



# The blue trains

- The International Sleeping car Company in Denmark - and the DSBs night trains

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## A summary

### Introduction

Denmark had night trains with sleeping cars to and from southern Europe through 110 years - albeit interrupted during the two world. Heyday in terms of comfort were the 1930s, although the number of passengers increased significantly after World War II and peaked for sleeping car journeys around 1960. The Compagnie Internationale des Wagon-Lits et des Grands Express Européens (CIWL) ran the sleeping car services 1903-1914 and 1946-1971 as well as dining car or buffet car services 1924-1973.

In Danish domestic traffic sleeping cars were introduced by Danish State Railways (DSB) in 1904, but operated by the CIWL from 1907 until 1971. The subject of this present study is therefore to a large extent the history of CIWL operations in Denmark.

Sleeping cars in domestic service were reintroduced by the DSB 1981-1997. The sleeping car services between Denmark and foreign destinations to the south were taken

over by the TEN-pool in 1971, but since 1997 the German railways (DB) were in charge, until the last night train heading south left Copenhagen on the 2nd November 2014.

The book is divided into four major parts: 1) The international history of the CIWL, their logo and its use (p. 4-24), 2) the history of the dining car and the sleeping car services in and to/from Denmark (p. 25-135), 3) staff matters (p. 136-144) and 4) the rolling stock used by CIWL and DSB (p. 145-217). In the following, parts two and four are summarized.

### CIWL comes to Denmark (p. 25-)

At the turn of the century travel by railway between the eastern and western parts of the country was characterized by the Belt crossings. Ferry Services operated across both the Great Belt and the Little Belt (between Zealand and Funen and between Funen and Jutland respectively); but the ferries only carried goods wagons. Passengers were obliged to transfer from train to ferry and vice versa and with regard to the train journey itself it did not treat the traveler to great comfort. On the part of the railway system west of the Great Belt a limited number of night trains did run, and they included a few coaches with 1st and 2nd class fitted out with rather primitive bunks without bedding (ref. ill. p. 25).

Apart from a short-lived sleeping car turn Hamburg (Altona)-Randers in 1886-1887 using Prussian stock (ref. ill. p. 27) sleeping cars did not appear in Denmark until 1898, in the form of cars belonging to the Swedish State Railways (SJ) on the Göteborg-Copenhagen service. Immediately following the opening of the ferry service across the Baltic from Gedser to Warnemünde in 1903 a sleeping car service Berlin-Copenhagen was inaugurated. At the same time a similar service was begun between Copenhagen and Hamburg, but this was routed via the Belt crossings and through Schleswig. This detour was adopted partly because the Baltic route, which involved another crossing (Masnedssund: between Zealand and Falster) in addition to the main one, did not have the capacity for another sleeping car. The Berlin service was worked by the CIWL and when the company took it over completely in 1904, it bought three sleeping cars from the Mecklenburg State Railways at the same time (ref. p. 29 & 166). On the other hand the service through Jutland to Hamburg was operated by the Prussian State Railways (KPEV) right up to 1914 using quite similar cars.

The introduction of sleeping cars on international services gave extra strength to the wish to have sleeping cars running on domestic Danish routes as well, and in 1904 DSB introduced its own sleeping cars, type AS (ref. p. 30 & 200). They ran between Copenhagen and Aalborg and from Esbjerg to Copenhagen only. In the opposite direction they operated during the daytime and the berths were in daytime position. The reason was that the Esbjerg routes main purpose was to connect with the sailings to Harwich (England). The ships had a late afternoon departure and an early evening arrival. The sleeping cars brought about a greatly improved standard of comfort, and until 1932 they were the only passenger carrying stock which was transferred across the Belts in revenue service.

Negotiations held between DSB and CIWL in 1907, led to the company taking over the domestic Danish sleeping car services and at the same time beginning two, new services to Germany: Frederikshavn-Hamburg, Copenhagen-Hamburg via the Baltic crossing. The introduction of the latter service had been made possible, because the older paddle-driven ferries on the route had been lengthened and equipped with two tracks instead of a single on the deck.

