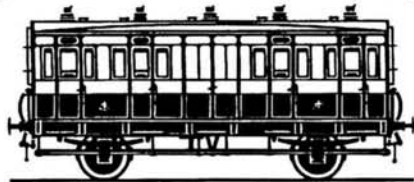


VINTAGE CARRIAGES TRUST



Owners of the Vintage Railway Carriage Museum at Ingrow Railway Centre
Correspondence address: The Railway Station, Haworth, Keighley, West Yorkshire BD22 8NJ
Charity Registered in England No. 510776 Registered Museum No. 1202

Members' Newsletter: May 1994

Who, asked a Member, writes this "Newsletter"? The answer is your Secretary, Michael Cope – who writes it as a "Newsletter" rather than as a magazine: its function remains to keep all Members of the Trust in touch with what is happening! Just at present, there's quite a lot to report. A combination of this, and my imminent departure (with Jackie accompanying me) to the United States of America for an eight-week study-tour under the auspices of the Churchill Memorial Trust means that this "Newsletter" follows closer on the last one than perhaps would have been ideal. There is however very positive news to report – our Scania Transport Trust Award, progress with our plans for the Museum Extension, and much more: so, read on!

Perhaps the most fundamental news just at present is that we now have Builders' tender prices for our desperately-needed **Museum Extension**. The lowest of these totals £123,841. This includes both the "sideways" extension and the "rearwards" extension, with provision for the work to be phased over a period of time. The "sideways" one will satisfy our urgent need for storage space, whilst also providing proper "built" toilets (including disabled access) and a much improved entrance and shop area. The "rearwards" extension will allow us to get *all* of our Collection under cover, and will include proper coach restoration workshop facilities. Certainly something that will allow us (with our Registered Museum status) to maintain our position at the forefront of railway coach (and small elderly locomotive!) restoration and conservation.

The problem is of course the £123,841. We need to add to this sundry fees and a reasonable contingency figure: so we need to think towards a total figure of £150,000. We are in a position to make a relatively modest start on the "sideways" extension, hopefully *this* year. Just how far we can go with this depends entirely on the money situation! We will be launching a major appeal later this year, hopefully to allow the construction of the "rearwards" extension to follow immediately after that of the "sideways" extension. It's not too early for Members to think in what

way he or she can assist this appeal – but in the meantime, we would welcome offers of relatively short-term loans so that we can proceed as far as is possible towards completing the "sideways" extension: ideally *this* year! If you can help in this way, would you please (in the temporary absence of your Secretary) contact VCT Vice-Chairman Philip Walton, c/o The Railway Station, Haworth, Keighley, West Yorkshire BD22 8NJ?

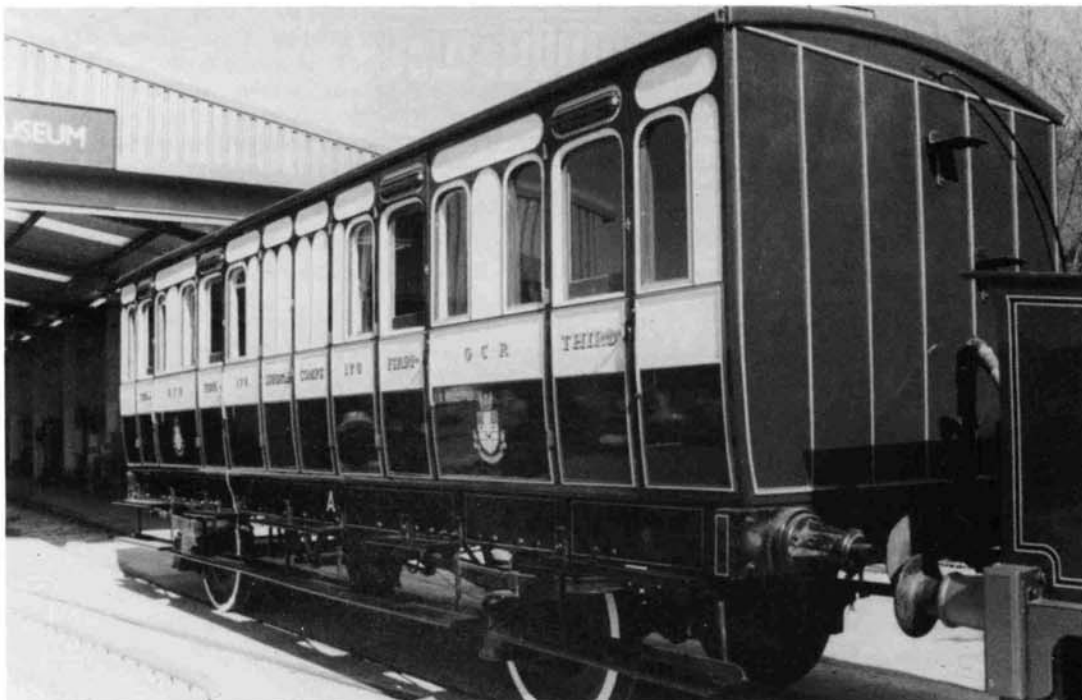
Ahead of the extension plans, Paul Whitfield has been able to progress the necessary changes to our electricity supply. The main reason for this is that we would not be permitted to build over the mains supply cable, which runs beside the Museum, where the "sideways" extension will go. As part of this work, we are providing an alternative supply to the Yorkshire Water installation in the very large chamber behind and beside our Museum building (which itself has been a major complication with our Extension plans!). This work will give us a three-phase supply, sufficient for all foreseeable demands in the extended Museum: and, on a much shorter timescale, will energise the three-phase motor of the roller shutter door of the Museum. This will be very much welcomed by those rostered to look after the Museum – the present hand-chain operation is *very* tedious, and fairly strenuous!

