



Friends of Atlantic Rail

Club Newsletter
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Welkom by die vyfde uitgawe van die Friends of Atlantic Rail nuusbrieff, die Atlantic Meyl. Ons ou Lady het die jaar met heelparty skete afgeskop, maar met die wonderlike kennis van ons passer en ander lede se harde werk sal sy vir nog lank oor die ysterspore seil! Welgedaan aan die Atlantic Rail span, daar lê sommer 'n hele dosyn se uitstappies voor na Junie-maand toe.

With the holiday period now finally behind us and the challenges of work and studies affecting the members, I plead to each and every one to please give some of their time to help with preparation, behind the scenes work or frontline coach controlling. If you can only assist an hour or two every second Saturday, then it's still better than nothing!

The newsletter is still freely available. However, I invite guest readers to join the club as a paid member. Becoming a member has lots of benefits and the assurance that the money goes towards a good cause!

Luca Lategan

Breaking AR head-office news:

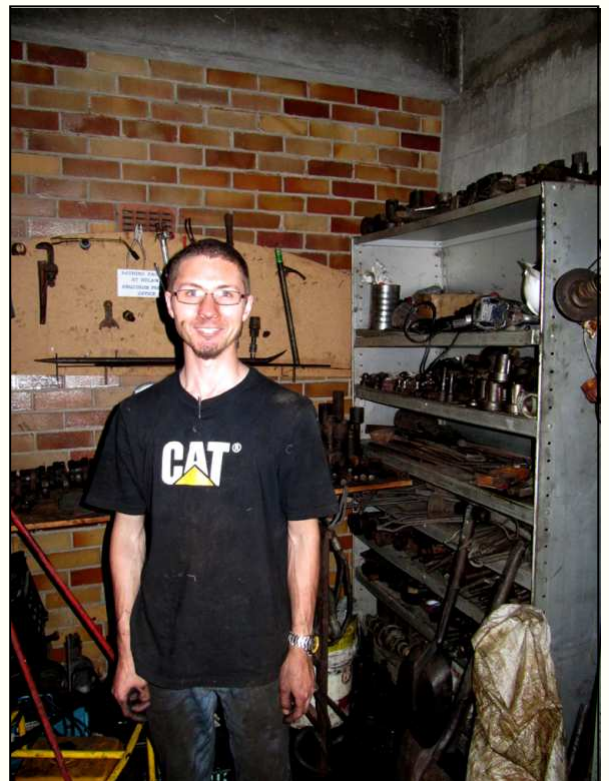
“Confirmed schedule of dates for February to June 2011:

13 February	- Valentine's Day Train
27 February	- Fish Hoek / Simon's Town
06 March	- Fish Hoek / Simon's Town
27 March	- Fish Hoek / Simon's Town
10 April	- Fish Hoek / Simon's Town
25 April	- Easter Bunny Train 11h00
25 April	- Easter Bunny Train 14h30
08 May	- Mothers Day Train
22 May	- Fish Hoek / Simon's Town
05 June	- Fish Hoek / Simon's Town
19 June	- Fathers Day Train

Atlantic Rail has an advert in the Tygerburger newspaper this week and we hope this will increase the public awareness about us and our wonderful trips.

Kind regards,”

Sarah Nielsen



Splendid looking chairman, Brett Radloff, looks happy with the neatness of our store that was previously a pigsty. Photo: Luca Lategan

From the Chairman:

“Yet another busy month at Monument Station has past. Following the short break over the festive season, FoAR crew members were back at work assisting Atlantic Rail with the preparation and operation of the first train of the year. A huge thank you is due to the active members of the club who have all put in many long hours to ensure the trains are the success that they are.