The take-over made the company introduce on the one hand quite new sleeping cars of type R (ref. p. 168) and on the other hand it took over two sleeping cars from Mecklenburg State Railways and two quite similar cars, which had been ordered by the DSB before it had been decided how the services across the Baltic were to be arranged (ref. p. 166).

As a condition for agreeing to the new arrangement DSB had demanded, that CIWL introduced a luxury service on the Copenhagen-Berlin route. This train was called "Denmark-Express". It was 1st class only and was inaugurated in 1907 as well (ref. ill. p. 34). Patronage was extremely low, despite the frequency of only two departures a week there was on average only 3-4 passengers, and the train was withdrawn in 1909, when CIWL's obligation to run it expired. The company's wish to begin dining car services also was not granted by the DSB, who felt that the ferries and the rather lengthy stops at changing points gave sufficient opportunities for eating. The developments in 1907 made CIWL open a travel agency in Copenhagen that year (ref. ill. p. 37).

During the years 1907-1914 there took place a gradual development of the domestic Danish sleeping car services, resulting in the following pattern at the end of the period:

Copenhagen-Aalborg, Copenhagen-Esbjerg (since 1910 sleeping car in both directions), Copenhagen-Randers (introduced 1908). On the services to foreign destinations to the south CIWL sleeping cars continued to run on the Frederikshavn-Hamburg service and on the services to Hamburg and Berlin via the Baltic crossing, while the Copenhagen-Hamburg service via the Belt crossings continued to be operated by the KPEV. At the outbreak of the First World War the services to Germany had to be suspended and from 1916 the shortage of coal and the danger of mines caused widespread reductions to the domestic Danish services.

### First World War and what followed (p. 42)

In 1920 the Northern part of Schleswig (Sønderjylland) came back to Denmark and from 1921 this part of the country too got a sleeping car service to the capital. The service to Randers was not reestablished until 1924, but on the other hand it now offered sleeping accommodation for 3rd class passengers too. For a time here had been demands that Denmark should follow the lead of its to Scandinavian neighbors and introduce this kind of accommodation, but CIWL and to some extent DSB had up to then been unwilling to do so. However the introduction on a trial basis of 3rd class on the Randers service met with success, and demands for similar arrangements elsewhere were soon put forward. Denmark was one of the first countries, where CIWL agreed to introduce 3rd class in sleeping cars, and it was rather unique that the company as early as 1926 introduced all three classes on all services. In 1924 three older sleeping cars had been rebuilt (ref. p. 46) with the result, that in four compartments there now was three 3rd class berths. Then in 1928 followed the 8 new sleeping cars of type M3 (ref. p. 47 & 170), which had been designed with the type of service in mind and which were built in Randers.

In another field the twenties also brought new developments, as the CIWL finally was given permission to introduce dining cars, at first on a service from Aalborg to Tinglev, near the border with Germany. This service at first used three and later four older, wooden-bodied dining cars. The routes were changed a number of times in the twenties, but for the time being dining car services were only found in Jutland (ref. p. 44).

The international trains to the South no longer had CIWL sleeping cars, because the company's new German

competitor "Mitropa" in 1922 had taken over the services by agreement with the DSB and from this date sleeping cars belonging to Mitropa ran the services Copenhagen-Berlin and Copenhagen-Hamburg via the Baltic crossing (ref. ill. p. 218). On the Mitropa routes the previously used steel clad cars were superseded from 1925 onwards by all steel cars of the so-called „Schwedenwagen“-type (Swedish Car) (ref. ill. p. 219). Only on the short-lived Hamburg-Frederikshavn route 1930-1933, older cars were used being steel-clad 12-wheeled cars (ref. ill. p. 218).

In 1934 a quite important change happened, as DSB reduced the number of classes on its trains. Henceforth there was only 1st class (pricewise at the level of international 2nd class) and „Fællesklasse“ (common class or standard class), which was equal to 3rd class, but gradually improved in comfort. At the same time the conditions for sleeping car travel was brought into line, this meant that on domestic Danish services a standard class ticket holder could buy a berth in a three-berth compartment as well as a two-berth.

