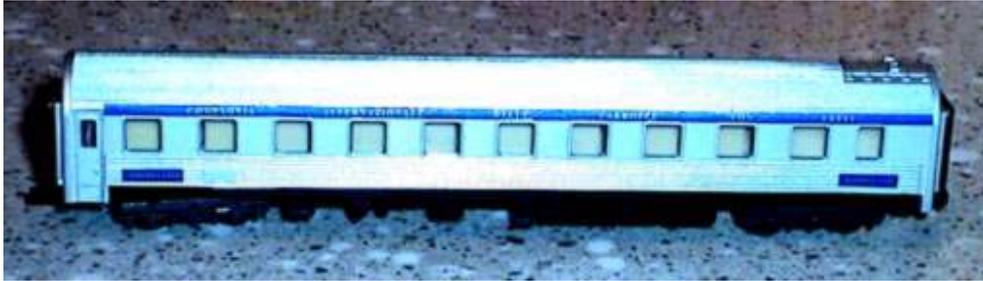


Improving Ibertren's WL-P Sleeping Car

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Background

Though quite common in North America, corrugated stainless steel passenger cars are comparatively rare in Europe. In 1955 and 1956, the *Compagnie Internationale des Wagons-Lits* received 80 corrugated sleeping cars of 24 meters (78 $\frac{3}{4}$ feet) length. Each car was built with 20 single berth compartments arranged in an 'up-down' fashion similar to some Slumbercoach designs that operated in North America. These cars were designated 'WL-P' and originally numbered CIWL 4501~4580.

In 1971, virtually all CIWL equipment was sold off to the European railway administrations. Thereafter, the company contracted to operate and staff sleeping and dining car services. The Italian State Railway (FS) ended up with 21 of these cars numbered 6183 75-41 701~706 and 6183 75-41 750~764 and classified as **Tipo 1955 WL-P**.

For many years, Spain's now-defunct Ibertren company produced an N scale WL-P sleeping car, catalog # 207, that is remarkably close to correct in both overall size and detail. This model routinely shows up on ebay.es; it can be easily found, as it is the only sleeping car (*coches camas*) that Ibertren produced in N. Please note that because of the stylized 'I' used in the Ibertren logo, some folks think the brand name is 'Bertren'; check both spellings or do a wild-car search.

Step by Step

The one major shortcoming of this model is that it typically sits too high at the buffers and at the roofline. Here's how I remedied these problems:

Remove the trucks by popping each out of its mounting hole. Set the trucks aside and pull the underframe down and out. Remove the interior and set it aside.

To lower the car, remove the non-corrugated area at the base of the car sides - this will allow the underframe to 'snuggle up' into the shell. With a hobby knife, score the plastic just below the bottom

