman car model, but in CIWL livery and inscriptions for a sleeping car with no number. It has the Triang or Hornby type of couplers so I assume it is made to run in an English train. Maybe it is supposed to be a WL type F. The Triang catalogue number is R625, it was made in 1965. It has interior, however the compartments do not line up with the windows, so the windows were frosted. Length is 23 cm.

Corridor side

Compartment side

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