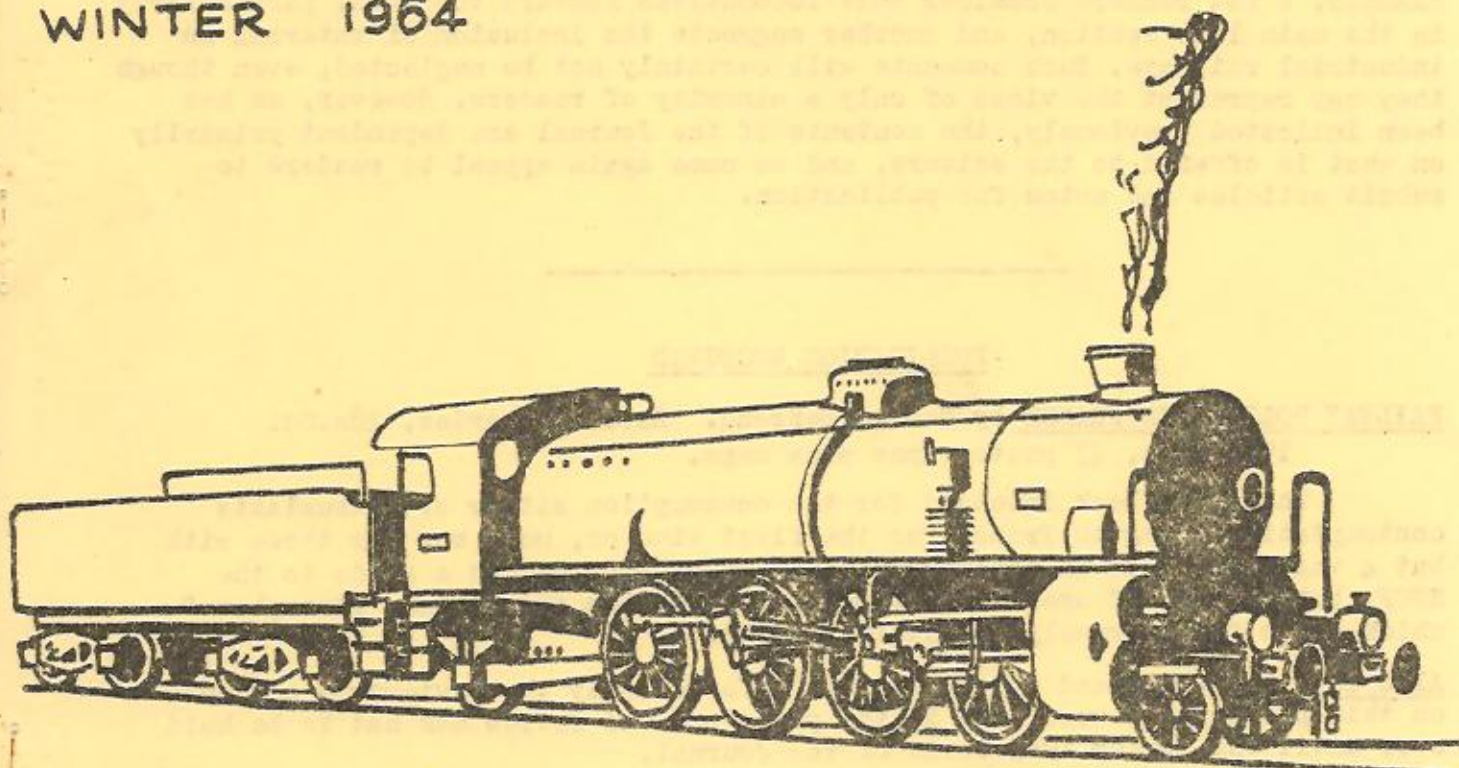


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We regret the late appearance of this issue of the Journal, which is due to a number of causes. Chief of these is the recent change of residence of the Main Line Editor, and contributors are asked to note Mr. Durrant's new address which appears at the top of this page. Normally the Autumn issue is distributed during November and the Spring issue in May, but unforeseen delays can occur, and readers are requested not to query non-receipt of the Journal until mid-December or mid-June as the case may be.

Comments received with subscription renewals were rather less numerous than last year, but nevertheless helpful in showing what readers want. For example, a few readers consider that locomotives feature too much, particularly in the main line section, and another suggests the inclusion of material on industrial railways. Such comments will certainly not be neglected, even though they may represent the views of only a minority of readers. However, as has been indicated previously, the contents of the Journal are dependent primarily on what is offered to the editors, and we once again appeal to readers to submit articles and notes for publication.

PUBLICATION RECEIVED

RAILWAY HOLIDAY IN FRANCE by George Behrend. David & Charles, 28s.0d.
190 pages, 43 photographs plus maps.

This is a book intended for the consumption either of enthusiasts contemplating going to France for the first time or, more so, for those with but a vague interest in railways. It cannot be regarded as a guide to the SNCF, but is full of useful snippets of information and has an "atmosphere" which makes for extremely enjoyable reading.

Also received - Holland for Railfans. Unfortunately the reviewer's comments on this publication were lost in the post, and the review has had to be held over until the Spring 1965 issue of the Journal.

TRAMWAY DE PITHIVIERS A POURY - This line is to close to all traffic at the end of 1964. An attempt is being made to preserve the 1917 Hunslet built 4-6-0T No. 3.31, and all interested persons are invited to write immediately to Mr. G. Hoare, 11 New Road, Weybridge, Surrey, indicating what assistance, either financial or physical (or both) they are prepared to offer.

STEAM LOCOMOTIVES OF THE ITALIAN STATE RAILWAYS (F.S.)

by P.M. Kella-Bishop

The F.S. was formed on 1st. July 1905. At that time, and later on, absorbed railways contributed 3405 locomotives, whilst those built for the F.S. totalled 4286. After the Great War, 1133 were acquired from Germany and Austria-Hungary, and after World War II a further 298 came from the British and U.S. Armies. This gives a grand total of 9122 steam locomotives, divided into 266 main classes. As usual, there are some doubtful cases in addition, of locomotives which ran on the F.S. without renumbering, or were sold or scrapped directly their owning companies were absorbed. During the period 1941-45, the Ljubljana area of Yugoslavia was incorporated in Italy, and about fifty locomotives exchanged their J.D.Z. markings for F.S. Similarly, S.W.C.F. No. 5 040TA1 was F.S. stock from 1940 to 1945, and D.R. 52 class 2-10-0 ran in Italy during 1943-50.

The oldest locomotive ever owned by the F.S. was No. 1033, a Sharp Stewart 2-2-2 of 1851 (broken up in 1910); the last steam motive power built specifically for the system was 2-8-0 No. 744.125 in 1928 and semi-experimental railcars Nos. ALv72. 301-303 in 1936. The most modern steam locomotive was ex-U.S. Army 2-8-0 No. 736.211 built in 1945. As at mid-1963 the F.S. had about 1750 steam locomotives; published statistics usually quote a lower figure because only locomotives allocated to running sheds are included and those under heavy repair, stored or awaiting scrap are omitted.

