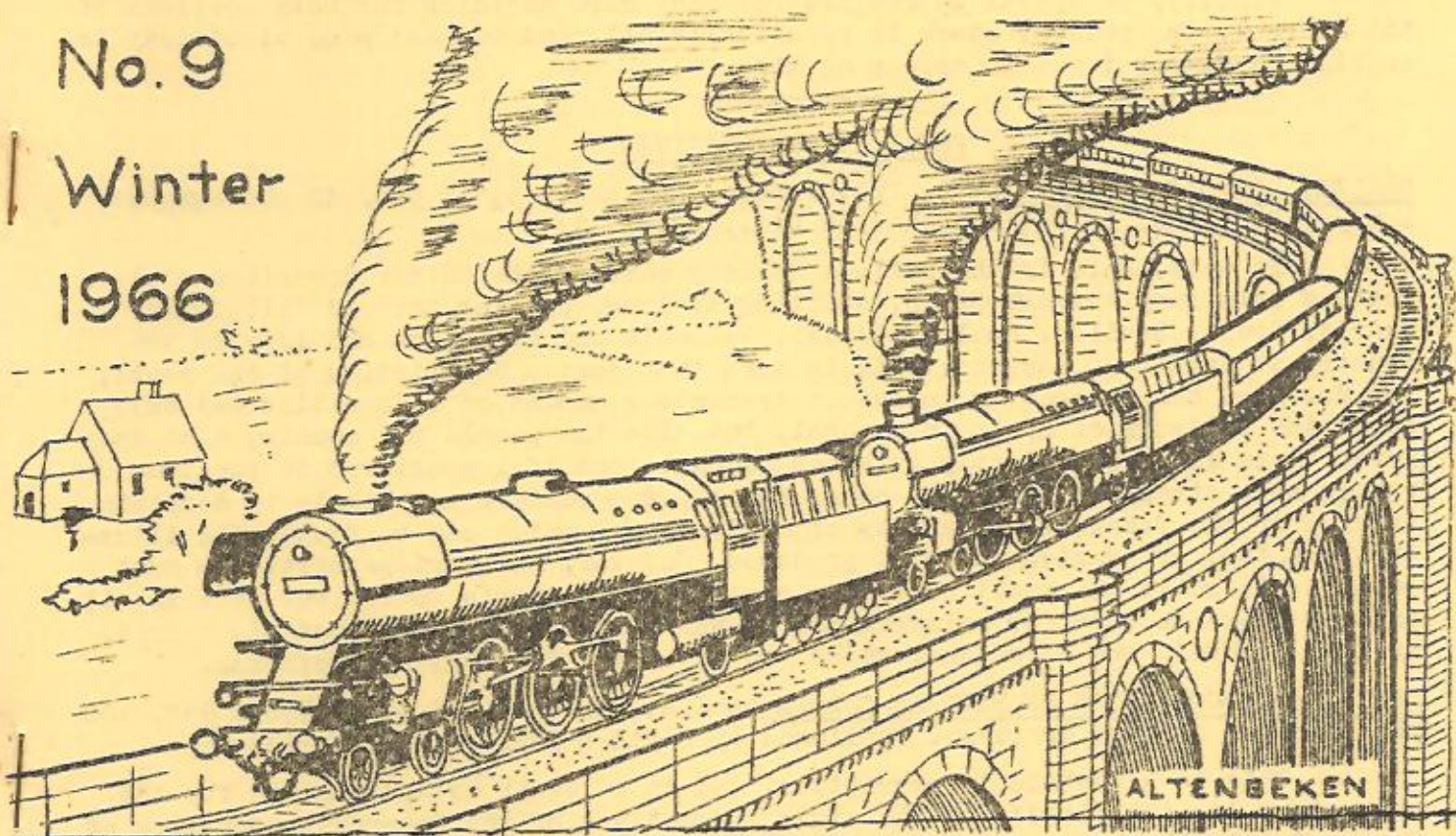


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The appeals in recent issues of the Journal for more material for publication have certainly had effect so far as "Main Line" news items are concerned. So much so, in fact, that although almost all the Main Line section of the current Journal has been devoted to Notes and News, certain information has had to be held over until the next number. This has inevitably resulted in a somewhat unbalanced content, but it should at least satisfy those readers who have been appealing for more news of current steam workings. Also in this issue, we have included the first major item devoted to a railway outside Europe - a locomotive list of East African Railways & Harbours. For some time now the Circle's meetings in London have included occasional programmes devoted to non-European subjects, and it was felt that the Journal should reflect this trend. However, at the moment this is only an experiment so far as the Journal is concerned, and we invite readers' comments.

Finally, we appeal to readers for many more articles for both sections of the Journal. The present stock is practically nil, and we need some right away to enable the Summer issue to appear on time.

PUBLICATIONS RECEIVED

RAILWAY HOLIDAY IN SPAIN by D. Trevor Rowe: 164 pages 5 $\frac{1}{2}$ " x 8 $\frac{1}{2}$ ", 42 photographs, 1 map. Published by David & Charles Ltd., price 30/-.

In this, No.6 in the Railway Holiday series, the author describes a circuitous itinerary through Spain, starting at Irun, passing through Valladolid, Madrid, Baeza, Sevilla, Huelva, Guadix, Valencia and Barcelona and leaving the country at Port Bou. However, this is more than just a description of the route, for Mr. Rowe has managed to include a tremendous amount of information not only about the railways of Spain in general, but also the people and country that they serve. Here is an excellently balanced account, and if locomotives do receive rather more attention than most other facets, few readers are likely to complain in view of the fascinating variety of motive power which can be found. The illustrations, too, are varied and well produced. However, one serious criticism must be made: there is one small scale map showing the author's route, but that is all, and one looks in vain for enlargements of the complicated areas, notably Madrid, Huelva, Valencia and Barcelona, which are essential for full appreciation.

THE STEAM LOCOMOTIVES OF EASTERN EUROPE by A.E. Durrant. 160 pages 7 $\frac{1}{4}$ " x 9 $\frac{1}{2}$ ", 100 photographs, 26 line drawings. Published by David & Charles Ltd., price 45/-

This is a technical description, and to a lesser extent a guide for the enthusiast 'in the field', of the steam locomotives of the Communist countries of Europe (excluding U.S.S.R.), plus Greece and Turkey. Also, as large areas of Prussia and Austria 'went east' in 1919, developments in these countries are described up to that time, as are the more local transfers of lines and locomotives. A series of tables enables one to trace locomotives through these changes.

(Continued on Page 19)

NOTES AND NEWS

SPAIN

Visits to Spain between July and October 1966 showed the motive power situation in that country to be changing with alarming rapidity, and it is obvious that a policy of "Manana" is no longer pursued. For example, the electrification from the Leon and Santander lines, which had barely reached Venta de Baños in May 1965, and was not in use, has now extended south to Avila and is in service! This has its good features, as it is no longer possible to arrange intensive use of diesels on the shorter section Miranda-Venta de Baños and the 4-8-4's are again out in force, including the "Iberia" express. A few trains remain diesel-hauled, but most are steam. All the Norte 4-cylinder compound designs, including the post-war RENFE-built 4-8-2's, now seem disused and the Miranda-Zaragoza line is worked almost exclusively by standard 2-8-2's. Burgos-Calatayud is still run by SM 2-8-0's, but the Valladolid-Ariza line now uses Oeste 4-8-0's of the 2051-62 series, ex-Vigo. Zaragoza-Canfranc is still steam with Norte 2-8-0's and MZA 4-8-4T's.

Madrid-Zaragoza line expresses are now diesel, but the big 2201 series 4-8-2's run the lesser trains on this line, and also Zaragoza-Pamplona. The 3-cylinder 2-10-2's remain on the Arcos de Jalon to Madrid freights, one of which was seen double headed with two of them, and another of the class was seen making a very spirited run up the hill.

