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ON SHED

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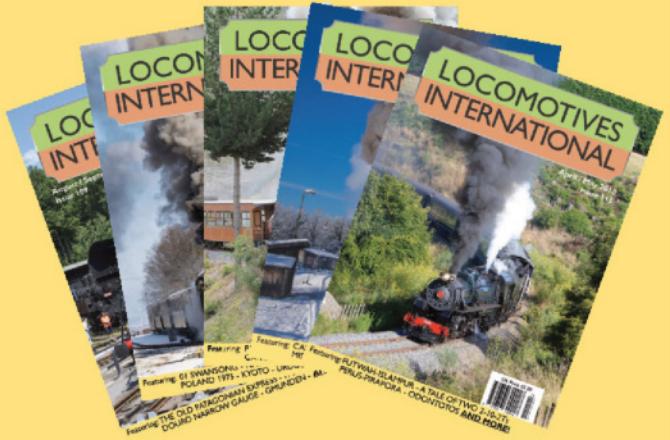
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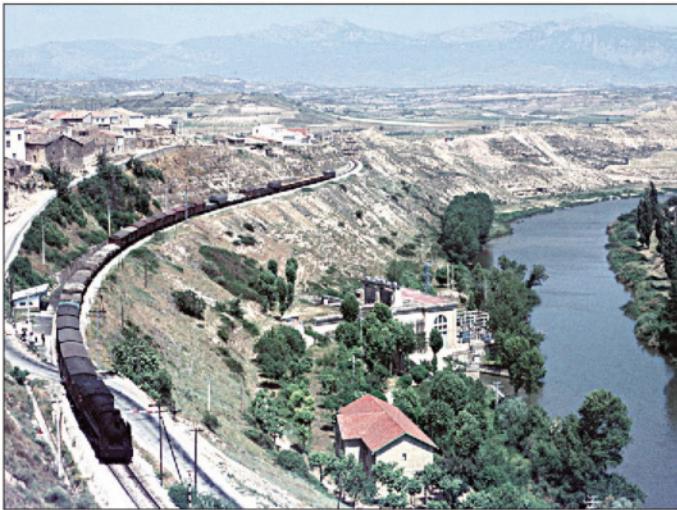
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On The Beet! Parade around the turntable – what a sight. As an aside the strange lights in the sky are aeroplanes, caught that way by a 4 second exposure.

Fionnbarr Kennedy

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Ad van Sten

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The driver oils up ex-Atchison, Topeka and Santa Fe 4-8-4 No. 2926 (Baldwin 69814/44) in Albuquerque, New Mexico on 29th October.

Ad van Sten



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ADIOS 141F

by Keith Chester



My first encounter with a 141F. On 3 April 1972, during a stopover on the way to Portugal, no. 2218 was photographed at Burgos with a local passenger train to Soria.

Exactly 50 years ago as I write this, I was also writing my university final exams. Within ten days of this I was off on the train, first to Paris and then south, overnight, to Spain and Portugal. When in the late 1960s I began to become aware of European steam, Spain was something of an eldorado, famed for its large mainline locomotives and Garratts, and its treasure trove of nineteenth-century antiques. By the time of my trip, nothing remained of the latter and the Garratts and the many

classes of 4-8-0s and 4-8-2s had been withdrawn. But there was still some active steam, allocated to various loco depots serving secondary lines and branches scattered around the country. Motive power was almost exclusively in the hands of class 141F 2-8-2s (almost, because also I saw from a passing train one of RENFE's superb 4-8-4s working a freight train).

In their mountainous country the Spaniards had taken to eight-coupled locomotives with great enthusiasm, and they

All photographs by the Author



No. 141F-2240 charges through Haro at the head of a lengthy Miranda to Castejon de Ebro freight on 20 June 1974.

came in many forms: 2-8-0, 4-8-0, 4-8-2, 4-8-4, tank locos and Garratts. Of Mikados, however, there was only one class, 52 engines delivered by Alco to the Norte in 1917–18. So, it was perhaps a little surprising that when RENFE required a modern mixed traffic loco as the Spanish economy slowly began to revive after the horrors of the Civil War and then the wider wars in Europe, it opted for a 2-8-2 design, influenced, it is said, by the successful introduction of the 141R class in neighbouring France.

The first batch of 25 came from North British in 1953, and between then and 1960 a further 217 engines were delivered by four Spanish manufacturers: Babcock & Wilcox (53), Euskaldna (58), Macosa (53) and MTM (53). From no. 141F-2301 onwards they were delivered with double chimneys and as oil burners, hence the F in the classification. I believe the earlier coal-burning engines were subsequently converted. (Perhaps an LI reader can clarify this?) Two 141Fs were fitted with Giesl ejectors; either these did not noticeably enhance performance or, as elsewhere, licensing fees were deemed too high for the device was not attached to other locos. In service, the 141Fs proved popular with crews and were to be found working freight and passenger trains throughout Spain. And it was on both duties, often with long trains behind the tender, that I saw these modern mixed traffic locos in service in June 1974.

Travelling on my penultimate day in Spain from Lérida to Salamanca, I was delighted to see no. 141F-2256 come on our train at Palazuelo Empalme and there followed a spirited run over an undulating and very attractive line. But the best was yet

to come. If I remember correctly, the international express taking me from Salamanca to Portugal arrived several hours late and in two portions. In the dark and primarily concerned about getting a seat on the packed train, I had not paid attention to any change of motive power. I was therefore surprised when we finally pulled out of the station to the screech of a steam whistle: there was a 141F at the head of the long express train. We set off in fine style. Evidently there was a long steep climb out of Salamanca for the sounds coming from the Mikado were becoming increasingly laboured. It was not long before the train ground to a halt in a deep, rocky cutting in the middle of nowhere. We waited whilst the crew restored boiler pressure and then tried to restart their heavy train. They struggled. Again and again the wheels of the 2-8-2 span around, failing to get any hold on the rails; again and again the loco slipped violently to a standstill after a metre or so of progress. This must have gone on for about five minutes. A cacophony of sound echoed off the sides of the cutting in which the train stood. This was a treat to the ears (like Jimi Hendrix on best form) and would have been an even greater one to the eyes and to the camera: by now dawn was breaking and the scene was bathed in early morning light. It was still cool and great columns of white steam and black smoke must have been erupting from the chimney of no. 141F-2268. Eventually, it got our international express train underway and proceeded with it to the border at Vilar Formosa.

It was for me a spectacular finale to RENFE steam though the real one was to come almost exactly a year later when on 23 June 1975 no. 141F-2348 was withdrawn at Ciudad de Real and RENFE's last steam depot closed.



Shortly after midday on a very hot 21 June 1974 an unidentified 141F rolls another long freight past the small village of El Cortijo in the Ebro valley.

Most of the 141Fs seen in June 1974 were either dumped or in store, as was this lineup of cold locos in the roundhouse at Castejon de Ebro MPD. This includes examples with both single and double chimneys.





No. 141F-2108, one of the original North British batch, takes water at Castejon de Ebro prior to departing with a heavy freight bound for Miranda de Ebro on 22 June 1974.

The motion of no. 141F-2315 is attended to at Merida MPD on 26 June 1974. From here, steam worked passenger and freight trains to the border town of Badejoz.





No. 141F-2217 at Manzanares on 24 June 1974.



Above: No. 141F-2209 catches the last rays of the sun at Haro and, left, a reminder of the metre gauge FC de Haro a Ezcaray, closed in 1964.

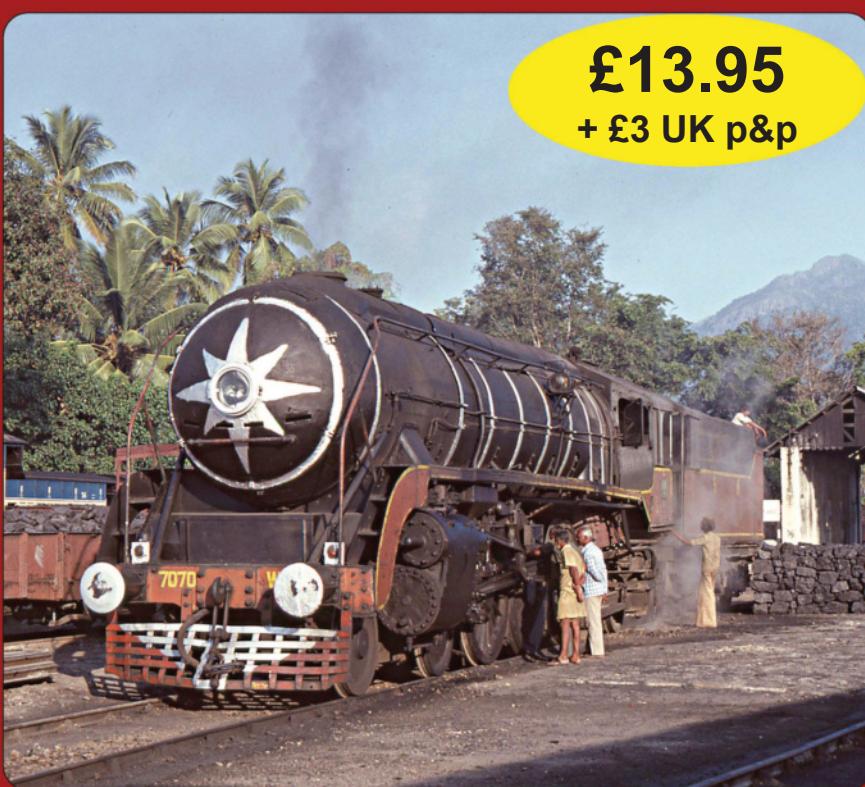
Left: No. 141F-2256 heads a Palazuelo Empalme-Salamanca passenger train through the hills on 29 June 1974.

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STERN & HAFFERL IN THE 21ST CENTURY

by David Bott



Standard gauge railcar 20.109 at Vorchdorf as the 14.54 service to Lambach. Built at Rastatt Wagon Factory in West Germany (Westwaggon) in 1956 for the Extetalbahn, Rinteln to Barntrup, it moved to Stern & Hafferl at the end of 1969 for use on the Vorchdorferbahn as VBE6. In 1974 it was photographed carrying its present number.



Diesel-electric loco 2016.912 'Hercules' at Lambach. Delivered by Siemens in 2008, it is a member of their 'Eurorunner' class.

All photographs by the Author on 5th September 2023



Metre gauge Vossloh tram 122 seen passing through the Trauntor, Gmunden, on the section of line which opened on 1.9.2019. This type of tram was first introduced here in March 2016 when new workshops and a carriage depot were opened at Vorchdorf.

Standard gauge electric loco 20.006 at Vorchdorf. Built by Ganz in 1913, it has had quite a varied career. In 1922 it was with the BBÖ as 1085.03 then, following the German Anschluss in 1938, it worked for the DRB as E171.03. In 1947 it moved to Stern & Hafferl, returning to the now renamed ÖBB in 1959. It has since worked on the Salzburger Lokalbahn as E64 and as E27.001 for the Salzach-Kohlenbergbau-Gesellschaft (SAKOG).



THE LAST RITES IN PARAGUAY

by Dr Michael Grimes



101 with train approaching the bridge to Posadas.

All photographs by the Author on November 15th 2007

November 15th 2007 was a memorable day on the southern section of the Ferrocarriles del Paraguay S.A. (FEPASA) in Paraguay in Encarnación. What made the trip memorable is that it was the last main line working both freight and passenger in southern Paraguay on the State Railway using what could best be described as a heap of spare parts masquerading as operating North British working wood burning steam locos.

Originally the rail system in Paraguay consisted primarily of a 376 km main line of standard gauge between Asunción and Encarnación (with a connection to the Argentinian Railway system at Posadas, Argentina). The railway was built to British standards..The network was never very extensive and by the 1990s it consisted of around 440km of line. By the turn of the century, all operations had more or less ceased.

It was originally built to Iberian (1675mm) gauge, but, after the line reached the national border at Encarnación, it was regauged to standard (1435mm) gauge to allow the connection of Asunción to Buenos Aires without a break of gauge, and later also to Uruguay through Argentina. This was achieved by

means of a pair of wood-burning train ferries linking Pacú Cuál to Posadas until 9 April 1990, at which time the rail connection on the newly constructed road-rail bridge linking the two places was brought into use. Through passenger trains were operated, with passengers travelling in the coaches on the ferry, as did freight wagons. The entire trip only took 48 hours!

Track was light (rail at 60 lb/yd spiked directly to hardwood sleepers, ballasted with earth) compared with the standards adopted by the British companies in the Buenos Aires area at that time (100 lb/yd on baseplates and hardwood sleepers with stone ballast). Despite being rooted in British practice, facing point locks were not used and fixed signalling was unknown until the new bridge near Encarnación was protected by a semaphore at FCNGU insistence.

In 2002, a concession was awarded to a private company to restore services for passengers and freight. About 6 km of line were reopened from Encarnación to a border connection with the Argentinian network. The line closed again in 2010 as a result of the rising water levels of the Yacyretá dam which would



The last train to Argentina leaving Encarnación.

flood the route. A 7.5km replacement line was constructed on a different alignment. It was completed in 2012, freight services resumed shortly afterwards and a passenger service was once again inaugurated at the end of 2014.

At the northern end of the main line, a tourist steam train service was established between Botánico station in Asunción and Aregua, a distance of about 25km, plus an additional 15 km section to the village of Ypacaraí under renovation. In 2010, following the collapse of an abutment of a bridge on the Rio Ytay, the tourist steam train traffic was suspended.

Freight had returned by early 2013 but was down to one train across the border every few weeks, with shunting mainly handled by Argentine diesels. However, in 2018, the Ferrocarriles del Paraguay S.A. amazingly reopened the passenger service (and freight) from Encarnación to Posadas in Argentina using second hand Dutch Wadloper DMUs which service still operates every 30 minutes from 0800 to 2000 and carries up to 8000 passengers per day.

On the author's visit the last regular revenue steam in Paraguay was continuing to operate at the Encarnación freight terminal. Work centred around shunting the yard and to the bridge. I was privileged to have wood-burning locos 101 and 104, both 2-6-0s built by North British in Glasgow during 1911, operational. These rather fine locos operated with Paraguay Railways (FCPAL) which retained steam operation at least until 2009. The other operating locos present were Nos. 59 (raising steam in the shed) and 60 (also there cold) with No. 524 sitting forlornly outside the loco shed looking unlikely to ever steam again! Locos 51 and 52 supposedly survive at Bogado. 53 was supposedly operational at Asunción. The current situation of 55

- 58 is unknown but they are supposedly in Asuncion. 2 and 60 were operational in Encarnación.

