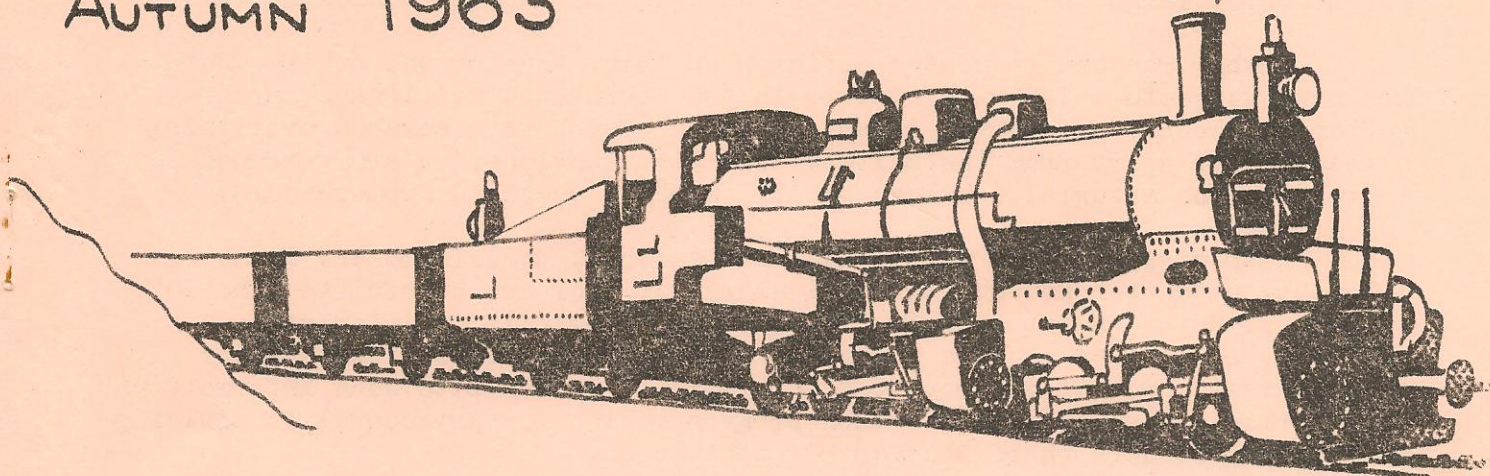


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AUTUMN 1963



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(MINOR RAILWAYS)

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W.J.K. DAVIES.

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The comment slips which were sent out with the subscription reminders to our postal subscribers brought in a gratifyingly pleased reaction. A number of people suggested that the Journal should be bigger and better, including photographic illustrations, but as yet our circulation is not sufficiently large to justify even the cheapest methods of achieving this.

Other readers requested articles on this, that or the other. There are many subjects which will feature in the Journal as new issues appear (after all we are only three issues old, and cannot have covered everything already!) but apart from the Editors' own contributions, we are governed largely by the material, or lack of it, which is received from readers.

Especially in our Notes and News Sections, we welcome any items of interest, no matter how short, particularly if they are helpful to other readers planning their own trips in the future. Details of interesting workings, locomotive classes scrapped, present whereabouts of unusual or rare classes, are all of great use to others, together with such information as electrification or dieselisation progress which is very useful in advising many of our readers where they do NOT want to go.

PUBLICATION RECEIVED

SWITZERLAND FOR RAILFANS by B.J. Prigmore and W.J. Wyse.

This 16-page booklet provides all the basic information necessary for the railway enthusiast who is contemplating a trip to Switzerland and, though it will doubtless be of most use to someone visiting the country for the first time, even experienced travellers will benefit from perusing its pages. Let us hope that other countries will be covered likewise in the near future. The booklet is published by the Electric Railway Society and is obtainable from E.R.S. Sales, 14 Sopwell Lane, St. Albans, Hertfordshire, price 2/- post free.

YUGOSLAVIAN STATE RAILWAYS (JDZ).

STEAM LOCOMOTIVES

PAGE III

<u>JDZ CLASS</u>	<u>TYPE</u>	<u>ORIGINATING RAILWAY</u>	<u>PREVIOUS CLASS</u>	<u>MAIN FEATURES</u>	<u>NOTES</u>
101.001-05	4-4-0	CDZ	2B/1	2 CYL.	
102.001-08	4-4-0	MAV	220	2 CYL.	
103.001-02	4-4-0	SUD	170	2 CYL.	
-	4-4-0	KK St.B	4	2 CYL.	Derelict Maribor, 1958
104.001-18	4-4-0	KK St.B	106	2 CYL.COMP	
105.001	4-4-0	MAV	222	4 CYL.COMP	Tandem Compound
106.001-16	2-6-2	KK St.B	429	2 CYL.SUP	Some Compound. Ex KK St.B/DR/FS
107.001-14	2-6-2	KK St.B	329	2 CYL.COMP	Ex KK St.B/MAV
108.001-02	2-6-2	KOMB	61-2	2 CYL.COMP	
109.001-02	4-6-0	SUD	32f	2 CYL.SUP	Lentz Valves
110.001-14	2-6-2	SUD	110	4 CYL.COMP	
116.001-35?	2-6-2T	KK St.B	229	2 CYL.COMP	Ex KK St.B/CDZ/DR
117.001-02	2-8-2T	MAV	442	2 CYL.SUP	
118.001-02	2-8-2T	FS	940	2 CYL.SUP	
120.001-23	0-6-0	MAV	370	2 CYL.COMP	
121.001-04	0-6-0	KK St.B	37	2 CYL	Dalmatiner EB
122.001-10	0-6-0	CDZ	6/3	2 CYL	
123.	0-6-0	MAV	335	2 CYL	
124.001-32	0-6-0	SUD	29	2 CYL	
125.001-72	0-6-0	MAV	326	2 CYL	
126.001-46	0-6-0	MAV	325	2 CYL.COMP	
127.001-11	0-6-0	KK St.B	59	2 CYL.COMP	
127.012-15	0-6-0	KK St.B	155	2 CYL	ONWB
127.016-18	0-6-0	KK St.B	56	2 CYL	
127.019-20	0-6-0	KK St.B	48	2 CYL	
127.021	0-6-0	KK St.B	59	2 CYL.COMP	Ex DR 53.7202

