



The Atlantic Meyl

The Official Newsletter of Friends of Atlantic Rail

FRIENDS OF
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Atlantic Rail

Vol 3, No. 4 April 2014

EDITOR'S NOTE

BREAKING NEWS!!

Greetings members to this edition of the Atlantic Meyl, a jam-packed edition filled with lots of good reads. But before we get to the meat of the newsletter, we have some great news to share with our readers. Over the period since the last newsletter was released, Atlantic Rail received the paperwork that they have been waiting for to run the 16DA, No 879.

This means that all that stands in the way now before we can use 879 on our Simons Town day trips, is a test run to ensure the locomotive is ready for use. Details of this test run have not yet been confirmed, but it will hopefully be soon.

In other news on the locomotive front, our regular 24 class, No. 3655 has passed it's annual visual boiler inspection. Thanks to our fitter Robin Vice, and welder Alfie Geldenhuys, 'Jenny' is now back in action and is riding the rails again!

We have the first of a few new regular columns in this months newsletter. Matt Raubenheimer has compiled the first of 'The Railway Files', in which each edition he will be writing about a different aspect of railway interest. Stefan Andrezejewski has also started his new column 'Modeller's Corner'. So a big thanks to Matt and Stefan for their contributions, and we look forward to many more of them.

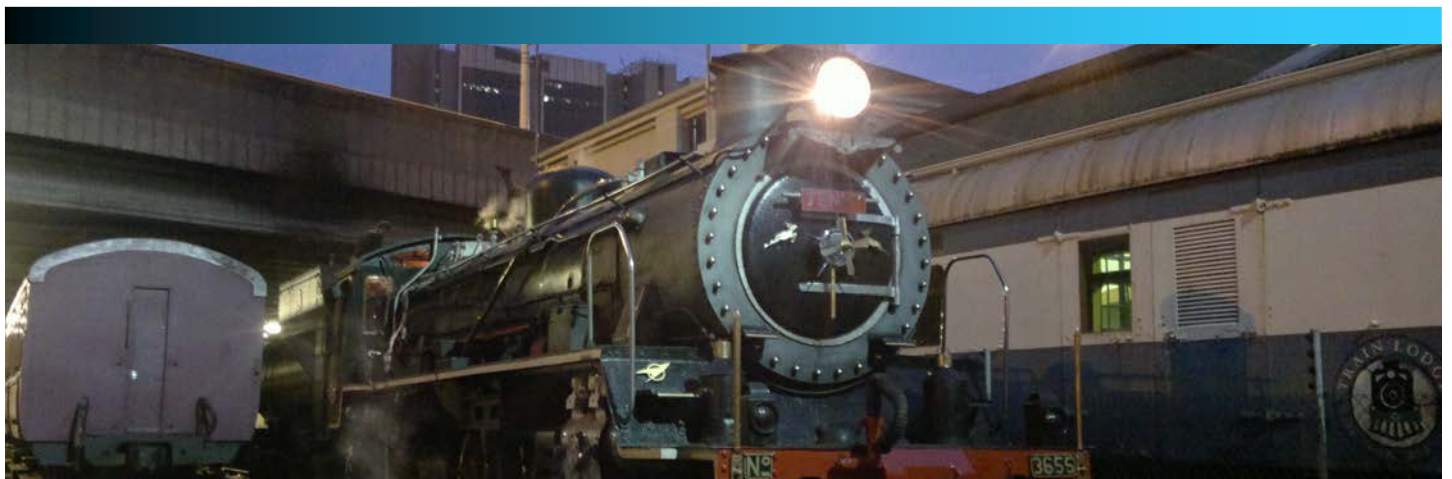
We also stray a bit from our 'steam alliance' in this edition and have a very informative article by Wayne Nauschutz of the diesels on the railways through the Swartland. Rest assured readers that this won't be a regular occurrence, and under no circumstances will we feature articles on 6E1's!!

That is enough of an introduction, so let's get into the body of this edition. Enjoy the read!