Set out below are all F.S. steam locomotive classes that have had representatives in being since 1945. Classes prefixed by an X have been withdrawn and, it is believed, broken up.

<u>F.S. Class</u>	<u>Type</u>	<u>Main Features</u>	<u>Date</u>	<u>Remarks</u>
X 852-853	2-2-0	2 CYL.	1905	Kerr Stuart bogie railcars.
X 861-872	0-4-0	2 CYL.	1907	Kerr Stuart bogie railcars.
X 290.001-338	0-6-0	2 CYL.	1905-13	No. 290.319 preserved at Rome; one to JDZ.
X 293.001-006	0-6-0	2 CYL.SUP	1895-97	Ex-G.W.R. Dean Goods; inside cylinders.
X 420.001-293	0-8-0	2 CYL.	1873-1905	
X 421.001-012	0-8-0	2 CYL.	1900-16	Ex-K.P.E.V. G 7 ¹ class.
X 421.013-046	0-8-0	2 CYL.COMP	1897-1911	Ex-K.P.E.V. G 7 ² class.
X 421.047-049	0-8-0	2 CYL.	1908-16	Ex-K.P.E.V. G 7 ¹ class.

<u>F.S. Class</u>	<u>Type</u>	<u>Main Features</u>	<u>Date</u>	<u>Remarks</u>
X 422.001-022	0-8-0	2 CYL.SUP	1902-13	Ex-K.P.E.V. G 8 class.
X 460.001-045	0-8-0	2 CYL.SUP	1913-18	Ex-K.P.E.V. G 8 ¹ class; two to JDZ.
X 470.001-143	0-10-0T	4 CYL.COMP	1907-11	No. 470.092 preserved at Rome.
471.002-142	0-10-0T	4 CYL.COMP.SUP	1917-28	105 rebuilds from 470 class; some tender.
471.201-343	0-10-0	4 CYL.COMP.SUP	1922-30	24 rebuilds from 470 class; No. 470.001 becoming 471.201 and so on.
X 473.001-009	0-10-0	2 CYL.SUP	1915-18	Ex K.P.E.V. G 10 class.
X 474.001	0-10-0	2 CYL.COMP.SUP	1918	Ex-Saxon State XLHB No. 894.
X 475.001-029	0-10-0	2 CYL.COMP.SUP	1909-14	Ex-KK St.B 80 class; some to JDZ.
X 476.001-072	0-10-0	2 CYL.SUP	1913-18	Ex-KK St.B 80 class and Südbahn; some to JDZ.
X 477.001-077	0-10-0	2 CYL.COMP	1902-09	Ex KK St.B 180 class and Südbahn; some SUP; some to JDZ. No. 477.011 preserved at Rome.
X 478.001-005	2-10-0	4 CYL.COMP	1908-11	Ex-Südbahn 5XXX; some to JDZ.
X 479.001-009	2-10-0	4 CYL.COMP.SUP	1909-11	Ex-KK St.B 380 class; some to JDZ.
480.001-018	2-10-0	2 CYL.SUP	1922	
X 482.001-010	2-10-0	2 CYL.SUP	1911-20	Ex-KK St.B 580 class; some to JDZ.
X 552.001-036	4-4-0	2 CYL.	1899-1900	Ex-RA Nos. 1865-1900; No. 522.036 preserved at Rome.
623.014-483	2-6-0	2 CYL.SUP	1952-53	35 rebuilds (Franco-Crosti) from 625 class; inside cylinders.
625.001-188	2-6-0	2 CYL.SUP	1910-23	One to JDZ; inside cylinders.
625.301-548	2-6-0	2 CYL.SUP	1930-34	156 Caprotti rebuilds from 600 class; No. 600.001 becoming 625.301 and so on. No. 625.548 originally Valsugana Railway No. 22. Inside cyls.
640.001-169	2-6-0	2 CYL.SUP	1907-11	Inside cylinders.
640.170-173	2-6-0	2 CYL.SUP	1926-30	Ex-Santhia-Biella Railway Nos. 641-644; inside cylinders.
640.305-385	2-6-0	2 CYL.SUP	1930-31	16 Caprotti rebuilds from 630 class; No. 630.005 becoming 640.305 and so on. Inside cylinders.

<u>F.S. Class</u>	<u>Type</u>	<u>Main Features</u>	<u>Date</u>	<u>Remarks</u>
X 645.001-024	2-6-0	2 CYL.	1917	Built for CFR, not delivered.
X 680.001-151	2-6-2	4 CYL.COMP.SUP	1907-11	No. 680.037 preserved at Rome.
X 681.001-151	2-6-2	4 CYL.COMP.SUP	1911-21	46 rebuilds of 680 class.
X 682.010-135	2-6-2	4 CYL.COMP.SUP	1922-24	18 rebuilds of 680 class
683.965-981	2-6-2	4 CYL.SUP	1940	5 Franco-Crosti rebuilds from 685.9XX.
685.001-241	2-6-2	4 CYL.SUP	1912-27	
685.303-445	2-6-2	4 CYL.SUP	1925-27	30 rebuilds from 680 class; No. 680.003 becoming 685.303 and so on.
685.505-647	2-6-2	4 CYL.SUP	1927-30	44 rebuilds (Caprotti) from 680, 681 and 682 classes; No. 681.007 becoming 685.507 and so on.
685.861-869	2-6-2	4 CYL.SUP	1924	Caprotti rebuilds from 685.161/5/7/9.
685.955-984	2-6-2	4 CYL.SUP	1926-27	Caprotti.
S685.502-651	2-6-2	4 CYL.SUP	1930-34	45 rebuilds (Caprotti) from 680, 681 and 682 classes; No. 681.002 becoming S685.502 and so on.
X 688.001-002	2-6-2	2 CYL.COMP.SUP	1912	Ex-KK St.B 429 class; 688.002 to JDZ.
X 688.003-028	2-6-2	2 CYL.SUP	1911-17	Ex-KK St.B 429 class; some to JDZ and some sold to ÖBB.
691.001-033	4-6-2	4 CYL.SUP	1928-33	33 rebuilds from 690 class.
X 728.001-035	2-8-0	2 CYL.SUP	1920-21	Ex-KK St.B 270 class. Some to JDZ. Last 25 originally built for 5ft gauge.
X 729.001-116	2-8-0	2 CYL.COMP	1897-1918	Ex-KK St.B 170 class; some to JDZ, MAV and ÖBB.

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A B B R E V I A T I O N S

CFR	Roumanian State Railways	KPEV	Prussian State Railways
COMP	Compound	MAV	Hungarian State Railways
CYL	Cylinders	ÖBB	Austrian Federal Railways
DR	German State Railways	RA	Adriatic System, Italy
FS	Italian State Railways	RM	Mediterranean System, Italy
JDZ	Jugoslavian State Railways	RS	Sicilian System, Italy
KKHB	Austrian Military Railways	SEK	Greek State Railways
KKStB	Austrian State Railways	SNCF	French National Railways
		SUP	Superheated

(To be continued)

THE LOCOMOTIVES OF THE GREEK STATE RAILWAYS, PELOPONNESE REGION,

AND THEIR WORK.

