

JULY
2013

information

Newsletter of the Cape Western
Railway Society.
(Branch of the Railway Society of
Southern Africa)

NOTICE BOARD by Mavis Ridgard

MEMBERSHIP : There are still a few membership subs due. Please check your membership card, it should read valid until 31/03/2014. It is great news that we have recovered 99% of our membership. **THANK YOU**. We do encourage members to introduce a friend. We do need to build our society.

ATLANTIC RAIL : The 16DA is now rail worthy, and will be doing a trial run to Stellenbosch probably double headed by the 24 class sometime in July. This should be something to see. Unfortunately no passengers will not be allowed onboard.

TRIPS TO SIMONS TOWN : Trips are as follows : RIPS

4 August 2013
8 September 2013

25 August 2013
29 September 2013

**YOUR
SOCIETY
NEEDS
YOU**



PRESERVATION JUNE 2013

The Site : Winter is here and so are the weeds. The Trust will be arranging for a garden service to clean up the site on a regular basis.

PUG : No work done on this locomotive recently.

Coach 290 : Work on this coach is proceeding steadily. Painting on the north facing side is on-going. The south facing side of the roof has been cleaned, patched, sealed and painted. The roof has also been patched and painted, thanks to Dawie and his grandson JC.

Coach 1825 : Work



on this coach will not resume till summer is with us again. A tarpaulin has again been placed over this coach to protect it from the weather.

6J 641 : A lack of manpower and bad weather is retarding any work on this loco.

OZ Wagon : No work done on this wagon lately. Still needs a few planks fitted.

Coach 1555 : No work done on this coach recently.

EC Rees : Rust treatment and painting is on-going.

THF Locos : Bay Steamers are continuing to prepare the 16D and 15F locos for eventual moving to their site elsewhere in Epping.

NEXT BRANCH MEETING : TUESDAY 6 AUGUST 2013
ENTERTAINMENT : DVD ON YORKSHIRE STEAM

Opinions expressed or information supplied, are given as accurately as possible and producers and subscribers of this newsletter do not hold themselves responsible for any misinformation or errors whatsoever.

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THIS AND THAT by Malcolm Ridgard.

It was in August 2005 that I commented in the Newsletter about a subject which affects the preservation groups in our land. I think it is worthwhile to quote verbatim an extract of the article as published those many year ago.

“Spoornet seems to look upon the preservation groups as a rich source of revenue. Just one example : coaches that they have taken out of service and are probably destined for the scrap yard are not offered to us for a knock down price. They charge us full price.

We realise that Spoornet is a business and profit is their priority. We are not asking for charity, just some consideration for what we do, promoting interest in railways. It is time Spoornet realises that we are beneficial to their business.”

So what has changed over the intervening years between 2005 and 2013? Only the name I'm afraid! If anything, the situation has got worse. Just a good example : Atlantic Rail are sorely in need of steel bodied coaches to take their operation to the future. There are coaches standing at Worcester. There is the surplus stock standing at the George museum. The sad truth is that all this stock is deteriorating by the day. All efforts to buy these coaches seems to fall on deaf ears. It is time the railways were taken out of government hands, and let the private sector show the country how to run a railway.

SOUTH AFRICA LOOKING AT HIGH-SPEED TRAINS : According to South African Department of Transport (DoT) deputy director-general for integrated transport planning Mawethu Vilana, quoted in Business Day, consultants are to be briefed before the end of 2013 to undertake a feasibility study into running long-distance, high-speed passenger trains. The Durban to Johannesburg route is specifically mentioned. Cape Town to Johannesburg (with intermediate stops) is “also mooted”, as well as Polokwane to Gauteng. It is accepted, Vilana says, that a wider gauge will be needed than the current 1,067mm.

[The implications go much further than gauge. Topography between the Drakensberg and Durban, for instance, may require much of the line to be in tunnel. Gautrain, with only 15km in tunnel, was to cost R7 billion but is ending up at over four times more. Go figure. – editor, Railways Africa.