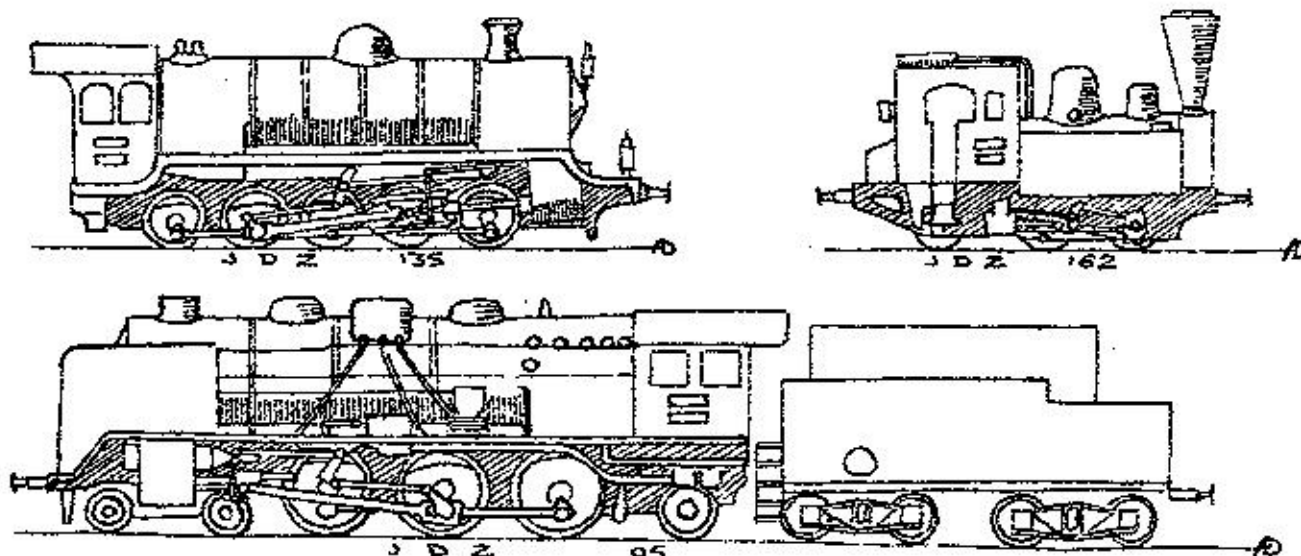
<u>JDZ</u> <u>CLASS</u>	<u>TYPE</u>	<u>ORIGINATING</u> <u>RAILWAY</u>	<u>PREVIOUS</u> <u>CLASS</u>	<u>MAIN FEATURES</u>	<u>NOTES</u>
128.001-04	2-6-0	KPEV	G5 ³	2 CYL.	
129.001-02	2-6-0	KKMB	71-2	2 CYL.COMP	
130.001-03	2-6-0	KK St.B	260	2 CYL.COMP	
131.001-46	2-6-0	KK St.B	60	2 CYL.COMP	Ex KK St.B/SUD/DR
132.001-22	0-8-0	SUD	35a/b/c	2 CYL.	
133.001-08	0-8-0	KK St.B	73	2 CYL.	Ex KK St.B/DR
134.001-03	0-10-0	CDZ	21-24	2 CYL.COMP	
135.001-15	0-10-0	KK St.B	180	2 CYL.COMP	Ex KK St.B/DR/FS
136.001-02	2-6-0	KK St.B	360	2 CYL.COMP	Ex DR
137-141	?				
142.001	2-8-0	KPEV	G7 ³	2 CYL.COMP	Ex DR
143.001	2-8-0	KPEV	G8 ¹	2 CYL.SUP	Rebuilt and ex DR
144.	?				
145.001-05	2-10-0	SUD	580	2 CYL.SUP	Ex DR
146.001-03	2-10-0	PKP	Ty-23	2 CYL.SUP	Ex DR
147.001-06	2-12-0	Wärth	K	4 CYL.SUP.COMP	Ex DR
150.001 (I)	0-6-OT	MAV	380	2 CYL.	
150.001-03 (II)	0-6-OT	KK St.B	97	2 CYL.	
151.001-19	0-6-OT	SUD	32d	2 CYL.	
152.001-77	0-6-OT	MAV	377	2 CYL.	
153.001-13	2-6-OT	KK St.B	99	2 CYL.COMP	Ex KK St.B/FS
154.001-07	2-6-OT	KPEV	T9 ³	2 CYL.	
155.001-03	2-6-2T	KKMB	11-13	2 CYL.SUP	To 51.129-31
156.001	0-8-OT	MAV	475	2 CYL.	
157.001	0-8-OT	ÖBB	478	2 CYL.SUP	
158.001-02	2-8-2T	KPEV	T14 ¹	2 CYL.SUP	Ex DR
159.001	0-10-OT	KPEV	T16 ¹	2 CYL.SUP	Ex DR
160.001	2-2-OT	MAV	11	2 CYL.SUP.COMP	
161.001-02	0-4-OT	KK St.B	86	2 CYL.COMP	
162.001-04	0-4-2T	SUD	4	2 CYL	Elbel Gepäcklok
163.001	0-6-OT	?	MD-1	2 CYL.	Works Loco.

ADDITIONAL ABBREVIATIONS

(See also page 4 of Journals Nos. 1 & 2)

KKMB Austrian Military Railway (Banja Luka - Dobrljin).
ONWB Austrian North Western Railway.
PKP Polish State Railways.
Württ Württemberg State Railway.

