

ITALY, SPAIN, PORTUGAL

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All photographs are taken by Hugh Davies and other members of the Railway Enthusiasts' Club (the REC) between 1946 and 1968 and the great majority have never been published. Indeed we shall be continuing to identify negatives, many thousands of them, over the next few years - negatives that have never before been printed, let alone published - so if you don't see what you want here, please keep in touch. What you require may feature in a future amendment or a new subject list.

The majority of views are only available in black and white, but views with reference numbers with a W or MHW prefix are also available as 6"x 4" in colour.

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New additions in this issue are highlighted in red, and tagged with '#' to aid searching

UNIDENTIFIED LOCATIONS IN SPAIN

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
4895	Altitude plate (290.2 metres above sea level at Alicante) at unidentified location on the Spanish railways	

FC DE SAN FELIU DE GUIXOLS A GERONA, SPAIN

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
4493A	Kratiss.0-6-2T No.4 with passenger train on the SFG (750mm gauge) ready to leave Gerona	
4493B	0-6-2T No.4 running round its train at Gerona (¾ bunker end view of locomotive)	
4516A	Mixed train (no locomotive) on the 750mm gauge SFG line in Spain	1962
4516B	Krauss 0-6-2T No.1 (2355 of 1890) with mixed train on the SFG (good ¾ view) at Cassa de la Selva station	1962
4652	Krauss 0-6-2T of the 750mm gauge SM (Works plate 2359) in steam, broadside at Gerona	1962
4904	NG tank locomotives Nos1 and 6 (0-6-2T's Kr(S) 2355/90 and 5267/05) on the SFG system at Cassa de la Selva, the former on a mixed train, the latter running light through the platform road	

FC (LA ROBLA LINE), SPAIN

Ref number Description

*Date taken
(where known)*

- 4499A Locomotive No.18 "C de Vildosola" 2-6-2T LH 2776/23 taking water at Leon station
- 4511A FR No.184 on train taking water at Cistierna
- 4511B Matallana station, 2-6-2T No.24 on train
- 4512A Two steam-hauled passenger trains (going in opposite directions) at either side of an island platform at Matarporquera station on the La Robla line
- 4512B La Robla line steam locomotive on train at Matarporquera

SECONDARIOS DE CASTILLA

Ref number Description

*Date taken
(where known)*

- 4513A Group with old coach labelled "Correos"
- 4513B Steam locomotive FSC No.4 2-6-0T MTM 54/11 on goods train
- 4900 FSC tank locomotive No.8 shunting wagons at unidentified station: good $\frac{3}{4}$ view

GIJON, SPAIN

Ref number Description

*Date taken
(where known)*

- 4656 Locomotive No.45 on train at Gijon

FC DE LANGREO

Ref number Description

*Date taken
(where known)*

- 4525A Unidentified
- 4525B As 4525A, close-up of ends of two coaches, showing coupling arrangements
- 4897 View down the platform between two steam-hauled trains of vintage carriage stock at Langreo
- 4902 Steam-hauled train of vintage carriage stock in the platform at Langreo; viewed from tail end, locomotive not visible, only steam
- 4903 Locomotive No.48 0-6-0T BW 420/31 with train at Langreo; lots of platform activity

OLOT A GERONA, SPAIN

Ref number Description

*Date taken
(where known)*

- 4519A 3rd class 4-compartment 4-wheeled wooden coaches on the OG
- 4519B Locomotive No.21 (2-6-2T MTM 280/26) of the Olat-Gerona Railway (Spain) shunting in a yard at Gerona station, with 2-6-0T S&L in the background

SPAIN: ASTURIAS VA

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
C1795	Asturias VA No.2 4-4-0T, built by Dubs, at Trubia with lengthy passenger train	4 May 1960
C1796	Asturias VA No.16 2-6-4, built by Kraus Maffei, arriving at Fuso; head-on view from platform	4 May 1960

ITALIAN STATE RAILWAYS (FS)