Salamanca remains a good steam centre, mainly 4-8-0's but with a daily 4-8-4 working overnight from Miranda, whilst the large Oeste 0-6-0's still work trains west to Fuente de San Estaban and Barca d'Alva. Further south, Merida is an active steam centre, but Zafra-Huelva, Sevilla-Huelva seem dieselised and San Jeronimo shed was mainly a cutting-up centre. The Spanish-built Pacifics 2001-10 were in fair order, but only one of the Alco series was seen usable and that not in use. The 2-8-2T's now work from Marchena to Cordoba and La Roda, and are no longer on the Linares-Granada run. In fact, Granada in September had only three steam, all stored.

Puente Genil to Jaen and Espeluy passenger trains (except railcars) are still worked by the delightful 130.2034-70 Moguls, but only one of the freight version, 140.2021, was noted at Jaen. This appeared to be the last one left, as 240.2001-50 class were seen working the freight on this line. Guadix-Baza section uses Andaluces 2-8-0's of the Spanish and USA series. The old NBL series 140.2016-20 were not seen at all. Baza-Murcia trains are still run by their original British Moguls 130.2121-45, with a couple of 0-8-0's for freight.

Around Valencia, diesels are moving in fast, and a large new diesel depot is under construction near the dual carriageway main road to Alicante - all depressingly modern. The Central Aragon line to Zaragoza and Calatayud is all diesel, as is the Utiel line, whilst passengers on the coast line to Tarragona are now diesel. Some steam freight runs on this line. The remaining line, south to La Encina remains largely steam and with an excellent variety of power. From Jativa to La Encina freights are largely banked or piloted, except where 2-8-2 Garratts are used. These usually go up solo, with great clouds of black smoke. In September, the following combinations were seen in a couple of days:- MZA 4-8-0 on local passenger, also freight; standard 2-8-2 on passenger; 2-8-2 Garratt on freight; Norte 4-6-0 plus MZA 4-8-0 on local passenger, also freight; two MZA 4-8-0's on 9.00 express from Valencia (though this train was seen diesel

hailed in October); two MZA 4-8-0's on freight; standard 2-8-2 banked by MZA 4-8-0 on freight; MZA 4-8-0 plus 2-8-2 Garratt on freight; and 4-6-2 Garratt banked by Central Aragon 4-8-0 on freight. This latter was a very rare working indeed, and it is surprising that these rather frail 4-8-0's were transferred from Teruel. One was at Jativa and two at Valencia Termino in September, but none were reported active in October. Similarly, whilst three 4-6-2 Garratts were active in September, all appeared out of use in October.

The 0-6-6-0 Mallets, displaced from the Utiel freights, are still active, mainly further south, although Valencia still retains a few in reserve. In September, four were at Murcia, one of which went off towards Alcantarilla coupled to a GS 2-6-0! Another was at La Encina. In October they were mainly around Alicante, and one was seen on an unadvertised passenger train. The Oeste 2-6-0's with wide fireboxes, 130.2081-6, still work locals Murcia-Alicante, whilst main line trains from Alicante or Murcia are mainly worked by the heavy 25xx series 4-8-0's.

The central western area, within the rectangle Plasencia-Madrid-Ciudad Real-Merida is planned to be the last RENFE steam outpost and is, of course, steam, but with nothing exciting in the way of locomotives.

PORTUGAL

In September 1966, the Douro Valley line was almost entirely steam worked apart from some express railcar workings. Classes used on passenger trains were mainly the compound 4-6-0's, series 221-52, together with 2-cylinder 4-6-0's 291-6 and the inside cylinder version, 281-6, the latter mainly on short turns to Regua. Pocinho had the only compound 2-8-0 seen working, whilst Tua had, derelict, one of the miniscule 001-4 series 0-4-0T's. Of the narrow gauge feeder line, Pocinho had a fair amount of steam, including the solitary 0-6-0T E41, and the Giesl-fitted 2-4-6-0T. A daily steam passenger runs, but most passenger services are railcars. From Tua to Braganca, virtually all traffic is railcar, but the daily freight was seen leaving Tua about 10.00 hauled by a 2-6-0T and banked by an 0-6-0T. Further along, the Regua-Chavos line is entirely steam worked by 2-4-6-0T's. These are extremely sprightly, and it was found impossible to chase by road an uphill, all stations narrow gauge train on this line! The Livracao line is all railcars, but has a couple of 0-4-4-0T's for freight.

At Porto, electrification work is well in hand across the river from Gaia through Campanha and Contumil to an unknown point, together with the city branch from Campanhã to Porto (Sao Bento). Campanhã shed is almost disused, and a new roundhouse has been built at Contumil. Electrification was scheduled to commence operation in October 1966, but whilst this date will not be met, electric trains should be running by early 1967. Steam around Porto was largely 2-6-4T's, plus the 4-6-0's on the Douro line. Some old Beira Alta 4-6-0's of series 211-5 were noted on locals, and minority classes observed were 0-6-0 series 21-32, 4-6-0 series 261-72 (one only, on a ballast train), 4-8-0's 801/3, both derelict at Contumil, 0-6-2T 011-4 and 2-6-2T 041/2. Freights had mainly the 706-19 series 2-8-0. Apart from a couple of 0-6-0 shunters, no diesel locomotives are north of the Douro bridge in Porto.

The narrow gauge suburban lines out of Trindade station are extremely lively, and are worked by 2-6-0T's, 0-4-4-0T's and 2-8-2T's, the latter most impressive machines for the metre gauge. South of Porto, the broad gauge is very dead, with only a couple of locomotives in steam at Entroncamento, where there is a large dump. Here, and also at Contumil, were some of the ex-Norte 2-8-0's on

loan from RENFE, but those seen were in poor condition and out of use. The narrow gauge network centred on Sernada do Vouga still has steam, and a 4-6-0T was seen on a Sernada-Iveiro train. The lines east from Entroncamento to Guarda, Marvão and Badajoz seem now to be all diesel. The southern region was not visited.

DENMARK

In September 1966, steam was noted in Jutland and Funen at Padborg (4), Lunderskov (2), Odense (9), Fredericia (12), Skanderborg (11), Århus (13), Långå (8), Randers (8), Ålborg (6) and Frederikshavn (7). Almost all locomotives are awaiting scrap or are held in reserve for emergency use, only Fredericia having regular workings, with Class E 4-6-2 and N 2-10-0. Odense is now host to the Class H 0-4-2, P 0-4-4T, F 2-4-0 and Hs 0-4-0T formerly kept at Østerport depot for preservation. Also here was OKMJ 2-6-2T No.15. Skanderborg had 4-4-0's of Classes A, C and K for preservation and examples of Class P 4-4-2 and T 4-6-0 for scrap. What is possibly the last RHJ 2-6-0T was seen in a scrap yard at Randers. Principal types noted in addition to those mentioned were Class D 2-6-0, F 0-6-0T, H 2-8-0, Q 0-8-0T and R 4-6-0. At Dybbølsbro shed, Copenhagen, there were 31 steam locomotives and an S 2-6-4T was just leaving to work a local passenger turn. The only other type to see much use is the E pacific, which work certain passenger and freight turns, mainly to Kalundborg and Næstved via Køge. Other types seen were Class C 4-4-0 and G 0-6-0, the latter having been supplying steam, together with a Class T; also Classes D, Hs, F and Q. At Roskilde there were about 5 steam, including Classes F and S. Næstved depot staff were most enthusiastic, and brought the last Class P 4-4-2 out of the shed to shunt up and down the yard, specially for the English visitors and much to the amazement of the local populace. Of the 7 steam here, Classes C, D, E and F were represented. Nykøbing shed was empty, but it is understood that some steam are kept further south still at Gedser.