PART II - THE TANK LOCOMOTIVES

By D. Dixon.

The metre-gauge tank locomotive fleet (ex-S.P.A.P. locomotives) is as follows:-

(a) Class Z 2-6-OT (unsuperheated)

These 12 locomotives, 7501-12, are the survivors of 17 locomotives, built as follows:-

501-4	S.A.C.M. (Graffenstaden)	4118-21/1890
505-8	" "	4373-76/1893
509-11	" "	4871-73/1899
512-17	" "	5220-25/1901

Of the surviving 12, some bear builder's plates (e.g. 7503 - 4118/90; 7505 - 4373/92; 7511 - 5225/01; 7512 - 5222/01) but it is probably unrealistic to identify present-day survivors with specific members of the earlier series, as cannibalisation took place after the Second War, in the course of which five locomotives disappeared. A further complication arises in that 7510 is also quoted as having been built by the Vasiliadis company at Piraeus in 1900, thus being the first locomotive built in Greece. However, it is possible that this firm were just the importing agents.

All 12 of the class have outside Stephenson valve gear and four bear names, the actual plates on the locomotives being, of course, in Greek characters:-

7503	ERINEOS	7507	KALAMAI
7505	ERIMANTHOS	7510	ELLINIS

(b) Class Z^s 2-6-OT (superheated)

This class of 25 locomotives, 7531-55, is a development of the Z, a number being post-war rebuilds of the compound Z^{bis}, Z^c or Z^k, (variously known,) nine of which were built by Krauss, Munich, between 1902 and 1906 numbered 518-26. The first Z^s proper were delivered in 1911, also from Krauss. Some of this class originated on the Attica Railway, but again the history is involved and clarification is not assisted by renumberings which have taken place. (It is hoped to give further details in a future issue of the Journal, and any reader who can supply information additional to that quoted above is requested to write to the Hon. Editor).

(c) Class B^s 2-4-OT

7151-55	Henschel	11132-36/1912
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All tank locomotives are coal-fired, and each has a regular driver. Current allocations are as follows:-

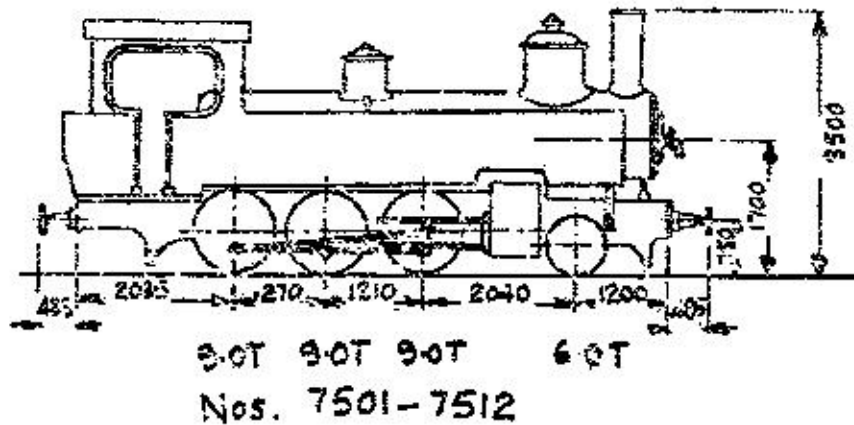
Piraeus - 7507, 7531/2/3/5/9, 7541/2/7 - 9 locomotives
Corinth - 7508, 7543/6 - 3 locomotives
Mili Nafpliou - 7538 - 1 locomotive
Patras - 7501/2/3/4/5/6/9, 7510/2, 7537, 7540/5, 7551-5 - 17 locos.
Kalamata - 7534/6, 7544/8/9, 7550-5 - 11 locomotives
Tripolis - 7511 - 1 locomotive

Corinth and Mili (near Argos) are sub-sheds of Piraeus and have no facilities for washouts or repairs; washouts are carried out every 15 days or so at Piraeus, a substitute locomotive being provided. The same arrangement applies to 7511 from Tripolis (washout at Kalamata). 7503/10 of Patras have been on loan to the Missolonghi depot of the North-West Railway (S.V.D.E.) for some years, and will be mentioned again later. By way of a substitute, 2-6-OT 205 (S.L.M. 2224/12) has recently been loaned to Patras from Volos (Thessaly Railway). This is a long-term loan, as it involved fitting a centre-buffer, but the engine is restricted to permanent way trains as it lacks vacuum brake equipment.

Two of the Piraeus locomotives are used for shunting and pilot duties, usually one at Athens and one at Piraeus. A third pilots train 181 (0.55 Piraeus-Pirghos freight) as far as Athens, whence it is used during the morning as banker from Aghii Anargyri to Ano Liossia. Another locomotive works out at mid-day to Aspropirghos with water tankers (there is no natural water supply here, where tender locomotives often take water) and sometimes on to Nea Perama; later on it banks the evening trains into the capital up from Aspropirghos to Ano Liossia. Other duties are less regular: apart from loans to Corinth to cover washouts, there are occasional ballast trains from Ano Liossia to Piraeus, and permanent way work. Sometimes these tanks are used on additional freights to Corinth (on which they may take up to 100 tons). Their moment of glory, however, occurs on summer Sundays, when an excursion is run from Piraeus to Loutraki, the only regular train using this short branch from Isthmos by the Corinth Canal. This train leaves Piraeus at 6.36 coupled to train 151 (Pirghos) as far as Kalamaki; the load of 13 vehicles, totalling around 200 tons, with 2-6-OT piloting a tender locomotive, makes a spectacular sight. The train returns in the evening from Loutraki on its own.

Corinth uses one locomotive on shunting at the station, the other two on banking - one up to the Canal (Isthmos station) from Kalamaki westbound and from Corinth eastbound, the other on the Argos road between Corinth and Mikine.

Mili's solitary engine has been used recently for relaying work between there and Corinth, but also finds time to work the Nafplion branch freight; until it was withdrawn in January 1963, the passenger service on this line was worked from Mili. The shed is here for historical reasons - this was the terminus of the original S.P.A.P. line from Corinth, completed in 1886, the line south to Kalamata being built separately and rather later.