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
6542	Italian two-wire distant signal	2 June 1958
8938	FS class 741 steam locomotive heading a passenger train at an unidentified location in northern Italy	
C2784	FS 2-8-0s double-heading a passenger train at Dobbiacco (Toblach) on the route from the Brenner pass south-eastwards back into Austria via Lienz; near head-on view	2 Sept 1963
C2785	FS 2-8-0s double-heading a passenger train at Brunico (Bruneck) on the route from the Brenner pass south-eastwards back into Austria via Lienz to Villach; $\frac{3}{4}$ view, train going away from camera	2 Sept 1963
R2485	FS 2-6-0 640.136 near head-on view at unidentified station	
R2486	Unidentified 0-6-0T working bunker-first with goods train in industrial area of Genova	
R2487	Electric rack railway at Genova; car at the lower station	
R2488	Unidentified 2-4-0T out of use, viewed broadside at Sassari	
R2489	0-4-0 diesel loco LDM No.1 head-on view in train sheds	
R2490	Vintage passenger railcar near Sassari station, in regular service	
R2491	0-4-0 very short wheelbase shunting device in use at Sassari; broadside view	
R2492	2-6-0T of class R301 standing out of use but intact at Sorso, terminus of a branch from Sassari; broadside view	
R2493	2-6-0T of class R301 standing out of use but intact at Sorso, terminus of a branch from Sassari; $\frac{3}{4}$ broadside view; opposite side to R2492	
R2494	View inside the works at Sassari; nearest to camera and partly in view is 2-8-0 740.031	
R2495	Unidentified 740 class 2-8-0 $\frac{3}{4}$ broadside view standing outside the works at Sassari	
R2496	2-8-0 740.108 partly on the turntable at Sassari; $\frac{3}{4}$ head-on view of loco	
R2497	Signal levers and switches in frame on platform at Tempio	
R2498	Two tank locomotives out of use in a yard at Tempio; $\frac{3}{4}$ view	
R2499	Unidentified diesel locomotive shunting a van on the quayside at Palau Marina, terminus of the line from Sassari via Tempio	
R2500	No.744.020 2-8-0 entering Olbia with a passenger train; near head-on view, taken from platform	
R2501	2-8-0 740.101 working freight over a level crossing; near head-on view taken from window of a passing train	

- R2502 View from carriage window down side of train towards steam loco on the scenic stretch between Olbia and Chillivani
- R2503 Small 0-4-0 diesel shunter in use at lineside yard near Chillivani
- R2504 Unidentified 744 class 2-8-0 with passenger train at Chillivani; $\frac{3}{4}$ view of whole train
- R2505 Unidentified 744 class 2-8-0 taking water at Chillivani whilst heading a passenger train; $\frac{3}{4}$ view from tender end
- R2506 Carriages / railcar trailers at Nuoro, terminus of the line from Macomer via Tirso (the FCS)
- R2507 Assorted rolling stock in sidings at Nuoro, terminus of the line from Macomer via Tirso (the FCS)
- R2510 View of steam locomotives standing outside Macomer shed, taken from a nearby hotel window
- R2519 Class 740 2-8-0 $\frac{3}{4}$ view from smokebox end in the yard at Macomer
- R2520 2-8-0 No.740.288 (built 1920) standing outside Macomer shed; $\frac{3}{4}$ view from tender end; not all of tender on negative
- R2521 2-8-0 740.435 head-on $\frac{3}{4}$ view standing outside Macomer shed; taken from track level
- R2530 0-6-0T 835.015 $\frac{3}{4}$ head-on view in the shed yard at Cagliari
- R2531 2-8-0 740.XX8 $\frac{3}{4}$ view in the shed yard at Cagliari in steam
- R2532 Italian standard gauge edible oil tank wagon on road wheels in a city street; close-up $\frac{3}{4}$ view
- R2536 Unidentified 2-8-0 near broadside view in a shed yard
- R2537 Italian narrow gauge: row of unidentified steam locomotives out of service at unidentified location
- R2538 Unidentified 2-8-0 standing in the yard at Inglessas; viewed broadside
- R2539 Virtually identical to R2538
- R2540 2-8-0 740.363 (built 1921) with passenger train at Inglessas; $\frac{3}{4}$ view of whole train
- R2551 Distant view of 2-8-0 on passenger train
- R2552 Locomotive of class 744 heading a passenger train; $\frac{3}{4}$ view from slightly below track level in rural situation
- R2553 Locomotive 744.001 heading a passenger train; $\frac{3}{4}$ of train approaching camera in rural situation
- R2555 Unidentified 740 class 2-8-0 shunting at Olbia; $\frac{3}{4}$ view of loco
- R2556 $\frac{3}{4}$ view from tender end of unidentified 740 class 2-8-0 at Golfo d'Aranci
- R2557 2-8-0 No.744.01 heading a mixed train along the causeway at Olbia
- R2558 The train in R2557 going away from the camera
- R2560 Former USA locomotive apparently providing steam to the workshops at Sunestdamento; Alco No.71575 was a standard S-160 type 2-8-0 (USATC 3320) built in 1944. A total of 243 of them became FS group 736 after the war
- R2561 The works plate on the USA locomotive pictured in R2560: "American Locomotive Company / 71575 Schekectady Works, etc."