NORWAY

In September only 96 steam locomotives remained on the NSB list, but these included 19 different classes. Most are in store and only 20 to 25 see regular use. At Drammen, the 11 locomotives comprised Classes 18 4-6-0, 21 2-6-0, 23 and 25 0-6-0T, 24 2-8-0 and 26 and 31 4-8-0. All were normally in reserve, but a 0-6-0T had been steamed specially for the visitors' benefit, and 3 steam are in use at Kongsberg, rather further west. Oslo, although having only 8 steam, all in reserve, was a most interesting depot, particularly the new underground section where hidden away was a Class 7 0-4-0ST built by Manning Wardle in 1892. Other types were 18, 23, 31, and 30 4-6-0 and 32 2-6-2T. A trip up to Eina gave the only steam run in Norway. On arrival, Eina shed was empty, but a car was taken to Bjørverbru, where Class 24 No.210 was due on a freight. Return to Eina was on the footplate and in the coach which seems to be provided on most freight trains. Although only a short run, the driver seemed determined to prove that NSB steam is not finished yet, and proceeded to go flat out all the way back, much to the delight of those amongst the party with tape recorders. No other steam was seen, but it is likely that one or two others were out working. Only two steam were on shed at Kongsvinger, but between there and Elverum four were in use - a 21, a 26 and two 27 4-6-0's. All freight traffic on this section is steam worked. Hamar Museum is set in a beautiful location, and has 11 locomotives including a "Dovregubben" 2-8-4. Hamar depot produced 9 locomotives of types 24, 25, 26, 30 and 31. A Class 26 4-8-0 arrived on a freight from Løten. Journeying northward over the former narrow gauge line via Røros, which was converted to standard gauge

in 1941, an old 4-6-0 was noted in a scrap yard at Elverum, but it was not until Koppang was reached that any further steam was seen. Active here were a Class 26 and an old Class 30 4-6-0, this being the limit to which steam works from Hamar. Beyond Røros a Class 63 2-10-0 was passed on a freight, this being the only active one at Støren, though there were 6 similar engines stored. Trondheim, with 21 locomotives, was the largest depot visited, with types 18, 23 and 63 working, and types 25 and 31 awaiting a visit to the workshops or the scrap yard. Hommelvik had a solitary Class 23 in steam.

SWEDEN

Östersund was a great surprise, with 15 steam at the workshops and 6 on the depot, including types K2 and K4 0-6-0, L30 2-6-0, B 4-6-0, E 0-8-0, E2 and G6 2-8-0, E10 4-8-0, S1 2-6-4T and N 0-8-0T. A number of locomotives were receiving attention in the workshops in readiness for next winter when some will be in use. For most of the year no steam is used at all, except for the odd engine on ballast work, but most large depots have an engine in steam for emergency use. Only 165 locomotives are on the official reserve list, but at least another 300 are available if required. The main item of interest at Östersund is the active preserved Class F 4-6-2 No.1200, which has been restored to SJ grey livery and is used on special trains occasionally. Footplate rides were arranged on the journey to Ånge and an E2 ex-works was noted en route at Bräcke. A Class B was in steam at Ånge, with types N and G4 0-8-0 in reserve. After an overnight journey, Sweden's largest depot was visited in the Stockholm suburb of Hagalund. Amidst vast numbers of electric and diesel units were representatives of types E2 and N, whilst an additional member of Class N was running round the yards on a ballast train. The Swedish Railway Museum is housed in an old engine shed at Tomtebodavägen, also in the Stockholm suburbs, and houses some 22 locomotives and 3 steam carriages, plus coaching stock, wagons and hundreds of smaller items in rather cramped conditions. The staff had arranged for two locomotives to be drawn outside, Bayer Peacock 2-2-2 "Göta" and 2-4-0 "Prins August" being chosen. Other items range from a 600mm gauge 0-4-0T to a Class K4 2-8-0. The collection is probably the finest in Europe as a large number of the items were collected in the early part of the century.

Travelling southward from Stockholm, steam was noted at both Nyköping and Norrköping. At Linköping the standard gauge shed contained an E2 (see also minor railways section) and the 5 locomotives at Nässjö were comprised of types E and B, with an N5 2-8-2T in steam. Alvesta produced two type L 2-6-0's, and the final visit was to Malmö with an E, an E2 and a 1952-built S1.

FINLAND

In September, some 448 steam locomotives were still on the official active list, but only about 175 are used daily. Most of the 0-6-0T's and 2-8-0's north of Seinäjoki and Piekisjärvi are wood burners, and it is expected that about 300 steam will be retained for some years. Turku depot (22) had only two Class Vr2 0-6-2T's in use, but Hvl 4-6-0, and Tk3 and Tvl 2-8-0's were in store. Toijala produced 6 locomotives, including an active example of type Tk3, with a Vrl 0-6-0T in the shed. A surprise was the arrival of a Prl 2-8-2T on a local passenger train from Tampere. At Tampere shed (19), only a Trl 2-8-2 and four Vr5 0-6-2T's were in steam, but stored or inside the shed were Vr2, Prl, Tk3 and 4-6-0's of type Hv2 and Hv4. Another Prl was noted at Orivesi, waiting to work in on a local. At Haapamäki the 10 locomotives were of types Prl, Tk3, Trl and Tvl. Seinäjoki had Trl, Vrl and Vr5

in steam, and Hv3 4-6-0's for working passenger trains to Vaasa. Of the 55 steam on depot, the vast majority were stored, including Hvl, Tk3, Tvl and Vr2. Kokkola (15) had Hvl, Tk3 and Tvl, and at Ylivieska were Hv3, Tk3, Trl and Vrl. Kemi produced 5 steam of types Tk3 and Tvl. At Oulu depot (60), types Hvl, Hv4, Tk3, Trl, Tvl, Vrl, Vr2 and Vr5 were in service, but on the large dump were two Hk2 4-6-0's and a number of Alco-built Tv2 2-8-0's. The long journey southward was broken by Kontiomäki (7) with Tk3, Tvl and Vr5 and Iisalmi (35) which has quite an active allocation, particularly in winter when most trains are double-headed to combat the snow. Hv2 and Hv3 are not used now, but Tvl, Tk3, Vrl and Vr2 have regular turns. The following day a visit was paid to Kuopio workshops (11) and depot (11). The works is now the only one repairing steam in Finland. Types Hv3, Tvl, Trl, Vrl and Vr5 were receiving attention, with several Tvl, a Prl and O-4-OT No.68 awaiting scrap. The running shed had Tk3, Tvl and Vrl in use. Pieksämäki was a little disappointing at first, as most of the allocation seemed to be missing, but it was later discovered that some 21 locomotives were stored some way out. 28 steam were present including the first representatives of Classes Vr3 O-10-OT and Hrl 4-6-2 seen on the trip. The latter type were still at work on slow passenger trains to Kouvola. Other types here are Trl, Tvl, Vrl, Vr5 and Hv2 in store. Also in store in the goods yard and at Nikkarila were Hv3, Tk3 and Tvl. The 5 kilometre walk to Nikkarila was interrupted by the sight of an O-10-OT shunting on the hump. Heading southward again, the route led past Mikkeli with 5 locomotives of Classes Tk3, Trl and Tvl. An early morning trip to Kaipiainen allowed the six preserved locomotives to be seen. They are stored in an old carriage shed and comprise Class B1 Beyer Peacock O-4-2ST, C1 Neilson O-6-0, and A5 4-4-0, C5 O-6-0, F1 O-4-4T and Sk1 2-6-0. A fine sight here was a 2-8-2 at the head of an eastbound freight. A Pacific was noted setting off on its turn which involves working the through Moscow to Helsinki train from Vainikkala to Kouvola. Kouvola depot (30) has an entirely active allocation as the reserve stock is kept elsewhere. Types Hrl, Prl, Trl, Vrl, Vr3 and Vr5 were present. Now heading to the west, Lahti depot was noted to have Vrl, Tk3 and Trl, about 5 in all. Riihimäki (40) has two-thirds of the allocation stored but Trl, Tr2, Tvl and Vr5 are in service. Stored were Hv2, Tk3, Tvl, Trl and Tr2. A treat here was an American-built Tr2 2-10-0 storming through on a freight for Tampere. Hyvinkää now deals with diesel repairs only, but 6 locomotives were stored, some for preservation, including Sk1, Tr2, and Vh3 2-6-4T and Pr2 4-6-4T. The depot (8) had Sk3 2-6-0 No.400 in immaculate condition inside the shed, and Hk2, Hv4 and Tr2 stored. Returning to Riihimäki, it was possible to photograph Hrl and Trl on three passenger turns, arriving from and departing to Tampere and Helsinki all within the space of five minutes. Pasila depot, which serves Helsinki, can still produce a number of active locomotives for passenger turns. One turn exists for a Prl, and there are two or three a day for the Hrl and Trl. All three of these types were represented amongst the 28 engines on shed. The last visit in Finland was to Karjaa Karis (11) where Trl, Tvl, Vrl and Hv2 were active with Tk3 in store. A glimpse of a locomotive in Salo depot, en route to Turku, was the last sight of steam.

