

# The Orient Express – its History and its Postal History

Compiled by Keith Morris



Georges Nagelmackers (24 June 1845 – 10 August 1905) was the founder of the Compagnie Internationale des Wagons-Lits, the company known for the Orient Express trains. He was born in Liège, Belgium and died in Villepreux, France.

Born into a family of bankers with interests in railways and close links to the court of King Leopold II of Belgium, Nagelmackers trained as a civil engineer. As a young man he fell in love with an older cousin. When his feelings were not reciprocated, his family encouraged him to travel to the United States of America to help him recover and also further his professional studies. He spent a total of 10 months travelling throughout America during which time the 23-year-old was exposed to train travel on Pullman carriages. He became convinced that there was a market for Pullman type carriages in Europe. He envisioned that such trains should be luxurious and travel across borders. After a proposal to George Pullman to collaborate on developing the European market was rebuffed Nagelmackers returned to Europe.

In 1870 he published a proposal to develop sleeper carriages for the European market. However the outbreak of the Franco-Prussian War delayed the granting of a concession from the Belgian government and the establishment of his first sleeper carriage service.

In 1874 Nagelmacker founded the Compagnie Internationale des Wagons-Lits and the *et des Grands Express Européens* addition became part of the name ten years later. By 1886 his company had become the main organiser for most European heads of state who travelled by train. The symbol "WL" held by two lions became a well-known trade mark.



*Georges Nagelmackers (Théo Van Rysselberghe, 1897)*

The company ran either complete trains of Wagon-Lits cars or their individual sleeping and dining cars were coupled onto regularly scheduled trains operated by the state railways of the European countries through which the Wagon-Lits cars passed. These cars were always drawn by locomotives of the various state railways, as Wagon-Lits did not operate its own fleet of locomotives.

## A chronology of the Orient Express

**1876:** A Belgian, Georges Nagelmackers, founds La Compagnie Internationale des Wagons-Lits, to operate luxury sleeping cars and dining cars all over Europe, much as George Mortimer Pullman was doing in the USA. The various national railway companies provide the track, the stations and the locomotives. The Wagons-Lits company provides and staffs the sleeping-cars and dining cars. Passengers pay for a 1<sup>st</sup> class ticket plus a Wagons-Lits supplement. The railway companies get the ticket revenue; the Wagons-Lits company gets the revenue from the supplement.



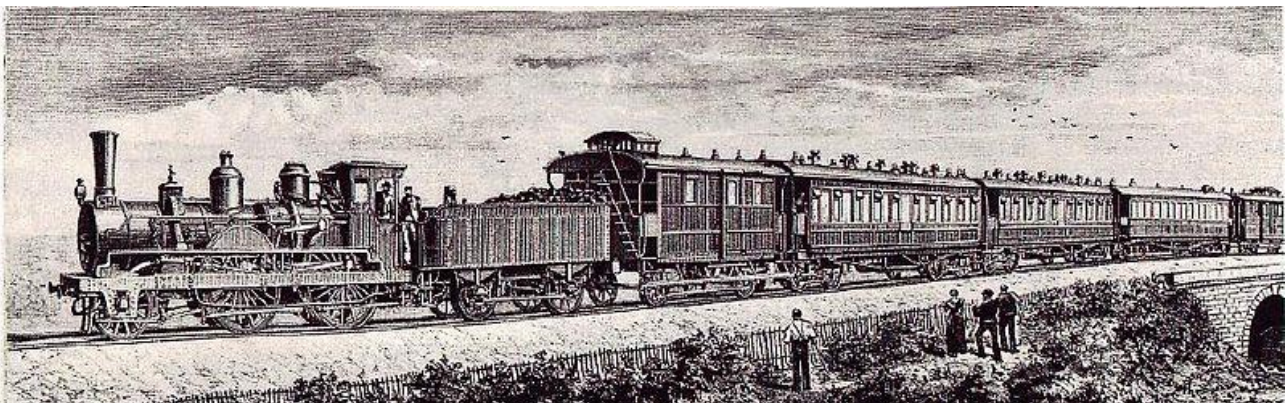
The first railway station in Constantinople was at Yedikule and opened in 1873. It was always referred to as a 'temporary' station and was replaced on the 3<sup>rd</sup> May 1890 by the new station at Sirkeci. This new station was designed so that passengers of the Orient Express could arrive and depart from a setting worthy of the train itself. The orientalist station was designed by Jasmund, a German architect, and was greatly admired, influencing

the designs of other architects. For its time the building was remarkably modern having both gas lighting and heating in winter.

Haydarpasa station was opened on the 19<sup>th</sup> August 1908 having been designed in neo-renaissance style by te architects Otto Ritter and Helmuth Cuno. It is a monument to the close Turkish-German relations of the time.

The main façade overlooks Kadikoy Bay and was built on 1100 timber piles.

Passengers of the Orient Express arriving in Constantinople from Europe who wished to continue their journey towards Bagdad had to take a boat across the Bosphorous and board the train at Hayderpasa station.



The first Orient Express in 1883

**1883:** Nagelmackers' flagship, the 'Express d'Orient', starts running, twice a week, Paris (Gare de L'Est) - Strasbourg-Munich-Vienna-Budapest-Bucharest-Giurgiu. At Giurgiu, passengers cross the Danube by ferry to Ruse in Bulgaria, where a second train would be waiting for the 7-hour journey to Varna on the Black Sea. An Austrian Lloyd steamer then connects for the 14-hour sea voyage to Constantinople (Istanbul).

**1885:** Service increases to daily over the Paris-Munich-Vienna section. The Orient Express continues to operate on two days a week beyond Vienna to Giurgiu for the ferry to Ruse, the connecting train to Varna and ship to Istanbul, and on a third day each week it runs beyond Vienna to Belgrade and Nis. As the railway was incomplete in Bulgaria, horse-drawn carriages took passengers from Nis across the mountains to Plovdiv, where the rail journey resumed for Istanbul.

**1889:** The line is completed, and direct Paris-Constantinople operation starts in June 1889. The Orient Express leaves Paris (Gare de Strasbourg, now renamed Gare de L'Est) every night at 18:25. It has daily sleepers for Vienna, twice-weekly sleepers on Sundays & Wednesdays for Constantinople, and twice-weekly sleepers on Monday & Friday for Bucharest. Arrival in Constantinople was at 16:00, 3 nights (67.5 hours) from Paris.

**1891:** 'Express d'Orient' is officially renamed 'Orient Express'.

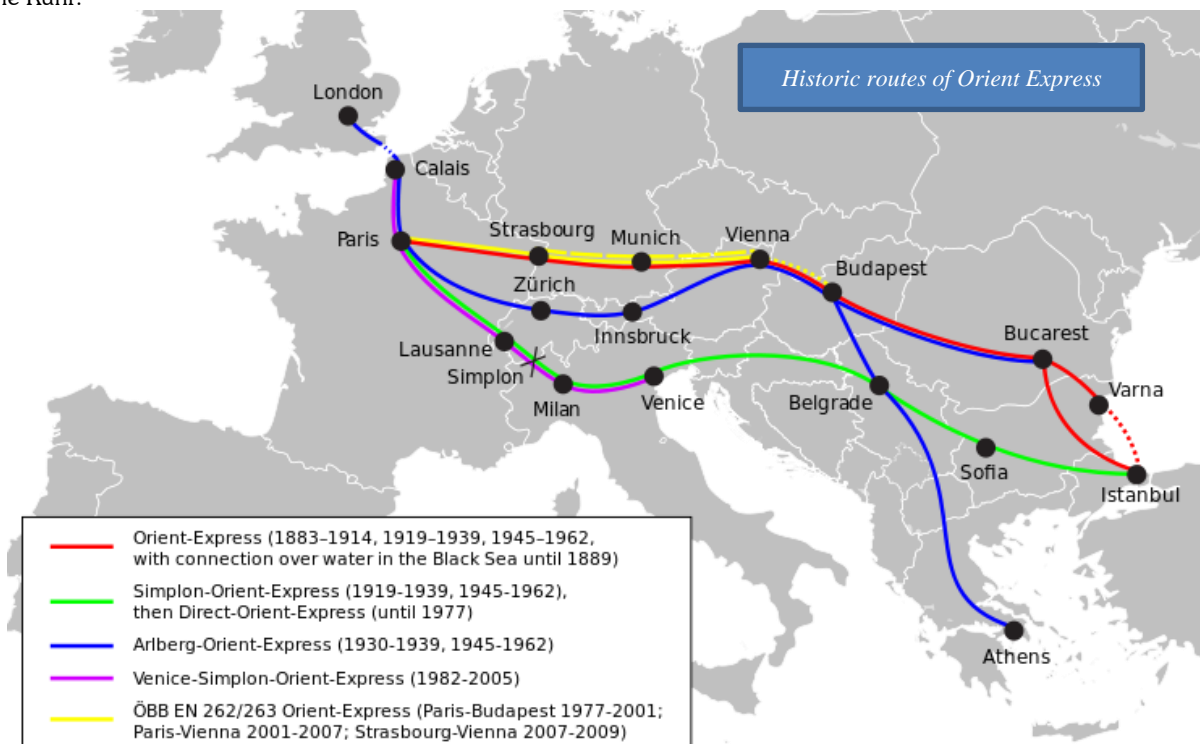
**1909:** The Orient Express trains are reequipped with new sleepers and restaurant cars. The new sleepers feature softer suspension and an upper berth which folds more completely away for day use.

**1914:** The Orient Express is suspended from July 1914, due to the war. The Germans try to run a Berlin-Constantinople train, the 'Balkanzug', without much success.

**1919:** In February 1919 the Orient Express is reinstated, twice a week from Paris to Vienna, Budapest and Bucharest, but via Zurich and the Arlberg Pass into Austria to avoid Germany. It resumes operation through Germany in 1920, although suspended again 1923-24 with the occupation of the Ruhr.



Poster advertising the Winter 1888–89 timetable for the Orient Express



### SIMPLON-ORIENT-TAURUS EXP.

1st and 2nd class.

Daily, Calais and Paris to Istanbul.  
 Daily, Istanbul to Paris and Bologna.  
 Daily, Paris to Bosphorus and back.  
 Daily, Paris to Athens and back.  
 Haydarpasa to Mosul Mon., Wed. and Fri.  
 Mosul to Haydarpasa Tues., Thurs. and Sat.  
 Haydarpasa to Aleppo and Tripoli, Mon., Wed. and Fri.; returning from Tripoli, Tue., Thur. and Sat.

|                           |                            |
|---------------------------|----------------------------|
| London (Victoria) d. 14 0 | Tebaran ... dep. 0 0       |
| Calais ... 1735           | Kermanshah .. 0 0          |
| Paris (Lyons) { arr. 2117 | Khanikin .. 22 0           |
| dep. 2220                 | Mosul ... arr. 1845        |
| Vallorbe ... { arr. 5 35  | Basra ... dep. 1915        |
| dep. 5 45                 | Baghdad (W) arr. 5 20      |
| Lausanne ... { arr. 6 25  | Baghdad (N) dep. 21 0      |
| Brigue ... 8 35           | Mosul ... dep. 1315        |
| Domodossola { arr. 9 22   | Nusaybin ... arr. 2027     |
| dep. 9 53                 | Nusaybin ... dep. 2033     |
| Milan ... arr. 1215       | Tripoli S. ... 2028        |
| Venice ... arr. 16 0      | Aleppo ... arr. 6 16       |
| Trieste ... 1822          | Aleppo ... dep. 7 25       |
| Postumia, c. { dep. 1953  | Adana ... 1597             |
| dep. 2015                 | Ankara ... arr. 8 0        |
| Vinkovci ... arr. 4 34    | Haydarpasa .. 20 0         |
| Vinkovci ... dep. 4 50    | Haydarpasa .. dep. 20 0    |
| Jimbolia .. { dep. 1125   | Birkadij (Mar.) arr. 2020  |
| Oralova ... arr. 1740     | Istanbul ... dep. 22 0     |
| Bucharest .. 2145         | Svilengrad { arr. 6 20     |
| Vinkovci ... dep. 4 49    | dep. 6 30                  |
| Belgrade ... { arr. 7 12  | Sofia ... 1441             |
| dep. 7 55                 | Tzaribrod .. { arr. 1620   |
| Nisoh ... 1224            | dep. 1530                  |
| Skoplje ... arr. 1626     | Nisoh ... 1748             |
| Guevgueli .. { arr. 20 0  | Belgrade ... arr. 2149     |
| dep. 2120                 | Athens ... dep. 2045       |
| Thessaloniki .. arr. 2222 | Thessalonica .. 3 20       |
| Athens ... 1020           | Guevgueli { arr. 9 29      |
| Belgrade ... dep. 7 45    | dep. 9 20                  |
| Nisoh ... arr. 1133       | Skoplje ... 1522           |
| Tzaribrod ... 1330        | Nisoh ... arr. 1728        |
| Sofia ... 1628            | Belgrade ... { arr. 2149   |
| Svilengrad { arr. 2257    | dep. 2220                  |
| dep. 2310                 | Vinkovci ... arr. 1 1      |
| Istanbul ... arr. 7 20    | Bocharast ... dep. 10 3    |
| Birkadij (Mar.) dp. 8 20  | Timisoara ... 1917         |
| Haydarpasa .. arr. 8 40   | Jimbolia ... { arr. 2015   |
| Haydarpasa .. dep. 9 0    | dep. 2037                  |
| Ankara ... arr. 21 3      | Vinkovci ... arr. 0 34     |
| dep. 2118                 | Vinkovci ... dep. 1 19     |
| Adana ... arr. 1923       | Postumia .. { dep. 1925    |
| Aleppo ... 2043           | dep. 1925                  |
| Tripoli S. .. 6 37        | Trieste ... 1457           |
| Nusaybin ... 7 16         | Venice ... 1457            |
| Mosul ... 1615            | Milan ... dep. 1910        |
| Baghdad (N) .. arr. 6 50  | Domodossola { arr. 2152    |
| Baghdad (W) .. dep. 19 0  | dep. 2154                  |
| Basra ... arr. 3 20       | Brigue ... 2245            |
| Mosul ... dep. 1330       | Lausanne ... 0 58          |
| Khanikin .. arr. 6 15     | Vallorbe .. { arr. 1 34    |
| Hamadan .. 0 0            | dep. 1 8                   |
| Tebaran ... 19 0          | Paris (Lyons) .. arr. 8 40 |
|                           | Paris (Lyons) dep. 9 46    |
|                           | Boulogne ... arr. 13 5     |
|                           | London (Vic.) arr. 1720    |