One interesting fact was that three bogie steam railcars built by Sentinel Cammell in 1935 were used by the railway. They were purchased for Asunción suburban services. Total price apparently £25,447 0s 2d and they were put into service in December 1935. See LI100 for a short article by Ian Thomson-Newman on these vehicles. Originally, they were wood burning but did not like that fuel and had to be converted to oil burning. Numbered CM1-CM3 (works numbers 9070-9072 respectively), they were little used during the Second World War owing to the high cost of oil fuel.

Will the railway ever recover? Doubtful! The railways of Paraguay – other than Encarnación to Posadas have been almost completely closed for some time. A privatisation project has been underway since 1991, and several offers were received. Nothing has happened. The beautiful main station at Asunción has been converted into a cultural centre and there is talk or reopening a decent length of the railway from there...

From a more realistic perspective Paraguay's railway is running on its last legs. After flooding (due to a dam project) the south-central part of the line it is not operable anymore. What remains is the shunting operation at the former southern end, Encarnación and the Posadas passenger service. Nowadays freight coming from Argentina over the bridge is taken to the shunting yard and propelled to the loading/unloading area. Here the freight is loaded on to road vehicles. It will never recover unless the Government does something and right now nobody in Government has any interest. So sad!



No. 104 on its last operating day en-route to Posadas.



No. 59 simmering in the shed, waiting to go to work.



No. 524 outside the shed, unlikely ever to steam again.



No. 101 Returning light engine to Sapucay Depot

The very last train returning to Sapucay.



ARCHIVE FOURSOME: LOURENÇO MARQUES 1955

by Charles Small via John Agnew Collection



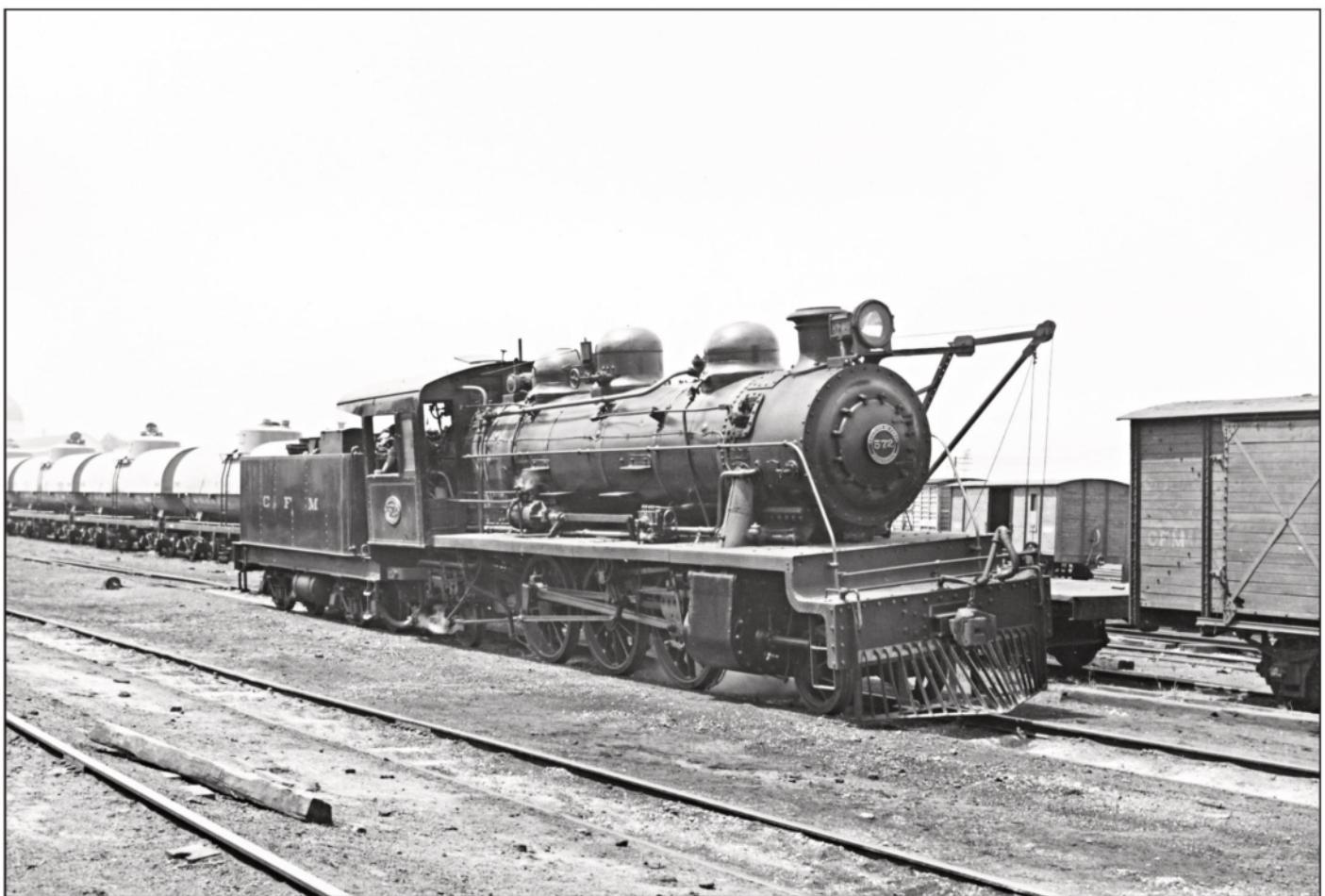
Two views of CFM's Montreal-built No. 702.





Above: CFM No. 95 (BLW 73071/46)

Below: CFM No. 572 (Henschel 262)



ON THE BEET

by Fionnbarr Kennedy



© Fionnbarr Kennedy

Beet – sugar beet – is an emotive subject for any fan of railways in Ireland. There used to be a vibrant sugar beet industry in this country, the harvesting of which was strongly reliant on the railways, with the catch phrase On the Beet being used to describe anyone working the harvest. Alas it's no more. However, this is not the point of this article...

For one of the first post COVID events in Germany the Bavarian Eisenbahn Museum decided to try and run the beet harvest via steam. For a bit of background the area in which they are located – Ries – has strong beet production. This is collected and sent for processing to Switzerland. The BEM have responsibility for the initial transport and this year decided to try and utilise steam hauled traction, the first time in many years and certainly the first time in this century.

To this end they assembled 4 heavy goods locomotives, all ex DR. Kreigslok 52 8168-8, oil fired 50 0072-4, 44 2546-8 and (initially as backup) 58 1111 2- from the Uhlemer Eisenbahn Freunde. The first two are 2 cylinders, the latter 3 cylinder locomotives, with a much softer beat (not beet!) As an aside the 44 was just back from overhaul, boiler pressure test only passed a couple of days before the event (hence the presence of the 58 as a backup). In the event all 4 ran flawlessly, giving a simply wonderful experience of these locomotives doing what they do best – hauling heavy revenue earning freight. For a steam rail fan absolute heaven!

With the traditional Form signal granting the road 52 8168-8 and 50 0072-4 start a full beet train of 32 wagons, 2400 tons from Möttigen. The 50 is oil fired, hence the blacker smoke. The train was held here to allow the crossing of a regular (electric) local train.

All photographs by the Author

The trains consisted of a shuttle service of beet, carried in EAOS wagons. The wagons were loaded in Dürrenzimmern - large agricultural tractors and trailers turning up in a continuous loop to load the train. Advantage was taken to haul the first laden part of the train westwards for photo opportunities while the second part was being loaded. The first part would be then brought back, coupled up to the second (now loaded) and the resulting train would start on its journey. This train was a mean 2400 tonnes and was extremely impressive when underway. It was hauled mainly by the 44, piloted by the 58 but on the last day by the 50, piloted by the 52. The two 3 cylinder machines made light work of the train, but the 50 and 52 had to work hard and were (to the author anyway) the highlight of the event. 3 loaded trains of 2400 tons on the evening of the Wednesday to the Friday moved the beet harvest for processing. The most impressive steam sight this author has ever seen.

Outside of the movements (full and returning empties) of the beet trains a couple of photo freights were run as well as two other revenue earning service – a dung fertiliser) train and the Henkelzug - supplies of raw materials to the Henkel / Schwarzkopf plant in the vicinity.

All in all a most impressive event – the BEM are to be congratulated for some wonderful organisation and much very hard work. What follows are some photographic highlights.



The Jumbo. 44 2546-8 simmers at the depot at the end of the day.

58 1111-2 and 44 2546-8 make light work of 2400 tons through Ebermergen.

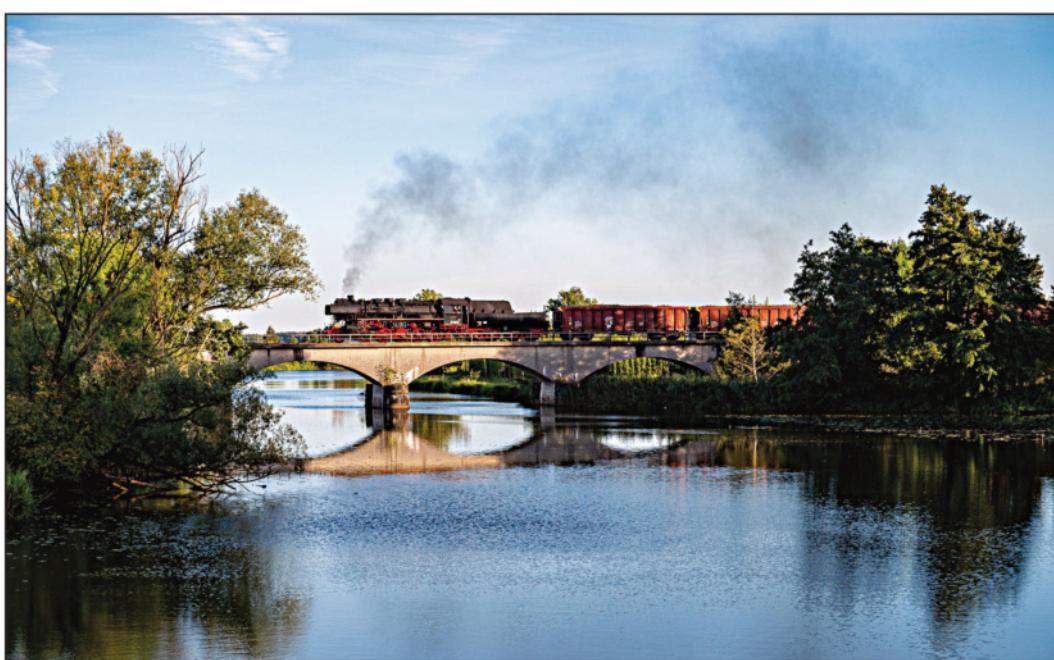




Eisenbahnmotivik Pur as they say in German – 58-1111 passes Harburg castle with an empty beet train.



Another “romantic” view – again at Harburg, this time 44 with a photo train.



52 8168-8 crosses the Wörnitz at Oettingen.



50 0072-4 approaches Nördlingen with a beet train.

A departure view of the train that made the event – 2400 tons not including the electric 151 (running with pantograph down, attached so it could transport the train onwards from Dönauworth) heads away from Möttingen hauled by 52 and 50.





The 58 gets some attention at the end of the day.



52 8168-8 with the beet wagons.



58 1111-2 approaches Gunzenhausen with the “dung train”.



© FinniesPhotos21

2400 tons with 44 2546-8 as the train engine and 58 1111-2 as pilot. Two heavy freight 3 cylinder locomotives doing what they were designed for.

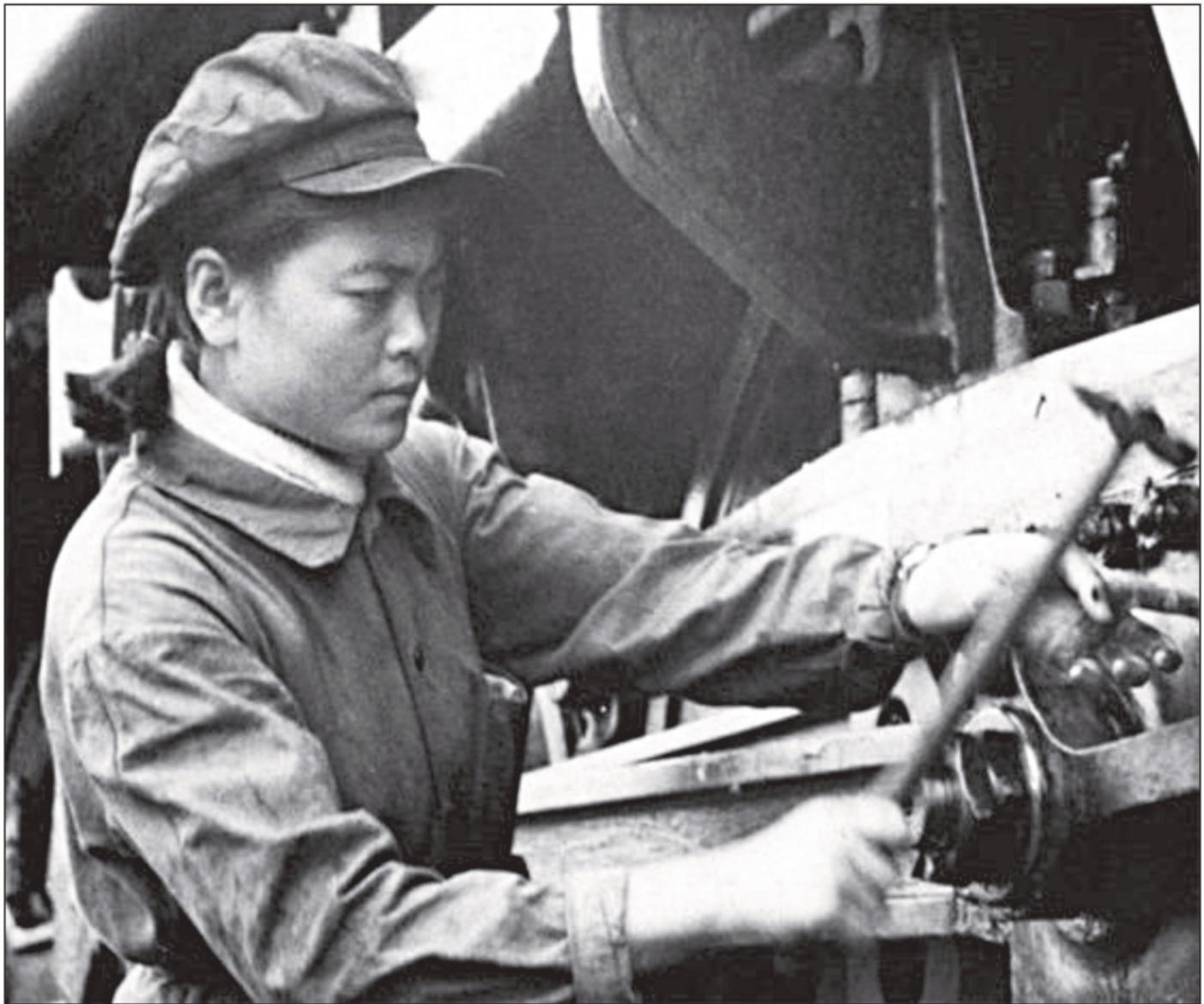
58 1111-2 with the Henkelzug with some spare empty EAOS wagons for beet duty on the way back from Wassertrudingen. A proper load for this wonderful old loco, pretty much as built, a Prussian G 12.