Patras uses its tank engines principally for road service, and here we meet a cycle for tanks - this time a five day one, covering the following trains:-

- (1) Mixed 352-9 (640-7) Olympia-Pirghos-Katakolon and vice-versa
- (2) Freight 181/2 (151/4) Piraeus-Pirghos and vice-versa
- 491/2 (431/2) Piraeus-Kalamata and vice-versa

In the case of the freight trains, only part of the journey is covered by these tank diagrams. The cycle is as follows:-

Day	Kms.	Train	From (dep)	To (arr)
1	98	181	Agh. Andreas 13.45	Pirghos 20.42
2	153	353	Pirghos 8.08	Olympia 8.55
		354	Olympia 9.10	Katakolon 10.35
		355	Katakolon 11.20	Pirghos 11.50
		357	Pirghos 15.51	Olympia 16.37
		358	Olympia 17.10	Katakolon 18.35
		359	Katakolon 19.15	Olympia 21.05
3	111	352	Olympia 6.00	Katakolon 7.23
		353	Katakolon 7.28	Pirghos 7.58
		355	Pirghos 12.02	Olympia 12.48
		356	Olympia 13.10	Katakolon 14.32
		357	Katakolon 14.40	Pirghos 15.10
4	124	491	Pirghos 6.24	Kiparissia 10.03
		492	Kiparissia 16.35	Pirghos 20.48
5	98	182	Pirghos 6.25	Agh. Andreas 14.23
6		Rest		

The total distance covered is 584 kms. in 6 days, an average of 97½ kms., or 61 miles, per day. In addition, the locomotives are used for shunting duties between trains, particularly at Pirghos and Kiparissia.

The branch from Kavassila to Kilini is worked by one of the Patras locomotives, which spends eight days on the branch, based on Kilini; when the Loutra branch is fully open (during the summer), a further locomotive is based on Kilini to work this. (In the winter the branch has a mid-day train on Mondays and Thursdays only, as Loutra is little more than a summer resort.) Finally two locomotives are used for shunting at Patras and Agh. Andreas; their duties include propelling wagons onto and off the train ferry for Krioneri, carrying through freight traffic to and from the North-West Railway.

THE POLISH "FLIGHT"-LOCOMOTIVES

by Hellmuth Fröhlich

At the end of September 1939, when the German troops in the west, and the Soviet troops in the north-east of Poland were pursuing the remaining parts of the Polish Army to the south-eastern corner of the country, some units of the defeated Polish troops decided to go over the borders of the adjoining countries - Hungary and Roumania. They did this immediately before the capitulation of the rest, and so avoided imprisonment.

These troops brought Polish rolling stock with them which was concentrated previously in the south-east of Poland. In the meanwhile the capitulation was signed; the Polish state had ceased to exist, and was divided into zones of German, and of Russian influence. So, the two states, Hungary and Roumania, had no cause to return the locomotives and railway cars.

In Hungary the locomotives were renumbered accordingly into the MAV system. The following classes are known ex PKP:-

201,001-02	ex PKP	Pd 1	(KPEV S3)	4-4-0	2
330,901	ex PKP	Ti 16	(KKStB 160)	2-6-0	1
323,907	ex PKP	Ol 12	(KKStB 429)	2-6-2	1
410,614	ex PKP	Tp 3	(KPEV G8)	0-8-0	1
431,016-20	ex PKP	Tp 1	(KPEV G7 ¹)	0-8-0	5
520,501-03	ex PKP	Tw 12	(KKStB 80)	0-10-0	3
				Total	<u>13</u> locomotives

Of these 13, only 520,501 could be identified (ex Tw 12-7, 80.977, built in 1915 at the "Steg"-works in Vienna, No. 4038). This engine was brought by the Germans into Austria at the end of the war, and was given back to MAV on 11th November 1948. 431,016 was standing after the war in Bavaria, and returned to Hungary in 1952, being exchanged with other MAV locomotives against German types. 410,614 was running at Szerencs, north of the city of Miskolc in 1959, and was photographed by the author, but has not been seen since. It is believed that all the other ex PKP locomotives in Hungary have been scrapped, or were returned to Poland after the war.

Even less is known about such locomotives in Roumania. There was noted during the war CFR 50.84 which is believed to be ex PKP class Tw 12 (KKStB 80), because CFR class 50.0 originally extended only up to 50.80. At least four of the mighty 2-10-0 of PKP class Ty 23 went to CFR, and were renumbered 150.901-04 (there exists a photograph of CFR 150.904). It is also said that some of PKP class Tp 15 (0-8-0, ex KKStB 73) were added to the CFR stock. Nothing is known of what happened to all these engines after the war.

In this small article the author has made an attempt to write down all the known facts about this interesting but little-known subject. He expresses the vague hope that perhaps further light can be thrown on the subject by some other reader.

NOTES AND NEWS

EAST GERMANY

A trip to East Germany in July revealed many things of interest. The journey was from Bebra through Erfurt, Leipzig and Dresden, thence into Poland, returning through the north of East Germany via Berlin. At Bebra the East German locomotives are attached and are banked up to the border by a DB 44 class. The train used on this occasion was hauled by pacific 01.525, an oil burner, which appeared at the time to be the latest of its class ex-works.

At Gerstungen two double-headers were noted, one with an earlier pacific 01.517, which was one of the last of this class of rebuilds to be fitted with Boxpok wheels. Also at Gerstungen, two of the old ex-private railway's tank engines were noted, together with a former Prussian State T11 class 2-6-0T.

Erfurt is a busy centre and, being in a mountain district, a large number of trains, including some of the passenger trains, are hauled by the 44 class heavy 2-10-0. Other classes in evidence around here are the rebuilt 41 class 2-8-2, the rebuilt 39 class being now 22 class 2-8-2, together with 01⁵ and G12 classes.

Around Leipzig a number of trains are hauled by 65.10 class 2-8-4T and the 23.10 2-6-2. Double-deck coaches are much in evidence and there are two main types of these, the earlier being in four coach sets with four-wheeled bogies at the outer ends and six-wheeled articulated in the middle. These have the double-deck portion six windows long and are only vestibuled within the set, the outer ends being curved down. The later type are on four-wheeled Schlieren type bogies throughout and their double-deck portion is nine windows long. Between each pair of coaches there is a small car containing the sliding doors and vestibuled at each side to the main carriage. Thus there are less doors per set than on the earlier type and these later coaches are, therefore, used more on intermediate distance trains. The later coaches are made up into five coach sets and are also vestibuled at each end of the unit so that completely vestibuled trains can be made up. A number of baggage and buffet cars have been constructed to the same profile, so that complete trains can be run.

The most interesting place visited was Dresden, where a large variety of locomotives was in evidence, including very many G12 2-10-0 on all types of service, and their rebuilt version numbered in the 58.3000 series. The old Saxon 4-6-0 was much in evidence, together with Saxon 0-10-0T and one of the little Meyers, No. 98.002. As Dresden is on the river Elbe, trains departing in most directions have to climb out of the valley on considerable gradients. The majority of freight trains are banked and some passenger trains are double-headed.

A particularly interesting locomotive seen was 0-6-0T No. 89.008, a member of the smallest standard German class both in size and quantity. None of these exist in West Germany.

The final stretch into Poland was through G5rlitz, just west of which was a large locomotive works, apparently devoted entirely to the repair of narrow gauge locomotives. Many of these could be seen in the works yard, and they appeared to comprise a most interesting assortment.