- R2562 2-6-0 No.6281.46 $\frac{3}{4}$ view from tender end (not all of tender on negative) at Trastevere
- R2563 Trastevere motive power depot with three steam locomotives standing outside: left to right are 625.146; 743.052 (with snowplough); and 743.149
- R2564 $\frac{3}{4}$ view of Crosti-boilered locomotive 743.052, $\frac{3}{4}$ view from end, at Trastevere shed
- R2565 Three narrow gauge tank locomotives in store on standard gauge bogies on siding at Smistamento shed in Rome pending preservation. These locos have not been positively identified, but will probably be three of the following: R302.23, a 950mm gauge 2-6-0T built in 1927 for the Sicilian NG lines; P7, a 760mm gauge 0-8-2T dating from 1922 and with a slightly complicated history which involved preparation for war service in Yugoslavia (which never materialized); and R301.2, another Sicilian 950mm gauge 2-6-0T, dating from 1912. Both these last two are now in the Museum of Science and Technology in Milan. Some R301s are still in service in Eritrea.
- R2566 Single tank locomotive in store sitting on standard gauge bogies; No.410.004. This loco is a 760mm gauge 0-8-0WT (Krauss 7174 of 1916) and came from the Plan Val Gardena line in the Dolomites. It was originally built for the KUK Heerebahn (Austro-Hungarian Military Railways) during the First World War.
- R2567 4-cyl compound rack and adhesion tank 080.002 from the Paolo – Consenza line. It was built by SLM in 1908.
- R2568 2-6-0WT 905.032, built in 1910 by Breda. $\frac{3}{4}$ view from bunker end
- R2569 Unidentified 2-6-2 $\frac{3}{4}$ view from tender end. There were two 2-6-2s stored at Smistamento at the time this photo was taken: 680.037, a Plancher 4-cyl.compound built by Breda in 1907, and s685.600, a 4-cyl simple with Caprotti valve gear built originally as a Group 680 engine in 1910 and rebuilt in 1930. Rather confusingly the works plate from s685.600 (Breda No.1000) was transferred to 680.037 on withdrawal for preservation and apparently not transferred back when the second loco was also selected for preservation.
- R2570 Group 470 0-10-0 which had enclosed cabs and a large coal bunker ahead of the cab on the left-hand side, making them look a bit like tank engines, although the water was carried in a four-wheeled tender. The preserved example is No.470.092 and by 1971 it was in the Museum of Science and Technology in Milan
- R2571 4-4-0 No.552.036 (built in 1900 by Breda for the Rete Adriatica) near broadside view in siding in yard
- R2572 0-10-0 No.477.011 near broadside view; tender not on negative. This loco is a 2-cyl Golsdorf compound, formerly k.k. Staatsbahn / Sudbahn (Austria) class 180, introduced in 1904; the FS received 77 of them as reparations after the First World War.
- R2573 0-10-0 No.477.011 $\frac{3}{4}$ view from smokebox end; tender is visible in this view
- R2574 Steam tram engine carrying nameplate *Trezzo* $\frac{3}{4}$ side view in line of stock out of use, also including four-wheel carriage. This loco is No.BG34 and is an inside cylinder 0-4-0 tram locomotive with solid wheels and a locomotive-type boiler, built by Henschel (No.9716 of 1909) for the Milan – Gallarate Tramway; it was sold in 1952 to the Monza – Trezzo – Bergamo Tramway, where it acquired its name.