### Large bridges and famous trains (p. 52)

The opening of the bridge across the Little Belt, which replaced the time-consuming and overloaded ferry service in 1935, brought changes in the pattern of domestic Danish dining car and sleeping car operations. Because at the same time DSB introduced the fast diesel multiple-units ("lyntog", lightening train) connecting the different parts of the country; they had a small buffet, which was run by the CIWL. At the same time the number of "classic" express trains was reduced and the number of dining car turns was cut back to a single turn Aalborg-Fredericia-Nyborg via the new bridge. Over a period of time the number of sleeping car runs was reduced as well, down to two in 1937: Copenhagen-Aalborg and Copenhagen-Esbjerg. The peculiar operation in connection with the sailing to Harwich was also withdrawn, as the service was taken over by a "lyntog". This spelt the end for the DSB type AS as sleeping cars as well.

Following a preliminary appearance in 1932, 1935 also witnessed the resumption of CIWL sleeping cars arriving from the South, because a section of Nord-Express was extended from Hamburg to Copenhagen via Fredericia and Funen. This lone turn, which for the first time brought CIWL's blue, steel sleeping cars to Denmark, soon became known as the „Blue Coach“. The car ran through Denmark in daytime configuration and incidentally it was possible

to reserve seats in it for journeys inside the country on 1st or 2nd class (ref. p. 54).

In 1937, as the next and larger bridge was opened (across Storstrømmen, the channel between Zealand and Falster), a CIWL dining car was introduced in the day-express train to Germany between Copenhagen and Gedser (ref. ill. p. 60).

At the outbreak of the Second World War all services to foreign destinations were withdrawn immediately, and from January 1940 also all the domestic dining car and sleeping car services were disrupted. The rolling stock which worked these domestic services stayed in Denmark thanks to a series of complicated arrangements between DSB and CIWL, although they could not escape being used as accommodation coaches by the German occupation forces. Three type Y coaches, which were stranded since the curtailment of the Paris service in September 1939 at first were untouched by the Germans. In 1941 they were marked as DSB coaches (ref. ill. p. 67) and used in a diplomatic mission, where the staff from the Russian embassy in Copenhagen were transported to the neutral Turkey and the staff from the Danish embassy in Moscow returned by the special train. At the end of 1941 they were transferred to Mitropa.

### Reestablishment (p. 68)

The extensive political changes, which were a result of the war in Europe, also meant that the classic connection southwards i.e. the Baltic crossing lost its importance for the time being. When Nord-Express was reinstated in 1946, it had to be routed via Jutland and the Great Belt ferry crossing, and the additional international trains, which appeared in the following years, followed its example. Not until 1954 could most of them be routed via the new, shorter route by a new ferry service across the Baltic from Grossenbrode Kai north of Lübeck in West Germany to Gedser.

After the war CIWL once more managed the sleeping cars services and also until 1954 the rather extensive dining car services between Nyborg (the western terminus of the Great Belt crossing) and Hamburg or German destinations further south. In 1946 the company had also extended its activities northwards with through sleeping cars Paris-Stockholm (later also Rome-Stockholm). 1952 witnessed the first appearance of CIWL sleeping cars in the Norwegian capital, but the domestic Scandinavian

services between the capitals of the three countries continued to be in the care of the Swedish State railways.

As mentioned previously Denmark had been somewhat of a pioneer in 1924, when the railways introduced 3rd class sleeping accommodation. The introduction of international 3rd class accommodation on services to and from Denmark, which began in 1949-50, likewise came about as a result of pressure being brought to bear upon the CIWL by the DSB. The change was made by introducing the new cars of type YT (ref. p. 179) to these working, later supplemented by older, rebuilt cars of types ST, ZT, YD and U. From 1957 onwards completely new cars of type U-Hansa took over the majority of the sleeping car diagrams to and from Denmark. Apart from the dining car operations there were however not many of these working which were the responsibility of CIWL's Danish department; from 1954 it only took care of the domestic services and the workings Hamburg-Copenhagen

### Mowing to the Bee-line (p. 100)

The next major reshuffle of the services between Denmark and the destinations to the South and West was brought about by the opening in 1963 of "Fugleflugtslinjen" (the Bee-line) across the Baltic between Rødby Havn and Puttgarden. The shorter voyage resulted in considerably reduced overall travel duration and simultaneously the last of the international trains via Great Belt, the Nord-Express, was transferred to the Baltic crossing, causing the termination of CIWL dining car operation in Denmark.