† For connections to and from CAIRO, see p. 334.

This is the summer 1939 timetable for the Simplon Orient Express. At this period, the train consists exclusively of Wagons-Lits sleeping cars. Note that the departure time for London is just the time of the train+ferry connection - the Simplon Orient Express starts in Calais. The Taurus Express is a separate connecting train.

From the 1939 edition of the Thomas Cook Continental Timetable

### Table 28 DIRECT-ORIENT EXPRESS

| Day   | arr.  | dep.  | London (Victoria) 50 ... | arr.   | dep.     |
|-------|-------|-------|--------------------------|--------|----------|
| A     | 1855  | 21430 | Calais (Maritime) 50 ... | 1450x  | 1205     |
| I     | 2233  | 2253  | Paris (Nord) 50 ...      | 7 25   | 8 10     |
| Y     | 229   | 2250  | Paris (Lyons) 151        | 8 25   | 6 37     |
| B     | 148   | 6 00  | Vallorbe 158             | 2334   | 0 08 520 |
|       | 7 00  | 7 07  | Lausanne 231             | 2248   | 2237x    |
|       | 7 32  | 7 34  | Montreux                 | 2221   | 2223x    |
|       | 9 19  | 9 27  | Brigue 251               | 2014   | 2037x191 |
|       | 1005  | 1025  | Domodossola              | 1912   | 1933     |
| P0    | 1223  | 1320  | Milan (Cent.) 352        | 1610   | 1715     |
|       | 1705  | 1730  | Venice (S. Lucia) 390    | 1144   | 1240     |
| Y     | 1954  | 2014  | Trieste 390              | 8 30   | 9 22 0P  |
|       | 2044  | 2110  | Poggioriale Campagna     | 7 23   | 8 00     |
| B P0  | 2119  | 2225  | Selana                   | 6 09   | 7 14     |
| C     | 0 21  |       | Ljubljana 791            |        | 4 05 0P  |
| B 841 |       | 1554  | Munich (Hof.) 684        | 1348   | 0 46     |
| I     | 1753  | 1815  | Salzburg                 | 1130   | 1205 E   |
| Y     | 735   | 2152  | Villach (Hof.) 739       | 7 23   | 7 50 734 |
| B     | 907   | 2300  | Jesenice                 | 5 07   | 5 55     |
| C     | 0 25  |       | Ljubljana 793            |        | 3 45 908 |
| C P0  |       | 1 07  | Ljubljana 791            | A 3 23 |          |
|       | 3 10  | 3 30  | Zagreb                   | 0 58   | 1 12     |
|       | 9 00  | 9 54  | Belgrade 791             | 1843   | 1935 0P  |
|       | 1234  |       | Croat Krst 792           |        | 1458     |
| P0    |       | 1343  | Croat Krst 792           | A 1440 |          |
|       | 1734  | 1800  | Skopje                   | 1050   | 1110     |
| Y     | 402   | 2130  | Gevgeli (Tug. T.)        | 6 30   | 7 10 0P  |
| C     | 2315  | 0 00  | Idomeni (Grt. T.)        | 6 43   | 7 25     |
| B     | 2     | 1 15  | Thessaloniki 897         | 4 40   | 5 25 401 |
| B     | 1142  |       | Athens 897               |        | 1901 1   |
| C     |       | 1354  | Croat Krst 802           | A 1428 |          |
| Y     | 4     | 1555  | Dimitrograd (Tug. T.)    | 1208   | 1248     |
| C     | 1854  | 1935  | Sofia (Bulg. T.)         | 1115   | 1150 3   |
| B     | 546   | 05 45 | Svilengrad               | 3 20x  | 4 35     |
| I     | 5     | 04 06 | Pichion (Grt. T.)        | 0 19x  | 0 40x    |
| Y     | 5     | 05 05 | Usunköprü (Turk. T.)     | 2325c  | 0 01b    |
| B     | 51230 |       | Istanbul 901             |        | 1630c 6  |

**Paris branch**

Daily: 1st, 2 cl. (CC) and CC. 2 cl. (French) Calais-Milan and v.v.  
 1st, 2 cl. and (CC) Paris-Brigue and v.v. } See Note x  
 CC. 2 cl. (French) Paris-Brigue and v.v.  
 (CC) Paris-Trieste and v.v.  
 (CC) Milan-Athens and v.v.  
 (CC) Belgrade-Athens and v.v.  
 (CC) (Warsaw)-Belgrade-Sofia and v.v.  
 X Calais-Paris (Nord) and v.v.  
 X (Swiss) Lausanne-Brigue and v.v.  
 X Milan-Trieste and X Venice-Milan.  
 X (Yugoslav) and (CC) Belgrade-Gevgeli and v.v.  
 X (Greek) Thessaloniki-Athens and v.v.

Tues. and Sat.: 1st cl. Paris-Belgrade.  
 Mon., Weds. and Fri.: 1st cl. Paris-Athens.  
 Thurs. and Sun.: 1st cl. Paris-Istanbul.  
 Mon. and Thurs.: 1st cl. and (CC) Belgrade-Paris.  
 Mon., Thurs. and Sat.: 1st cl. Athens-Paris.  
 Tues. and Fri.: 1st cl. Istanbul-Paris.  
 Weds., Thurs. and Sun.: (CC) Paris-Istanbul.  
 Mon., Weds. and Fri. (daily, Dec. 15-April 17): (CC) Paris-Athens.  
 Tues., Fri. and Sun.: (CC) Istanbul-Paris.  
 Mon., Thurs. and Sat. (daily, Dec. 14-April 15): (CC) Athens-Paris.  
 Tues. and Sat. (daily, Dec. 15-April 15): (CC) Paris-Belgrade.  
 Mon., Tues., Fri. and Sat., Dec. 15-April 17: (CC) Paris-Sofia.  
 Tues., Thurs., Fri. and Sun., Dec. 14-April 15: (CC) Sofia-Paris.  
 Daily, Dec. 18-April 18: (CC) Belgrade-Paris.  
 Daily to Dec. 15 and from April 19: (CC) Trieste-Belgrade and v.v.  
 Daily, Dec. 15-Jan. 5 and April 1-17: (CC) and CC. 2 cl. (French) Paris-Milan, returning one day later.

**Munich branch**

Daily: (CC) Munich-Belgrade and v.v.  
 (CC) Munich-Athens and v.v.  
 (CC) Dortmund-Athens and Athens-Hagen (see Table 65).  
 (CC) Jesenice-Belgrade and v.v.  
 Mon., Weds., Fri. and Sun.: 1st, 2 cl. Munich-Athens.  
 Tues., Thurs. and Sat.: 1st cl. Munich-Belgrade.  
 Tues., Weds., Fri. and Sun.: 1st, 2 cl. Athens-Munich.  
 Tues., Fri. and Sun.: 1st, 2 cl. Belgrade-Munich.  
 a— Weds., Sat. and Sun.  
 b— Weds., Sat. and Mon.  
 c— Tues., Fri. and Sun.  
 d— Depart 23.55, Dec. 15-April 17 (as train 519).  
 x— On Sat. Jan. 8-March 5 and Sun. Jan. 9-March 27, the Brigue-Paris car will depart Brigue 20.07, Montreux 22.02 and Lausanne 22.34 in train 189.  
 z— One hour later from March 20.

**FOR TABLE 29, SEE PREVIOUS PAGE**

The 1965 timetable for the Direct Orient Express, which replaced the Simplon Orient Express in 1962. You can see from the long list of through cars that this train isn't a whole train running from A to B either, but an assortment of through carriages between different points. You can see that it now includes ordinary seats cars (the carriage symbol) and couchettes ('CC') as well as sleeping-cars (the bed symbol). Note that the departure time shown against London is the departure time of a train+ferry connection. The actual Direct Orient Express starts in Paris with a few through cars from Calais.

From the 1965 edition of the Thomas Cook Continental Timetable

**1919:** On 11 April 1919 the Simplon Orient Express starts running in addition to the Orient Express, using the Southerly route from Paris (Gare de Lyon) to Lausanne, Milan, Venice, Trieste, Belgrade, and (from 1920 onwards) Istanbul. This route has the advantage of avoiding Germany (which the Allies still didn't trust), and it rapidly becomes the main route from Calais and Paris to Istanbul. The Treaty of Versailles has a specific clause requiring Austria to accept this train - previously, Austria had insisted that international trains could not pass through their territory (which then included Trieste) unless they ran via Vienna.

**1922:** From 1922 onwards, the pre-war wooden R-class sleepers are progressively replaced by new steel S-class sleeping-cars. The new cars are painted blue with gold lining and lettering, replacing the varnished teak of earlier Wagons-Lits cars. Blue and gold all-steel dining cars replace the older restaurant cars from 1925 onwards.

**1929:** The westbound Orient Express becomes stuck in snow for 5 days at Tcherkesskeuy (spelt Çerkezköy in today's timetables), some 130km from Istanbul. The incident inspired Agatha Christie's plot in 'Murder on the Orient Express'.

**1930s:** By the 1930s, a complete network of through sleeping cars was in operation between Western and Central/Eastern Europe, involving the Orient Express and several sister trains with 'Orient' as part of their name. The trains inter-connected and swapped sleeping-cars at various points such as Budapest and Belgrade:

**Simplon Orient Express:** Daily through sleeping cars from Calais & Paris (Gare de Lyon) to Istanbul, via Dijon - Lausanne - Milan - Venice - Trieste - Zagreb - Belgrade - Sofia. The Simplon Orient Express also provided daily through sleeping-cars from Calais and Paris to Athens. The Calais-Trieste sleeper was normally a luxurious LX-class sleeping-car, but the Calais/Paris-Istanbul/Athens sleepers would normally be S-class.

**Orient Express:** 3 times a week service from Paris (Gare de l'Est) - Strasbourg - Munich - Vienna - Budapest, with through sleeping-cars from Calais & Paris to Bucharest, and from Paris to Istanbul (combined with the Simplon Orient Express between Belgrade and Istanbul).

**Arlberg Orient Express:** On 3 out of the 4 days of the week when the Orient Express wasn't running, its departure slot from Paris Est was taken up with the three-times-a-week Arlberg Orient Express from Paris to Basel, Zurich, Innsbruck, Vienna, Budapest, with through sleepers Calais & Paris - Bucharest and Paris-Athens. This train was created in 1932 out of the Suisse Arlberg Vienna Express. The trains also conveyed an Istanbul-Berlin sleeping car 4 times a week, alternating with an Istanbul-Prague car 3 times a week.



Imperial Ottoman Empire bond to raise capital for the development and extension of a Turkish / European railway system

**1939-42:** Most of the great trains are suspended for World War 2. The Wagons-Lits Company's arch rival, the German Mitropa company, tried running its own Orient Express into the Balkans reserved for military and diplomatic personnel, but this was not a success as partisans kept blowing it up.