- R2575 FS (Italian State Railways) 0-6-0 No.290.319. It was one of the last of the class to be built, in 1912, but to a Rete Adriatica design dating back to 1899; $\frac{3}{4}$ view.
- R2576 4-4-0T No.22 of the Monza – Molteno – Oggiono Railway, which was built as No.254 *Luino* for the Ferrovia Nord Milano in 1896 by Couillet of Belgium. The FNM sold it to the MMO on electrification in 1930 and the MMO in turn became part of the FS in 1954, but it would seem that No.22 was not taken into stock but instead placed into store at Smistamento pending preservation.

FERR. COMPL. DELLA SARDEGNA – CAGLIARI (FCS) ITALIAN NARROW GAUGE

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
4498B	No.39 2-6-2T Kr(M) 6150/09 $\frac{3}{4}$ view with passenger train leaving Norema station	
4499B	Nos.24 and 27 2-6-2T's Bor 5334/04 and 5905/06	
4518B	No.35 2-6-2T Kr(M) 6438/11 with passenger train at Llanes station, near head-on view of train	
4627B	No.35 2-6-2T Kr(M) 6438/11 with freight train just passing water tower at unidentified station	
4647	Tank locomotive No.34 on passenger train at Llanes	
R2508	FCS railcar standing outside the shed at Nuoro	
R2509	FCS four-wheel van with end balcony and brake; old, but in use and in good condition, near broadside view; photo taken at Nuoro	
R2511	FCS narrow gauge tank loco No.14 standing in the yard at Macomer; $\frac{3}{4}$ view from smokebox end	
R2512	FCS narrow gauge tank loco No.14 standing in the yard at Macomer; broadside view;	
R2513	FCS narrow gauge 2-6-0T No.5 standing in the shed yard at Macomer; near broadside view; bunker end visible	
R2514	Makers' plate on FCS narrow gauge tank loco No.14 (built in 1888)	
R2515	FCS narrow gauge tank loco No.14 in steam and about to back on to stock in the yard at Macomer; $\frac{3}{4}$ broadside view	
R2516	FCS; set of rollbocke (for carrying standard gauge wagons, etc.)	
R2517	FCS 1930s-built railcar; $\frac{3}{4}$ view at Macomer	
R2518	Four-wheel railcar trailer, inscribed "FC2"; broadside view at Macomer	
R2522	FCS narrow gauge 2-4-0T No.14 shunting wooden-bodied bogie carriage No.402 at Macomer; $\frac{3}{4}$ view with loco facing away from the camera	
R2523	FCS narrow gauge: good overall view of 2-4-0T No.14 shunting passenger stock at Macomer, with other stock in the foreground and station building in background	
R2525	FCS narrow gauge 2-6-0T No.45 broadside in the shed yard at Cagliari	
R2526	FCS narrow gauge 2-6-0T No.7 $\frac{3}{4}$ view from smokebox end in the shed yard at Cagliari	
R2527	FCS narrow gauge: head-on view of unidentified 2-6-0T in the shed yard at Cagliari	