From : Railways Africa

CAPE TOWN METRORAIL SERVICES CURTAILED :” Cape Western Metrorail regional manager Mthuthuzeli Swartz explains that he needs 88 commuter trainsets to operate 688 scheduled trips daily. Under normal circumstances, between three and five sets are sufficient to cover routine maintenance and breakdowns, but none are available at present. For this reason, five sets have been withdrawn from daily use. This means that a number of trains listed in the public timetable will not run until further notice.

Among factors affecting the situation, Swartz points to 10 coaches destroyed by fire over the past year.

Other reasons for service delays currently include water seepage in areas with poor drainage and he told the Cape Argus of sewage being “dispensed” onto the track alongside informal settlements in the Nyanga-Philippi section.

Recently there have been electric power outages in the Lenteguur, Bonteheuwel and Langa areas, and instances of trees blowing down on the line. Some delays resulted from goods trains colliding with cattle.

Commuters are advised to check service changes at www.gometro.co.za

From : Railways Africa

SOUTH AFRICAN STEAM TOUR NOV 2013 : The provisional programme for a South African steam-hauled tour train to run from 16 to 26 November 2013 is as follows:

On 16 November, participants are to be welcomed at Johannesburg's O R Tambo International Airport. There will be a short ride on Gautrain to Rhodesfield, where travellers will board the steam train for the first leg of the excursion to Reefsteamers' home base in Germiston. Trips on the following lines are planned:

- Germiston to Koster (beyond Magaliesburg) and return to Germiston
- Germiston to Pretoria and return
- Pretoria to Cullinan and return to Pretoria
- Pretoria via Germiston to change locomotives, then direct to Bethlehem in the OFS.
- Bethlehem to Ficksburg with different steam traction, then return to Germiston.

Highlights of the tour will include:

- Photo run-pasts at carefully selected strategic locations
- Visits to some of the remaining working steam depots in South Africa.
- Travel to Sandstone Estates, a private farm that is home to the world's largest 610mm gauge collection, with its own extensive railway.
- A visit to the Pilanesberg National Park and the opportunity to see lions and other wild life.
- Tasteful South African and African cuisine, and a selection of South African wines.

Further details and announcements will appear on: www.sarsteamtours.com

Funds generated from this and other proposed tours will be channelled towards South African rail restoration and preservation projects.

From : Railways Africa

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TRANSNET TO EXPAND HEAVY HAUL OPERATIONS : State-owned transport group Transnet has confirmed plans to develop a third heavy haul rail corridor to serve a new deep-water port at Ngqura near Port Elizabeth, in addition to its existing Sishen – Saldanha iron ore line and the Coallink corridor serving Richards Bay.

Transnet Freight Rail is expected to invest R10.8bn in the project between 2012-13 and 2018-19, as the first phase of a combined rail and harbour expansion package costed at R27bn in total.

The 1 003 km corridor is to be created by upgrading existing lines, in order to connect the extensive manganese mining complex near Hotazel in Northern Cape province with the Indian Ocean at Ngqura. At present, TFR is able to haul around 5.5 million tonnes a year of export traffic over the route, but this will be raised to 12 mtpa by mid-2017 and eventually to 16 mtpa. Track is to be upgraded to accommodate 26 tonne axleloads, while passing loops will be lengthened to take 208-wagon trains; some sections will be double-tracked.

The entire route is already electrified, at 3 kV DC on the northernmost 343 km from Hotazel to Kimberley and 25 kV 50 Hz on the remaining 760 km from Kimberley to Port Elizabeth via De Aar and Cookhouse. Unlike the Richards Bay line where locomotives are changed en route, the new corridor is to be operated with dual-system locomotives.

Meanwhile, TFR Chief Executive Siyabonga Gama told the 12th Coaltrans Southern Africa conference in May that Botswana's Mmamabula coalfields would be linked to the Richards Bay line within seven years. Feasibility studies are underway for a cross-border link which will connect the area with TFR's existing branch to Lephalale, in South Africa's developing Waterberg coalfield. Trains would then run via Thabazimbi and north of the Gauteng region to reach the Coallink corridor at Ogies in Mpumalanga province.