© FinniesPhotos21

TIAN GUIYING, CHINA'S FIRST FEMALE LOCOMOTIVE DRIVER

by Rhys Owen



Tian Guiying inspecting a locomotive's valve gear.

All photographs from online sources

Tian Guiying (田桂英, Tian is the family name) was born in 1930, the youngest child of a fisherman in Lüshun, Dalian, at the southern tip of Liaoning province's Liaodong peninsula. The family was poor and lived from hand to mouth. Tian Guiying received little education and started work at a young age, first in a quilt factory run by a Japanese and then in a printing factory.

In 1947 Tian Guiying found employment in Dalian Locomotive Depot, at first working in the canteen. This post provided her with food and a salary as well as classes in which she could improve her literacy skills. She also sought to learn about technology and, as a result, was transferred to a role with technical content. In 1948 she joined the Chinese Communist Party.

According to one account Tian Guiying learned about a female engine driver in Soviet Russia and this inspired her to try to become an engine driver too. At this time the political climate was in favour of changing traditional Chinese thinking so that, notwithstanding her family's misgivings, Tian Guiying became one of a group of nine girls who started training in locomotive matters.

Apart from some electric locomotives in industrial or mining service, in this period the vast majority of China's trains were hauled by coal-fired steam locomotives. The physical demands of throwing shovelfuls of coal into the firebox were considerable and these girls' initial training in firing took place on a static mock-up (such mock-ups were used at a training school in Hohhot to train firemen for service on the JiTong Railway).

Tian Guiying posing on the front of what seems to be South Manchurian Railway Pacific 622. At the time this was marked using the BoPoMoFo alphabet (now seldom used outside the island of Taiwan) and it would seem that this locomotive later became SL₆ 622.



However, when Tian Guiying first tried firing on a real locomotive the motion of the engine and tender made it difficult to keep her balance while shovelling coal into the firebox although she overcame this difficulty. Notwithstanding her limited education she also acquired the necessary technical knowledge, becoming versed in matters such as mechanical lubrication, connecting rods, how to test the temperature of a big end as well as general railway knowledge.

In 1950, after gaining first place in an examination, Tian Guiying became China's first female train driver. On the 8th of March 1950 a train left Dalian station hauled by a locomotive crewed by three women. The front of the locomotive was adorned with the characters 三八号包车组 ("San ba hao bao che zu" which translates roughly as "8th of March chartered vehicle team").

This event would have been remarkable anywhere at that time but, in the context of traditional Chinese thinking, it was sensational. As the news spread throughout the country Tian Guiying became a celebrity. Later that year she met Chairman Mao Zedong at the National Congress of Workers, Peasants

and Soldiers Model Workers, later visiting the Soviet Union as a representative of Chinese youth. In 1951 Tian Guiying went to Beijing to attend the National Committee of the Chinese People's Political Consultative Conference as an observer and met Chairman Mao again.

After some three years of safe and economical locomotive driving Tian Guiying went on to pursue further studies. In 1955 she entered Tangshan Railway Institute to study steam locomotive theory. Originally established in 1894 at Shanhaiguan as the Imperial Chinese Railway College, this college has changed names and locations a number of times and is now understood to have become the Southwest Jiaotong University at Chengdu and Emeishan, in Sichuan province (Jiaotong means "communications, transportation" and it is unclear why the university uses the Chinese word in its English title).

Following graduation, in 1960 she was assigned to the Locomotive Service Department of Shenyang Railway Bureau as an engineer. It is understood that she retired in 1985 and passed away in 2023.

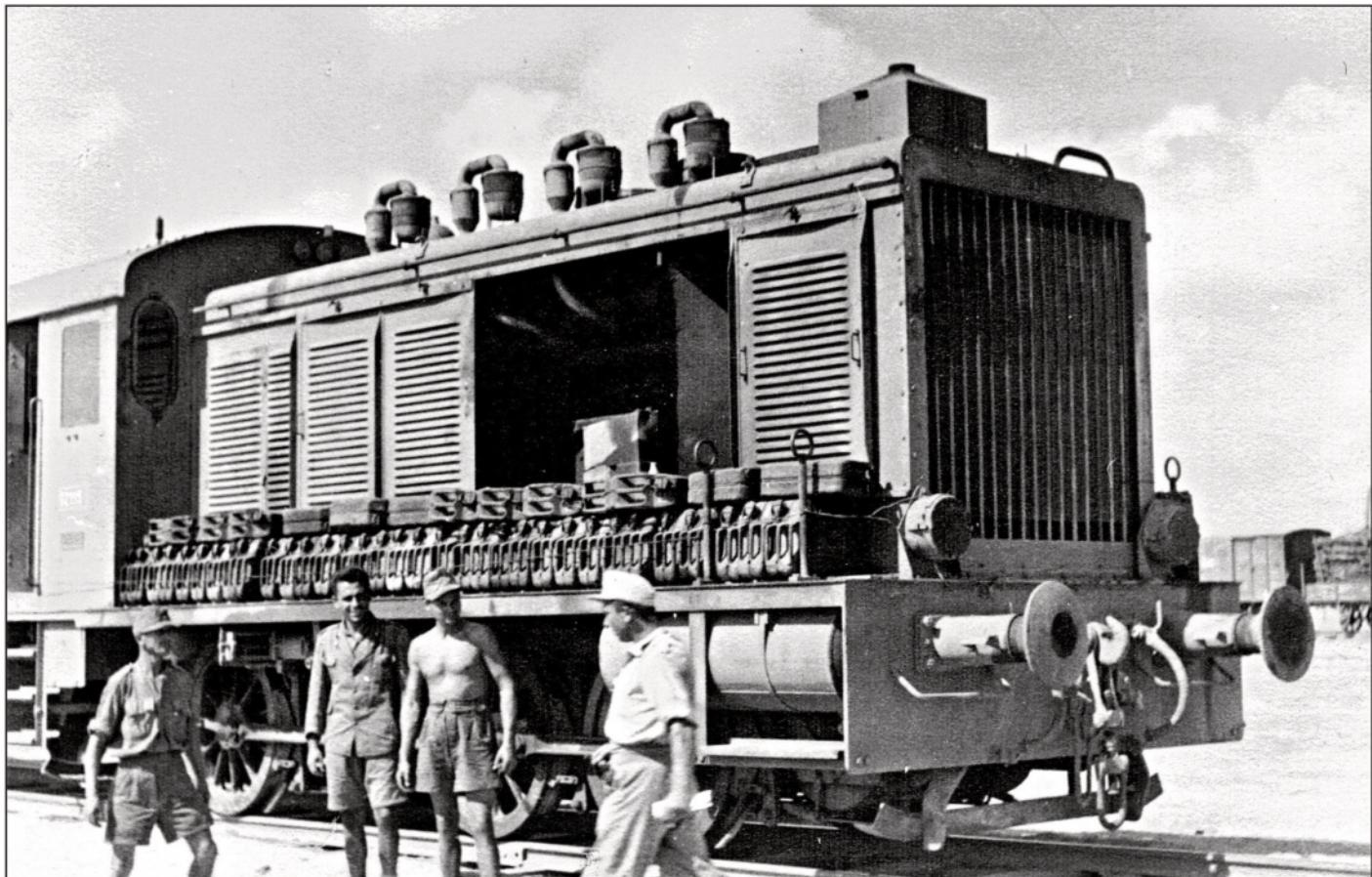
RAILWAYS AROUND THE WORLD - PART I

by Alon Siton



The Port Said Railway was a 750 mm gauge line established in 1891 to connect the city of Ismailia with Port Said, in northern Egypt. The PSR's modest fleet consisted of eight steam locomotives, of whom five are known to have been sold off to the Egyptian Delta Light Railways when the line was upgraded to standard gauge in 1904. These were Nos. 1-2 (0-6-0 - Corpet Louvet 532-3 / 1891), V1-4 (2-4-0 - SACM Graffenstaden 4458-61 / 1893), V5 (4-4-0 - SACM Graffenstaden 4675 / 1896) and V6, an additional 4-4-0 from 1898. Depicted in this captivating pair of photos are PSR V2 and V5, showing also the mixed traffic trains that were typical of many pre-WWI railway lines.





The German military advance into North Africa in World War II was carried out by the Afrika Korps (German Africa Corps, or DAK). Originally dispatched to Africa to assist the Italians in the defense of their colonies, this expeditionary force fought on in Africa from March 1941 until its surrender in May 1943. The Germans operated several diesel locomotives (under the title Eisenbahn Betriebsführung Tobruk) as part of their war activities in the deserts of Libya and Egypt. This pair of photos, taken privately in 1942, shows Wehrmacht Regelspur Class WR360C14 diesels, somewhere in the Libyan Desert. It did the Germans no good, least of all when some of their locomotives were captured by the British, given new War Department road numbers, and sent up north to haul British military trains in Lebanon.



HISATSU LINE REBUILDING

by Kayden Akisan



The SL Hitoyoshi on a sunset run, a sight that will hopefully be witnessed once more in the near future.

Ryuuichi Sukehiro

After years of uncertainty, the Hisatsu Line in Kyushu, one of Japan's most scenic and historical railway lines, is finally set to rise again. Destroyed by torrential rains in July 2020, the line had been left in ruins, several bridges washed away and tracks destroyed. The closure of the line not only severed a critical connection for communities but also silenced the operation of one of Japan's most iconic tourist trains.

This was none other than the SL Hitoyoshi, a steam-hauled tourist train hauled by 58654. She was a 1922-built member of the once-672 strong Japanese Government Railway 8620 class, one of the first locally-built and designed mainline locomotive types in the country. Since her second restoration in 2009, she was the oldest operational mainline certified steam locomotive in Japan, but with the destruction of her namesake stomping grounds, it was decided to put the locomotive to rest in March 2024 with one final run. Crowds gathered to see the locomotive off on its final run from Kumamoto to Hakata Station, with its black smoke trailing behind. The locomotive is soon to be plinthed at a railway museum in Hitoyoshi right next to the station where she once arrived and departed, a fitting resting place for an icon of railway history.

The Hisatsu Line, which snakes through the rugged mountains and lush valleys of Kumamoto, Kagoshima, and

Miyazaki prefectures, has always been more than just a means of transportation. Completed in 1909, it was a marvel of Meiji-era engineering, navigating switchbacks and tunnels that offer breathtaking views of the Kumagawa River and the surrounding peaks. For railway enthusiasts, the line is legendary for its picturesque routes, especially between Yatsushiro and Yoshimatsu. At its peak, the SL Hitoyoshi steamed through these valleys, offering passengers a trip back in time, to sample the raw power of steam as it was in its golden years.

But now, after four long years, JR Kyushu has announced its commitment to reconstructing the line, in collaboration with local and national governments. The restoration promises to breathe new life into this historic railway and tourism to the area. The town of Hitoyoshi is known by many for its namesake SL in and of itself.

The decision to restore the line came after careful consideration by JR Kyushu. The allure of reviving this piece of Japan's railway heritage, combined with the potential to boost tourism, was too great to ignore. The restoration will be a massive undertaking, but the national and Kumamoto prefectural governments have stepped up, agreeing to cover a good chunk of the cost. This public-private partnership ensures that the tracks and stations will be owned by local authorities,



58654 stopped at Shiroishi station, cherry blossoms in the distance adding to the distinct Japanese atmosphere.

Mason Allen Buskirk



The SL Hitoyoshi crosses the first Kuma River bridge between Kamase and Setoishi.

Ryuuichi Sukehiro

while JR Kyushu will operate the service. Additionally, Hisatsu-Sen Again, a local volunteer group, regularly helps out to clear the track of rubble and overgrowth in a bid to prepare it even more for trains to run on the beloved line. A member of this group and close friend of mine is also building an N gauge model railway in the hopes of further promoting them and their cause.

As the Hisatsu Line is rebuilt, there is hope that steam will once again echo through the valleys of Kyushu. Hisatsu-Sen Again are in close negotiations with the Oigawa Railway, the pioneer of steam excursion runs in the country. In 2001, the Oigawa Railway acquired C11 190, which had been saved from scrap by a railway enthusiast, the late Toshimitsu Ozawa, in Kyushu. She would join their operational fleet after its operational restoration in 2003 and was even recently repainted into the guise of 'Thomas The Tank Engine' for the Oigawa's special 'Day Out With Thomas' trips, taking over from C11 227,

the railway's first steam locomotive capable of running the entire length of the railway. Thus, there are plans to bring this locomotive back to its home territory in its 'Thomas' livery to commemorate the re-opening of the Hisatsu Line. The sight of the C11 in its blue livery will certainly attract quite the crowd upon its revival and signify the rebirth of one of the nation's most important railway lines. Hisatsu-Sen Again are even aiming for the eventual return to service of 58654 as we speak. It will certainly be a reminder of the power and enduring appeal of steam locomotives, even in the modern era.

The future of the Hisatsu Line is quite optimistic. It may take years to fully restore the line, but when the day comes that trains once again climb the switchbacks and offer panoramic views of the Kumagawa River, it will be a triumph of not just engineering but the passion and drive of various local communities to ensure the legacy of Japan's railways never dies!

THE YASS RAILWAY MUSEUM

by Rowan Kinnane



View ahead from Z13 class 1307.

All photographs by the Author

The township of Yass in the Australian state of New South Wales was served by a branch line which connected the country community to the outside world with the mainline to Sydney.

Known as the Yass Tram, the two main features were the girder bridge over the Yass River, and Dutton Street where the line ran in a similar style to those in the United States where street running is quite prominent in some towns.

The main steam loco type used on the line for many years was the Z13 class 4-4-2T tank engines, of which three survive in preservation today. After the Yass Railway Museum was established, one of these locos (number 1307) was transferred by road from storage at the New South Wales Rail Transport Museum at Thirlmere, and placed on display next to the old railway station. The locomotive is native to Yass, as well as

sister Z13 class number 1301 which is cosmetically restored at Thirlmere. 1307 was constructed by Beyer Peacock & Co in Manchester England as builders number 1637, and it was retired from revenue earning service in the early 1970s. To this date, none of the surviving Z13 class have operated in preservation.

