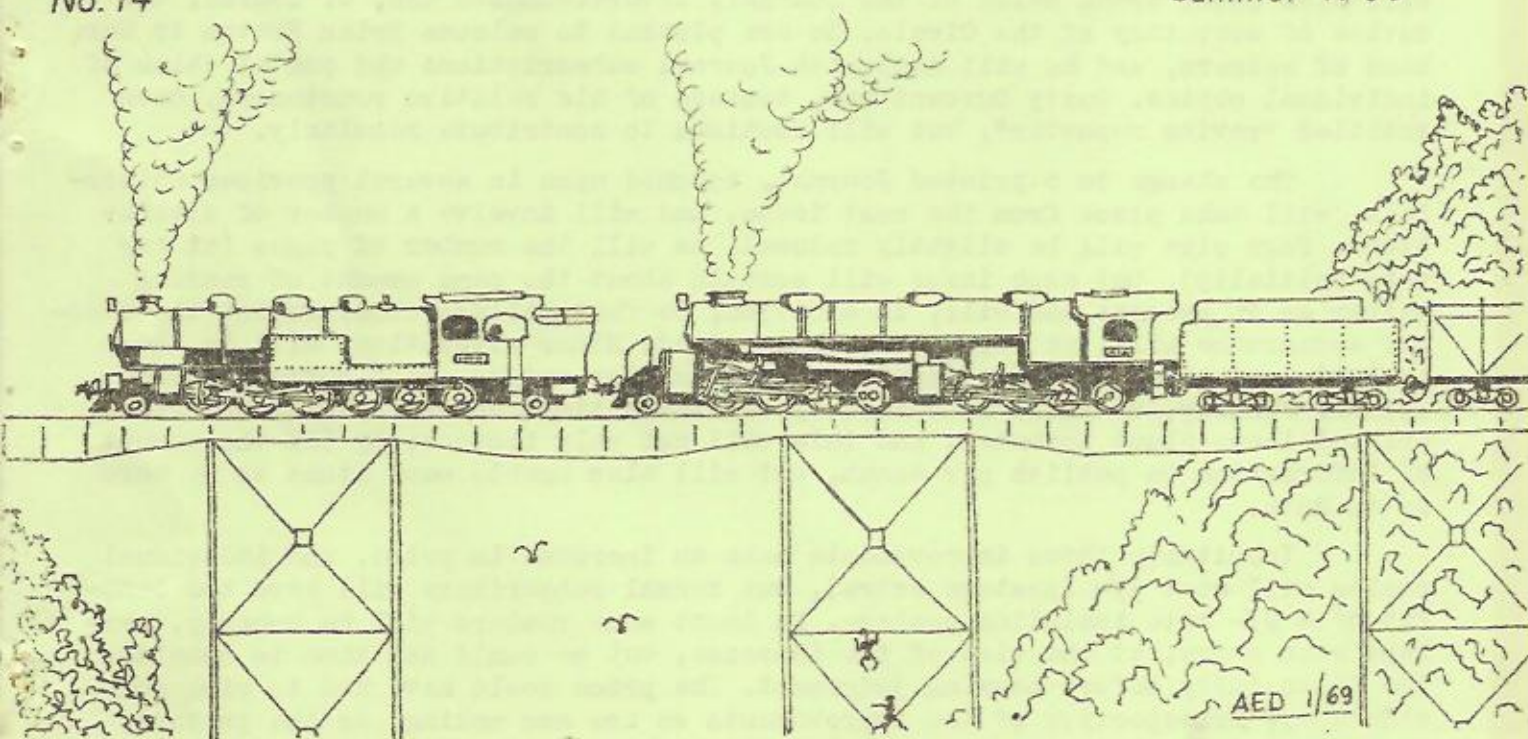


CONTINENTAL RAILWAY JOURNAL

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THE CONTINENTAL RAILWAY JOURNAL

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This editorial is exceptionally lengthy, mainly because numerous developments have to be reported. First, however, we would thank all those subscribers who renewed promptly on receipt of Journal No.13; the number of defaulters is gratifyingly few, and we trust that the same will apply now that subscriptions are again due.

Next we must draw attention to changes in the Journal team. All main line contributions (news and articles) should now be sent to John Snell, whilst Keith Davies will continue to deal with minor railways. General editorial matters not falling into either of these categories should be addressed to Lance King, who will also cover trade sales of the Journal, advertisements and, of course, the duties of secretary of the Circle. We are pleased to welcome Brian Seaton to our band of helpers, and he will deal with Journal subscriptions and postal sales of individual copies. Dusty Durrant has, because of his relative remoteness, been retitled "roving reporter", but will continue to contribute regularly.

The change to a printed Journal, touched upon in several previous editorials, will take place from the next issue, and will involve a number of alterations. Page size will be slightly reduced, as will the number of pages (at any rate initially), but each issue will contain about the same amount of reading matter as at present and will, in addition, be fully illustrated, whilst the overall appearance will, we hope, be much improved. Minor alterations will be the inclusion of advertisements (apply to Mr. King for rates) and a correspondence column. Finally, we shall in future appear three times annually, with the first printed issue about November, and this will not only increase by 50% the amount of information we publish per annum, but will also enable news items to be more up to date.

Inevitably these improvements mean an increase in price, and individual copies will cost 3/- (postage extra), but annual subscribers will have the benefit of a 9/- rate including postage. No doubt some readers will be unhappy, perhaps even angry, at the size of the increase, but we would ask them to consider the facts fully before passing judgement. The price would have had to rise considerably, irrespective of the improvements we are now making, as the present duplicated Journal is totally uneconomic at 1/-. No.13, for example, cost much nearer 1/6d per copy to produce, and the rate has only been held at 1/- because of the impending change to a printed publication and the desire to avoid two increases in quick succession. Furthermore, despite the increase, we believe that the price compares favourably with that of other specialised publications.

There is one further snag. To make the new Journal viable at the prices quoted, we shall need to increase circulation by not far short of 100%. We are

also planning, as soon as possible, to provide more pages per issue, and perhaps to appear four times per annum, which will require an even bigger increase in circulation. However, we are confident that this can be achieved, for not only is there an expanding interest in foreign railways, but publicity for the Journal, which has always been at a low level, will be considerably stepped up, whilst by offering a trade discount to shops and recognised railway societies, we should be able to enter new markets. Nevertheless, there is no substitute for personal recommendation and we therefore appeal to all existing readers to introduce the Journal to their friends. Enclosed with this issue you will find a subscription form on buff paper; please give it to a non-reader of the Journal, and make sure that he uses it! (Most postal subscribers will find, in addition, a blue subscription form for their own renewal - see below.)

Renewal of Postal Subscriptions

The subscriptions of almost all postal subscribers to the Journal expire with this issue and a renewal form is enclosed. This is the blue form with a serial number in the bottom right-hand corner; the buff form also enclosed is to enable you to enrol a new reader to the Journal (see above). The arrangements for renewal are somewhat different from previous occasions, so please read the instructions on the form carefully; and please renew promptly. A few readers are in credit at the present time and, where this applies, the amount is indicated on their form, so that it can be deducted from the 9/- now due.

PUBLICATIONS RECEIVED

INDUSTRIAL LOCOMOTIVES OF WESTERN FRANCE - Compiled by K.W. Clingan, edited by N.A. Noodle, for the Industrial Railway Society; 40 pages 8½" x 5½", 1 map, 12 photographs, 2 drawings. Obtainable from V.J. Bradley, 20 Graham Avenue, Great Sutton, Wirral, Cheshire, L66 3PT, price 5/- post free.

This is the fourth to appear of the projected series of six Pocket Books devoted to French industrial locomotives. It lists all known locomotives, past and present, in seventeen Départements, broadly the area covered by the Région Ouest of SNCF. It is in the usual IRS format and maintains the previous high standard.

RUSSIAN STEAM LOCOMOTIVES by H.M. Le Fleming and J.H. Price; 112 pages 9½" x 6", 1 colour plate, 77 photographs: published by David & Charles, price 50/-.

This is a new edition of a book first published by John Marshbank in 1960. It is virtually a straight reprint, the only obvious differences being the adoption of a plastic binding and the inclusion of two pages of additions and amendments to the original text. That so little alteration has proved necessary is doubtless due in part to the difficulties of obtaining information from behind the Iron Curtain. Much more, however, is it due to the essential accuracy of the original volume, which has become accepted as the standard work on the subject so far as the English language is concerned. Its reappearance after an absence of some years will be welcomed by all who have been searching fruitlessly for a copy of the earlier edition, though the increase in price of 100% does seem somewhat excessive.

(Continued on Page 19.)

INDONESIAN STATE RAILWAYS (P.N. KERETA API) LOCOMOTIVE LIST

Continued from Journal No.13, pages 15-16.

<u>Type</u>	<u>Builder</u>	<u>Date</u>	<u>Class</u>	<u>Running Nos.</u>	<u>No. in service</u>	<u>No. in store</u>	<u>Total</u>
<u>A. 3' 6" gauge; Java and Madura (Cont'd)</u>							
<u>(i) Tank engines (Cont'd)</u>							
0-6-0T	Werkspoor) Hartmann)	1890	C15	1-10) 11-19)	1	13	14
0-6-0T	Hartmann	1899	C16	1-7	4	-	4
0-6-0T	Hartmann	1899	C17	1-5	3	1	4
0-6-0T	Hartmann	1908	C18	1	1	-	1
0-6-0T	Hartmann	1899	C19	1-12	5	4	9
0-6-2T	Hartmann	1903	C20	1-10	4	-	4
0-6-0T	Krauss	1903	C21	1-2?	4	1	5
0-6-0T		1905	C22		1	-	1
0-6-0T	Hartmann	1908	C23	1	1	-	1
2-6-2T	Werkspoor	1909	C24	1-15	12	1	13
0-6-0T	Hanomag	1913	C25	1-5	4	1	5
0-6-0T		1880	C26		8	-	8
4-6-4T	Winterthur) Werkspoor) A. Whitworth)	1919	C27	1-14) 15-34) 35-39)	37	2	39
4-6-4T	Henschel) Hartmann) Esslingen)	1921	C28	1-30) 31-45) 46-58)	58	-	58
0-6-0T	Hanomag		C29	1-2	-	-	-
2-6-2T	Hohenz.) Borsig)		C30	1-12) 13-21)	-	-	-
0-6-0T	Hartmann	1898	C31	1-20	4	8	12
0-6-0T			C32		2	-	2
2-6-6-0T	Hartmann) Schwartzk.) Werkspoor)		CC10	1-13, 20-23) 14-19) 24-34)	28	5	33
0-8-0T	Hartmann	1913	D10	1-11	4	2	6
0-8-0T	Hohenz.	1913	D11	1-11	10	1	11
0-8-0T	Hohenz.	1922	D13	1-3	-	-	-