- R2528 FCS narrow gauge: head-on view, at slight angle and therefore showing some stock in the background, of 2-6-0T No.45
- R2529 FCS narrow gauge: ¾ view of two locomotives standing side-by-side outside Cagliari shed. In the foreground is 2-6-0T No.2; just visible behind is 2-6-0T No.7
- R2533 Unidentified 2-6-0T with train of unusual wagons; head-on ¾ view, narrow gauge
- R2534 FCS narrow gauge unidentified 2-6-0T and old wooden-bodied carriage at Sorgono, terminus of the branch from Mandas; ¾ view
- R2535 FCS narrow gauge 2-6-2T No.402 ¾ broadside view standing outside the shed at Mandas
- R2541 FCS narrow gauge 2-8-0T No.301 on freight train at Mandas; loco only in view, broadside
- R2542 FCS 2-6-2T No.402 on a lengthy freight train at Seui, between Mandas and Gairo; ¾ of locomotive and most of its train
- R2543 FCS 2-6-2T pulling away from Seui with a freight train; ¾ view of loco from bunker end, going away from camera
- R2545 FS 2-8-0 No.740.30x with lengthy passenger train entering Assemini, between Decimomannu and Cagliari; ¾ view of whole train
- R2546 Unidentified 0-6-0T shunting a van at Cagliari; broadside view from elevated position
- R2547 FCS 2-8-0T No.301 heading a lengthy freight train approaching Cagliari
- R2548 FCS 2-8-0T No.301 arriving at Cagliari with a freight train; picturesque view of loco from bunker end seen through trees
- R2549 Panned shot of FCS narrow gauge railcar crossing road at level crossing in Cagliari
- R2554 FCS railcar set on mixed gauge track in Sassari station; ¾ view

ITALIAN NARROW GAUGE INDUSTRIAL SYSTEMS

Ref number Description

*Date taken
(where known)*

- R2639 0-4-0T shunting on a narrow gauge industrial line somewhere in Italy, viewed from above
- R2640 Head-on view of tank loco on a narrow gauge industrial railway somewhere in Italy
- R2641 Overall view of loco sheds on an unidentified narrow gauge system somewhere in Italy; loco standing outside appears to be an 0-4-0T and lettered "HUNDSA" (?)
- R2642 Hundsa narrow gauge system; good view of 0-4-0T broadside, taken from slightly elevated position; in steam outside shed

ITALIAN STANDARD GAUGE INDUSTRIAL SYSTEMS

Ref number Description

*Date taken
(where known)*

- R2643 Standard gauge 0-6-0 shunting, ¾ view from slightly elevated position
- R2644 Standard gauge 0-6-0 shunting, ¾ view from slightly elevated position, opposite angle to R2643

ITALIAN TRAMWAYS

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
MHW1126	Tramcar in service in Milan	7 June 1960
R2524	Cagliari: old tramcars and an overhead electric loco out of use in a siding	
R2544	Car No.319 on unidentified Italian tramway system; it appears to be a route terminus, standing with doors open on loop; possibly Cagliari or nearby	

FC ECONOMICOS DE ASTURIAS

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
4498A	No.31 2-6-2T BLW 17996/00 $\frac{3}{4}$ view in shed yard	
4498B	No.39 2-6-2T Kr(M) 6150/09 $\frac{3}{4}$ view with passenger train leaving Norema station	
4499B	Nos.24 and 27 2-6-2T's Bor 5334/04 and 5905/06	
4518B	No.35 2-6-2T Kr(M) 6438/11 with passenger train at Llanes station, near head-on view of train	
4627B	No.35 2-6-2T Kr(M) 6438/11 with freight train just passing water tower at unidentified station	
4647	Tank locomotive No.34 on passenger train at Llanes	
J1714	Train at Norena, loco No.38	3 May 1960

