



CIWL CARRIAGES

FROM THE COLLECTION OF FRED VAN DER LUBBE

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2 Introduction

My trains collection consists mostly of rolling stock (locomotives, coaches 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 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 bare a number will be categorized by that number. 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 Book¹ is highly recommended; further Dr. Fritz Stöckl's book Rollende Hotels was also 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. 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 and VB.

The length of the vehicles in this catalogue is in centimetres². The said track gauges are Z (6.5 mm), N (9 mm), 00 / H0 (16.5 mm), 0 (32 mm), S (22.5 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.

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 ;-)

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. Furthermore, thanks to my parents in law, if they were not childless my collection had been different.

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¹ La Compagnie des Wagon-Lits – Histoire des véhicules ferroviaires de luxe ; Gerard Coudert, Maurice Knepper, Pierre-Yves Tousirrot ; Edition La Vie du Rail

² Rounded to full centimeters.

3 Sleeping

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

3.1 Teak carriages

3.1.1 Model types

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



3.1.1.2 H0 Gauge

Liliput made with catalogue number 26600 a sleeper with CIWL number 1660, these cars were 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, under 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. These cars are 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



3.1.2 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. 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 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 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.





This JdeP (Jouets de Paris)³ 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.



³ Trains made by Jouets 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 (Jouets 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 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 gives some information:

<i>CIWL sleeper</i>									
<i>Type</i>	<i>S</i>	<i>LX</i>	<i>Y</i>	<i>F</i>	<i>U</i>	<i>P</i>	<i>UH</i>	<i>MU</i>	<i>T2</i>
Introduced	1922	1926	1930	1936	1954	1955	1957	1964	1968
Number build	189	90	270	25	162	80	40	108	153
Compartments		10	11	9		20	11	12	18
Number of beds	16-24	10-20	11-33	9-18	36	20	33	12-36	36
Length (Meter)	23.45	23.45	23.45	19.23	26.4	24	25.1	26.4	26.4
Speed (KM/H)	140	140	140	120	160	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



3.2.1.2 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



LS Models made a set of 3 type F sleepers (catalogue number 49122). They have number 3801, 3805 and 3988. They have the post-war livery 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



3.2.2 Type LX

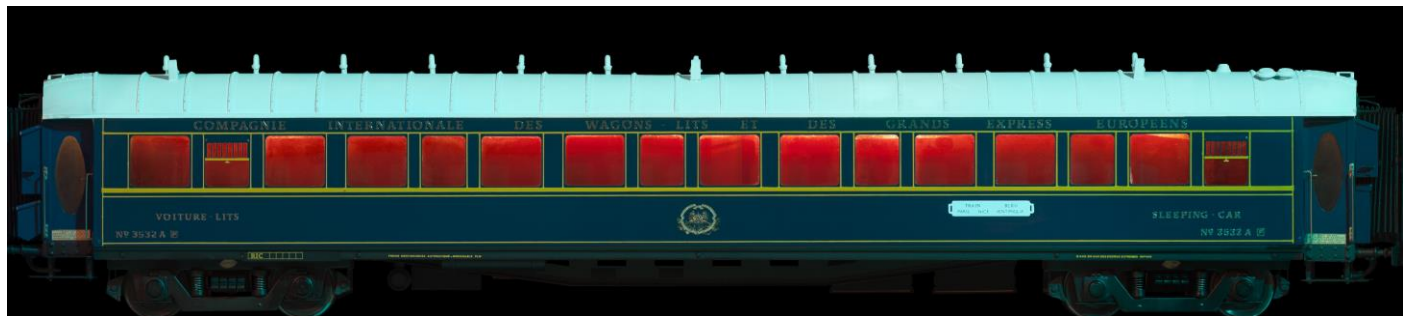
The type LX is considered to be most luxurious of the CIWL sleepers; they are easily recognised by the oval windows in the doors, which is not used in any other sleeper or restaurant car but is also used on Pullman cars. Models of the LX type are made by many model train manufacturers.

3.2.2.1 1 Gauge

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 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](#)



Corridor side



Corridor side with interior lights on.



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



Corridor side



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

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

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. These are detailed plastic models with interior to a scale of 1:87 with a length of 27 cm.



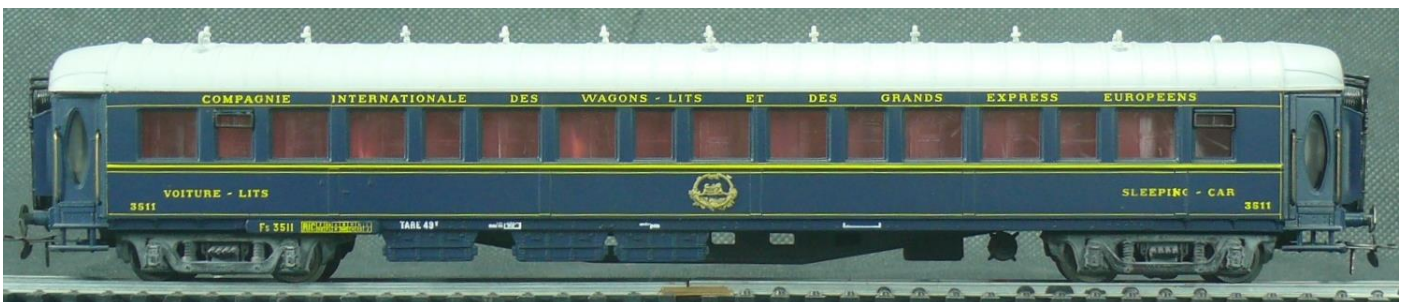
Compartment side with German lettering



Corridor side



Compartment side with Italian lettering



Corridor side

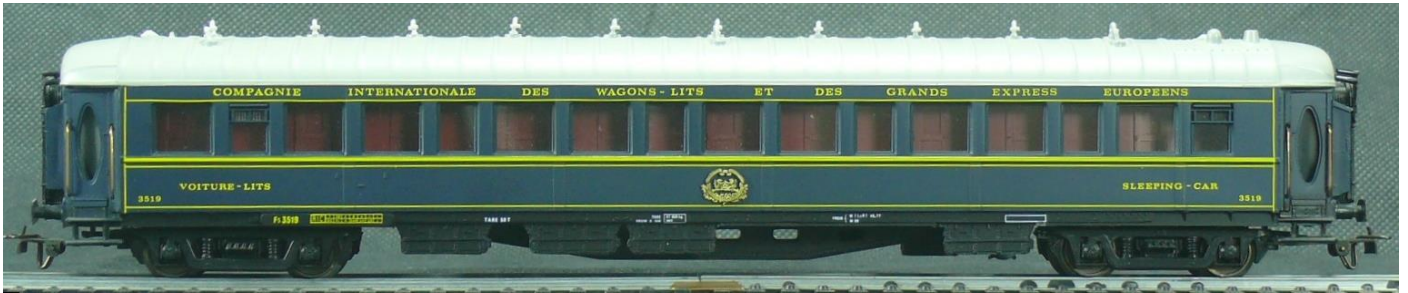


The photographer did not see the skew buffers

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. This are detailed plastic models with interior to a scale of 1:87 with a length of 27 cm.



Compartment side with Italian lettering



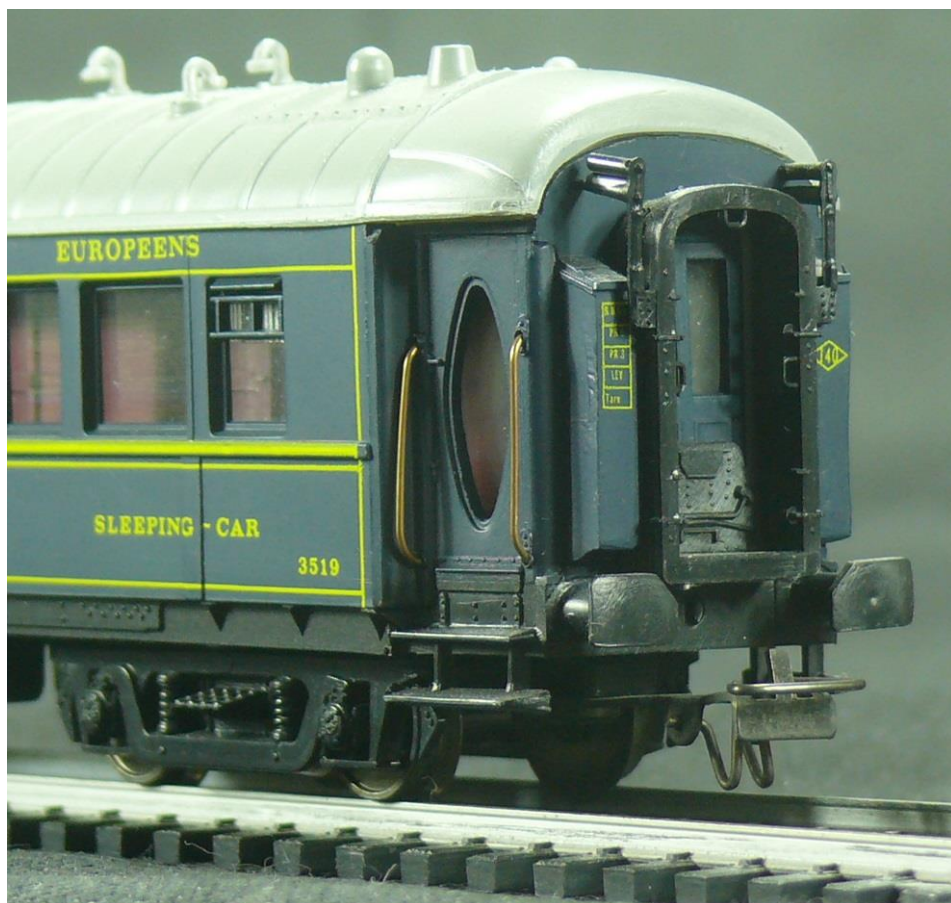
Corridor side



Compartment side with German lettering



Corridor side



This WL LX carriage is made by RivaRossi. It has interior and interior lights as can be seen. It is part of the RivaRossi Fleche 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

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



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 H0 Gauge

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

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.