The other "please help" message of this issue of the *Newsletter* is concerned with manning the Museum and especially our two Shops. Sadly, by decease and by illness we have lost regular workers, and with your Secretary (and your Honorary Curator!) away for the early part of the Summer, we would very much welcome anyone able to spend even the occasional afternoon on duty in this way. Our Keighley Shop is especially hard-hit, with many gaps in its roster. This means that we just won't receive as much income from Keighley Shop for quite a bit of the Summer. If you possibly can help, would you please urgently contact Keith Preston, VCT, c/o the Railway Station? Manning the shops is fairly simple and straightforward: and yes, you may read the stock!

It was especially pleasing to be able to receive our **Scania Transport Trust Interim Award** at a luncheon ceremony at the Majestic Hotel at Harrogate on 29th April. We gained this Award for the full range of the work of the Trust – not just for one part of what we are

presentation should show the Trust in good form: we can but await the views of the Judges!

Our visitor also took a number of still photographs, including that reproduced below. Thanks to Scania for this. Pity about the slight difficulty with buffer heights!



doing. In addition to the Award, we received a cheque to the value of £500: very much appreciated, especially with the building project now coming to the fore!

Other interim winners in this, the Northern section of the Award, were the National Tramway Museum (for their Library block and Exhibition Hall) and individual restorers of a Humber car, a Fowler traction engine, and a plane. The "Southern" group of five winners is yet to be announced.

Our entry now goes forward to the Final of this Award competition. Based on a short video presentation of each entrant and on photographs, the Judges will announce the overall winners at a ceremony in London this coming February. By happy chance, the video featuring ourselves was shot on the Railway on 10th April last – which was a "Vintage Train" Sunday. This meant that two of our Metropolitan coaches, in service behind "Metropolitan No. 1", were included on this video. Also, we steamed "Sir Berkeley" in Ingrow Yard for the occasion. The (professional) video man was suitably impressed when we said that we would push out the Manchester, Sheffield & Lincolnshire Railway coach and then did just that! We had to call on him to assist with the pushing; nevertheless the relative ease of this exercise seemed to be something of a revelation to him. (We don't let "Sir Berkeley" – or any other locomotive – whilst in steam into the Museum: hence the need for this hand shunt.) Assisted by quite good weather, this video

Many Members were able to enjoy the visit of the Buckinghamshire Railway Centre's locomotive "**Metropolitan No. 1**", and in particular its very successful operation with our two Metropolitan Railway coaches on Sunday 10th April and then over the Worth Valley Railway's Enthusiasts' Weekend of 16th and 17th April.