At the same time an agreement between the Deutsche Schlafwagen Gesellschaft (DSG), the successor to Mitropa in the German Federal Republic and the CIWL took effect and this designated DSG as the operator of services between Denmark and the German Federal Republic. The sleeping car services that transited Germany was to continue in the hands of the CIWL. Two other sleeping car companies also acquired sleeping car services to Denmark: From 1963 the Mitropa of the German Democratic Republic and from 1964 the Soviet State Railways (SZD). This meant the reestablishment of the Berlin service and the inauguration of a service to Moscow.

Gradually the general contraction of sleeping car services influenced Denmark as well, and the very long routes e.g. Stockholm-Rome were shortened or disappeared.

The two domestic sleeping car services to Aalborg and Esbjerg respectively were not reinstated until 1946, due to the general shortage of coal and the poor track condition, while the dining cars were not included in domestic trains until 1949. The dining cars used were of the old wooden-bodied type, which since the end of the war had been used on the routes from Nyborg in the international trains to/from Germany but had been replaced by new steel cars (ref. p. 89).

The patronage on the Danish dining car services was however disappointing and the cars were replaced in 1951 by DSB buffet-carriages of type CAR rebuilt from passenger cars. They were used on the most important express train services between Nyborg and northern Jutland (ref. p. 84).

When DSB in 1963 received new diesel multiple-units, "lyntog", whose design followed the DB TEE-units, the catering in the restaurant in the unpowered car of type BR was done by the CIWL under contract. When this expired in 1973, the company did not wish to continue catering operations on DSB services owing to bad trading figures and various other problems. On-train catering was taken over by another company, and later DSB operated their own very limited "togservice" in both "lyntog" and inter-city trains, until it was discontinued in 2014.

The domestic sleeping car services continued throughout the 1950s without changes, but in 1963 the DSB for operational reasons wished to have the old wooden-clad sleeping cars replaced with ones of steel. The CIWL therefore introduced 5 cars of type STU (ref. p. 106) on the two services. The service to Aalborg was extended to Frederikshavn in 1963, but the route was withdrawn in 1965. Both services were little used, but owing to local pressure the Esbjerg service continued with a subsidy from the DSB. However the introduction in 1969 of couchette cars by the DSB in the night train to Jutland – and from 1970 with Esbjerg as a destination as well – spelt the end for the service. In May 1971 the last trip of a CIWL sleeping car on a domestic Danish service was made.

### Domestic night trains (p. 113)

The domestic night traffic for some years only offered DSB couchettes, but from 1981 once again there were sleeping cars running between Copenhagen and Frederikshavn operated by the DSB. Domestic night traffic ended in style: From 1987 DSB ran night trains with sleeping and couchette cars between the capital and several cities in Jutland, and the passengers could stay on

board at the terminus until 7.30. The „new night train“ with its dark blue carriages, decorated with yellow moon and stars on the side panels, was a great success until the Great Belt railway tunnel and bridge in 1997 replaced the ferries and reduced the travelling time, and for that reason the train was discontinued.

### The TEN-pool and decline (p. 128)

The establishment of the Western European sleeping car pool in 1971 was intended to combat this general trend through a reorganization of the whole sleeping car operation. But as far as Denmark was concerned the reductions continued and in 1979 there were only 6 sleeping car turns left between Denmark and destinations to the South and West.

DSB's contribution to the TEN-pool originally comprised of two old cars of CIWL type Z (ref. p. 174), three cars of type U-Hansa (ref. p. 181) and two former DSG cars (ref. p. 182). In 1973 the two old type Z cars were replaced by two type Y (ref. p. 176) and in 1975 their place was taken over by DSB's own two sleeping cars of the new pool-type, type T2S (ref. p. 202). Further U-Hansa cars were rented in 1981, followed by some DSG cars in 1987. For further information please see tables at p. 237.