POLAND

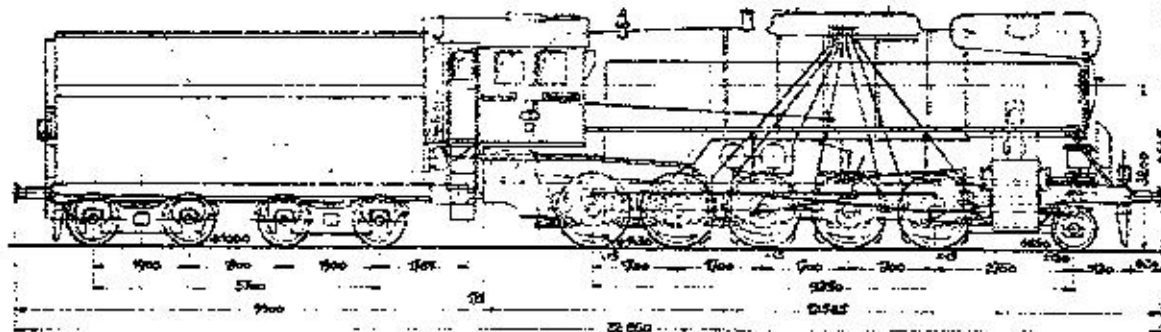
The journey through Poland was via Wroclaw, Katowice, Klodzko, Krakow, Warsaw and back through Poznan. The first stretch as far as Wroclaw seemed to be worked entirely by Pt47 post-war 2-8-2 and Ty45 class 2-10-0 of similar vintage, Ty2 German 2-10-0 and old Prussian P8 which are now class Okl. A number of other classes was seen around Wroclaw, including Tr202 which are the Vulcan Foundry "Liberation" locomotives, and some Otl which are the German 41 class and of which Poland appears to have a few. Prussian G8 class were in evidence shunting in the yards. Around Gleiwice and Katowice there is a tremendous industrial area, roughly equivalent to our Black Country or to Lancashire, and this has an extensive network of railway lines, a fairly large proportion of which are electrified. Nevertheless, some interesting steam locomotives abound and those seen in this area which were not noted elsewhere included pre-war 2-10-0 of classes Ty23 and Ty37, 4-6-0 of class Ok22, 2-6-2T of class Okl 27 and a number of Prussian classes such as 0-10-0T class Tkw2.

Around the Klodzko area a number of the trains to the Czechoslovakian frontier, both passenger and freight, are hauled by Prussian G8² class 2-8-0, now PKP class Tr6, but the general passenger and freight traffic is hauled by Ol 49 (2-6-2) and the German 52 class 2-10-0. Most of these are series Ty2, of which there appear to be about 1500, the latest few hundred being ex-Russia. Some, however, were built for Poland in the war and these are class Ty42.

The most interesting locomotives noted at Krakow were the huge 2-10-2T of class Okz32, which work express trains up into the mountains from Plaszow station to Zakopane. There were also a number of Austrian 2-8-0, now class Tr12. In a gas works just off the Zakopane line was an ex-Prussian class T9³ with piston valves, a very rare version of this type.

The trip from Krakow to Warsaw proved very interesting, being all steam and traversing some hilly country. Poland is generally flat and it was amusing to note that one small station outside one of the very few tunnels in the whole country was in fact named "Tunel". On this line at Radom were a large number of the giant Ty51 2-10-0. Although the class numbers 250, examples were not to be seen in quantity anywhere else on the trip. At a small country junction, Skarzysko-Kamienna, which has a fairly extensive marshalling yard, all the shunting was done by the old Baldwin First World War 2-8-0 of class Tr20, and in the roundhouse yard, apparently in use, was a Prussian G5³ mogul.

Approaching Warsaw, one of the very few examples seen on the whole trip of the pre-war express class Pt31 was passed on another passenger train. All the suburban lines around Warsaw are electrified with the exception of one from Warsaw Gdansk station northward on the line towards Gdansk. This has quite a frequent service worked by the class Fkt48 2-8-2T which are also spread widely over the rest of Poland. The main electrification system, incidentally, comprises a sort of "Z" shape from Poznan east to Warsaw, southwest to the Katowice area and then east again through Krakow to Przemysl, together with a line south from Katowice to Bielsko and Zbrwice.



PKP CLASS Ty-51

Westwards from Warsaw on the electrified section, the solitary 2-8-OT class Tkt55 (rebuilt U.S.A. 2-8-0) was noted near Wielka. No illustration of this is known, but from the brief glimpse caught from the train it seems to have the original American chassis surmounted by an entirely Polish super-structure, probably comprising boiler, cab and tanks more or less standard with the Okl 27 class 2-6-2T. The most interesting centre on this line was Kutno, where an important steam line crossed, and here were Ty4 (DR class 44), ex-Prussian G53, T93 and G12, and also two of the large American 2-10-0 class Ty246, the only ones of their class noted throughout the whole trip. Once in the Poznan area German locomotives predominated, the only Polish types in quantity being Pt47 and Ol 49. Practically the whole of the freight service was in the hands of German 52 and 44, together with a few G12 class which are now Tyl.

Suburban trains out of Poznan are worked by Prussian T18 (Oko 1) and there are a few of the O3 class pacifics in their original two-cylinder variety (Pm2); but none of the streamlined three-cylinder variety which used to work in this area were noted.

FRANCE

Big diesels are on the Paris-Mulhouse rapides, plus a few Belfort-Mulhouse workings; a few smaller diesels are working from Besancon and Nancy via Epinal. Belfort retains a large steam allocation - 231G and 231K for passenger work to Mulhouse and Besancon, 230B for the Delle expresses, and 141P and 140C for freight. Visitors are principally 141R, from Dole, Nancy and Mulhouse. The Paris-Basel day express trains are usually worked by 241P, but 141P and 241A also appear, all based on Chaumont.

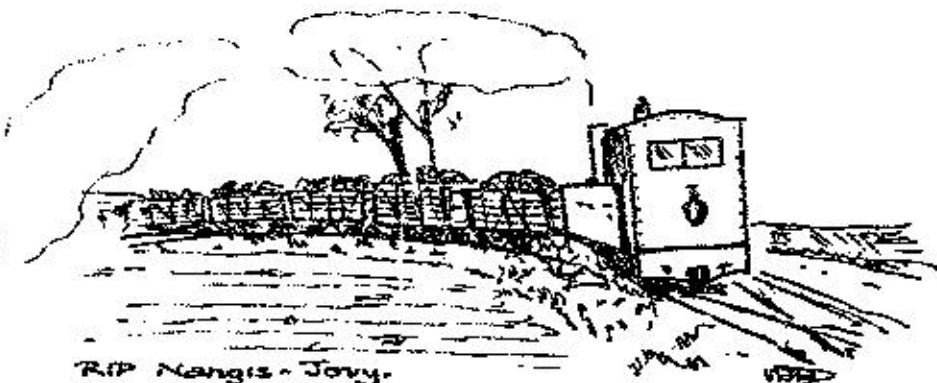
This year the Calais-Amiens boat trains were mainly pulled by classes 231G and 231K, in place of the 231E which predominated in 1963. At Creil 150P are stored, but several 230D in good condition are working locals.

