

THE STEPHENSON LOCOMOTIVE SOCIETY
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Bradstones, Charlton Road, Holcombe, Somerset. BA3 5ER.

LIST No. 16

PORTUGUESE RAILWAYS (C.P.).

Portuguese Railways (Caminhos de Ferro Portugueses, or C.P. comprise broad (1764 mm.) gauge main lines interspersed with a number of 1000 mm. sections. The locomotives on each were separately numbered; broad gauge tank locomotives had a '0' prefix, e.g. 0218, and the narrow gauge, which had only tank engines, used a distinguishing 'E' prefix, e.g. E142.

<u>Neg. No.</u>	<u>Loco No.</u>	<u>Location Notes and Date</u>	<u>View and Quality Grading</u>
<u>BROAD GAUGE TENDER LOCOMOTIVES</u>			
15001	22	0-6-0 Campanha shed, Porto. 1/10/1959.	R2
15002	46	0-6-0 with train at Barreiro. 29/9/1959.	R1
15003	155	0-6-0 Outside Stephenson gear. Shunting at Guarda. 28/9/1959.	R1
15004	181	2-6-0 rebuilt from 0-6-0. Entroncamento shed. 28/9/1959.	R2
15005	186	2-6-0 rebuilt from 0-6-0. Shunting at Castelo Branco. 28/9/1959.	R2
15006	202	4-6-0 4-cylinder compound, small boiler. Built for Beira Alta line. Light engine at Figuera da Foz. 30/9/1959.	L1
15007	212	4-6-0 4-cylinder compound, small boiler. Built for Beira Alta line. Out of use at Vilnova de Gaia. 11/9/1968.	L2
15008	215	4-6-0 4-cylinder compound, larger boiler. Built for Beira Alta line. Pampilhosa shed yard. 30/9/1968.	R1
15009	237	4-6-0 4-cylinder compound, Borsig type, with train entering Ermesinde. 2/10/1959.	Front L3
15010	238	4-cylinder compound, Borsig type. Light engine. Regua station. 14/9/1968.	R1
15011	238	4-cylinder compound, Borsig type. Light engine. Regua station. 14/9/1968.	R1
15012	239	4-6-0 4-cylinder compound, Borsig type. Shunting at Figuera da Foz. 30/9/1959.	R1
15013	249	4-6-0 4-cylinder compound, Borsig type. Shunting at Tua station. 3/10/1959.	Front R1
15014	264	4-6-0 4-cylinder compound, De Glehn type. At Pampilhosa shed. 30/9/1959.	L1
15015	268	4-6-0 4-cylinder compound, De Glehn type. At Entroncamento shed. 28/9/1959.	L2
15016	282	4-6-0 Inside cylinders, ex-S.E. Rly. Barreiro shed. 29/9/1959.	NearlyBL1
15017	283	4-6-0 Inside cylinders, ex-S.E. Rly., on train at Vilar Formoso. 28/9/1959.	L3
15018	286	4-6-0 Inside cylinders, ex-S.E. Rly., on train at Regua. 14/9/1968.	R1

BROAD GAUGE TENDER LOCOMOTIVES (Continued)

15019	294	4-6-0	2-cylinder, ex-S.E. Rly., on train at Barca d'Alva. RENFE 0-6-0 030 2563 in the background. 3/10/1959.	R1
15020	360	4-6-0	4-cylinder compound, large wheels, Do Glehn type. Entroncamento shed. 28/9/1959.	L1
15021	503	4-6-2	4-cylinder compound, De Glehn type, at Entroncamento. 28/9/1959.	R1
15022	508	4-6-2	4-cylinder compound, De Glehn type, on turntable at Barreiro shed. 9/9/1968.	L1
15023	555	4-6-2	4-cylinder compound, De Glehn type, passenger train at Barreiro. Bears South of Tagus' white stripe. 29/9/1959.	R1
15024	606	0-8-0	with outside Stephenson gear, out of use at Entroncamento. 29/9/1959.	BR1
15025	613	0-8-0	with outside Stephenson gear, shunting at Entroncamento. 28/9/1959.	L1
15026	703	2-8-0	2-cylinders, ex-S.E. Rly. at Regua shed. 14/9/1968.	L1
15027	709	2-8-0	2-cylinders, ex-S.E. Rly. at Barreiro shed. 29/9/1959.	R2
15028	751	2-8-0	4-cylinder compound, ex-MD. Rly. at Alfarelos. 'Wheels partially obscured. 30/9/1959.	L1
15029	760	2-8-0	4-cylinder compound, ex-M.D. Rly. at Pampilhosa shed. 30/9/1959.	R1
15030	803	4-8-0	4-cylinder compound, ex-Beira Alta Rly. double chimney, at Guarda. 28/9/1959.	L2
15031	831	4-8-0	2-cylinders, of Spanish design and built in Spain. 'South of Tagus' white stripe on Loco only. 29/9/1959.	R1
15032	856	2-8-2	2-cylinders. American design built by ALCo. Entroncamento shed. 28/9/1959.	R3