In 1979 there were only 5 TEN-pool sleeping car services left between Denmark and southern Europe: Copenhagen - Paris/ Ostend/ Frankfurt/ Basel/ Munich, and in addition to these a transit route between Sweden and Hamburg. The Basel route was discontinued from 1982, while the 4 remaining routes were maintained almost unchanged. From 1994, there were only two night trains to the south from Copenhagen, the train no 483 with sleeping cars to Basel and Munich/Innsbruck and „North-Express“ with sleeping cars to Ostend and Paris. This pattern was retained this until the Great Belt Link changed everything.

After the opening of the tunnel/bridge link across Great Belt in 1997, the night train service to the south was rerouted via Great Belt and southern Jutland. It consisted of 2 trains operated by DB. One („Hans Christian Andersen“) had sleeping cars (as well as couchettes) to Munich and Basel. Train also included a dining/bar car, so a limited dining car service once again was offered in Denmark. The second train called „North-Express“ had sleeping cars and couchettes to Cologne.

It proved uneconomical with two night trains between Denmark and Germany, and in 1999 the two trains were

merged into one with the name „Hans Christian Andersen“ and the „leg“ to Basel redirected to Stuttgart. The following years saw numerous changes which reflected the attempts to adapt the night train system to the actual market. The „leg“ to Basel was resumed in 2005, and from 2008 the „leg“ to Cologne continued north west to Amsterdam. The Munich „leg“ was abandoned in 2010, while in 2011 a new route to Prague (via Berlin-Dresden) was established.

As the economy of the night train only was satisfying in high season, the DB and DSB agreed to abandon the operation, and the last night train left Denmark on the 2nd of November 2014.

*Mainline railways in Denmark (only lines which had sleeping- or dining car services shown)*



## The rolling stock

Pages 145-158 gives an introduction to the general technical details of the CIWL rolling stock, describing the layout of the compartments etc. P 159-165 gives a brief overview of the major types of CIWL sleeping- og dining cars.

From page 166 the types of CIWL stock that have been based in or extensively used in Denmark are shown in drawings to 1:87 scale (the layouts are scale 1:174). Beneath each drawing the car is identified i.e. by year or series and whether the compartment („kupé“) side or the corridor („gang“) side is shown. The same applies from page 200 for DSB's own and leased rolling stock with sleeping or dining accommodation.

## Sleeping cars

### „Preussian type“ (p 166-167)

These 7 sleeping cars were quite unique as far as CIWL was concerned. They had been built in typical Prussian style, using the KPEV sleeping cars from 1898 as a pattern. The class was one of the very few within the pre-first world war CIWL fleet that were steel-clad and until their withdrawal in 1938-1939 they were painted green! The cars, which originally belonged to the Mecklenburg State Railways, dated from 1903 (those built for the Copenhagen-Berlin service) and 1906 (those built for the Copenhagen-Hamburg service) and were taken over by the CIWL together with both services in 1904 and 1907 respectively. The DSB had ordered two similar cars (1751 and 1752), which also were taken over by the CIWL before they had been delivered. After the First World War only nos. 1751-1751 were kept in Denmark and they were used on the domestic Danish services. Three of them were rebuilt in 1923, getting 3rd class accommodation in four compartments and put to work on the Copenhagen-Randers service. From 1926 onwards they ran Copenhagen-Padborg until this service was withdrawn in 1937. They were then stored for one to two years before being sold to the DSB, which used their frames and bogies for some new coaches.

### Type R (p. 168-169)

Before the First World War this type was the most numerous among the CIWL's many types of sleeping cars. When it first came to Denmark in 1907 in connection

with the CIWL takeover of the operation of the Danish services, it was also the newest. The majority of the cars used in Denmark country were also built here at the Scandia Works in Randers. Until 1926 they were used on all the Danish services, but after that date they were only used on the peculiar route to Esbjerg in connection with the Harwich sailing and this duty lasted until the re-organization in 1935. After having been in store for some years they were sold in 1938-1939 to DSB, which used the frames and bogies in the construction of some passenger coaches.