ITALY

For some years the FS has been anxious to close 2,185 km. of railway as the expenses are 3 to 15 times greater than the receipts. Two years ago a Parliamentary Commission stated that these railways performed little or no public service. In the Winter 1966 timetables the FS has been allowed at last to close 97 km., presumably a first instalment. The branches concerned, all short, are

Busca-Dronero, Paraticeo Sarnico-Palazzolo, Susegna-Montebelluna, Leghorn-Colle Salvetti, Gaeta-Formia and Buonconvento-Monte Antico. In the last case, a providential washout of a bridge last winter permitted closure entirely.

ROUMANIA

In spite of there being over 300 of the Craiova-built Co-Co diesel-electric locomotives, (060DA315 was the highest number seen) these are confined mainly to freight working and the "accelerat" passenger trains. Even so, quite a few freights were seen steam hauled and two "accelerat" trains, No.204 Arad-Bucharest and No.611 Bucharest-Iasi, were noted in charge of steam - a P8 and a Maffei Pacific respectively. The electrification of the Brasov-Bucharest main line is still a long way from completion. From Brasov southwards to a point somewhat short of Ploiesti the line appears to be energised, but the only electric locomotives seen were three of the newly delivered Asea/Svedlok units. Our train, like most others on this section was diesel hauled, but one or two freights were even seen with steam.

Curiously there is an almost complete absence of diesel shunters on the CFR (only two 0-4-0's were seen) and consequently in nearly every yard and station one sees the ubiquitous G10 (CFR Class 50), these also working local pick-up freights. Around Bucharest were also seen a few of the Class 40 0-8-0's (G8) on shunting duties, as well as a solitary 0-6-0 No.1497 (pre-1918 renumbering). Around the Arad and Timisoara area, the Roumanian built (Resita) 2-6-2T's perform station pilot, shunting and local passenger duties. The highest numbered of those seen, 131.063 (Resita 614/42) was working the Caranscbe-Subcetate service, at least as far as Boutari where the rack section commences. This is still worked by the Floridsdorf 1908 built 2-8-2T's, No.40.001 being used on the train patronized by your reporter. (More details of this section of line appear on page 9 of Journal No.7.)

Those splendid machines the 2-8-4's of Class 142 are still to be seen in reasonable numbers, working both passenger and freight in such widely separated places as Timisoara, Cluj and Bucharest. It is also a pleasure to report that at least 85% of all trains from Bucuresti Nord and the adjacent Basarab station are still steam worked, and of these about 40% are headed by those wonderful locomotives, the 4-cylinder simple Maffei Pacifics. Indeed, at least four of the original series (built 1913/6) were seen hauling passenger trains. However, as they were not seen elsewhere by your reporter, it is assumed that all remaining Pacifics work from Bucharest in a north and east direction to places such as Iasi, Galati and Constanta. Also seen at Bucharest (besides the ubiquitous P8) were a few of the small 2-6-0's which appear to work to Craiova via the Pitesti line. Those seen included 130.069/548/572. Whilst in Bucharest, a visit to the courtyard of the local railway offices near the Nord station will reveal CFR No.43 "preserved". This is a 2-4-0 built in 1869 by Canada Works and reputedly the only locomotive by this builder still in existence. Before leaving Bucharest, mention must be made of the habit of riding on the carriage roofs of suburban trains. This is particularly prevalent in the rush hour, and it is fortunate that there are relatively few overbridges and those that there are offer good clearance. However, the extension of overhead electrification to Bucharest some time in the future is likely to deter even the most reckless passengers, and it is presumably with this event in mind that the CFR has introduced double-deck stock. Only one set was noticed, a four-car articulated rake, on the 14.43 to Galati and a return working the following morning, so this is probably a

recent innovation.

A large number of the ex-German Class 50 and 52 2-10-0's are to be seen, and they are fairly widely distributed on freight duties. Also, in the northwest part of the country a number of ex-MAV classes are still to be found, including 2-6-2's of Class 324 and 2-6-2T's of Classes 375 and 376, all still running with their Hungarian numbers.

GERMANY

Mosel-Saar Area - This remains very good for steam, although diesel locomotives are beginning to appear on those local passenger trains which are not already railcars. The 39's have now disappeared from Junkerath, and such Köln-Trier trains as are steam are now Ol-hauled. Saarbrücken is still very good, with Classes Ol, O3, 23, 38, 44, 50 and 78 in evidence. The heavy mineral traffic from Koblenz to Trier is still 44-hauled, with 50 Class bankers from Cochem to Urzig.

Koblenz-Giessen - This still has a number of steam workings, mainly 41 or 50 Class, whilst some 65 Class 2-8-4T have recently been allocated to Limburg.

Giessen-Kassel - This remains one of the best steam main lines. However, electrification work is in progress and by the end of 1967 this may be complete. At present the expresses are worked mainly by Ol¹⁰ plus the two 10 class, whilst most freights are 44-hauled. 23, 41 and 50 also appear on this line, whilst Giessen-Marburg locals are sometimes hauled by the 66 Class. Giessen also uses, on shunting, the 55²⁵ and 56² Classes, the 0-8-0 original and 2-8-0 rebuilds of the Prussian G8¹.

Kassel-Bebra - Once noted for steam, this line has now (9/66) been electrified. Furthermore the 44 Class bankers at Bebra have been largely replaced by V160 diesels, leaving the East German locomotives as the only regular steam there. Ol and Ol⁵ usually cross over on passenger with 44 on freight, but other odd East German classes have been noted, such as 22 and 58¹⁰.

Kassel-Hagen - Until recently, the workings from the Hagen end were monopolised by O3¹⁰ Pacifics, but starting in July a batch of V160 were allocated to Hagen (Eck.) so that by October only one 4-6-2 was working! Unless this modern and rebuilt class is transferred, this means the end. The southern route via Brilon Wald is used only by passenger trains plus local freight, but the northern route via Altenbeken (which can be thoroughly recommended as an interesting steam junction) carries a heavy freight traffic. In July, passenger trains at Altenbeken were largely Pacific-hauled, with Ol, Ol rebuilt, Ol¹⁰ and O3¹⁰ Classes, all of which except the O3¹⁰ are probably still to be found. A regular interesting morning turn with O3¹⁰ and Ol¹⁰ double-headed is now doubtless a diesel/steam combination. The freights which thunder majestically up from Paderborn to Altenbeken are, of course, hauled by 44's. At Hagen, a number of the rare 57¹⁰ Prussian G10 remain in use.

Minden - Steam here is almost entirely on freight, with Classes 41, 44 and 50, all local locomotives being exceptionally clean due to the shed having a home made washing plant. The test plant locomotives, Baden 18³, Bavarian 18² and DR 45 Classes are still allocated there, as is No.23.105, the last steam locomotive built for the DB.

Osnabrück - Once a noted steam centre, its days are now numbered. The line to the Ruhr has been electrified, and the Bremen line, still largely steam and boasting some of the fastest steam schedules in Germany, has now been authorised for electrification. Just north of Osnabrück, between the first and second stations out, is a ridge forming a summit in the line and this can be recommended as a vantage point for observation and photography; otherwise the route is largely flat. A very

heavy traffic uses this line, a few expresses being diesel hauled, generally the E-trains. The heavy expresses use 01¹⁰ Pacifics, whilst freights have 41, 41 rebuilt, 44, 50 and 50⁴⁰ Crostis.