Brett Radloff, Editor

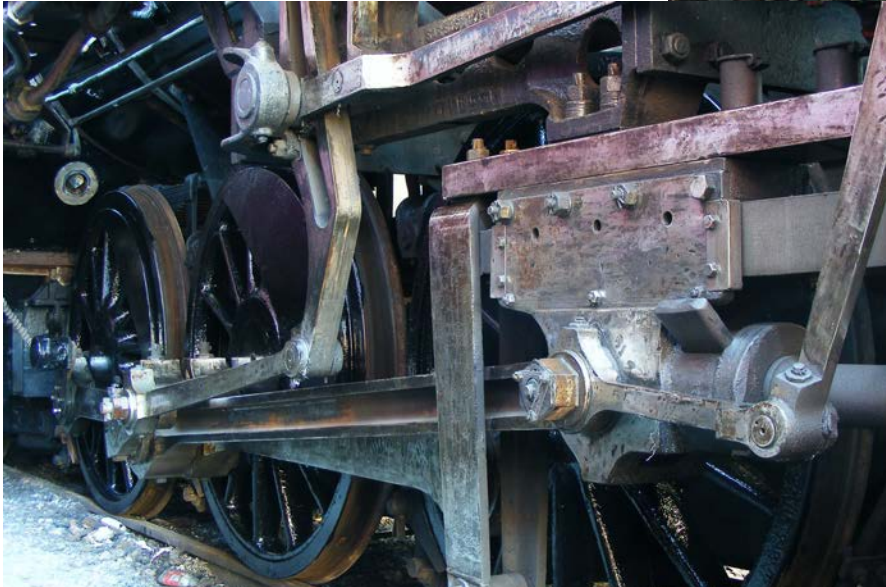
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NEWS FROM THE PLATFORM

Given the news that 879 will soon ride the rails, much attention has been given to this loco. Although mechanically the locomotive has been ready for some time now, there was still much cosmetic work to be done. So in the time that we were not running trains, some of the members got together and started finishing off the cosmetics of the loco. Not only did the loco need a second coat of paint on it's boiler and tender, but there were many other 'fiddly bits' to be painted, such as the wheels, the frames, bufferbeams and cowcatchers, as well as many more other areas. These so called 'fiddly bits' are the most time consuming areas to be painted, and so, together with Atlantic Rail's security team, the locomotive was repainted over a period of a few weeks. Although not 100% complete, the loco is almost ready and is looking great! A big thanks to everybody who has helped to get the locomotive looking so spectacular!



SPECIAL REPORT

THE RAILWAYS OF THE SWARTLAND

By Wayne Nauschutz

The Swartland

Forming part of the Cape Wine Route and not very far from Cape Town, the Swartland is a small farming district reaching from the Paardeberg in the South to the Berg River in the North. The area is well known for its A grade wheat, good wines and of course its unbearable heat.

The region also offers very interesting railway activity, with all year round blue skies, unlit ballast and no overhead catenary it doesn't take much to bag that perfect photograph. Also, with plenty of cuttings, bridges and a small depot in Klawer a photographer is spoilt for choice and seldom do you need to travel far to find a train.

A nice shiny 35 class, No. 35-486, on a short freight near Moorreesburg.



Bitterfontein Branch Line

Branching off from the Western Cape main line at Kraaifontein, the line passes small settlements such as Klipheuwel and Wintervogel until reaching the junction at Kalbaskraal.

The Kalbaskraal junction has two routes, the first heads West and passes under the N7 near Chatsworth and then continues to Saldanha in the North passing small towns such as Darling and Hopefield.

The other route heads North on to Malmesbury, Moorreesburg, Piketberg, Eendekuil, Graafwater and then Klawer Locomotive Depot. Klawer is a small single shed depot that is home to seven 35 Class diesels. The depot has enough

space to stable six engines undercover and has basic maintenance and fueling facilities.

After Klawer the track continues North towards Vredendal and passes underneath the Sishen-Saldanha line near Lossand before reaching Lutzville. Lossand also has a junction so that Sishen trains can gain access to the branch line and vice versa. The line then finally continues on to Bitterfontein.

Bitterfontein is the railhead for the Kraaifontein-Bitterfontein branch line and in total the section is 460 kilometers long or approximately 360 kilometers by road.



35 Class diesels shunting and awaiting their loads at Moorreesburg.



An empty coal behind three class 34 diesels near Koperfontein on the Kalbaskraal—Saldanha section.

