



Friends of Atlantic Rail

Club Newsletter
Vol. 1 Issue 3
November 2010



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Welcome to the second edition of the Friends of Atlantic Rail newsletter, the Atlantic Meyl. It has been a busy month at FoAR to get all the stock into tip top shape before the first runnings that have finally been approved.

Ons het hierdie maand 'n baie spesiale verslag rakende *Rheilfford Eryri* of meer bekend as die *Welsh Highland Railway*. Hierdie projek is 'n stralende voorbeeld van hoe stoomtoerisme 'n volhoubare inkomste vir die gemeenskap kan skep as entoesiaste, die privaatsektor en regeringsvlakke saamwerk. Natuurlik wil ek steeds iedereen uitnoui om sy eie nuusbrokkies, foto's, stories ensovoorts aan te stuur om by die Atlantic Meyl ingesluit te word.

Because we want to give FoAR members some more benefits, this newsletter will in the future only be made available to paid-up members of the club. If you are not yet a paid up member or you unsure of your membership status, please contact Brett or Michael (details at the end of the newsletter). Becoming a member has lots of benefits and the assurance that the money goes towards a good cause!

Breaking AR head-office news:

"FYI everybody... Thanks!

11 December	AM Santa Special	11h00 - FULL - Booking Closed
11 December	PM Santa Special	14h30 - Bookings open (not for much longer)
12 December	Fishhoek	10h30 - FULL - Booking Closed
19 December	AM Santa Special	11h00 - BOOKINGS JUST OPENED
09 January	Fishhoek	10h30 - Open for booking
30 January	Fishhoek	10h30 - Open for booking

Regards,

Sarah Nielsen



From the Chairman:

“At last the time has come! After much anticipation and a very long wait, Atlantic Rail has finally announced it’s first trains! On behalf of our club, I would to extend a huge thank you to Ian Pretorius, Greg Smith and the team at Atlantic Rail for all their hard work and perseverance over the past two and a bit years in getting all the necessary agreements in place so that steam can return to Cape Town.

With the announcement of these trains, FoAR was asked to play a large part in the preparation and running of these trains. A large list of tasks has been drawn up, which we are in the process of working through. Work needs to be done on the locomotive, the coaches and the station, and crews need to be provided. To all who have assisted in the past few work sessions, a big thank you. We are still looking for Christmas decorations to decorate the station for the Santa Specials, so if any members have any decorations which they are willing to lend us, please contact us.

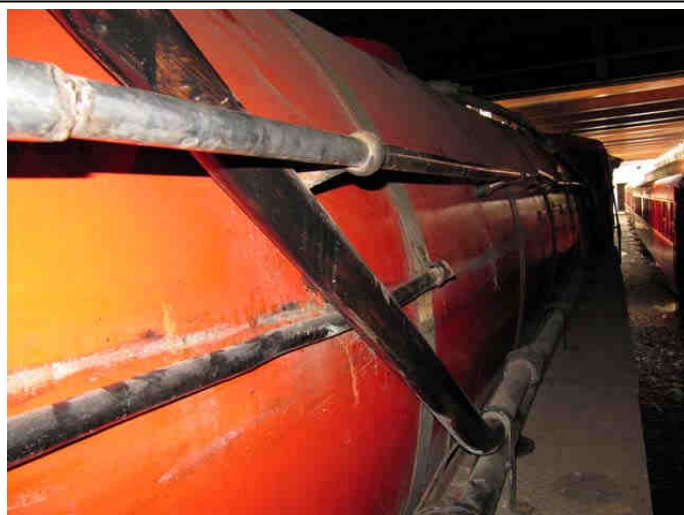
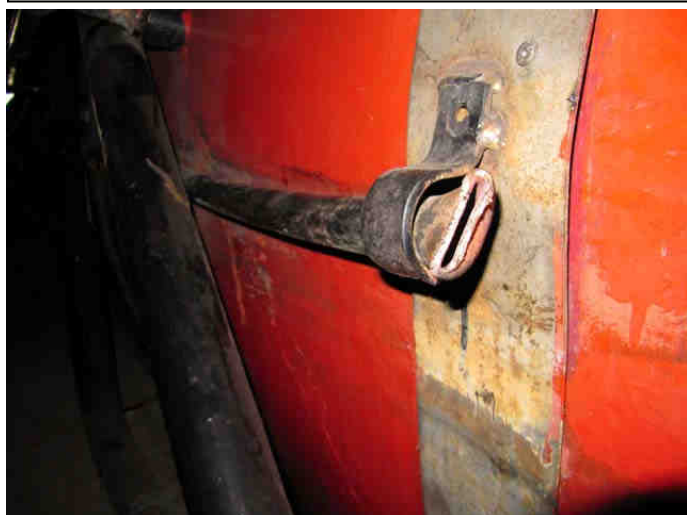
I think all members who received the previous new-look newsletter were most impressed. A big thank you is due to our editor, Luca Lategan, for the all the work he is putting in to produce this first class newsletter. I would also like to appeal to all readers to please assist him with contributions, be it old train tales, photographs, unusual sightings, articles, models, or anything of common railway interest.