The "Photographers' Special" organised by the Railway on Monday 11th April also enjoyed good success. Despite some concerns about the haulage capacity of the locomotive, "Met. No. 1" very successfully dealt with all three of our "Dreadnought" coaches, then augmented by the Railway's Pullman Car No. 84 *Mary* and so reproducing the Pullman trains run right up to the Second World War by the Metropolitan Railway and as described in our previous issue.

Thanks to Graham Maple and to VCT Member Tony Bond, we are pleased to show the two photographs reproduced opposite.

Tony Bond's shows our three coaches, headed by "Metropolitan No. 1", approaching Oakworth on that day; whilst Graham Maple's shows the same train about to depart from Keighley Station, but this time augmented by Pullman Car *Mary*. The bulk of the Pullman Car when compared with the three "Dreadnought" coaches is a reminder that the Metropolitan Railway's two Pullman cars *Mayflower* and *Galatea* were somewhat smaller vehicles than *Mary* – albeit only four feet or so shorter.



Above: 11th April 1994: Quinton Railway Society's locomotive "Metropolitan No. 1" with all three of our Trust's "Dreadnought" coaches approaching Oakworth

Photograph: Tony Bond

Below: The same train, augmented by the Worth Valley Railway's Pullman Car No. 84 *Mary* seen here in Keighley Station

Photograph: Graham Maple



With "Metropolitan No. 1" now departed from the Railway, our two coaches were again in action on Sunday 8th May, but this time behind the Bahamas Locomotive Society's "Coal Tank" and with the train completed by the privately-owned North Eastern Railway Saloon No. 1661. Our coaches will see action again on the two "Thomas the tank Engine" weekends (14th/15th and 21st/22nd May), taking the parts of *Annie* and *Clarabel* for one of the planned cameos, this one to take place at Keighley Station. They may also be in service for the Railway's planned "World War II" weekend (25th/26th June); details of this are not yet to hand.

And now for some news of our various restoration projects.

Thanks are again due to the **Yorkshire & Humberside Museums Council** for kindly giving us Grant assistance for two of our restoration projects. This means that work is now in hand (by Stuart Mellin, the Ingrow Stationmaster – but in his professional capacity) to replace the walnut trim in the two end compartments of the First Class Metropolitan Railway coach. (This trim was destroyed many years ago, before this coach was in our care, by assorted rots and funguses). Also we can now replace the linoleum in one half of the Bulleid coach. This we will do as soon as we have attended to a relatively small (and hopefully fairly straightforward) amount of rot found in the longitudinal members supporting the floor of this coach.

Staying with the **Bulleid coach** for the moment: once the lino is down, progress with the interior of this end of the coach should be quite rapid. Here, all windows are glazed, the ceiling is complete (including the necessary rewiring, dealt with now some time ago by Roy Stennett) and quite a bit of the renovation of the myriad of bits and pieces has been completed. It's particularly unfortunate that just at this time Michael Walton has found that the (serious!) demands on his time of being a Computing student at Huddersfield mean that the time he can devote to the Trust in general (and the Bulleid coach in particular) has been greatly reduced. Indeed, at the last Committee Meeting he tried to resign as Caretaker of this coach – the meeting would have none of this! However, at least for the immediate future, Michael's involvement will be much reduced and will be primarily of an advisory nature. We take the opportunity of wishing him the very best with his studies, and that he emerges from these in due course and is then able to take a more active part once again.

Bob Stott completed his period of placement with us from the Keighley Training and Business Factory. Pending his again obtaining full-time employment, he is remaining with us on a voluntary basis, with us giving him a modest expenses allowance. Especially with the Summer period of the Railway's daily operation fast approaching, and with the shortage of volunteers to look after the Museum (as previously mentioned), having Bob around is proving very useful indeed. It's pleasing to

have the continuity he provides on site at the Museum – also the general cleaning and similar work he is able to do in addition to continue with a great number of miscellaneous oddments of restoration. These last have recently included quite a number for the Metropolitan Brake coach, in addition to Bob's continuing work with the myriad of upholstery and other jobs for the Bulleid coach.

Bob has recently been joined at Ingrow by Peter Butcher. Peter is currently on placement with us from the Keighley Training and Business Factory. Bob is an engineer, with a background in the textile machinery business. He has very successfully converted to the steam locomotive and railway carriage restoration business. He has been able to give Terry Sykes much-appreciated assistance with the current phase of work on "Bellerophon" (of which more below) and has already had some involvement with "mechanical" aspects of the Bulleid coach – notably seat frames and window frames. We extend a welcome to Peter and trust that he will continue to enjoy his stay with us.