(To be continued)



J.D.Z. LOCOMOTIVE TYPES

The cover illustration shows a 0-4-6-0 rack Mallet of 760mm. gauge, JDZ class 195.

-0-

NOTES AND NEWS

JUGOSLAVIA

Electric working is now in operation from the Italian frontier to Ljubljana, whilst G.M. diesels work many of the through Zagreb-Ljubljana trains, both freight and passenger. Nevertheless, a considerable amount of steam is still in operation and a few hours' observation at Ljubljana in September produced classes 03, 06, 10, 17, 18, 25, 28, 29, 30, 36, 53, 62 and 154 in service. On the Zagreb-Bosanski Novi section, the 32 class Mallets bank trains from Volinj to Kostajnica, generally hauled by classes 01, 11, 22, 26 or 33. Expresses are usually diesel and unbanked.

RUMANIA

Diesels have invaded the Bucuresti-Turnu Severin line, being used at the latter place also on helper duties up the grade to Balota. Nevertheless, triple-headed passenger and quadruple-headed freight trains were noted with steam, but most trains had at least one diesel amongst their various locomotives. Two all-diesel trains were noted - an express with two, and a freight with three Co-Co's. Westward from Turnu Severin, heavy gradients start again at Baile Herculane and three or four engined trains - all steam - are again the rule rather than the exception.

CZECHOSLOVAKIA

Despite the electrification of the Prague-Kosice main line, which displaced much steam, German 52 class are being obtained from Russia, there being probably well over 50 such engines now in service - mostly in poor external condition, but with the tell-tale Russian smokeboxes and headlamps. Highest engine number noted was 555.0243 which was ex CCCP T3- 2504. T3.2526 was at Brno. The reason for this influx of steam is the tremendous rise in freight traffic which has almost doubled in two or three years, and indeed, the main lines are choked with freight. The splendid 498.1 class 4-8-2 are concentrated on the Ceske Trebova-Bratislava line, and one train was seen twice with two of the class! One of C.S.D.'s two 4-8-4T series 464.2, the last new steam class built for Czechoslovakia, was seen at Brno painted bright green.

Giesl equipped locomotives of classes 434.2, 534.0301, 354.1 and 524.1 were noted, the first mentioned two classes in quantity.

HUNGARY

Most of the steam classes now seem to be receiving the Ister multiple-jet chimney, the larger locomotives such as the 424 class 4-8-0 having a double Ister arrangement. The last important class to be fitted are the USA 2-8-0 (class 411) of which only one Ister application was seen. Double-heading of streamlined 4-4-4T of class 242 seems a regular feature of the Westbound "Balt-Orient" express into Budapest, having been noted by three enthusiasts over a period of a year. Despite the electrification of the Budapest-Miskolc line, and the introduction of some diesel power, steam remains very much in evidence in Hungary and the ancient outside framed 0-6-0 are still active on shunting duties. Heavy power acquired recently has been of the 2-10-0 type, German 42's ex Austria and, more recently, 52's ex Russia.

EAST GERMANY

The Southern regions of the D.R. produce a variety of interesting classes not seen in West Germany. At Dresden this year were the 18⁰ three-cylinder Saxon pacifics, out of use in company with the Chapelon pacific. The 98⁰ Saxon 0-4-4-OT Meyers are, however, still in action.

At Karl Marx Stadt (Chemnitz), Saxon 4-6-0's series 38²⁻³ are much in evidence, both the high and low running plate varieties being seen. One of the 84 class 2-10-2T was seen there out of use, in company with numerous new diesels which were apparently undergoing the usual teething troubles.

Most passenger trains between Karl Marx Stadt and Dresden were hauled by 22⁰ rebuilt 2-8-2, and it seems that most, if not all, of the 39 class in East Germany have been rebuilt into 22's. Karl Marx Stadt also sees in action, Saxon 75⁵ 2-6-2T and D.R. 23¹⁰ 2-6-2.

Reichenbach shed houses most of the 19⁰ Saxon express 2-8-2 out of service, whilst one of the metre gauge Fairlies, withdrawn since the closure of its line, is still in evidence. Locals around here are handled by the large 65¹⁰ class 2-8-4T, which also pilot express trains, and the smaller 83¹⁰ class of 2-8-4T were seen at Altenburg.

The majority of freight trains, plus some passenger workings in this southern district, are handled by Prussian G12 3-cylinder 2-10-0, and two of the rare G8³ 3-cylinder 2-8-0 were noted, one working at Gera and one stationary boiler at Dresden.

Newly rebuilt pacifics of class 01⁵ work into Bebra from Erfurt, but most have spoked driving wheels, and not the disc type shown on the official photographs of the class.

WEST GERMANY

24 class 2-6-0 can still be found working at Rahden, where 24.047/56/8 were recently in steam with others dumped.

AUSTRIA

The Leoben-Vordernberg line, officially "electrified" in May this year, whilst admittedly having all the catenary in position, was still steam-worked in mid-September. On the same day, the rack section to Eisenerz was also 100% steam, the solitary diesel being out of use. An impressive sight was the huge 2-12-2T pushing, by adhesion only, a train with which two 0-6-2T's struggle with rack and adhesion going flat out! On the non-electrified lines Linz-Graz, the 2045 class Bo-Bo diesels are used on many passenger turns, these being very feeble machines which can be guaranteed to lose time. Only one of the famous 33 class 4-8-0 was seen in service.

SWITZERLAND

The last 2-6-0 in service, No. 1367, was noted in steam at Lausanne. Shed plate read "Renans".