I look forward to seeing you all on the trains.”

Brett Radloff

#3450 Boiler fitting theft

During a small work session on 13 November the awful discovery was made that some of the last remaining pipes on the Red Devil’s boiler was stolen. It must be noted that both these pipes were painted as a deterrent to theft... There was fresh hand marks all over the boiler cladding and we found the iron rod and sling that they used to remove the pipes. It must be noted that all the brackets was welded into place and that the iron bar was used to forcefully remove the pipes and then break them loose. It is still a big mystery as to why the security did not pick anything up. The pictures continue with the story.



Work sessions Report

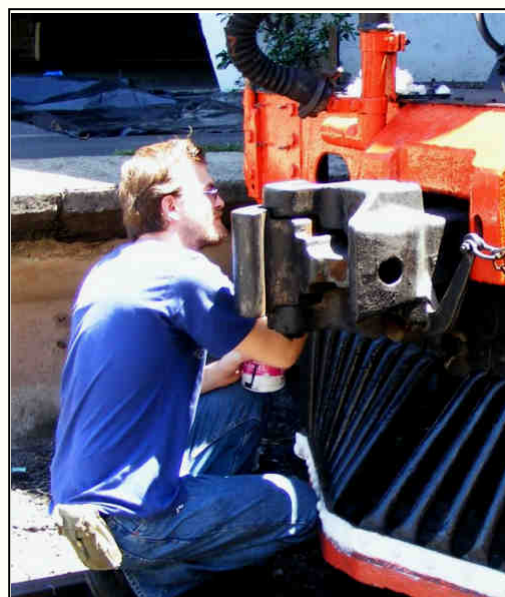
The work crews have been hard at work on the 24 class loco. There is a lot of cleanup work required before the first train, and this is being undertaken at our weekly work sessions. Painting and other cosmetic restoration is underway, as well as maintenance and repairs to the loco. We are glad to announce that one of our members, Patrick Bruwer, has been appointed as AR's new steam fitter. It is wonderful to have club members who are involved in these ways.

We are currently experimenting with the new team structure for work session crews. This has been working to some extent, but now that trains have been announced, and more assistance is required, this structure might once again change. We are currently asking all teams for assistance in the current work sessions. Our work sessions now include work on both the locomotive and the coaches.

A large work session on the locomotive was held on 14 November, where a wide variety of tasks were undertaken, including the repainting of the bufferbeams, cleaning of the cab roof and painting of various boiler mounts and tubing.

Our first coach cleaning session was held on 20 November, which proved to be a huge success. The exteriors of all the coaches, the windows, floors and seats all received a thorough clean, and after a day's work, the four coach train was 90% complete. A few small finishing touches still need to be completed, which will be attended to in upcoming work sessions. It was wonderful to see all the club members assisting in the project, both those who have assisted in previous sessions, and those who hadn't. We hope to see much more of you in future sessions.

Unfortunately, due to the upcoming trains, the previously scheduled Red Devil work session has been postponed until early next year. We will certainly keep all members informed of this when it is undertaken.



The 'strange face' painting the bufferbeam is new member Matthew van der Dussen.