<u>Type</u>	<u>Builder</u>	<u>Date</u>	<u>Class</u>	<u>Running Nos.</u>	<u>No. in service</u>	<u>No. in store</u>	<u>Total</u>
2-8-2T	Hanomag Werkspoor }	1931	D14	1-12 } 13-24 }	23	1	24
0-8-0T	Hanomag	1931	D15	1-5	3	-	3
0-8-0T	Borsig	1912	D16	1-11	4	1	5
0-8-0T	Hartmann	1913	D17	1-2	1	-	1
2-12-2T	Hanomag Werkspoor }	1912	F10	1-16 } 17-21 }	17	1	18
					373	103	476

(ii) Tender engines

2-4-0	Sharp St.	1880	B50	1-14	11	-	11
4-4-0	Werkspoor }						
	Hanomag }	1900	B51	1-37	22	6	28
	Hartmann }						
0-4-0	Hartmann	1909	B52	1-27	18	2	20
4-4-0	Hartmann }	1912	B53		11	-	11
	Werkspoor }						
4-6-2	Hartmann }		C50	1-5, 8-11 }	-	-	-
	Winterthur }			6-7 }			
4-6-0	Beyer P.	1913	C51	1-10	9	1	10
	Werkspoor }						
4-6-0	Henschel }		C52	1-5, 11-15 }	-	-	-
	Beyer P. }			6-10 }			
				16-20 }			
4-6-2	Werkspoor	1919	C53	1-20	14	3	17
4-6-0	Hartmann }	1922	C54	1-13, 20-23 }	4	-	4
	Beyer P. }			14-19 }			
2-6-6-0	Werkspoor }	1928	CC50	1-8, 19-24 }	26	4	30
	Winterthur }			9-18, 25-30 }			
2-8-0	Hanomag }	1914	D50	1-6, 29-30 }	11	2	13
	Hartmann }			7-12 }			
	Winterthur }			13-20 }			
	Werkspoor }			21-28 }			
2-8-2	Hartmann	1920	D51	1-10	9	1	10
2-8-2	Krupp	1951	D52	1-90	90	-	90
2-8-8-0	Alco		DD50	1-8	-	-	-
2-8-8-0	Alco	1920	DD51	1-12	4	6	10

Type	Builder	Date	Class	Running Nos.	No. in service	No. in store	Total
2-8-8-0	Hanomag Hartmann Werkspoor)	1924	DD52	1-3 } 4-6 } 7-10)	8	1	9

237	26	263
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B. 60cm. gauge: Java and Madura

0-6-0T	Hartmann	1915	TC10	1-15	12	3	15
0-8-0T	Werkspoor	1926	TD10	1-3	3	-	3
					15	3	18

C. 3' 6" gauge: South Sumatra

0-4-0T		1899	B16		1	-	1
0-4-2T	Sächsische	1900	B22		1	-	1
2-4-0	Sharp St.	1880	B50		3	-	3
4-4-0		1907	B51		5	-	5
2-6-0T	Hartmann	1879	C11		10	-	10
2-6-2T		1929	C30		23	-	23
4-6-2		1911	C50		15	-	15
2-8-0		1914	D50		39	-	39
2-8-2	Krupp	1951	D52		10	-	10
					33	-	33
Tank					72	-	72
Tender					105	-	105

D. 3' 6" gauge: West Sumatra

2-6-0T		1926	C11		3	-	3
0-6-0T		1899	C19		2	-	2
2-6-2T		1930	C30		3	-	3
0-8-2T		1913	D18		3	-	3
0-10-0T		1921/64	E10		24	-	24
2-12-2T		1916	F10		8	-	8
					61	-	61

<u>Type</u>	<u>Builder</u>	<u>Date</u>	<u>Class</u>	<u>Running Nos.</u>	<u>No. in service</u>	<u>No. in store</u>	<u>Total</u>
E. 75cm. gauge: North Sumatra							
2-4-0T		1884	B		1	-	1
0-4-4-2T		1884	BB		3	1	4
0-4-4-2T		1962	BB		4	-	4
0-6-0		1904	C		12	5	17
4-6-0		1923	C		1	1	2
2-6-0		1962	C70		6	-	6
2-8-0		1930	D		10	-	10
					37	7	44
TOTALS							
Java & Madura					610	129	739
South Sumatra					105	-	105
West Sumatra					61	-	61
Total 3' 6"					776	129	905
60cm.					15	3	18
75cm.					37	7	44
Total steam					828	139	967
Diesel					258	-	258
Grand total					1086	139	1225

Arising from the first part of this Indonesian locomotive list, which appeared in Journal No.13, a letter has been received from one of our Netherlands readers, Mr. Brettschneider of Voorburg. He points out that the Class B12 0-4-0T are stated to have been built by Werkspoor in 1884, whereas that firm did not start building locomotives until 1899, with a series of 10 machines for the Nederlandsche Zuid-Afrikaansche Spoorweg Maatschappij. He assumes that the error is due to the Staats Spoorwegen practice of giving the date when a class was first introduced, the same considerations applying to Class B20. It was realised that the list contained some ambiguous information, as well as being incomplete in certain particulars, but it was felt that, in view of the great interest of its contents, it should nevertheless be published. If any of our readers can supply additional or amending information, we shall be very pleased to receive it.

The cover drawing depicts an Indonesian State Railways 2-12-2T piloting a 2-3-8-0 compound Mallet through the Javan jungle.

STEAM IN GERMANY 1968-69

Compiled by G.J. Hoare

The following notes have been compiled from various sources and are based on visits made during last year and this. Train times shown are for the winter 1968-69 Kursbuch and, whilst not entirely valid for the coming summer, they should provide a reasonable guide as to when steam can be found. Anticipated alterations to steam diagrams are mentioned, but these are based entirely on what, it is hoped, is well-informed rumour. It should be emphasised that passenger trains which are steam-hauled on Mondays to Fridays quite frequently appear with diesels on Sundays and, to a lesser extent, on Saturdays. Obviously the information is not exhaustive, and changes are constantly taking place. We look forward to receiving additional information from readers; this will be published in the next issue, either in Notes and News or, if the quantity is sufficient, as a supplementary survey.

Throughout this survey, Kursbuch table Nos. are shown in brackets. We start in the extreme north:-

(112) Hamburg - Westerland should still have 01.10s on the E-trains.

(110) Hamburg - Büchen - Berlin: The 3 daily trains now have DR 01.5 pacifics in place of the former 03s. (110a) is on the same route as far as Büchen; formerly worked by push/pull-fitted 78s, but now superseded by diesels.

(218) Osnabrück - Bremen - Hamburg: Since electrification the enthusiast can no longer see 45 or more steam-hauled trains in a 10-hour stint. He can, however, still observe the occasional steam-worked freight, whilst at Christmas 3 passenger trains were also steam.

(223) Münster - Rheine - Norddeich: 01.10s work all expresses, 23s appear on some of the lesser passenger turns in the Emden area, whilst freights have 41s, 44s and the occasional 50. An interesting freight from Emden passes Salzbergen at 15.57 hauled by two 44s. Recommended photographic spots are at Leschede, Lingen (both north and south of the station) and Lathen.

(223b) Emden West - Aussenhafen branch is worked by 82 class 0-10-0T, though 23s have also been reported. The service is very sparse in winter, but there are 7/8 daily passenger trains in summer.

Aachen - Watch out for the 50 which regularly seems to bank the Wien - Ostend Express.

(245) Aachen - Mönchengladbach, now electrified, still has ~~some~~ steam working up the bank from Herzogenrath on the heavy coke trains (approx. 9.00 and 17.00) with a 50 on the front and 1 or 2 bankers. One hopes a 55 might still bank; on shunting they can still be found at Rheydt, Duisburg and Hohenbudberg (244a).

Wuppertal-Vohwinkel - 94 class on shed and yard.

Porz-Gremberg - 55s (at least 4) shunt the yard, with 50s on shed.

(232) Paderborn - Altenbeken - Kassel: The only steam passenger working on this route is the 44-worked 14.33 Altenbeken to Paderborn (Mo-Sa). Freights are more prolific, again with 44s. However, quoting times is problematical, as reports from different correspondents show little agreement. Freights up the bank from Paderborn come in batches of 2-3 trains at approx. 8.30-9.30, 11.30-12.30 and 16.00-17.00, the gaps being occupied by V160 and V200-hauled passenger trains. On the Kassel side the freights appeared more evenly spread round the clock. There are good photographic spots between Neuenbeken and Altenbeken.

(238) Warburg - Brilon Wald - Hagen: On this line personal observations conflicted considerably with information given in the booklet "Dampfgeführte Reisezüge der D.B.", as follows:- 11.02 ex-Warburg was 23, and departures Brilon Wald to Hagen at 12.27, 13.38, 16.48 were diesel, 17.13 being 23, and 17.46 Fronenberg to Hagen diesel. In the other direction, Hagen dep. 11.13, 12.45, 13.10, 15.57 were diesel, whilst the 16.29 Schwerte - Bestwig and 16.28 Bestwig - Warburg were 23. For information on this line it is worth tackling the shed boss at Bestwig, who seems used to being asked odd questions in even odder German.

(238d) Winterberg branch. Not much snow left here by the time this gets in print, but steam could still be working on Bestwig dep. 9.45 and 17.25 (also 11.29?), and Winterberg dep. 11.10, 13.18 (to Meschede) and 19.09. All workings are 23 and Mo-Fr only. The steepest grade is from Siedlinghausen (462m.) to Winterberg (655m.) in 10km.

(198) Kassel - Volkmarsen & Korbach. 50s are supposed to work most of the non-railcar short workings on this line.

(192) Bebra - East Germany. A good line for the DR 01.5 pacifics working hard from Bebra to the photo-spot summit at Homebach, a typical summer day's bag being 12 passenger trains, plus the occasional DR 44 amongst the many V160-hauled freights.