SWITZERLAND

2-10-0 2959 was noted in June on a freight on the main Basle-Lugano line. Two 89xx 0-8-0T were acting as station pilots at Chiasso.

Acknowledgements for information are due to Messrs. Dixon and Harries.

MINOR RAILWAYS SECTION



FRANCE

Nangis-Jouy - Many readers will know that the last metre-gauge roadside tramway in France, the CPTA's line from Nangis to Jouy le Chatel, will close completely on 31st December 1964. The branch was opened from Jouy to Nangis Faubourg in October 1902 and to Nangis SNCF (Cie de l'Est then) on 11.5.03. Passenger traffic was withdrawn on 16.1.34. but the line remained in use for beet traffic along with a short section of the Bray line as far as Rougenvillers. It was maintained in good condition and even acquired two 2-6-0D's built on the frames of condemned steam locomotives, but one 0-6-2T, No.3.714. was in service up to the end. It is hoped that this will be preserved, though where it will be stored and what will happen to the FACS preserved locomotives stored at Jouy is not yet known.

GERMANY

Albtalbahn - The Ittersbach branch has been closed. It will be standard-gauged to Langensteinbach, presumably for the goods traffic, the remainder being turned over to buses.

Kreis Altenaer - 0-6-0T No.20 (Borsig 11758/34) is in use daily working goods trains to Plate.

Vechta-Cloppenburg - This line is now controlled by DB Vechta. Schöma 4-wD "Vechta-Cloppenburg No.3" now runs the daily train, on which passenger accommodation is provided by the original coach No.1.

Sylt - Recent acquisitions include railcars from Emden-Pewsum-Greetsiel; Eckernförder; Plettenberger - the latter is to be rebuilt as a 180 hp diesel-electric locomotive. The ex-Rendsburg machine is semi-derelict but the five Borgward articulateds are in daily use, although one was temporarily out of action in August, following a front-end collision with a car - two killed, unfortunately. Two home-built but very smart diesel locomotives, D7 and L20, are in use with much old stock, gaily painted. Two ex-Herforder trailers have been bought, however, and the rest will come soon to replace old steam stock.

Spiekeroog - Now has a railcar, T5, ex-EPG and built by Wismar in 1933. It was acquired in 1963 with one coach and a tank wagon and has been entirely rebuilt. All but one horse car have been scrapped. The island also boasts a private branch, worked by a builder with his own 4-wD but with Inselbahn wagons.

Langeoog - The ex-KAE car has been overhauled this summer with four ex-KAE trailers. Ex-Ruhr-Lippe VT6 (no details but probably built by Dessauer Maschinenbau) is still at Bensenriehl awaiting shipment.

Borkum - Calamity! at least from the photographer's point of view. The handsome old bogie coaches are now plastered with full-length advertisements for a schnapps. But the two O&K O-4-OT's are used at peak periods, normally the first two weeks in August, and are in good condition. The line owns two Wismar double-bonneted cars.

Leer-Aurich-Wittmund - Regular goods traffic from Aurich to Esens; passenger traffic from Esens (West) to Bensenriehl (for Langeoog). Track from Aurich to Leer is still in place and apparently used - in August there were rollböcke on the sidings at Leer. The Esens-Bensenriehl service is now maintained by an elderly AMG railcar, T55, with dual buffing gear, and when traffic is heavy it hauls a train of two reconditioned bogie coaches and a bogie van - presumably the "three-car set" rumoured to be on order from Talbot's! All passenger vehicles bear the inscription "Kreisbahn Aurich" but goods tractors (T42 and T46 seen) are marked LAW. Operation of the whole affair is very casual.

Emden-Pewsum-Greetsiel - is no more. All that remain are a cleared area by the DB and some mouldering buildings. Stock has been sold or scrapped.

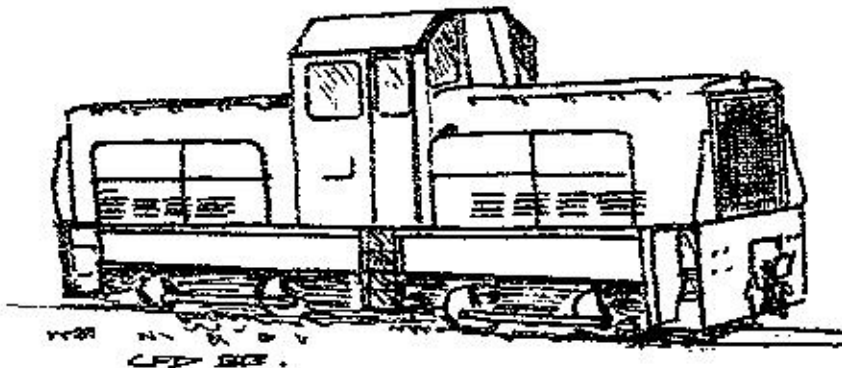
D.E.B.G. - This concern now owns only the Voldagsen-Delligsen and the Vorwohle-Emmerthal lines. Both are now all diesel, but each has a Borsig O-6-OT in reserve. O-6-OT No.5 is due for scrapping at Bodenwerder, where in August the MAN railcar was awaiting heavy repair after someone had carelessly shunted a heavy goods wagon into one end. The 1942 Dessauer bogie car is in use after rebuilding, and two bogie coaches, ex-Wilhelmshaven Vorortbahn, are being rebuilt for the Voldagsen line, to replace their old stock. Bodenwerder works expects to carry out some repairs for the Süd-West Deutsche concern which has taken over some DEBG lines.

A.K.N./E.B.O./Alster Nord - These connecting lines north of Hamburg are now all run by the Verkehrsbetriebe Hamburg-Holstein, almost entirely with MAN 4-wheel cars and matching trailers in a plum livery - though with separate "line" insignia. The EBO one has automatic doors for one-man operation and the EBO also has two Ürdingen railbuses - possibly also from Wilhelmshaven.

Toutoberger Wald Eisenbahn - This line (operated by DEG) has 8 steam locomotives still in stock, two or three being used daily. They are: - in service - 161/2 Henschel 2-8-OT's of 1925; 222/3 Henschel 2-6-2T's of 1926 and 1929; DEG 261 Krupp 2-6-2T No. 1423; in store - 221 Henschel 2-6-2T and 174 Hanomag O-8-OT 9761/21; under heavy repair - 271 Jung 2-10-2T 8680/40. There are five diesel locomotives and seven railcars, most of the latter being the DEG's standard Esslingen type.

V.G.H. (Hoya) - See Autumn 1963 issue. T2 does the Hoya-Eystrup run, venturing daily onto DB in the early morning for a return trip to Langwedel. T1 is confined to Hoya-Bruchhausen trips. The ex-DB diesel 360.01 is now used for goods with O-6-OT No.2 in reserve. No.3 (Union Giesserei) is stored in the open. Narrow gauge Wismar car T42 is dumped near the standard gauge embankment in Hoya; locomotive 32 is dumped near the old n.g. works without wheels. On

(Continued on Page 19)



KNOW YOUR ENERGY No. 3 - CFM Montmirail 400 h.p. Diesel Locomotive.