### Type M3, later ZS (p. 170-171).

The plan to introduce 3rd class accommodation on all domestic Danish services from 1926 led to the purchase of 8 new sleeping cars from the Scandia Works in Randers. Their main dimensions were similar to CIWL's steel cars, but the body was clad in teak. Their internal layout resembled that of the type Z cars, but 6 compartments had three 3rd class berths. Since the cars were intended to be used solely inside Denmark, nearly all signs and lettering was in Danish, even the writing on the coat of arms. Following the contraction of services in 1937 the allocation was reduced to five and the remaining three were sent to China, where they were destroyed during the war. The remaining cars worked the Danish services until 1963, when they were replaced by steel cars of type STU according to the wish of the DSB.

### Type STU (p. 172-173).

The cars of type S were CIWL's first steel cars and the five cars, which arrived in Denmark in 1963 had undergone a number of alterations since their completion in 1926. They had been rebuilt to ST in the early 50's and further rebuilt to STU in 1961-1962. At the time of their introduction on the Danish services they brought about the introduction of the „Special-category berth. It meant that the large compartments, which previously had had a washroom, were sold as singles or doubles, while the small were sold as specials or two-berth tourist. In Denmark small two-berth accommodation on tourist was therefore introduced before it was done elsewhere. The type STU cars disappeared after the withdrawal of sleeping car services to Frederikshavn (1965) and Esbjerg (1971).

### Type Z (p. 174-175).

The type Z, which is named for the z-shaped partitions, was first used on the international services in the early

50'ies, in the shape of the ZT sub-series, having partly international 3rd class. Afterwards they were seldom seen until 1970 when the CIWL as an experiment introduced two-berth tourist accommodation in the Copenhagen-Hoek van Holland service. This service used two mom rebuilt Z-class cars, which only had two-berth compartments. They were sold as »special« or »tourist«. The two cars were leased by the DSB, when the sleeping car pool was established in 1971, but they were replaced by newer cars in 1973.

Type Y (p. 176-180).

The blue CIWL steel cars that ran on the Paris-Copenhagen from 1935 until the war were of type Y. The type was the first CIWL all-steel car not to have the „fish-belly“ frame and only having one (rather large) window in each compartment. The Y type also monopolized the international workings until 1949, when the introduction of international 3rd class brought the quite new type YT to this country. About 1953 the first example of the rebuilt type Y called YU or U arrived here and the different sub-types of type Y were almost in sole charge of the workings until the introduction of the type U-Hansa from 1957 onwards. Until 1963 the Nord-Express was routed across the Great Belt, and only Y, YT and YU type sleepers were used in this train. DSB leased two non rebuilt cars of type Y in 1973-1975, they ran as special/two-berth tourist and were called type Z\*.

Type U-Hansa (p. 181-183).

The first of these modern cars, which the CIWL received in 1957, were put to work on the services between Denmark and the destinations to the South. Following the DSG take-over of the services between Denmark and the German Federal Republic in 1963, U-Hansa cars were used in practically all turns with CIWL participation to and from Denmark. Since 1973 the DSB has leased three cars of type U-Hansa, which are at the disposal of the sleeping car pool. Two of the very similar DSG type 33200 cars were also leased by the DSB in 1971-1975.

Type MU (p. 184-185).

After the acquisition of UH coaches eight years passed before CIWL acquired new sleeping cars. Finally 1964-1969 CIWL acquired 114 new vehicles with the contemporary German standard length of 26.4 m. They only had entrance vestibule at one end while both toilets were located at the other end. 94 of the new vehicles

were of type MU (Modern Universal) and had twelve universal compartments thus a maximum of 36 beds. Further 20 identical cars had only double compartments and very designated type M. The MU type was used since the 1970s in services through Denmark.

## Dining cars

Wooden-bodied dining cars (p. 187-189).