**1945-7:** The Simplon Orient resumes running in November 1945, three times a week Calais - Paris - Milan -Venice - Belgrade - Sofia, finally extended to Istanbul again in 1947. However, ordinary railway company seating cars and couchette cars are now conveyed for various parts of the journey, in addition to the Wagon-Lits company sleepers and restaurant. Although service to Istanbul restarted, the through sleeping cars to Athens were unable to resume because the

Greek / Yugoslav border was closed. At this period, a Z-class sleeper was normally used Paris-Belgrade, a luxurious LX-class sleeper Paris-Brig, and S-class sleepers Paris-Istanbul. Later, Z-class sleepers would also end up on the Paris-Istanbul & Athens run.

**1947 onwards:** With communists firmly in control in Eastern Europe, the Wagons-Lits Company's sleeping-car and dining car operations in Eastern Bloc countries are gradually taken over by the Eastern European railway companies' own sleeping-car and dining car subsidiaries. Although the 'Orient Express' through sleeping-cars from western to Eastern Europe remains operated by the Wagons-Lits Company, Wagons-Lits sleepers and diners operating on these trains wholly within Eastern Bloc borders are progressively replaced by non-Wagons-Lits cars.

**1951:** The Greek border reopens and the Athens portion of the Simplon Orient Express resumes running. Unfortunately, the Bulgarian / Turkish border then closed, temporarily halting the Istanbul portion until 1952.

**1960:** The through sleeping cars to / from Calais are withdrawn and all cars of the Simplon Orient Express now start / terminate in Paris (Gare de Lyon). The Pullman cars of the Calais - Paris 'Golden Arrow' / 'Fleche d'Or' are extended to run around Paris from the Gare du Nord to the Gare de Lyon to maintain a connection (the Gare du Nord to Gare de Lyon trip was necessary anyway to convey the through sleeping-car from Calais to San Remo bound for the 'Train Bleu' and the Calais to Rome through sleeping-car bound for the 'Rome Express').

**1962:** The Simplon Orient Express is withdrawn and replaced by a slower train called the Direct Orient Express. The Direct Orient Express conveys a daily sleeping car and seats cars Calais-Paris-Milan, a daily sleeping car and seats cars Paris (Gare de Lyon) - Milan - Venice - Trieste - Belgrade, a twice-weekly sleeping car and seats car Paris - Belgrade - Istanbul (initially a Z-class, later a YU-class sleeping-car), and a three-times-a-week (later twice weekly) sleeping car Paris - Belgrade - Athens (also a Z-class or YU-class car).

**1962:** In addition, the Arlberg Orient Express loses its Paris-Budapest and Paris-Bucharest sleepers, and becomes plain 'Arlberg Express' running Paris-Zurich-Innsbruck-Vienna. It continues in the timetables as the 'Arlberg Express' until the mid-1990s, when it loses its Vienna and Innsbruck cars and becomes just an overnight train Paris-Zurich-Chur, still with a sleeper staffed by the Wagons-Lits company, but without any name. This Paris-Zurich-Chur sleeper train was finally withdrawn in June 2007, when the new TGV-Est high-speed line reduced Paris-Zurich journey time to 4 hours 45 minutes.

**1967:** The Compagnie Internationale des Wagons-Lits drops the suffix 'et des grands express Européens' from its title and adds 'et du tourisme' instead.

**1971:** The Wagons-Lits company decides that it can no longer maintain and renew the ageing sleeping car fleet based on receiving revenue from sleeper supplements alone (passengers travelling on the Orient express paid for a normal ticket plus a sleeper supplement - the supplement went to the Wagons-Lits Company, the ticket revenue went to the relevant national railway operators). The Wagons-Lits Company therefore either sells or leases its sleeping cars to the national railway operators all over Europe. Although now owned or leased by the various state railway companies themselves, most sleeping-cars in Western Europe are still staffed by the Wagons-Lits company who provide the sleeper attendant, the bed linen and the on-board catering. Until 1995, sleeping cars were marketed jointly by most western European railways as "Trans Euro Night / Nuit / Nacht / Notte / Nat" and painted in a mid-blue livery with a white line under the windows and a big white 'TEN' on the side.

**1977:** The Direct-Orient Express is withdrawn completely, ending all direct service from Paris to Istanbul or Athens. The last run left Paris Gare de Lyon at 23:56 on 19 May 1977 (actually, a few minutes late, on 20th May!), its solitary Paris-Istanbul sleeping-car a Y-class car built in 1939, now in the modern blue and white livery. A rump of this train remains until the early 1990s, running from Paris (and in summer, from Calais) to Milan and Venice with sleepers, seats and couchettes. The (plain) Orient Express from Paris to Vienna, Budapest and Bucharest continues to run as before.

**1977 onwards:** The Orient Express itself continues to run, as the main overnight train between Paris and Vienna, also providing direct through cars between Paris, Budapest & Bucharest. It conveys ÖBB (Austrian Federal Railways) or SNCF (French Railways) couchettes and seats between Paris & Vienna, a MAV (Hungarian Railways) air-conditioned couchette car & seats car between Paris & Budapest, a Hungarian dining-car and more air-conditioned seats cars over the Salzburg-Vienna-Budapest section. It also conveys a sleeping car, owned by ÖBB but staffed by the Compagnie Internationale des Wagons-Lits, running daily between Paris & Vienna and (until 1991) extended to Bucharest 3 times a week full of Ceausescu's diplomats. This sleeping-car was a standard MU type in mid-blue 'Trans Euro Night' colours, built 1964-1974, with 12 compartments each usable as 1, 2 or 3 bed.

**1980s:** In the 80s, a faster and better-timed train ran between Paris & Vienna during the summer months ('the Paris-Vienna rapide'), in addition to the Orient Express. The Orient Express's Paris-Vienna seat cars, couchette cars & sleeping-car were transferred to this train when it ran. The Paris-Vienna rapide left Paris earlier than the Orient Express, around 17:15 whereas the Orient Express left the Gare de l'Est at 23:15, and it arrived in Vienna the next morning, as opposed to mid-afternoon. On the days of the week when the Paris-Vienna sleeping-car was extended to Bucharest, it would have a long layover at Vienna waiting to be attached to the Orient Express for its onward journey to Romania.

**1982:** James Sherwood, rail enthusiast and head of Sea Containers Inc., starts up a regular service from London and Paris to Venice called the 'Venice Simplon Orient Express' (VSOE for short). The service uses vintage 1920s and 1930s Pullmans from London to the Channel port, and 1929-vintage Wagons-Lits sleepers from Boulogne to Venice. This train should not be confused with the (real, plain) Orient Express. The Venice Simplon Orient Express continues to run today, once a week from March until November every year, and also the VSOE's official website, [www.orient-expresstrains.com](http://www.orient-expresstrains.com).

**1991:** The thrice-weekly extension of the Orient Express's sleeping-car to Bucharest is withdrawn. The train now only runs between Paris, Vienna & Budapest, with sleeping-car, couchettes & seats Paris-Vienna, couchettes & seats cars Paris-Budapest, seats car & restaurant car Vienna-Budapest. It no longer extends to Romania.

**1998:** Surprisingly perhaps, the Orient Express regains a Paris-Bucharest sleeping car, running twice a week, this time a separate one provided by CFR (Romanian Railways). This was a modern German-built sleeper in a smart red and cream colour scheme, with ten compartments each useable as 1, 2 or 3 berth.

**2001:** On 10 June 2001, the Orient Express's through couchettes and seats cars from Paris to Budapest are withdrawn, as is the twice-weekly Romanian sleeping-car from Paris to Bucharest. The Orient Express now only runs between Paris & Vienna, a normal scheduled EuroNight train with seats, couchettes and a sleeping-car. The Paris-Vienna couchette cars & sleeping-car are attached to a French domestic train between Paris and Strasbourg. On departure from Paris, the majority of the train consist of domestic French air-conditioned 'Corail' cars only going as far as Strasbourg, with the sleeping-car, two couchette cars and two seats cars for Vienna attached a long way down the platform right at the front of the train.

**June 2007:** The new TGV-Est high speed line from Paris to Strasbourg opened on 10 June 2007, and the domestic French Paris-Strasbourg train to which the Orient Express was attached over this section has been replaced by a 200 mph TGV. As a result, the Orient Express is cut back to run only between Strasbourg and Vienna, with TGV connection to/from Paris. However, it still retains its famous name, 'Orient Express'. It's now a purely Austrian Railways (ÖBB) EuroNight sleeper train.

**12 December 2009, the Orient Express makes its last run:** The much-truncated Strasbourg-Vienna 'Orient Express' made its last run on 12 December 2009. From the Europe-wide timetable change on 13 December, the name 'Orient Express' finally disappears. In a way it's hardly surprising since being cut back to Strasbourg. Strasbourg itself is unable to support a sleeper train to Vienna and little effort seems to have been made to integrate fares, ticketing & marketing between the sleeper and it's Strasbourg-Paris TGV connection to offer an integrated Paris-Vienna service. You can still travel from Paris to Vienna by train of course, using the City Night Line sleeper 'Cassiopeia' between Paris & Munich and a connecting RailJet train from Munich to Vienna.

## The Pera Palace Hotel



Pera Palace Hotel in 1900



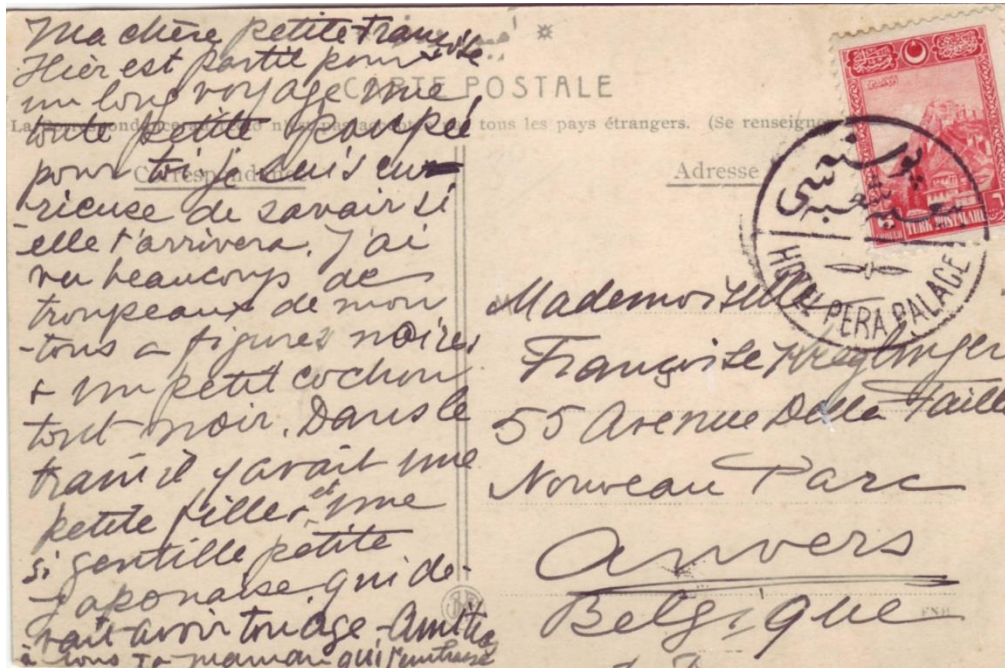
Today

The Pera Palace Hotel Jumeirah (Turkish: *Pera Palas Oteli*) is a historic hotel and museum located in the Beyoğlu (Pera) district in Istanbul, Turkey. It was built in 1892 for the purpose of hosting the passengers of the Orient Express and was named after the place where it is located. It holds the title of "the oldest European hotel of Turkey". Building work began in 1892 and the grand opening ball was held in 1895.

Alexander Vallaury, a French-Turkish architect living in the city designed the hotel in a blend of neo-classical, art nouveau and oriental styles. Vallaury undertook a number of other projects in Istanbul, including The Ottoman Bank Headquarters and The Istanbul Archaeology Museum.

It was situated across the Golden Horn, about a mile from the rail terminus, opposite Thomas Cook's and the American Consulate in the Rue Kabristan, at the extremity of the Municipal Garden, and enjoying a splendid view of the naval port beyond. Unquestionably the best hotel in the city, the daily rate in 1899 for full board was from 15 to 25 francs per day, or about the same as the prices then being charged by Shepherd's in Cairo or the Mediterranean in Nice.