TFR recently began running three 35-wagon coal trains a week from Botswana to Durban, using its existing line via Gauteng, of which two are formed from TFR wagons and one uses Botswanan rolling stock. Traffic is expected to increase to six trains per week by September.

According to TFR, a record 69.2 million tonnes of coal was carried on the Richards Bay corridor in the financial year to March 31 2013. Capacity on the route is due to be expanded to 95 mtpa by 2018, with a short-term target of 81 mtpa. Construction of a link to the Swaziland rail network will allow non-coal traffic to be diverted off the coal line in order to release additional capacity. The route was closed between May 14 and 25 for heavy maintenance work on key sections, including the busy single-track section at Overvaal.

From : Engineering News

THIS MONTHS CHUCKLE

Another great one liner from Bob Hope :

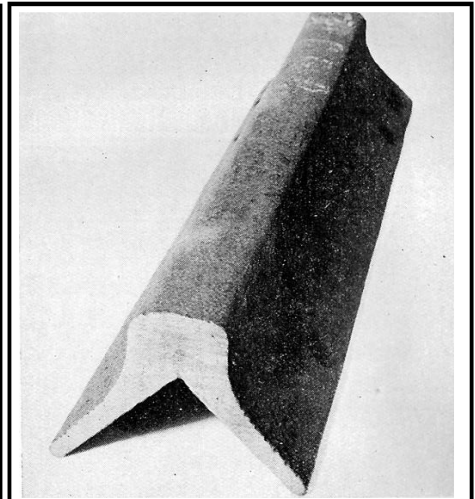
Asked on his 80th birthday if he still chased girls, he replied : "Oh yes, but only when its downhill".

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Thornycroft single decker in maroon and dove-grey livery for JHB - Alberton service.

Photo : SAR



A section of a rail laid in the original Cape Town - Wellington Railway.

From : GUBBINS AFRICANA MUSEUM

WORLD SPEED SURVEY 2013: CHINA SPRINTS OUT IN FRONT : China continues to set the pace in the global rail speed stakes, with its fastest trains achieving average point-to-point speeds more than 40 km/h faster than any other country, according to Railway Gazette's latest World Speed Survey. Authored this year by Jeremy Hartill of the UK's Railway Performance Society, the biennial survey appears in full in the July issue of Railway Gazette International.

The survey compiles in tabular form the fastest timetabled start-to-stop journeys between different pairs of stations in countries around the world. Most of the fastest timings occur between intermediate stations, where average speeds are not impeded by slow approaches to major city hubs. Looking at the overall results, China, France, Spain, Japan and Taiwan form the 'champions' league with their best start-to-stop timings averaging more than 250 km/h.

First place goes to Chinese Railways, which operates 22 trains daily over the 248 km between Shaoguan and Leiyang Xi in 47 min at an average of 316 km/h. Europe's fastest trains remain SNCF's TGV services on LGV Est linking Paris with Strasbourg and other towns in eastern France; TGV 5425 sprints the 167.6 km between Lorraine TGV and Champagne Ardenne TGV in 37 min at 271.8 km/h. Meanwhile, Spain overtakes Japan to take third place.

In total, nine countries now operate trains at average speeds higher than the once-hallowed 200 km/h mark. Turkey's two-line high speed network is the latest to make the cut, with four trains averaging 203 km/h.

Elsewhere, Russia's Sapsan service between Moscow and St Petersburg records the fastest timing for trains running over an upgraded conventional line; train 162 achieves a 194.5 km/h average between Bologoye and Chudovo. In the United States, Amtrak's Acela Express tops the speed charts, with three services sprinting between Wilmington and Baltimore Penn on the Northeast Corridor at 169.4 km/h.