Locomotives and Rolling Stock

The section is mostly worked by 35 Class diesels of the 35-000 and 35-400 series. These locomotives were designed by General Electric and manufactured in South Africa by Dorman Long Locomotive. The first batch being delivered in 1972 and the last in 1980. Both sub classes belong to the same model GE U15C and furthermore share the same components.

The 35-000 and 400 are rather small locomotives, weighing in at 82 tons and only 15 meters in length, giving the locomotive its very stocky appearance. The saddle hood modification that appears exclusively behind the cab of the 35-000 is one of the few distinguishable differences between the two. The other recognisable difference being the placement and size of cooling vents.



In recent times the 34-000 has also made an appearance on the branch, and with the introduction of the 43 class on the Sishen-Saldanha iron ore line many are being displaced to other areas. The 34 is a much larger locomotive, designed by General Electric and the majority of the class being manufactured in South Africa by Dorman Long. This engine is powered by a huge four stroke turbo-charged V12 and generally the little 35 class is no match.

Drivers on the line often complain that the 35 is very under powered and heavy on fuel and most prefer the larger more powerful 34 class. I personally prefer the 35 class, their four stroke turbo-charged V8 delivers a very unique tractor like chugging sound unlike their 35-600 cousins and the 34 class.

Shunting in the PPC Cement complex, De Hoek.

On a personal note my favourite locomotive on the Bitterfontein branch is 35-070. This locomotive was the last of the 35-000 series to be produced and is always clean, also 070 is fitted with a saddle hood that gives the series its rather unique appearance.

On a personal note my favourite locomotive on the Bitterfontein branch is 35-070. This locomotive was the last of the 35-000 series to be produced and is always clean, also 070 is fitted with a saddle hood that gives the series its rather unique appearance.

Wagons

These are the most common but not the only types that appear on the section.

The CSJ is an open hopper wagon and is by far the most commonly used wagons in the area. Often used to transport dolomite from De Hoek and Moorreesburg to the ArcelorMittal foundries in Saldanha. Due to the nature of Mittal's tipping equipment these wagons have to face the same direction and can only be tipped to one side.

Once the train reaches Kalbaskraal it cannot simply proceed through the triangle to Saldanha. The train needs to first proceed into the nearby siding where the locomotives will uncouple, do a run around and then pull the train from the other end on to



Wayne's favourite locomotive, 35-070, waiting for it's train to be loaded at Moorreesburg.

Saldanha.

The CSJ is also used to transport coal and slag up to PPC Cement in De Hoek. The coal is used in the plant to fire their kiln's while the slag a byproduct from Mittal becomes an ingredient in the cement.

The FZJs are closed grain wagons with ejection chutes on either end as well as swing doors on the sides, they get loaded through hatches in the roofs of the wagon and can be seen just about anywhere in the Swartland.

The DZ series are open wagons with drop sides. They along with the CSJs are used on the various dolomite loads as well as slag, sand and the short four or five wagon granite train from Bitterfontein.

DKJs is an open wagon used for various miscellaneous items that are usually palletised.

OLJs is a closed box car with large sliding doors commonly seen at De Hoek with bagged cement.

The XB tanker is used for bulk cement, slag and lime.

The XJ tanker series is very scarce on the section and as far I know is only used for diesel fuel at the Klawer Depot.



A Cat 918F wheel loader loading dolomite at Moorreesburg.



Crossing the Berg River Bridge at Moravia.

The VLJ is a commonly sighted brake van used on the granite train.

Conclusion

As a whole the line sees good amounts of traffic especially on a rail network that is known for its branch line closures. Sadly, it has seen its fair share of neglect and this is most evident on corners and turnouts where it doesn't take a scientist to notice that the rail profile is horribly worn.

It's also a stark reminder of what the rail network in S.A. once was, and could be again if the correct people were to drive the matter. Any country would be privileged to have a rail network the size of ours! Surely in a country this vast no other long haul transport solution can offer you what the railways can.



A trio of 35 class diesels running light loco across the Bergriver Bridge at Moravia.

