



## Friends of Atlantic Rail

Club Newsletter  
Vol. 1 Issue 2  
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Welcome to the first edition of the new Friends of Atlantic Rail newsletter, the Atlantic Meyl. I hope you will find it full of very interesting information about our club's happenings and other train tales.

Ek wil ook iedereen uitnooi om sy eie nuusbrokkies, foto's, stories ensovoorts aan te stuur om by die Atlantic Meyl ingesluit te word. Enige nuus, foto's, stories uit die verlede en ander interessantheide is meer as welkom! Sien asseblief die kontakbesonderhede aan die einde van die nuusbrief.

### Breaking AR head-office news:

"Ian has been speaking to PRASA head office on a regular basis over the last two weeks. They have confirmed that the document is ready. The document we have been waiting for is the commercial agreement. It needs to be ratified by the committee. PRASA say that it needs to be completed before the end of October, which only leaves days.

If the price structure in this agreement is acceptable, Atlantic Rail can make application to Metrorail to start operating. Metrorail need 21 days per application, so it does not look as if we can run anything before December 2010. We want to try and run two trains in December to Fishhoek.

Discussions with Metrorail Marketing have been to try and run a 150<sup>th</sup> anniversary train in February 2011 to celebrate the running of the first train in 1961 between Papendorp (Woodstock) and Salt River. It is possible that the line to Simon's Town could be ready then and we could reopen the Simon's Town line with our train. This could give us big publicity.

For the coming days we are hanging in there waiting for the price proposed which will be in the commercial agreement.

HRASA AGM was held at Rovos Rail on 25 October. There are 5 directors:

- Chairman - Chris Janish (Friends of the Rail)
- Vice Chairman - Ian Pretorius (Atlantic Rail)
- Secretary - Nerina Skuy (Apple Express)
- Treasurer - Len Smuts (RSSA)
- Ashley Peter (Umgeni Steam Railway)

Among other changes to portfolios, Ian's has changed from operating to Corporate Liaison which includes dealing with Government departments, Transnet Freight Rail, Transnet Foundation, PRASA, Metrorail, SAHRA, Steam in Action etc."

*Sarah Nielsen*

From the Chairman:“CLARIFICATION ON WORK SESSIONS

Many members have been asking about the structure of the work sessions. As the club is still relatively young, the best method for these is currently being investigated. Unfortunately at this stage, we are unable to accommodate all members at our fortnightly work sessions, as at the current time there simply is not enough for everyone to do. It is hoped that after Atlantic Rail begins running regularly, there will be more work to be done, and we can get more members involved. It has also come to our attention that some members feel that they are obliged to attend, yet are unable to. Members should not feel compelled to participate in the work sessions, and are welcome to attend our Social Meetings which are held on a bi-monthly basis.

Presently, the work team has been divided into three crews, namely the A-Team, B-Team and C-Team. The A-Team is responsible for the running of the work sessions, and consists of a small group of members who meet regularly, and also undertake special tasks. They are assisted by the B-Team, which consists of a larger group of members who assist with the cosmetic restoration of the locomotive, and generally meet on a fortnightly basis. The C-Team consists of the remaining members within the club who are interested in and available to come help. This crew will be called upon prior to the running of trains, when extra help is required in preparing the locomotive, the coaches and the station.

At this stage, the primary focus is on our operational locomotive, Class 24 No. 3655, although some attention has been given to the Red Devil, as well as Private Coach No.82. However, future plans involve the cleaning up and restoration of the coaches used on our trains, as well as the cosmetic restoration of the remaining two steam locomotives at the station. When this comes into effect, more members will be able to become involved.

Emails will be sent out shortly to members of each team.”