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 and is 30 cm long; the second, with CIWL number 4740 and a grey roof, is 29 cm long.



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 car with number 4576 and is made in Japan 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.



Compartment side with German lettering



Corridor side



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.

Heris made some years ago, with catalogue number 18001, this scale model (1:87) of the WL type P with CIWL number 4503; later LS Models issued an improved version (not yet 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



This Kleinbahn P sleeper with catalogue number 385 and no CIWL number is shortened (22 cm) but has the correct window layout.



Compartment side



Corridor side



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 under carriage.



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



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



3.2.5.2 0 Gauge

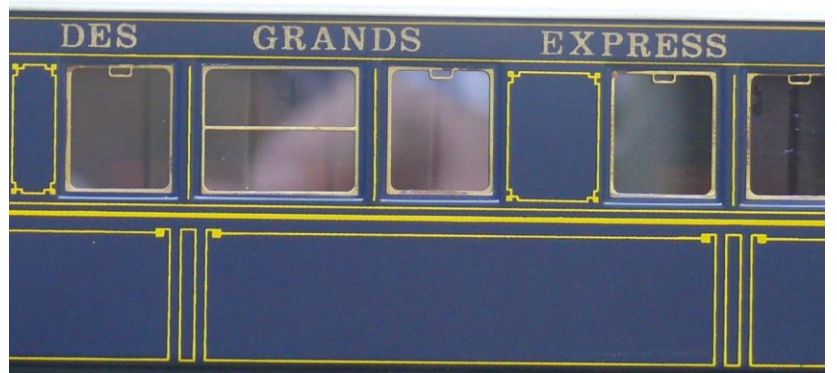
This carriage is made in Italy by Elettren with catalogue number 1504; it has a length of 55 cm and is to a scale of 1:43,5. The coach is all metal with exception of the roof and interior; of course it is lighted.



Compartment side



Corridor side



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



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

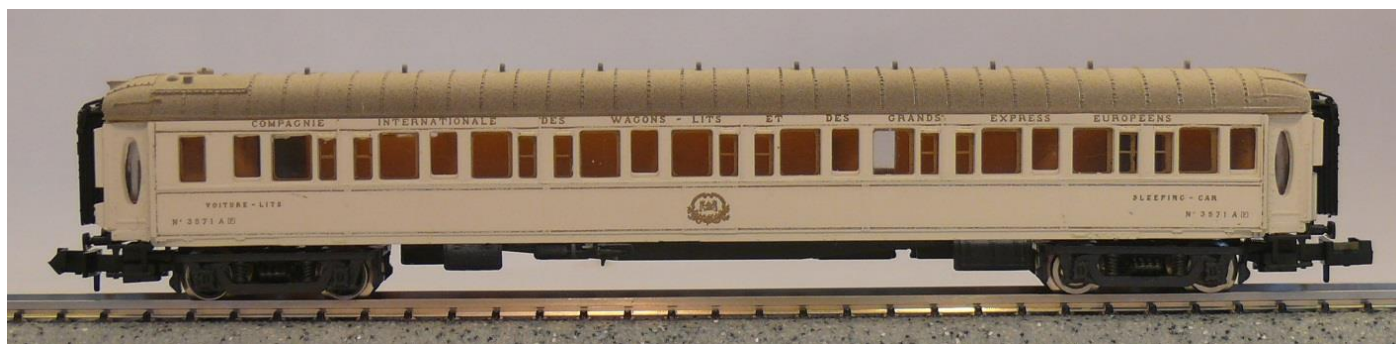


3.2.6.3 *N Gauge*

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.

3.2.7.1 H0 Gauge

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



3.2.8 Type U

This modern type (1956) 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 also known as type UH. It is no coincidence that this German product is modelled by the two large German train makers Fleischmann and Märklin.

3.2.8.1 H0 Gauge

This carriage is a model of a car with number 4581⁴ 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. The kit builder was a bit sloppy with the destination boards.



Compartment side with French lettering



Corridor side with German lettering



⁴ This seems to be a popular number; Dr. Fritz Stöckl used this number also on the front-page of his book *Rollende Hotels*.

This carriage is a model of a car with number 4581 and is made by Märklin. It is to a scale of 1:87 but shortened and has a length of cm; it is a metal (tinplate) car without interior.



Compartment side with German lettering



Corridor side with French lettering



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 are or were made; the older models are lengthwise not to scale.

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



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



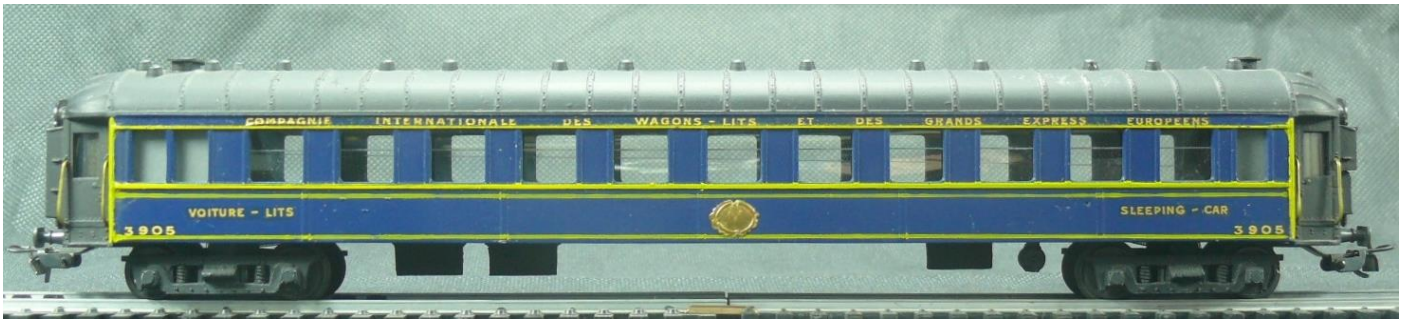
Compartment side



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 (see 3.2.8) in 1957.

3.2.10.1 H0 Gauge

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. This is the 3-rail version with catalogue number 231/3 S.M. (Super-Model). Pocher Super Models had detailed interiors.



Compartment side



Corridor side



3.2.11 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.

3.2.11.1 H0 Gauge

This plastic carriage with the number 586 is made by France Trains (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



3.2.12 Toy train types

3.2.12.1 *GeGé Sleeping car*

This plastic H0 gauge sleeping car is made by the French firm GeGé 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.



3.2.12.2 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.



3.2.12.3 Hornby Sleeping car

Hornby made a tin plate 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 4.2.4.4) 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.



3.2.12.4 JEP Sleeping carriages

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

JEP DEV type sleeper

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. 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 in S gauge by JEP; this is also metal but with plastic wheels. The length is 20 cm and the catalogue number is 4241.S.



3.2.12.5 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 Bucu marketed the same cars; the WL had catalogue number 55/61.



3.2.12.6 *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 2-3-0 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”



3.2.12.7 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 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.

4.1.1.2 H0 Gauge

Liliput made with catalogue number 26100 a WR with CIWL number 2419 which is the Armistice car. Whether this car ever had a blue livery I do not know. 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



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 WL 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 de 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 van with catalogue number 3791 is based CIWL number 1687 which 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



4.1.2 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.

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



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

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 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 right



4.2.1.2 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 3348 which is a WL from 1928.