Prussian Types - Apart from those mentioned, 55²⁵ have been noted at Kaldenkirchen and Neuss, 56² at Bad Nauheim and 94⁵ at Wuppertal-Vohwinkel, Mannheim and Löhne. P8 can still be seen working odd local trains at Trier.

Steam in Southern Germany - Nürnberg still has a number of local steam passenger workings, with Classes 01, 50, 64 and 86 noted. The trains to Chob and Hof are now V200-hauled. Nürnberg-Dutzenteich can be recommended as being used by both the steam "commuter" trains and also by freights, which are still steam.

Nürnberg Museum - The following locomotives are scheduled for preservation here:-

<u>D.B. Class</u>	<u>Type</u>	<u>Origin</u>	<u>Actual Loco.</u>
184-5	4-6-2	Bavarian S3/6	18.505 ?
56 ²⁰	2-8-0	Prussian G8 ²	-
70 ⁰	2-4-OT	Bavarian Pt2/3	-
85	2-10-2T	D.R.	85.007
89 ⁷⁰	0-6-OT	Prussian T3	-
97 ⁵	0-10-OT	Württemberg (Rack)	97.501
98 ³	0-4-OT	Bavarian PtL2/2	98.307 ?
984-5	0-6-2T	Bavarian D XI	-

Further locomotives have been put aside for the Berlin Museum which is administered by the D.R.

AUSTRIA

The 770 class still has three active members, 770.86/95/6. The two latter were noted at Pöchlarn shed in July, 770.95 working regularly and on one occasion double-heading with 770.86 which seemed to stay more at the little shed at the branch terminus of Kienberg-Gaming. The fourth survivor, 770.92, was seen rusting away at St. Pölten. At Amstetten 7 of the 38 class were dumped, but there were several active 92's, and the heating boiler 01047 (ex 257.601) was still intact. The 92 class have gone from Hieflau and several 86 class are rusting away. Other members of the class, however, were very active, together with 52's on iron ore trains and 50's working in from Linz. Most passenger trains were hauled by 78's, but many were assisted by 52's, the means of working back spare engines from Selzthal. Nearly every freight from Hieflau to Selzthal is double-headed, and these make a wonderful sight. 91 class are still active at Wiener Neustadt, and at Mürtzschlag 91.107 was on the Neuberg branch train while four others of the class were spare engines: 35.207, the last active member of the class, was working regularly on passenger trains over the electrified section from Selzthal to Bruck a.d. Mur. Nearly every train on the Vordernberg-Eisenorzh line was worked by 0-6-2T's, the 0-12-OT working the early morning passenger train and returning to Vordernberg on an ore train about midday. However, on Sunday 3rd July, 197.302 was seen bringing a 10 coach train down from Präbichl.

INDIA

The five year building programme (1966-71) includes 390 broad gauge and 200 narrow gauge steam locomotives. The broad gauge are of classes WG 2-8-2, WT 2-8-4T, WP standard 4-6-2 and WL light 4-6-2.

Acknowledgements for information are due to R.G. Farr, J. Carter, J.B. Toy, P.M. Kalla-Bishop, B.A. Seaton and A. Smith.

EAST AFRICAN RAILWAYS - LOCOMOTIVE STOCK LIST AND ALLOCATION

This list has been compiled from official information supplied by E.A.R. & H., and has been made available to the Journal by Messrs. G. Siviour and J. Forshaw. It shows the position as at 1st April 1966. The following abbreviations have been used:-

K Kenya; T - Tanzania; U - Uganda.

DeS - Dar-es-Salaam; Dda - Dodoma; Edt - Eldoret; Glu - Gulu; Jja - Jinja;
Kpa - Kampala; Kse - Kaseso; Kdi - Kilindi; Kmu - Kisumu; Mka - Makadara;
Mba - Mombasa; Mgo - Morogoro; Mhi - Moshi; Nbi - Nairobi; Nku - Nakuru;
Sga - Sagana; Tba - Tabora; Tga - Tanga; Tro - Tororo; Voi - Voi.

<u>'10' Class, 2-6-4T</u>		<u>'23' Class 4-8-0</u>		<u>'29' Class (Cont'd)</u>	
1001-5/7/8	Kmu,K	2301-6	Glu,U	2906/14/5/9	Edt,K
1006/9	-		Total 6	2909/10/21	Mba,K
	Total 9	<u>'24' Class 4-8-0</u>		2911/30/1	Nbi,K
<u>'11' Class, 2-6-2T</u>		2401/26/41/52/3/6	Mhi,T	2918	Dda,T
1101/12/7/9	Nbi,K	2402/23/8	Kse,U		Total 31
1102/22	Dda,T	2403/10/2/4/60	Edt,K	<u>'30' Class 2-8-4</u>	
1103/5/24/6/7	Tba,T	2405/42	Kmu,K	3001/3/4/7/8	Dda,T
1104/23/8	Nku,K	2406/15/37/46/9	Tga,T	3002/5/6/9-15/9/20/	
1106/7	Tro,U	2408/17/54	Jja,U	2/3/5/6	Tba,T
1108/9/11	Edt,K	2409/16/9/31/59/62	Nbi,K	3016-8/21/4	Mgo,T
1110	Sga,K	2413/20/35/55/8	Kpa,U		Total 26
1113/25	Mhi,T	2424/9/40/61	Nku,K	<u>'31' Class 2-8-4</u>	
1114/20/31	Kpa,U	2422/30/48/57	Tro,U	3101/26/42	Nku,K
1115/6/29	Jja,U	2439	Mba,K	3102/4/36/7/40	Tro,U
1118/21/30	Tga,T	2443	Voi,K	3103/43/5	Sga,K
	Total 31	2447/51	Glu,U	3105/6/8/10/5/9/24/5	Nbi,K
<u>'12' Class, 2-6-2T</u>		2450	Tba,T	3107/13/7/23/7/44	Edt,K
1201/2	Tba,T	2404/7/11/8/21/5/7/		3109/14/6/22/8/9/31/	
	Total 2	32-4/6/8/44/5	-	5/9/41/6	Kpa,U
			Total 62	3111	Kse,U
<u>'13' Class, 4-8-2T</u>		<u>'25' Class 2-8-2</u>		3112/30/3	Kmu,K
(Some rbt. as 4-8-4T)		2501/2	Mgo,T	3118/20/1	Voi,K
1301-4/6/8-10/		2503/5/11	Dda,T	3132/4/8	-
2/3/5-7	Nbi,K	2504/6-10	Tba,T		Total 46
1305/14/8	Nku,K		Total 11	<u>'52' Class 4-8-2+2-8-4</u>	
1307/11	Voi,K	<u>'26' Class 2-8-2</u>		5201/2/8	-
	Total 18	2601-12	Tba,T	5203-7/9/10	Tba,T
<u>'21' Class 4-8-2</u>			Total 12		Total 10
2101-3/5	Mgo,T	<u>'27' Class 2-8-2</u>		<u>'53' Class 4-8-2+2-8-4</u>	
2104/6-8	DeS,T	2711	Tba,T	5301/2	Mba,K
2109	-		Total 1		Total 2
	Total 9	<u>'29' Class 2-8-2</u>		<u>'54' Class 4-8-2+2-8-4</u>	
<u>'22' Class 4-8-0</u>		2901/2/5/20/4-7	Nku,K	5402	Mba,K
2206/11/4/7	Mgo,T	2903/12/3/22	Voi,K		Total 1
2215	DeS,T	2904/7/8/16/7/23/			
	Total 5	8/9	Tga,T		