FC CANTABRICO

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
4518A	Wooden-sided coach, Economida class 2-7 on the NG line from Santander to Oviedo, Spain; FC Cantabrico 2-8-2T shunting freight stock in the background	
4627A	No.65 2-8-2T BW 584/51 bunker-first with train formed one coach and four-wheeled van at Llanes station	
4714	No.65 2-8-2T BW 584/51 hauling freight train chimney-first, $\frac{3}{4}$ broadside view	

SANTANDER - BILBAO

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
J1712	The Santander – Bilbao narrow gauge loco shed at Bilbao, with a number of locos in steam	1 May 1960

CASTRO - TRANSLAVINIA

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
J1713	Castro – Translavinia train at Otanés	2 May 1960

SAN PEDRO

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
J1715	Passenger train at top of incline	4 May 1960
J1716	View from the winding house	4 May 1960
J1717	Loco shed with loco No.41	4 May 1960

SOLIOTOL - MUSEL

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
J1718	View from carriage window on a Soliotol – Musel train	4 May 1960
J1719	Alaskan 2-8-0s at Musel	4 May 1960
J1720	0-4-0T No.101 at Musel; ¾ view	4 May 1960

RENFE

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
H34/25A	Poor view, early morning, of 141R1102 near Perpignon, view from carriage window. Not recommended.	13 Sept 1968
H34/26A	Garratt locomotives at Tarragona MPD	14 Sept 1968
H34/27A	Garratt locomotives at Tarragona shed	14 Sept 1968
H34/28A	RENFE Garratt locomotive working hard, leaving Tarragona shed yard	14 Sept 1968
H34/29A	Line-up of steam locomotives at RENFE Tarragona shed	14 Sept 1968
H34/30A	RENFE 240F2288 with staff train formed of antiquated four-wheelers near Tarragona shed	14 Sept 1968
H34/31A	RENFE 242F (4-8-4T) good ¾ view	14 Sept 1968
H34/32A	Mobile crane built by Foster and Co. of Wednesbury, England, in the RENFE yard at Tarragona	14 Sept 1968
H34/33A	RENFE 240F2288 with staff train on the main line near Tarragona	14 Sept 1968
H34/34A	RENFE Garratt locomotive on the main line at Vilaseca	14 Sept 1968
H34/35A	RENFE Garratt locomotive 282F0406 at Vilaseca	14 Sept 1968
H34/36A	Similar to H34/35A, but closer to camera	14 Sept 1968
J1721	Pravia, Correion and Estado diesel railcars	4 May 1960
J1722	Grado, Vasco Asturias 4-4-0T No.2 on a lengthy passenger train; near head-on view of whole train, on a curve and unobstructed	4 May 1960
J1723	Oviedo (Vasco Astyrias) with Engerth turning	5 May 1960
J1724	Oviedo EA works with steam locomotives in the foreground	5 May 1960
J1725	Ujo, RENFE 0-8-0; ¾ view	5 May 1960
J1726	Leon, with the 8.0am to Bilbao, head-on view	5 May 1960

PORTUGUESE RAILWAYS (CP)

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
R4187 #	Unidentified Pacific (4-6-2) locomotive, ¾ broadside view	
R4188 #	0-6-0 No.167 near broadside view	
R4189 #	2-8-0 No.759, ¾ broadside view	