The hotel was the first building in Turkey to be powered by electricity, other than the Ottoman Palaces. It was also the only address in the city to provide hot running water for its guests and was home to the first electric elevator in Istanbul. The hotels first owners were the Ottoman-Armenian Esayan family.



The Nagelmackers' business Compagnie Internationale des Wagon-Lits looked after its clients in many ways, one of which was by providing a hotel at the end of the line in Constantinople (Istanbul). This was and still is the Pera Palace Hotel, a solid 19<sup>th</sup> century building which boasted all the latest conveniences which the luxury traveller of the time might have expected. It enjoyed splendid views from all floors and was the best hotel in the city at the time. It also apparently contained its own sub post office judging from the cancellation on this card.

### The Postal History

On the evening of the 4<sup>th</sup> October 1883 a train started from the Gare de L'Est, Paris which was to become the most famous train in the world.

When Nagelmackers founded his Compagnie Internationale des Wagon-Lits he managed to secure the monopoly for carrying mail on this long distance route. The postal van was usually behind the locomotive and tender.

One problem which arose, after the overland link for the Orient Express had been finished, was the refusal of the Turkish authorities to allow it to carry mail from the foreign post offices. This prohibition developed into a recurring difficulty, which had little effect except to display the frustration which the Turks obviously felt about having so much of their postal business misappropriated, as they saw it, by outsiders. For, whenever the Turks threatened to enforce their regulations, the ambassadors to the Porte protested vehemently, and the Turks, firmly reminded of their very weak position, had to climb down.

### The TPOs

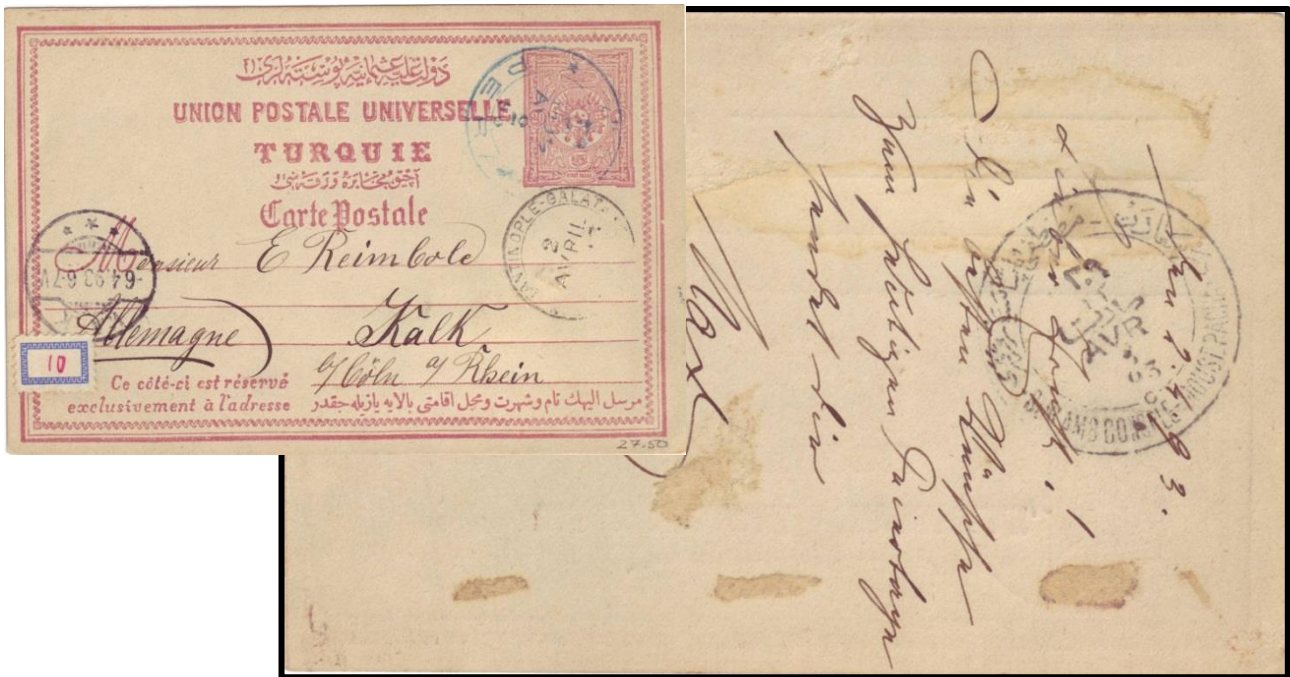
Turkey used datestamps on the travelling post offices which accompanied the Orient Express train along its most southerly route out of Stamboul. First it was a pair, with either '2.' or 'B' in tiny lettering beneath the date, inscribed 'BUR.AMB. CONS/PLEMOUST.PACHA'. These were bilingual and very large about 34.5 mm in diameter and were used from 1892 until as late as the summer of 1900. Some of the later usages were struck in a bluish green, instead of black. Next came a much smaller version, with an outer circle diameter of only 29 mm. These have been seen struck in bluish green in 1899 and in black in September 1900. These were then replaced by the more modern style of datestamp, with the dates in a belt across the centre and the French inscription in two lines. 'BUR.AMBUL' at the top and 'CONS/PLE-M.PACHA' below. This type was sometimes used as a cancellation, but is common as a transit backstamp.



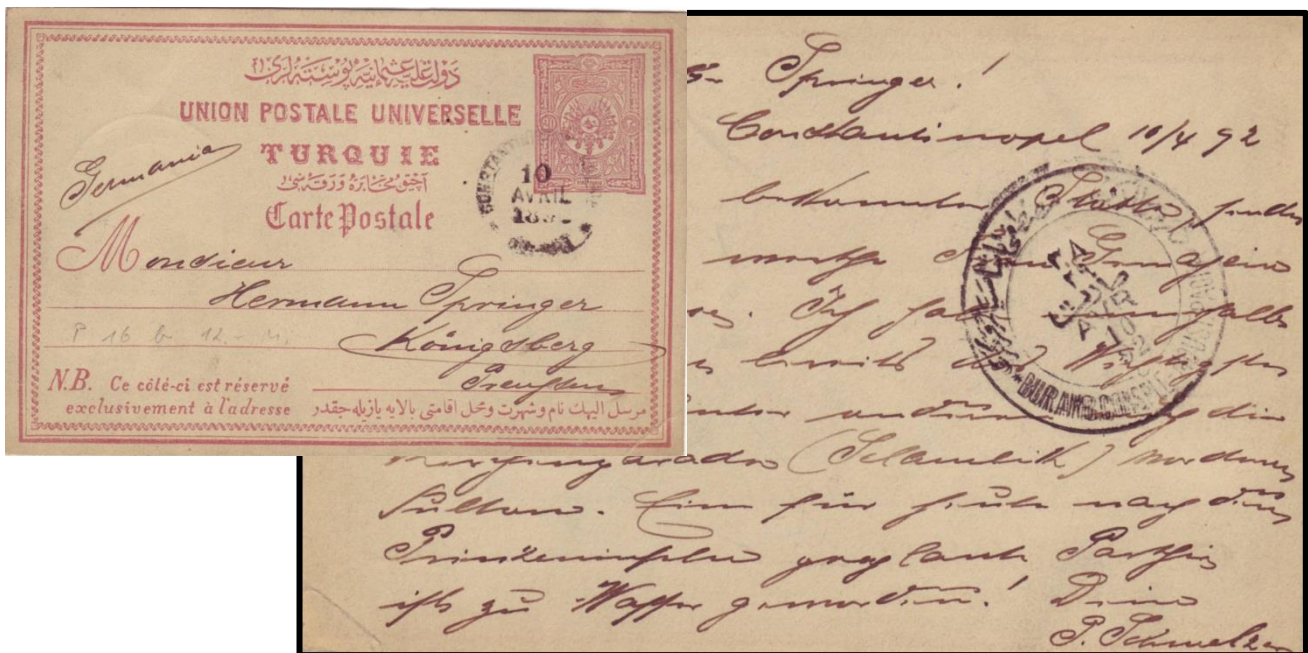
There is a series of undated negative seal types, numbered I to 8 in both directions. These have the Turkish inscription in the centre, and around the edge, in French, BUR AMB. CONSTANTINOPE-MOUST'AF A PACHA' (or with the terminals reversed for the eastward journey, with the figures in Roman numerals. Very few examples are known and they probably predate the datestamps and were perhaps in use around 1890.

These Turkish markings all relate to the Orient Express route which was covered by rail all the way to Paris. They specifically represent the easternmost stage, between the Turkish capital and the Bulgarian frontier town of Moustafa Pacha, later to be re-named Svilengrad.

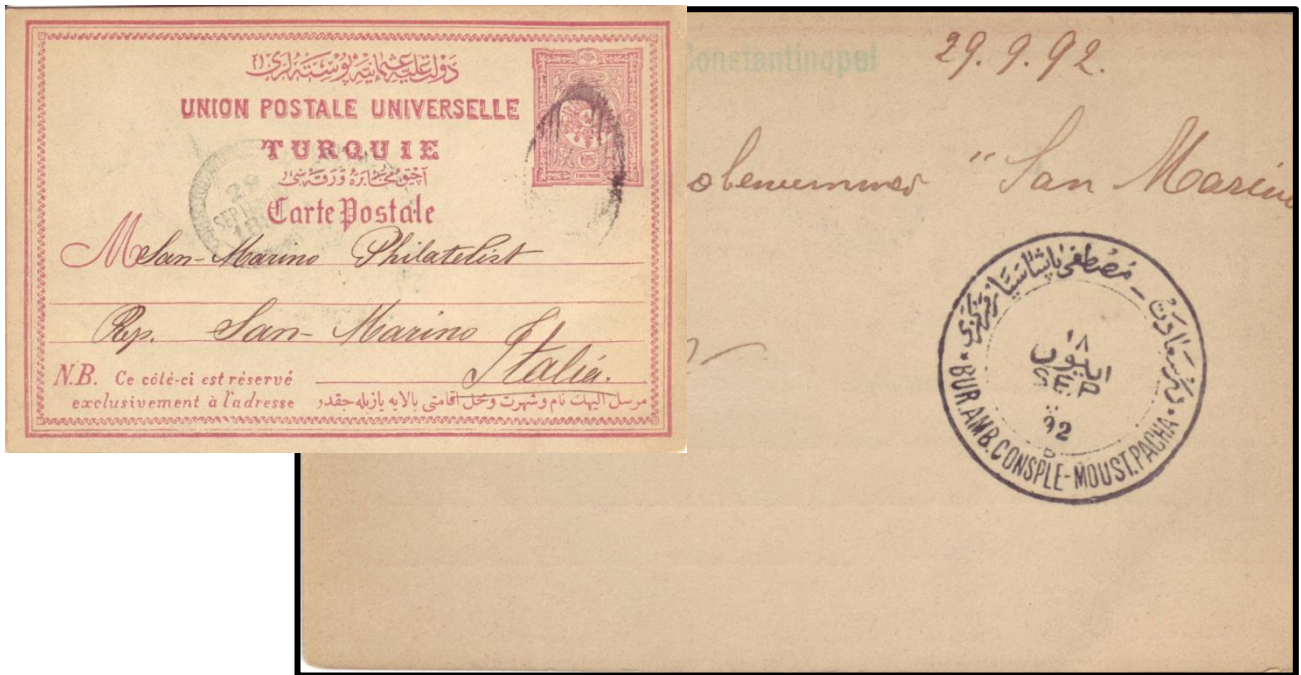
Problems for the collector include not only tracking down these elusive postmarks but finding them used on the Orient Express, rather than upon one of the purely Turkish railway services,



20 paras foreign rated card from Pera, Constantinople in April 1893 to Kath near Köln, Germany with a strike of the bi-lingual Bureau Ambulante Constantinople – Moustapha Pacha, now called Svilengradin Bulgaria