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 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

The WR with number 4217 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). This 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 with 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

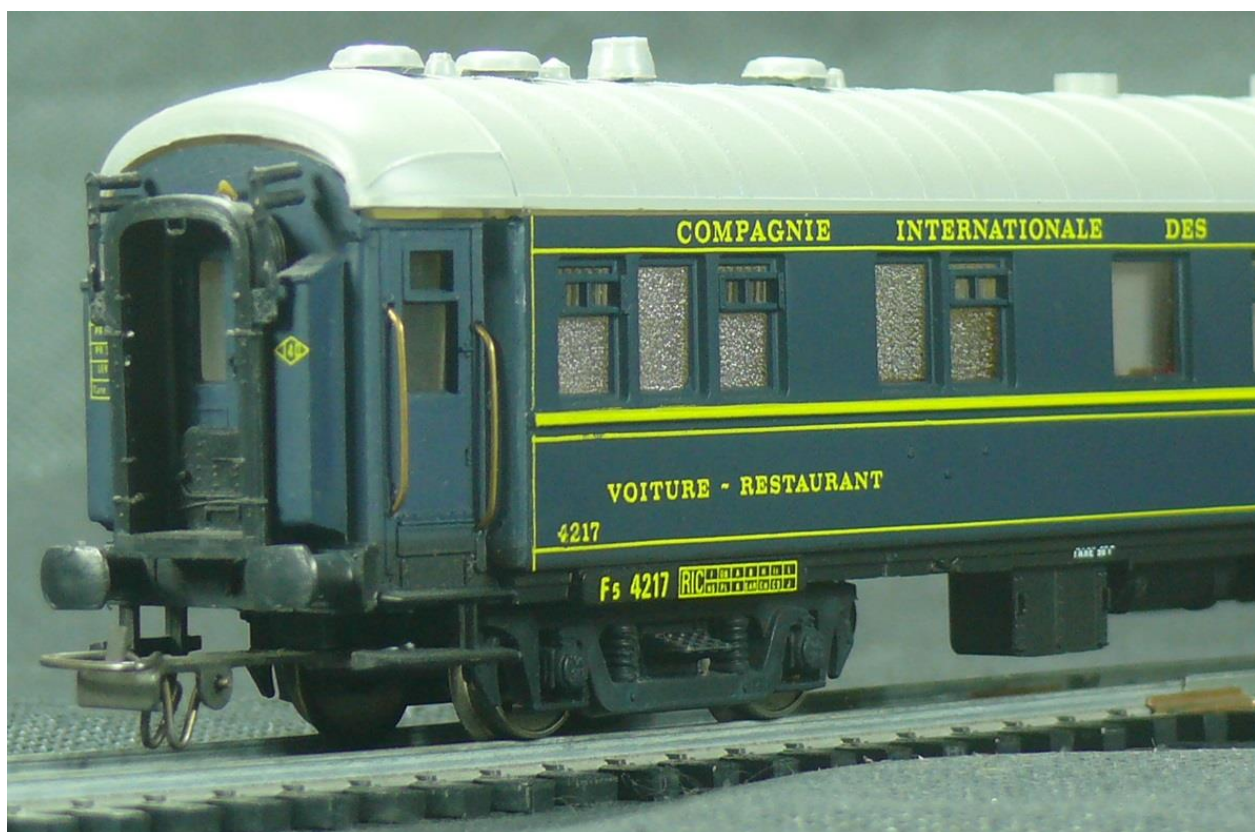


TRAM, kitchen at the left





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 in sometimes made with bronze letters and also raised.

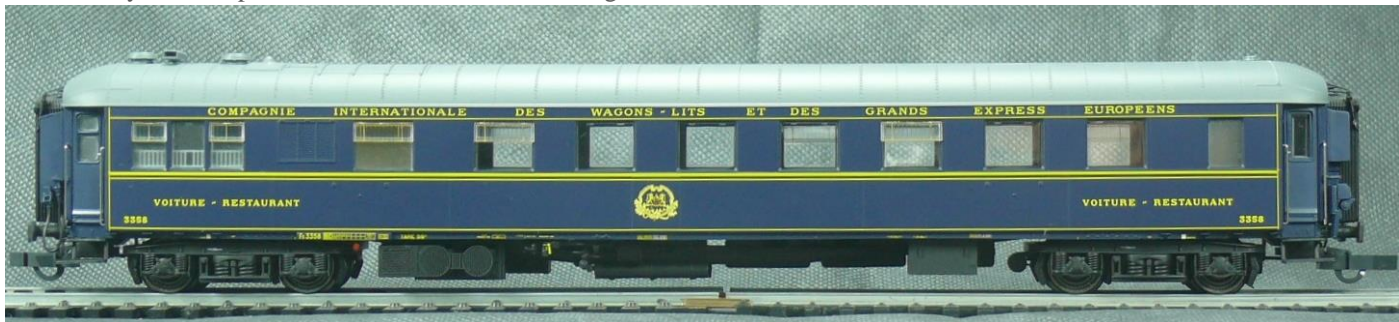


The kitchen is at the left, note the German CIWL lettering



Note a missing buffer ;-(

This WR with the CIWL number 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

This WR is made by the French maker SMCF (Super Modeles 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 Fleche 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



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.



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.



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 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.



4.2.2 Modern Restaurant cars

These modern restaurant cars have a straight body and roof.

4.2.2.1 *Munier*

Munier, a small French company, made this 0-gauge model of a more modern WR from 1950 with the CIWL number 4255. It has a length of 54 cm and is made of metal without interior. As you can see it is not in the best state, but as far as I know it is rather rare.



Kitchen at the left, note the German lettering



4.2.2.2 Kleinbahn

Kleinbahn from Vienna, Austria, made this H0 gauge plastic WR which looks a bit better than their previous version (see 4.2.4.7). 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

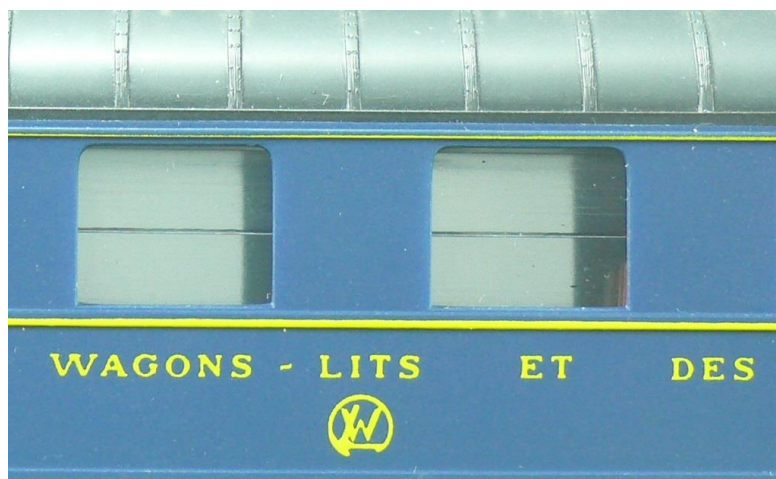
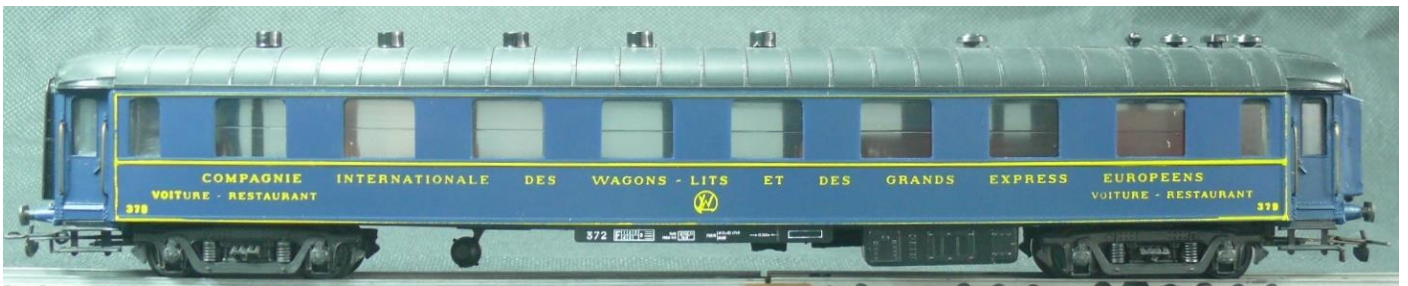
Other type of cars, like Pullman cars, were rebuild into CIWL restaurant cars.

4.2.3.1 H0 Gauge

Some cars with kitchen from the luxury “Train transatlantique” from the ETAT railway were rebuild 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



4.2.4 Toy train types

4.2.4.1 BLZ restaurant car

The 0 Gauge BLZ tin plate 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.



4.2.4.2 Darstaed restaurant car

The Darstaed tin plate style restaurant car is 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.