- R4194 # 2-6-4 No.095 with passenger train at Braga; head-on ¾ view of whole train
- R4195 # 2-8-2 No.E43 with passenger train at Sao /bento; ¾ view of whole train
- R4196 # Metre gauge Mallet E162 (bunker-end view) and standard gauge 2-8-2 No.E143 with passenger train at Lausado
- R4199 # 2-8-0 No.708 with lengthy freight train; ¾ head-on view of whole train
- R4203 # 4-6-0 No.284 taking water at Regua
- R4206 # 4-6-0 No.284 head-on view standing on the turntable at Regua
- R4207 # The dual gauge turntable at Regua with 2-4-6-0 Mallet E214 viewed near broadside
- R4208 # The turntable at Regua viewed from above with numerous locomotives in steam
- R4209 # The station and turntable at Regua viewed from above
- R4210 # Unidentified 4-6-0 of CP viewed from above near the station at Regua
- R4213 # Portuguese Railways (CP) metre gauge bogie clerestory coach with end balconies on a standard transporter wagon in the yard at Regua; near broadside view (see also R4212)
- R4223 # 4-6-0 compound shunting at Regua; good ¾ view of loco
- R4224 # Portuguese Railways (CP) No.074 at the platform at Porto Campanha, viewed from under the concrete canopy
- R4232A # CP Mallet loco E182 broadside view shunting a yard at Aveiro
- R4233 # Head-on view of CP No.E132 with passenger train stopped at unidentified station; lots of human activity
- R4234 # CP Mallet loco E181 taking water at unidentified location
- R4250 Portuguese Railways (CP) good view of unidentified 4-6-0 undergoing repair in the works
- R4251 Portuguese Railways (CP) Set of cab controls from a steam locomotive on display in the loco works
- R4255 CP 2-8-4T No.084 broadside view
- R4256 CP 4-4-0 of class 2C No.355 in steam, ¾ broadside view; loco built by Henschel & Son in 1911
- R4257 CP 4-6-0 No.362 of class 2C built by Henschel & Son in 1913; broadside view when apparently withdrawn
- R4258 CP 4-6-0 No.16-01 ¾ view from tender end, apparently withdrawn
- R4259 Aviero shed yard with two young Portuguese "loco spotters" in the foreground
- R4260 Two young loco spotters in the shed yard at Aviero, Portugal

PORTUGUESE METRE GAUGE (VV)

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
R4177 #	Unidentified 2-6-0 leaving Trindade with a passenger train for Porto; good head-on action shot of loco	
R4178 #	Broadside view of Mallet locomotive E169 in the yard at Porto shed	
R4179 #	Mallet locomotives E169 and E163, ¾ view, in the shed at Porto	

- R4180 # 2-6-0 No.E83 broadside view in the shed yard at Porto
- R4181 # Near broadside view of 2-8-2 No.E144 in steam outside the shed at Porto
- R4182 # Loco No.E53 and a petrol railcar derelict near Porto
- R4183 # Mallet No.E69 travelling light engine along the main line, good $\frac{3}{4}$ action shot
- R4184 # 0-4-0T No.003 outside the shed at Contumid
- R4185 # The roundhouse at Contumid with 6 locomotives visible
- R4186 # Another view of the roundhouse at Contumid, now with a number of the engine crews in attendance
- R4190 # $\frac{3}{4}$ view from bunker end of loco on passenger train in built-up area of Porto
- R4191 # Similar view to R4190 but different location and opposite side
- R4192 # Overview of the metre gauge shed yard at Braga with numerous locos in steam; nearest to camera are E84 and E93
- R4193 # Portuguese metre gauge 2-2-2 No. 02049 $\frac{3}{4}$ view on display at Braga
- R4196 # Metre gauge Mallet E162 (bunker-end view) and standard gauge 2-8-2 No.E143 with passenger train at Lousado
- R4197 # 2-6-0T E86, broadside view at Lousado
- R4198 # Portuguese Railways (Metre gauge): close-up view of point mechanism and associated ground signal
- R4200 # Vintage 4-wheel carriages viewed from under the platform canopy at Sao Bento station
- R4201 # Portuguese Railways (CP) 4-6-0 No.296 with passenger train, $\frac{3}{4}$ view, at Regua
- R4202 # Two Mallet locomotives at Regua; nearest to camera is No.E207
- R4204 # 0-4-0T No.E1; $\frac{3}{4}$ head-on view in siding at Regua
- R4205 # Portuguese locomotives of both gauges were regularly cleaned, and here is the brass rim of the chimney on E207 being polished
- R4211 # Portuguese Railways (metre gauge) 0-6-0T E54 $\frac{3}{4}$ broadside view at Regua
- R4212 # Portuguese Railways (standard gauge) 2-6-0T No.033 with train in yard at Regua including metre gauge clerestory coach with end balconies on standard gauge transporter wagon
- R4213 # Portuguese Railways (CP) metre gauge bogie clerestory coach with end balconies on a standard gauge transporter wagon in the yard at Regua; near broadside view (see also R4212)
- R4214 # Portuguese Railways (standard gauge) Mallet locomotive No.E214 taking water broadside view
- R4230 # Portuguese Railways (metre gauge) Mallet loco E162 $\frac{3}{4}$ view at Aveiro
- R4231 # Portuguese Railways (metre gauge) loco E94 bunker-first with mixed freight train in yard at Aveiro
- R4232 # The train in R4231 pulling away from the camera, good view
- R4235 # Portuguese Railways (metre gauge) 2-6-0T No.E92 $\frac{3}{4}$ broadside view in the yard at unidentified station
- R4236 # Portuguese Railways (metre gauge) $\frac{3}{4}$ view bunker end of 2-6-0T No.E92 ready to leave unidentified station; guard in leading van