Photo: Brett Radloff

Workday photos:



Spanpoging om 3655 heeltemal spiekeries te kry.

Member Llewellyn Swift and family cleaning one of AR's elegant side-door suburban coaches *Photos: Brett Radloff*

Nog foto's:



Our little young assistant giving the outside of our balcony coach some sprucing up.



Stefan and David touching up some paint with Stefan carefully balancing on some fittings



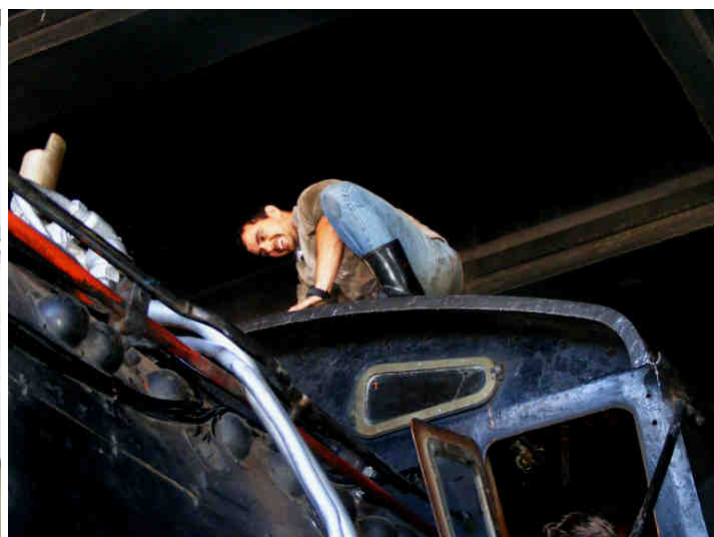
Spanpoging om seker te maak dat elke deel 100% spiekeries is



Ons kuiergaste is steeds by Monument stasie, hierdie draadkarre is silwer skoon teenoor sekere ander gaste



Nog 'n bietjie liefdevolle sorg aan die buitekant van die rytuie



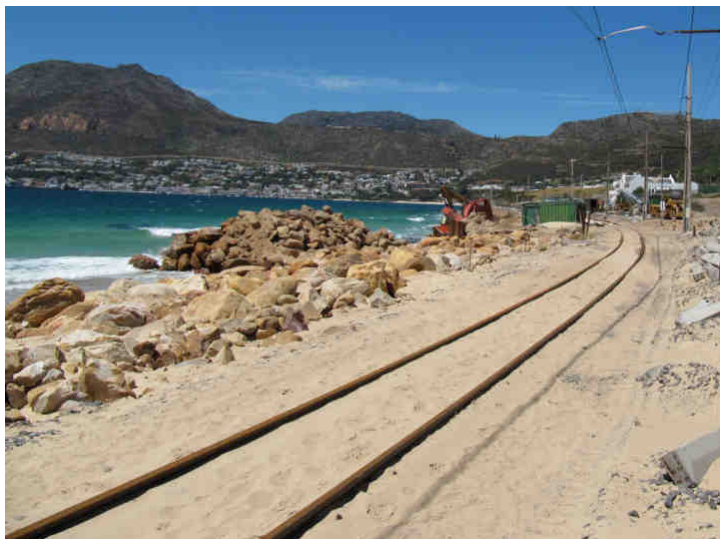
Michael durf die hoogtes aan vir die brug-fotograwe :)

All Photos: Brett Radloff

Simonstad-spoorlyn rehabilitasie

Werk aan die Simonstad-lyn vorder goed en sedert die vorige nuusbrief is daar letterlik treine en treine se klip en rots langs die lyn afgelaai om 'n versperring teen die see te skep. Drie taamlike groot slootgrawers word op verskillende plekke ingespan om die klippe in netjiese formasies te pak. Volgens die kontrakteurs, *Sea and Shore*, sal hulle eers die week van die 20ste Desember oppak en vroeg Januarie terugkeer. Hulle beplande oorhandigingsdatum is laat Januarie of vroeg Februarie. Daarna moet PRASA se spoorbaan-span inbeweeg om skade wat aan die spoor-infrastruktuur self aangerig is (ballasklippe, spoorstawe, dwarslêers ens) te herstel. Na raming sal dít 'n verdere twee maande duur wat die beoogde heropeningsdatum tans rondom Maart-April te staan laat kom. Dit is onduidelik of *Tubular track* gebruik gaan word in seksies wat berug is vir sand.