THE RAILWAY FILES

THE 16TH CLASS

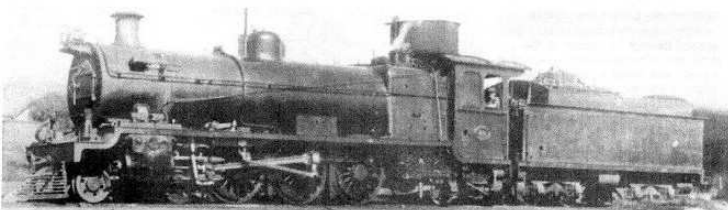
By Matt Raubenheimer

In this, the first edition of my regular column, I will be examining the South African Railways 16th Class, undoubtedly the finest of the SAR's 'Pacifcs'. The idea behind this column is to examine various aspects of the railways to give members (and myself) a broader knowledge of the industry that we all find so fascinating. We will examine different locomotive classes, railway operations and history, as well as a selection of miscellaneous subjects.

With our Class 16DA coming into service, now would be the ideal time to have a look at the 16th Class, South African Railways' finest line of passenger locomotives from the original Class 16 right up until its apogee - the Class 16E. The 4-6-2 'Pacific' wheel arrangement is not one typically associated with the South African Railways. The 4-8-2 'Mountain' arrangement is far more typical of our steam locomotive heritage. In countries such as Great Britain, the 'Pacifcs' ruled the rails with their large driving wheels, high speed and sleek elegance. The 5th, 10th and 16th Classes were the most significant South African 'Pacifcs,' and the 16th Class achieved the greatest longevity and development.

The original Class 16 locomotives were delivered in 1914, for fast passenger service from Johannesburg-Pretoria and Johannesburg-Volksrust. These were later rebuilt with Watson standard boilers and reclassified as Class 16R. The next development, the Class 16A was extremely unusual amongst South African locomotives, in that it had four cylinders instead of the

The original class 16



usual two-cylinder layout used on our railways. Their biggest disadvantage was that access to the centre cylinders was difficult. In addition, no doubt certain members of our club would have taken exception to the locomotive not only having six driving wheels, but four cylinders as well making it appear far too British! Only two of these were built, and they served from 1915-1945.

The Class 16B was almost identical in appearance to the Class 16, apart from a wider cab. The Class 16C was also largely similar, apart from the addition of a combustion chamber to the boiler. The Class 16B and 16C were both later rebuilt with Watson standard boilers and reclassified Class 16CR. After they were superseded on passenger duties, the Class 16R and 16CR continued to serve in varied roles until 1976.



No.805 after being rebuilt back to Class 16B for plinthing at Johannesburg Station, in honour of William Smith. Pic Malcolm Best



Class 16CR No. 813 at Durnacol. Pic Malcolm Best

The Class 16D, often referred to as 'Big Bertha,' were first delivered by the American company Baldwin in 1925. These locomotives were significantly larger and more powerful than the earlier variations of the 16th Class. These locomotives combined the traditions of South African steam traction with the latest engineering practices from America. 16D No. 860 set a world record by hauling the Union Limited single-handed from Johannesburg to Cape Town in 29 hours in 1926, a distance of 1,539km! Those FoAR members who have visited Cape Western's site in Epping would very likely have seen No. 860 stored there - a very historic loco which hopefully can join 879 in returning to the rails one of these days!

The Class 16DA was largely similar to the 16D, however, they had redesigned frames similar to those on the Class 15CA. The first batch was delivered in 1928, some being built by Baldwin, and others by Hohenzollern in Germany. Another batch of 16DAs was supplied by Henschel with a new boiler designed by the recently appointed Chief Mechanical Engineer of the SAR A.G Watson, with a wider firebox in order to improve the steaming characteristics. These locos, with their wide fireboxes were given the nickname 'Boepens' (Pot Belly). One of these locomotives, our 879, was originally fitted with Caprotti valve-gear for test purposes. This valve-gear made use of camshafts and poppet valves, rather than piston valves. It ran with this valve-gear for 11 years, but it was refitted with standard Walschaerts valve-gear in 1940 after the Caprotti valve-gear had been deemed unsuitable for South Africa.



Class 16DA No.879 at Orange River.

Pic Malcolm Best

In their heyday as South Africa's premier passenger locomotives the Class 16DAs hauled the prestigious Union Limited and Union Express trains. If only we could experience that type of high speed mainline operation with our Class 16DA! The 16DAs were successful and attractive locomotives, however there was still one more chapter in the development of the 16th class.