The Yass Railway Museum is normally open to the public on Sundays from 10am to 4pm, plus public holidays except for Christmas and Boxing Day. It houses a fascinating collection of artefacts from the branch line, including the restored station building, and various pieces of interesting rolling stock. Two other locomotives are also on display, diesel shunter number X203, and P128, a tank engine constructed by the Vulcan Foundry in Newton Le Willows of Manchester, England.



Two views of the platform area at Yass, and the artefacts preserved thereon.





X203 and a permanent way trolley, as viewed from the station platform.

Star exhibit 1307, and the steps used to allow visitors to access the cab.



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Continental Railway Circle

The CRC meets in London close to Marylebone station at St Pauls Church, Rossmore Road, NW1 6NJ. Meetings are held on the second Thursday of the month from September through until July with a summer break in August. Meetings start at 18.30 with doors open at 18.00. With a short interval they finish by about 21.00. Light refreshments are available and there is always a large selection of pre-owned foreign railway books for sale at advantageous prices. There is a small admission charge and season tickets are available offering further savings. The 2024/25 season started in September, and autumn meetings continue as follows -

Thursday 13th February: *John Hunt Turkey* A traditional slide show featuring the many classes of steam operated by Turkish Railways in this topologically challenging country.

Thursday 13th March 2025: *Richard Awde USA* A traditional slide show featuring preservation throughout the United States with the emphasis on steam.

Thursday 10th April 2025: *John Sloane South East Asia* A digital show.

Thursday 8th May 2025: *Kevin Patience East Africa* Zanzibar and the Bububu Railway 1880 - 1929. A digital show of scanned historical material.

Thursday 12th June 2025: *Michael Reilly China and Taiwan* Vintage electric traction in China and narrow gauge in Taiwan. A digital show.

Thursday 10th July: *John Athersuch Latvia* Narrow gauge railways both steam and diesel. A digital show.

We need offers to present for the 2025/26 season starting in September 2025. Anyone wishing to help by presenting a whole or half-evening show should contact the Secretary, Adrian Palmer, 46 Heathside, Weybridge, KT13 9YL 07774 859871 akpalmer@talktalk.net. See the website for programme updates and details of the **Continental Railway Journal** back numbers of which are an authoritative reference source.

www.continentalrailwaycircle.org.uk

WORLD STEAM IN FOCUS



On Sunday 10th November, the "Treno del Formaggio", hauled by 740.409 (Officine Meccaniche Reggiane, Reggio Emilia no. 81/1921), ran from Sacile via Maniago to Gemona del Friuli in the north Italian province of Friuli Venezia Giulia. It is pictured above crossing the Cellina viaduct near Maniago, and below between Rivoli and Osoppo.

Both: Ad van Sten





Two views of MZA 606, later Renfe 020-0236 (front), and MZA 178, later Renfe 120-0202, during a night photography event at Móra la Nova on 7th December. The event was organised by the museum based at the depot there, but included photo opportunities on the 'main line'.

Both: Ad van Sten



READERS' REPORTS

Contributions for this section should be sent to the Editorial Office, with the following exceptions:

- Southern Africa - John Middleton, c/o Editorial Office. Email: johnmiddleton3401@gmail.com
- South America - Lionel Price, 9, Liverpool Road West, Oswestry, Shropshire, SY11 1PE. Email: jldprice@btinternet.com
- Spain & Portugal - Joan Carles Salmerón, c/o Editorial Office. Email: cet@terminus.cat

Contributions which are primarily photographic in nature should all be sent to the Editorial Office to give the best choice of material for covers etc. Similarly historical articles and features should be sent to the Editor. The Editor's contact details are inside the front cover.

AFRICA

KENYA

Although the new standard gauge line from Nairobi to Mombasa has taken most traffic between the cities, the metre gauge continues to operate. A programme to rebuild some of the Alco design, Montreal built Co-CoDE is underway. Fifteen of these (9201-9215) were built in 1971 fitted with Alco 251F engines. The work is being done in partnership with UK based Rolls-Royce. So far three locomotives have been re-engined with the MTU Series 4000 engines. The first outshopped was 9207 in November 2024.

SOUTH AFRICA

Main Line Steam The 25NC class 4-8-4 No. 3437 that was used on the Farrail charter in July 2024 has been standing at Bloemfontein shed since the end of the trip as it needed some repairs. It finally returned to Beaconsfield as a light engine movement in early December.

In the Cape, 19B class 4-8-2 No. 1412 was moved from Ceres to Voorbaai in mid-November 2024. It has been returned to steam and will presumably now see use alongside class 24 2-8-4 No. 3655 on specials from Hartenbos.

TFR The pace of delivery of new locomotives continues to Beaconsfield with 23142-44 noted on 9th December 2024, 23147 in the first week of January 2025 followed a few days later by 23149 and 23150 seen on delivery from Durban. The order for 240 locomotives is now over 60% complete.

PRASA Over the 2024/25 festive season just a solitary passenger service was attempted by Shosholoza Meyl (PRASA's long distance passenger operation). Due to run from Johannesburg to East London on only three dates, 13th December, 20th December and 9th January 2025 with a 12.35 departure from Johannesburg. The return workings were scheduled to leave East London at 10.35 am on 17th December, 3rd and 12th January. Motive power on the first working was observed to be two very scruffy GE class 34 diesels (both around 50 years old). The first working on 13th December arrived in East London the following day some 9 hours late. The return working on 17th December got as far as Queenstown before the diesels failed. With no back up power available, the train was cancelled and passengers transferred to buses for the onward journey. There was no bedding available

on the train and only light snacks available. Shosholoza Meyl's slogan is "A Pleasant Experience". Oh, how the mighty have fallen. Very sad.

Preservation Welcome news from **Wonder Steam Trains** in Pretoria is a further successful outing with their 15F class 4-8-2 No. 3117. On 30th November 2024 it hauled a special from Hermanstad to Irene (on the Pretoria – Germiston line). The trip seemed to be very well supported and thoroughly enjoyed by everyone on board.

Industrial The last industrial railway in the Witbank coalfields closed in October 2024. This was the **Middelburg Mines** line, latterly owned by Seriti Coal. The line was electrified at 3kV DC and used a fleet of six class 8E Bo-BoE (which had replaced older class 5E1 locomotives). The six 8Es and two 52-ton Hudson diesel locomotives used for shunting have been advertised for sale. The line had an operational life of just over 30 years. With the exception of a couple of small coal loading points, the remaining railborne coal is now dispatched from mines via electrified TFR Rapid-Loading Loops.

UGANDA

President Yoweri Museveni officially launched construction of a new standard gauge railway 272 km in length from the capital Kampala to Malaba on the Kenyan border, during a ceremony in Tororo district on November 21. The ceremony follows the signing on October 14 of a €2.7bn contract for Turkish contractor Yapı Merkezi to build the 1 435 mm gauge line, which will be electrified and have UIC60 rails, a 25 tonne axleload and design speed of 120 km/h. Construction is expected to take four years.

Kenya is expected to begin work in January 2025 on an extension of its standard gauge line from Nairobi which will connect with the Ugandan line at Malaba.

Ugandan Railways will meanwhile undertake rehabilitation works on the existing Malaba – Kampala metre-gauge line to complement ongoing work on the Tororo – Gulu line, to enhance services while the standard gauge network is being developed.

ZAMBIA

Bushtacks, Livingstone Unfortunately 14A class Garratt 523 derailed on 28th December while returning light engine from Victoria Falls to Livingstone when it split the points at the Bushtacks dinner siding. After stopping it then fell over on its left side. The crew saw what was happening and jumped off after it stopped without injury. The Livingstone rail crane is out of use so the crane from Lusaka was requested. As of 8th January it had not arrived. Zambian Railways (ZR) repaired the point and slewed the track to open the line. Bushtacks used a road crane to remove the two tanks. Later, a team of ZR and Bushtacks men re-railed the front power unit to tow it by rail back to their depot. This incident has completely stopped Bushtacks, meetings are being held with ownership, management and ZR on how to proceed. Most likely scenario is removal of parts from their other 14A 520 to get 523 operational again depending on the extent of damage. What will then happen to 520 is now under discussion. 12th 204 has had some work done to it but it too is some way from being operational. 156 is stored on display.

Contributors: Peter Odell, Mel Turner, Trevor Heath, Railways Africa Magazine



NORTH & CENTRAL AMERICA

U S A

Contrasting evening and early morning views of ex-Atchison, Topeka and Santa Fe 4-8-4 No. 2926 (Baldwin 69814/44) in the yard at Albuquerque, New Mexico on 28th / 29th October.

Both: Ad van Sten



SOUTH AMERICA

ARGENTINA

Since we last reported on Argentina in Issue 150, the situation of rapid change on the rail system has continued, and although there is some positive news, there is also much which is negative, especially in relation to the future of the medium and long distance routes operated by Trenes Argentinos.

In mid-2024 a new president was appointed for the state rail operator, FASE, Dr. Federico Canedi, and he now has the task of sourcing sufficient money to enable the operation of at least a reasonable rail service, which will not be easy in the current climate of cutting funding for such services brought about by the present government.

There is some improvement work which is continuing despite that situation, such as renovation of level crossings in various places, work on the Belgrano Sur line to the west of Buenos Aires, and certain train services which have better services, such as the regional operation between Cordoba and Villa Maria which now runs three times a week, the twice weekly long distance journeys between Cordoba and the capital which are now open to passengers not travelling to or from places south of Villa Maria and an additional pair of trains between Parana and Colonia Avellaneda, but in many other instances, projects which were ongoing at the time of the change of government following the election of Xavier Milei have simply been abandoned, with the contractors released from doing further work without being paid, even where schemes were well advanced, such as that aimed at reopening between Maipu, Ayacucho and Tandil, south of Buenos Aires, which was over 50% complete.

In the case of the proposed service from Sante Fe to Laguna Paiva, where works to enable a resumption of trains were close to complete, central government has said that there is no money to actually do so, something which has given rise to strong objections from the provincial government involved.

Bus services continue to receive subsidies from the state, even though the bus companies are reducing their services, and it was the stated intention of the new government to operate public transport without paying subsidies, and this policy when coupled with the continued increases to rail fares has caused a substantial fall off of passenger numbers on some rail routes.

Some services have already ceased including Buenos Aires – Pehuajo and Rosario – Canada de Gomez, the latter having become unreliable in recent months due to poor motive power availability (although there is a possibility that a service could be restarted using an overhauled railcar), as referred to below; others are under threat, such as the two routes in Chaco province, from Presidencia Roque Saenz Pena to Chorotis and from Cacui to Los Amores which despite the former operation having had some modest improvement to service levels in mid 2024, have now been declared "loss-making" by regional management, and staff dismissals without notice took place later in the year.

The Chaco lines in particular serve remote communities and their closure would be likely to increase migration to the slums of the large cities.

Generally, continuation of the remaining services is being made more difficult because of the worsening reliability of locomotives and other rolling stock due to the lack of spares, and although some money was made available towards the end of 2024 which should bring about some improvement in that situation, matters are compounded by the intensive use of staff and the rolling stock which remains serviceable; longer term, the neglect of infrastructure maintenance and cuts to staff employment terms are likely to give rise to further problems, including strikes.

A contract entered into in August 2024 to rent some diesel locomotives from one of the freight rail companies in order to maintain the long distance services from the capital to Rosario, Cordoba and Tucuman may be the subject of litigation, arising from the burdensome terms of hire which Trenes Argentinos has tried to impose, and it is doubtful when the units will be available for passenger haulage.

The fractured and uncertain position as to Trenes Argentinos services is increasingly giving rise to involvement in rail service provision by various provincial administrations, Entre Rios being the latest to do so, but the major problem is that central government needs to provide finance to the provinces in question.

Meanwhile, a number of initiatives are under way, including :-

a. the provinces of Neuquen and Rio Negro are co-operating to restart the "Tren del Valle" service between Cipolletti and Neuquen, which we reported on in Issue 150, and to extend the service to the east to Villa Regina and to the west to Zapala, the old terminus of the route; the local freight operator, Ferrosur Roca, has become involved in relation to the maintenance of infrastructure, including the bridge we referred to in Issue 150

b. in Salta province, the service between Guemes and Campo Quijano via Salta itself, which we last reported on in Issue 133, has had two further intermediate stops added to its operation, and an additional pair of trains now operates, with the province also having hopes of taking the service over if and when Trenes Argentinos is dissolved, as mentioned below

The whole situation is now overshadowed by the announcement that it is intended to privatise all the operations now run by Trenes Argentinos, including the Buenos Aires suburban lines, the long distance trains and the regional routes, and at the moment it is very uncertain how that will be done, and what the outcome will be.

One of the very few rail operations which is already outside the scope of Trenes Argentinos, Tren Patagonico, has recently benefited from around Eur 400,000 provided by the province of Rio Negro, which owns the company, to repair the line between San Antonio Oeste and Viedma on the route to San Carlos de Bariloche so that trains can again run to Viedma, which is the provincial capital, fulfilling an aspiration which we also referred to in Issue 150, and it is expected that a recommencement of services will take place for the next summer season.

Tren Patagonico has also refurbished much of the rolling stock which is used for the long distance service from Viedma to San Carlos, including renovation of the sleeping and Pullman cars, both interior and exterior, and the railcar which it uses for the local services out of San Carlos has been through maintenance, and is available for those services.

On the narrow gauge line from Ingeniero Jacobacci until further notice trains will only run from Jacobacci to Empalme Km 648, the route south to Ojos de Agua being closed after a derailment.

A somewhat surprising development, given the present situation as to rail related investment in the country, is that as a result of an initiative by the province of Salta the central government has agreed to provide funds to renovate the viaduct at La Polvorilla on the Northern Transandine route from Salta to the Chilean border at Socompa; well known in recent years for the regular tourist trains which ran over it, it does seem however that the most important consideration in the recent decision has been the potential for increased freight traffic on the route to the port of Antofagasta, although apparently there is also the possibility of a mixed train service as far as the border station.

FC News via Samuel Rachdi

ECUADOR

Despite the positive news in respect of parts of the former FC Ecuatorianos which we reported in the last Issue, the state authorities in Quito have since said that the proposed operators do not have the necessary permissions to operate, and have no insurance, and so no further trains have yet run, and they will not do so until the central government and the provinces concerned have agreed the correct forms to cover these aspects.