Simonstad Foto's



Een van die dele waar die sand nog altyd 'n groot kopseer was, die strand het altyd tot by die klippe gestrek. *Tubular track?* Nóg 'n treinvrag vol klip word ingestoot (loko stoot die trokke vanaf Vishoek). Die slootgrawe is doenig Foto's: Luca Latagan



Koos Hond enigiemand? Uiteindelik sal die klippe orals gelyk Groot dele van hierdie muur sal dateer uit 1890 toe die lyn wees met dié in die voorgrond en strek tot ver regs. gebou is! Let op die grys membraan. Foto's: Luca Latagan

Heritage Rail's Greatest Achievement?

Author: Greg Smith

Story Date: 11 Nov 2010

As many of you are aware I spend a few weeks each year 'back home' in the UK and on each visit I make a point of visiting the Welsh Highland Railway to see the rebuilding progress made over the previous twelve months. As the initial phases of rebuilding the line are concluded it is becoming apparent that the railway is set to become one of the UK's leading tourist attractions. This railway, although six thousand miles (10 000km) or so distant is of interest to us here in South Africa for many reasons, firstly it is certainly the most ambitious heritage rail restoration project undertaken anywhere in the world, the sums of money raised and spent are spectacular, and the co-operation with local, provincial and national government is a model that needs to be learned here. The financial returns to the local economy in terms of tourism benefits and employment are also spectacular, the achievements of the volunteer labour on the line are outstanding they have laid twenty four miles (39km) of track amongst other tasks. Lastly the railway uses loads of South African equipment including beautifully restored NGG 16 Garratt locos and despite operating in Wales the WHR is probably the best South African rail experience to be had at the moment!

The Welsh Highland Railway - a very brief history.

The Victorian era in England saw the introduction of tourism as well as the peak of the industrial revolution, the new factory workers needed houses and these needed roofs which were provided mainly by Welsh slates. In 1881 the North Wales Narrow Gauge Railway opened between Dinas Junction on the standard gauge near Caernarvon and South Snowdon (a picturesque spot at the foot of one of the main walking paths up this famous peak). There was also a branch to the extensive slate quarries in the Bryngwyn area. Despite catering to both the tourist market and carrying slate, the railway led a hand to mouth existence and was quietly disused and left to moulder in WW1 without official closure. An even earlier railway existed further South, the Croesor Tramway opened in 1864 from Portmadoc to slate quarries in the Croesor valley, it too mouldered on with little traffic until the 1920's. In 1923 the Welsh Highland Railway opened, financed largely by local authorities, it relaid the NWNGR and part of the Croesor Tramway and connected these with a new section through Beddgelert village giving a total of 24 miles (39km) of through route from Dinas to Portmadoc. Despite high hopes the original WHR was a complete