*Brett Radloff*

Club visit to Western Province Live-Steamers

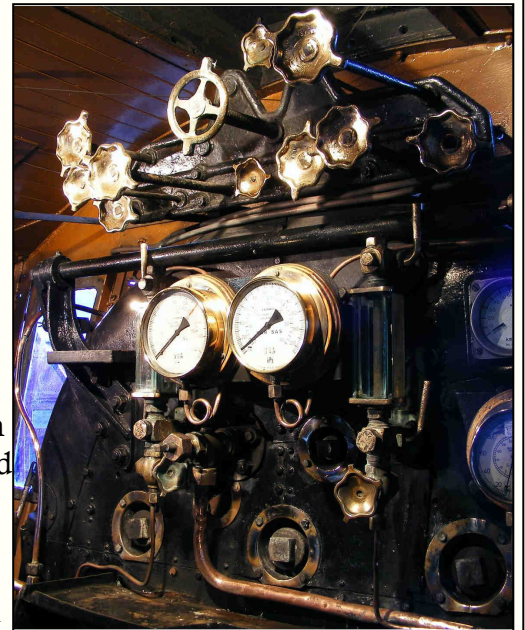
A visit to the Western Province Live Steamers club in Parow was arranged on Saturday 2 October, during one of their public running days. This club provides a large track on which members can bring and run their own live steam locomotives, and on their montly running days, give rides to children, both young and old!

During our visit, there were five loco's in use, including a model of a South African Railways Class 16DA. Although the visit was not well supported by our members, it was enjoyed by the members who did attend.

## Work sessions Update

Work is progressing well on our operational locomotive, Class 24 No. 3655. Regular cleaning and polishing of the locomotive is being carried out. It has been found that black wax polish works well. Although it does not give the loco a shine, it works well to restore the black colour to the boiler, the paint work of which is in a poor condition. Ultimately, the boiler, cab, and tender need to be shotblasted, primed, and repainted to return the loco to a supershine condition. Work has also been undertaken inside the water tender, clearing out a large amount of sediment, dirt, and rust flakes. The cab has also been given regular attention, and after two sessions of polishing, is starting to look stunning once again. Repainting of various other small parts around the loco is currently in progress, whilst additional smokebox decorations are being made and fitted. Building plastic is also currently being fitted to cover various parts of the loco, both to keep dirt off, and also to hide various brass and copper fittings.

Private Coach 82 has also received some attention in the past few weeks. This coach, built in the 1930's, served as an SAR Regional Managers coach, and although being in perfect condition not so long ago, has been broken into and had many fittings stolen, as well as being generally trashed. Members of the work crews have been cleaning out the interior of the coach and using it as a club house, as well as preparing it for use as crew accommodation during our next lightup. Unfortunately, the vandals have stolen many electrical components required to get electricity back in the coach, as well as all of the taps on all the basins, the sink, and bath which is preventing getting water back in use. However, it is hoped that the gas-powered fridge can be returned to service soon, to provide members with a place to store food and drinks during work sessions. Costing to repair the electrical connections to the coach is also being investigated, and it is hoped to shunt the coach onto platform 28, where there is more natural light, during our next running day.



*Photo: Brett Radloff*

## Workday photos:



Member Stefan Andrzejewski giving 3655 some TLC  
*Photos: Brett Radloff*



Member Dylan Knott helping our young assistant to remove years of neglect from 3450's wheels.

## Club Social

Op 17 Oktober het die klub sy eerste van vele toekomstige sosiale geleentheid gehad in die vorm van 'n perron-braai. Heelparty lede het dit bygewoon en die meeste het dit terdeë geniet. Lede is vooraf aangemoedig om materiaal saam te bring waarin ander lede belang sal stel. So gesê, so gedaan. Jacques le Roux het seldsame boeke en 'n model lokomotief gebring terwyl David Levene en andere interessante foto's ten toon gestel het van Engelse-stoom, Reefsteamers se Kersiefees en Atlantic Rail se beginjare. Alhoewel daar geen vuur in 3655 was om die kos op die graaf mee gaar te maak nie het Michael MacIntyre sy vernuftige houtskool braai verskaf vir die vleis. Baie dankie aan almal wat dit bygewoon het.

An appeal goes out to any member who wishes to take over the role of organising future social events. If you have any ideas about how we can improve these events or if you are available to handle the “fun” side of the club, please contact Brett Radloff (*contact details at the end of the newsletter*).

## Sosiale foto's:



Brett Radloff starting up his mini steam engine while one of the resident Spoornet branded PRASA units rests.

Michael's ingenious platform braai.