Travelling eastwards parallel to the E. German and Czechoslovak frontiers, we come to Schweinfurt, a good steam shed supplying various lines in the area, and the base for the remaining two 98 class 0-8-0Ts, recently displaced from the Königshofen branch by a V100. Passenger steam trains are hard to trace, so try the shed master first. There are the following, however:-

(418c) Schweinfurt - Kitzingen - Etwashausen. 50s on the non-railcar workings.

(418f) Bad Neustadt - Bischofsheim, a part roadside line, with railcars on passenger trains, but a 78 (or 50) on the freight which leaves Bad N. at about 8.30 and returns about 11.20.

Coburg is the junction for four branches, has a shed which houses the 50, 65 and 86 classes, and friendly staff. Some non-railcar workings however are V80 hauled.

(419b) Coburg - Neustadt. Dep. Coburg 6.45 (65, Mo-Sa), 13.41 (86, Mo-Fr), 16.25 (86, Mo-Sa), 17.22 and 18.45 (50, Mo-Fr). Dep. Neustadt 6.05 & 7.15 (86/65, Mo-Sa), 14.24 and 16.57 (86, Mo-Fr), 17.53 & 19.16 (50, Mo-Fr).

(419c) Coburg - Ebersdorf - Fürth am Berg. Dep. Coburg 13.44 (86, Mo-Sa), 17.50 (86, Mo-Fr) and dep. Fürth 6.06 and 16.46 (86, Mo-Sa).

(419e) Coburg - Rossach. Dep. Rossach 6.06 and dep. Coburg 17.19 (86, Mo-Fr).

(419f) Coburg - Rodach. All 86; Coburg dep. 5.47 (Mo-Fr), 11.45 (Sa), 13.37 (Mo-Sa) and 17.26 (Mo-Fr). Dep. Rodach 6.45 (Mo-Fr), 12.50 (Sa), 14.21 (Mo-Sa) and 18.07? (Mo-Fr).

Next we move on to perhaps the best main line left in Germany:-

(419) Lichtenfels - Hof. Power is provided by rebuilt and unrebuilt 01s, with the occasional 50. For photography there are the heavily-graded section Neuenmarkt to Marktschorgast, which is hemmed in by pine trees and/or rock cutting, and the more open, though easier-graded section to Falls. All trains are steam with the exception of those to Bayreuth. There is no freight, this going via Marktredwitz. The following are passing times at Marktschorgast, all 01 except where shown:- To Hof - 7.16 (50), 9.05, 12.44, 12.58, 14.49 (50), 15.15, 17.01, 18.29, 21.06, 22.38. To Lichtenfels - 7.12, 7.48, 9.05, 12.58 (50), 13.41, 13.54, 14.31, 16.36, 18.46, 20.12, 21.05. Whilst in this area one might see the unusual (though non-steam) branch train from Falls to Gefrees - operated by V60 six-

coupled diesel and one 4-wheel passenger coach. Is the latter the last of its type in regular use on the DB?

In the same area "Reisezüge" quotes steam on the following, though these have not been confirmed by personal observation:-

(421) Nürnberg - Marktredwitz. 01 on 18.17 Nürnberg - Hof and 7.08 Hof - Nürnberg, and 64 on 6.14 Pegnitz - Bayreuth.

(421a) Weiden - Grafenwöhr - 64 on early morning train.

(421f) Bayreuth - Weiden - Most non-railcar workings, Mo-Fr, are 64-worked.

(423) Nürnberg - Schwandorf - Nürnberg dep. 5.35 (to Amberg), 12.42 & 17.16 (to Neukirchen) and 15.09 (to Schwandorf); Nürnberg arr. 5.42 & 7.32 (from Amberg), 16.39 & 17.35 (from Neukirchen) and 13.40 (from Schwandorf).

(425) Hof - Regensburg. 5.21, 8.11 & 17.57 (01s) from Hof, 10.40 (50) from Weiden and 15.48 (01) from Marktredwitz to Regensburg. From Regensburg at 11.06, 13.22, 16.13, 23.07 (01s) to Hof, and 17.34 (50) to Schwandorf. On branches off this line:-

(425d) Weiden - Eslarn - 64s on the 2 non-railcar workings.

(425e) Weiden - Neukirchen - 50 on the one each way non-railcar working.

(425f) Reuth - Erberndorf - Reuth dep. 5.58, 12.20, 16.43, 18.25 and Erberndorf dep. 5.34, 6.23, 7.50, 11.14, 13.24, 16.20 & 17.51 - all 64s.

(425g) Wiesau - Waldsassen - Wiesau dep. 17.10 and Waldsassen dep. 6.13, 7.53 & 16.32 - all 64s.

(425n) Holenbrunn - Leupoldsdorf - 64s on all non-railcar workings.

Within easy reach of Nürnberg are the following four branches:-

(416a) Fürth (Bay) - Markt Erlbach - 64s on all trains (10 approx.)

(420a) Nürnberg - Untermbibert - Rügland - 86 on Nürnberg dep. 17.16, returning at 7.25 the following morning.

(417e) Burgthann - Allersberg - 86s on all trains.

(417g) Neumarkt - Beilngries - 86s on all trains.

Final reports of DB steam before coming to the Austrian frontier are:-

(426) Bayerisch Eisenstein - Plattling - Landshut. This includes the interesting-looking (from the map) section from Deggendorf to Gotteszell. Dep. Bayerisch E. 7.14, 15.11 and 18.00 (Su only) to Plattling (50s) and dep. Plattling 11.25 (50) & 19.52 (Fr only, 64) to B.E. Plattling dep. 5.37 (64), 7.28, 15.03, 19.06 (Su only) & 19.24 (38s) to Landshut. Landshut dep. 8.08, 13.58, 18.41, 20.49 (38s) and 17.55 (64) to Plattling. Finally, when in this area, do not overlook the Deggendorf to Metten branch (426d) of the Regentalbahn. Not DB, but the twice-daily working by the private O-6-OT at 6.49 and 17.15 from Metten is well worth seeing.

Next we move to south-west Germany - the popular tourist area of the Black Forest. Unfortunately steam does not traverse the areas of most spectacular scenery, but it does pass through a pleasant and photogenic countryside. Starting at Ulm we find the last regular runs by 03s on the Friedrichshafen line (306). These are Ulm dep. 6.46 (to Biberach), 12.16 (to Friedrichshafen, Sa only) & 15.19 (to F'hafen), there also being a 50 departing at 14.40. 03s arr. at Ulm at 8.17 & 19.48 from F'hafen. There is also an 03 diagram from Ulm, dep. 17.45 to Schelklingen, returning at 19.34 (307). Whilst in the area look in at the narrow gauge Bad Schussenried - Buchau line. With its diesel transferred to Beilstein, it is left in sole charge of an O-10-OT, which will work the early morning/late afternoon freights until closure at the end of May, then the lifting train.

(307a) Sigmaringen - Balingen - Tübingen had 38s on the 11.14, 12.17, 16.42, 17.17, 17.30 & 20.26, whilst the 18.49 had a 64, all these being departures from Tübingen. Arrivals at Tübingen were 6.57 (64), 7.32, 9.56, 12.03, 15.34, 19.11 & 22.21 (38s). Near Tübingen is the Metzingen - Urach branch (325b), with 64s on most of the non-railcar workings.

(325f) Tübingen - Horb has 38s on most of the non-railcar workings at start and end of the day, with a 64 on one train.

(308) Böblingen - Horb - Rottweil - Tuttlingen: Southbound, trains dep. Böblingen 12.10 (38, Sa only), 13.34, 14.42, 16.30 (38s), & 16.40 (50); dep. Horb 6.05, 7.48, 14.58 & 18.14 (38s), with freights at 9.15, 10.26 & 14.05; dep. Rottweil 6.25 & 16.04 (38s). Northbound, trains dep. Tuttlingen 11.09, 12.28 (Sa only), 17.13 & 19.24 (38s); dep. Rottweil 6.11, 11.51, 13.11 (Sa only), 16.23 & 20.49 (38s); dep. Horb 7.13 (38 & 50) to Eutingen; and dep. Eutingen 10.47, 12.57 & 19.06 (38s). Also seen at Horb was a freight at 11.54 from Rottweil.

(308a) Rottweil - Villingen - Dep. Rottweil 12.31, 16.43, 17.14 & 19.51; dep. Villingen 12.15, 16.32 (Sa only), 18.40 & 20.09. (All 38s.)

(302d) Eutingen - Freudenstadt - Arr. at Freudenstadt 6.27, 8.04, 15.54 (38s) and 8.53 (Su only), 9.09 (Mo-Sa) (50). Dep. Freudenstadt 7.25, 10.15, 12.18, 18.26 (38s) and 15.40 (Sa), 17.23 (Su-Fr) (50).

(302e) Freudenstadt - Hausach - Dep. Freudenstadt 6.36 & 8.12 (to Offenburg), and arr. at Freudenstadt 10.12 & 18.43 (from Offenburg.) (All 38s.)

Our next move northwards is to Aalen, with four steam lines radiating therefrom. The busiest is:-

(324) Schorndorf - Aalen: At present all services are 78-worked (with the odd 50) excepting those shown as railcar and the through D-trains. However, be warned that it is rumoured the line will go diesel from the Summer timetable.

(324) Aalen - Nördlingen: Dep. Aalen 8.12, 13.15 & 17.09; dep. Nördlingen 5.17, 6.18 & 15.48 - rather sparse compared with the Schorndorf line.

(324a) Aalen - Ulm is poor, dep. Aalen 9.57 (23) & dep. Ulm 11.01 & 15.17 (23s). Aalen - Crailsheim is better, most trains with the exception of all the D and some of the E-trains are 23-worked, though more diesels seem to be infiltrating. An interesting event occurs at Schwabsberg at 16.25, when the 78-hauled all stations from Aalen is overtaken on this single line track by the 23-hauled Ulm to Crailsheim.

Crailsheim has a good shed with pleasant staff. There are plenty of 23s, with some 50s for freight.

(323c) Crailsheim - Schwäbisch Hall - Heilbronn: Nearly all non-railcar trains are 23-hauled.