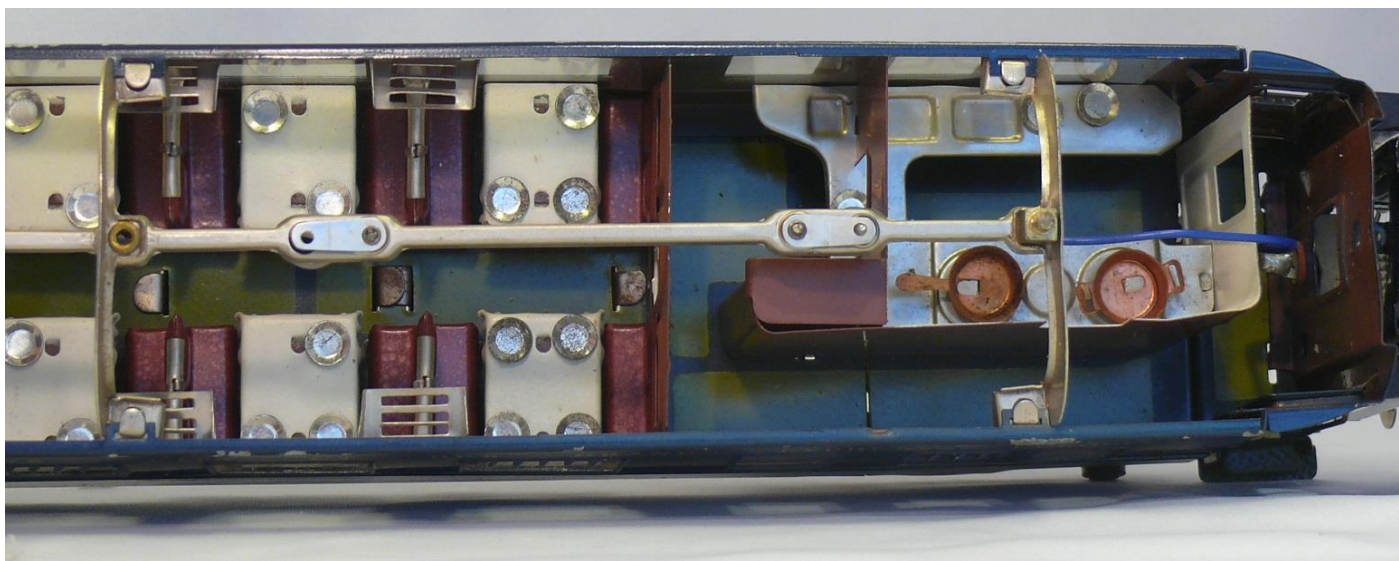
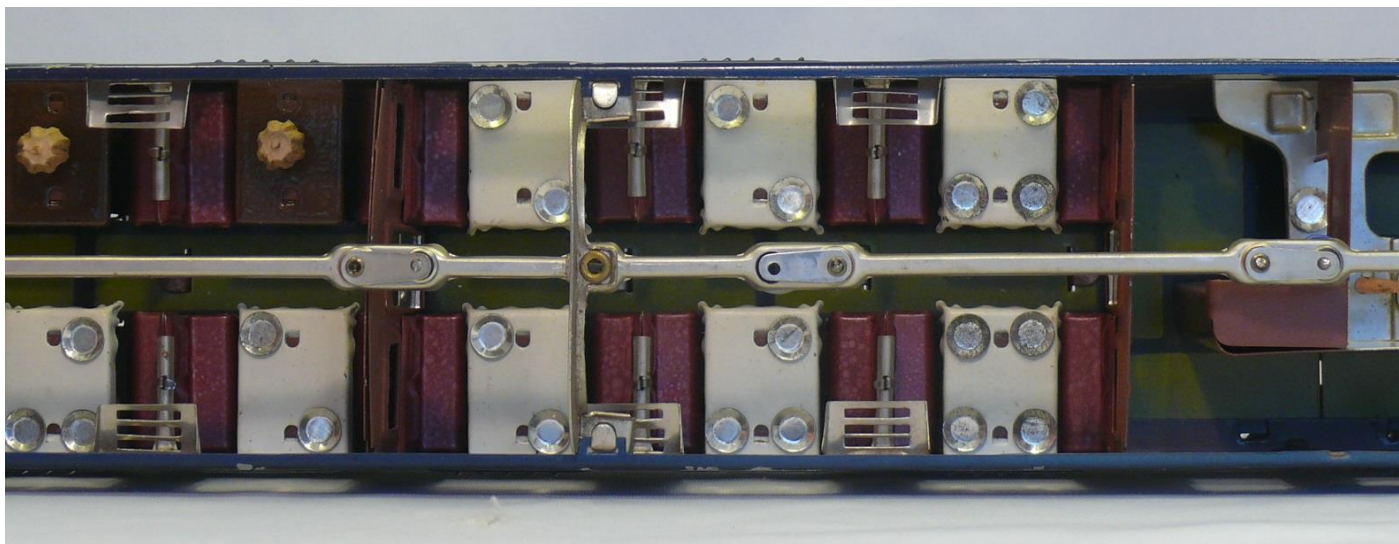
4.2.4.3 Elettren restaurant car

The Elettren tin plate 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.

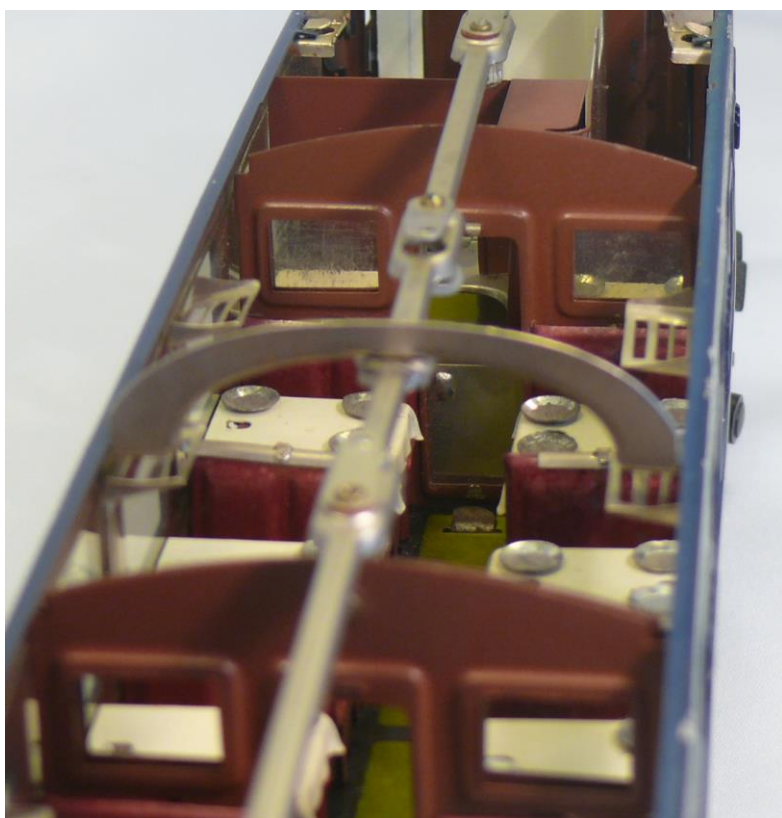


Kitchen at the left



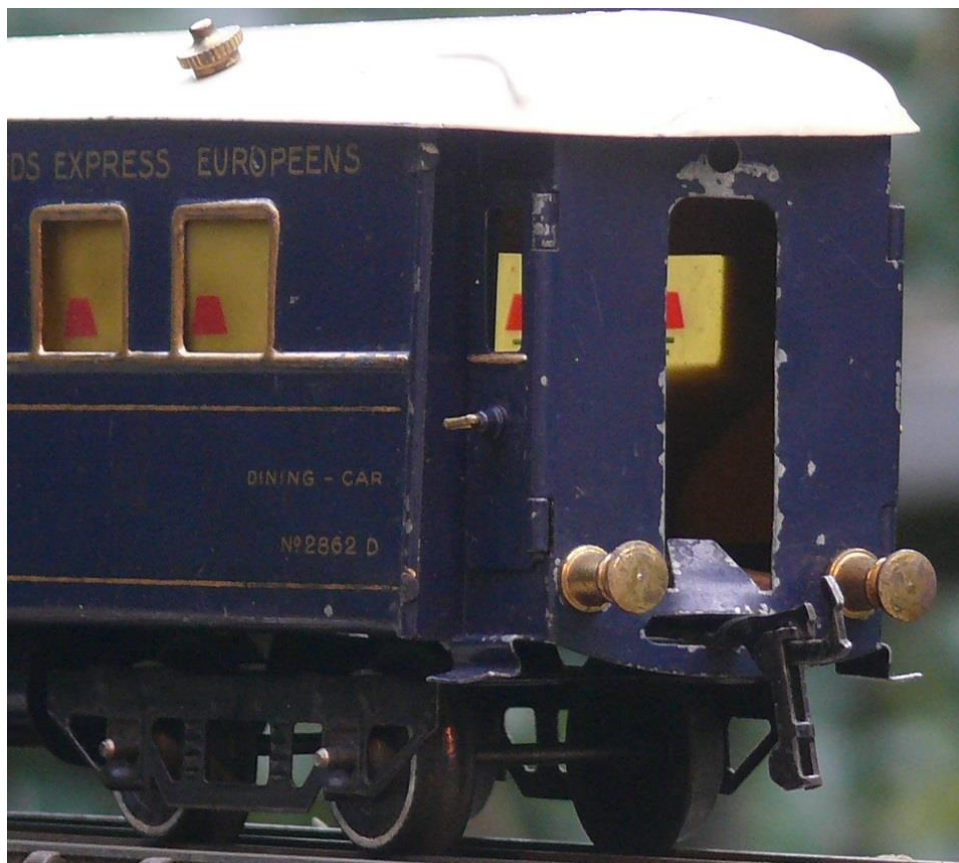


Note the "casserole en cuivre" in the kitchen



4.2.4.4 Hornby restaurant car

Also Hornby made a tin plate car. 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.