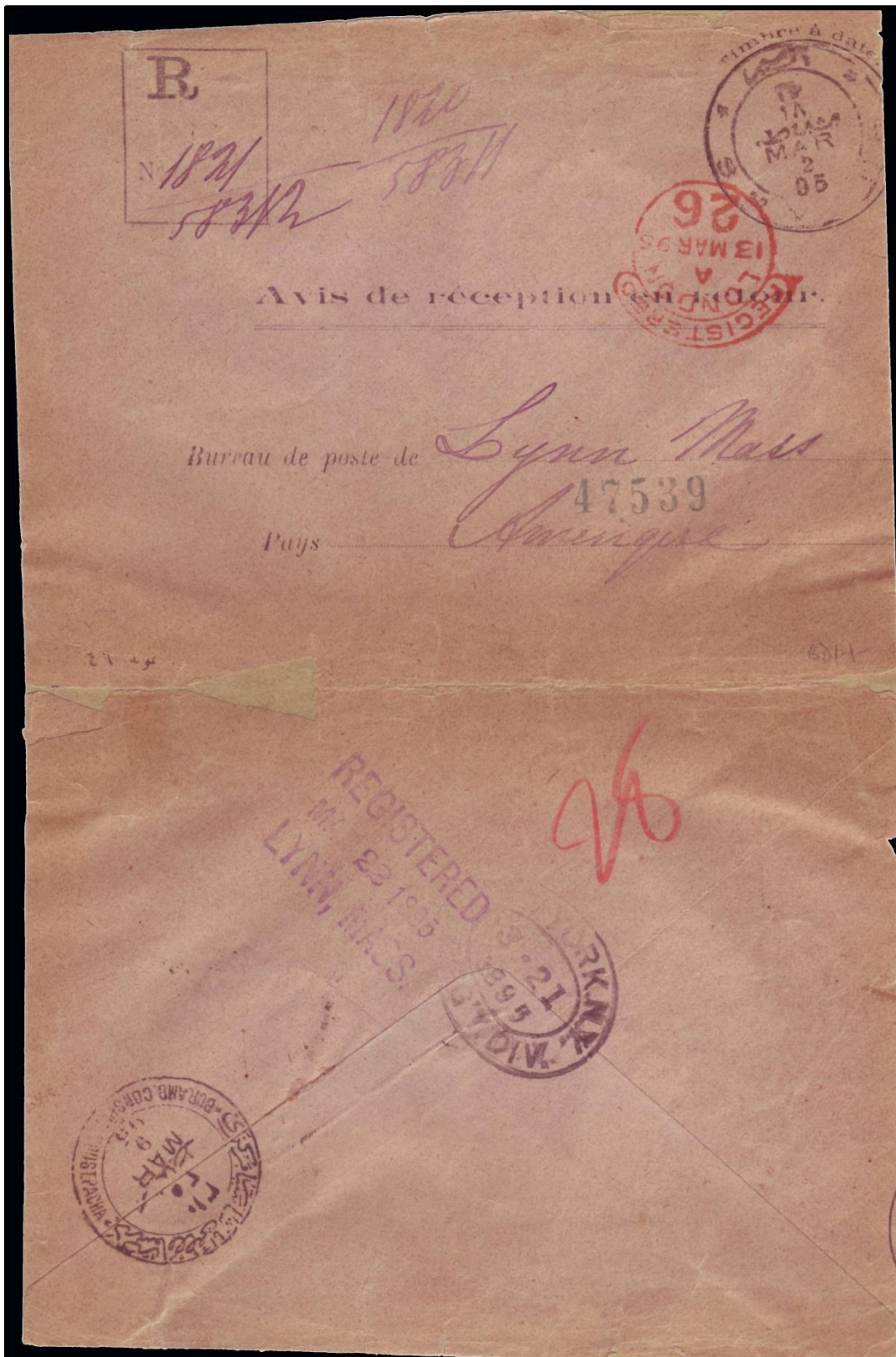
Similar stationery card to the one above addressed to Königsber, Germany dated April 1892



A fine example of the Bur. Amb. Consple-Moust. Pascha Index B on a stationery card from Constantinople to the San Marino Philatelist (magazine?) in San Marino, Italy dated September 1892



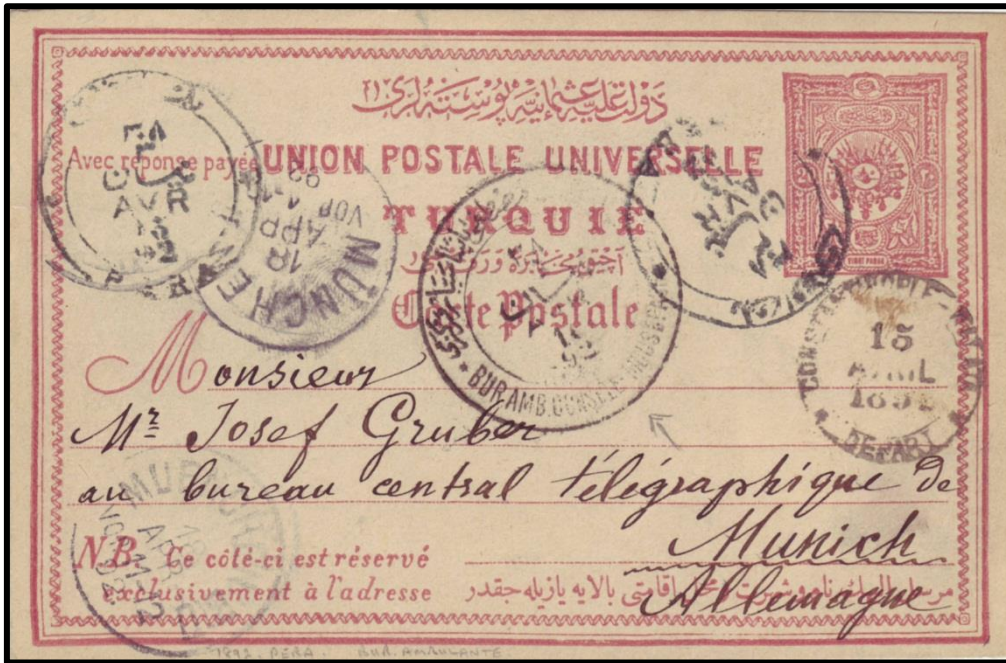
The brief message on this card was written in Constantinople on Friday 21<sup>st</sup> May 1893 and it received the Bur. Amb. Consple-Moust. Pacha (B) the following day from the TPO. The item arrived in Lisbon on Saturday the 29<sup>th</sup> April and was received at Funchal, Madeira on Tuesday 2<sup>nd</sup> May 1893.



When an item is sent 'Avis de reception et retour' an accompanying receipt has to be signed stating that the item has been received and the receipt returned to the sender in a special envelope. This item was posted in Smyrne (Izmir), Turkey on Saturday 2<sup>nd</sup> March 1895 and arrived on board the Orient Express in Constantinople a week later where it received the smaller version of the Bur. Amb. Consple Moust. Pascha. The item passed through London on the following Wednesday, New York eight days later on 21<sup>st</sup> March and reached its final destination in Lynn, Massachusetts on Friday 22<sup>nd</sup> March 1895.



*This commercial cover from Iebet Freres & Co of Constantinople was posted on Thursday 31<sup>st</sup> March 1904 and arrived in the TPO the following day where it received the handstamp. The cover arrived in London on Monday 4<sup>th</sup> April and Leeds the following day at 4.35 am. Not bad for an Easter weekend.*



Written and posted in Pera (a suburb of Constantinople) on Friday 15<sup>th</sup> April 1892 it received a depart mark from Constantinople the same day. On the following day it was handstamped on the TPO with the Bur. Amb. Consple-Moust. Pascha (no index). On Monday 18<sup>th</sup> April the card arrived in Munich, Germany, where it received two different arrival marks.



Unfortunately the writing on this card has been partially removed and all that is known is that it was written in Constantinople on Friday 18<sup>th</sup> November 1892 and received the TPO mark on Sunday 20<sup>th</sup>. The card is addressed to Germany



This opened out cover addressed to Manchester has two fine examples of the Constantinople / Gare – Sirkedji handstamp dated 21 April 1894 with a fine UPU / Turquie Registration handstamp. It reached London on the 26 April 1894 where it received a Registered mark and a Manchester Registered oval later on the same day. In all a five day journey from posting to delivery.

The BUR.AMB.CONSPLE-MOUST.PACHA is dated 22 April and struck in blue.



Cover addressed to Waiblingen, Wurtemberg, Germany with a Constantinople Departing mark dated 7 June 1894. It arrived in Waiblingen on the 10 June, making a three day transition from Constantinople to Germany. The BUR.AMB.CONSPLE-MOUST.PACHA is dated 8 June and struck in black.

### Rumanian Connections

The Rumanian Post Office also introduced several datestamps for use on its own services. Rumania, of course, was especially involved with the Black Sea shipping link between Stamboul and Constanta, where it joined the glamorous train and connected its capital and principal port with the West.

For about ten weeks, in March-May 1896, the Rumanians even established Levant post office at Constantinople, much to the annoyance of the Turks. Their motive for setting it up was not so much influenced by the railway, but rather to have an independent means of carrying mail in their own ships between Rumania and Turkey. A superscription in Turkish writing on the 'POSTA-ROMAN IA/COSPOLY' datestamps indicated that the postal service was to be "Available by Rumanian Steamship Only"; this enterprise came to a sudden end in May 1896 when Turkish police raided the office and seized the mails. Rumania, lacking the power and influence of the larger Western nations, accepted the inevitable, though its ships continued to ply regularly between Constanta and Stamboul.

However, Rumania remained much concerned with the Orient Express train. Its own travelling postal wagon used a Flamboyant, oval datestamp 'EXPRESS/PARIS-CONSPOLI/BUCURESCI-CONSPOLI' on letters travelling to Turkey, and another, with terminals reversed, for use on mail which was being carried in the opposite direction. There was also another marking for use on trains heading for Brussels and Ostend, with 'CONSPOLI-OSTENDE' at the top, beneath 'EXPRESS'. A companion piece for the return journey was inscribed 'OSTENDE-CONSPOLI'.

A large oval datestamp of similar pattern which was inscribed 'EXPRESS/CONSPOLI-TURQ/CONSTANTA-BUCURESCI'. Again, like the others, it was used in 1896. All of these oval datestamps are very scarce. As far as I can tell from the scanty information available, the one most often seen is the 'PARIS-CONSPOLI'.

Finally, at the very end of the century, the Rumanians introduced a double-ring, circular datestamp with the inscription 'CONSPOLI-CONSTANTA-BUCURESCI'. This marking was used to cancel mail from Constantinople as the train's travelling post office was in transit from Constanta to Bucharest, and it may be found on the stamps of Austrian Levant as well as on those of Rumania.



1897 litho picture post card of Constantinople in the Levant (one of the early cards of about 1895), mail affixed with Austrian stamp for Levant offices 20 Para overprint numeral on 5 Kreuzer stamp. Forwarded by the Orient Express, dedicated cancel applied, the card addressed in Bucharest, Romania / oval canceller strike of the CONSTANTINOPLE - PARIS mail carriage on the CONSPOLI - BUCURESTI leg / crossing the Danube at Routhouk into Rumania

This is perhaps one of the most rare ambulant office cancel of the Romanian or Turkish postal history - and of train mail in general. Very few examples are known - most of the similar cards displaying Romanian or Turkish stamps, whereas cards with Austrian stamps are practically unknown.





ORIENT EXPRESS T.P.O. 1896 envelope to Romania posted on the train in a sorting carriage manned by the Romanian Post Office, tri-colour franking cancelled with large oval "EXPRESS/CONSPOLI-PARIS/22-MAI-1896/CONSPOLI-BUCURESCI"



ORIENT EXPRESS OSTEND T.P.O. DATESTAMP: 1896 10d postcard to Turkey posted on the Ostend train, and probably cancelled in the French Post Office at Constantinople with large oval "EXPRESS/OSTENDA-CONSPOLI/21-MAI-1896/BUCURESCI-CONSTANTA-CONSPOLI" datestamp adjacent to "PAQUEBOT" handstamp.



ORIENT EXPRESS T.P.O. DATESTAMP: 1896 envelope from Turkey to UK franked 8 x overprinted 5pa possibly posted on board an Austrian Lloyd steamer, and cancelled on the Ostend train with 4 fine large oval "EXPRESS/CONSPOLI-OSTENDA/20-APR-1897/CONSPOLI-CONSTANTA-BUCURESCI" datestamps.

