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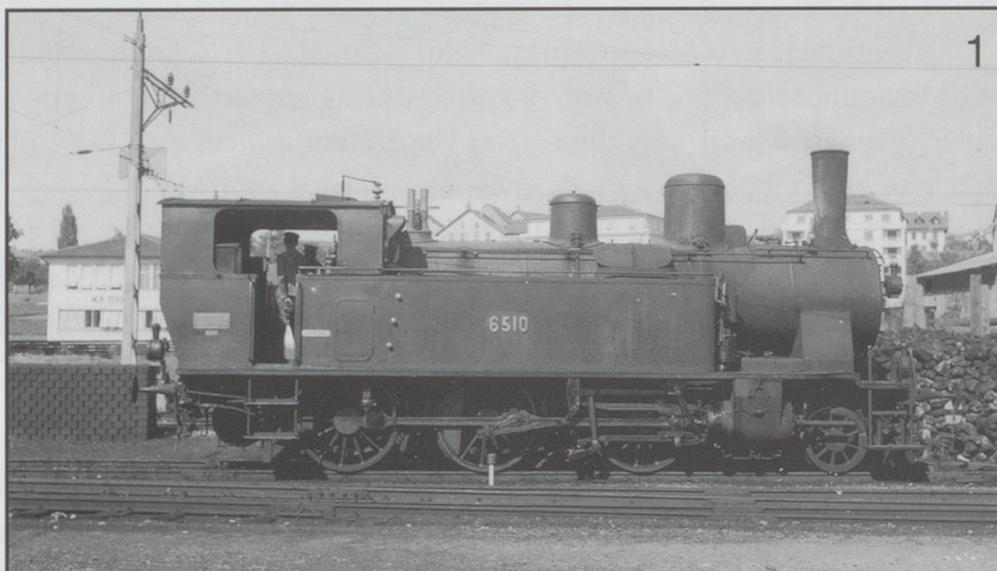
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IT' TH A MYTHTEWEE With apologies to Toyah Wilcox



I was recently passed these photographs and asked if I could determine locations and possible dates for them. A powerful magnifying glass and a pile of reference books allowed me

1 Simplon A 2/4 of the series 101 - 130, the last of which was withdrawn in 1926.

The loco allocations and the identification of the ex J-S loco places the area where the photos were taken in the south-west of the country.

The two views showing station

canopies indicate they were built to the same 'house style' (photos no. 3 & 4), which I believe to be that of the J-S. There are overhead wires in some photos, but not in others. The



to go some way towards meeting this request, but any further information would be most welcome.

Clues to where and when:

2 of the loco allocation plates are legible. The side view of 2-6-OT 6510 (photo no. 1) shows it allocated to Renens. The almost side-on view of 4-6-0 798 (photo no. 2) shows it allocated to Lausanne.

The photo showing the double-headed train and the bunker of 8460 (photo no. 3) allows a latest date to be fixed, as the second loco of the double-header is an ex Jura -

line from the Simplon into Lausanne was electrified 14/5/24, and continued towards the French border at Vallorbe during 1925. The 'branch' from this line at Renens to Geneva was electrified 22/12/25.

There would, however, have been evidence of electrification before these dates and, on the photo showing a local passenger train hauled by 4-6-0 806 (photo no. 5), there seem to be a lot of otherwise useless masts. I originally suspected that the station with the large platform canopy (photo no. 4) was Geneva, but I then found an old photograph in a book which



shows this guess is wrong. The station with the smaller canopy (photo no. 3) could be somewhere like Nyon, while the wayside station (photo no. 5) could be any of the smaller stations in the area. I suspect the yard shots of 6510 (photos no. 1/2/6) and 798 are probably at either Renens or Lausanne.

This leaves the photo of 2705 (photo no. 7). No doubt the building behind the loco is identifiable, but not by me.

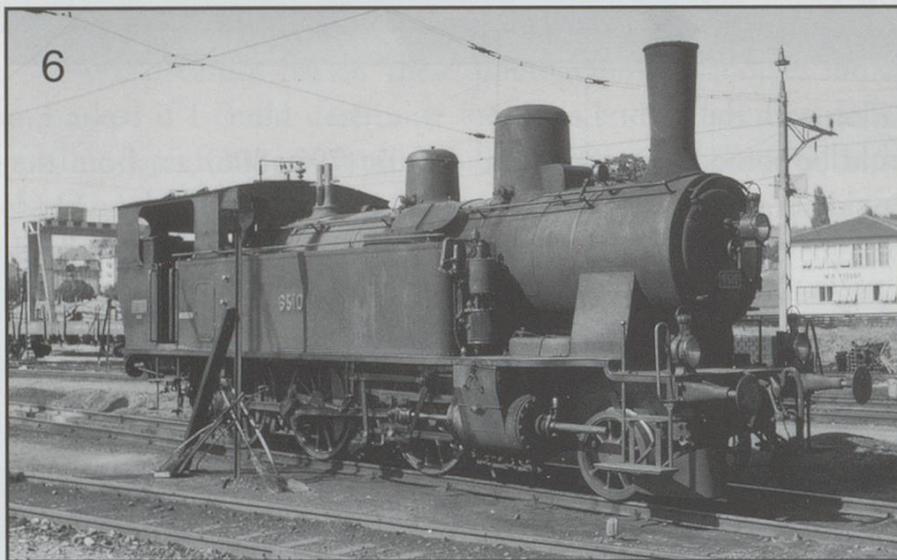
Locos:

Both the 4-6-0's (798, 806) are from the same class. 107 were built by SLM (Winterthur) between 1904 and 1909 and were withdrawn between 1926 and 1964. They weighed 106/107 tons and could run at 100 km/h. The SBB preserved loco 705 is one of this class. The number series was 703 to 809.





graphs show only minor differences otherwise. After rebuilding, weight was increased to 61 tons, while speed remained the same. Withdrawal was complete by 1959 (65xx) and 1961 (66xx).



The 2-8-0, 2705, was one of a class of 32 locos built by SLM between 1904 and 1906 and withdrawn 1931 - 1963. They weighed 112 tons and were authorised up to 65 km/h.

6510 is one of a class of 29 2-6-0T's built between 1900 and 1910 for the Jura - Simplon Railway by SLM. The first examples were numbered 601 - 612, then Switzerland nationalised the J-S and they were renumbered, while the rest never carried J-S numbers. Weight was 52 - 54 tons and maximum speed 65 km/h. Interestingly, 15 of the class were rebuilt between 1922 and 1928 into 2-6-2T's and carried the numbers 6610 - 6615. The reason for this seems to have been the provision of a larger bunker, as photo-

graphs show only minor differences otherwise. After rebuilding, weight was increased to 61 tons, while speed remained the same. Withdrawal was complete by 1959 (65xx) and 1961 (66xx).

8460 was one of the ubiquitous 0-6-0T's known as 'Tigerlis'. It was from the main batch built between 1902 and 1915, which were numbered 8451 - 8533. The last was not