4.2.4.5 Hornby France restaurant car

Also Hornby France made a tin plate WR. This one 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



4.2.4.6 JEP restaurant cars

The French toy train maker JEP (Jouets 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 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 5.2.6.1 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



4.2.4.7 H0 Gauge

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 4.2.4.1) 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 right



Another kitchen at the right ;-)



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 1749 which is the number of a teak WL.



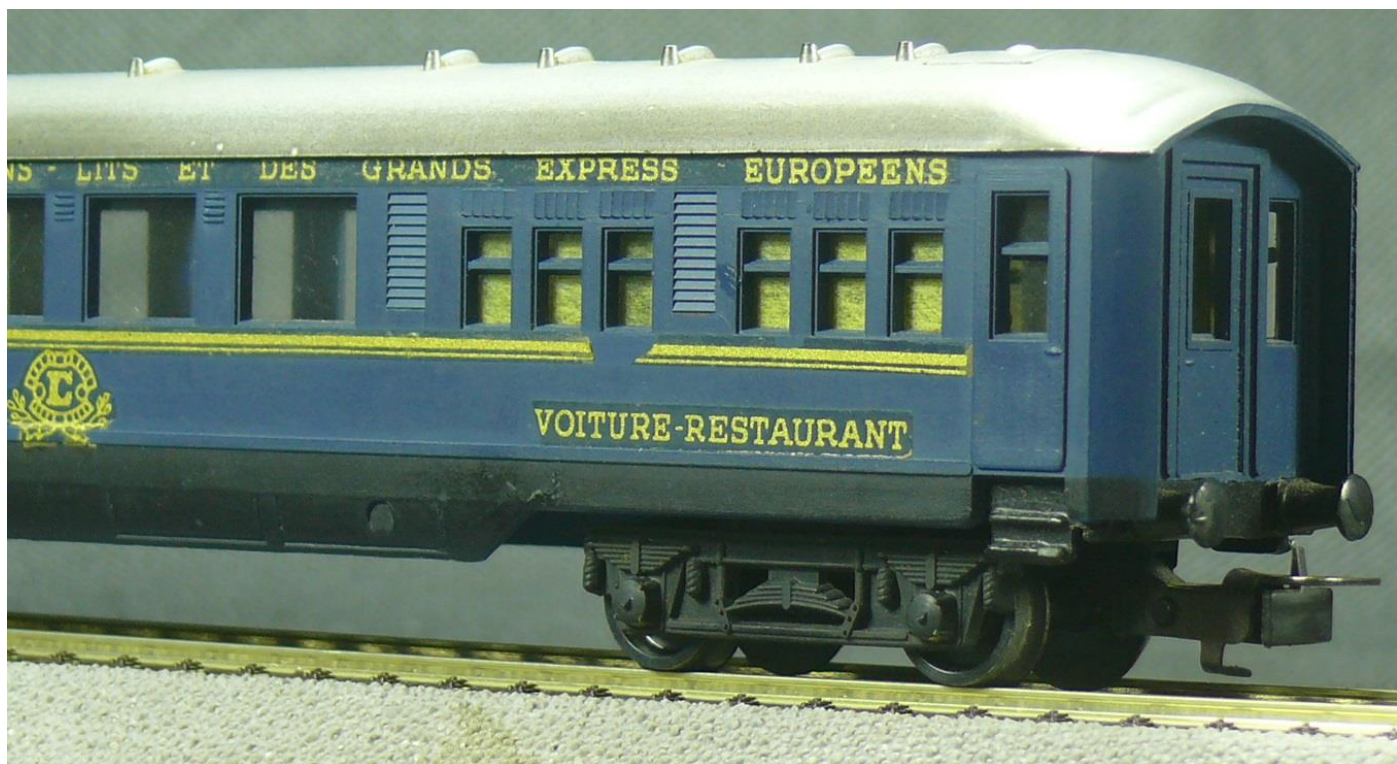
Kitchen at the left



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 WL, see 4.2.2.2)



Left the kitchen



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



Based on their model of a Pullman Lima of Italy issued this toy like WR with 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.



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 M²) 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 its 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:



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



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.



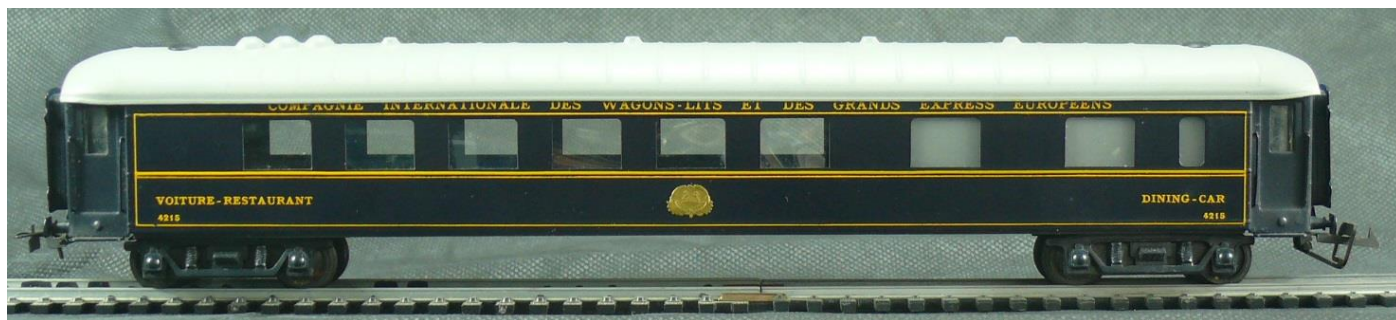
Märklin used the name Primex for a series of simpler models to be sold via department stores. This WR came in set 2701 called Orient Express with a WR, WP, this WL and an SNCF lettered 2-3-0 steam locomotive. This WR is made of lithographed tinplate and has the colour combination of a Pullman car; the 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.



This model is made by PMP (Pierre Marie Pillon). It bears the CIWL number 4215, a WR made in 1940, 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 arrangements⁵. This car is made in the 1950's of metal and has a length of 27 cm.

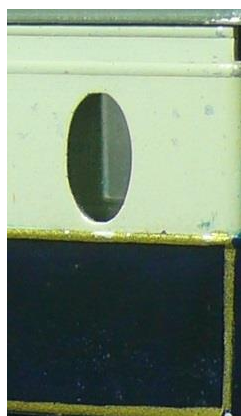


Kitchen at the left



⁵ Also other pictures on the internet show a real WR window layout; could my coach be a production error?

This next car is, like the previous PMP car, a bit of a puzzle; I was offered this as a product of Fex Miniatur (or Miniatur or Miniatur-Fex) and it has FEX Miniatur 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 Miniatur). Even more confusing: It has the window configuration and colour of a Cote d'Azur WP, the car number (1745) of a teal 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 Miniatur version (see pictures). The length is 27 cm.



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

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.





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 Cote d'Azur

The Cote 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 bleu/cream colours, with the exception of the Train Blue salon bar (see 5.2.5)

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 4162 and has direction signs for the Etoile du Nord Pullman train.



5.2.1.2 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





This Cote 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



This model is made by PMP (Pierre Marie Pillon) and although not very detailed a good model of a Cote 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.



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.



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 Fleche d'Or type WP ;-(



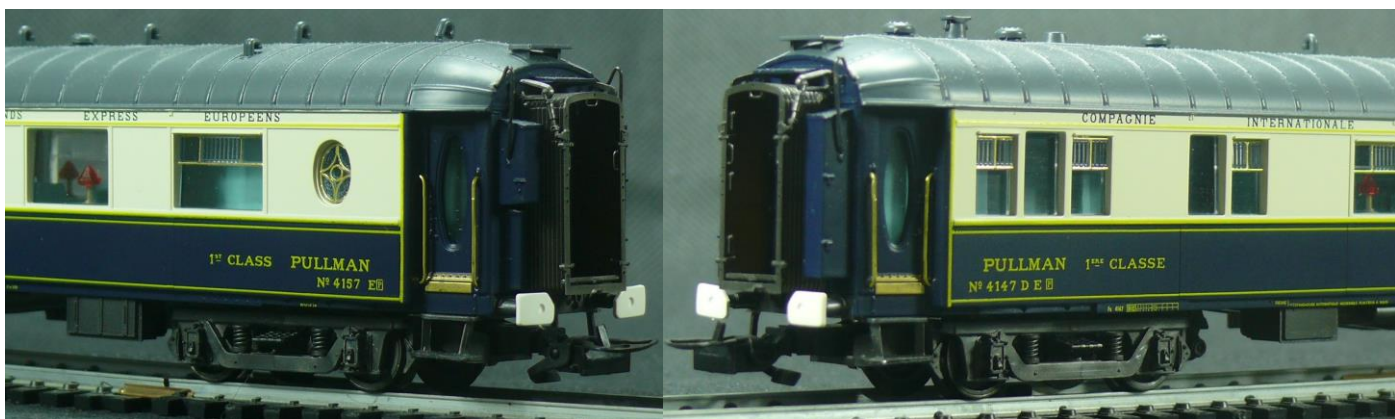
When RivaRossi had their 50 years' birthday or golden jubilee they issued a WP Cote d'Azur type with CIWL emblems made of gold. They used of course the (correct) car number 4150. This car, which came in a special golden coloured box, is nicely detailed with interior and to a scale of 1 :87 with a length 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 5.2.5.3) in a set with catalogue number 3610 with the name Cote d'Azur Express⁶. These plastic cars are nicely detailed with interior and to a scale of 1 :87, their length is 27 cm.