'55' Class 4-8-2+2-8-4
5501/3/11 Tro,U
5502/4/6-10 Voi,K
5505 Mhi,T

Total 11

'56' Class 4-8-2+2-8-4
5601-6 DeS,T

Total 6

'57' Class 4-8-4+4-8-4
5701/3-6/8/10-2 Nku,K
5702/7/9 Nbi,K

Total 12

'58' Class 4-8-4+4-8-4
5801-18 Edt,K

Total 18

'59' Class 4-8-2+2-8-4
5901/6/8/9/18/20
-5/7/30/2 Mba,K

'59' Class (Cont'd)
5902-5/7/10-7/9/26/
8/9/31/3/4 Nbi,K
Total 34

'60' Class 4-8-2+2-8-4
6001/13/8 Nbi,K
6002-4/12/24 Mhi,T
6005-11/9/29 DeS,T
6014/6/20-2/6 Kpa,U
6015/28 Nku,K
6023/7 Tro,U
6017 -
Total 28

Note: All articulated locomotives are Garratts

DIESEL LOCOMOTIVES

Diesel-mechanical shunters
8001-6 Mka,Nbi,K
8101-3/5/6 Mka,Nbi,K

D-m shunters (Cont'd)
8104 DeS,T
8201-6 DeS,T
8301/2/4/5/8-10 Kdi,Mba,K
8303/6/7/11-4 DeS,T
8401-3 Kdi,Mba,K
8501-8/10 Kdi,Mba,K
8509 Mka,Nbi,K
Total 45

Diesel-electric main line
English-Electric 1250hp.

7901) Mka,Nbi,K
9001-24)
Work mainly Nbi-Nku-Edt
Total 25

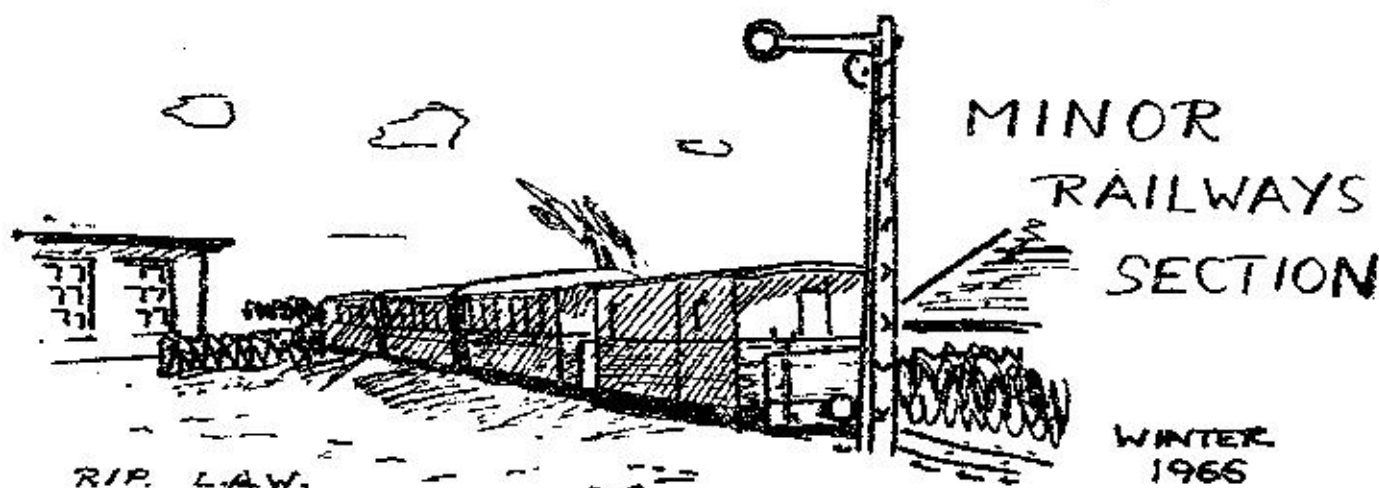
TOTALS

Rigid frame steam 269
Garratt 122
Diesel 70
Grand Total 561

NOTES ON E.A.R. & H. CLASSES

Class	Type	Origin	Builder(s)	Dates	Remarks
10	2-6-4T	KUR	Nasmyth Wilson	1914-15	Not superheated
11	2-6-2T	KUR/TR	VF, NW, Hunslet	1926-31	" "
12	2-6-2T	TR	Bagnall	1951	
13	4-8-2T	EAR	NBL	1952	Not superheated
13	4-8-4T	EAR	Rbt. Nairobi	1955-56	
21	4-8-2	TR	VF	1929-30	
22	4-8-0	KUR/TR	NW, RS, NBL	1916-31	Not superheated
23	4-8-0	TR	BP	1923	
24	4-8-0	KUR	VF, NW	1923-30	
25	2-8-2	TR	VF	1926-27	
26	2-8-2	TR/EAR	Bagnall	1947/52	
27	2-8-2	USA/TC	ALCO, BLW, Davenport	1944	Ex-Malaya 1949/50
29	2-8-2	EAR	NBL	1952-53	Tribal names
30	2-8-4	EAR	NBL	1955-56	Heavy type) Tribal
31	2-8-4	EAR	VF	1955-56	Light type) names
52	4-8-2+2-8-4	KUR	NBL	1931	
53	4-8-2+2-8-4	TR	BP	1932	
54	4-8-2+2-8-4	KUR	BP	1944	Heavy WD type
55	4-8-2+2-8-4	KUR/TR/EAR	BP	1945-46	5507-10 ex-Burma 1952 Light WD type
56	4-8-2+2-8-4	KUR	BP	1949	
57	4-8-4+4-8-4	KUR	BP	1939-41	
58	4-8-4+4-8-4	EAR	BP	1949-50	
59	4-8-2+2-8-4	EAR	BP	1955-56	Named after mountains
60	4-8-2+2-8-4	EAR	Franco B, BP	1954	Named after former Governors

Classes 29-31, 55, 57-60 are being Giesl-fitted



BELGIUM

T.T.A - This line has enjoyed an encouraging first season; running on three days a week only with 2-3 trains each way, it has carried 3979 passengers - an average of 28 people on each journey and over twice as many as were expected. The Belgian army is at present reconstructing some sections of line and improving facilities at Blier, while the level crossing at Dochamps is due to be restored this winter. Stock at present comprises AR (ex-ART) 93; AR 133 and two trailers. ART 123, a bogie flat and an open wagon are due this winter after completing dismantling of the Bastogne-Martelange line, and an 18-ton tram locomotive from Tirlemont Refinery is being reconditioned by the SNCV.

FRANCE

Réseau Breton - Present plans are for this to close entirely by 1970, except for Carhaix-Guingamp which will be standard gauge and goods only. CF de la Corse - The SACPS is pursuing its exploitation vigorously and has ordered a 400 h.p. diesel from the CFD, of the same type as those used on the PO Corrèze. Billard 100 h.p. cars ex-Tarn are being used as parcels cars and one 0-6-OD LT2 has come from the Tarn also. Pithiviers - The "musée vivante" is now an accomplished fact; services are running over 3km of line and some exhibits are arriving, amongst them the ex-POC 4-wheel saloon.

SWITZERLAND

Many enthusiasts going to Switzerland include Lucerne in their tours in order to visit the excellent transport museum there, but not all may be aware that active steam locomotives can still be found shunting at two industrial firms in the suburb of Emmenbrücke. Six locomotives have been seen at a steelworks, believed to be Von Moos A.G., close to the station. No.2, an 0-4-0FT (SLM 1534/03) was originally Soethal Bahn 21. The other five are 0-6-0FT's and four are known to be former main line machines. No.3 (SLM 1359/01) was originally Schweizerischen Centralbahn 41; No.5 (SLM 900/94) was Nordost Bahn 256; while No.4 (SLM 1532/03) and No.7 (SLM 1879/07) were previously SBB 8455 and 8483. No details are known for No.6 and any information about this or other locomotives here would be welcome. At the adjacent works of Société de la Viscose Suisse an unidentified fireless 0-4-0 has been seen. This is reported to carry the works number 911 on its motion but the builders are not known.