Having both Bob and Peter present during the week has helped continuity with those Members of the Trust who are able to get to Ingrow during the week. Indeed, if you are able to call in any time, there is now a virtual guarantee that you can be found something very useful that needs doing, together with the means of doing it! Eric Wright and his father are usually present at Ingrow on Thursdays, with John Wallis also in occasional attendance. Of the weekdays, perhaps Thursday is the ideal day for you to call in, if you can: the only day to avoid is Friday, when (unless the Railway is operating trains) there is usually no one present at Ingrow.

Despite the tedious calls of his job, with visits to Paris and to Dublin restricting his recent Ingrow activities, David Johnson continues steadily with the restoration of the brake compartment of the **Great Northern coach**. He also continues steadily with historical research into this coach. Following this, it looks highly likely that we will have to very considerably review our thoughts on this coach – the reason being that David's further work shows it highly likely that our coach was built for use as part of the East Coast Joint Stock.

The diagram shown opposite is reproduced (with apologies for the quality: it's the best we can manage) from a page of the Diagram Book as provided by VCT Member Stephen Middleton's father, who was Station Master at Ipswich in the 1940's. Mention on this of coaches 142 and 143 are of consequence. We have always been fairly sure that the 1888 date carried by our coach is accurate. Also, David found a pencilled three-digit number on the back of one of the ventilator covers of which the third digit was indecipherable, but of which the first two were "1" and "4". Dimensions and all details of the diagram coincide with our coach. Hence: East Coast Joint Stock coach 142 or 143 of 1888.

This could well tie in with the information previously provided by Glen Foxley. If our coach really is ECJS 142 or 143, it would have been taken into Great Northern stock in 1894 and may well then have become GN No. 1321.

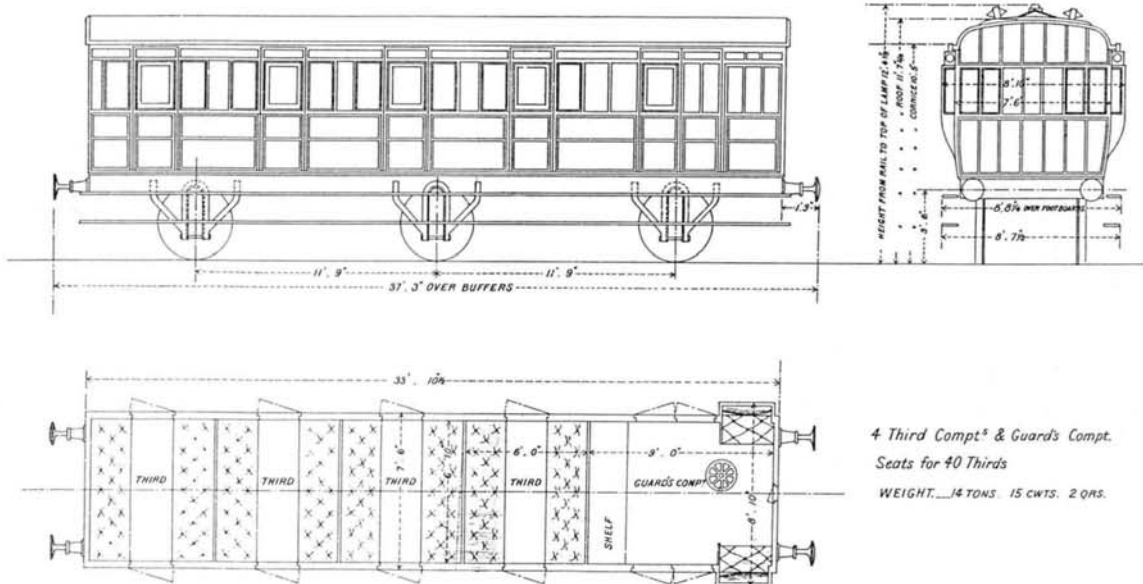
Incidentally, it's interesting to see the contrast between the Guard's two seats and those provided for the (Third Class) passengers as shown on this diagram. Padded backrests (as well as the seats themselves) for the Guard – but not for the passengers!