### Other TPOs on the Orient Express

Postal vans were still carried on the Orient Express at certain points, mostly at night until the service ceased in 1977. The following is a short list of some of the known trains:

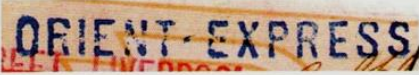


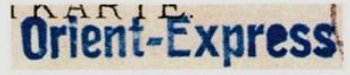


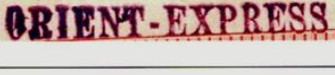

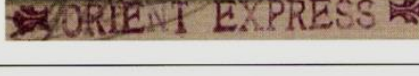



|                                              | Train # | From - To              |
|----------------------------------------------|---------|------------------------|
| Orient Express                               | D262    | Freilassing – Munich   |
|                                              | D263    | Strasbourg – Stuttgart |
| Tauern Orient Express                        | D292    | Freilassing – Munich   |
|                                              | D293    | Munich – Freilassing   |
|                                              | D292    | Jesenice – Salzburg    |
|                                              | D293    | Salzburg – Jesenice    |
| Direct Orient Express                        | 224     | Trieste – Milan        |
|                                              | 225     | Milan – Triests        |
| Balt – Orient Express                        | D372    | Dresden – Berlin       |
|                                              | D373    | Berlin – Dresden       |
| Athens Express (extension of Direct Orient)  | 225     | Piraeus – Thessaloniki |
|                                              | 224     | Thessaloniki – Piraeus |
| Marmara Express (extension of Direct Orient) | 292     | Istanbul – Edine       |
|                                              | 293     | Edine – Istanbul       |

### Orient Express Mail

When there is no label, or when a cover lacks any specific reference to the route to be taken, identification of Orient Express mail can be difficult. It is sometimes possible by checking the times of despatch and arrival. The transcontinental train was the fastest method of delivery between Turkey and Paris or Brussels. So, arrival on the fourth, or even the fifth, day after posting amounts to pretty clear proof that this was how the letter was carried.

The Turkish Post office did sometimes use a handstamp Orient Express on its own business mailings towards the end of the century. This was presumably a directional marking, serving to stipulate the route which the letter was to take. But, as is the case with the 'EXPRESS D'ORIENT' etiquettes, there can be no guarantee that the instruction was followed, unless there is some other indication in support.



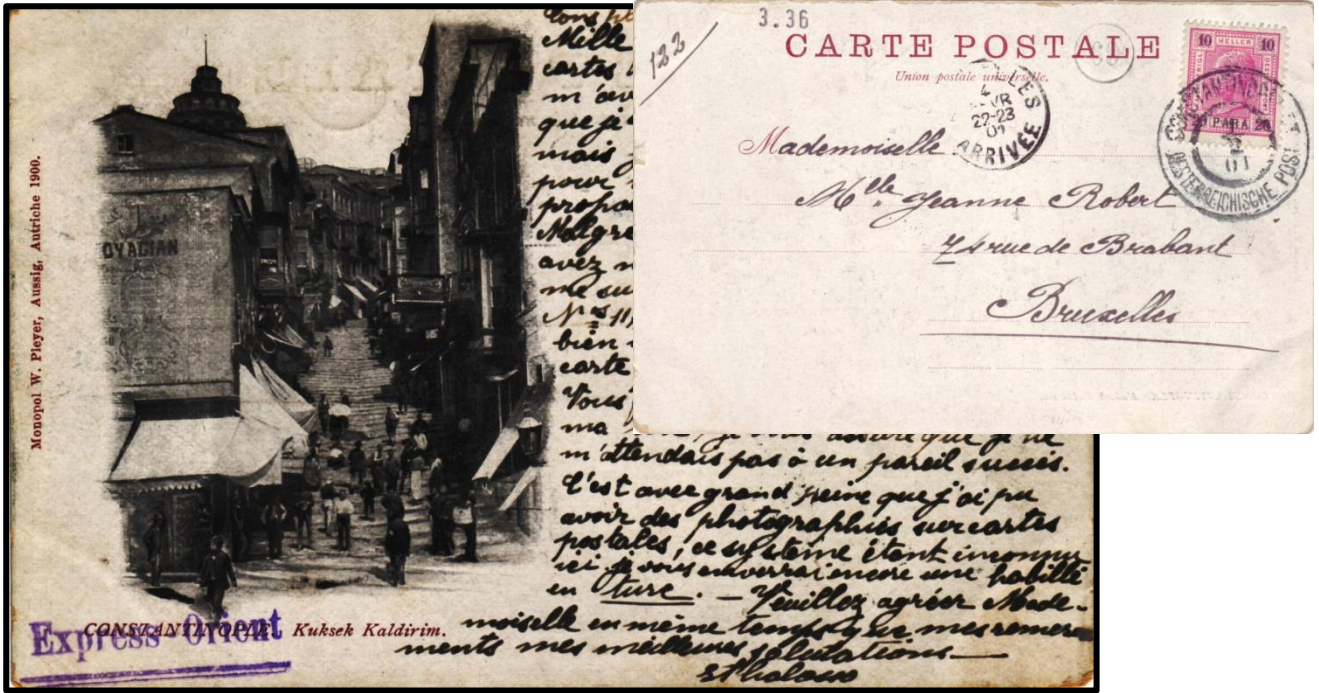
| Marking Type | Train route variant (TRV) | Colour | Width /Hight   | Illustration                                                                         |
|--------------|---------------------------|--------|----------------|--------------------------------------------------------------------------------------|
| E-1a         | 4+6, 6                    | Blue   | 5.5cm/<br>5 mm |    |
| E-1b         | 6                         | Red    | 5.5cm/<br>5 mm |    |
| E-1c         | 6                         | Black  | 5.5cm/<br>5 mm |    |
| E-2          | 3                         | Blue   | 4.3cm/<br>5 mm |    |
| E-3          | 6+7, 6                    | Red    | 6.3cm/<br>6 mm |    |
| E-4          | 7                         | Violet | 6.3cm/<br>4 mm |   |
| E-5a         | 6+4                       | Violet | 4.5cm/<br>5 mm |  |
| E-5b         | 8, 6+4                    | Violet | 4.5cm/<br>5 mm |  |
| E-6          | 6                         | Black  | 4.5cm/<br>5 mm |  |
| E-7          | 6                         | Violet | 5.5cm/<br>5 mm |  |
| E-8          | 6                         | Black  | 2.5cm/<br>3 mm |  |
| E-9          | 6+4                       | Blue   | 6.3cm/<br>5 mm |  |
| E-10         | 6                         | Violet | 5.5cm/<br>5 mm |  |
| E-11         | 6                         | Violet | 5.5cm/<br>8 mm |  |

*Some but probably not all of the recorded types*



Piece of a cover posted at the British Post Office, Constantinople on 6<sup>th</sup> October 1920 with GB stamps of King George V and bearing the rubber stamped Par Orient-Express in purple ink.





Received at the Austrian Post Office in Constantinople on Friday 1<sup>st</sup> February 1901 and arrived in Brussels on Monday 4<sup>th</sup> February. It shows the directional mark 'Express Orient' to ensure it travelled by the right train

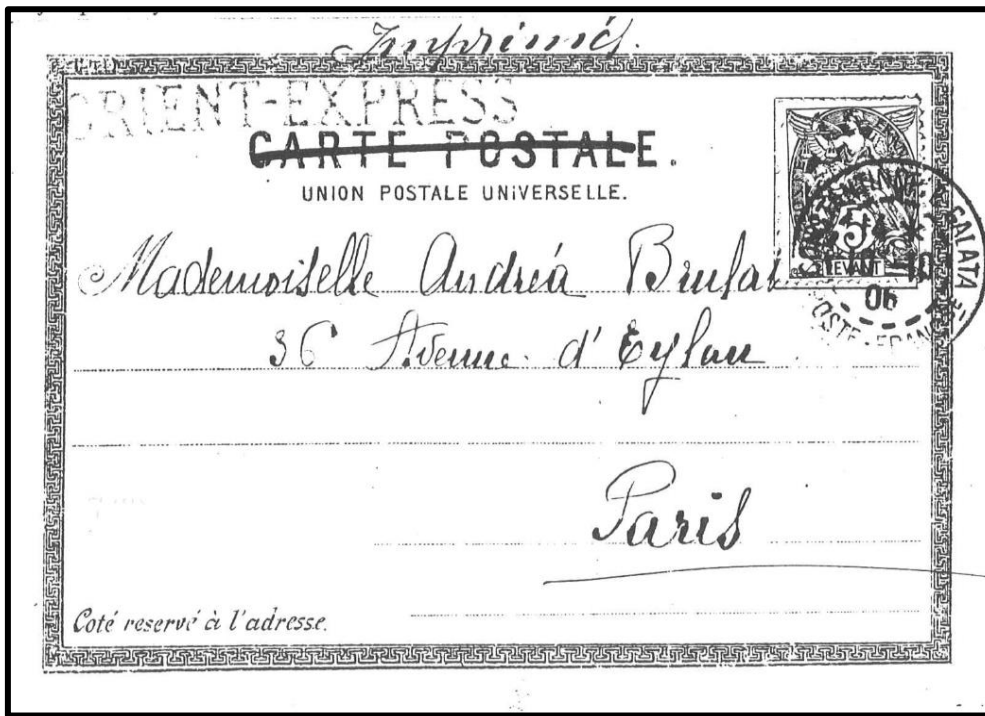




French Levant stationery card with 10c Mouchon of 1906 addressed to Paris, France from Galata, Constantinople



A French Levant stamped well-travelled cover from Banque Hollandaise, Constantinople to Genova Italy. As well as the cachet of the ORIENT EXPRESS it also has a Genova Station mark



Postcard sent from Constantinople to Paris with the postmark of the French Post Office at Constantinople. The mark is struck in red. Was it struck on at the PO on board the train or done privately?



Beyrouth to Hertfordshire



It is not always possible to tell for certain whether a particular cover was carried by the Orient Express. One fairly certain indication is the use of an 'EXPRESS D'ORIENT' label. These are imperforate etiquettes, which look rather like stamps. They were printed in pink (sometimes called salmon, or old rose), red, or black, with the Turkish star and crescent symbol at the top right corner and the inscription set diagonally from top left to bottom right. The pink variety is the one most often seen.

Although they are not postage stamps, they were generally placed on covers next to the stamps used for the postage, and were cancelled with them. There was no value printed on these etiquettes, though they are scarce.

These 'EXPRESS D'ORIENT' labels are reported to have been issued un-gummed, and I have never seen an authoritative explanation of why they were used at all, or what they were intended to represent. Cancellation seems to imply that they were not meant to be used again, but if they, were given away and only employed to assist the sorting and dispatching of letters, rather as airmail etiquettes have been used in more modern times, what was the object? Dates of usage that I have seen either in the original or photographed) range from July 1887 to February 1896, but any dates later than 1889 Are very uncommon.

British use of the 'EXPRESS D'ORIENT' labels seem to have been confined to the Stamboul sub-office. Examples seen were cancelled by either the 'S' killer or 'BRITISH POST OFFICE/CONSTANTINOPLE S.' datestamp, which are both markings of the Stamboul branch rather than the head office for Constantinople, which was on the opposite side of the Golden Horn, in the Galata District of the city. Registered items might have the labels cancelled in addition by the oval ringed 'R' obliterator.

What does seem clear is that very little use was made of these labels. One wonders whether Nagelmackers might have supplied them for publicity purposes and possibly even had them printed in Constantinople because the star and crescent design suggests a Turkish origin. But if the Wagons-Lits company was responsible, why were none used on eastbound mail, or from any other cities along the route.



1883 ORIENT EXPRESS, red adhesive, Die I (un-cancelled) paying supplementary fee on cover franked with Germany 20pf. tied by K.D.O.P.A. Constantinople FORERUNNER c.d.s. dated 22.7.1883 at 11-12 A.M., backstamped at Zweibrücken (Pfalz), Germany on the 25th at "6 Nm" thus in transit only 72 hours (believed possible only with the "Orient Express"), thus this is believed to be the earliest known use of an "Express D'Orient" label



British Levant cover from February 1891 registered to Berlin and franked with two different 40 para on 2½d together with a top marginal red express D'Orient train label, all tied with 'R oval' framed handstamps and a British Post Office / Constantinople



1889 large part cover franked with 40pa on 2½d British Levant stamp and scarce black EXPRESS D'ORIENT label (much scarcer than the red one), both tied by British Post Office CONSTANTINOPLE DE 4 89 cds

I am sure that there are a number of examples of the handstamps and cachets out there which are much better than those illustrated here – please send scans or good colour copies with a brief description of the item to the editor who will bring them to the magazine in a future issue.