Sunday 9 January saw another full train with a day trip to Fish Hoek, and despite the cloudy weather, the train was a huge success. Many positive comments were received from passengers, who thoroughly enjoyed the day’s outing to the southern suburbs. The expressions on the faces of the many people on the line-side was priceless, with the sleepy town of Kalk Bay coming to a virtual stand still as everybody stopped to observe the passage of a steam train passing through the town and across the impressive Kalk Bay viaduct. One of the funniest comments that was heard on the day was from a Metro driver at Fish Hoek station whilst the loco was taking water. On arrival to the station, the driver of a regular Metro set came to the crew and exclaimed, “Wat maak jy met hierdie prehistoric water tenk”!!! Priceless...

Club members have been very busy over the past few weeks, with some members putting in long hours on both days of the weekend. As the club’s Exco, we are appealing to all members, especially those who we have not seen for a while, to please make an effort to become involved and assist where they can with the operation of the train. We are desperately searching for somebody who is willing to take over the responsibility of coach maintenance and preparation. This person need not be experienced in repairing coaches, but should be able to manage a small team who would be responsible for the preparation and cleaning of the coaches. Following on from this, we are also looking for members who would be willing to be a part of this coach team. Assistance is also required on board the trains. Each trip requires a minimum of 6 Coach Controllers, so the more members of this team we have, the lighter the load can be spread.

If any club members would like to assist in any of these ways, please contact me as soon as possible.

The team at Atlantic Rail have announced their upcoming train schedule, which is included in this newsletter. Please help us promote the train by telling family, friends and colleagues about the trains. For those of you who have not yet seen the new-look Atlantic Rail website, please visit www.atlanticrail.co.za

Yours in steam”

Brett Radloff

“Just Wondering”

Gedurende die maand is ons deur lede van die Tygerberg Fotografiese Vereniging besoek. Soos gewoonlik is die lokomotiewe uit alle hoeke geskiet en “Ongelukkig” het ’n toaster hul interne kompetisie gewen. Deur middel van die HDR-tegniek is dit werklik ’n goeie foto en die manne en dames is enige tyd weer welkom!

Foto: Robert Johnson



Work Session Report

“Club members have been kept very busy in recent weeks with an ever-growing list of repairs that need to be tended to on the locomotive. Under the expert supervision of our head steam fitter, Patrick Bruwer, the team has been carrying out repairs to the injectors, steam dome and lubricator. Leaks on the firebox tubeplate have been attended to by the boilermaker, and the firebox has also received a new set of fusible plugs. Regular cleaning and repainting of various parts of the loco has been carried out, to ensure that the locomotive remains in pristine condition. A less glamorous but vital day was also spent cleaning out and reorganising our storeroom, a job which was long overdue. The job currently in progress is the replacement of the petticoat inside the smokebox, which has proved to be rather more troublesome than had been initially hoped. The next large scale project that will be carried out in the near future is repair work to the ‘flat tyres’ on one or two of the coach bogies.

The structure of the work sessions has also changed following the start of regular train trips. The work load has increased quite substantially, so as a result the former A,B and C teams have fallen away, and each and every worksession is open to all members. Work sessions are now generally held on a weekly basis, and are held on either Saturday, Sunday, or both. Please see the emails which go out for exact details of when and what time the work sessions are held. Work that is carried out includes repair work and maintenance on the locomotive, cleaning and cosmetic work on the loco, and cleaning work on the coaches.”

Brett Radloff

Toutrekkers:



Muscle Power! A lot of tractive effort was needed to raise the new petticoat into position. *Photo: Luca Lategan*

Fitter's Report

"Since taking on the maintenance of 3655, a 24 class locomotive in the hands of Atlantic Rail, I have come across some very poor workmanship. Namely the right hand side boiler sight glass test cock drain pipe flattened, so as to stop the cock from leaking. The cock was faced in a few minutes and returned to normal use. The left hand injector has been operating poorly, so I have stripped and rebuilt it, only to find the left hand clack valve seat loose in the clackbox. I have had both clack valves and seats faced by my trusted and hardworking friend Sidney Jewel, who has his own lathe at home. Many thanks to him as he tirelessly machined out the cones of the replacement copper pipes. To both Luca and David Stuck, thank you both for all the effort we've put in to repair the dome joint leak. Brett and Michael, those beautiful fusible plugs in the crown plate of the firebox, which almost prevented the last train trip, was only over come by your constant efforts. A big thank you and well done from me! David Hopley, you're the best smokebox cleaner I have seen. Ken Campbell, thanks for your all round maintenance of grease and oiling of the loco's moving parts, assisting me with injector repairs and most importantly, the washing out of the boiler.