Members' comments, additional information (and even suggestions about the correct livery!) would be very welcome – to David Johnson, Vintage Carriages Trust, c/o Haworth Station, please.

Locomotive Department for the purpose, all to no avail. Also, it was intended that "Sir Berkeley" be collected from Ingrow, from just outside our Museum building (this pending completion of the unloading spur near the Bahamas Locomotive Society building). This move of "Sir Berkeley" was planned for immediately before Brian Baker and a group from Haworth Yard planned to pour concrete to increase the size of the turning apron immediately outside our Museum. (This is urgently needed, mainly to allow the "Heritage" bus to turn outside our Museum, so allowing a connection to our doorstep for this planned Summer service. The bus turning here, rather than outside the Station, was a condition of our Trust making a contribution to the operation of this service – hence the completion of this

E. C. J. S. THIRD CLASS BRAKE. — 6 WHEELS

N^{os} 76, 77, 78, 79, 80, 81, 142, 143 Built at Doncaster.
1883 1879 1888



It was intended that our "Chatham" (matchboard) coach should return from its extended stay on the Bluebell Railway at the beginning of April, and then as the return trip the same road haulier should then take "Sir Berkeley" to the Midland Railway Centre at Butterley for the Summer. This in itself produced a major problem in that the Railway had to find space elsewhere for the "Chris Lawson" North Eastern Railway saloon 1661. Problems developed in that the haulier (who we must emphasise was hired by the Bluebell Railway and the Midland Railway Centre, and *not* by this Trust!) had to delay the move by a week, we understand because of a maintenance requirement on the trailer unit. This presented problems enough in that the only realistic loading/unloading point on the Railway for something of the length of the Chatham coach remains Haworth Yard – this had kindly been shunted by the

extended turning apron!) This concrete pour duly went ahead: which meant that "Sir Berkeley" could not be loaded at Ingrow until this new concrete had sufficiently cured, which takes three or four weeks. These changed circumstances meant a great deal of work for many people, especially Brian Baker and Keith Jones of the Railway's Management Committee and for Philip Walton and Paul Whitfield of our Trust. The upshot of all this was that "Sir Berkeley" was taken to Haworth ready for loading there (rather than at Ingrow) immediately after the Chatham coach returned. This of course meant shunting Haworth Yard *once more*, our thanks to the Locomotive Committee and all those involved with this. A further complication was finding an alternative home on the Railway for the North Eastern saloon. To put it mildly, space is at a premium! Putting this coach into the

Oxenhope Museum immediately presented the Railway with major problems (not the least, the decision as to what already in there has to go outside for the purpose). The end result of all this was that advantage was taken of the shunt at the end of the 8 May "Vintage Train" operation to put the NER saloon into the stone shed at Haworth – I have no record of what the Locomotive Department has to say about this!!

You might think that was the end of this particular sorry saga. Regretfully, no. The Bluebell Railway have just contacted us to say that they have had a minor shunting mishap with our Chatham coach (details not given!) and that its return will be delayed by a month or so.

I do not wish to record what all those involved said about that!!!

The end result (again, at the time of writing) is that the Midland Railway Centre is making its own arrangements for transferring "Sir Berkeley" from Haworth Yard to Butterley, with this likely to take place during the present week (second week of May). The Chatham coach will return as soon as is possible – but this looks like being towards the end of June or even into July. It had been intended to exchange the Metropolitan Brake (currently in our Museum, after the "Vintage Train" operation) with the First Class Met (at present in the Railway's Carriage & Wagon workshop at Oxenhope, under the agreement by which VCT has the use of 120' of the Railway's covered accommodation). However, following all the above and noting the Railway's present chronic shortage of covered accommodation, it looks as if the First Class coach will be returning to our Ingrow Museum for the next few weeks. At least this means that Stuart Mellin will be able to get on with preparing the replacement trim for this coach without needing to venture far from his "home territory" of Ingrow Station.

All the above emphasises the need for a dedicated loading/unloading spur somewhere on the Railway: and of course for our "rearwards" extension: we *desperately* need the space!