Arguably the most glamorous locomotive ever to grace South African rails was the Class 16E. Designed by A.G Watson, these locomotives are best remembered for their 6-foot driving wheels, which may not be particularly remarkable on passenger locomotives overseas, but they were by far the biggest driving wheels ever on an SAR locomotive, and

the largest on any sub-standard gauge locomotive worldwide, SAR's standard gauge being 3'6" as opposed to the international standard of 4'8½". Another factor in the impressive appearance of these locos is that the boiler is situated unusually high above the rails. This necessitated the use of a domeless boiler, and if you look at the safety valves, they are not mounted vertically in the usual way but at an angle on the upper sides of the boiler. Six of these long-legged ladies were delivered in 1935 and became the SAR's locomotive of choice for express passenger trains, having extremely free running characteristics and high speed performance. This free-running was attributed to the valve gear, which was the rotary-cam type that had been successful on the Class 19C and was also later used on the Class 15E.

Several examples of the 16th Class are still in existence. 16B No. 805 was plinthed outside Johannesburg Station for many years, and was later moved to the Outeniqua Transport Museum in George where it remains today. 16CR No. 816 was displayed in the Heidelberg Station Museum, which closed in 2003 but the locomotive remains at the station under cover. As mentioned earlier 16D No. 860 is stored at Epping in reasonably good condition. 16DA No. 850, one of the earlier versions without the wide firebox, is plinthed in Theunissen. Wide firebox 16DAs Nos. 876 and 878 are located in Bloemfontein. Our 16DA No. 879 is the only one in operational condition. Two 16Es survive, Nos. 857 and 858 and stored in Bloemfontein and Kimberley respectively.



Class 16E No.858.

Pic H.G.Graser

References:

- DF Holland: *Steam Locomotives of the South African Railways*
- David Bourne and Leith Paxton: *Locomotives of the South African Railways*
- A.E Durrant, A.A Jorgenson and C.P Lewis: *Steam on the Veld*

MODELLER'S CORNER

By Stefan Andrzejewski

My fascination, no obsession, of trains started when I was four. My first train trip to the then Salisbury got me hooked. Riding through the Hex River with this monster of a green loco had me standing on the seat hanging out of the window. (It must have been a 4E). Then the next morning I found this big black giant pulling us. (Presumably a condenser) and so the whole journey was conducted in this fashion.

The following year my Mother took me to a model display at the old Drill Hall. I only knew one thing from that date. I wanted one. My 12th birthday came, and my Father relented and bought me a Lima set from Jack Lemkus.



Stefan's very first model, now over forty years old and still running

That first loco, now over 40 years old, I still have and it is still running.

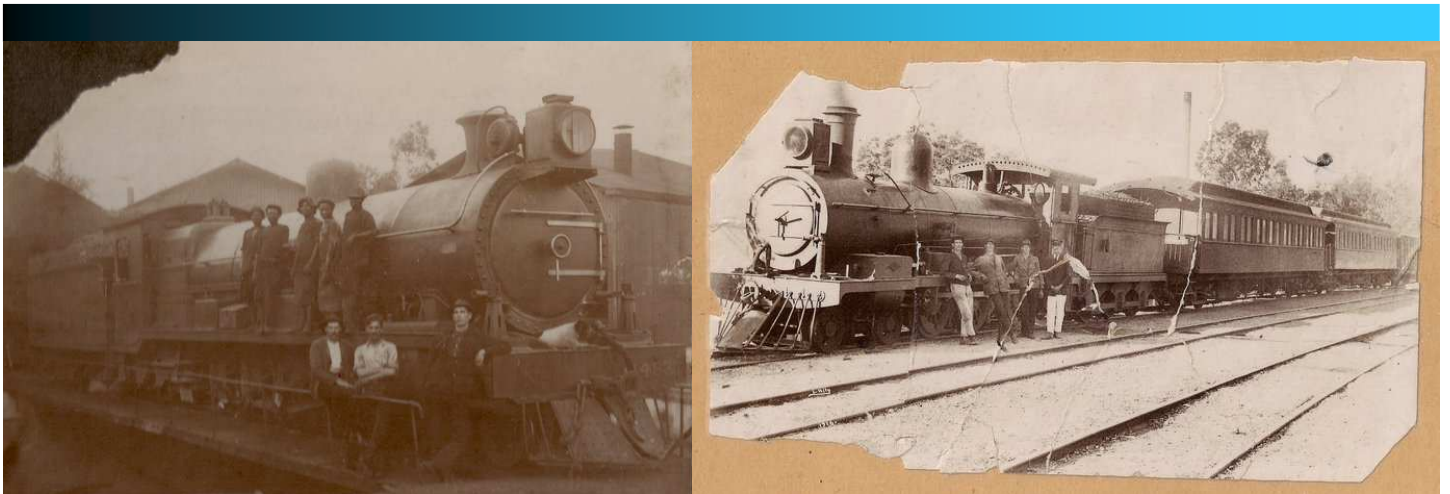
The set grew quickly. Family members found it easy to buy birthday and Christmas presents for me. Some item for my train set. At that stage Lima was sold all over. By the time I was drafted into the SAAF I had built up a small collection and layout measuring 3m by 1.5m. It took up most of my room. While away, my Fa-