Kitchen at the left



⁶ There never was a Cote d'Azur Express; there was a Cote d'Azur Pullman Express but that train did not contain a Train Bleu salon car.

5.2.1.3 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 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 Fleche d'Or

The Fleche 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 bleu/cream and the arrows removed.

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





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 Fleche d'Or WP.



These Fleche 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

RMA made with catalogue number 423 this brown cream model of the Fleche 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 Fleche d'Or livery.



This is a model of a Fleche d'Or car with number 4019 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.



This model of a Fleche 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 Fleche 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 Fleche 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 Fleche 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





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.



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 Fleche 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.



5.2.2.4 N Gauge

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 it 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

5.2.2.5 Toy train cars

The AS Fleche 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 Fleche 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





The JEP Fleche d'Or WP is part of a Fleche 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 Fleche d'Or fourgon container (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>).



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. These Pullmans had the brown/cream colour. Later (from 1932) the colours were changed to bleu/cream.

5.2.3.1 0 Gauge

This couplage of a Sud Express Pullman car 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





5.2.3.2 H0 Gauge

France Trains made this model of a WPc with CIWL number 2841 and catalogue number 321. The car has interior and is to a scale of 1:87 with a length of 27 cm. This car was rebuild into a WR, see 4.2.3.1)



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 Fleche d'Or type but has 9 bays/windows and are thus less luxurious.

5.2.4.1 H0 gauge cars

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



5.2.5 Train Bleu Salon Bar

Three Cote 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 Cote d'Azur WP models also made these bar cars by, at a minimum, changing lettering and color.

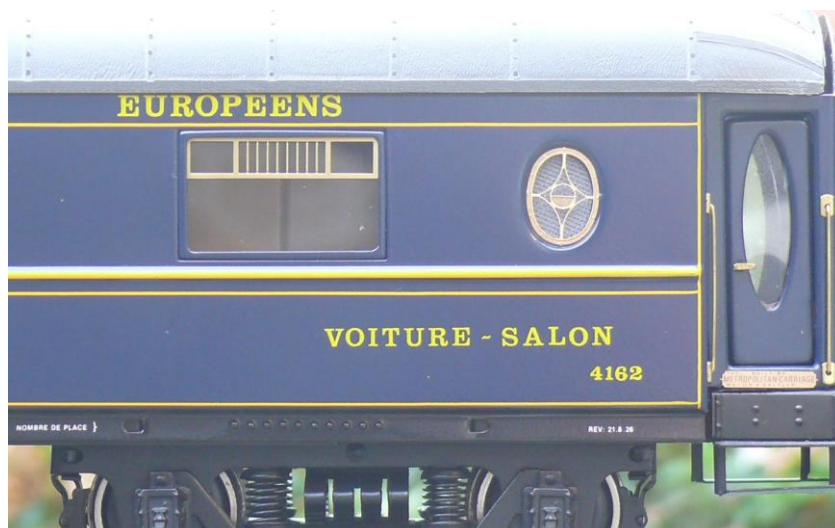
5.2.5.1 1 Gauge

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 4260.



5.2.5.2 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.



5.2.5.3 H0 Gauge

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



This Train Blue 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 Blue Bar car with number 4162. This car came together with a couplage (WP and WPC, see 5.2.1.2) in a set with catalogue number 3610 with the name Cote d'Azur Express. This plastic car is nicely detailed with interior and to a scale of 1 :87, length is 27 cm.



5.2.5.4 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 Cote d’Azur) has the correct CIWL number 4164. The length of the car is 15 cm.



5.2.6 Toy train types

5.2.6.1 JEP Pullman carriages

The French toy train maker JEP (Jouets 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 trains included a Pullman car; the train should resemble a (humble) representation of an international express train. Of course Paris, the city where 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.

JEP 0 gauge Pullman cars:

The first four 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, 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 5276.V and was 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 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. Made from 1938 till 1950.



JEP S gauge Pullman car: catalogue number 4221.V and a length of 12 cm. Made from 1956 till 1960.



5.2.6.2 Other French Pullman carriages

Other French toy train makers also made Pullman cars.

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.



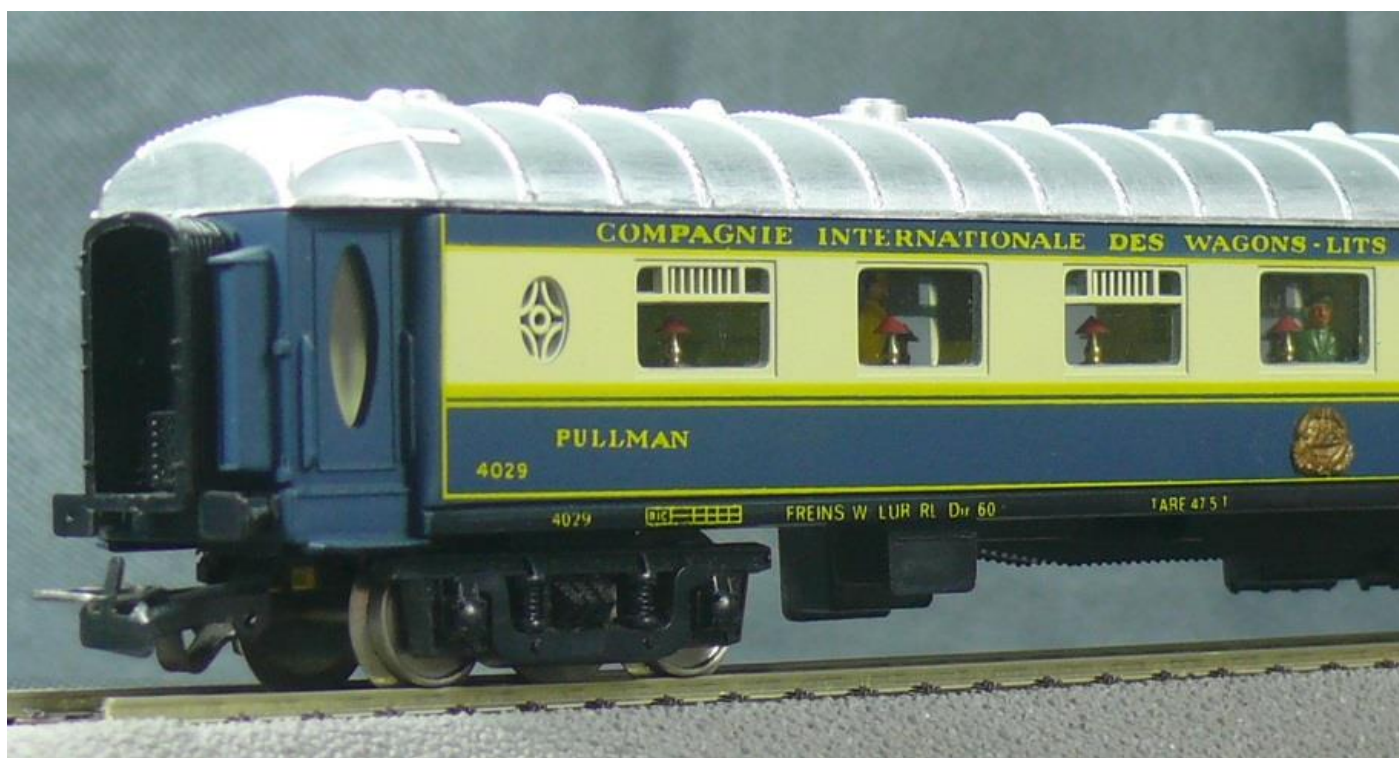
Note the use of the later version of the CIWL emblem



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



This Jouef WP which looks like a Cote d'Azur type for its window configuration has the CIWL number of a type Fleche d'Or car (CIWL number 4029) and looks a bit toy like. The car is 23 cm long and has interior. The catalogue number is 6610.



Hornby France also made some 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 crème blue ones from 1937 till 1956.