The big French private railway company, the Cie. des Chemins de Fer Départementaux, has always maintained a large and efficient central works at Montmirail (Marne), where it repaired its locomotives and, as diesel traction became reliable, undertook the conversion of time-expired steam engines into diesels, utilising the original frames and running gear. These were so successful that several were "exported" to other concerns and, as the number of its railways declined, the CFM started using its surplus capacity to build new locomotives. This is now a major activity and its products are used not only by a number of standard gauge private lines but also by the SNCF.

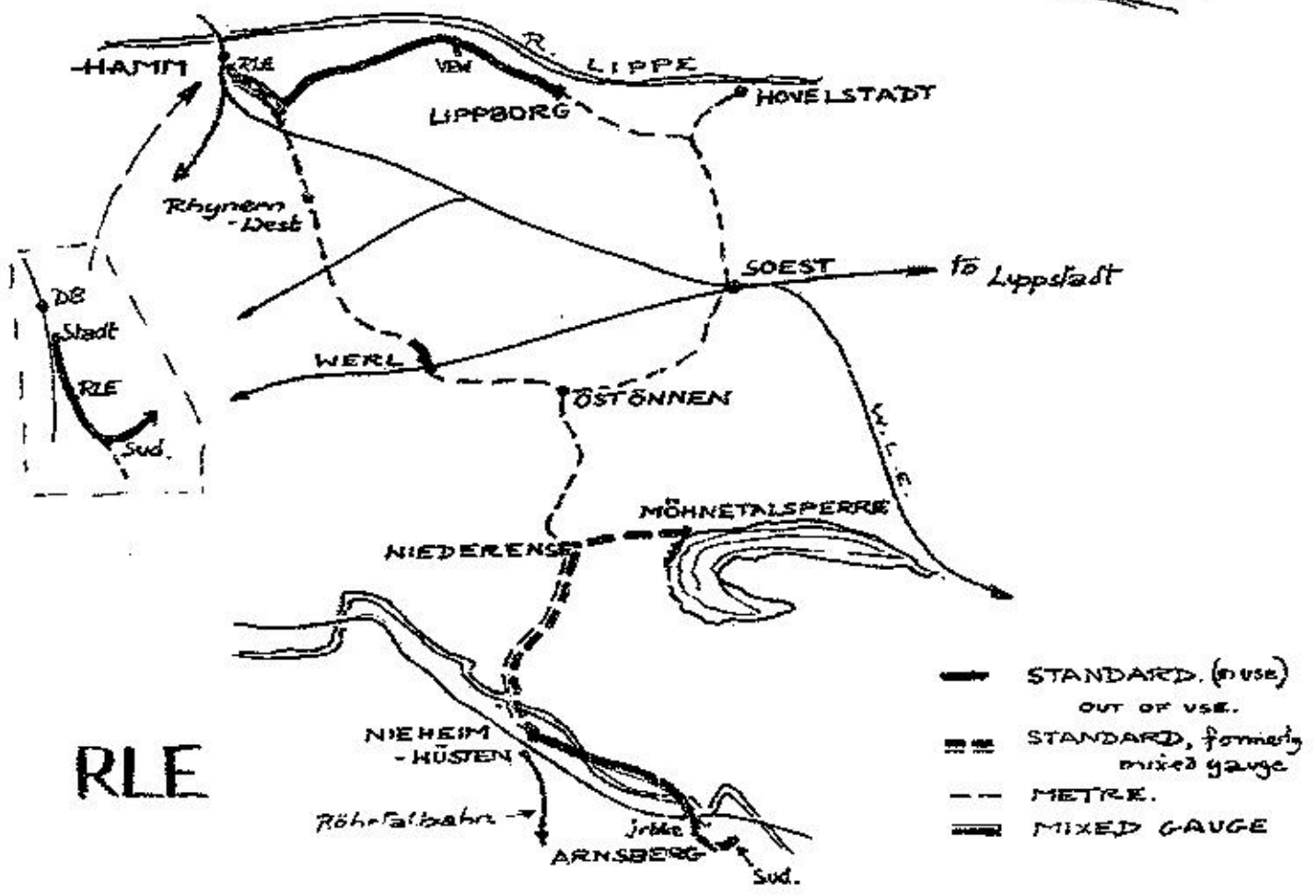
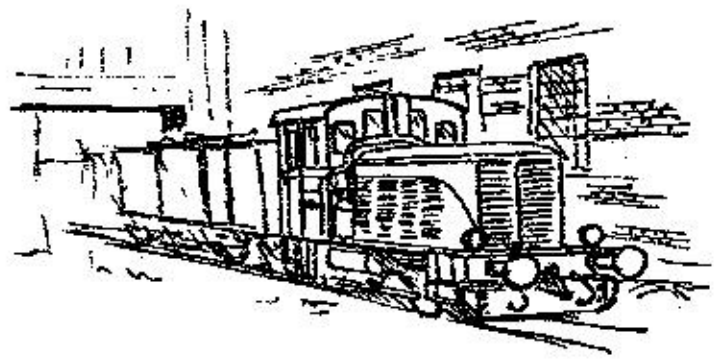
The latter was also the prime cause of the CFM's latest venture into the narrow gauge field, when it ordered two 400 h.p. B-B diesels for its PO Corrèze system - which is, ironically, operated by the CFM's old rival, the CFTA. So far three machines have been built, two for the POC and one for the CFM's own Vivarais system, but they may well be built for other concerns as well.

The locomotives are, as can be seen from the sketch, centre-cab, double-bogie machines, each bogie being equipped with SKF roller bearing axle-boxes and having coupling rods. Power transmission from the two Poyaud 207 h.p. diesel motors is by means of a CFM-Asynchro" hydro-mechanical transmission, with drive via an automatically operated gearbox. Changes can also be made manually if required. Each motor-group, comprising motor; air-compressor for the electro-pneumatic gear change and locomotive breaks; vacuum brake ejector for rolling stock; is independent, thus giving flexibility. This is, indeed, one reason why two 200 h.p. motors were used instead of a single 400 h.p. one, since the locomotive can haul light loads economically on one motor and is not totally immobilised if a motor breaks down. This is, of course, very important for narrow gauge lines with limited resources, where a relief locomotive may not be immediately available.

All three locomotives so far built are identical in most respects, save that the Vivarais one has been lightened as far as possible to come

(Continued on Page 19)

The RUHR-LIPPE EISENBAHN



RLE

THE FORGOTTEN RAILWAY.. or .. "We never closed"

For the uninitiated:

Once upon a time there were a lot of minor railways in Germany, and one of the more prosperous ones was the Ruhr-Lippe Eisenbahn, with almost 65 miles of standard gauge and metre gauge track, sprawling - as might be expected - between the rivers Ruhr and Lippe. Then, in 1952, Bryan Morgan sadly pronounced its demise. Even he was surprised that such an extensive system could disappear "almost overnight" as he put it.... The answer, of course, is that it didn't. What did happen was that on 5th October 1952, the company closed most of its metre gauge lines, since buses were more economical and, because the other services were purely local in interest, stopped advertising them in the Amtliches Kursbuch. The decision was doubtless aided by the fact that an entry in the Kursbuch costs money, and the RLE has always been a very businesslike concern, determined not only to serve its district, but to pay its way in doing so. Now read on.....