FRANCE

The three Channel ports on the Nord still produce a fair variety of steam. Pacific classes 231E/G/K and the 141R are much in evidence as the principal main line locomotives, whilst a surprising number of old 230D still operate on locals. Shunting produces more localised classes - 050PD at Dunkerque, 050TE and 030TU at Calais, and 151TQ at Boulogne. Assorted other classes, e.g. 040D and 040TG are dumped. Further inland, along the Northern frontier, 242TA still work suburban trains in and out of Lille, expresses from Paris enter Mézières-Charleville behind 231G/K, the 3-cylinder 151TC are working at Longwy deep inside electrified territory, and some old Est 230B are dumped at Lumes.

At Chalons-sur-Saône, during August, a variety of stored engines were noted awaiting preservation, being as follows:- Est 241A1, Etat 230.531, Nord 3.1102 (sectioned), P.O. pacific 4546 and 150A065, Nord 150B9, 231C78 and

1A0A9, and outside framed 6-6-0 No. 3.486. A variety of old tenders, including that of Nord 701, were also in evidence.

SPAIN

The 3-cylinder 4-8-0's, class 240.3001, were all withdrawn in July, and are now dumped at Monforte, whence they previously worked.

FINLAND

The Government has now approved electrification of certain routes and the main line from Helsinki to Tampere is likely to be the first section tackled. Meanwhile steam power is being gradually displaced by diesel. In May, the Hrl2 class Go-Co were in service up to 2234, and will eventually reach 2241. These are all based on Tampere and work in various directions from that depot, but particularly on the main line southwards to Helsinki. A new class Hrl3, 2,800 H.P. C-C diesel-electric has recently been introduced. The first two (2301/2) were built in 1962 by Alsthom of Belfort, and these are being followed by 50 more constructed in Finland under licence by the firms of Valmet Oy and Lokomo Oy. This class, of which four were in service in May, is being allocated to Kouvola and will eventually work in all directions from that point. In addition there are three classes of smaller diesels (Vrl1, Vrl5, Vrl6) in service totalling about 100 machines, with a new class of 44 engines (Svl2) on order. These engines appear in many parts of the country on freight and trip workings, and there are also a few small diesel shunters.

Despite this influx of diesels, and the widespread use of railcars for branch and lighter loaded main line passenger services, steam is still much in evidence, with 639 locomotives in stock at 2nd. May. In Helsinki the rush hour traffic is more than half steam worked and a continuous procession of commuter trains climbs the steep bank out of the main station every afternoon between 15.30 and 17.30. Predominant on these services are the Pr1 2-8-2T's which, somewhat surprisingly, work bunker first up the gradient. Other steam types do also appear however, and there can be few more impressive sights in Finland than the 20-coach 16.12 train to Porvoo climbing the bank at walking pace, with a Tr1 2-8-2 working flat out at the head.

Pasila depot, near the top of the bank, still boasts a wide selection of steam power, with a total of some 45 on shed, ranging from an aged Hk3 4-6-0 to the latest Tr1 Mikados and Hrl Pacifics. The traditional wood-burner has now vanished from the Helsinki area, though still common on freight work elsewhere, more particularly towards the north of the country. Other major depots still boasting a good selection of steam types are Tampere and Kouvola.

Of the rarer classes, the remaining Vk5 2-8-2T, No. 72 was out of use at Imatra in May. The only Vk3 2-6-4T noted was 490 at Oulu, also disused. In the works yard at Hyvinkää, the four Pr2 4-6-4T's still rust away, accompanied by Sk3 2-6-0 No. 400 which is scheduled for eventual preservation. Hyvinkää works is now devoting itself increasingly to diesel repairs, and offers a rosy future to its employees, if not to the steam enthusiast. The future of the other main works at Kuopio is much less certain. At present it still concentrates on steam and is the home of V.R.'s only O-4-OT No. 68.

SWEDEN

It is reported that all regular steam haulage on S.J. standard gauge lines finished in August. This will, no doubt, result in the despatch of further steam locomotives to secret hide-outs.

NORWAY

The following is a list of all N.S.B. steam locomotives as at 1st. January 1963. The class designation and wheel arrangement are followed by the locomotive numbers in each case.

7a 0-4-OST 11. 18e 4-6-0 134/58, 226/32/3/42/5/55, 310.
20b 2-6-2T 173, 201/49. 21b 2-6-0 225/52/94, 315
21c 2-6-0 370-7. 21e 2-6-0 203/7. 23a 0-6-OT 159.
23b 0-6-OT 439-43/54-8/60. 24b 2-8-0 147/95, 210/22/36/64/6.
24c 2-8-0 405. 25a 0-6-OT 223/7/8/38-40/59-63/93, 306/7/25-7.
25b 0-6-OT 339/40. 25c 0-6-OT 383. 25d 0-6-OT 420-5.
25e 0-6-OT 485/7/9. 26a 4-8-0 215-7. 26b 4-8-0 229/30.
26c 4-8-0 378-80/97-9, 411-4/32-8. 27a 4-6-0 220/34/48/96/7, 303.
30a 4-6-0 257/8/71/2/4/6/81. 30b 4-6-0 346-50/3/5-65.
30c 4-6-0 466-9. 31a 4-8-0 284/5, 319/20.
31b 4-8-0 400-2/15/6/8/9/26-31/46-53. 32a 2-6-2T 288/90/1, 407.
32c 2-6-2T 390. 39a 2-10-0 169, 308. 40a 0-6-OT 461.
43a 0-6-OT 92. 50a 2-6-2T 17.
63a 2-10-0 217/52, 324, 660, 1100/1/4/6/7, 2293, 2343, 2570/2, 2770,
2843/63, 3113, 3437, 3606, 3758, 3832, 4755, 4830-6/8/9, 4929, 5032/81,
5113/6, 5371/97, 5573, 5606/64, 5810/39/41-58/60/2/3/5, 6081, 6204/66,
6396, 6412.

It will be noticed that the numbers of certain members of class 63a duplicate the numbers of locomotives in other classes. This is because the 63a class retain their original German 52 series numbers.