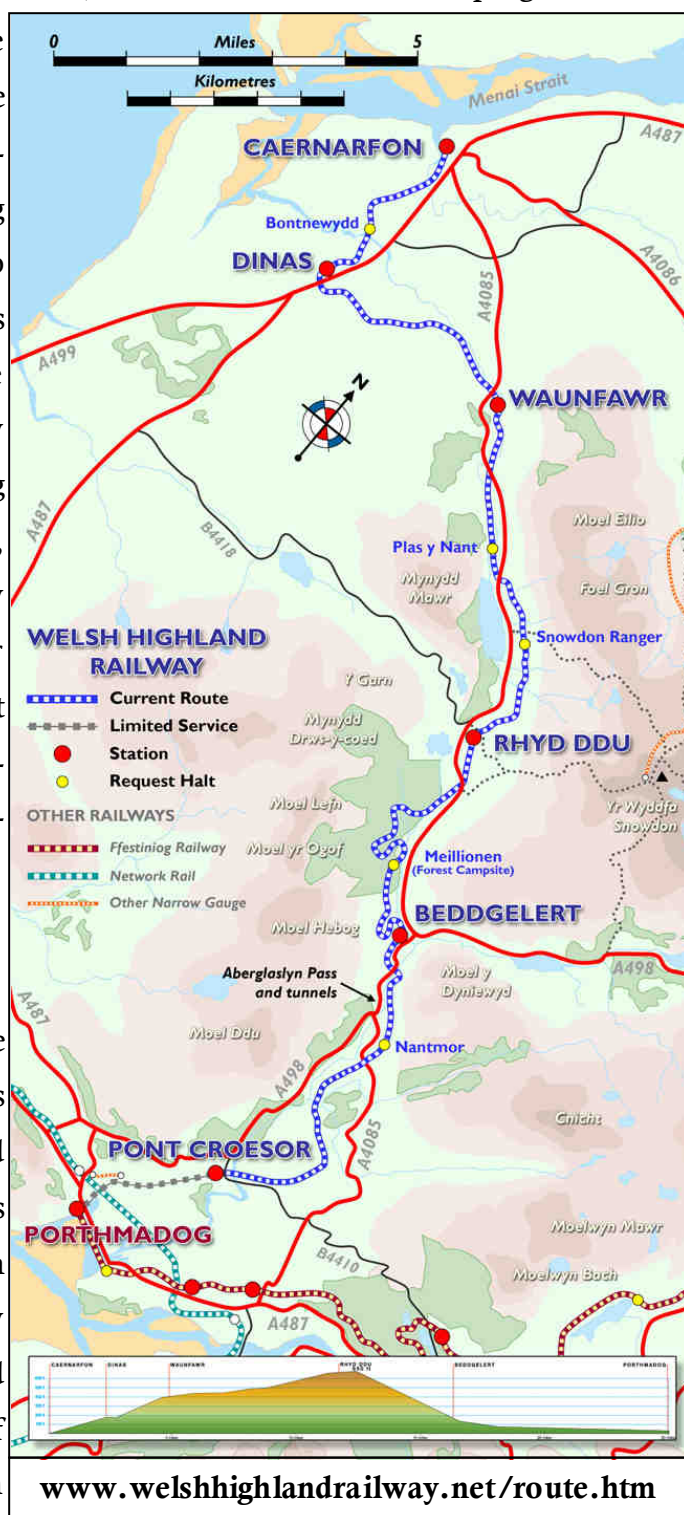
failure, it opened just as the slate industry slumped with the introduction of concrete roof tiles, passenger traffic also was migrating to the roads. Despite the line being leased to the Festiniog Railway for some years it closed to traffic in 1936 and was lifted in the scrap metal drive of the Second World War just too early to be rescued by the 1950's enthusiast restoration movement.

Early Restoration Attempts.

The old railways wonderfully scenic route meant that enthusiasts long held the hope that some of the WHR could be resurrected. In 1964 a society was formed, it had some success in keeping restoration hopes alive and actually managed to run a mile (1,609km) or so of track and rescue and restore 'Russell', a former WHR locomotive, but further progress seemed unlikely. Some years ago the Festiniog Railway, having completed its own reopening to Blaneau, initiated a scheme to rebuild the WHR in its entirety. This created some animosity between the new scheme and the 1964 group which unfortunately continues on and off to this day. The rebuilding scheme however was well thought out and supported, once underway it proved unstoppable. The FR/New WHR took over the old company from the receiver and with the support of a newly formed enthusiast society set about obtaining the huge amount of funding required and the once impossible dream of rebuilding the WHR began.

Reopening.

Rebuilding the WHR was carried out in stages. The standard gauge line between Caernarvon and Dinas Junction (the original terminus of the WHR) had been closed in the Beeching era, so the decision was made to begin building the WHR from Caernarvon which was now a major tourist town. Phase one saw the 'new' narrow gauge line built down the standard gauge track bed to Dinas and the re-establishment of facilities there. Later the line was extended to South



Snowdon (these days known as Rhyd Ddu in the somewhat unpronounceable Welsh language!). The reopened line proved popular and after a pause to operate and consolidate the next phase of construction, through the beautiful Aberglasyn Pass, was instituted. This left the railway's latest terminus in open countryside - not ideal but the beautiful ride still brought in the passengers. The final part of the line to Portmadoc is now complete and trains have been operated over it but full operation awaits improvements at the Festiniog's Harbour Station where the two preserved railways meet.