(324b) Crailsheim - Lauda is supposed to have 23s on most workings, with 64s on the Lauda - Bad Mergentheim shorts. Also from Lauda there are 23s on some slow trains to Würzburg (322), whilst the line to Wertheim (324c) should have 50s & 64s. (416h) Miltenberg - Wertheim has mainly railcars, but the 3 E-trains each way are supposed to be 23 or 50 hauled. Thence the pleasant rambling cross-country line from Miltenberg to Aschaffenburg (416d) is mainly 50 with some 64s, though the latter are not expected to last long.

Heilbronn is another good steam centre, but the 38s are being gradually replaced by 23s.

(319a) Heilbronn - Eppingen: Most trains 38 or 64.

(321) Heilbronn - Heidelberg: Mostly 23s or 38s. Dep. Heidelberg 11.28, 17.10, 18.23 & 21.37 to Heilbronn, 17.23 to Osterburken; arr. Heidelberg 9.51 & 15.12 from Heilbronn, 8.21 & 18.50 from Osterburken.

(321a) Heilbronn - Heidelberg via Sinsheim has a sparser service, with 23s, 38s or 50s. Dep. Heidelberg 9.06, 12.46, 16.33, 17.01 & 18.43; arr. Heidelberg 8.01, 11.37, 13.40 & 20.13

(322) Heilbronn - Osterburken: Dep. Heilbronn 6.13 & 17.10 (64s), 18.25 (38), 18.55 (64) & 21.37 (38); arr. Heilbronn 6.16, 6.48 & 7.32 (64s), 9.23 (38), 13.12 (64) 18.06 & 22.13 (38 or 64).

It will be noted that the line from Heilbronn to Bad Friedrichshall carries the services (321), (321a) and (322); unfortunately, whilst the steam service is good, the same cannot be said of the scenery.

A few miles northward we come to the main stamping ground of the 65 class 2-8-4Ts. They are large in size though small in number and seem likely candidates for early replacement by diesels.

(315b) Weinheim - Würth: All non-railcar workings (4 daily Mo-Sa) worked by 65s last summer.

(317f) Darmstadt - Wiebelsbach - Erbach: Most if not all non-railcar workings are still steam, with 65 and 50 classes freely interchangeable, the latter working tender first in one direction. The commuter periods (early morning to Darmstadt and late afternoon return) are recommended as providing the greatest concentration of steam.

(196f) Giessen - Lndorf: Dep. Giessen 13.31 (50/65), 16.59 & 17.59 (50); dep. Lndorf 6.42 & 19.34 (50), 14.19 (50/65). All Mo-Fr/Sa only.

Our next move, a few miles northwards from Giessen brings us to Dillenburg, centre for 94 class 0-10-0Ts, which are retained for working the 1 in 17 graded Dillenburg - Biedenkopf line and also, more in the nature of a rest cure, the flatter Ewersbach branch.

(251a) Dillenburg - Biedenkopf: Dep. Dillenburg 4.43 (94), 6.28 (50) to Oberscheld, 14.41 (94) to Gonnern, 16.23 (94); arr. Dillenburg 6.26 & 7.38 (94s) from Gonnern, 7.11 (50) from Oberscheld, 14.34 (94), 16.15 (94) from Gonnern. Also to be noted is the 18.25 from Biedenkopf to Gonnern (thus there are two 94s stabled here overnight.) There is also a freight from Biedenkopf to Gonnern, arr. 9.15, dep. 10.00 back to Biedenkopf. Dillenburg - Ewersbach: Dep. Ewersbach 5.49 & 7.05 (50), 7.42, 14.01 & 19.44 (94s); dep. Dillenburg 5.55 (50), 6.50 13.24, 16.31 & 18.15 (94). Observed was a 94 on a freight to Dillenburg at Sibelshausen at 18.38 crossing another 94 on the 18.15 passenger ex-Dillenburg.

Moving finally but reluctantly towards Luxembourg, little has been reported about the complex of lines around Saarbrücken, though 23s are supposed to work many of the trains thence to Merzig and Saarlörsbach (265), whilst 44s and 50s presumably still appear on freight right through to Trier.

(263) Trier - Koblenz: There are reports that Ols are being drafted back onto this line, and steam has been seen on the following:- Dep. Trier 13.29 (23), 14.31 (01); dep. Koblenz 13.44 (01), 16.27 (23). However further information is needed. Despite the rather gloomy report in the last Journal, freight traffic appears to be healthy and is virtually all steam. On a representative weekday the following freights were observed near Bullay:- To Trier - 8.25, 9.10, 11.18, 12.10, 12.25, 13.00, 13.30, 14.20, 15.10, 15.45, 16.08, 16.35; to Koblenz - 7.45, 11.02, 13.20, 14.20, 14.55, 15.20, 16.05, 17.07. The bridge over the Mosel at Bullay is a fine photographic location (rail on top level, road below), but there are many other good spots along the valley. Sunday also sees quite extensive freight traffic - five in each direction at Bullay between 8.00 and 15.00 on a

NOTES AND NEWS

TURKEY

Visitors to Turkey are either very few, or else extremely reticent on their return, as these notes describing a visit to that country in October 1968 are the first we have published, certainly for many years, and possibly ever. The European section of TCDD is still diesel-free, apart from the Sirkeci to Edirne railcars shown as "mototren" on the diagrammatic timetable. The Istanbul electric multiple-unit suburban service is frequent and terminates at Halkali, 17 miles out on the main line to Edirne. All international trains arriving from the Greek frontier change engines at Halkali, and electric locomotive haulage takes the trains on to the Sirkeci terminal in Istanbul. There are three 2,200 h.p. Bo-Bo electric locomotives of French origin which perform this task. The best time of the day for steam at Halkali is in the morning, from the arrival of the Greek international at 06.15 until midday. Photographable freights arrive and depart from 08.30 until 14.15. Steam freights do work through the electrified area to Sirkeci, and also the station pilot there is usually a 45 class 2-8-0. Halkali shed has 45 class 2-8-0, 56 class 2-10-0 (DR 52 class), and 44 class 0-8-0; also No.33.508, an ex-Oriental Railway 0-6-0, is stored in the rear of the shed. Recently 0-6-OT No.2251 (Krauss of 1874) and the Sultan Abdul Aziz saloon have been preserved on the concourse of the suburban side of Sirkeci station.

On the Asiatic side of Istanbul, the suburban service from Haydarpasa terminus to Gebze is due for electrification in the near future, and the overhead wiring is complete all the way. Meanwhile 37 class 4-6-4T work the approximately hourly service. Haydarpasa station is being modernised in connection with the electrification, and now has seven extremely commodious platforms. All passenger trains on the Haydarpasa - Ankara line are now diesel hauled with General Motors locomotives, and steam is rarely seen on freight.

In Ankara the suburban service to Gazi in the west and Kayas in the east is still worked by US 2-8-2s of class 46. The service is approximately hourly in each direction. On the main line services there seems to be a mixture of steam and diesel east of Ankara. A train to Sivas was seen departing behind two Czech-built 2-10-0s, whilst the Taurus Express to Baghdad had a GM diesel. Incidentally, it is not now possible for UK citizens to travel to Syria as visas are not issued, so it is just as well that this train has been dieselised! However, it seems unlikely that dieselisation extends as yet to the Syrian frontier.

The situation in eastern Turkey is much healthier, and at Erzurum 100% steam haulage can be found, with ex-DR 52 class 2-10-0 and Nohab 2-8-0 on freight, usually double-headed, and Skoda and Vulcan 2-10-0 on passenger trains. Station pilot and shunting duties are carried out by 33 class 0-6-OT (Nohab), whilst 35 class 2-6-2T (1911 Maffei) seem to be kept as shed pilots. The once-a-week Saturdays only train from Kars to the Soviet frontier is worked by a Schwartzkopff 0-10-0 built in 1924. The TCDD work into Akhurian, which is a siding near Leninakan, the gauge being European standard all the way from Ankara. Passengers then detrain and join the Soviet train, which is mixed, to ride into Leninakan on the USSR standard gauge. On this occasion the Russian train was hauled by two E class 0-10-0s. There is steam in Armenia and Georgia still, used mainly for shunting in non-electrified sidings, and consisting almost entirely of the inevitable E class 0-10-0 or variations thereof.

Back in Turkey, USA 2-8-0s and also the "skyline" 2-10-0s were seen in the neighbourhood of Kayseri. A Stanier 2-8-0 was seen on Yerkoy shed, and another near Istanbul on a ballast train. (C. Gammell)

FRANCE

Calais - Steam haulage of the regular boat trains between Calais and Amiens, together with use of the last surviving SNCF pacifics, officially ended on 11th January. 231G81 and 231K8/22/27/82 were apparently the last pacifics at work, and as far as is known none have been used since the date quoted. Diesel haulage of boat and some ordinary trains by two BB66000 hood units separated by a heating van is now the normal thing. However, 141Rs continue on the 8.5 (8.2 Sundays) Calais Ville - Amiens (- Paris) and on the 14.27 Paris - Calais Ville (as from Amiens); also on those local services between Calais and Boulogne not shown as railcars and, subject to a similar proviso, on passenger trains between Calais and Hazebrouck. They also appeared on relief boat trains at Easter. Most freight in the area is also 141R-worked, and 050TQs still perform some shunting duties at Calais. The 040Ds have finished here, four being noted at the shed on 9th March, whilst a fifth was in process of being cut up. It appears to be policy to dieselise the area completely during 1969, possibly by the start of the summer timetable, though this seems a little optimistic.

Dieppe - A surprise here on 29th March was preserved (?) Etat pacific 231G554, in excellent outward condition, in steam and heating oil tank wagons. A subsequent visitor, in early April, reports 231D744 on standby duty. Further reports would be welcome.

Paris Nord Suburban - At the end of March overhead wiring was complete from Pontoise to Creil (but not yet in use) and work was in full swing on the line St. Denis - Ermont-Eaubonne - Pontoise, where electric traction takes over from steam on 1st June. This will still leave four suburban steam services on the Nord (listed in Journal 13) while the 141TC tanks and push-pull sets also have some country turns on Saturdays between Persan-Beaumont and Meru or Beauvais. Persan-Beaumont shed (which adjoins the station) has an ex-PO pacific with auxiliary side tanks, used for stock heating in winter. Another regular steam working is the 18.13 Creil - Beauvais which has 141R haulage. Presumably there is a corresponding return working in the morning.