Some locomotives have been withdrawn during 1963, and in August 249 (reported last of class 20b), 373, 1106 and 4833 were awaiting scrap at Kristiansand and 17, 456 and 486 likewise at Drammen. On 8th August, Oslo shed contained 13 steam engines, including No. 11, the last of the delightful Manning Wardle 0-4-OST's. Four more engines were out of use in the yard and three 0-6-OT's were shunting near the East station. On a dump some distance away from the shed were 236/66/84, 374, 405/7/21-3/7/46/61/89, 1100, 6204. On the following day, Grorud works contained the following 8 locomotives:- 210/5/21/57, 377/98, 435, 4836.

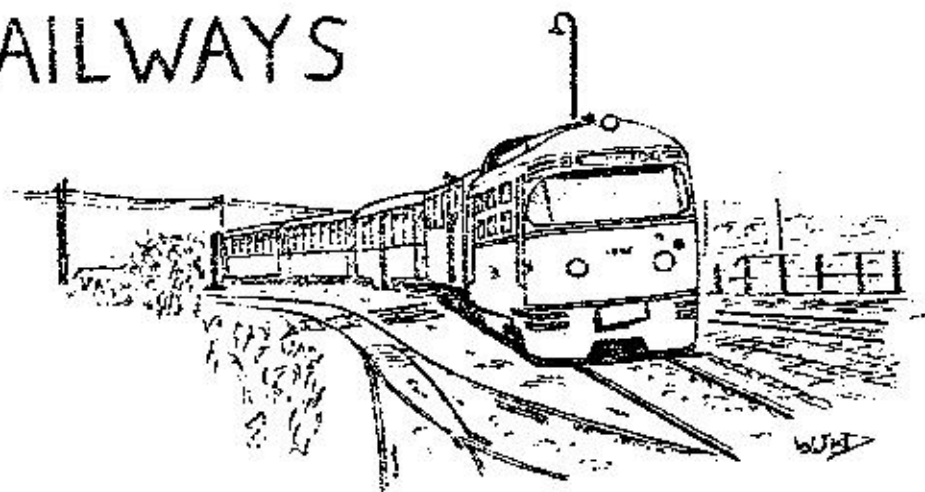
DENMARK

Despite widespread dieselisation, steam is still well in evidence, particularly so during the summer months. On the first day of the summer service, Copenhagen shed and surroundings produced over 40 steam locomotives, though some of these were derelict and many more were not actually in use. Classes represented were E 4-6-2, S 2-6-4T, C 4-4-0, E 0-6-OT, Q 0-8-OT, D 2-6-0, T 4-6-0, Hs 0-4-OT and G 0-6-0. Representatives of the first six classes and also a class P Atlantic have been in action in the Copenhagen area during the summer. The G class appear to be used mainly as stationary boilers, with 602 and 624 at Copenhagen shed, 633 at Roskilde and 615 at Korsør.

Acknowledgements for information are due to Messrs. Bates, Deer, Forwood, Gradidge, Lindberg and Roberts.

MINOR RAILWAYS

SECTION.



This section will be brief, as the main line people have been allocated most of the space this issue; so just to balance matters, our heading is a diesel (keeps "Dusty" happy). It shows an R.T.M. train entering Hellevoetsluis, behind one of their modern bogie diesel locomotives.

FRANCE : S.E. de la Somme - Now said to be run by "Société Générale des Chemins de Fer et Transports Automobiles" - S.E. under another name? Most working stock is branded CFTA. All of the Canchy branch, including the spur from Forest l'Abbaye, is being worked for beet traffic and shows signs of maintenance. M31 is in reserve and O-6-OD 353 (ex VFIL 301) is undergoing repair at St. Valery. Réseau Breton - La Brohinière passenger loop has been removed, but freight is still worked by 41 (overhauled this year). Of the 4-6-OT's, 324 was under repair, 326 (Carhaix) and 327 (Camaret) were out of use; 332 was the Camaret loco., 330 was working to Rospenden and 323 shunting at Guingamp. Carhaix shunter was 321. Of the Mallets, 411 was under repair, 413 working to Chateaulin, 412/5 to Guingamp and 410 to Loudeac. At least 18 coaches are still in service. T.P.T. - The beet season is in full swing. All serviceable locomotives seem to be used indiscriminately, though haulage powers are different. O-8-OT's haul 20+ wagons, O-6-OT's up to 16, and the ALCO's about 12, suggesting the latter are nearing their end. Hunslet 4-6-OT 3.11 and Mallet 22.5 are unserviceable and stored in the open. On the other hand O-8-OT ex Sucrerie Ternynck No.23 is being overhauled and No.21 is awaiting repair. The line appears in good order and the old petrol-electric railcar is used for workmen. All trains also include a tool van which can be used for passenger carrying.

GERMANY : The first diesel for Mosbach-Mudau is not expected until next June and will undergo trials before others are produced. Other D.B. narrow gauge lines are still steam-worked. Emden-Pewsum-Greetsiel closed suddenly to all traffic in May.

(Continued on Page 15)

THE PRIVATE RAILWAYS OF HOYA (WESER)

by R. Copson

Up till this year, the town of Hoya on the river Weser, south of Bremen, had the rare distinction of being served by two private railways of different gauges, sharing a common station on the western bank of the river. One of these railways, the Hoyaer Eisenbahn Gesellschaft (HEG), was standard gauge, and led off eastward across the Weser by a very imposing steel bridge to the town of Eystrup, 8km. distant on the D.B. main line from Bremen to Hannover, via Nienburg and Wunstorf (Kursbuch table 215). The other line, the Hoya-Syke-Asendorfer Eisenbahn (HSAE) was metre gauge and struck off westwards from Hoya through Bruchhausen-Vilsen, a junction whence a goods only branch still goes southwards to Asendorf, and on to its terminus at Syke on the D.B. main line from Bremen to Osnabrück (Kursbuch table 218). There was, and is, also a short metre gauge branch southwards from Hoya to Bücken. As from 25th May 1963, however, the two companies, which have been under common management for a long time, have been legally amalgamated into the "Verkehrsbetriebe Kreis Grafschaft Hoya", and the old HSAE line has been converted to standard gauge as far as Bruchhausen-Vilsen, as the first stage of a regauging programme.