BROAD GAUGE TANK LOCOMOTIVES

15033	001	0-4-0T	of very small type for shed shunting work. Entroncamento shed. 28/9/1959.	R1
15034	004	0-4-0T	similar to above. At Campolide shed, Lisbon. 29/9/1959.	R1
15035	005	0-4-0T	with vertical boiler, built by Cockerill of Belgium. Entroncamento shed. 28/9/1959.	R2
15036	011	0-6-2T	built by Beyer Peacock ex-M.D. Rly. At Vilanova de Gila out of use. 11/9/ 1968.	LI
15037	012	0-6-2T	built by Beyer Peacock. At Porte Campanha shed. 1/10/1959.	R1
15038	025	0-6-2T	built by Beyer Peacock. Large wheels. Santa Apolonia shed, Lisbon. 29/9/1959.	R1

BROAD GAUGE TANK LOCOMOTIVES continued

15039	028	0-6-2T similar to 025. Entroncamento shed. 28/9/1959.	L2
15040	031	2-6-2T, an extensive rebuild of one of the 'large wheeled' Beyer Peacock 0-6-2Ts, with bunker, and additional tank under the smoke box. Figuera da Foz. 30/9/1959.	R1
15041	042	2-6-2T, one of two by Cockerill for the M.D. Rly. Porto Campanha shed.	L2
15042	072	2-6-4T for suburban work. Contumil Station. 12/9/1968.	Front L2
15043	077	2-6-4T Entroncamento shed. 10/9/1968.	R1
15044	079	2-6-4T Similar to 072 and 077. On turntable at Barreiro shod. 29/9/1959.	L1
15045	086	Similar to above. Braga shed, with 02049 (2-2-2 ST preserved - see Neg. 15072). 2/10/1959.	BL2
15046	0154	2-8-2T 2-cylinders. Barreiro shed. 29/9/1959.	Nearly BL2
15047	0156	2-8-2T similar to 0154. Out of use at Entroncamento shed. 2/9/1959.	R2
15048	0183	2-8-4T 2-cylinders, small boiler, ex-S.E. Rly. Barreiro shed. 28/9/1959.	BL2
15049	0202	2-8-4T 2-cylinders, large boiler. Santa Apolonia shed, Lisbon. 29/9/1959.	L1
15050	0205	Similar to 0202. Entroncamento shed. 28/9/1959.	R1

BROAD GAUGE DIESEL LOCOMOTIVE

15051	1311	Co-Co diesel-electric, American built. Centre cab. Campolide shed. 29/9/1959	R1
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METRE GAUGE LOCOMOTIVES (TANK ONLY)

15052	E1	0-4-0T Henschel built, disused at Regua. 3/10/1959.	R3
15053	E41	0-4-0T Hohenzollern built. Station pilot at Pocinho, 3/10/1959.	R1
15054	E54	0-6-0T Kessler built, shunting at Pocinho. 3/10/1959.	R2
15055	E54	0-6-0T Kessler built. Regua shed. 14/9/1968.	BL1
15056	E56	Same type as E54. Shunting at Tua. 14/9/1968.	L1
15057	E61	0-6-2T Krauss built, one of only two to this design. Porta Campanha works. 1/10/1959.	R1
15058	E71	2-6-0T SLM built, Out of use at Tua. 3/10/1959.	L1
15059	E83	2-6-0T outside Allan straight-link motion, Kessler built. Porte Boa Vista shed. 1/10/1959.	R1
15060	E84	Generally similar to E83, but has flared copper-capped chimney. Porto Campanha works. 1/10/1959.	R1
15061	E95	2-6-0T built for Val do Vouga Rly. Entering Sernada do Vouga with 2-coach train. 1/10/1959.	R1
15062	E97	Same type as E95. On train at Aveiro station. 10/9/1968.	R1

METRE GAUGE LOCOMOTIVES (TANK ONLY) continued

15063	E101	2-6-0T built Kessler, Sernada do Vouga. 1/10/1959.	R1
15064	E121	4-6-0T built Borsig for V.V. Rly. Sernada do Vouga. 1/10/1959.	R1
15065	E133	2-8-2T built Henschel for V.V. Rly. On train at Sernada do Vouga. 1/10/1959.	R1
15066	E142	2-8-2T built Henschel for Porto Suburban working, Porte Boa Vista shed.	R1
15067	E151	0-4-4-0T Mallet compound, built (as all C.P, Mallets) by Henschel. Small wheels, slide valves. Porto Boa Vista shed.	R1
15068	E170	0-4-4-0T Mallet compound. Larger wheels, slide valves, flared copper-capped chimney. Sernada do Vouga. 1/10/1959.	R1
15069	E208	2-4-6-0T Mallet compound. Piston valves, flared copper-capped chimney. Regua shed. 14/9/1968.	L1
15070	E214	Similar to E208, on train at Sernada do Vouga. 1/10/1959.	R1
15071	12	0-6-0T by Corpet, lying derelict at Sernada do Vouga, still bearing its old Val do Vouga number. 1/10/1959.	BL1

BROAD GAUGE PRESERVED LOCOMOTIVE

15072 02049 2-2-2ST, said to be by William Fairbairn about 1856. At Braga pending preservation. Braga shed has since been converted into a small museum for relics of the M.D. Rly. and others of northern Portugal. 02049 is one of the exhibits. 2/10/1959. BR2

KEY TO REFERENCES

BL Broadside view left side.
BR Broadside view right side.
L Left side view.
R Right side view.

QUALITY RATING

1 - Indicates a sharp, well composed, and exposed photograph;
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Rev. 11/2003

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