Paris Bastille - The latest SNCF date for the closure of Bastille terminus is November 1969; several stations on the line have been rebuilt with high platforms, partly on new sites, and this work has cut the western approach to Nogent shed, which can now be reached only from the Joinville direction.

Trappes - This large steam depot, west of Versailles, now contains a considerable number of dumped and stored locomotives, but in March was observed to also contain three in steam - two 141Rs and a 141C. The latter was previously, and may still be, used on occasional trip working.

Thouars - A 141C was observed arriving on a freight from the south-west at about 20.00 on 27th March; the following morning the shed contained some 30-40 locomotives, of which about half were dumped, including 040TA122, 030TU47 and a number of 141Cs. However, 141C19 was in steam, along with a dozen or so 141Rs. Thouars has two principal merits for photography; an attractive viaduct 20-25 minutes walk south-west, just before the lines to Bressuire and Parthenay separate (the two single tracks run gauntleted over it), and the operation of double-headed stone and freight trains. About half of the freight traffic still seems to be

steam-worked. One pair of these trains in each direction came through the station area between 10 and 11, and another pair between 13 and 14.30 were seen on the viaduct.

Le Mans - Nantes - 241Ps were out in force on extras in the weekend preceding Easter. On 28th March, trains 515 and 759 (respectively 18.25 Paris Montparnasse to Nantes, and 19.10 to Le Croisic) were both preceded by reliefs, and the first two of the four were 241P-hauled through Angers. The third was diesel, and the fourth not observed. On 29th March, train 953 (10.05 Paris to Les Sables d'Olonne) which is advertised to run on four dates only in the winter service, was duplicated, the relief running ahead to Croix de Vie-St. Gilles. Both of these trains were 241P-hauled through Angers. Later the same day 241P11/17 and 32 were in steam at Nantes, together with 141C210, 141C182 (stationary boiler), and the usual herd of 141Rs. On 30th March there were more steam-hauled relief expresses, including a Paris - Nantes train with a 241P leaving Le Mans at 15.18, and an up train with another arriving at Le Mans a few minutes later. It seems reasonable to suppose that many of this summer's reliefs will also be 241P-hauled.

Nevers - Regular use of 241Ps on the day Clermont-Ferrand - Paris (Lyon) expresses ceased on 8th January; Nos. 7, 8 and 24 were then still active. Since then only No. 7 has apparently remained at work, covering diesel failures and certain seasonal and weekend passenger extras. 141Rs remain active on freights and other passenger work, e.g. the 14.12 Moret-Les Sablons to Nevers SO and the 14.24 Moret to Montargis SO (respectively 13.23 and 13.18 ex Paris Lyon).

Montlucon - The 141Es and 141Fs in this area ceased work in February. A large number of locomotives dumped at the works here and at La Ville-Gozet include 3 141Es, 5 141Fs and 3 230Gs. A few 141FAs are still active, although complete dieselisation is not far off and may indeed have occurred (officially).

Proposed Closures - As part of the cuts being made in national expenditure due to the economic situation in France, the Minister of Transport has produced a plan to close about 10,000km of SNCF passenger branch lines and 5,000km of freight-only lines. It is estimated that the present 33,000km railway network will have a deficit of £473 million for 1969, which will nearly double by 1972 unless suitable steps are taken to rectify the situation. About half of the deficits are due to the state insisting on low rates and fares, and to make these shortfalls good a contribution will be made to the SNCF infrastructure costs and to the maintenance of the way and works. In addition to pruning the railway system, licences for long distance motor lorry working will be more strictly applied. It is understood that the closures will include all the surviving narrow gauge lines, except possibly the electric Chamonix and Cerdagne lines, together with all or nearly all the non-SNCF standard gauge lines. SNCF lines to go will be apparently those whose services consist of local railcars only; no lines used by express trains will be shut, though in some cases the stopping service on them will be withdrawn. (French information is due to T. Auty, R. Blundell, M. Grieves, P.M. Kalla-Bishop, J.R. Price and B.S. Towner.)

SWITZERLAND

The date of the last SBB steam train, reported on page 14 of Journal No. 13, was 30th November and not 30th October. (W. Bursnall.)

Withdrawals and Closures - The new Swiss timetable, effective from 1st June, will have two interesting omissions in the secondary rail services. The BLS has obtained authority to withdraw passenger trains between Interlaken Ost and Boningen, on the Brienzensee, and the SBB line from Etzwilen (between Schaffhausen and Konstanz) to Singen on the DB is to be completely closed, a DB bus service replacing the passenger trains. Both lines are historically interesting; the first is part of the famous Bodelibahn which, built in 1872-4, connected the steamer services on the Thunersee and Brienzensee, using four-wheeled engines and double-deck coaches, for twenty years before connection to the outside world via Spiez was achieved in 1893.

The Singen - Etzwilen line, intended by its promoters to become a major international line when it was opened on 17th July, 1875, is part of a much more complicated story, the telling of which in full must await another time. It started as part of the Nationalbahn, which opened 157km. of secondary lines in 1875-7 to crusade for the people against the 'railroad barons' of the Nordostbahn. The directorate, however, seems to have overlooked that, fine sentiments though these may be, economics would still apply; bankrupt in 1878, the line was sold to the same Nordostbahn at a fraction of its constructional costs and has been a liability ever since. Latterly the Singen - Etzwilen section has been unique, in furnishing the only SBB passenger service not electrified. For some years power has usually been provided by No.1692, a diesel-electric baggage and driving coach (classified Dm2/4), built by SIG at Neuhausen in 1930 for express parcels services. This has passed a gentle semi-retirement hauling a single standard lightweight coach some eight times daily up and down the 13km. stretch; but following closure 1692 will be withdrawn. The little-known, but impressive, steel girder bridge, 254 metres long, across the Thur at Etzwilen, will also cease to be used. (B.A. Stone)

JUGOSLAVIA (Late summer 1968)

Divača - Pula - This line is still 100% steam, although an unidentified train, apparently ECS plus car-flats, was noted behind a brand new, presumably experimental, diesel; this was painted blue, had no identification or number, and was similar in appearance to the RENFE 4000 class (i.e. super-Warships). Normal passenger trains were worked by 17 class 2-6-2Ts, 28 class 0-10-0Ts, and 29 class 2-10-0s (ex-Hungarian and Austrian types). Ex-Südbahn 4-6-0s 03.003 and 007, and 2-10-0 145.001 were apparently stored at Divača. Freight is almost entirely worked by 28 class. The pilot at Pula, which has some lengthy trips in the harbour, is an ex-Hungarian 51 class 2-6-2T. A star attraction was the 14.15 Pula - Belgrade, regularly loaded to 15 coaches and double-headed by a 29 and a 28.

Zidani Most - Zagreb/Maribor - Of these two lines, that to Zagreb is being electrified. Expresses are almost 100% diesel on both, but some ex-Austrian 10 class 4-8-0s are still occasionally seen. Stopping trains, and a few expresses to Maribor, are mostly hauled by 06 class 2-8-2s. Freight is largely diesel, but with some 25 class 2-8-0s and 29s as well. Steam works from Maribor to the Austrian frontier (with Austrian steam beyond to Graz), with at least one 18 class 4-6-2T. Branch lines in the area are largely worked by 53 class 2-8-2T, 51 class 2-6-2Ts, and 22 class 2-6-2s (the two latter classes both ex-Hungarian). Zabok is a good centre for these; Varaždin is another, also having some 01 class 2-6-2s and 33 class 2-10-0s. Celje is a good main-line centre.

Zagreb - Belgrade - This main line is also being electrified. Considerable steam is employed meanwhile on freights, although diesels work the majority of the

service. Standard types predominate (33 class 2-10-0s, 06 2-8-2s, 11 class 4-8-0s and 38 class 2-8-0s); however, 36.013 (ex-DR G12 class 2-10-0) was noted at Sevnica.

Zagreb - Banja Luka - Sarajevo - This line, together with the connection to the Belgrade main line at Vrpolje, is largely steam, with diesels on principal expresses at Sarajevo. 11s and 33s predominate.

Sarajevo - Ploče - Electrification of this standard gauge line (replacing the old 2'6" partly-rack route) is proceeding very slowly; meanwhile it is predominantly diesel-worked, but steam is by no means unknown, at least as far as Mostar.

Closures - The JZ state that the Uskoplje to Hercegnovi and Zelenika line is to be closed, and it believed that closure of other narrow gauge lines is planned.

(P.B. Sansum and an anonymous correspondent)

BULGARIA

It has been officially stated that steam on the BDZ is due to disappear in 1972.

SPAIN

As previously recorded, no RENFE coal-burning engines are now active; plenty are still to be found in dumps, but scrapping proceeds fairly energetically. There is otherwise little change from previous reports.

Miranda - Zaragoza - Lerida - Passenger trains are generally worked by 2200 class 4-8-2s (expresses) and standard 2-8-2s (others), but 4-8-4s are also active on expresses; and so are a few Co-Co diesels. All the 4-8-4s and the 2100 class 4-8-2s ("Bathtubs") seem to be in service still; the last remaining active compound 4-8-2, however, appears to be 241F.4089, observed in steam at Miranda in April. The day Barcelona - Bilbao express on 6th April arrived at Lerida 65 minutes late (owing to delays from landslips) behind 241F.2256, which then broke down near Sariñena. 240F.2282 rescued the train and attained Zaragoza with it at 20.45 instead of 18.22; then 242F.2003 over and started to regain some of the lost time.

Tarragona - Lerida - 2-8-2 Garretts are still active on oil trains, but as an ill portent some of these trains have also been seen with diesel haulage.

Salamanca - Things have improved here! When your correspondent made a trip on the westbound Sud Express in autumn 1967, it was diesel-hauled as far as Salamanca, but on a recent repeat trip in April, it both arrived and departed behind 241.2077, in fine external condition, which had presumably taken over from electric traction at Medina del Campo. Appearance was matched by performance and most of the time lost by lackadaisical station working had been regained by Vilar Formoso, where RENFE steam gave way to CP diesel. On the return journey from Portugal a brief period of observation at Salamanca produced three freight arrivals from the west in quick succession, at 17.15 (double-headed), 17.30 and 18.15; a double-headed freight from the east at 18.45 and, about the same time, a further freight apparently ready to depart westwards. All were hauled by 2-8-2s and 4-8-2s; indeed the only diesels seen were shunters and TER railcars, so this may well be one of the steamiest areas still surviving in Spain.