ther lifted the rails and got rid of the board and packed it away.

When my Mother sold the Mowbray house in 1995, Chris found my trains and said that we had to take it home. I had actually forgotten about it. From that date it just grew and grew. At present I have 32 locos, almost 100 passenger coaches and countless freight with over 200m of track.

Over the months ahead I will share stories and photos of all my trains. I tell you this, I could give Shosholoz Meyl a good run for their money.

I know that there are members of FoAR that also collect and sell Model trains of all sizes. I would like to encourage them to share their stories and photos of their collections in this slot.



FoAR member Keith Brown met Christa Lindsay on Fish Hoek beach the other day, and got chatting about trains. It turns out that her great grandfather, George Cox, was a driver many years ago. She sent us these two photo's of her great grandfather, and his brother Walter Cox with their locos. The photo on the left was taken at Komatipoort, and looks to be an original class 3.

A man and his wife check into a hotel. The husband wants to have a drink at the bar, but his wife is extremely tired so she decides to go on up to their room to rest. She lies down on the bed... just then, an elevated train passes by very close to the window and shakes the room so hard she's thrown out of the bed. Thinking this must be a freak occurrence, she lies down once more. Again a train shakes the room so violently, she's pitched to the floor.

Exasperated, she calls the front desk and asks for the manager. The manager says he'll be right up. The manager is skeptical but the wife insists the story is true. "Look" she says, "lie here on the bed -- you'll be thrown right to the floor!" So he lies down next to the wife.

Just then the husband walks in. "What," he says, "are you doing here!?!"

The manager calmly replies, "Would you believe it? I'm waiting for a train!" ☺

MEMBER PROFILE

Each edition, Atlantic Meyl will be taking a look at one of our members, in an attempt to get to know a little bit more about each other. This month we speak to Matt Raubenheimer, our club Membership Secretary...

Being a member of FoAR, you obviously have a passion for the railways. Tell us where you got your interest from, when you first became interested in it, and why...

"I was lucky enough to grow up within a stone's throw of a railway which gave me plenty of access to steam trains. This was in Hilton, when there used to be regular preserved steam operation. This fuelled my early fascination with trains and in particular steam locomotives. Looking back, I could kick myself that I didn't take full advantage of this when it was still around. They stopped operating around 1999, at the exact time that I became a member there, so I never had the opportunity to work on the trains in Hilton."

When did you join FoAR, and how did you find out about the club?

"I joined FoAR in October 2011. Sometime earlier that year one of my flatmates had spotted the train in Kenilworth station (Back then we lived about 200m from Kenilworth station). I was gobsmacked when I heard there was a steam train operating on the Simon's Town line. Over the next few months I saw the train coming past my window every second Sunday, and eventually I decided to find out who was running this train and get involved!"

The railways is a vast environment. Where does your main interest in the railways lie?

"Definitely steam locomotives! I have a general interest in railways, but it has always been steam engines that have really grabbed my interest. SAR locomotives are my favourite locos, of course, but I also have a great interest in British locos (sorry Brett!)"

Likewise, there are a lot of jobs within our operation. What is your favourite job on the train?