Having mentioned locomotives: "**Sir Berkeley**" is indeed spending quite a lot of the Summer at Butterley. VCT Members are very welcome at Butterley, and on presentation of their valid Membership Cards will be allowed free entry to the site. Please note however that this concession does not apply to train travel: you will have to pay for that! For train times etc. please enquire direct to the Midland Railway Centre: the telephone numbers are 0773 747674 or 0773 749788.

Helen Sykes has now been appointed as Caretaker for "**Lord Mayor**". Just when this locomotive will steam again is something of an unknown factor just at present. This is likely to be determined by how soon we manage to complete the "rearwards" extension (which will of course include a dedicated Workshop area) and doesn't look like being for the next few years yet.

Progress with "**Bellerophon**" has been modest but positive. The front tubeplate is now temporarily bolted back in position, with the rivet holes reamed out as was necessary. After some delay, we now have the rivets, now complete with the necessary certification. Problems with size availability mean that these are having to be turned down slightly in diameter, this being additional to the just-mentioned reaming of the holes. Otherwise we are all set for the rivetting itself, which hopefully will follow within the next few weeks. This will be done by our friends the Bahamas Locomotive Society, who have the necessary equipment and expertise. Once this is completed, at long last we can get on with "Bellerophon"'s reassembly. As mentioned, Peter Butcher is currently on attachment with us: there's certainly plenty for him to do! – though, as always, if any Member would like to assist, you would be very welcome: please either come to see what is going on, or contact Terry Sykes, Vintage Carriages Trust, c/o Haworth Station.

The **Museum** continues very steadily. We recently purchased amongst others Viscount Lascelles (1923), Queen Elizabeth II (1956), Princess Margaret (1939) and Queen Alexandra (1907). No: we are not taking over the Royal Family: these are Museum-quality dummies from the National Railway Museum, surplus to their requirements and available at a very advantageous price. After a certain amount of reclothing and social reclassification, they will see further service in our Museum, assisting with the overall presentation and interpretation of our Collection. Not only will we be able to hear the Duke and Duchess of Keighley (if only her snores in the latter case!) and the others: we will be able to see them as well!

Elsewhere in the Museum, we have currently on temporary display a collection of British Railways Staff Association music and speech trophies of the 1960's and 1970's, also London Midland Region trophies of 1964-1971. These are on loan from VCT Member David Smith of Sheffield. This is continuing the series of temporary displays of smaller items: if any Member has items which might be suitable for such display in the available showcase, would they please contact Jackie Cope, Vintage Carriages Trust, c/o Haworth Station (but don't expect a reply until July!).

Surprisingly, only one person has so far taken up the challenge of dating the "Bradshaw" map now framed and on display in the Museum. This is VCT Member Bill Scott – who also is Secretary of the Railway's Museums and Stations Committee. He writes: "I am intrigued by your challenge about the date of this map. The line from the Southport direction to Preston (West Lancs) of 1882 is shown. The connections of 1883 are shown, with the exception of the connection from Ribbles Junction to Middleforth Junction, allowing trains from Southport to

reach the Blackburn line at Whitehouse South Junction and on to Bamber Bridge but not letting trains from Preston (West Lancs) to reach the Blackburn line. My understanding is that the connection not shown was laid in 1883.

The connection from Farington Junction to Lostock Hall was laid in 1886; it used part of the original connection from the Blackburn direction to Preston (North Union) referred to above and is the line used today by Steam Specials from Farington Junction to the Settle and Carlisle via Blackburn. This is not shown, neither is any part of the new L&Y main line from Pendleton to Hindley Junction which was completed in stages between 1887 and 1889.

There is one final piece of my jigsaw. I am writing this at home and I cannot remember whether the map shows a straight through connection from the Preston and Wyre line to the Longridge line. If it does, the map shows the situation pre-June 1885 and dates the map to 1884 or 1885. If it does not show the level crossing of the Main Line by the Longridge line but the replacement curve from the Longridge line to a Junction facing Preston it could be a year later but it does not show the Farington Jct-Lostock Hall line of May 3rd 1886 mentioned above. I do not think it shows the Low Moor south Curve from Halifax to Cleckheaton of 22nd April 1886 either. I plump for 1884 or 1885 but possibly printed as late as early 1886."

Has anyone else any further thoughts on the date of this map, please?