The combined railways (which for convenience we will still refer to as HEG and HSAE) enjoy a very good economic state, owing to the imaginative policies of the general manager, who makes every effort to keep, and indeed, win traffic. For example, goods are delivered from the nearest station by road to the consignee's premises without extra charge, and mobile endless belts are provided at stations for free use to assist loading. In 1960, the HSAE carried 70% of the district's sugar beet crop, 92% of all fertilizers and 100% of the area's coal; in other words not a single lorry load of coal was delivered anywhere in the line's traffic area. Incidentally, the general manager, Herr Leder, is very sympathetically disposed towards light railway enthusiasts.

The regauging programme will eventually cover the whole main line to Syke and will undoubtedly simplify operations. Even at present, normal goods and passenger services over the length to Bruchhausen-Vilsen can be covered more cheaply than before, since they can be achieved by maximum utilisation of the existing HEG locomotives and railcars. In addition, the gauge changing pit for transporter vehicles which has had to be installed at Bruchhausen, will still be useful when work is complete since it is not intended to standard-gauge the branches.

As the HEG's bridge over the Weser has to be high enough to permit navigation, and as the distance from the bridge to the terminal station is very short, the curious situation arises whereby the majority of the HEG lines are higher than those of the HSAE, being sited on an embankment as shown on the plan. Only the lines to the joint goods yard, and, now, the

standard gauge main line connection, descend to the lower level, the new connection necessarily requiring a reversal.

The HEG station at Hoya consists of a simple, open platform, all the usual facilities being housed in the station building alongside the HSAE platform, which is, for a former narrow-gauge railway, a very imposing structure. As the HSAE railcar leaves the platform, the gauge-changing pit is passed on the left, then, on the right, first the two-road loco. shed with its turntable in front, followed immediately by the commodious workshop. The next feature is the trailing junction of the harbour branch on the left, then a bridge over a canal, a road crossing protected by flashing warning lights and the junction of the line to Bücken, with only a few yards between each of these features. The line now follows the canal, which is on the right of the track, past an industrial siding (gasworks) to the first halt, Tivoli. This is the only halt without a passing loop; a simple siding is provided, although of course it could be used in an emergency for crossing, one train reversing.

The line now follows the road from Hoya to Bruchhausen-Vilsen as far as the next halt, Hoyerhagen; it then leaves the road some distance on its left, passes through a wood and crosses the road on the level before reaching Gehlbergen. Here a short factory connection ends at a wagon turntable, which is, however, not now in use. The road is crossed once more before Bruchhausen-Ost, then comes the run into Bruchhausen-Vilsen, after Hoya the most important point on the line, with its not insignificant station building, loco. shed and livestock loading pens. Bruchhausen-Vilsen is a centre for pig breeding, and a special livestock train is loaded here every Friday.

From here the line to Asendorf strikes off in a wide curve to the halt Weihe, and the station Heiligenberg, then follows Federal Road No. 6 (Bremen-Hannover) on its right, past the halt Arbste all the way to Asendorf. Here is a full-scale station building, with the restaurant still functioning, and a tiny workshop and shed for one locomotive, though these are no longer in use.

The main line continues north-westwards from Bruchhausen-Vilsen to Borxon and Uenzen, where one of the most interesting features of the line is to be found. The track now turns into the roadway, and, to the delight of every light railway enthusiast, passes through the village along the main street! After Süstedt and Wachendorf comes Heiligenfelde with its two private sidings, then the line follows Federal Road No. 6 through Steinke and Steinke-Burdorf to Syke. In Syke the line is again in the street, on the right-hand side of the road, but it is not here part of the carriageway, insofar as the area occupied by the track is unmetalled. After passing the church, Syke Stadt halt is reached, then the line crosses the street at a point where the road bends round to the right (thus the track remains straight) and approaches the terminus at Syke-Ost in a long left-hand curve. Here is a simple platform, equipped only with a timetable board, outside the D.B. station, a small loco. shed, exchange sidings and a gauge-changing pit.

The HEG's line starts in Eystrup from a simple open platform outside the D.B. station, very similar to that at Syke. After passing the exchange sidings, the track takes its course through a wood, then among fields as far as Hassel, with one loop and one siding, 3km. from Eystrup. Immediately beyond this station the line curves sharply to the left, crossing without protection Federal Road No. 215. Between Hassel and Hoya the line follows the road and crosses it just before Hoya, again by an unprotected level crossing, just after passing an industrial siding, which, incidentally, roughly follows the course of the line to the old station on the east bank of the Weser, in use until 1912.

The HEG was opened to its original terminus on the Eystrup side of the river on 16.11.1881 with steam railcars for the passenger service; the HSAE main line and Asendorf branch were opened on 6.6.1900, the Bücken branch on 1.6.1904. After much agitation about the inconvenience of changing in Hoya, due to the termini of the two lines being on opposite banks of the river, a bridge was built and opened on 6.10.1912 to enable the HEG to work into the HSAE's station. This bridge was destroyed during the war and subsequently rebuilt. The passenger service on the Asendorf branch was discontinued on 1.4.31, but as the replacing bus service was unprofitable, the train service was restored the following year. The passenger service on this line was finally abandoned on 29.5.59 and on the Bücken branch on 1.10.60. The service on this branch had been at an absolute minimum for some time, only one return trip being made by a railcar at mid-day, principally to convey parcels. When the author made the trip in August 1960, there was only one other passenger on the outward journey and no other passenger on the return!