AUSTRIA

Locomotive stock - During 1968 the ÖBB withdrew from service 82 tender, 170 tank and 16 steam railcar locomotives of standard gauge, thus rendering extinct the following classes:- 33, 4-8-0; 35, 2-6-2; 38, 4-6-0; 42, 2-10-0; 156, 2-8-0; 57

& 657, 0-10-0; 770, 2-4-OT; 88, 0-4-OT; 989, 0-6-OT; 297, 2-12-2T (rack); 3071, 2-4-2T (classified as steam railcars). Representatives of 9 of these 12 classes are proposed for inclusion in the Technical Museum:- 33.102 (stationary boiler 01045), 38.4101, 42.2708, 156.3423, 57.223, 770.86, 88.01, 297.401, 3071.07.

At 1st January 1969, 447 standard gauge steam locomotives remained in stock, as follows:-

Class	Wheels	No.	77.200	4-6-2T	15	93	2-8-2T	109
50	2-10-0	8	78	4-6-4T	13	95	2-10-2T	10
52	2-10-0	193	86	2-8-2T	4	97	0-6-2RT	14
152	2-10-0	21	91	2-6-OT	4	197	0-12-ORT	3
69	2-2-2T	1	92	0-8-OT	2			
77	4-6-2T	35	392	0-8-OT	15			

Of these, classes 78, 86, 91, 92 and 95 are expected to disappear during 1969. Narrow gauge steam stock at the same date totalled 59, but many of these were out of use (including between 20 and 30 stored at Obergrafendorf) and will be scrapped shortly. Steam traction is not expected to disappear completely from the ÖBB until 1975.

Mauthausen - Gaisbach-Wartberg closed completely from 5th January 1969. Passenger services had already been replaced by buses, which are however shown in the rail Kursbuch.

Puchberg - Steinabrückl - On 25th February 93.1320 with Giesl and 93.1314 without were working all passenger trains. At Puchberg shed were 93.1329 in steam, 93.1437 and 999.04 under repair, and 999.01/2/3/5 dead.

St. Pölten - Traisen - In late February most trains were steam hauled, though diesel shunter 2062.32 was seen on the 7.33 St. Pölten - Tünnitz. Other passenger trains noted in the Traisen area had 152 and 93 classes, plus a single 77.

Mürzzuschlag - Neuberg - On the afternoon of 24th February all traffic was steam-hauled, passenger trains being in the hands of 91.107 and 91.109, whilst 91.32 was on the 14.35 mixed from Mürzzuschlag with 1 coach and about 10 wagons. The return working of the latter does not appear in the Kursbuch, so is presumably freight only. Mürzzuschlag shed contained 392.2512, a number of stored 52 class and Graz-Köflacher Bahn 0-6-0 No.674. The latter is no longer listed in GKB stock and the reason for its presence is unknown. The following week a diesel shunter appeared on the Neuberg branch, and it is believed that this is not an uncommon occurrence.

Amstetten - Klein Reifling was electrified from 13th December 1968, public services being advertised to start on 22nd December.

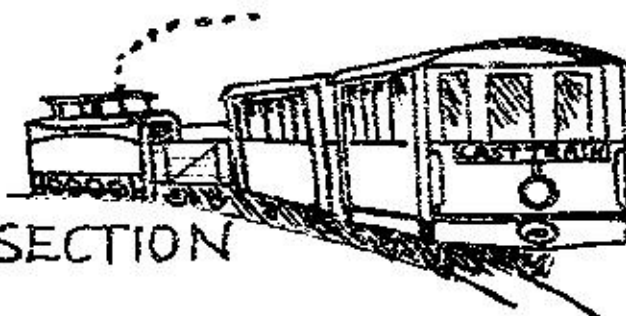
St. Valentin - Klein Reifling - Although electrified, this line saw a variety of motive power at the end of February. Three consecutive passenger trains were noted with a 1141 class electric, a 52 class steam and a 2045 class diesel. Freight traffic was noted with steam and electric power.

Klein Reifling - Hieflau - Selzthal - Traffic on this route is still predominantly steam-hauled, most passenger turns being in the hands of 78 class 4-6-4Ts, though in late February 93.1362, Selzthal's sole representative of that class, made regular appearances, and 52s were also used. Freight is heavy for a single track and is worked by 52 class, sometimes double headed. The line follows the Enns valley, and the spectacular scenery makes this an ideal route for photography. Electrification is proposed, but is unlikely to materialise for some years on the Klein Reifling - Hieflau section because of the number of tunnels needing extensive engineering work.

Getting rid of those
b---y diesels at
last?



MINOR RAILWAYS SECTION



FRANCE

Bad news and good:- On the narrow gauge both the POC and Blanc - Argent are scheduled for closure, at least to passengers, under the latest SNCF pruning plan (no dates given); and on the standard gauge the CFTA Franche Comté will lose most of its passenger service and probably its steam locomotives - COFERNA Bo-Bo diesels from the Hérault lines are being tried out on freight work. On the other hand, CF de Provence is likely to be saved by a consortium of local authorities, and has received the following stock from the Vivarais: Two Billard 150hp cars of 21x series; two Billard 150hp articulated cars of the 22x series; 2 Billard trailers; 414hp diesel locomotive 403. Good news for the Vivarais too. After being narrowly defeated on a proposal to run the Tournon - Le Cheylard branch (subsidy refused), the CFTM has succeeded in getting a concession to run freight and tourist services between Tournon and Lamastre (33km) at its own risk. This is a much more sensible section, since it is very scenic but without the long drag 'over the hump' to Le Cheylard, and also Lamastre is railhead for most of the line's freight traffic. Workshops will be transferred to Tournon, where they were originally. Services should start at weekends from end of May:- Sats: Tournon dep. 14.40, return 18.00; Suns: Tournon dep. 9.15 and 14.40, return 18.00. CF d'Etival a Senones - Motive power on this line is now provided by 0-6-OT No.3 (Krupp 741/31) and ex-SNCF 030TU13. The latter has replaced 0-6-OT No.1 (Mause 2992/21), which is reported as "retired", though possibly still in existence. Freight traffic is more than 50,000 tonnes per year. The timetable is Senones dep. 13.00, Etival arr. 13.30, returning at 16.30, due Senones 17.00.

CFTA Robert-Espagne - Hailonville - Motive power here is 0-6-OT's 3071/2 (Corpet Louvet 1816/17 of 1933).

CFTA Wassy - Doulevant-le-Chateau - The daily freight on this line leaves Doulevant at 6.25, arriving St. Dizier at 8.56, the return commencing at 9.56, due Doulevant 12.50. Motive power at the end of 1968 consisted of No.81, an 0-8-OT built Mause, and 130B467, but it was expected that an SNCF BB63000 class diesel would take over shortly.

CFTA Rambervillers - Two 300hp autorails work the passenger service. In late 1968 131TB16 and 140C269 of SNCF Blainville were working the freight but this was due for dieselisation from 15th December.

SWITZERLAND

The Birseckbahn (BEB), proprietor of 6,348 metres of metre gauge track from Basel (Dreispliz) to Dornach and running from Dreispliz to the Aeschenplatz in Basel over city tramway metals, was opened on 6th October, 1902. It now maintains a frequent service, with heavy loads of commuters (2,700,000 passengers per year are carried) and it is, therefore, the more unusual that the original rolling stock is still in regular daily use. New stock has been added from time to time, naturally; and the 'abonnement' holder in the quite fashionable suburbs served now finds motor coaches and trailers from 1902, 1916 and 1921 providing a leisurely, if not gentle, journey on wooden seats over the steep gradients and sharp curves. As a living museum for the study of suburban electric light railways it has always been worth a visit (the Aeschenplatz terminal is only ten minutes walk from the SBB station), but now transport archaeologists must hasten. After an abortive attempt by the Canton of Basel Land to negotiate its closure, a grant for its modernisation has now been agreed by the Federal authorities and eight articulated twin units have been ordered. In addition, safety installations, particularly at street crossings, are to be improved. There will continue to exist a souvenir of the old order; tram No.2 has already been officially and publicly handed over to the Basel Tramway Society, and is now supposed to be stored in the depot at Arlesheim. Since your correspondent sees it frequently in service, however, he concludes that the advent of the new trains is awaited eagerly not only by the passengers but also by those struggling to keep things moving.

Blonay - Chamby has acquired a 4-6-OT and two coaches from the Réseau Breton; the 4-6-OT is expected to be the regular engine this summer if it can cope with the grades!

Waldenburgerbahn - This 750mm gauge line had two of its locomotives preserved when it went electric in 1953, and plans are now afoot to resuscitate one of these for tourist trips. Both were 0-6-OT's; No.5, G. THOMMEN (SLM 1440/02) is on a plinth at Liestal station and seems the more likely candidate, as No.6, WALDENBURG (SLM 2276/12) is safely immured in the Transport Museum at Lucerne.

GERMANY

Regentalbahn - Deggendorf - Metten was still steam in February, with 0-6-OT OSSER, and on the "main line" the Viechtach shunter was also steam.

Württembergische Eisenbahn-Gesellschaft - All WEG lines appear to be flourishing, with the usual heavy-duty railcars hauling both passengers and goods.

Westfälische Landes-Eisenbahn has acquired 800hp D6 (MAK) from the Bentheimer Eisenbahn and has scrapped 2-10-2T 0122. This leaves 4 steam locomotives in stock - 2-6-2T's 0031-0033 and 2-10-2T 0122. On 13th April 0033, assisted by Bo-Bo diesel V10633, worked a special for the Deutsche Gesellschaft für Eisenbahngeschichte from Soest via Belecke to Lippstadt. On the same day, 0031/2 were at Lippstadt shed and 0122 was under repair in the works.

Kreisbahn Osterode-Kreienzen is closed and already cut by works for the new Hartzschnellstrasse. These new autobahnen are proving fatal to a number of light railways with low traffic, since the cost of bridges is not warranted.