Perhaps surprisingly, Britain's two fastest runs are found on the conventional network, with East Coast's 18.55 York to Stevenage pipping Virgin Trains' 19.42 Stafford to Watford Junction to the top spot with an average of 176.6 km/h for 259 km. Southeastern's fast commuter services on High Speed 1 take third place with a best timetabled booking of 173.1 km/h.

At present there are no high speed trains in Africa, although one route is under construction in Morocco. Today, the fastest passenger services in Africa are the four daily trains between Oran and Alger, which average just 105 km/h for the 421 km journey.

The survey also throws up some startling comparisons, none more striking than Chinese Railways' G79, which averages 278 km/h for the 2 298 km between Beijing and Guangzhou with three intermediate stops. Compare this to Amtrak's Silver Meteor, which ambles the 2 224 km from Penn Station New York to Miami in 27 h 40 min at just 80.4 km/h with 18 stops.

China continues to rewrite the rules on high speed rail, as trains compete with air over ever greater distances. In the rest of the world, developments more closely reflect the trade-offs between distance, capacity, speed and operating costs of each particular network. Hartill suggests that the world's high speed routes are likely to consolidate into distinct speed bands ranging from just over 200 km/h to 350 km/h or higher.

The full speed survey is available in the July issue of Railway Gazette International, available now to subscribers in our digital archive. It can also be purchased as a single issue via our tablet app, available in both the Apple iTunes store and on Google Play.

From : Railway Gazette [www.railwaygazette.com]



Going to sea by rail: An eastbound Union Pacific freight begins the long trek across Great Salt Lake at Lakeside, Utah, as the end of the train in the foreground is about to leave terra firma for the long 20-mile trip across the causeway. A wood trestle used to carry the line straight across in front of the train, but was later replaced with the fill that now zig-zags 1,500 feet to the north. Promontory Peninsula and the Wasatch Mountains dominate the background, with Ogden located between them.

From : RailwayPicturtes.net

Photographer : Mike Danneman

From : Engineering News

MINUTES OF THE BRANCH MEETING OF THE CAPE WESTERN RAILWAY SOCIETY

DATE : 4 June 2013 VENUE : Live Steamers Clubhouse, Parow
TIME : 19:45 PRESENT : 9 Members
APOLOGIES : K. Robertson, D. Kuyler, A. Thomson 1 Visitor
PREVIOUS MINUTES : AGM : Proposed: J. Hopkins, Seconded: M. Ridgard
BRANCH MEETING : Proposed: M.E. Ridgard, Seconded: F. Rieger

MATTERS ARISING: None

AGENDA

AGM REPORTS

F. Rieger reminded the Chairman that these need to be sent to Members.

ATLANTIC RAIL

The Chairman reported that they have brought their trips forward because of track maintenance. The 16DA is to run on the first Saturday in July as a test run with the 24 Class in light steam hooked on as a backup in case something goes wrong and with 2 crews. The work on the 16DA is almost finished and it is almost ready to run. Robin Vice is a steam fitter. We will need his services to get Millie up and running. There is nothing much happening with the 6J at the moment, apart from F. Rieger dealing with the rust. With the diesel we need to get the names of the people who offered to repair it for us. PPC do shunting training as does Newlands Brewery.

J. Hutton to find out where they do their training. Mac Steel also offer diesel driver training.

TRUST MEMBER

J. Hutton told the meeting that K. Robertson is not doing very well health wise at the moment. He advised Members to be patient.

OTHER CLUBS

The Chairman informed those present of what is happening with other clubs all over the country. He also mentioned a trip to Wellington in November, with the DA pulling the train.

PREMIER CLASS

This is currently running from Port Elizabeth to Jo'burg once a week. M. Ridgard suggested that we look at going on this train for a holiday. Perhaps utilizing a special price offer, if any. F. Rieger to look into this.

FACEBOOK

We were asked why we do not have Face Book. The Chairman is trying to get this up and running. The Society will benefit from more exposure. It was suggested that F. Rieger manage it for the Society.

The Meeting closed at 20:30

ENTERTAINMENT: A video showing the 24 Class being brought from Touws River to Cape Town.