Finally we get to the smoke box skirt replacement, here thanks goes to the three rope breakers Stefan and his crew. Dylan Knott, thanks for all your effort in painting and decorating the loco. What more can I say except a HUGE Thanks to all of you for all the time and effort being put in. Other tasks include coach cleaning by Dave and Jenny and some work on the generator in the guards van. Let us as a fantastic maintenance team keep up our constant efforts to keep 3655 steaming to our destinations!

Best regards,"

Patrick Bruwer

Workday photos:



Fitter Patrick Bruwer wonders what else he can do to lift the petticoat higher, with him is his old friend Dave Stuck, both are ex-SAR steam and diesel fitters.



Boilermaker Alfie fixes some leaking tubes that keeps giving headaches. Right at the top is an empty hole for a fusible plug which was replaced by Brett and Michael. *Photos: Luca Lategan*

Atlantic Rail's work day 22 Jan 2011 (All Photos: Stefan Andrzejewski):

Saturday morning at Monument station saw another hectic work Day that stretched to almost 4pm. Replacing the Petty Coat (a huge bell shaped piece of mild steel weighing about 80kg) was a tricky job, especially as the loco was not positioned for a block and tackle. A rope system was lowered into the chimney and as fitters Dave and Pat lifted, the rest of the team would pull on the rope to help lift and stabilize it. Chunks of wood were then shoved under the Petty Coat to hold it up. A crude but effective method. With Justin helping to pull the rope it snapped twice and the team landed on the platform, Bottoms up! Justin, the newest of our members, is a young and chunky lad.



All were excited as we thought that a V.I.P. guest had arrived in the form of *The Stig*. What huge disappointment as it turned out to be Brett Our honourable Chairman, with his fancy welding mask.



All hell broke loose when we heard a Diesel heading our way. Looking up it was 36 022 with three Metro Coaches in tow. After much shunting, 36 022 with all enterourage then departed, waited for CTC clearance and disappeared.

Our little fire was then lit, behind one of the pillars on the platform, and Boerewors rolls and Justin's tasty chicken drumsticks were enjoyed by all. The afternoon ended off with black faces as energetic task of moving coal forward was completed. Other jobs done were the washout of the boiler which was competently done by Kenny. Some disgusting looking sludge came out. 3655 is ready to go for her next trip to Fish Hoek on Sunday!



Simonstad-spoorlyn rehabilitasie

Strukturele werk aan die Simonstad-lyn staan uiteindelik na 'n einde se kant toe met die kontrakteurs wat teen 4 Februarie wil klaarmaak. Werk is vroeg Januarie hervat en daar is korte mette gemaak van die oorblywende rotse. Die laaste groot onderneming is die bou van golfbrekers by uitlate van stormwater. In stede van die stormwater wat vrylik onder deur die spoor vloei word dit nou met pype onderdeur herlei. Hierdie pype word heeltemal met beton bedek en hopelik sal nie eers 'n tsonami dit laat *move* nie. Keith Edwards van Metrospoor het bevestig dat die openingsdatum nou begin Maart of laat Februarie op die vroegste is. Na meer as 'n jaar van blootstelling aan elemente is daar heelwat erosie aan die spoorstawe. Die kans is ook goed dat die hout dwarslêers met die beton weergawes vervang gaan word wat nou al letterlik jare lank wag om geïnstalleer te word. Soos daar in die vorige nuusbrieff opgemerk is was die opening van Januarie heeltemal buitensporig, Maart lyk egter heel belowend. Die bekende Biggys restaurant wa sal eers teen 2012 terug wees op die spore. Dit sal skynbaar byna 13miljoen kos om die twee waens te herstel en geld is min...