Sources:

<http://www.seat61.com/OrientExpress.htm#.UUAFExw9TT0>

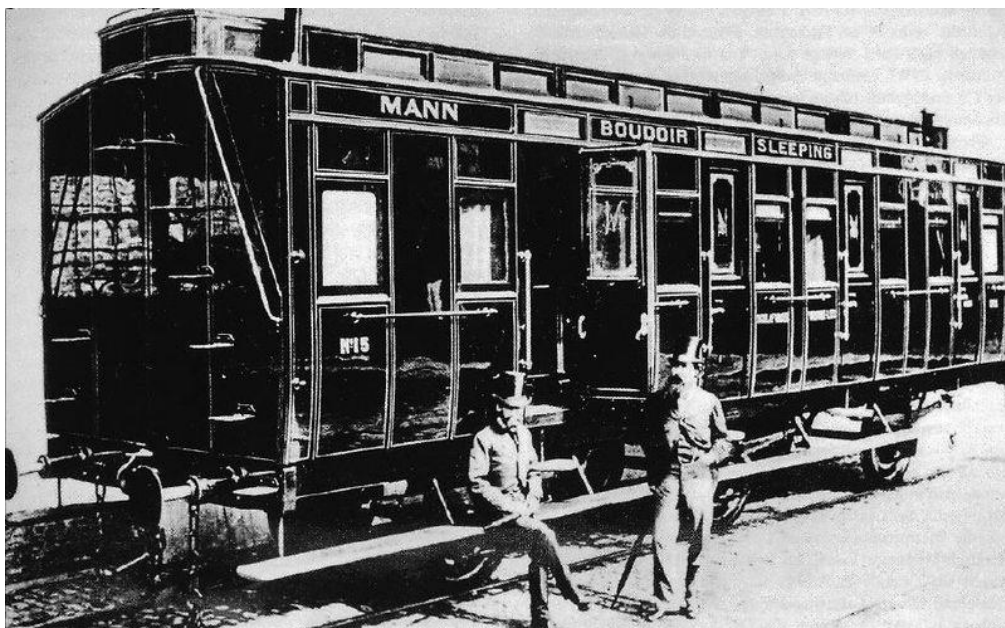
<http://www.engrailhistory.info/r045.html>

[http://en.wikipedia.org/wiki/Pera\\_Palace\\_Hotel](http://en.wikipedia.org/wiki/Pera_Palace_Hotel)

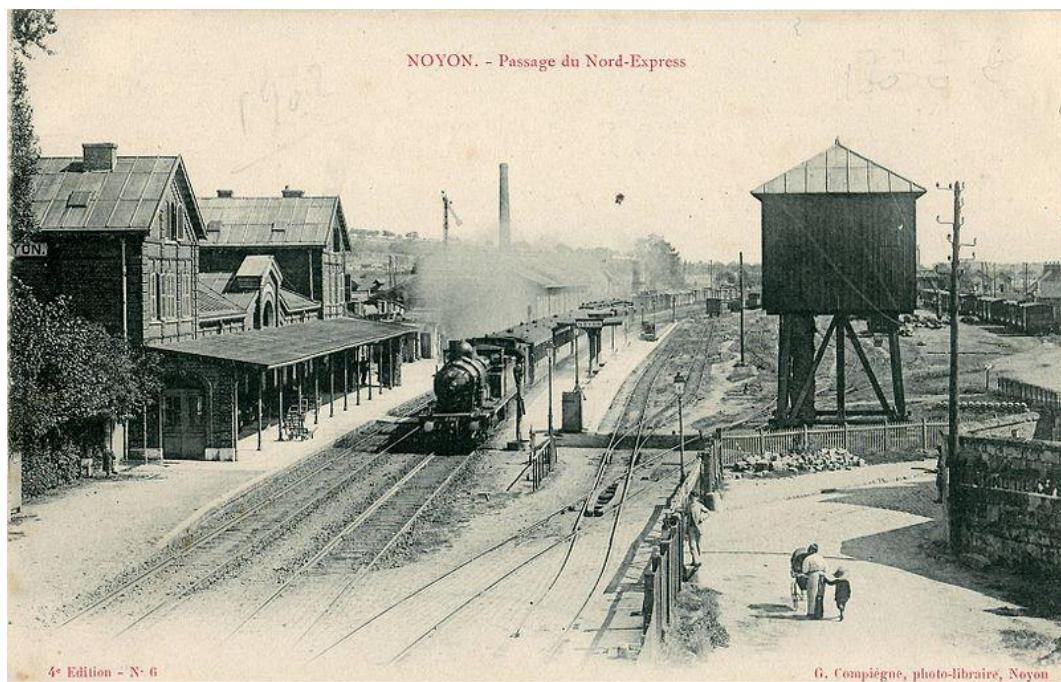
RPG Magazine

TPO Magazine

Orient Express to Stamboul by Ian McQueen, GSM October 1992



Georges Nagelmackers and Colonel Mann with sleeping car number 15 in 1874



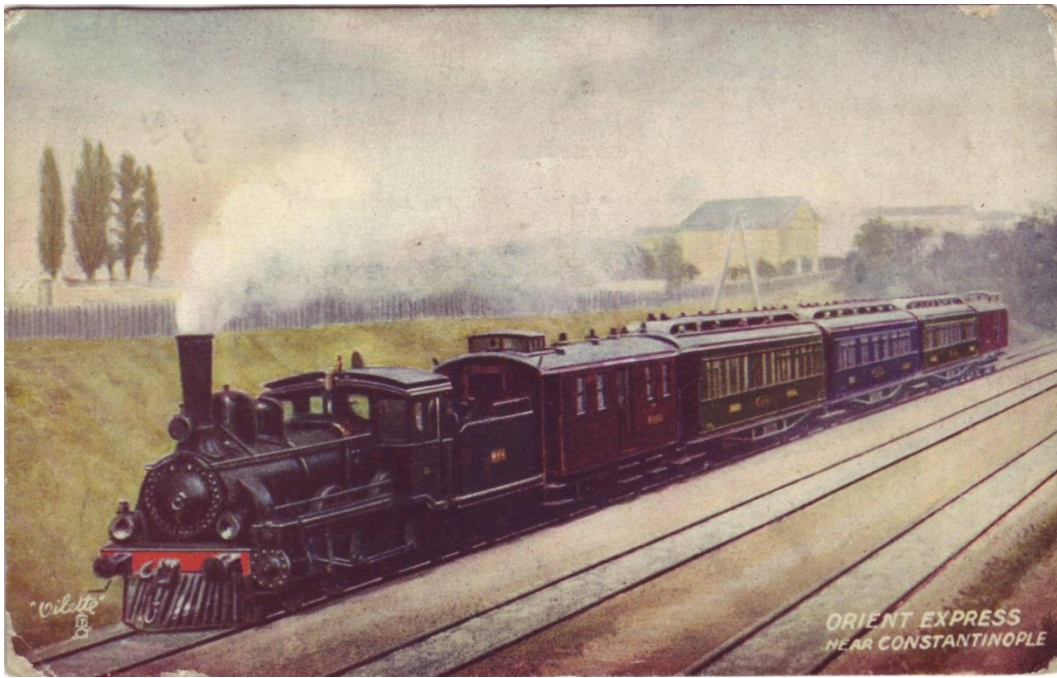
*Le Nord-Express passe sans arrêt en gare de Noyon, au début du XX<sup>e</sup> siècle*