FC News via Samuel Rachdi

PERU

We last reported on the existing services on the Huancayo-Huancavelica line in Issue 150, and now news is to hand that following a further suspension of all services for a period of around four months, a limited service between Huancayo and Cuenca, which is a distance of 57 km, on the same basis as we previously reported, but now operating only on Mondays and Fridays, and utilising a railcar which has been technically renovated during the period of suspension; the major reconstruction of the line, which we reported on Issue 152, is to start on the 71 km from Cuenca to Huancavelica.

FC News via Samuel Rachdi

Recent news also includes details of a large sale to Peru of second hand locomotives and coaches by Caltrain in the USA, stock which has become surplus to requirements on the Caltrain route from San Francisco to San Jose Tamien following that line being electrified, the sale including around 20 locomotives of class F40 and 90 double decker carriages, all dating from the 1980s, and these are to be used on a local service between Lima and Chosica, the first section of the old Central of Peru line, along the Rimac valley, a distance of about 40 km; the service is planned to start during 2025, and will initially serve four stops, with the aim of having 14 by the end of next year, and the line will be improved, and gain a second track.

FC News via Samuel Rachdi and

"The Railways of South America" (D. Trevor Rowe, LI 2000)

URUGUAY

An interesting piece of news from Uruguay comes from north-central Uruguay in relation to the long branch from Florida via Saranda del Yi and Blanquillo to Km 329, built by the former state owned railway company Ferrocarriles y Tranvías del Estado, but which never reached its originally planned terminus close to the Brazilian border.

The line reached Blanquillo in 1939, and construction reached Km 329 by 1953, but although a 2km long bridge over the Rio Negro just north of Km 329 was started in 1936 and eventually completed as recently as the 1990s, rail traffic over it never began, and now the 10 km stretch between Km 319 and Km 329 is being lifted and converted to an asphalted road.

FC News via Samuel Rachdi and

"The Railways of South America" (D. Trevor Rowe, LI 2000)

Edited by Lionel Price from sources mentioned

AUSTRALASIA

NEW ZEALAND

Currently Steam Incorporated's Ja 1271 is the only steam locomotive in New Zealand regularly operating on the mainline. Steam Incorporated's other mainline certified steam locomotive



Ja 1271 hauls an excursion at Longburn on 3rd November.

Robert Sweet

Ab 608 is currently under repair. Steam Incorporated operate excursions from their Paekakariki base situated in the Wellington area. At present the only other steam locomotive operating infrequently on the mainline is Glenbrook Vintage Railway's Ww 644. Being a tank engine Ww 644 is not suitable for hauling long day trips and operates short trips out of a local area such as Hamilton.

The ex NZR J class have in the preservation era been the main class of steam locomotive hauling steam excursions around New Zealand. Steam Incorporated's other J class J 1234 that has operated excursions on the mainline from 1992 to 2002 is currently stored pending its second restoration. Mainline Steam had four J class available (J 1211, Jb 1236, Ja 1240 and Ja 1275) but have not operated excursions out on the mainline for a few years now due to not having a current operating licence from the NZ Transport Agency. The NZ Transport Agency administers the Railways Act 2005 and to obtain a rail operating licence a Rail Safety Case must be submitted for approval. The safety case is an overview of an organisation's approach to safety and demonstrates how the organisation's management systems work together to achieve their safety commitments. At the time of writing Mainline Steam has yet to obtain a new operating licence from the transport agency.

Another J class that has hauled excursions out on the mainline is Glenbrook Vintage Railway's Ja 1250 which has been out of service since January 2017. When withdrawn from service it was determined that to ensure reliability and longevity a full boiler replacement was required. At the time the GVR was fully engaged in replacing the boilers on its two Ww class tank locomotives and then restoring two diesel locomotives for mainline service. The overhaul of Ja 1250 is now the next project that the GVR plans to undertake. The same steam locomotive boiler designers who provided the general design for the Ww boilers and who do work on the Queensland Rail heritage steam fleet have been engaged to design the Ja boiler. The design of the boiler is currently in its final stages and it is hoped to begin the tender process in early 2025. This is subject to funding availability as the overhaul is expected to cost over NZ \$1 million. A fundraising campaign is being launched to raise the required funds for the new boiler and the overhaul of other essential components of the engine and tender.

Three other J class survive that have not hauled excursions on the mainline in the preservation era. Ja 1260 is operational on the Plains Railway at Tinwald, Ashburton. Ja 1267 is stored in the steel mill rail yard at Mission Bush pending the building of a roundhouse at Mainline Steam's Mercer site. Ja 1274, the last steam locomotive built by the New Zealand Railways in 1956 is on display under cover at the Dunedin Railway Station.



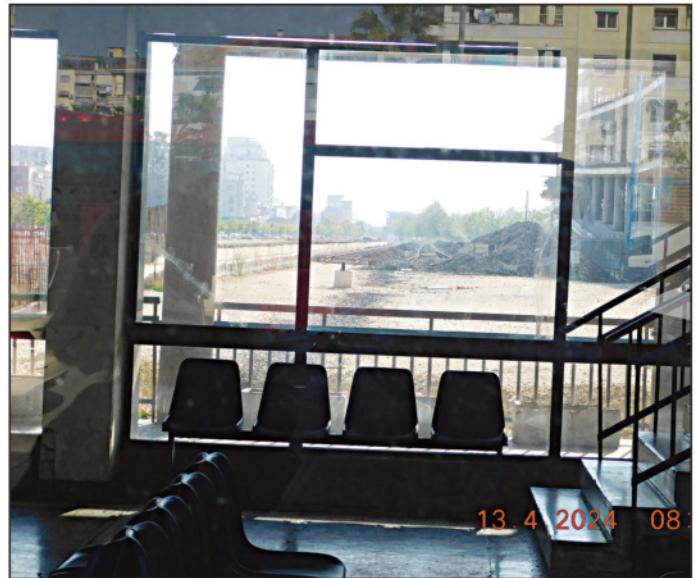
DC 4818 and DBR 1295 at Waipukurau on 9th November.

Robert Sweet

The report in LI 151 regarding DC 4876 going to the New Zealand National Railway Museum mentioned that of the six preserved DCs that Glenbrook Vintage Railway's DC 4818 would be the first of the preserved DCs to re-enter service on the mainline. The overhaul of DC 4818 was completed in October and the locomotive was passed for mainline service after a successful test run on the 16th October. DC 4818 joined GVR's DBR 1254 in November to haul GVR's 10 day East and West Rail Tour that included the lines to Napier and New Plymouth that are freight only. With the DC available GVR is now able to take all their mainline certified carriages on the tour. This enables the GVR to provide more seats for day trips out of Napier, New Plymouth and Palmerston North on the days the tour participants have non rail day activities. Day trips out of places that do not have rail passenger services are popular such as Napier and New Plymouth. All the carriages are not required for the number of people on the tour but are necessary to meet the demand for seats on the day trips.

The overhaul of DC 4818 included major steel repairs, refurbishing the electrics, sourcing and installing two new traction motors from China along with repairs to a number of other worn components identified during the overhaul.

Robert Sweet



passenger service being in 2022. Whereas the actual railway lines are still 'evident' most stations and other infra-structure have been obliterated.

However in the town of Durres the old station - immediately adjacent to the bus station is still standing (*above*) and nearby another smaller station remains with some actual tracks and signals (*below*) and nearby are sidings with coaches and wagons and old diesel locomotives - all being in various stages of decay (*bottom*).

However, what is very interesting are the remains - single tracks and many bridges (most of which having been constructed using standard span arches and support pillars - quite ingenious) as well as numerous tunnels, of the mainly single track line from Elbasan to Pogradec. It must have been quite a spectacular and picturesque line of 100km approx.

Alan Woof

EUROPE

ALBANIA

At present there are no operating railways in Albania. However major work is proceeding on 're-commissioning' the line between Tirana and Durres with opening, at present, scheduled for mid 2025.

The original system was only built after WW2 - between 1947 and 1987 with the enthusiastic support from Enver Hoxha. The fall of communism in the early 1990s also saw the fall into steady decay of the Albanian railway system with the last



Krupp 0-6-0T "Tom" at Maldegem, together with a Van Hool bus in the colours of the Vicinal used up until the 1970s.

Stoomcentrum Maldegem

BELGIUM

The annual steam festival at the Belgian Maldegem- Eeklo Steam Railway will be a two day event, to be held at Maldegem, Belgium, on Saturday and Sunday 3rd and 4th of May, 2025.

Planning is proceeding well. There should be 5 locos in steam on standard gauge including, the railway's resident Austerity 0-6-0ST WD196 "Errol Lonsdale" which will be commemorating the 200th anniversary of Public Railways, 1893 St Leonard built 0-4-0T "Yvonne" which will be working trains to Eeklo double headed with Cockerill type 4r 0-4-0VBT 3098 of 1926 which is visiting from Haaksbergen in the Netherlands. La Meuse built 0-6-0T "Bebert" will also be in service, returning to steam after a major overhaul carried out in house at Maldegem. The large Krupp Built "Hannibal" class 0-6-0T "Tom", which is now entering her third year on loan to Maldegem from the suspended IJmuiden Steelworks steam train, will also be a mainstay of services to Eeklo. In addition to the steam locos, it is planned to have NMBS/SNCB class 62 Bo-Bo diesels visiting from Infrabel and to use these to work some services on the preserved line.

On the narrow gauge line, Maldegem's own Hanomag 0-4-0WT "Yvonne", from 1906 will operate a frequent service on the narrow gauge line, hopefully joined by a second steam loco for which negotiations are ongoing.

As usual, there will be an international selection of trade stands and model displays present as well as the popular food and beer terrace outside the workshop.

2025 is also the one hundredth anniversary of the first public bus services in Belgium, and to commemorate this there will be about 15 preserved busses on display. It will be possible to take a ride on one of these.

Maldegem lays about 14km from Bruges on the Belgian – Dutch border and can be reached by train to Eeklo or Bus route 50 from Bruges station.

Kevin Hoggett

CZECH REPUBLIC

Třemešná ve Slezsku to Osoblaha, the only Czech Railways narrow gauge railway in Czechia, suffered a blow in the recent floods when major sections were washed away with over €2 million of damage. Fortunately the Czech Government has agreed to foot the bill and the rebuild is expected to take at least six months. Equally fortunately the four resident locomotives U 46.002, U 57.001, 705.914, TU 38.001 were undamaged.

The Czech Government pulled out all the stops and the line



reopened on December 16th with four normal daily services operated by 705.914 and one coach. Steam services are expected to return by Easter and will operate every Saturday and Sunday in Summer 2025. Both Resita U46.002 and Skoda U57.001 are in tip top condition.

Dr Michael Grimes

GERMANY

On 30th November, there were two special steam trains at München Ost. Both were organized by BEM – Bayerisches Eisenbahnmuseum. The following locomotives were in use – both owned by BEM: 001 180-9 (Henschel 22923/36), and S3/6 3673 (Maffei 4536/18) (18 478).



001 180-9 was running with the special train "Salzburger Christkindl 1" from Nördlingen via München Ost (where it is pictured) and Rosenheim to Salzburg to the Christmas markets there. Alternatively, a visit to the locomotive world in Freilassing was also possible. The steam train ended in Freilassing, where a direct connection to a shuttle train to Salzburg was possible.

Uwe Pietruck



S3/6 3673 was working the "Rund um München" trains from Munich Ostbahnhof around the state capital for about an hour. Santa Claus travels on the train and gives all the children a small gift.

Uwe Pietruck

PORTUGAL

Recently, two interesting narrow-gauge locomotives have been restored in CP Guifões workshops. The first one, Mallet E-210, built in 1923 by Henschel, is now exhibited in Estação Memória of Fafe. The second one is Alsthom 9005, built in 1965 in France. After many years stored in Gifões (along with 9006), it has been restored to run in the successful historic service on the Bouga line.

Joan Carles Salmerón and Alba Lopez

SERBIA

The main station in Belgrade now stands empty (*below*); it was closed in 2018 with the possible intention to convert into a museum. It is still quite a beautiful old building. It was built between 1882 and 1885 and it has the status of a cultural monument of great importance and was a stopping point for the 'Orient Express'.

All tracks and other railway accoutrements have totally vanished and sadly already been replaced by new high rise buildings. Except that is over to one corner one solitary locomotive remains in rather depressing condition (*above right*) - as is also the state of a smaller tank loco (*right*) outside the nearby small railway museum. No full size rolling stock exhibits inside - all models and photographs (photo 734) - interesting from a historic point of view. Visitors are few and far between but welcome. And finally for a bit of character one of the old trams still many of them round and about in the city!

Alan Woof





SLOVAKIA

Krauss, Munich delivered this 0-4-0T to a mill at Veľký Šariš in 1882, works number 1082, and it worked there until the 1960s when it was plinthed on the railway station. In sore need of some TLC, it is the oldest steam locomotive extant in Slovakia. 17 December 2024.

Keith Chester

SPAIN

Railway museum of Mallorca under construction

While the works of the new Mallorca Railway Museum are in progress, three narrow-gauge locomotives are being added to the future collection: the Tigrisbahn 139 and the CP E-95 steam locomotives, and the FEVE 1052 diesel locomotive. The first one was built in 1918 by Henschel (Germany) for the Tigrisbahn, although finally ran on various Spanish industrial railways. The second was built by Decauville (France) in 1910 for the Bouga line (Portugal). For the last 30 years it was preserved in Valencia by a private owner. Finally, the diesel was built by Alsthom (France) in 1965 for the Vasco-Asturiano railway. The new museum is being built in Sant Llorenç des Cardassar, near to the old station of closed Manacor-Artà line.



The MAN DMU back in Catalonia

The DMU no. 3007-3001-3012 of FGC (Catalan regional railways) has come home from Valencia. The DMU was composed of three old diesel railcars in 1988 (Ferrostaal no. 3001, 1957, and MAN nos. 3007 and 3012, 1967) to run on the Barcelona-Igualada line (old CGFC). Later, in 1999, it was sold to the Alacant-Dénia line of FGV. There it was running for a few years and later was stored in Torrent workshops, near to Valencia. Now it is back in FGC to be restored soon.

Joan Carles Salmerón and Alba Lopez



Above: The MAN DMU in Manresa shed in December 2024.

Joan Carles Salmerón

Left: Tigris 139 in the facilities of the future museum.

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TO THE PHILIPPINES FOR STEAM HAWAIIAN-PHILIPPINE COMPANY, NEGROS ISLAND

by David Thornber



No. 3 out in the field with empty and loaded cane cars, cane in field behind. 8th February 1978.

All photographs by the Author

This is the fifth article covering my visits to Negros Island, Philippines, 1978-83. See my articles in LI 94 (ILCO), 103 (Maao), 118 (La Carlota), and 136 (Sagay).