When the CIWL began the first dining car services in Denmark in 1923 three elderly, wooden-bodied cars (1975-1977) were used, and in 1930/31 they were joined by two similar vehicles (2138 and 2178). After the opening of the bridge across the Little Belt they ran on Funen as well. The 2138 and 2178 were transferred to Zealand in 1937 for use on the express train, which connected with the ferry to Germany, but 2178 left Denmark in 1938 when a steel dining car (4071) was taken into use. After the war the old cars were used in the international trains from Nyborg to West Germany, Hamburg mainly, but in 1949 they were reallocated to the reinstated domestic Danish dining car services. On these duties they were relieved as early as 1951 by DSB buffet cars of type CAR.

Former Pullman-cars (p.190-191).

The former Pullman car No. 4071 was transferred to Denmark in 1938 - shortly after its rebuilding to dining car - to be used on the Danish section of the „Berlin-express“ (the non-official name of the daytime service Copenhagen-Berlin). After the war it was used on the international routes from Nyborg, except for the summer of 1951, when it ran in the special motor-express train „Englænderen“ (the Englishman), Copenhagen-Esbjerg. This connected with the sailings to Harwich. The train was made up with a railcar at each end and this duty had necessitated its equipment with the necessary cables for working the railcars in multiple. In 1962 the car was replaced by a sister vehicle, No. 4057, which however was build as a Pullman car with kitchen. A number of similar cars were occasionally used on the routes to/from Danmark in the 1950s.

All steel „seven window dining car“ (p.192-195).

The first steel-built dining car was delivered in 1925 and had seven window bays in the restaurant part, and this layout was used until the mid 1930s. As CIWL never

introduced any model number or letter to distinguish their different types of dining cars, we have classified these cars as „seven window dining car“. The first cars had the typical CIWL the „fish-belly“ frame, but from about 1930 this was abolished. The type was used in the workings between Germany and Denmark in the 1950s and early 1960s.

Also a couple of special variants of the type found their way to Denmark: VR 2700 was a former „Voiture-Restaurant Présidentelle“ and built in 1926 as second steel dining car for CIWL. Its restaurant was divided into a small salon and a larger where a large table could be erected. With this arrangement the car was used in special trains for the French president until 1938, when it was replaced by a more recent but very similar car (no. 3360). VR 2700 was then used as a regular dining car, running in Denmark in the summer of 1960.

In 1926 three saloon cars with kitchen (2839-2841) where supplied in addition to the already acquired wagons to luxury train „Sud Express“ Paris-Irun. They were built in continuation of a series of 20 dining cars of the „seven window dining car“ type, having bodies virtually identical but The three vehicles very all converted to regular dining cars early in the 1930s. Two of these cars have been used in Denmark. VR 2841 at least in 1948 while VR 2840 in the summer of 1956 was used in „North Arrow“ Frederikshavn Hamburg.

VR 4243-4249 (p.196-197).

In 1949 the wooden-bodied dining cars which had been used previously were replaced on the international turns by five Rumanian-built steel dining cars. Since more international trains were added gradually all 8 cars in the series came to be based here from 1951 to 1955. Two were equipped with cables for working railcars in multiple, to be used in the special motor-express train „The Englishman“, Copenhagen-Esbjerg. As the majority of the international trains were transferred to the recently reestablished Baltic crossing only three of the cars remained at Nyborg. They spent their working life partly on the Nord-Express and partly on „Nordpilen“ (North Arrow) (Frederikshavn-Hamburg, summer only). The use of a „proper“ dining car in Nordpilen ended in 1962 and in 1963 dining car working from Nyborg finished, when Nord-Express was transferred to „Fugleflugtslinjen“ (Rødby Havn - Puttgarden).

A number of similar cars were occasionally used on the routes to/from Danmark in the 1950s.

## DSB carriages

### DSB sleeping car type AS (p.200-201).

When the DSB began its domestic sleeping car services in 1904, the railways had both cars of type AS, which by and large were similar to DSB's then common 1st/2nd class bogie coaches. The compartment had two berths on 1st class and four berths on 2nd class. The latter could be divided scantily with a curtain, but this provision was seldom used. The cars were steel-clad and painted in DSB's then ubiquitous red-brown colour. After the sleeping car services were taken over by the CIWL in 1907, the cars were used partly as coaches and partly as reserve and extra coaches on the Esbjerg service. For a short while during the winters 1923 and 1924, when the night service across the Baltic was suspended, AS cars were used in a special sleeping car service Copenhagen-Tinglev, which had connections onward to Hamburg. After 1935 the cars were used only as coaches and in 1939 they were rebuilt as open „Fællesklasse“ (standard class) coaches.