Simonstad Foto's



Waar voorheen strand was is nou rotse. Hierdie hoë sout inhoud sand bly egter 'n probleem vir die spoorbed.



Stormwaterpype word nou dieper see-in gelê en reg rondom met beton gevul. Die skopgrawe help steeds. *Foto's: Luca Lategan*



Bitter naby aan klaar. Slegs die areas rondom die stormwater uitlate skort aandag. Let op die alge wat reeds groei.



'n Uitlaat wat reeds sy beton beskerming het. Rondom die uitlaat sal dit steeds met klip gevul word. *Foto's: Luca Lategan*

Too much steam

As most of you all know, Kimberley shed was mainly full of large 25NCs in the late eighties and early 1990s. The 25s were by now the kings of all work in and out of Kimberley and were even used on the shunts. Apart from the 25s there were a few other locos that were used for specials and it is one of these machines I will speak about tonight.

This special machine was class 24 3654. She was the best class 24 I have ever worked. She was so well tuned and in such good condition that she would almost handle a 25NC's load to De Aar. That is if she was in the hands of a good driver. John and myself often got to work specials using with odd engines such as 24 3654, 19D 2702, 16E 858 and many more. Most of the other fireman and drivers preferring to stay with the mechanically fired class 25s. I as a fireman preferred hand bombers. One, it made the job more interesting and two the coal went where you put it and wanted it to go.



#3654 and 15CA 2828 (now at Vink) with the next day's 2000 ton container train. *Photo: Richard Niven*

The date was 22-06-91 and we were booked on duty at 21h36 to work train 2462 to De Aar using class 24 3654. Not being a regular engine preparing 3654 was always a problem. Unlike the 25s one had a lubricator to fill and that meant getting hold of steam/valve oil. We also had to get hard grease, again not a item used on the 25s and also a full set of fire irons. I arrive on duty about one hour early as I know what I'm up against. Once in the cab I immediately open the blower and the ejector to release the brakes. With the brakes still on I start moving the reverser back and forwards a few times to get any water out of the steam supply to it. With the reverser working okay, I give the brakes a quick test. With the brakes still applied and cylinder cocks open I very slightly crack open the regulator. Water starts spraying from 3654's cylinder cocks. With regulator still slightly open I reverse the reverser a number of times just to clear any water in the steam pipe and cylinders. Once I am sure all water is clear from the cylinders I release the brakes, set reverser to backwards and open the regulator slightly more. 3654 starts moving slowly backwards and we puff off down the shed lines towards the kit store (well against the rules). Why should I carry the kit when I can get the engine to carry it for me? I stop the loco right outside the kit store and with help from the storeman load all that is needed for the trip to De Aar. Once all is on board I give the fire a quick round of fresh coal and puff off forwards towards the shed.

By now John is waiting for us to return and stops me with the water column right over the tender filling hole. The pair of us climb in and start preparing 3654. The normal time is usually 45min for a class 24 but this little beast has not been run for a few weeks and so a little bit more attention is required. Alongside us driver JJ Hanekom is preparing the Red Devil to work train 4000, also to De Aar. Once all is ready we depart the shed and stop at the blowdown columns to blow 3654's boiler down. This will get rid of any old, dirty water and scale that has been laying in her boiler for the last few weeks. We are then signalled up to Alex yard and given a 872 ton load. A bit of a overload for most 24s but not for this little beast.

Soon the Red Devil arrives and couples onto the much heavier load on the adjacent line. Our train is booked to leave slightly before the Red Devil, but anyone with a bit of sense would let Red Devil go first. It did not happen and we got the road. Once up the bank out of Kimberley John had 3654 flying along at about 80kph and notched right up at about 35% cut-off. Performance was great and with one injector set very slow it was easy going maintaining steam and water within the boiler. As we approached Spytfontein I put the injector on full and let the fire die slightly ready for the downhill section to Modder River. John has his hand on the break handle as we approach Modder River station think-

ing that we will get looped to allow the Red Devil past but no, all is green and I get started with the shovel for the climb ahead. Again John opens the regulator gently and we race through Modder River at 80kph plus. John seems determined to keep ahead of Red Devil tonight.