I consider that Hawaiian-Philippine (HP) as the most 'classical' sugar producing outfit on the island. The only deviations from the classic American system, c1920, is the use of some diesels on the railway, replacement of the classic large reciprocating steam engines, still used in most other mills, by steam turbines, and some road delivery of cane to a purpose-built transfer point to rail. The mill can only take cane in by rail.

The mill itself is still largely steam driven, steam being piped throughout with small engines driving various equipment and devices, and providing heat for the sugar extraction process as well as the major job of driving the milling lines. It is also used for electricity generation for the factory and local townships. The steam is derived from bagasse, the residue from the milling process, burnt in large boilers at the mill.

HP 'Sugar Central' is at the centre of a classic 'hub and spoke' rail system for bringing in the cane, and distributing the

'mud-press' (solid residue of the extraction process) back to the land. The nine steam locos, over half the loco fleet (there are six diesels) still largely burn bagasse, there being no oil firing. The mill output of high-quality brown sugar, and molasses, is still taken by rail to the dock for shipping, the only mill that I witnessed that still did this (although I never saw the sugar and molasses shipment from e.g. Maao and La Carlota, so am not sure how it was shipped from those mills).

Rail operations

The empty cane cars are propelled out of the yard in long trains, along one of the various lines. On reaching a station, as the loading points are called, some empties are pushed into the siding that may already have some fulls within, eventually depositing all of them, all along the way up to the end of the line. All sidings are facing the mill to facilitate these moves. On returning the loaded are picked up. The train stops before the station, the loco detaches, runs forward, then into the siding, pulls out the empties recently deposited there on the way out,



Footplate of No. 3 with bagasse fire. Note heat shield for driver, and rope across window behind driver to prevent him falling out! 8th February 1978.

along with the fulls, then pushes the lot onto the fulls just left on the running line. Then the empties are drawn forward and propelled back into the siding ready for loading. Finally, the engine comes out, butts up to the now increased number of loaded and proceeds back towards the mill, only to repeat the process at the next station. Whilst this is the basic pattern there are variations. Often the main line and sidings are on a considerable gradient, and the loco can't handle all the cars at one go, particularly pulling out the fulls at busier stations. Two goes have to be made at it. Sometimes, where a significant branch line diverges, up to half of the train of empties maybe pushed onto the branch to be dealt with later. All field locos work smoke-box to the mill so they are working forwards on the heavy haul back to the mill.

The line to the dock has cane collecting moves as above but also what are conventional trains of molasses tankers and box cars full of raw sugar, with buckeye couplers but no brakes other than on the loco. These trains are normally worked by the saddle tank locos, smoke box towards the dock, again so loaded trains work with the engines chimney first.

Each loco has a dedicated pair of crews working 12 hour shifts around the clock during the cane harvesting and milling season (about December-April) who take care of them, and it shows in their beautiful condition. I understand that they also work on their maintenance and overhaul during the off-season. There follows notes from my diaries of the four trips.

Wednesday 8/2/1978

I had written to Hawaiian-Philippine Co., and received an encouraging reply. I arrived at the mill, just north of Silay, in the morning and met the Administrative Manager, Mrs Samaniego, and General Manager, Mr Gordon, briefly, then to the guesthouse where I was to spend the next few days. I was made to feel very welcome, and stayed as a guest. This was typical of all the mills on Negros.

Over to the Transportation Manager, Mr Acosta, and, by 10.15, was away up the line in a 4-wheel petrol-engined train crew trolley, run just for me, to find engine no. 3. On the way we were side-tracked for an in-bound trolley with train crew on board, and a diesel-hauled 45-car cane train. About 1 km along a branch line, we find the engine. The trolley quickly returned to Central.

The whole atmosphere is different to the other companies on the island. The engines are in beautiful condition, resplendent in red paint. They quietly go about their business with no fuss (well not until struggling with maybe 40 or so fulls on the way back!). We take our cane to the main line, picking up more on our way in, shunting as outlined above. We stop for one hour for lunch.



Nos. 5, 6, and 7, 'standard 0-6-0s' lined up at the side of the running shed/workshop. 8th February 1978.



No. 1 in the fields. The odd one out, Henschel rather than Baldwin. Note Walschaerts valve gear, and piston valves, relatively rare on Negros. 8th February 1978.

Sunset silhouette, No. 1. 8th February 1978.





Diminutive No. 2 plinthed outside the company's offices, with fancy numeral 2 on the cab side. In later years this loco will be in use. The spark arrester chimney has a bigger diameter than the boiler! 9th February 1978.

We have 24 loaded cars on arrival back at Central.

After lunch set out on no. 1, the biggest of the fleet, a German Henschel. All the rest are Baldwin, with slide valves, no. 1 has piston valves and Walschaerts valve gear. We are pushing 58 cars, the biggest cane train seen on all of my four visits to Negros. A few kilometres out a car derailed, so it does happen here, but it was our only one. We then started distributing the cars, leaving 20 on a branch, to be dealt with later. A brilliant red sunset. We pushed 5 cars right into a village which appeared to have about 100 children for its 2 houses. I, as usual, was an object of much amusement, as I went into the fields to photograph the train.

For several hours we went up and down, distributing empties, picking up fulls, I have little idea where we actually went. We crossed the main road, holding up the traffic with flimsy barriers. One larger loading point had a tarmac working area, with mercury electric lighting, where we stayed to eat. We couldn't pull 20 loaded out, after three attempts, much slipping and fireworks, split the load, and had to go back for 10. So we do have some fun here! At 23.00 hours a headlight appeared. The new crew on a trolley. I returned with our crew on the trolley. Apparently, the engines remain out up to 12 hours. They have radio on board so they can be located for crew change and given instructions for car working and avoiding other trains. They stay out this long with no bagasse other than what is on the tender, and no water pick up. This is a complete contrast for example to Maao, with its extra bagasse carried on cane cars, and engines watered out on the line.

Thursday 9/2/1978

Called on Mrs Samaniego for a chat, she was busy yesterday, then was shown round the mill. The big reciprocating steam engines have been replaced here by steam turbines. Again, the sense of orderliness was very apparent. This company is now run by Jardines of Hong Kong, the original Hawaiian connection having been severed.

The brown sugar is loaded into American style boxcars. At

10.30 set off with 7 of them, and 0-6-0ST+T engine no. 8. This is more like a proper train with bogie boxcars and buckeye couplers. Each car has 18 tons of sugar, and these trains leave approximately every two hours throughout the day. There are 2 engines, 8 and 9, of this type, both ex Hawaii. They have outside frames, with cylinders and connecting rods outside them so the wheels are barely visible. The driver sits high up to see over the saddle tank, the boiler is tiny below him and it. An hour's run to the dock. Passed Luguay, the road rail transfer point, where we cross the main road. Here lorries with containers of cane exactly like the normal cane cars arrive, they are transferred to railcars to make what is, to the casual observer, a normal cane car, and hence by rail to the mill. The mill here is only adapted to take cane by rail.

On through fish farms and villages to the dock. The dock is reminiscent of a country passenger terminal. On arrival, the



'Pantalan Express', a community passenger service between the dock (pantalan = wharf) and HP Sugar Central (the mill), which has to dodge the frequent cane and brown sugar/molasses trains on this track. 9th February 1978.



0-6-0ST+T No. 9 proceeds to the dock with two molasses tank cars and several box-cars of raw brown sugar, products of the mill. I didn't see any trains equivalent to this at any of the other mills. 9th February 1978.

engine runs round the load, ready to place it for unloading. I was lucky in that they hadn't even started unloading the previous train, as the barges were being changed, so I observed the whole process. A tug pushed the laden barge out to the middle of the channel, then the one about to be loaded in under the sugar discharge pipe. As usual all was watched by crowds of children plus quite a number of adults. A strong cooling breeze made it very pleasant observing these activities. Men lounged on the larger, presumably ocean-going, tug. A 20 man ferry crossed the river. A sailing canoe came racing in, one man on its outrigger to hold it up.

Finally, the unloading commenced, the rich brown sugar dropping from the bottom of the cars onto conveyor belts, and lifted high up to drop through the pipe into the barge. The barges are taken out to sea and, according to my notes, across to the neighbouring island of Panay, but maybe just offshore, for reloading into ocean going vessels,

There is a magnificent 35hp single cylinder National oil engine, made in Ashton-under-Lyne, England, for electricity and compressed air. Whilst it looked perfectly operable, it was unfortunately idle, with a noisy 4 cylinder diesel engine being used.

A small bogie rail car, c20 seats, runs up and down the railway here as a free passenger train, under the name 'Pantalan Express'. 'Pantalan' means 'wharf' in the local language.

Unloading 6 cars took 1½ hours. They are placed for unloading and removed by winch, to form an empty train. Just as the last car was emptied our engine woke up, and, with much effort, placed our seven loaded, in two goes. Then away with the empties, within half an hour. This engine has no radio on, so the driver must have phoned to check nothing coming. Through the village on stilts clustered closely each side of the track and across the fishponds.

At Luguay, we had to back into the sidings as the next train coming. This one, with no. 9, had 2 tank cars of molasses, another export, as well as the sugar cars.

16.00 went out by trolley for what was becoming the standard 'sunset' trip. Alone with the driver, so I operated the points, and also the barriers across the main road, where we found engine no. 7, on the Alicante line. Some battered ex army lorries were picking up cane in the fields, and numerous ox-carts bringing cane to the railway. After some shunting, brought 30 back to the mill through the sunset. The highlight of this trip was the 3 km

run back, the sun just set, stood on the front buffer beam, the engine on the limit of adhesion, pulling magnificently. A few sparks coming out of the chimney, and, occasionally, a wisp from the firebox door. Looking through the slight crack at the door one could see the sparks inside the smoke box. Over the big river bridge at the entrance to the yard, and we had made it. Split the load in two for pushing into the yard.

The yard was full of full cane cars, the mill wasn't taking them fast enough and hence congestion. Engine no. 4 was in steam at the shed but had no empties to take out. The situation was becoming critical, particularly at Luguay, where full lorries were continuously arriving. Soon they wouldn't be able to service them.

Earlier today had a general chat with Regino Acosta, the Transportation Manager, a real enthusiast for his work. He told me that they have a contractual agreement to service every sugar siding 6 days a week, and compensation has to be paid to the planters if they fail. The trains are all limited to 10 km/h, he considers this limit to be of immense benefit to the operations in general, keeping engines in good order and reducing derailments.

Mr Acosta suggested I visit Victorias, Lopez and Sagay Sugar, which I subsequently did, seeing 2 ft. gauge steam, Bo Bo Bo Shay locos, and the abandoned ILCO locomotives, of 'Iron Dinosaurs' fame. See my previous articles, but Victorias yet to come.

Hawaiian-Philippines Co. Steam Locomotives

All are 0-6-0, nos. 8 and 9 have saddle tanks. All are Baldwin, except no. 1, the Henschel.

No.	Name	No.	Name
1	C W Hines	6	J A Mcmaster
2	Peter Francis	7	Edwin H Herkes
3	A M McKeever	8	David G Semple
4	R C Pitcairn	9	Douglas J Macleod
5	Arthur W Woods		

All were active except no. 2, which is on a pedestal in front of the company offices, it is in working order. The names are of ex Company General Managers, and are used as radio call signs. The names appear on the large central smoke box number plate.



No. 7 in the fields with empties. 9th February 1978.

Some Hawaiian-Philippine Co. railway details

164.70 km	total track
209	loading stations
9	steam locos
6	diesel locos
7	track cars (crew trolleys)
385	vans (cane containers for the flat cars, I think)
190	flat cars (for containers ex Luguay)
1475	cane cars
22	bogie boxcars, bulk sugar
4	bogie boxcars, bagged sugar
6	bogie tank cars, molasses

There is a Kershaw tamping machine and track liner at the bottom of the railway workshop. I expressed surprise at this as there is no ballast. Mr Acosta says he wants to ballast the central area, all track within about half a kilometre of Central, and already has a stone crushing machine. A complete loco tender is under manufacture in the shop. On observation most of the engines have new ones, large rectangular tanks. The original tenders are traditional American, with fuel well in the



No. 6 and diesel 14 outside the loco shed, Pantalan Express inside. 17th February 1980.

centre. They all have wooden superstructures, to hold the bagasse bales and keep them dry.

Mr F Gonzales, shift transport supervisor, one of 3, and another enthusiast, asked me to enter my name in their 'Railway Enthusiasts' visitors' book.

Friday, 10/2/1978

I spent the morning at nearby Victorias but was back at HP for what was by then the 'standard' sunset run out. Again a magnificent pull bringing the loaded cars in, but this time we had to stop twice for blow ups. The engine, no. 6, couldn't produce steam adequately and fill its boiler at the same time. This was a longer haul than last night. It was my last night at HP on this 1978 trip, but I was to return!

Trip 2, Saturday-Sunday, 16-17/2/1980

Two years later. Had a visit to HP much as in 1978. The locos didn't appear to be in quite as good a condition as before. But operations much the same. No. 3 took 58 empties out, so still operating long trains. The drivers getting to know me I was



Diesel 15 on a loaded train ex-Luguay, the road-rail transfer point, with 'Pantalan Express' side tracked. 18th February 1980.



0-6-0ST No. 8 plinthed at Luguay transfer sidings. Note the four wheeled tender with no superstructure. The large 'domes' are for sand, atop the boiler, standard American practice. This loco, along with No. 9, which I understand are actually from Hawaii, are probably no bigger than diminutive No. 2 if the saddle tank were removed. This loco was in use again on my next visit. 18th February 1980.

No. 8 now in use. Now in blue, as the rest of the steam fleet. It has a full-sized tender with superstructure for bagasse. 2nd January 1981.



No. 3 takes refuge in a siding while diesel 14 brings a full loaded train by. My younger son riding on the loco. Active volcano Mount Kanlaon in the background. 2nd January 1981.



allowed some driving. As before much excitement getting in and out of various sidings, sanding having to be used, with much slipping. No. 5 had old axles on the buffer beam and under the driver's seat, presumably to aid adhesion on these quite light locos. Blow ups were required on the strong haul back to the mill. The 'Pantalan Express' railcar was in the shed. A notice inside "If more than 50 people inside, do not move!" I was told it was owned by the Community Department' and hence not on the 'Transports' books. But later it was seen out on the line in use.

One of the saddle tanks is out of use. My picture shows no. 8 side-tracked with a cute 4 wheeled tender, without the bagasse holding superstructure, labelled 'MANANA'. They normally run with a full-sized bogie tender as the rest of the fleet. But the 'Crew Grouping' omits no. 9, showing no. 8 in use. No. 2 was still on its plinth with its little 4 wheeled tender, which does have a bagasse cover.