The "First Wednesday of the Month" working parties continue, very successfully and with a number of new faces recently. These are from about 6.30 pm, and there is always work for everyone. If you are able to join in on one of these "First Wednesday" meetings, please do so – you will be made very welcome!

We have recently updated and considerably revised "In Trust", the Guide to our Collection. This is now much expanded and a fully printed publication, rather than the duplicated version we sold successfully last year. Now A4 in format, *No Member Should Be Without One!* it is available at the Museum at the price of £1, or (failing that) by post at £1.40, including postage and packing. Write to: Vintage Carriages Trust, c/o The Railway Station, Haworth.

Two reminders: firstly, we very much welcome all your empty *aluminium drinks cans*. These are worth a quite surprising amount of money to us: so please continue to bring these to our Ingrow Museum. Please note however that they need to be *aluminium* cans: the easiest way to check for these is to see if they stick to a magnet (for example, the door seal of most domestic refrigerators, or a magnetic door catch). Discard those that do – they are steel and we can't do anything with these. If they don't: they're aluminium: please bring them to Ingrow!

Secondly: would Members please note that membership information is maintained as a computer record. This information is for the sole use of the Trust and is not made available to third parties. In accordance with the Data Protection Act: if any Member wishes this information not to be maintained as a computer record, would he or she please contact the Secretary, Vintage Carriages Trust, c/o the Railway Station, Haworth?

Finally: with Jackie and I about to embark on my eight week Winston Churchill Fellowship, studying aspects of wooden bodied railway carriages, can I thank all those Members who have helped us in any way with the planning of this tour (especially Chris Bates, Keith Preston, and Michael Taylor of Stoney Creek, Ontario, Canada) – and also wish all those "holding the fort" for the Trust over the Summer the very best of luck?

Michael Cope: Hon Secretary, Vintage Carriages Trust.

As a tail piece and especially for the Keener Members amongst us: the story of an earlier generation of Metropolitan Railway coaches, which found their way to France in the early years of this century. The system referred to is the CFTA Gironde system, near Bordeaux. These notes are translated from a French Society's magazine – unfortunately I have misplaced just which Society this was: if anyone can provide this information, I should be very grateful!

"The opening of the line to [Lacanau] Océan led to a considerable increase in traffic. It therefore was necessary to buy additional vehicles, which became available in May 1906 following the electrification of part of the Metropolitan Railway of London. The carriages were part of the "A" series, built between 1882 and 1885. These second class carriages were converted at Lacanau to third class. (This involved downgrading the seating, removing the vacuum brake, replacing the gas lighting by "Shallis" paraffin lamps, and reducing the height of the bulkheads between the compartments with the exception of one retained to provide rigidity for the body.)

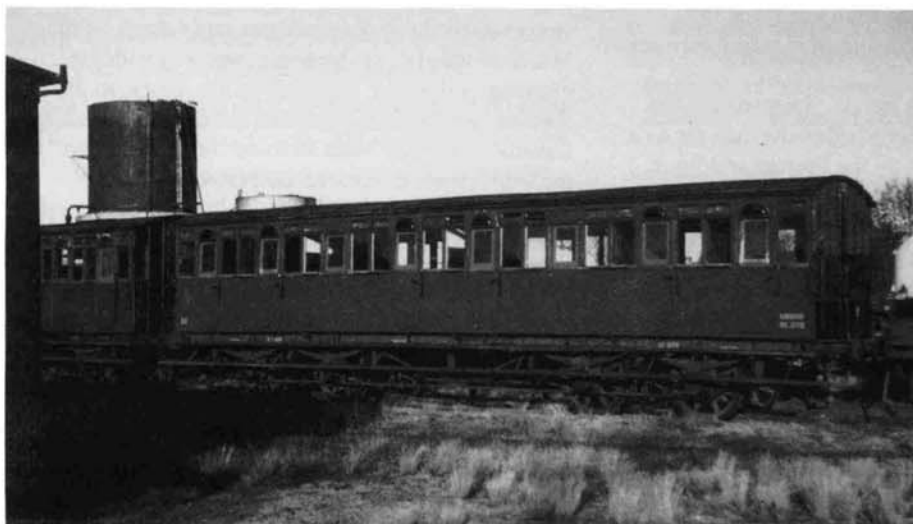
Customs taxes exceeded the purchase price – 13,226 FF_r in comparison with 10,505 FF_r. The Customs service also required to know the weight of the fabrics and upholstery within the coach – it was necessary to dismantle half a compartment to establish this. 238 became C331 and 290, 292, 293, 296, 297 and 299 became Cf631 to 636. The materials removed when converting to third class had to be re-exported to Great Britain, or be subject to Customs duties. The S.E. [see note] was hit by a fine for making a false declaration, as the declared weight of the vehicles (as given in the catalogue of the sellers, Messrs Wheatley Kirk, Price & Company) was under the actual weight of the coaches.