SPAIN

FC de Buitron a San Juan del Puerto - The present freight workings on this 3'6" gauge line require the use of two locomotives daily. On alternate days two trains are worked northwards from Valverde, the headquarters of the line, to the mines, returning to Valverde in the evening. On the other days they work south to San Juan, again on separate trains and return to Valverde in the evening. There are no freight trains on Sundays. These trains are normally hauled by the two Estado 0-6-ODH locomotives on this line, but last November while one of these was under repair, a 4-6-OT, No.15 (Andrew Barclay 1134/08) was used on one of the turns. The locomotive which is usually kept at the Concepcion mine was believed to be the 0-4-OT No.1 VICTORIA, and twelve other steam locomotives were noted out of use at Valverde. Intending visitors should note that some of these are stored in the carriage shed on the opposite side of the main line to the loco-shed.

FC de Valdepenas a Puertollano - The track, but not the rolling stock of this 75cm gauge line was sold to a scrap merchant who had almost completed the task of lifting it by last November. Apparently the work was started at both ends of the line using locomotives Nos.1 and 3 (Couillet 0-6-0 tender machines) and these have been left on a short section of track at Moral, 20kms from Valdepenas! The other locomotives, No.2 (the third Couillet 0-6-0), Nos 4 and 5 (Jung 0-4-2 tender locomotives), ASTURIAS (an Orenstein & Koppel 0-6-0) and Nos.14 and 15 (OK 0-4-OT's formerly on the FC de Flassa a Palamos, Gerona y Banolas) were all still at Valdepenas with the remaining rolling stock.

The Tharsis Sulphur & Copper Co. Ltd was expecting to receive its first main line diesel locomotives last January to replace the 2-8-OT's on its 4'0" gauge main line between Tharsis and Corrales. Any information about a locomotive named MULTA which is reported to have been seen at Tharsis would be welcome. Compañia Minera de Sierra Menera - In October 1966 the upper section from Teruel to Ojos Negros was being worked by a Garratt, and the stretch from Teruel to Escandon by 4-8-0's fore and aft, with half the Garratt's load. It is reported that two more main line 1200 h.p. diesel-hydraulic locomotives are on order from Henschel.

FC de San Feliu de Guixols a Gerona - An 0-6-2T was noted on a train and an Estado diesel dumped at San Feliu while on the neighbouring FC de Olot a Gerona also in Autumn 1966, all trains other than railcars were steam hauled. FC de Alcoy al Puerto de Gandia was still worked by 2-6-2T and a Black Hawthorn 4-4-OST was still operating on FC de Carcagente a Denia. FC de Ponferrada a Villablino is steam worked and very busy, with 18 freights a day each way. All locomotives are in excellent condition, highly polished and with white tyres.

GERMANY

The Extertalbahn has closed to passengers between Barntrup and the depot at Bösingfeld; passenger service was discontinued on the Kleinbahn Wesel-Rees-Emmerich from 30.4.66, and on the Bad Eilseiner Kleinbahn from 21.5.66, railcar ET 204 being used for goods traffic. The Wittlager Kreisbahn has also lost its passenger service, from 25.9.66; Zell-Todtnau closed completely from the same date as did the Vorwohle-Emmerthal-Eisenbahn. On the Kreisbahn Aurich, the Esens-Bensersiel passenger service is scheduled to close down next March. Only two steam locomotives are working on the Georgsmarienhütten-Eisenbahn; the rest are stored at the steelworks. Moselbahn trains now start from the DB station at Trier, using a new connection to the private line at Ruwer West.

ITALY

115 route km have been closed - Voghera-Varzi, Pracchia-San Marcello, Atena-Marsico Nuovo, all metro-gauge electric; Val Brembana, standard gauge electric;

Malnate-Grandate section of the Nord Milano. Newly opened on 2.4.66 was the Milan Metropolitan branch from Pagano to Gambara (1.4km).

SWEDEN

There is no longer any track of 891mm gauge at Linköping except in the shed, but three locomotives of this gauge were still present in September 1966 - an S2p 2-6-2T, an L19p 2-6-0 and an F4p 2-8-2T. The latter had been restored and will probably find a resting place on a plinth nearby. At Nässjö, the local park had two 600mm gauge locomotives and one 891mm Class Kp 0-6-0T, all preserved. The 600mm gauge Ostra Södermanlands Järnväg, operated by Swedish enthusiasts, and formerly at Södertälje, is now laid on the trackbed of the closed SJ Laggosta-Mariefred branch, using the old standard gauge sleepers and ballast. It started operations in its new location in June. A trip was arranged behind 0-4-0T "Lotta", and after a run-past at the first stop, the depot was visited at Mariefred, where 0-4-0T "Dylta" and 0-4-4-0T "Hamra" were positioned for photography. 2-4-2T "Vira" was receiving an overhaul and further locomotives will arrive in due course.

FINLAND

A visit to the Forssa depot of the Jokioisten Rautatie in September 1966, produced one of their two 750mm gauge 2-6-2T's, the other being at Jokioinen. Diesel traction normally works the traffic. However, steam is still used on the Hyvinkää-Karkkila Rautatie of the same gauge. A trip was made behind and on wood-burning 2-8-2T No.4, two of the party riding on the footplate until the stock of wood was depleted, and then three at a time. Restocking of wood took place half-way along the 28-mile line, the locomotive burning a tremendous quantity of fuel with its heavy train. The preserved 750mm gauge 2-8-0 was seen at Lahti; at Tampere a 750mm gauge 0-6-2T is preserved in a local park, and four derelict narrow gauge locomotives were noted at Eskola.

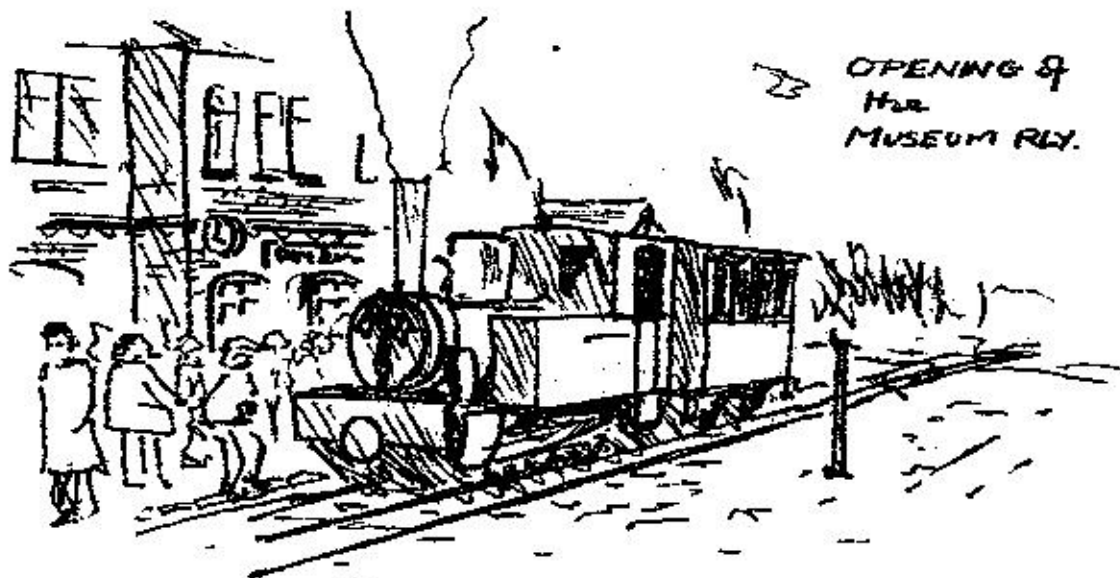
YUGOSLAVIA

The 600mm gauge Gostivar-Ohrid line is, alas, closed, and the locomotives are reported lying at Gostivar. At Easter last, heavy traffic was noted on the metre gauge at Čačini, with four Krauss 0-8-0T 50.51 series and Corpet Louvet 0-8-2 tender No.21.00 (1613/23 or 25). However, it is reported that certain passenger services from here were withdrawn as from 1st August, though still featuring in the timetable. The Prijedor-Srmetica section was also busy at Easter, with UNRRA 0-8-0 (19 Class) Nos. 6, 10, 32 and others. 2-6-2's 73.006 and 017 were noted at Slavonski Brod. Later in the year, No.80.81, the 0-12-0T at Oraheovica was under repair in the quarry, which was being worked by "Jadran", an OK 0-4-0T. The branch to the JZ was worked by "Ivica", a Krauss 0-8-0T, which ran up and down all day.