### DSB sleeping car type T2S (p.202-203).

The new, common TEN-pool-type sleeping car was designated type T2S and purchased by the national railways of the TEN-pool. DSB only bought two, which were put to work on the Copenhagen-Hoek van Holland service from 1975. Since this service was withdrawn, the cars were used on routes outside. But as DSB in 1981 reinstated a domestic sleeping car service between Copenhagen and Frederikshavn the two cars were redrawn from the TEN-pool.

### DSB sleeping car type WLABr (p.204-205).

These 10 cars were former British Rail Mark 3 sleepers of the SLE class with 13 compartments with 2 berths. In 1987 they were rented (and later bought) by the DSB. They retained the original British gangway and buck-eye coupling at one end, being equipped with standard European drawbar and rubber tube protected gangway at the other. At this end they were coupled to a DSB type Bcm couchette car to form a pair. They were used on the domestic night train between Copenhagen and Esbjerg (1 pair), Aarhus (1 pair), and Frederikshavn (2 pairs) until 1997.

### DSB buffet car type CAR (p.208-211).

Between 1951 and 1953 9 DSB steel coaches of type CA dating from 1932 were rebuilt into a combined buffet and passenger car. At one end several compartments were

replaced by a kitchen, a bar and a small restaurant section, while 3 standard class compartments were retained at the other end. In 1959 four of the cars were modernized i.e. the coal-fired stove was replaced by a gas-fired and the bar as well as the restaurant were enlarged by removing one more compartment. The remainder of the cars and a newly converted tenth were equipped similarly in 1962-1963. Type CAR were used in all express trains at Funen and in Jutland and in Nordpilen (Frederikshavn-Hamburg) as well. (However until 1963 not during the summer, when the train ran with a CIWL dining car). Type CAR cars also ran in trains between Nyborg and Hamburg in the 1960s, but their use ceased in 1971, except for Nordpilen that kept its type CAR car until 1973.

### DSB couchette type Bgc (p.212-213).

The first couchettes purchased by DSB were rebuilt from older corridor coaches with nine compartments. Each compartment contained five permanent berths and a luggage shelf - a total of 45 berths - and next to the toilet at one end a small staff compartment was fitted in. Additional cars were rebuilt, so that from 1970 couchettes were running Copenhagen-Esbjerg and from 1974 Copenhagen-Struer. The on board service was handled by the DSB train crew. There was no serving along the way. The Bgc carriages were replaced in 1983 by Bcm cars, and some of the Bgc's were rebuilt to be passenger coaches once again.

### DSB couchette type Bcm and Bcm-o (p.214-217).

In 1981 DSB purchased German, 26.4 m long couchettes built 1955-56 for use by the American forces in West Germany. In the 1970s they had been taken over by the agency „Apfelpfeil-Reisen“, which went bankrupt in 1979. DSB had 12 of these vehicles repaired, and as type Bcm they were put into work on the domestic couchette routes instead of Bgc cars. The Bcm's were now equipped with 11 compartments a 6 seats and a staff compartment. During the upgrading of the domestic night trains in 1987, the Bcm's were modernized and new, tighter windows were installed. They were used in pairs with the English-built sleeping cars type WLABr until the night train system was abandoned in 1997. In 1987 DSB purchased four similar couchettes that had been modernized in Germany, to be used on the Copenhagen-Struer route where diesel multiple units were pulling the couchette north of Fredericia. For this reason they retained their oil burner/hot water heating system and were classified as type Bcm-o.

Not to be confused with these couchettes for domestic services are the Bcm's no 421-428, which are former DB couchettes acquired by DSB in 1987 for charter train operations to destinations south of Denmark.