Each steam train now had a crew of four, it used to be five. The 'bagasse breaker' has gone. Diesels still three as before, driver, conductor, brakeman.

Stayed at the guest house as before, including while making side trips to Victorias, Lopez, and Sagay. My friend, who accompanied me on this trip, and I made donations to a local charity, still a very low-cost holiday, when I think what we would pay now for such trips!

Trip 3, Friday-Sunday, 2-4 January 1981

The ramshackle taxi that took us to HP Sugar Central was quite

something. The petrol tank was a five-litre plastic oil can at the driver's side! He refilled it en-route with the money I gave him for the ride.

Culture shock! The locos are blue! What a change to the lovely deep red of previous visits. My theory is one likes how one originally finds things. No doubt these blue locos are beautiful in the eyes of newcomers but I much preferred the earlier red and am thankful that I witnessed them in that guise. I am told that the blue is Jardines' (HP's parent company) corporate colour. The loco names have appeared on some of the tenders.

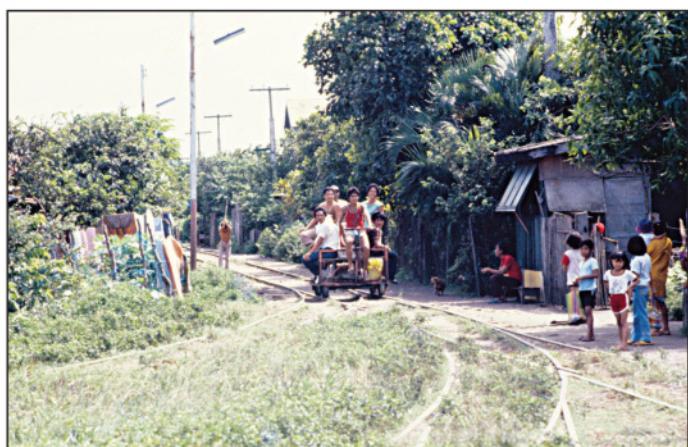
My two boys, 16 and 12, came with me on this trip. To be within the school holidays it was in January, a month earlier in the year than on my previous two visits, so near the start of the harvesting season. Some wood was being burnt to cover for a shortage of bagasse. Apart from the blue locos matters were much as before. Only steam locos nos. 3 to 7 were shown on the roster, but no. 8 was also in use, making six on all. There were still six diesels. The locos were in poorer condition, motion loose, boilers not clean, but were still operating satisfactorily.

At HP they liked to plinth engines that were out of use. On my first visit (1978) the diminutive no. 2 was plinthed at the office, and was still there in both 1980 and on this visit in 1981. In 1980 no.8 was displayed on a siding, replaced by no. 9 at Luguay by 1981, when no. 1 was on display at the main gate. Believe it or not, in 1983, no. 2 was in use!

Our first trip out, at 12.15 on Friday, was with no. 3, to siding 30, about half way along the mountain (Nacayaao) line. We had



Sugar being loaded onto a barge at 'Pantalan'. HP box-cars on the wharf. 3rd January 1981.



The 'Pantalan Express' was not operating, replaced by these cyclecars, each carrying maybe ten people. 3rd January 1981.



Seeming stand off, Nos. 8 and 7 face each other on the single track. No. 7 has brought a full train of empty cane cars out from the yard and will now reverse to propel them towards the southerly cane fields. This reversal preserves the system of propelling empties out from the mill and hauling, chimney first, loaded cars back. 3rd January 1981.

46 empty cane cars to distribute along the way. So they still run long trains! My boys helped with moving the bagasse bails forward, bearing in mind there is no 'bagasse' man anymore. Siding 30 had very poor track, one could actually see the cane car wheels lift off the track as they rounded the curve. An in-bound diesel no. 14 came passed with loaded cars from farther up the line. To get out of its way we went into siding 29 on the other side of the line. We then struggled to pull six loaded cars out, after which we worked our way back to Central picking up

fulls, as described in the Rail Operations paragraph above, as it went dark. Some sidings were up to half a mile from the 'main' line, involving lengthy manoeuvres. As on other occasions villagers with their numerous children turned out to wave at these strange foreigners on the train. In the pitch black they often couldn't be seen, only revealed later in the slides taken by flash as grab shots. As usual a magnificent pull of the full train of 37 loaded cars up to the mill yard. Here we had a double shunt to place half each of the cars onto adjacent reception tracks. The second push in was the hardest yet, and I rode on the front buffer beam observing the hot ash inside the smokebox, superb! Finish at 20.00 after a magnificent afternoon/evening run out and a fine introduction to my boys of the steam hauled sugar cane railways of the Philippines.

I wanted to take my boys to see the wharf (Pantalan) where sugar and molasses are loaded onto barges, as described under Thursday 9/2/78 above. So, on the next day, Saturday 3rd January, we rode on diesel no. 10, with 5 molasses tanks and 3 sugar cars, leaving at 9.45 for the one-hour trip. No. 10 was a small 0-4-0 chain drive diesel mechanical with a Caterpillar engine and five speed gearbox (though it never got to higher than 4th), with a chain connecting the driving wheels. Setting off was quite something, the loco sort of bucks as it got moving. The 'buckeye' couplers actually used pin and links, the loco with two links, so lots of looseness in the train. The front wheel on the leading tanker was almost oval. I rode above it, a slight undulation at 5kmph, not unpleasant, and smoothed out at above 8kmph, the max. allowed being 10kmph, still quite something with this heavy unbraked train. At Pantalan we placed the tanks for emptying, which duly took place into troughs that presumably lead to a storage tank. Goats licked at the outlets under the tanks once disconnected to saviour the



Diminutive No. 2, now blue and off its plinth (see earlier photo) working a train of sugar box cars to the dock. Note cab sagging somewhat. It appears to have two new larger sand domes, and different bagasse superstructure on the tender. 23rd January 1983.



No. 4 posed on a girder bridge not far from Sugar Central. 23rd January 1983.

dribbles.

Mains power had arrived at Pantalan so now there is a small electric motor in the power house, driving the original jack-shaft line and hence the compressor. The diesel generator was out of use. The original National oil engine was still in place and intact.

After an hour, at about 11.45, 0-6-0ST no. 8 appeared with 8 box cars of sugar, diesel 10 returned to base light. No. 8 then placed 4 boxcars on the unloading track, for some reason moved the tanks 3 car lengths, then promptly died for a 30 minute lunch break. On waking it placed the further 4 boxcars for unloading, and made up a train of 4 tanks and 4 boxcars to return empty to Central. Meanwhile it is apparent the 'Pantalan Express' railcar is not running and several 4 wheel pedal driven trolleys arrive with up to ten or more passengers on each. Out on the running line these trolleys are simply manhandled off the track by the passengers when faced with an oncoming train. This occurred several times on our run back to Central, we set off at about 12.45. At Luguay we had to wait twenty minutes whilst a diesel brought in some empties. The line from here to Central is very busy indeed. I rode on the roof of a boxcar from where I had a good view and took several photos on the way into Central. As we approached Central we had what appeared to be a stand-off with opposing steamer no. 7 with a long train of empties. But it was merely coming out only to reverse onto the south eastern section of lines, then pushing the empties as is standard practice. But, once it was out of the way a crew trolley appeared out of the yard, buffering up to us, and then followed no.7. We finally entered the yard but had to push some loaded cane cars into a reception track before placing our tanks and boxcars for reloading, now 14.10 hrs. The excitement of it all! Repaired, exhausted, to our house for lunch after a very busy morning of activities.

At Transportation there was a Japanese visitor. We had seen him before; he was on our plane from Manila. He was the only

railway enthusiast that I had seen on the island throughout my four visits (indeed I didn't see any foreigners at all until some on the flight out of Bacolod home on my last visit). He had a posh (for Negros anyway) car, spoke perfect English, but seemed scared to ride on the engines, just taking photos. One really needs to get out on the trains to enjoy the fun!

At 16.00 we went out for a usual evening run. We found no. 4 simmering on a side track with nothing apparently happening except for the 35 children ranging from tiny to near adult (that I can count on my photo, there were more out of sight) at its side, in its cab, and on its tender. A lorry load of bagasse bales arrived, and, with lots of willing hands, took five minutes to transfer them to the loco tender. Then a regular run out as before, dropping empties (32) and returning with fulls. In the dark swarms of insects besieged the loco and siding lights. The crew bought some fresh whole fish and cooked them on the fire, delicious. In spite of full pressure, on the return from down a long branch line with the fulls we stalled and had to leave half the load, returning for them once reached the 'main' line. We crossed no. 5 propelling 35 empties, quite eerie in the dark with the loco at the back of the long dark line of empty cars coming towards us. We finally got back at 22.50, after a strong pull, another excellent evening out.

Few, if any, trains go out on Sundays, so the locos are in the shed area. So we spent the morning looking round the plant, with its steam turbines that had replaced the big reciprocating engines that used to drive the mill. Saw the raw sugar being conveyed to the enormous near empty (start of season) warehouse. Saw the bagasse fed to the boilers for electricity generation, but some diverted to an enormous pile ready for baling by an ancient machine for stacking in a covered shed for eventual use in the locos. Lots of auxiliary machines such as vacuum pumps, all steam driven, steam being piped all-round the plant. The full cane cars are rope pulled into the unloading



No. 7 with water buffalo, the 'other' haulage device.
25th January 1983.

bay by a steam donkey engine. All in all quite some plant, to process about seven thousand tons of cane a day. In the afternoon our friends the train crew of engine no. 3 were replacing the big end and coupling rod bearings, so we assisted with this activity at the loco shed. However, we found no. 6 was distributing empties and collecting fulls to and from nearby sidings, so occupied ourselves on that to about 19.00, for an early evening for once, bearing in mind we were leaving for Sagay on the following day.

Trip 4, Saturday-Wednesday 22-26 January 1983

I happened to meet Mrs Samaniego on the plane out from Manila to Bacolod, and became a guest at her house until transferring to the usual guest house at HP Sugar Central late in the evening on Saturday, being greeted like a long-lost friend.

I had a very similar few days as on previous visits, so will just outline the seven trips out that I made:

1. Sunday, to Pantalan de. 10.00 with the diminutive no. 2 hauling 6 sugar boxcars. No. 2 is the tiny loco that was on the plinth outside the offices, who would imagine it would be resurrected? It looks like a big model engine with its small boiler and four-wheel tender but is probably as big as nos. 8 and 9 saddle tanks, the tanks making them look quite large. Returned with diesel 10 with just two empty tankers.

2. Sunday, no. 4 light to the Silay line, back with a prepared train of 24 loaded cane cars, 14.00-16.00. I had a driving session on the way back.

3. Sunday, again no. 4, at 17.00 out to the BOAC line with 2 loaded mud press and 5 empty cane cars. While dropping the empties about three stations out four of them derailed. On reversing three came back on, but the fourth needed rerailing ramps. Not clear why they derailed, the check rail on the straight was adrift, but these cars came off while going into the siding. We proceeded on our way on the straight without a problem. Went to near the end of the line, picked up 20 loaded, then 15 a little later on the way back, a good load of 35 to return with by 20.00, but got stuck behind a diesel, still servicing stations, so didn't get back until 22.45.

4. Monday, no. 7, at 16.15, 2 mud press and 30 empties to the Magalona line, dropped them all off along the way. Returned by crew trolley for 22.00.

5. Tuesday, out at 9.00 on crew trolley no. 3 to the vicinity of Station 9 on the Magalona line, finding no. 7 on the way home with 20 loaded cars. We picked up 20 more en route so a magnificent pull of 40 loaded back to Central ensued. While passing a trackwork yard where concrete sleepers were being manufactured overhanging cane on a car about six back from the loco caught and derailed an empty car in the siding. It had to be man-handled (8 men!) out of the way, we push back, detach, then forward beyond the points, and back into the siding to push the rerailed and adjacent cars further back into the siding to be well clear before we could proceed with our train. Trips were enlivened by incidents such as this!

6. Tuesday, no. 3, at 14.20, 2 mud-press and 27 empties to the Alicante line. Crossed diesels nos. 17 and 11 coming in with loaded cars. Home with 27 full at 19.00.

7. Wednesday, no. 4, at 9.30. Its smokestack was loose, so wobbling. Failed to fix it, but we went out anyway. We went to nearby siding 77C and picked up 50 empties there, distributing them along the Concepcion line, finishing with 40 loaded and 8 empty. We brought just 20 back. Later no. 5 went out for the rest, finishing at 16.00 after a long hot day. This was my final trip out at Hawaiian-Philippine Co. Good to see that it was still going strong with steam, compared to some of the other mills.

Summary

HP had the most effective rail based sugar cane system on the island of Negros, and for the steam enthusiasts was a delight with its lovely classical engines on the whole going quietly about their business. Ma-ao may have been more entertaining with its larger, also bagasse fired, engines but was rather chaotic with its frequent mishaps, contributing to the early demise of its rail system. La Carlota was somewhere in between these extremes, with its large fleet worked very hard and some long hauls, just spoilt a little for purists having several oil-fired locos. All systems were something like 50% diesel operated. HP was the only mill that I witnessed that despatched its finish products to the coast by train, making it a complete classical system. My welcome at all of the mills was very friendly, but none more so than HP. These visits made superb holidays at a tiny expense, with a life time of memories, and the material for these articles forty years later.



Two empty ox-carts in front of No. 3. 25th January 1983.

No. 4 with a long train of cane cars on the fields. 26th January 1983.



VETERANBANEN BRYRUP-VRADS (VBV)

by Phil Barnes



665 waits for its trainload of passengers to board at the terminal station of Bryrup.

All photographs by the Author

Care of a cruise ship stop at Aarhus on the Jutland Peninsula in Denmark, we participated in one of the shore excursions, which saw 3 fully loaded road coaches visit the preserved Bryrup to Vrads railway during the afternoon of 8th July 2024.

This 5km long heritage railway is located about 55km to the west of Aarhus and is on a longitude of 56° North, which is about the same Northing as Edinburgh on the other side of the North Sea!

In looking at this railway's history and topography first, the current stretch of railway is a remnant of the standard gauge Horsens-Bryrup-Silkeborg line which was operational from 1929 to 1968, although the Horsens to Bryrup section was built through the late 1890s and opened in April 1899 and when built, was originally metre gauge; this section was regauged to 1435mm when the Bryrup to Silkeborg section was created. This railway's story is a familiar one of a route being created to link local communities, but by 1968, and due to the increased use of private cars etc, had become unprofitable and was therefore closed. The plan was to replace the railway with

buses and convert the route to a bridal path/nature trail; however this didn't sit well with the residents of Bryrup who wished to maintain a part of the former railway as a preserved/heritage railway.