With all green at Heuningneskloof we race on. We approach Enslin and my water is right up in the top nut and my pressure right on the red mark. With regulator wide open for the heavy climb to Enslin summit we look back down the line and see no trace of any following trains indicating the Red Devil is still well off our tail. As we climb on up the steep bank 3654 is steaming even better than required and I stop firing. This does not stop her pressure gauge creeping up even more over the red mark. With injector still pumping and a full glass of water I open the firebox door. I was hoping that this would bring the steam pressure down but no, the pressure just keeps rising and rising. Last thing I want is the safety valves blowing off. This will cause priming and once that happens all speed and power will be lost and you will have a very angry driver. With safety valves on the verge of lifting we continue steaming up the bank with the engine working very hard to maintain speed. My brain is now working overtime, too much steam! too much water! If I take off the water the safeties will lift. If I feed anymore water the boiler will prime. I am at a total loss. John then says, "Don't dare let those safety valves blow." I increase the water feed slightly but this does nothing to reduce the steam pressure and low and behold the safety valves lift and the engine begins to prime all over the place. John opens the cylinder cocks and eases the regulator and lets the cut-off out slightly. "What the hell are you doing? You stupid idiot, now we have lost everything!"

With speed right down to about 20kph I open the blowdown valve to reduce the water level in the boiler and give the fire another round of fresh coal. I then speed up the flow of oil in the lubricator after the priming. We plod over the summit and race down the other side. Approaching Belmont again all is green and with the boiler back to normal John has her wide open and 3654 is racing along in full stride. While we were cleaning fire at Orange River the Red Devil pulls up alongside us. JJ (RD's driver) shouts across to us, "Hoe f####n vinnig ry julle?" (how f####ng fast are you lot going?).

We left ahead of the Red Devil and again were flying along at a mighty speed. 3654 wheels were going like mad as we flew through Kraankuil at 80kph plus. We eventually got signalled into the loop at Potfontein and the Red Devil came racing through on the main. The rest of the trip to De Aar went great and the next day we coupled up to 15CA 2828 and worked a 44 wagon, 2000 ton, container train back to Kimberley without any problems. 3654 was a very special engine in my life on steam. I had some really great workings with her on the De aar line. Now she lies dead in Kimberley — I suppose last but not least she still survives!

Richard Niven (20/01/2005)



Die nuwe entoesiaste sukkel om die perfekte hoek vir hulle 'n Moeë Michael hou weer sy lyf model hierdie keer vir 'n foto's te kry. Hulle het al van 5h00 geskiet! Foto: *Lukas v Niekerk* kategorie wenner v an die klub-kompetisie. Foto: *Robert Johnson*

Blast from the Past

UK supporter, Alan Crotty supplied this month's Blast, unfortunately this scene would be difficult to recreate due to the state 2916 is in at Monument station. He writes:

"Oil burning 15F #2916 heads South with the setting sun behind it during the Cape Province Explorer II on 1/6/1996."

This photo has won *Photo of the week*, *Screener's Choice* and *1st in People's Choice* on the RailPictures.Net website. Anyone with previous knowledge knows that this is quite an achievement as the general quality of photos are excellent. Go and have a look at Alan's album on RailPictures at <http://www.railpictures.net/showphotos.php?userid=11955>, there's also some excellent photos on the WHR!



Photo taken by: Alan John Crotty

Opkomende Verjaarsdae:

The Friends of Atlantic wishes our chairman, Brett Radloff (27th) and member, Ian Goldie (25th) a very happy birthday and a joyous year ahead! Mag al daai stokke reg getrek wees gedurende die jaar wat voorlê!

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Steam Gala:

Steam-in-Action will be hosting an 8 day long **Narrow Gauge Steam Gala** at Sandstone during April 2011. SIA writes, "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