SAR class NG/G16 no. 143 on the WHR line. No. 143 was the second South African Garrat to enter service on the WHR line, back in 1998. Also note the SAR NG DZ/B truck used as baggage wagon. *Photo: Greg Smith*

The enthusiast achievement.

The WHR Society was essential in the project. Some of the grants received for rebuilding were given on the basis of matched funding whereby the railway had to match the grant given. This is achieved by costing the value of volunteer labour rather than putting in cash, aside from this, the society has also made sizeable donations. Whilst contractors refurbished the trackbed and bridges all tracklaying has been carried out to the highest standard by volunteer gangs. Platforms, signalling, station buildings etc. have all been replaced by volunteers. Needless to say volunteers also provide much of the railways operating staff.

Benefits of the Railway and lessons for others.

The money for rebuilding the WHR came largely from Government, i.e. local and provincial authorities to national government and the European Union. Co-operation and support from these sources has been outstanding as they understood fully the benefits the railway would bring to the local community. A total of 11million Pounds (*R120million*) was invested in the rebuilding and although still not running full through services the railway is already generating over 14 million (*R153mil*) ANNUALLY within the local economy. The Welsh Highland Railway is the supreme example of what can be achieved when Government and railway enthusiasts work together, the achievements of the volunteer labour force are also remarkable for sheer professionalism as well as the amount of work done. The support society also provided funding from 'armchair members' who, whilst not active volunteers, still wanted to contribute.

The cost / benefit study confirms that the project was well worthwhile for the investors and of course the collection of rolling stock running through superb scenery keeps both enthusiasts and tourists happy. I have in the past (along with others) tried to interest the authorities in South Africa in what can be achieved by enthusiasts with government support, last year I arranged for an MEC and his staff to meet the founders of the WHR project on their trip to the UK, unfortunately although this visit took place, no improvements in co-operation with heritage projects in the Western Cape seem to have been forthcoming from their visit, this is such a shame when you look at the WHR and see what could be achieved if the same level of co-operation were available here!

(Ed note: Please visit www.welshhighlandrailway.net/index.asp for more info regarding this fascinating project.)



Blast from the Past

Richard Niven het hierdie maand se "Blast" verskaf. Hy skryf:

"Hi Luca

Red Devil could make just as much smoke as any other loco. If you wanted black smoke you simply packed the sides of her firebox and blocked the side holes over with coal. Then black coal would be coming out her chimneys like mad. In a cold damp day just as much steam would come out her exhaust. See attached shots

Cheers

Rich"

Hierdie historiese foto dateer uit 1992 en wys die legendariese *Rooi Duiwel* nr 3450 waar sy Kraankuil verlaat.

Gaan kyk gerus na die nuut-opgedateerde Wikipedia artikel rakende die Rooi Duiwel, hoofsaaklik saamgestel deur FoAR ondersteuner, André Kritzinger.

http://en.wikipedia.org/wiki/South_African_Class_26_4-8-4



Foto geneem deur: P Millar

Upcoming Birthdays

The Friends of Atlantic Rail congratulates new member Matthew van der Dussen a belated birthday that he celebrated on the 30th of November!

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Treasurer:	Michael MacIntyre	macmachine@vodamail.co.za
Atlantic Rail Website:		www.atlanticrail.co.za

Ons stoom vennoot:

Steam-in-Action will be hosting an 8 day long **Narrow Gauge Steam Gala** at Sandstone during April 2011. SIA writes to, "It will be world class... 8-days of continuous steam. Beat that?" A small group of FoAR members are flying up. Please contact Luca Lategan for more information **AND VISIT THE WEBSITE!** Besoek gerus die Steam-in-Action webtuiste 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.

www.steam-in-action.com or www.sandstone-estates.com



steam in action