In Denmark at this time, there was no legislation in place to allow a local association to run a railway and the issue was raised and discussed in the Danish Parliament (Folketing); ultimately this led to a law (Act) to enable the creation and operation of preserved/heritage railways in Denmark. It therefore has to be noted, that this railway was at the forefront of this requirement, and was the catalyst for the creation of suitable legislation to be introduced to enable Danish preserved railways to become a reality.

After this Act was passed to create the legal framework, a local association was created what's job was to raise money in order to buy rails, materials, buildings and rolling stock and after this was initially achieved, the first train ran on 26th April 1969.

On a note of timescales and for clarity, VBV was not the first heritage railway in Denmark, but was created at around the



The end of the line at Vrads is marked by the turntable and this van.

same time as the start-up of the heritage railway in Mariager. Mariager-Fårup-Viborg was the last private railway opened in Denmark, this was in 1927 and it was closed in 1966 for passenger traffic, but continued as a freight line for a little while longer. In 1970, the Mariager Handest veteran track (heritage railway) was started, but the first museum track was the Maribo-Bandholm on Lolland, which commenced in 1963; in 1874 this track was the first private railway in Denmark. It has to be emphasised that the legislation for veteran tracks (heritage railways) in Denmark started with the Bryrup railway, because that railway drove the need.

Returning to the VBV's creation, the original station at Vrads was taken over by the association and today this is a restaurant and museum portraying this railway's history etc.

By google mapping this area, it is possible to see that Vrads station is somewhat from the village (a familiar story) and that the entire line meanders through an area of outstanding natural beauty; the railway has the accolade of being 'the most beautiful railway in Denmark'. As well as travelling through forests, the line passes three lakes which are named Kvindso, Kulso and Snabe Igelso.

Having talked about this preserved railway's history, its topography and our visit; it is now time to look at its operation. This line is given as one of the forerunners of all the preserved railways in Denmark.

On our visit, which started and finished at Bryrup, our train consisted of F class 0-6-0T No.665 of 1949 'who's' build number is 359 and the passenger rolling stock was made up of 1 coach and 3 Triangel built M class railcars. One interesting fact about our journey is that, when the loco swapped ends at Vrads, the railcar-based train was fired up and the whole lot

was moved into Vrads platform in order to allow 665 to run round and connect up to the Bryrup end of the consist. 665 originally arrived at VBV in 1971 and after many years of use, and then coming out of traffic in 2004, has been the subject of an overhaul lasting between 2019 and late 2023 when it underwent test running, this was before returning to traffic in February 2024.

The station at Bryrup consists of a platform which finished adjacent to a road and in looking the other way, all the railway's stock storage sheds are located either side of the track, which then heads off to Vrads. By comparison, Vrads is a simple affair with its original station building, but these days also has a run round loop and siding which are situated to the Bryrup side. Like the Bryrup end, Vrads station also has a road at 90° to the railway and this is located just beyond a turntable, which marks the end of the line.

In walking round the Bryrup site, a loco tractor/shunter (Frichs built 868 of 1966 – DSB257) was found in the yard and by looking in the workshop adjacent to the yard and platform; F class loco 658 was seen and photographed. The railway also has numerous other items of stock, but these were located around the Bryrup station confines, in the yard near shunter DSB257 was a fourth Triangel railcar and in a shed which wasn't visited, was a fifth railcar which was undergoing restoration. The largest diesel on the line is an 800hp A1A-A1A diesel electric locomotive (No. SBM8 of 1952), which is powered by a Frichs motor; this loco is currently awaiting repairs. Still with the theme of non-working locos, loco HV2 which is a 2-6-0T and built by Henschel in 1928, has been stored since 1985 when it became 'non-operational'. Moving back to diesel traction, the VBV have a very unusual 3 car rail



DSB 257 (Frichs 868/66)
sits in the sun outside the
depot at Bryrup.

bus that takes the form of two passenger vehicles which sandwich a luggage car (LJSb94) known as a 'Rumpegal'; this was built in 1948 as build number 19887. The passenger vehicles are HBS Sm 212, motor vehicle No. 20759 of 1952 and LBSm2, No. 20754, which was also built in 1952. Additionally, the railway has four other traditional coaches, these are numbered C223, C224, C225 and C227 plus there is also a luggage van, numbered E233 and a mix of assorted open and covered vans to help make up the hauled vehicle stock list. However it doesn't stop there, because there is another loco tractor/shunter (Frichs build No.635 of 1959 – DCB146) and two permanent-way motor trolleys to add to the previous list. To round up the stock list overview is PM Motor Loco 451 of 1952; this machine has a Ford Thames 150hp 6-cylinder motor, a manual gearbox and it also has the most unusual livery of bright green!

Over the past few years, during Autumn, the railway has had a transport festival, which is known as the Veterans Meeting and sees a lot of heritage road transport on display at Vrads; this is complimented by the VBV fielding a big display of all its rolling stock and in 2024, this included two steam locos in action. This is the big special event of the year, but in 2024, normal service trains operated between late March until this Autumn Event in mid-October.

However, like a lot of other railways worldwide, VBV runs Christmas trains over several days in December. These trains are decorated through-out (which includes the locomotive) and are therefore usually sold out, plus they often have the benefit of snow, to add to the atmosphere!

Returning to the motive power 'of the day' and especially the loco (F665) which worked our charter train (the 2.45 pm from Bryrup on 8/7/2024), some of its details are as follows:-

The F class 0-6-0T locos eventually numbered 120 machines in total and 665 was built at the Frichs works in Aarhus during 1949 and is a product of the designer Otto Busse. It is powered by two cylinders with dimensions of 406mm (16") bore by 559mm (22") stroke and these have Trick valve gear. The boiler is coal fired and is rated at 12kg/cm² (about 170psi) and this all equates to a loco with a tractive effort of 16,896lbs. This power was transmitted to the rails via 1252mm diameter wheels (49.3") and the locomotive's dry weight is 37.5 tons.

Some of the 'jobs' under-taken during 665's last overhaul have included:- The chassis being dismantled and painted, the boiler has had repairs to the copper firebox and a new ash pan fitted, the boiler has also had a new tube plate and tubes and the smoke box was repaired (plated). The wheels were

removed, axles checked and tires turned. Many control valves were repaired and the motion overhauled; brake gear and suspension were also overhauled. The water tanks, bunker, cab and steam dome were sandblasted and primed and through mid-2023, the loco was assembled and painted. Many smaller components were fitted through the rebuild, but the air pump didn't work, how-ever after reconditioning the original one, that problem got sorted along with the temperamental left side injector. By November '23 the loco was ready for testing and in February 2024, it returned to traffic as previously mentioned.

Turning to the Triangel railcars, these were built by Triangel of Odense and all were older than the steam locomotive on the front! These machines have the accolade of being Denmark's first design of railcar, and are designated as class M, which numbered 6 in total. They were built between 1927 and 1932 and ironically VBV 'own' more than two-thirds of the fleet which was built nearly 100 years ago; originally these railcars were numbered 621 to 627.

In looking at their specification, they have a 1-A wheel arrangement (i.e. only one axle is powered) and strangely, all had different weights! This varied from 13 tons to 18 tons depending on the year they were delivered. Originally, they were fitted with petrol engines varying from between 100 to 145 horse power, but commonly all had three speed manual gearboxes with 1 reverse gear, but the 1932 built railcar (now designated HoJ M2) has 4 forward gears to move its 18-ton weight along! Another variable to the design is that the M class had slightly different lengths (10.8 to 11.1 metres) and most had a seating capacity of 35. Through 1951 to 1953, they were rebuilt with Leyland 125 horse power diesel engines, but car HV M10 of 1929 was fitted with a 150 horse power motor! These machines were capable of doing 60km/hour, but just as a variable (typical of this class), the 1927 built TFJ M2 could do 70! In summing up, these are an unusual fleet with quite a pedigree of development. Their concept is not unlike the petrol railcars used on the K&ESR or the NZR car which featured in my article in L I issue 101.

As a way of finishing up, VBV have a website which is www.veteranbanen.dk and by using TRANSLATE, some of its content can be viewed in English, but not all – another variable to consider?

As an addendum, the portrayal of this railway and its rolling stock fleet, are representative of the private railways that once existed in Denmark during the growth of railways in that country.

My thanks go to John Armstrong and Jan Baltzersen for their input into the creation of this article.



The unconventional run-round procedure at Vrads sees the loco propel the train out of the platform, and then shunt clear of the railcars which form the train. These are then started up (above) and move themselves back into the platform, ready for the loco to shunt back to the head of the train (below) ready for the return journey.



BACK TRACK

Mystery Photos, Issue 152

Helmut Dahlhaus writes:

The photos show the GKB engine "2 Sulm" ex GKB 30.39, originally kkStB 3039 (Wiener Neustadt 4033/1897) which had been sold to the Graz-Köflacher Bahn in 1931), see:
https://www.gkb.at/images/plakate_pdf/dampflok-30hoch.pdf

Brian Garvin writes:

The 2-6-2T with a number 2 must be Sulmtalbahn 2. The Sulmtalbahn was a private railway from Leibnitz in Austria which ran westwards and ended up being operated by GKB. There were two 0-6-0T Nos 1 and 2 but after GKB took over they were given GKB numbers 1851/2. In 1931 GKB acquired 30.39 a Wien area suburban 2-6-2T 30.39 (WrN 4033/1897) which became Sulmtalbahn 2 (II).

The lower picture is not in Switzerland but in Sweden (same electrification system) and looks like Gothenburg Central station. There is a D class electric loco on the left but the steam loco is surely a Bergslagernas Jvg H3 inside cylinder 4-6-0. Ten of these were built by Falun in 1916. They became SJ Class A6 along with locos from other private railways. They were all stored as reserve locos by 1963 and finally withdrawn from store in 1973 being scrapped at Kalmar Verkstad in 1975 except for BJ H3 84 (SJ A6 1793) which is preserved in the National Railway museum in Gävle.

John Sloane writes:

The mystery photo at the foot of page 63 shows a Swedish Class A6 4-6-0 loco. There were 32 of this type of loco supplied to various Swedish private railways from 1910 onwards. The photograph may have been taken at Gothenburg.

Ove Tovas writes:

The bottom image on page 63 is certainly in Sweden. Possibly Bergslagarnas Järnvägar (BJ) class H3 at Gothenburg C. Is there a number on the buffer beam? BJs had twelve of this class, 59-64, 69-70, 83-86. The loco is fitted with vacuum brakes, so the photo is not taken later than about 1940.



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BACK TRACK BONUS

by Jim Ballantyne



I was horrified at the photos of the Sibiu "museum" taken by Jonathan James and published in LI 152. Do the authorities there have any idea at all of the historic value of their exhibits? The whole place seems to resemble a scrapyard rather than a museum! I visited this place in June 1998 and attach some photos taken at that time of a few of the locos featured in LI 152. Who is actually responsible for these locos? Is it the CFR or some other organization?





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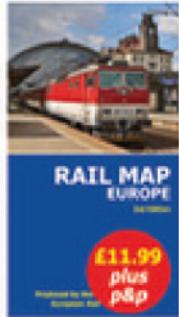
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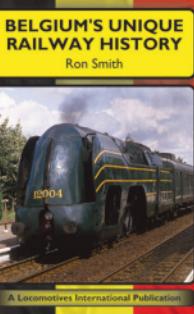
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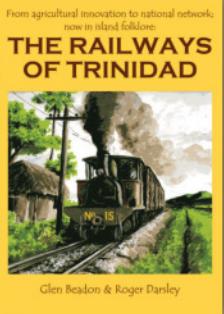
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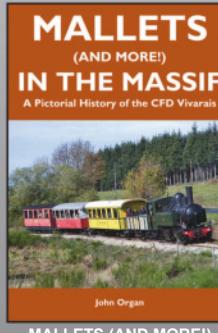
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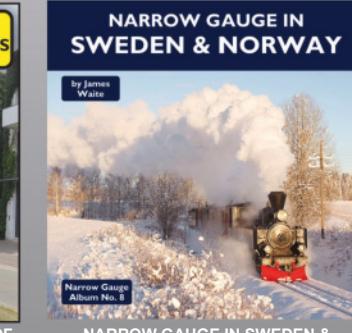
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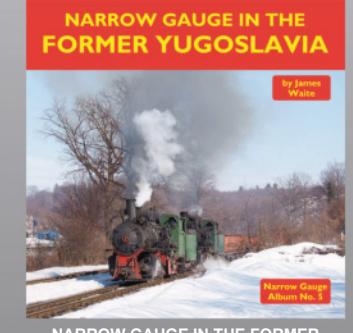
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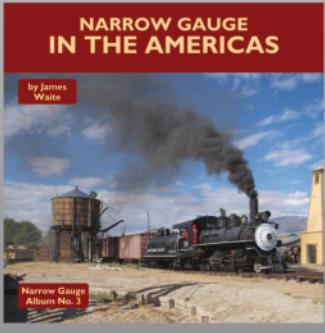
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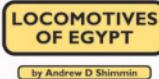


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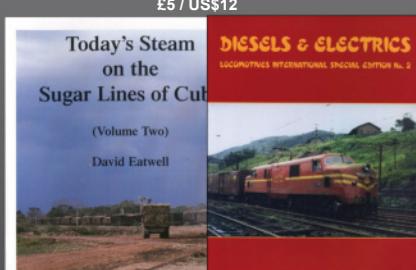
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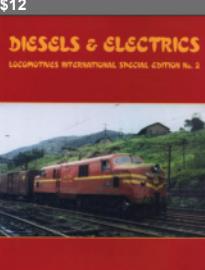
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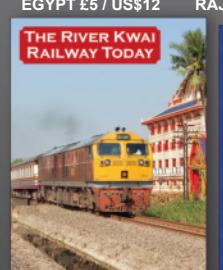
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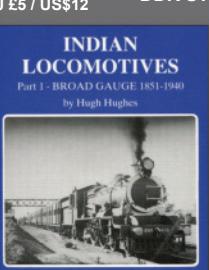
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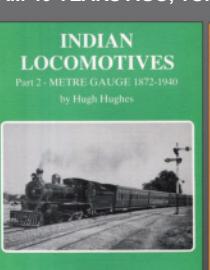
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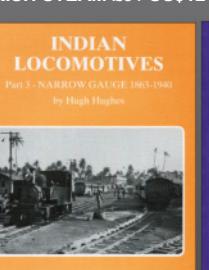
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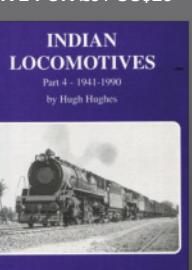
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