The RLE was formed in 1905 as a limited company (aktien gesellschaft) to take over and operate certain local railways which had been opened, or were being built, by the Kreis (local councils) of Soest and Arnsberg, the towns of Hamm and Arnsberg, and the parish of Rhynern, all in Westfalen province. These authorities were, and are, the joint shareholders in the RLE which is, therefore, a true public company concerned solely with serving its communities; even so, it is charged with paying its way without subsidy.

The railways it took over were the following:-

Metre gauge:

(Kr. Soest): Neheim-Hüsten - Niederense - Ostönnen - Soest - Oestinghausen - Hovestadt, with a branch from Ostönnen to Werl. 44.15 kms., opened on 1.5.98. This line included a long climb over the high ground between Soest and Arnsberg, in which the famous Möhnesee is now situated.

(LandesKr. Hamm): Werl - Rhynern - Hamm. 16.20 kms., opened 1.2.01.
Hamm - Lippborg - Oestinghausen. 23.10 kms., opened 1.4.04.

Mixed gauge:

(Kr. Arnsberg): Neheim-Hüsten - Arnsberg Jägerbrücke. 8.21 kms., opened 1.2.07.

When the Möhne dam was being built, a standard gauge branch, 5.7 kms. long was built from Niederense to Möhnetalsperre, the Neheim - Niederense section being converted to mixed gauge to serve it, with a standard gauge quarry branch, 3 kms. long, from Hüsten (Ost) to Muschede. All these were built as Kleinbahnen under the Act of 1892.

The subsequent history of the RLE followed that of many minor railways. It survived the 1914-18 war, with the loss of 7 locomotives and 130 wagons "acquired" by the military and never returned. In 1927, with increased traffic, the Hamm - Oestinghausen branch was standard-gauged as far as Uentrop, and in 1940 on to Lippborg. The first cautious experiments with buses in the 'thirties, developed after 1945 into a strong network as road traffic increased. The consequence was the closure, in 1952, of all the metre gauge sections except the Hamm - Werl branch which lasted until 1958, when it was cut back to Rhynern. It was finally closed to all traffic in 1963, except for a mixed gauge industrial spur at Werl, and was followed on 1.6.64 by the Niederense - Neheim branch, this having lost its metre gauge side in 1952. The reason was the refusal of the local authorities concerned to renew the RLE's concession because of a stretch of awkward street running in Neheim which could not be avoided. At the same time, the rail passenger service was removed from the Neheim - Arnsberg section, leaving a morning passenger service on the Hamm - Lippborg stretch only.

It would, however, be a mistake to assume from this sad list that the RLE is a declining concern. It is not. Not only does a fleet of 38 buses maintain an efficient passenger service over all the old rail routes and some others as well, but goods traffic on the remaining sections is heavy and constantly being encouraged. Why, in 1961 the company even built a 2.6 km. long extension at Arnsberg, from Jägerbrücke to a field near a paper factory. (For wagon registration purposes this is known as Arnsberg Süd, but it is virtually an industrial siding.) The company has also modernised itself effectively, having five 4-wheel diesels for "main-line" work and two smaller machines for shunting. In fact, so far as the RLE is concerned the future seems assured. It wants to get rid of the rail passenger service on the Lippborg branch and does not really want to run the replacement road service either - as the manager says, they have to pay to run it instead of the other way round, and that is not sensible. In any case, it interferes with a profitable coal traffic, at present about 2,000 tons a day, to the new VEW power station at Schmehausen, which the RLE handles very efficiently in 1,000 ton trains hauled by two 260 h.p. diesels.

Stock:

RLE50		c. 90 h.p.	Windhoff		Shunting locomotive
RLE51		"	Deutz		" "
RLE53	4-wD	240-260 h.p.	Deutz	55773/54	Main line locomotive
RLE54	4-wD	"	"	55774/54	" " "
RLE55	4-wD	"	"	55775/54	" " "
RLE56	4-wD	"	"	56198/55	" " "
RLE57	4-wD	"	"	56834/58	" " "
VT3	4-w railcar				Hamm
VT5	4-w railcar				Neheim

There are railcar trailers numbered TA2 and TA5, and ex-metre gauge bogie coaches 10, 14 and 16; also 12 derelict at Hamm.

Information: Courtesy Herr Behmer of RLE; and the Secundairbahnkurier
(Wolfgang Zeunert).

KNOW YOUR ENEMY No. 3 (Continued from Page 15)

within that system's 8-tonne axleload. All are easily convertible to standard gauge if required. Principal dimensions are given below:

Weight in working order	40 tonnes (32 t. for Vivarais)
Tractive effort	16,000 kg.
Maximum speed	45 km/h.
Length overall	10.76 m.
Height overall	3.75 m.
Wheelbase	6.85 m.
Wheel diameter on tread	0.86 m.

NEWS ITEMS (Continued from Page 14)

the narrow gauge section, services are maintained by T63 and T65, while O-6-OT No. 31 runs the goods, apparently based on Asendorf. No.33 is under repair at Syke.

Wittlager Kreisbahn - Railcars T1,2,3 and 5 are in service, the latter being a Wismar double-ender. Similar car T4 is in shops, and T6 withdrawn at Preuss Oldendorf. Two small diesel locomotives, DLL/2, handle goods traffic, and no steam remains. The centre of activity is Preuss Oldendorf.

ITALY

Ferrovía Elettrica Stresa-Mottarone - All services have been replaced by buses though the line remains in situ. Stresa depot contained heavy motor coaches 1-5 in yellow livery, and trailers 11-13, all in good condition. The only two items of goods stock seen were very dilapidated.

NORWAY

Aurskog-Høland - In the Autumn 1962 Journal, it was reported that this line was the subject of a preservation scheme. However, nothing further has been heard of the subject and, as what is believed to be the last surviving locomotive from the line is now at the railway museum at Hamar, it appears that the scheme, if in fact it ever existed, has now been abandoned. However, there is now an unconfirmed report that part of the Setesdalbanen is to be preserved. This line of 3ft. 6in. gauge ran from Grovane to Byglandsfjord and was closed to all traffic in 1962. Now, apparently, 3½ miles at the Grovane end are to be taken over and operated by a railway club recently founded in Kristiansand, and the N.S.B. have donated certain locomotives and stock for use on the line.

SPAIN

Castilian Secondary Railways - The connection between the RENFE and the Secondary Railway's stations in Valladolid has been removed, which presumably means that there will be no further work for Borsig O-4-OT No.32. This locomotive was noted at La Mudarra being towed towards Medina during September.

Acknowledgements for information are due to Messrs. J. Morley, A.G. Wells, J. Delmotte and the FACS; also Herr Wolfgang Zounert's "Sekundairbahnkurier".

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