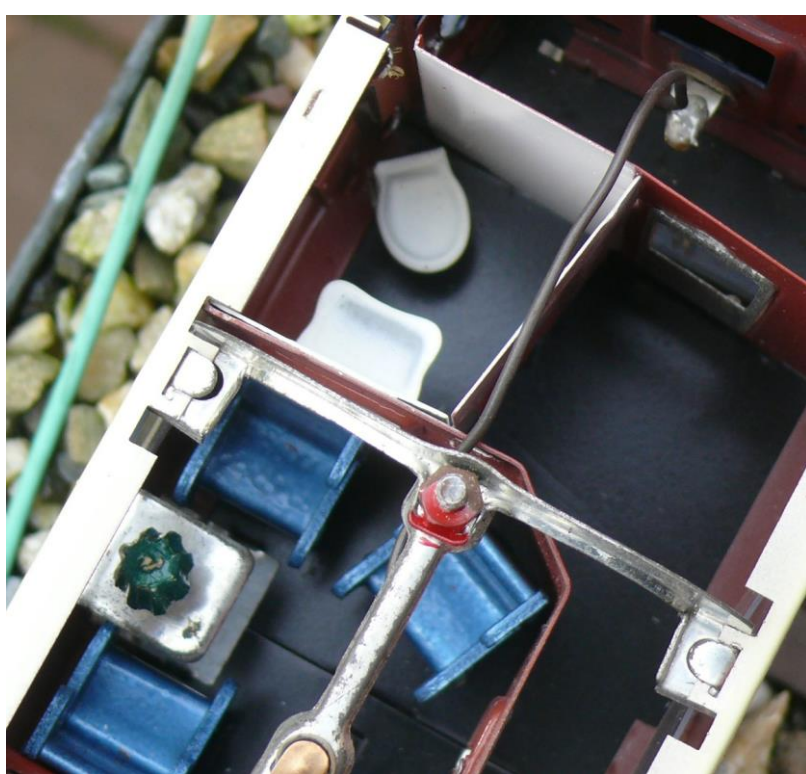
Hornby France also made an 8-wheel Pullman car which is a companion to a similar Hornby France WR (see 4.2.4.4). The CIWL number is 4015 which is a WP Fleche d'Or number. These were made between 1956 and 1963 with no further catalogue number. The length is 25 cm. The metal car without interior has plastic bogies.



5.2.6.3 More toy Pullman carriages

The Elettren tin plate 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 bears 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.





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 colour is a bit strange. It is a plastic car with in this case not original plastic bogies and no interior; the length is 22 cm and the Liliput catalogue number is 284. Based on Liliput production the Swiss company Bucu marketed the same cars.



Kitchen at the left



Lima from Italy made some WP cars which cannot be assigned a CIWL Pullman type. This cream/blue car (of which I have 2) has the incorrect CIWL number 9042. The Fleche d'Or type cream/brown car has the number (4137) of a Cote d'Azur WPC.



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 cream/blue 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 diaphragm are different. This version is assumed to be made first.



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 0

6.1 Teak carriages

6.1.1 Model types

The number of model teak luggage vans made is low; I have only a few, all in H0 gauge.

6.1.1.1 *Liliput*

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 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



6.1.1.2 Märklin

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.



6.1.1.3 Trix

Trix made a couple of 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.



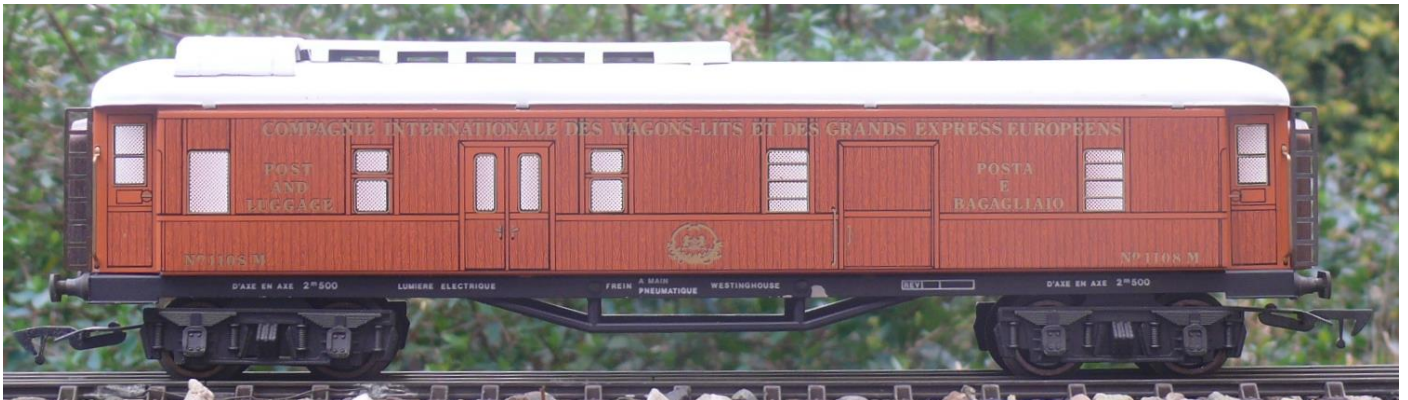
German inscriptions on this side



6.1.2 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 postal/baggage car. 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 container

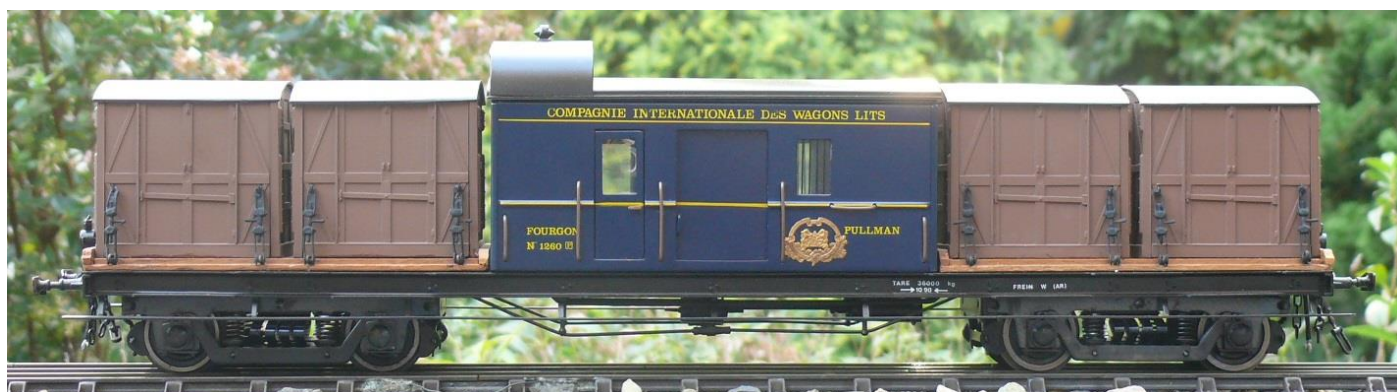
6.2.1.1 1 Gauge

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 Fleche 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

This carriage is made 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.



This RMA fourgon container 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 Fourgon container

The JEP Fleche d'Or fourgon is part of a Fleche 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 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.



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!

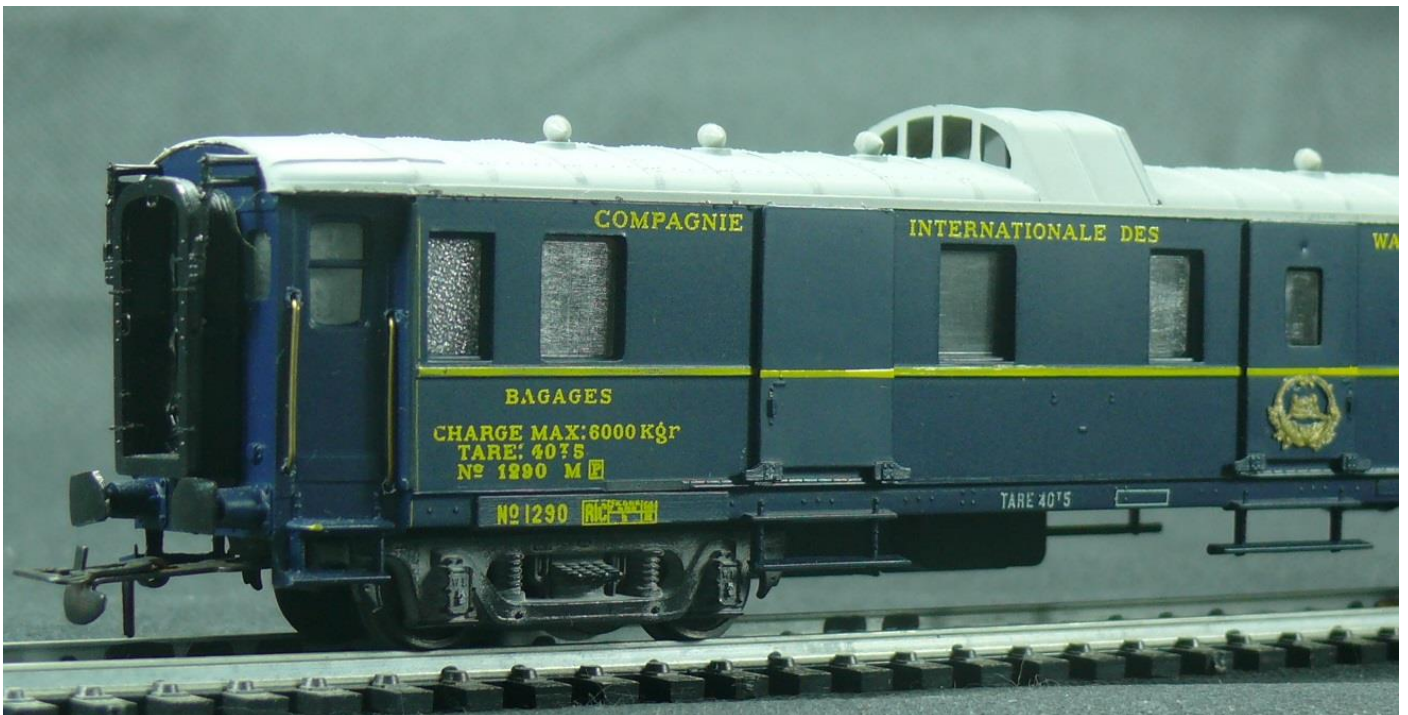


6.2.2.3 H0 Gauge

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 crème/blue Pullman livery. With a triplage of Cote d'Azur Pullman (see 5.2.1.2) they make a beautiful train.