*Photos: Luca Lategan*

## Station project

While the main focus of the FoAR team at the moment is getting our little 24 class ready for action, some members is also involved in creating a display at the Marine-Drive entrance to the main Cape Town station. Lots of hard work goes into getting all the material and setting up something like this, so it is still a work in progress. Feel free to go and have a look at the very positive improvements done to the station in general when you are in the area. The display is part of a bigger Metrorail campaign where “the rich history of rail transport as well as drawing attention to some of the products and services at Metrorail and Intersite” are displayed to commuters and visitors to the city. The displays will later be incorporated into the planned “transport museum” where, amongst other exhibitions, the first locomotive in the Cape, Blackie, will have centre stage. According to Metrorail a small shelter will be erected on the plain in front of the station (where the gardens was previously) where Blackie will be protected from the elements. According to Blits, the commuter newspaper, “One of the display cases focuses on The Red Devil, a Class 26 locomotive which was originally built in 1953. It is the most powerful mainline stream (sic) locomotive on the Cap Gauge (sic) and it is preserved by Atlantic Rail at Cape Town Station.” Interesting...

## Simonstad-spoorlyn rehabilitasie

Vroeg in Desember 2009 is die spoorlyn langs die beeldskone kuslyn tussen Vishoek en Simonstad deur stormagtige see beskadig. Dele van die see-muur op die laaste seksie voor Simonstad is beskadig en sand het 'n al groter kopseer begin word net na Glencairn. Ongelukkig het ingenieurs vasgestel dat die skade groter is as wat aanvanklik beseef is en die herstelwerk is vir 'n geruime tyd vertraag terwyl die toepaslike prosesse voltooi is. Nog voor die herstelwerk begin is, het die geskatte rekening op R30 miljoen gestaan!

Luckily, work started in earnest on the 16th of September with boulders being railed in from Firgrove to form a barrier between the railway line and the sea. According to earlier reports, the work should be finished before the holiday season. As you would have read earlier in the report, it is most likely that Atlantic Rail will only start operating when the repair work is finished.

## Simonstad Foto's



Een van die ergste dele waar die hele spoorbaan weggespoel is. Foto's: Luca Lategan Alhoewel daar vir byna 'n jaar geen trein by Simonstad aangedoen het nie, spog dit met nuwe borde en blomtuin.



The first boulder-express being offloaded 16/9. Photos: Member Peter Rogers(left) Leonard du Preez (right) used to protect the track bed from the sea 2/10.

## *Blast from the Past*

Die volgende historiese foto dateer uit 1915 en is deur die baanbreker van kleur-fotografie, Sergey Prokudin-Gorskii, geneem op sy reis deur die Russiese Reik. Sy doel was om die hele Reik sistematies fotografies te dokumenteer. Met só 'n ambisieuse projek was sy uiteindelijke doel om die skoolkinders van Rusland met sy "optiese kleur-projeksies" op te voed oor die groot en diverse geskiedenis, kultuur en modernisering van die Ryk.

Outfitted with a specially equipped rail mounted darkroom provided by Tsar Nicholas II and in possession of two permits that granted him access to restricted areas and cooperation from the empire's bureaucracy, Prokudin-Gorskii documented the Russian Empire around 1909 through 1915. He conducted many illustrated lectures of his work. His photographs offer a vivid portrait of a lost world—the Russian Empire on the eve of World War I and the coming Russian Revolution. His subjects ranged from the medieval churches and monasteries of old Russia, to the railroads and factories of an emerging industrial power, to the daily life and work of Russia's diverse population.

Source: [en.wikipedia.org/wiki/Sergei\\_Mikhailovich\\_Prokudin-Gorskii](http://en.wikipedia.org/wiki/Sergei_Mikhailovich_Prokudin-Gorskii)

Prokudin-Gorskii and others ride the Murmansk Railroad in a handcar along the shores of Lake Onega near Petrozavodsk. From the beginning of Russian railroad construction in the 1850s, rails were laid using a wider gauge (5 feet 3½ inches) than the standard European one.

Photo: [www.loc.gov/exhibits/empire/transport.html](http://www.loc.gov/exhibits/empire/transport.html)



## *Upcoming Birthdays*

The Friends of Atlantic Rail congratulates member Ian Hardie who will celebrate his birthday on 1 November!

## *Contact Details:*

**Please remember to send all your news, stories, photos etc. to the editor for inclusion in future editions!**

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## *Ons stoom vennoot:*

Besoek gerus [www.Steam-in-Action.com](http://www.Steam-in-Action.com) vir kraakvars nuus rakende die groter stoomprentjie in Suid-Afrika. Sluit aan om blitsig al die nuusbriewe te ontvang en word deel van die familie van meer as 1000 lede wat reeds besig is om 'n positiewe verandering in die Suid-Afrikaanse stoomlandskap te maak.



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