- R4237 # Portuguese Railways (CP) No.E132 shunting passenger stock prior to a special working at unidentified station
- R4238 # Portuguese Railways (metre gauge) 2-6-0T No.E122 good ¾ view, in steam, light engine
- R4239 # Portuguese Railways (metre gauge) tank loco No.E215 apparently sheltering from the sun under a tree; not all of loco visible
- R4240 # Same subject as R4239 but viewed from opposite side; all of loco visible
- R4241 # Portuguese Railways 2-6-0T No.E132 about to take water at Visen
- R4252 Companhia de Caminho de Ferro do Valle de Vouga (VV) 0-4-0T No.004 heading a passenger train (only loco in view) at Aviero
- R4253 Close-up view of the motion of metre-gauge CP No.E92 seen in photo Ref. R4254
- R4254 Portuguese Railways metre-gauge Companhia de Caminho de Ferro do Valle de Vouga (VV) No.E92 heading a passenger train at Aviero. Formerly VV No.2, loco built by Orenstein and Koppel in 1910. Good head-on ¾ view

CHAVES BRANCH, PORTUGAL

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
R4215 #	CP Chaves branch from Regua; a tourist train stops for water	
R4216 #	CP Chaves branch; unidentified station	
R4217 #	CP Chaves branch train; loco, two carriages and brake van at unidentified station	
R4218 #	CP Chaves branch with Mallet locomotive 207 ready to return to Regua with its tourist train; good ¾ view	
R4219 #	CP Mallet loco No.E214 with mixed train at Vila Real	
R4220 #	CP 4-wheel post van, near broadside view	
R2441 #	CP parcels and brake van; ¾ broadside view	
R4222 #	CP mixed train in sylvan scenery	

UNIDENTIFIED RAILWAY VIEWS

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
5665A	Diesel-hauled mixed train on unidentified standard gauge branch on the continent: train is standing in a station	
5666B	Diesel tram locomotive with passenger coach in tow on what appears to be a turning circle on unidentified continental system	
5667A	Tramway track in foreground: steam-hauled freight train in the distance, standard gauge, somewhere on the continent	
5667B	Steam-hauled freight train going away from the camera. Riverside line at unidentified continental city location	
5674A	Steam-hauled freight train at riverside location somewhere on the continent, with busy goods yards in the background	

YOUR HELP WILL BE GREATLY APPRECIATED -- If you can identify the locations in unidentified pictures in any of my lists (including the above) do please write and let me know. If you are the first with the correct information you will be credited with the price of the print that you

purchased. All these pictures were taken about 50 years ago and regrettably we didn't keep notes of all travels at the time. So by helping with identifications you will not just be helping me but all the other users of this service. Many thanks.