The coaches were put into service from July to September 1906. Nine further coaches were purchased in November 1906, entering service in June 1908. These vehicles were transferred with a 33% reduction in

price (1,167 FFr instead of 1,500 FFr). They had metal frames of length 12.02 m (overall length 12.80 m), interior width 2.35 m, compartment interior height 2.08 m, axle spacing 8.52 m, wheel diameter 1.08 m. With four rigid axles and with a metal chassis, this rolling stock was comfortable, with ash frames. The exterior panelling was in teak, later to be replaced by sheet steel, and the interior was in red pine; there were two foot boards the length of the body. There was no corridor, and the compartment doorways had the peculiarity of having the top of the doors cut as a half-circle, as had all the compartment stock of the London

Brake third class 221, 224 and 233 (built in 1882) became Cf637 to 639. 79 seats in 8 compartments. These were joined by Cf631 to 636 (built in 1884). Screw brake within one compartment. 632, 635, 636 and 638 were equipped with an electrical generator. 14.8 to 17.1 tons. All were in service in 1957. In 1964, 636, 637 and 639 were still in traffic on the Faure to Ares section. These nine vehicles had been fitted with the Westinghouse brake in 1933.

All these vehicles were scrapped in August 1965 at Lacanau."



Coach BC272 in 1964, shortly before scrapping. Note the rounded door tops and the spoked wheels.

Metropolitan Railway put into service after 1867. This was to eliminate problems with the tunnels.

Composite coaches 241 to 244 became AB151-154. They were constructed by "Darnal Ry Carriage, Craven Bross" of Sheffield and by Messrs Brown Marshall of Birmingham in 1882. Weight 15 to 16 tons: 24 first class seats in 3 compartments (1.95 m spacing), and 32 second class seats in 4 compartments (1.46 m spacing). Coaches 151 and 152 were in service on the Faure to Ares section until 1964; 153 and 154 were scrapped in 1956.

Second class coaches 234 and 235 (Brown Marshall, of Birmingham) became B201-202, and then AB171-172. 64 second class seats in 8 compartments (1.46 m spacing). They were modified in 1912 by removing interior partitions to form two large first class compartments (2.95 m), each having 10 armchairs arranged longitudinally and transversally (Buir lamps). 171 was in traffic until about 1958. 172 became BC272 until 1963 (closure of the Océan line). Weight: 15.7 tons.

Third class coach C331 of 1882, with wooden seats, weighed 14.7 tons and was scrapped about 1960.

Note by Philippe Tolstoff, Treasurer and Foreign Marketing Officer, AJECTA: "S.E.: Société Générale des Chemins de Fer Economiques. This was a short line railway corporation that operated a number of short lines in France, some were metre gauge. Years ago it changed its corporate name to Compagnie des Chemins de Fer et Transports Automobiles (C.F.T.A.) by taking over a bus transportation Company. Today, the

CFTA operates some of SNCF's shortlines under rent, such as the Longueville to Provins line (4 miles).

The AJECTA owns an ex-S.E. locomotive. This is an 0-6-0T (SE No. 3032) built by Batignolles-Châtillon in 1887 and that was assigned to the Gudmont to Rimancourt short line, Eastern France. Named "Rimancourt", she was restored to running condition in 1980, but stored since 1990, waiting for an official boiler inspection and certification.

There is also another Shortline railway Co still in existence, competitor of the above, that had operated some metre gauge lines, more especially: la Compagnie des Chemins de Fer Départementaux (C.F.D.). For example, the today's Vivarais tourist railway is a part of a former CFD network. Currently, the CFD is known as a diesel tractor builder."