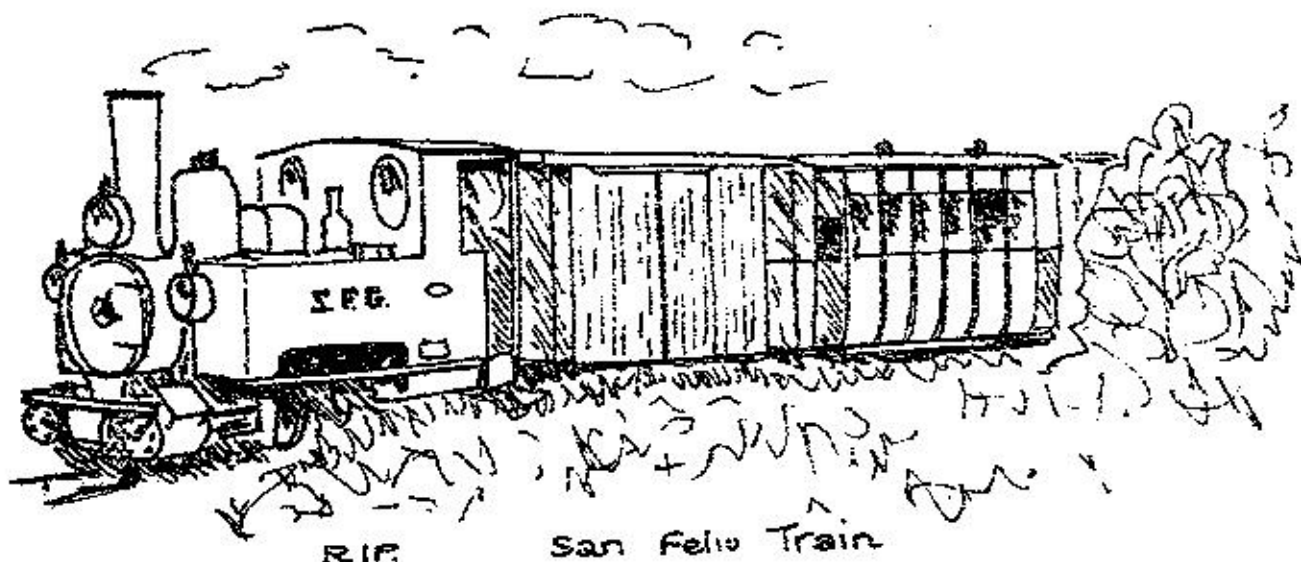
Buxtehude - Harsefelder Eisenbahn closed to passengers 4th November 1968.

Vorwohler Emmerthaler Verkehrsbetriebe - This concern, which took over the VEE, restarted a Bodenwerder - Hameln passenger service in December.

Schussenried - Buchau (DB) was due to close at the end of May. Mallet 99.637 is derelict, the other is in reserve at Ochsenhausen. The diesel has gone to Beilstein for use in lifting there, and has been replaced by a 0-10-OT which will stay until lifting of the Buchau line is complete.

Deutscher Eisenbahn Verein (formerly Deutscher Kleinbahn Verein) has acquired a standard gauge 6-wheel coach from the Niebüll - Dagebüll, and the metre gauge coach No.1 from the Inselbahn Langeoog; the latter should brighten up Bruchhausen-Vilsen a bit! It has also bought the ex-Wehrmacht Deutz from Spiekeroog and intends to run trains right through to Asendorf this summer.

Deutsche Gesellschaft für Eisenbahn Geschichte, Karlsruhe (DGEg) is hoping to get the Brohlthal Mallet 0-4-4-OT No. 11 to join its vintage tramcar ex-OEG and the other stock it already has. There is talk of a museum project adjacent to the Chiemseebahn.



SPAIN

Closures of narrow gauge lines are proceeding at an alarming rate. Gerona - San Feliu closed from 10th April 1969, Alcoy - Gandia and Buitron - San Juan from 15th April. The remaining lines of the Secondary of Castile, i.e. the routes from Medina del Rioseco to Valladolid, Palencia and Palanquinos are due to close on 1st June, as is Gerona - Olot, though the latter may be reprieved. The Villena, Alco & Yecla (Cieza - Villena - Alcoy) is expected to close on 1st July. Carcagente - Denia was also announced for closure, but has been reprieved, at any rate temporarily.

AUSTRIA

Waldviertelbahn - The report in Journal No.13 that passenger services had been withdrawn from this group of lines based on Gmünd was incorrect. Passenger trains still run, though reduced in number.

Treibach-Althofen - Klein Glödnitz closed to passengers from 5th January 1969, and the section above Strassburg closed completely from the same date.

(Continued on Page 27.)

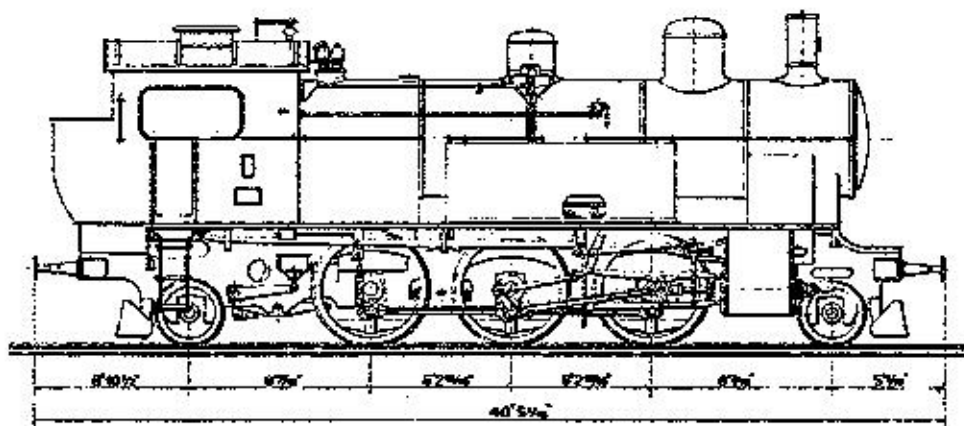
THE BODENSEE-TOGGENBURGBAHN AND ITS 2-6-2 TANKS

by B.A. Stone

The engine illustrated below is one of the nine examples of Class Eb3/5, constructed in 1910 for the opening of the Bodensee-Toggenburgbahn, a line of 48km. running generally south-west from Romanshorn (on Lake Constance, or the Bodensee), through St. Gallen to Wattwil. Wattwil is deep in the Toggenburg, a hilly district in rural eastern Switzerland, and its significance was only that here was a junction with the Thur valley line from Wil to Ebnat-Kappel, opened on 24th June 1870. However, at the same time, the SBB was constructing its link from Uznach, on the line along the north bank of Lake Zürich, to Wattwil, and the two new lines were together to form an important cross country link. The whole route was built to a high standard, involving heavy engineering; the BT is rich in major works, including two important tunnels - Bruggwald, 1730m., between St. Gallen and Romanshorn, and Wasserfluh, 3557m., at Liechtensteig, where the line from St. Gallen breaks through into the Thur valley. Better known probably is the extraordinary Sitterbrücke, a steel bridge, the highest in Switzerland, where the line crosses the Sitter ravine near St. Gallen Bruggen. The SBB line Uznach - Wattwil has also its works of art; in fact, it consists principally of the Ricken tunnel, 8603m. long and on a ruling gradient of 1 in 62. In 1926 it was the scene of an appalling accident, when a 2-8-0 on a freight stalled, and nine railwaymen were asphyxiated.

The BT was opened on 3rd October 1910, with close links with the SBB, and indeed until 1917 was worked by SBB staff. The engines and other rolling stock, however, were the property of the BT, painted and numbered accordingly, and were provided on the opening day.

The engines were nine in number, all of the same type but not, in fact, identical. They were built by Maffei, of München, Works Nos. 3121-9. Their cost was, each, SFr 68,000 (about £3000 at the time), and they were a simple and robust piece of machinery. Nos.1-4 had Schmidt superheaters on delivery, though,



curiously, Nos.5-9 were only equipped with Clench steam dryers and new boilers were supplied in 1911 and 1912 to bring this group up to standard. Two outside cylinders, 540 x 600mm., driving wheels of 1540mm. and a boiler pressure of 12 atm. resulted in an engine of appreciable power; tractive effort was around 8000kg., about 18,000lbs., and the rated output was 1000hp. In practical terms, the engine was expected to handle a train of 200 tonnes on 1 in 100 at a sustained 35km/h, and the maximum speed was fixed at 75km/h. Piston valves were provided. With 3 tonnes of coal and in working order the engine weighed 75 tonnes. More curious features concerned the arrangements made to run bunker-first; it was considered necessary that the brake controls and reversing wheel should be duplicated on the bunker side of the footplate, and a mirror was installed to permit the driver when running backwards to see the pressure gauge and speed indicator without abandoning his post!

The BT operated its own line from 1917 onwards, and Nos.1-9 sufficed until 1931/2. They also ran the branch from Wattwil to Nesslerau (Ebnat-Kappel - Nesslerau, opened 1st October 1912), this requiring some interworking with the SBB. Between 1926 and 1928 Nos.2, 4 and 8 ran with Worthington pumps and feed-water heaters, but not for long; the BT was electrified in 1931/2, and the whole series was sold to the SBB. The new owner numbered them 5881-9, removed all such non-standard fittings and scattered them throughout the system. Operationally they were considered equivalent to the SBB standard Eb3/5, Nos.5801-34, constructed at Winterthur by the SLM from 1911 onwards. The BT engines therefore worked secondary lines or shunted all over Switzerland before the advancing electrification, and for a non-standard class were remarkably long-lived. Withdrawals were as follows:-

1959	-	5882
1961	-	5883, 5887
1962	-	5881 (after accident damage at Ramsen)
1963	-	5884, 5886
1964	-	5885
1965	-	5888, 5889