All passenger workings on the HSAE are by railcar, but two locomotives regularly, and sometimes three, are in steam daily for goods working. On the HEG however, it is still possible to travel in a steam train, for two early morning return trips and one in the late afternoon are steam-hauled passenger trains.

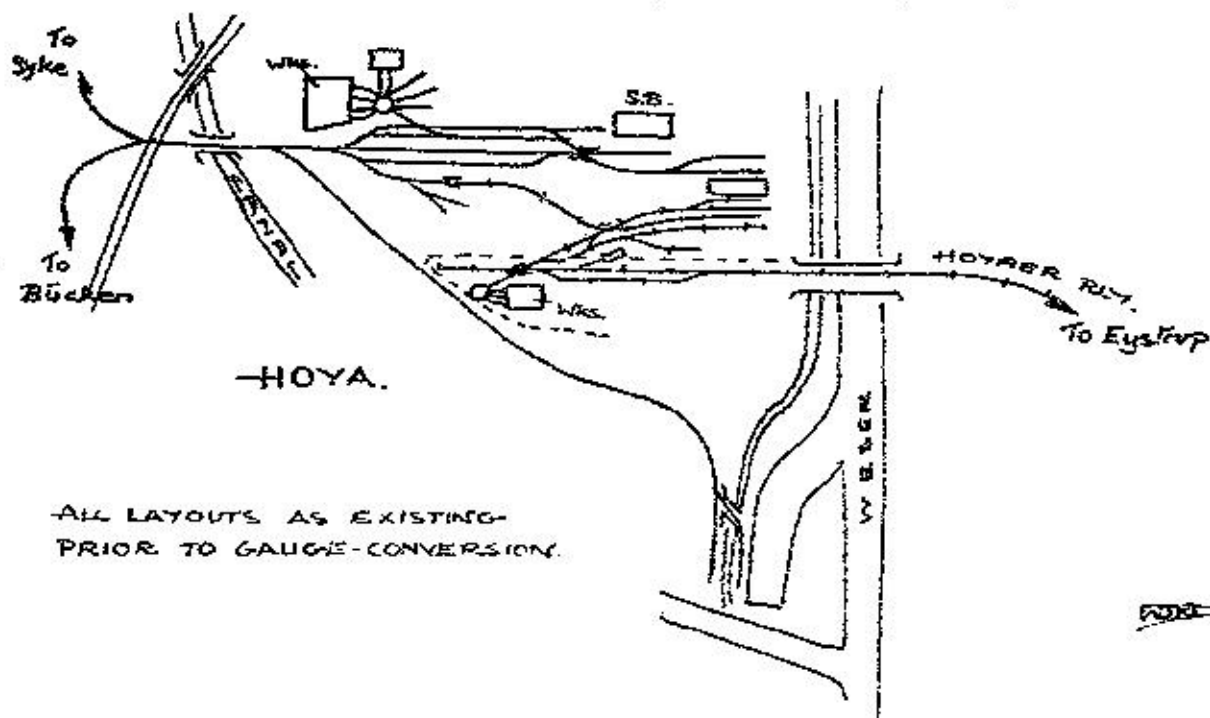
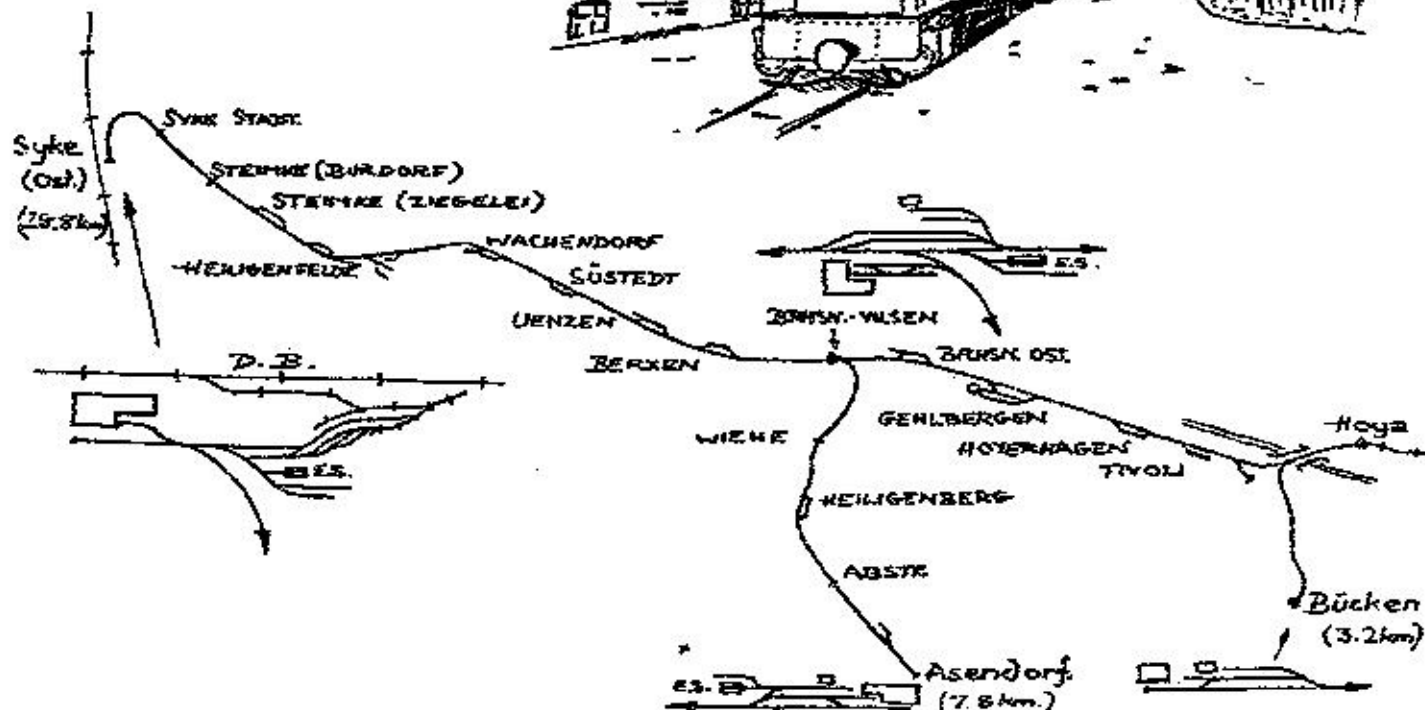
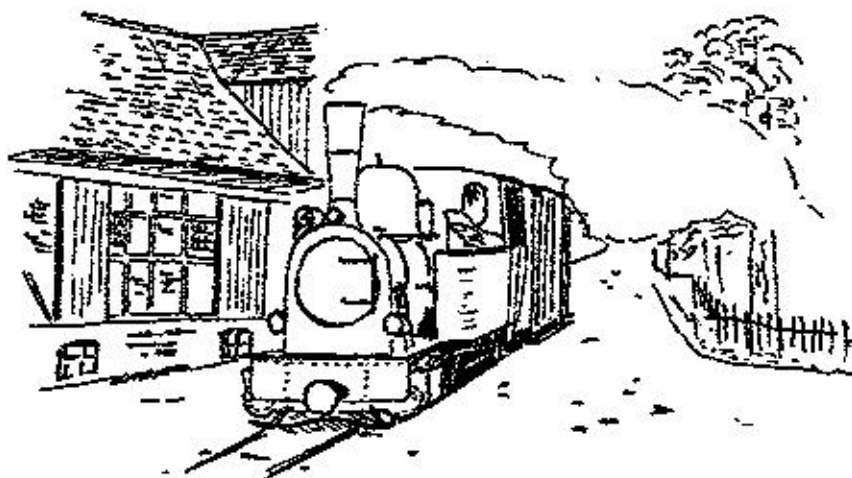
The transporters used by the HSAE are of the individual bogie type, i.e. they are required in pairs, one bogie of four wheels for each axle of the standard gauge wagon, as opposed to the rigid-frame type. Transporter traffic was first introduced in 1940; up to that time all loads had to be transshipped. Around 40 pairs of transporters are in use. The HSAE also possesses an interesting variety of goods and service wagons, including five match-wagons, also known as brake-wagons, for use between the standard gauge and metre gauge vehicles in goods trains. The practice on most, if not all, private railways is for the transporter bogies to be unbraked (though on all the D.B. narrow gauge lines the transporters are fitted with brakes), hence the need for such a wagon also for braking purposes. Trains are marshalled with the metre gauge wagons first, and are restricted to a maximum speed of 25 k.p.h. as against 40 k.p.h. for railcars, which are air-braked; the locomotives have vacuum brakes. Further interesting service vehicles are the two tank wagons which are used to bring water for the locomotives from Bruchhausen-Vilsen to Hoya, where the local water has too high a lime content.