AUSTRIA

At Easter 1966, the lines based on Gmünd were carrying a very flourishing traffic. The situation remains as described in Mr. Hoare's Guide, but it may be worth noting that passengers are carried on the goods Gmünd-Alt Nagelberg (about 13.15) that forms the advertised 14.30 Alt Nagelberg-Heidenreichstein, and is steam-hauled. The Steiermärkische Landesbahnen have purchased 2-8-2T 93.1420 from the ÖBB for approximately £3,000, to replace the 130 Class 2-6-2T on the Gleisdorf-Weiz line. The narrow gauge section from Birkfeld to Ratten is likely to close very shortly, as is the part of the Murtalbahn from Tamsweg to Mauterndorf. On the Weiz-Birkfeld section, diesel locomotives are likely to replace steam, but Unzmarkt-Tamsweg should be worked only by steam locomotives with observation coaches.

Acknowledgements for information are due to W. Zeunert, F. Jones, S. Gradidge, J.H. Price, P.M. Kalla-Bishop, J. Morley, O. Bamer, E. de Backer, FACS, AMUTRA.



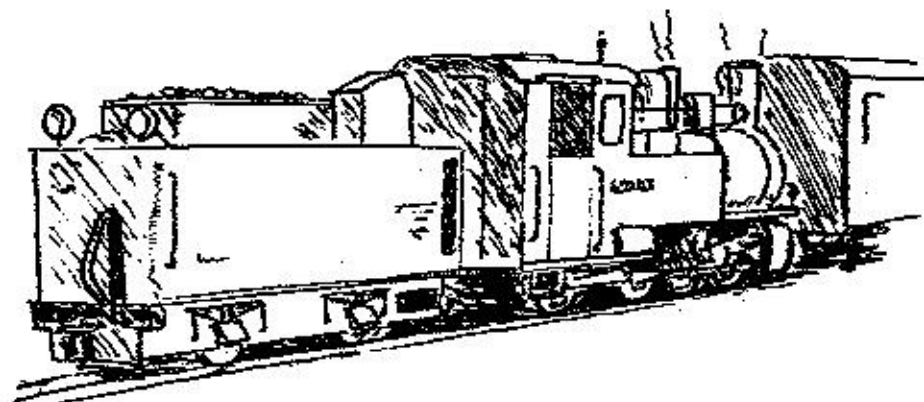
DEUTSCHER KLEINBAHN VEREIN

by E.A.S. Cotton

Some way south of Bremen is the small town of Hoya, from which the former Hoya-Syke-Asendorf private railway used to run its metre gauge system. (See C.R.J. No.3, Autumn 1963.) Most of the old tracks have now been converted to standard gauge, and three years ago a new title was adopted for the railway - "Verkehrsbetriebe Kreis Grafschaft Hoya". However, the branch from Bruchhausen-Vilsen is still metre gauge, and a section of 3km. from there to Heiligenberg is run by the "Deutscher Kleinbahn Verein", a group of amateurs. The track runs through delightful wooded country and at Heiligenberg, though there is no station, a large board between the railway and a busy main road proclaims the message "Erste Deutsche Museumseisenbahn - Bhf. Heiligenberg". For those in dire need of mod. con. and solid or liquid refreshment, a well-equipped restaurant across the road caters adequately for all requirements. As will be seen from the notice, the title Museum Railway has been adopted, and at present the motive power is one of the six original locomotives - 0-6-OT No.33 (Hanomag 3344/99), in livery of black for the boiler, green for the cab and red for underframe, wheels, motion and buffer bars. This engine originally carried the name "Bruchhausen" and it is still possible to see where the plate was fixed; it may be restored. Another of the original locomotive stud is in a shed at Syke. This is No.31 "Hoya", similar to No.33.

At the moment, coaching stock on the Museum Railway consists of two vintage coaches, one a bogie ex Mosbach-Mudau, and the other a four-wheeler, and a conventional n.g. van in brick red. When the system is in use, tickets are obtainable at Bruchhausen-Vilsen. It is hoped in the future to extend services a few kilometres more beyond Heiligenberg.

On 27th August, a special train was run for the R.C.T.S. and the Eisenbahnfreunde Bremen, the latter making the arrangements with the Deutscher Kleinbahn Verein. The weather was sunny, and with excellent organisation and liquid refreshment served en route, the run was perfect. This is a line well worth visiting, and it is easily found on the map supplied with the D.B. Kursbuch for Northern Germany.



699.03

I have very fond memories of 699.03. It may be because she was the first continental steam locomotive I ever rode on; or because the encounter was unexpected; or it may be because she was different from the start; after all, narrow gauge tender locomotives are not all that common in Europe.

The time was August 1956, the place Zell-am-See in Austria during one of the worst bouts of flooding for years. Torrential rain had contributed to a somewhat adventurous journey up the Ziller Valley over a very much disorganised Zillertalbahn and thence over the Gerlos pass to Krimml, near the head of the Salzach Valley. The Salzach, too, was in swirling flood, Krimml (ÖBB) was deserted and, no, they were sorry to say that no trains were running.... but there was an ÖBB bus that was going to try and reach Zell. It did, but only after a precarious journey through floods that had ripped out a complete section of the narrow gauge ÖBB branch. After that there did not seem much hope of any trains, but we did wander down to Zell depot to see if anything was happening.

Something obviously was! A plume of steam rising vaguely into the windless air proved to belong to a neat tender locomotive coaling up outside the running shed, and that was the start of one of the most enjoyable days I have ever spent on the narrow gauge. 699.03 was due to take a works train up to the break, the yard master courteously agreed to attach a coach for our use and to allow me into the cab, and a good time was had by all.... all of which perhaps, explains my predilection for the locomotive.

699.03 was a comparatively modern locomotive, one of a standard design built in both tank and tender form by Franco-Belge in 1944-5. The class was built to German order for the "heeresfeldbahnen", the 750mm gauge military railways. Most completed locomotives were used on existing 750/760mm gauge lines within German-occupied territory, and after the war several Austrian lines acquired examples as reparations. The ÖBB got seven, three tender locomotives (FB 2818/22/56) which it numbered 699.01-3, and four tank locomotives (FB 2817/9/21/57) numbered 699.101-4. Some are still in existence, but with the onset of dieselisation they will not last long.

At the time I knew her, however, 699.03 was definitely the pride of Zell shed. She was, said the driver proudly, the strongest engine they had, and could pull anything you cared to put behind her. Furthermore, the fireman added, she was easy to fire, clean in running and her mechanical equipment was very satisfactory. The injectors particularly, as he showed by rapidly twiddling one on and off, worked like a dream (one rather gathered that those on some other engines were not so obliging). The cab was roomy, with a right-hand driving position, and flap seats for driver and fireman, and the square solid boiler-backhead gave off aromas redolent of light railways the world over. She hunted a bit with a load behind the tender, but made light of the wagons of rubble that formed her train and seemed well-liked by her crew. So I was sorry to find recently that she had been transferred to spare-engine duty on another line altogether. Somehow, it seemed wrong.

W.J.K.D.

PUBLICATIONS RECEIVED (Continued from Page 2)

DIE GYSEV by Hans Sternhart. 96 pages 6" x 8", 50 photographs, 3 maps, 142 sketches. Published by Verlag J.O. Slezak, Wien. (See special offer below.)

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