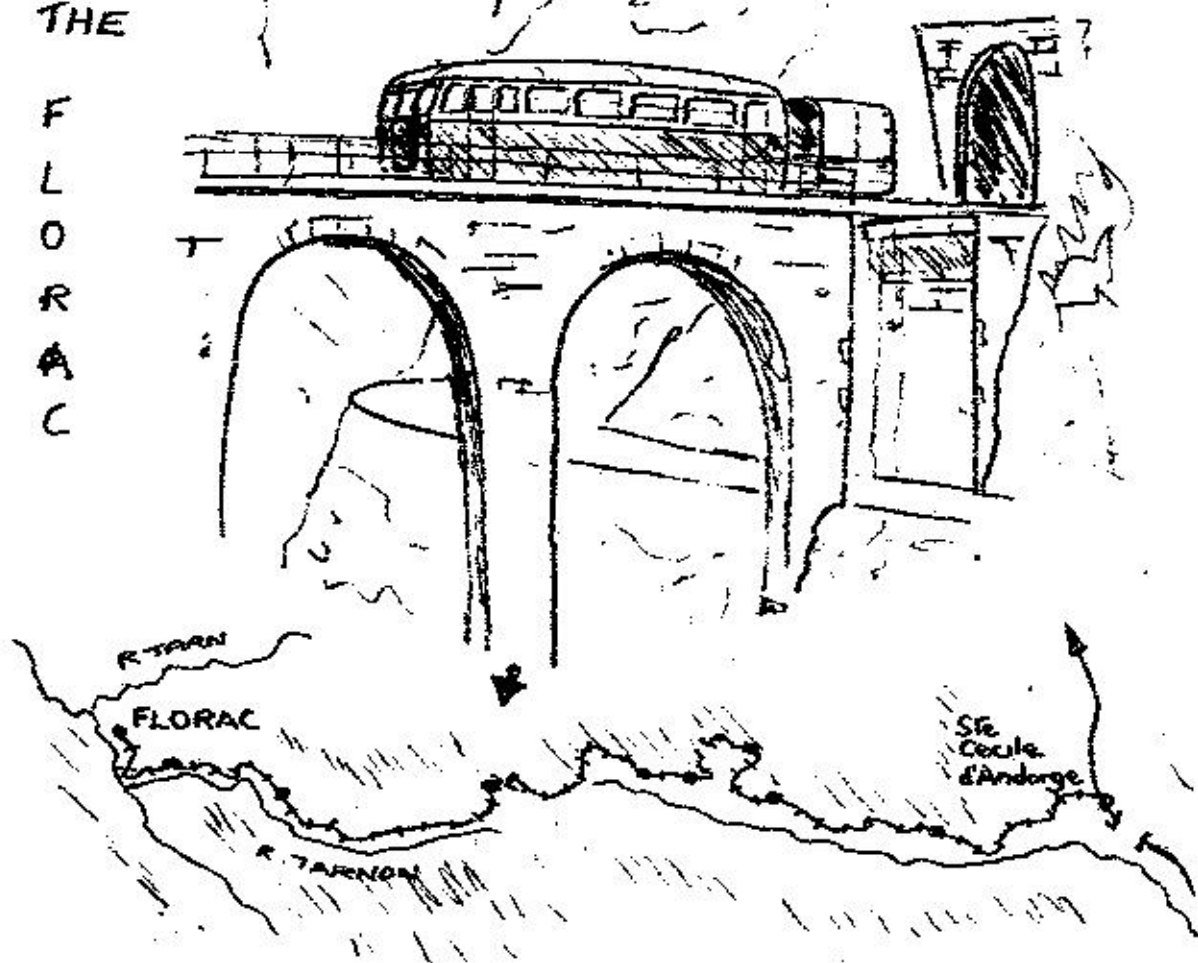
However, this was not the end of the story. 5886 was not cut up but, unsuitable for full restoration, placed on view at Degersheim station on the BT main line, and, better still, 5889 (the last at work, withdrawn from Bellinzona shed) was restored with the efforts of the Herisau Steam Engine Club and the BT (whose workshops are at Herisau) to working order. She may be hired (and often is, for honeymoon specials) to run on the BT, and there are also occasional advertised excursions. She has become a familiar sight on the line, and, though she may not have much historical importance, one must agree that the BT for all its modern excellence would be the worse without her!

-o-o-o-o-o-o-o-o-o-o-o-o-

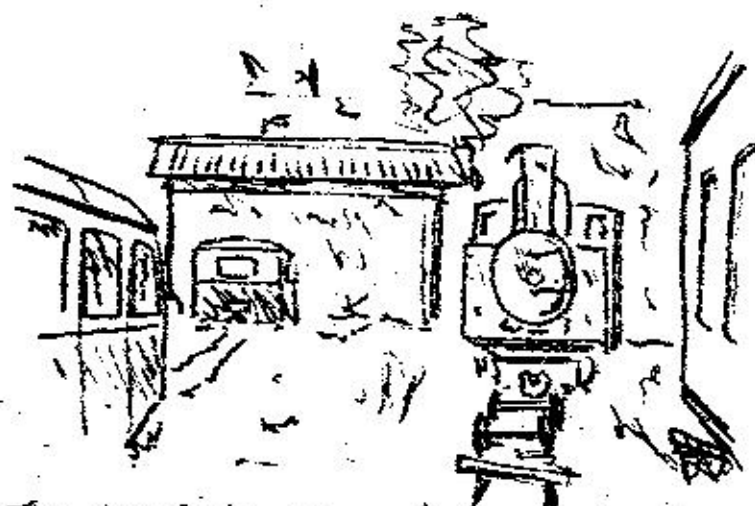
Owing to shortage of space it was unfortunately necessary to omit from No.13 Journal certain drawings which should have accompanied the article on the Vivarais-Lozère. These are reproduced opposite.

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The derelicts as most remember them

MAQUINISTA METRE GAUGE 2-6-2T's

by John Morley

Part Two

As mentioned in the opening paragraph of this article (Journal No.11, page 26), the first metre gauge 2-6-2T's built by MTM appeared in 1898. They carried works numbers 16 and 17 and were supplied to the Compañía de los FFOC de San Julian de Musques a Castro Urdiales y Traslaviña, which opened its main line in that year. There they joined three other 2-6-2T's supplied by Hartmann, works numbers 2265-2267 of 1897, these five locomotives being the only ones supplied new to the railway during the 67 years it was open. The Hartmann locomotives were 1, 2 and 3 and were named, and it is therefore probable that the MTM locomotives became 4 and 5 and were also named, but no evidence is available to confirm this.

By August 1958 the only remains of these locomotives at Castro Urdiales were the frame of No.2 lying some distance from the loco-depot, and two dismantled locomotives in the works, one being No.3 and the other probably MTM 17, together with a new boiler. These parts were eventually reassembled into one locomotive, which was seen in use at Traslaviña in September 1965. This rebuild was numbered 3 and named GILDAMES, but carried both Hartmann 2267/97 and MTM 17/99 works plates, and also plates with the full title of the original company, although the railway had been taken over by the Estado organisation in 1926.

The Castro Urdiales - Traslaviña line was closed in January 1966 and No.3 moved to the Santander - Bilbao line, which is also Estado operated. Due to the dieselisation of this line its use was very limited and it has been seen out of use at Santander in August 1967 and August 1968.

After completing the eight locomotives of this type described in Part One in 1929, MTM only built two more narrow gauge steam locomotives and these were also 2-6-2T's. Numbered 21 and 22 on the metre gauge FC Madrid a Aragon (MA), they were MTM 650 and 651 of 1952. Apart from a Borsig 2-6-2T acquired second-hand from the Minas de Cala, they were the only medium size locomotives on the MA, between the small Haine St. Pierre 0-6-0T's and the large 2-6-6-0 Mallet tender locomotives. If, like most other locomotives of this wheel arrangement, they were intended for passenger trains, their use on these was very limited, as the MA withdrew its passenger service in 1954. In 1960 they were converted to oil-burning and rebuilt to 2-6-4T's, but with the change to diesel power on the FC Tajuna, as the MA is now known, they were scrapped in 1967. Unfortunately no dimensions are known for these two locomotives.

The previous MTM works number to those carried by the MA 2-6-2T's, 649, is believed to have been allotted to the 5'6" gauge 2-2-2 MATARO which was built in 1948 for the centenary celebrations of the opening of the first Spanish railway. These three works numbers, 649-651, are also carried by three of the RENFE 4-8-2's, Nos. 241.2253-2255, which were built by MTM in 1952. In order to balance this duplication of works numbers it is believed that MTM numbers 655-657 were left blank, and confirmation of this point would be welcomed.

A table of locomotive dimensions appears at the top of the next page.

<u>MTM</u> <u>Works Nos.</u>	<u>Cylinder</u> <u>dimensions</u>	<u>Driving wheel</u> <u>diameter</u>	<u>Coupled</u> <u>wheelbase</u>	<u>Length</u> <u>overall</u>
16-17	410mm x 520mm	925mm	2,200mm	8,530mm
141-145	380mm x 500mm	1,060mm	2,800mm	9,940mm
390-393	" "	"	"	"
396-397	" "	"	"	"
280-283	325mm x 450mm	910mm	2,250mm	9,640mm
394-395	380mm x 550mm	1,000mm	2,800mm	10,146mm

STEAM IN GERMANY (continued from page 12.)

recent occasion - but Monday used to be, and probably still is a relatively poor day for freight, as indeed in other parts of Germany.

So finishes this long and rambling search for steam. Rumours have it that there will be no more steam on DB passenger trains with effect from the Summer 1970 timetable (a German Mr. Shirley at work?), whilst a Herr Doktor Beeching plan could release more diesels to replace steam units - so don't delay. The 94 class may not last much longer on their 1 in 17 speciality turn, or the 01's blast away past Marktschorgast.

Thanks are due to the following who have sent information for this survey:- Helmut Dahlhaus, M. Grieves, J.B. Toy, E. Wilmshurst, R.C. Blundell and other anonymous friends.

MINOR RAILWAYS NOTES AND NEWS (continued from page 22.)

AUSTRIA (continued)

Murtalbahn - As announced in Journal No.13, this line is making special arrangements to celebrate its 75th anniversary. Details of amateur engine driving were given in No.13, and it is now announced by the Direktion that a special steam train will run each Wednesday from 9th July to 3rd September:- Mauterndorf dep. 12.30, Murau arr. 14.32, dep. 17.05, Mauterndorf arr. 19.02. Other steam trains will probably run during this period, and 19th to 27th July will be a festival week, with special attractions.

Garsten - Molln - In mid-February this line was being worked by 298.25 and 298.52, with 298.51 stored and 298.27/56/104 dead in Garsten shed. Although no passenger trains now run beyond Molln, there is a freight each weekday from Garsten (dep 8.13) through to Klaus, returning from there at 15.55.

Acknowledgements for Minor Railways information are due to Messrs. O. Bamer, J.H. Price, J.O. Slezak, B.A. Stone and J.B. Toy.

An Apology

We apologise for the poor standard of duplicating of certain copies of the last issue of the Journal. This was due to a mechanical defect in the machine, the nature of which eluded the manufacturer's mechanics for a considerable time.

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