# HORAIRE DU GRAND EXPRESS D'ORIENT

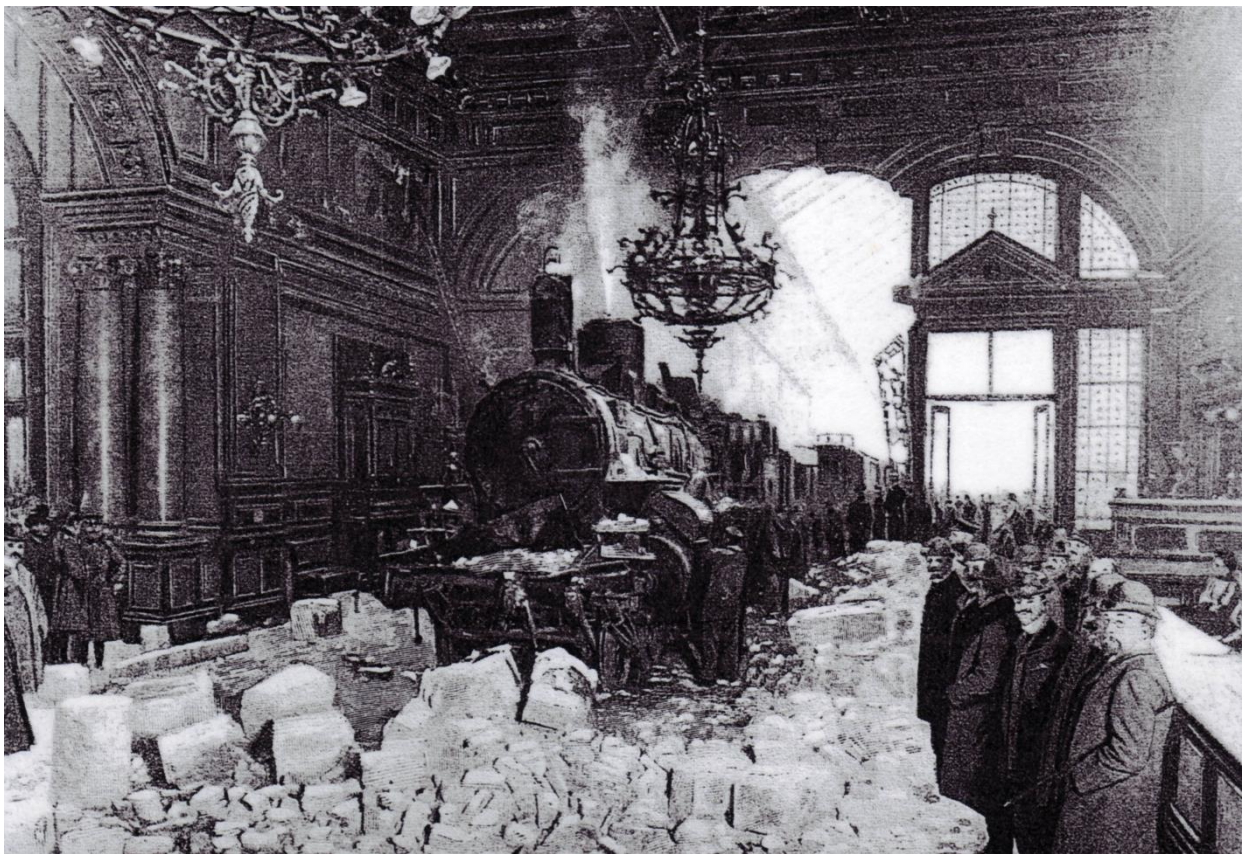
| Paris-Vienne-Constantinople                  |                     |             |                     | Constantinople-Vienne-Paris |                                             |             |                      |         |
|----------------------------------------------|---------------------|-------------|---------------------|-----------------------------|---------------------------------------------|-------------|----------------------|---------|
|                                              |                     | Arrivée.    | Départ.             | Arrêts.                     |                                             | Arrivée.    | Départ.              | Arrêts. |
| <b>PARIS</b> ... (London, départ) 10 mat.    |                     |             | 7.30 soir.          |                             | <b>CONSTANTINOPLE</b> ... Jeudi et Dimanche |             | 12.30 soir.          |         |
| La Ferté-Jouarre                             | Calais, arriv. 1.40 | 8.34 soir.  | 8.39 »              | 5                           | <b>VARNA</b> .....                          |             | 5.00 mat.            |         |
| Epernay... Calais, départ. 2.16              |                     | 9.42 »      | 9.47 »              | 5                           | Gubodjie.....                               | 5.29        | 5.30 »               | 1       |
| Châlons-sur-Marne. Châlons, arriv. 9.35      |                     | 10.18 »     | 10.26 »             | 8                           | Pravady.....                                | 6.22 »      | 6.27 »               | 5       |
| Bar-le-Duc.....                              |                     | 11.41 »     | 11.45 »             | 4                           | Schoumla-Road.....                          | 7.15 »      | 7.20 »               | 5       |
| Toul.....                                    |                     | 12.51 mat.  | 12.54 mat.          | 3                           | Scheytandjik.....                           | 8.18 »      | 8.30 »               | 12      |
| Nancy.....                                   |                     | 1.27 »      | 1.35 »              | 8                           | Ischiklar.....                              | 9.23 »      | 9.24 »               | 1       |
| Lunéville.....                               |                     | 2.11 »      | 2.12 »              | 1                           | Rasgrad.....                                | 9.58 »      | 9.59 »               | 1       |
| Ignéy-Avicourt.....                          |                     | 2.40 »      | 2.41 »              | 8                           | Tchernavoda.....                            | 10.20 »     | 11.25 »              | 5       |
| Deutsch-Avicourt.....                        |                     | 2.44 »      |                     |                             | Roustschouk.....                            | 12.00 soir. |                      |         |
|                                              |                     |             | Heure allemande.    |                             |                                             |             |                      |         |
| Sarrebourg.....                              |                     | 3.36 »      | 3.12 »              | 1                           | Giurgevo (Smârda).....                      |             | Heure de Bucharest.  |         |
| Saverne.....                                 |                     | 4.09 »      | 3.37 »              | 1                           | Bukarest.....                               | 3 »         | 1.30 soir.           |         |
| Strasbourg.....                              |                     | 5.02 »      | 5.07 »              | 5                           | Pitesti.....                                | 5.29 »      | 3.15 »               | 15      |
| Kehl.....                                    |                     | 5.29 »      |                     |                             | Slatina.....                                | 7.14 »      | 5.34 »               | 5       |
| Appenweier.....                              |                     | 5.42 »      | 5.47 »              | 5                           | Craiova.....                                | 8.35 »      | 7.18 »               | 4       |
| Oos (Baden-Baden).....                       |                     | 6.22 »      | 6.26 »              | 4                           | Turn-Severin.....                           | 11.21 »     | 8.43 »               | 8       |
| Carlsruhe.....                               |                     | 7 »         | 7.05 »              | 5                           |                                             |             | Heure de Pest.       |         |
| Durlach.....                                 |                     | 7.13 »      | 7.14 »              | 1                           | Verciorova.....                             | 11.43 »     | 11.25 »              | 10      |
| Pforzheim.....                               |                     | 7.48 »      | 7.50 »              | 2                           | Orsova.....                                 | 11.34 »     | 11.44 »              | 10      |
| Mühlacker.....                               |                     | 8.08 »      |                     |                             | Herkules-Bad.....                           | 12.09 mat.  | 12.11 mat.           | 2       |
|                                              |                     |             | Heure de Stuttgart. |                             | Porta-Orientalis.....                       | 1.12 »      | 1.16 »               | 4       |
| Stuttgart.....                               |                     | 9.18 »      | 8.16 »              | 5                           | Karansebes.....                             | 2.13 »      | 2.17 »               | 4       |
| Geislingen.....                              |                     | 10.44 »     | 9.23 »              | 5                           | Lugos.....                                  | 2.58 »      | 3.02 »               | 4       |
| Ulm.....                                     |                     | 11.30 »     |                     |                             | Temesvar.....                               | 4.15 »      | 4.23 »               | 8       |
|                                              |                     |             | Heure de Munich.    |                             | Hatzfeld.....                               |             |                      |         |
| Augsbourg.....                               |                     | 1.24 soir.  | 11.45 »             | 5                           | Mokrin.....                                 | 5.38 »      | 5.43 »               | 5       |
| München.....                                 |                     | 2.35 »      | 1.27 soir.          | 3                           | Szegedin.....                               | 6.28 »      | 6.33 »               | 5       |
| Simbach.....                                 |                     | 5 »         | 2.40 »              | 5                           | Felegyháza.....                             | 7.35 »      | 7.39 »               | 4       |
|                                              |                     |             | Heure de Prague.    |                             | Czegied.....                                | 8.37 »      | 8.41 »               | 4       |
| Wels.....                                    |                     | 7.04 »      | 5.16 »              | 5                           | Budapest.....                               | 10.02 »     | 10.08 »              | 6       |
| Amstetten.....                               |                     | 8.45 »      | 7.10 »              | 6                           | Gross-Nana.....                             | 11.25 »     | 11.28 »              | 3       |
| Saint-Pölten.....                            |                     | 9.59 »      | 8.49 »              | 4                           | Kurth.....                                  | 11.50 »     | 11.54 »              | 4       |
| <b>WIEN</b> (West Bahnhof).....              |                     | 11.15 »     | 10.03 »             | 4                           | Neuhäusel.....                              | 12.14 soir. | 12.17 soir.          | 3       |
|                                              |                     |             | 11.25 »             | 10                          | Wartberg.....                               | 1.20 »      | 1.23 »               | 3       |
| <b>WIEN</b> (Staatsbahnhof).....             |                     |             | 12.01 mat.          |                             | Pressburg.....                              | 1.49 »      | 1.50 »               | 1       |
| Marchegg.....                                | hr° de Prague       | 1.00 mat.   | 1.04 »              | 4                           | Marchegg.....                               | 2.12 »      | 2.15 »               | 3       |
| ".....                                       | heure de Pest       | 1.18 »      | 1.22 »              | 4                           |                                             | 1.54 »      | 1.57 »               | 3       |
| Pressburg.....                               |                     | 1.54 »      | 1.57 »              | 3                           | <b>WIEN</b> (Staatsbahnhof).....            | 2.47 »      |                      |         |
| Wartberg.....                                |                     | 2.27 »      | 2.31 »              | 4                           | " (Westbahnhof).....                        | 3.20 »      | 3.25 »               | 5       |
| Neuhäusel.....                               |                     | 3.47 »      | 3.51 »              | 4                           | St-Pölten.....                              | 4.40 »      | 4.44 »               | 4       |
| Gross-Nana.....                              |                     | 4.38 »      | 4.42 »              | 4                           | Amstetten.....                              | 5.54 »      | 5.58 »               | 4       |
| Budapest.....                                |                     | 6.09 »      | 6.17 »              | 8                           | Wels.....                                   | 7.33 »      | 7.39 »               | 6       |
| Czegred.....                                 |                     | 7.56 »      | 8 »                 | 4                           |                                             |             | Heure de Munich.     |         |
| Felegyháza.....                              |                     | 9.13 »      | 9.17 »              | 4                           | Simbach.....                                | 9.30 »      | 9.24 »               | 5       |
| Szegedin.....                                |                     | 10.31 »     | 10.36 »             | 5                           | München.....                                | 11.44 »     | 11.49 »              | 5       |
| Mokrin.....                                  |                     | 11.29 »     | 11.33 »             | 4                           | Augsbourg.....                              | 12.57 mat.  | 1 » mat.             | 3       |
| Hatzfeld.....                                |                     | 12.14 soir. | 12.17 soir.         | 3                           |                                             |             | Heure de Stuttgart.  |         |
| Temesvar.....                                |                     | 1.06 »      | 1.14 »              | 8                           | Ulm.....                                    | 2.39 »      | 2.34 »               | 5       |
| Lugos.....                                   |                     | 2.39 »      | 2.43 »              | 4                           | Geislingen.....                             |             |                      |         |
| Karansebes.....                              |                     | 3.36 »      | 3.40 »              | 4                           | Stuttgart.....                              | 4.35 »      | 4.40 »               | 5       |
| Porta-Orientalis.....                        |                     | 4.50 »      | 4.54 »              | 4                           |                                             |             | Heure de Carlsruhe.  |         |
| Herkulesbad.....                             |                     | 5.49 »      | 5.51 »              | 2                           | Mühlacker.....                              | 5.44 »      | 5.45 »               | 4       |
| Orsova.....                                  |                     | 6.16 »      | 6.21 »              | 5                           | Pforzheim.....                              | 6.01 »      | 6.02 »               | 1       |
|                                              |                     |             | Heure de Bucharest. |                             | Durlach.....                                | 6.37 »      | 6.38 »               | 1       |
| Verciorova.....                              |                     | 6.30 »      | 7.45 »              | 37                          | Carlsruhe.....                              | 6.46 »      | 6.52 »               | 6       |
| Turn-Severin.....                            |                     | 8.07 »      | 8.09 »              | 2                           | Oos (Baden-Baden).....                      | 7.30 »      | 7.35 »               | 8       |
| Craiova.....                                 |                     | 10.50 »     | 11 »                | 10                          |                                             |             | Heure de Strasbourg. |         |
| Slatina.....                                 |                     | 12.24 mat.  | 12.28 mat.          | 4                           | Appenweier.....                             | 8.10 »      | 8.15 »               | 8       |
| Pitesti.....                                 |                     | 2.18 »      | 2.23 »              | 5                           | Kehl.....                                   | 8.30 »      |                      |         |
| Bukarest.....                                |                     | 4.45 »      | 5.15 »              | 30                          | Strasbourg.....                             | 8.48 »      | 8.53 »               | 5       |
| Giurgevo (Smârda).....                       |                     | 6.45 »      |                     |                             | Saverne.....                                | 9.44 »      |                      |         |
| Roustschouk.....                             |                     |             | 9.31 mat.           |                             | Sarrebourg.....                             | 10.19 »     | 10.20 »              | 1       |
| Tchernavoda.....                             |                     |             | 10.09 mat.          | 5                           |                                             |             | Heure française.     |         |
| Rasgrad.....                                 |                     |             | 11.50 »             | 1                           | Deutsch-Avicourt.....                       | 10.43 »     | 10.21 »              |         |
| Ischiklar.....                               |                     |             | 11.51 »             | 1                           | Ignéy-Avicourt.....                         | 10.24 »     | 10.47 »              | 23      |
| Scheytandjik.....                            |                     |             | 12.32 soir.         | 1                           | Lunéville.....                              | 11.10 »     | 11.11 »              | 1       |
| Schoumla-Road.....                           |                     |             | 1.12 »              | 18                          | Nancy.....                                  | 11.47 »     | 11.55 »              | 8       |
| Pravady.....                                 |                     |             | 2.16 »              | 5                           | Toul.....                                   | 12.30 soir. | 12.33 soir.          | 3       |
| Gubodjie.....                                |                     |             | 3.09 »              | 1                           | Bar-le-Duc.....                             | 1.40 »      | 1.44 »               | 4       |
| <b>VARNA</b> .....                           |                     |             | 4.02 »              | 1                           | Châlons-sur-Marne.....                      | 2.53 »      | 3.01 »               | 8       |
| " (Lloyd Austro-Hongrois).....               |                     |             | 4.31 »              |                             | Epernay.....                                | 3.35 »      | 3.40 »               | 5       |
| <b>CONSTANTINOPLE</b> ..... Samedi et Mardi. |                     | 6.00 mat.   | 6.25 »              |                             | La Ferté-sous-Jouarre.....                  | 4.48 »      | 4.52 »               | 4       |

NOTA. — Consulter l'Indicateur des Wagons-Lits, en cas de changement dans l'horaire du Grand Express d'Orient.

Timetable for 1883 showing the departure from Paris on Tuesday and Friday and the departure from Constantinople on Thursday and Sunday



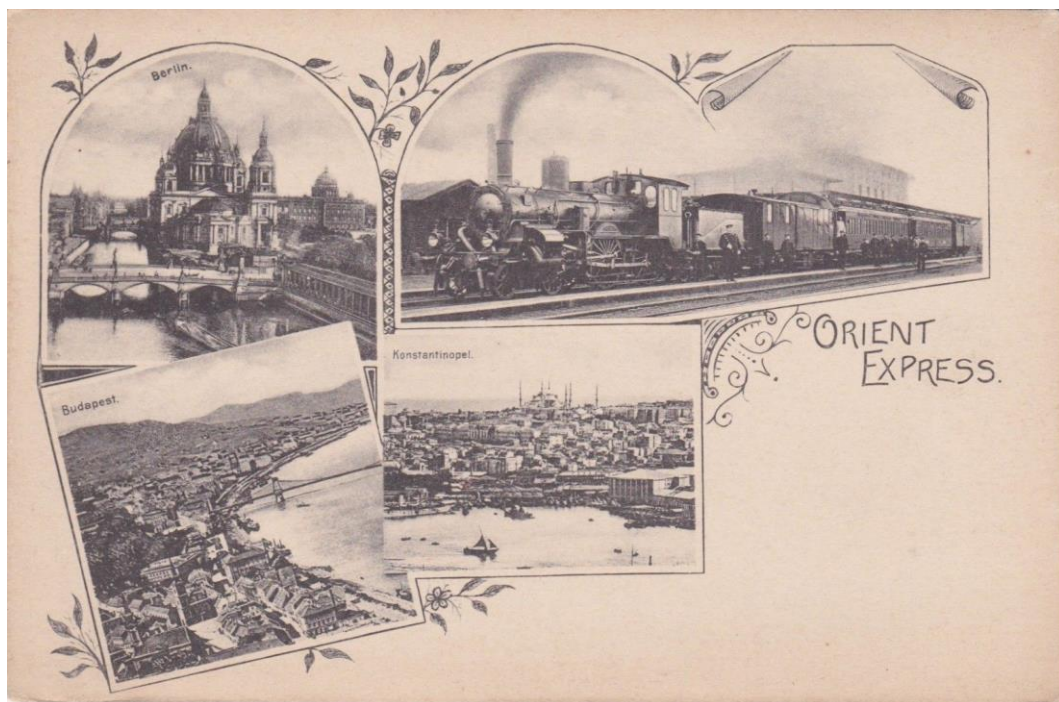
*The Orient Express near Constantinople c1909*



*Severe damage was caused in January 1901 to the restaurant at Frankfurt's Central Station when the Orient Express jumped the rails. Luckily no one was seriously injured*



*The Orient Express at Salzburg Station*



*Turkey - Germany - Hungary 1900 Postcard Orient Express Railroad Wagons Lits Train*