The luggage car with number 1290 was also made by France Trains in blue livery. Catalogue number is 305 and length is 24cm.



The 6 door luggage car but with number 1265 was also made by France Trains in brown cream livery. Catalogue number is 325 and length is 24cm.



These RivaRossi luggage cars have number 1269 (cream/blue) and 1263 (cream/brown); 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.



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 crème 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 Fourgon 6 portes

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 cream/brown version, with catalogue number 9331, has a correct CIWL number (1292) for this type of car. The cars are 22 cm long.





The next two baggage cars by Pocher in blue and in cream blue both have CIWL number 1290 of a 6 door fourgon, but the window layout is not completely correctly modelled. Length of this plastic cars is 23 cm. The blue one, with tail light, has catalogue number 223/2 and the cream blue 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 model made of the 8 door baggage car. I have 2 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.



6.2.4 Toy train types

6.2.4.1 0 Gauge

This Fourgon is made by the French maker AS and has a livery for the Fleche 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.

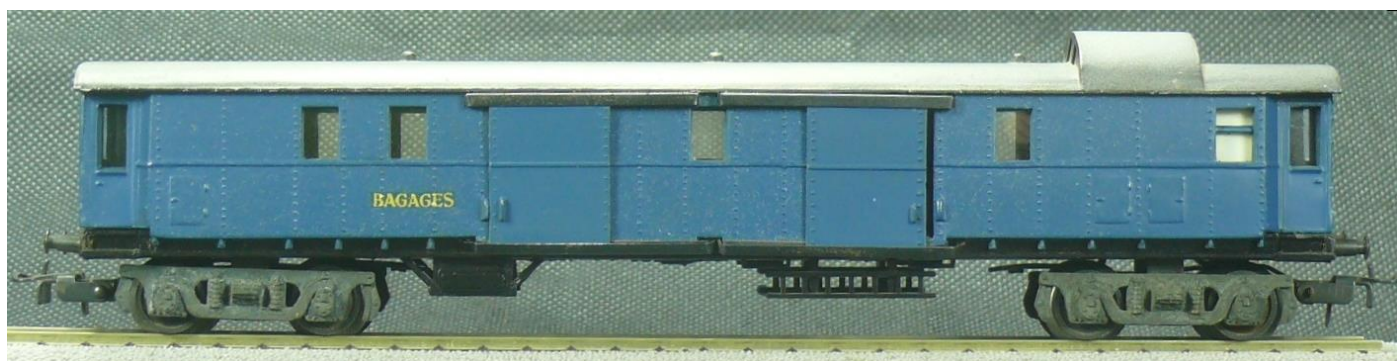


Biaggi from Italy made this luggage car. Biaggi made CIWL cars in two lengths, this is the shorter version and has a length of 33 cm. The catalogue number of this car is 6433WB while the number on the car is 6336, which is not a correct CIWL number. The car is made of metal; the body is some type of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

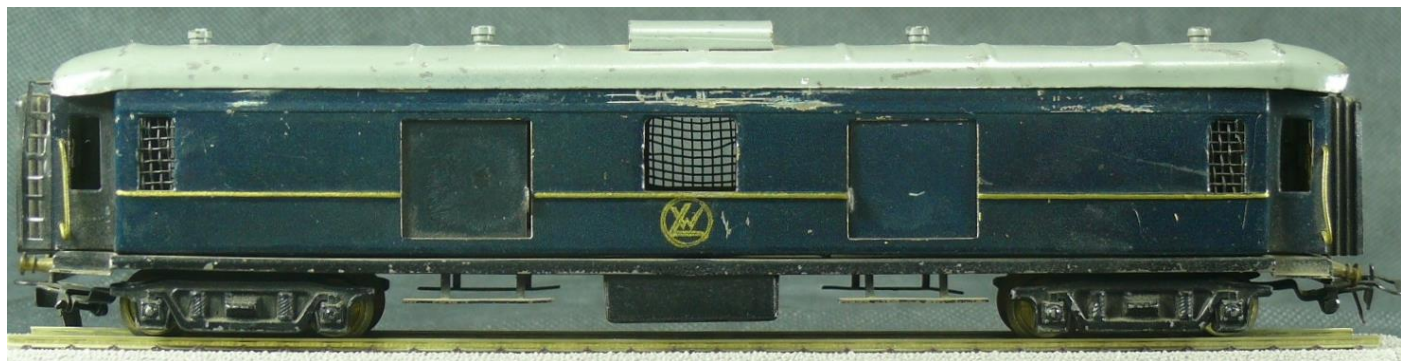


6.2.4.2 H0 Gauge

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.



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.



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.



This baggage car is made by Rateau, however it sits on incorrect JEP bogies (when I bought it it had incorrect Märklin bogies). 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, so this is not Rateau for JEP. The car is all metal and has a length of 22 cm. The CIWL number is 1240, which is a number that was not used. The Rateau catalogue number is 1136.



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.

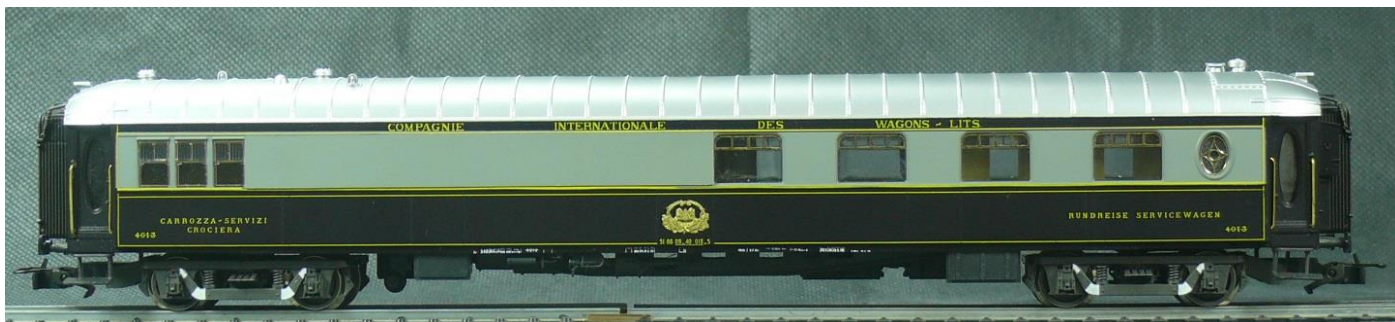


The second wine car is a model by Märklin from the Primex series made in 1990, catalogue number 4546 and length 10 cm.



7.2 Cruising Service cars

The Fleche d'Or WpC with CIWL number 4013 was rebuilt into a Cruising Service-car which amongst others had 7 douche cabins. This H0 model of the rebuild is by RivaRossi. The catalogue number is 2488 and the length is 27 cm.



On the left the kitchen windows can be seen; I assume 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 is a bit less detailed, the colour difference with the RivaRossi car is obvious; I would not know which colour is more prototypical.



7.3 Uncategorized cars

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

7.3.1 Edobaud

The first to mention is the Edobaud Pullman. 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 the car pictured here 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 car is 43 cm long, the Edobaud catalogue number is 35.115.



7.3.2 Gils

The Belgian maker Gils made in 0 gauge 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.



7.3.3 CR

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 tinsplate cars are from a CR train set with catalogue number 7004. Length of each car is 14 cm.



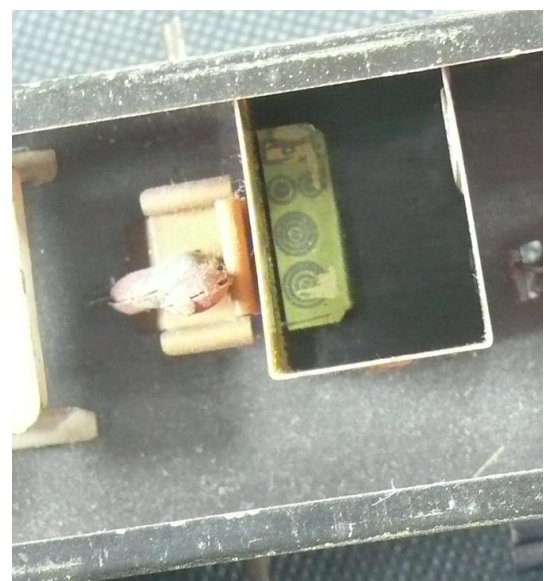
7.3.4 Le Rapide

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.



7.3.5 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.

7.3.6 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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