KLEINBAHN

HOYA -

SYKE -

ASENDORF.



ALL LAYOUTS AS EXISTING-
PRIOR TO GAUGE-CONVERSION.

STOCK DETAILSHOYAER EISENBAHN GESELLSCHAFTRowan Steam Railcars:

R 1	0-4-2T	Borsig	3796	1881
R 2	0-4-2T	"	3797	1881
R 3	0-4-2T	Hanomag	4162	1904

Steam Locomotives:

2	0-6-OT	Hanomag	7312	?	
3	0-6-OT	Union	468	1912	Second-hand; origin unknown.
4	0-8-OT	Hanomag	10132	1936	Sold because too heavy.

Railcars:

T1	2-axle	Görlitz	1937) Both have matching 2-axle trailers.
T2	2-axle	Own workshop	1956	

HOYA-SYKE-ASENDORFER EISENBAHNSteam Locomotives - All have flangeless centre wheels:

31	Hoya	0-6-OT	Hanomag	3341	1899	
32	Syke	0-6-OT	"	3342	1899	
—	Vilsen	0-6-OT	"	3343	1899	Scrapped 1945
33	Bruchhausen	0-6-OT	"	3344	1899	
34	Asendorf	0-6-OT	"	3812	1902	Scrapped 1955
35	Bücken	0-6-OT	"	6612	1912	

Railcars:

T 40	2-axle	Wismar	1937	Ex Kreisbahn Cloppenburg (regauged).
T 42	2-axle	"	1936	Double-bonneted type.
T 62	4-axle	"	1934	Ex Leer-Aurich-Wittmund 1955.
T 63	4-axle	"	1934	
T 64	4-axle	?	?	Ex Eckernförder Kreisbahn.
T 65	4-axle	?	?	Ex Flensburger Kreisbahn (T2) 1953; since 1956 used solely for shunting in Hoya.
—	4-axle	AEG	1925	

FOOTNOTE - HSAE 0-6-OT No. 35 and luggage van No. 545 are being retained at Hoya on a piece of metre gauge track (whether as a memorial or for working the Bücken branch is not clear). The Company is purchasing a standard gauge diesel locomotive of D.B. Type 36.

NEWS ITEMS (Continued from Page 10)

SWEDEN : Kumla-Yxhult Railway is still run by steam, No. 9 (ex S.J. 1732) was working the twice daily goods, with No. 8, a 2-6-OT ex N.B.J. in reserve.

Nora Bergslags Railway - 2-6-2T's 17 (stored), 18 and 20 (dumped) are at Nora and another one is stored "further down the line". Byvalla-Långshyttan Rly - 2-4-OT No. 9; 0-6-OT's Nos. 4,8; 2-8-0 No. 5; 2-8-OT No. 6; are all in good condition and have all been in use this summer. S.J. Narrow Gauge - All steam working is reported to have ceased by 1st October.

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