"I am happiest when I'm working on the locomotive itself. Whether it is firelighting, polishing, even trimming coal (or coaling trim as Marli likes to put it!) In the future I hope to train as a fireman, but for now my favourite job is definitely firelighting. It is extremely satisfying taking the locomotive from a cold, dead iron contraption to a hot, steaming, breathing, living machine."

Playing trains is only a hobby, what is your day job?

"In many ways, my job is also a hobby! I am a filmmaker, specialising in screenwriting and editing. I also occasionally direct my own films. I co-own a small production company called TH Films, and last year we made a short film called 'Five Minutes Till Noon' which was shot entirely on our train and has won a number of awards. I hope to one day make a full length movie involving steam trains...I am developing an idea for a murder mystery called 'The Wheeltapper' - obviously I was inspired by Robin when I came up with the title!"



Matt standing on the front of 'Winsome', Hilton's 15AR No. 1963, taken in 1990.

Do you have any other interests or hobbies?

“Throughout my life, trains and planes have vied for my attention. I love vintage aircraft in particular and used to work at The Shuttleworth Collection in Bedfordshire, UK. I have always been interested in model building, and do both railway modelling and building model aircraft kits. Of course I am also a bit of a movie buff, and love James Bond movies in particular. Ask me anything about Bond and I’m sure I could give you an answer, and probably about a two hour lecture to go with it!”

You are currently serving on the club’s Exco. Tell us what made you join the Exco, and if you have any specific aims for your upcoming term on the committee.

“In the last year or so I have tried to make an effort to increase my involvement in the club, so joining Exco was a logical step because I wanted to play a part of the background running of the club. I hope that during my term as membership secretary we will get many new active members for the club which should ensure a bright future for FoAR!”



An interesting comparison!! Above is Matt with his mom at the Scottburgh Miniature Railway in 1992. Below is the editor’s version, taken in the same year!!



Talk about backseat driving!!!

FOTR PHOTO GALA 2014

Every year Friends of the Rail in Pretoria, together with photographer David Benn, host a weekend steam photo gala. This very popular event is an overnight trip to Cullinan, and is run purely for photographers. The event starts early in the morning, with early morning photography at their Capital Park depot, with various runpasts being given for the photographers. The train then proceeds along the mainline to Rayton, which is the junction for Cullinan. This is where the runpasts begin. The train spends the rest of the day running up and down the branch, performing numerous runpasts at various locations. The first day then ends off with night photography at Cullinan, where the train spends the night. The following morning, the train again does runpasts on the branch, before returning back to Pretoria in the afternoon. The event is very enjoyable, and provides for unbeatable photographic and video opportunities.



Last year, a small group of FoAR members went up for the event, and had a great time there. As a result, there has been great interest expressed by many other members of the club who wish to attend this year. The date of the event has not yet been confirmed, but it is expected to be sometime during June. However, we need to start making the arrangements, such as transport and accommodation etc, as soon as possible. In order to make the arrangements, we will need a confirmation of how many people will be joining us this year. All the costs will be to your own account, but as yet the costs are not confirmed. A rough estimation of costs are in the region of between R3000 and R4000. This includes the actual event, flights and accommodation.



So, if anybody wants to attend the event, please send me an email at brett@atlanticrail.co.za, before 19 April 2014.

PHOTO OF THE MONTH

As a result of there being no February newsletter, this months edition includes two winners, one for the February competition, and one for March.

Our winner for February is Wayne Nauschutz, with his photograph of our train shortly after departure, taken near the entrance to Culemborg yard on 9 Feb.



Our second winner is Maria Wagener, who won the March competition, with her photograph of our train near Sunny Cove, taken on 30 March.



Congratulations to Wayne and Maria on their winning photographs. These photographs, together with the photo's from the rest of the year, will be used in the FoAR 2015 Calendar. A reminder that if there are members who would like to enter the competition who are not on Facebook, you can still enter by sending in your photographs to either myself or our Chairman, at the contact details at the end of the newsletter.

CHAIRMAN'S REPORT

Greetings members,

It's been a while since we last had a newsletter, with one edition skipped due to the cancelled trains in February and March. It's been tough on us all, missing our steam fix and just generally working very hard (read: fooling around all the time). But we are back with a bang, having just completed 2 successful trips to close off the month of March.

One thing I'd like to bring up and address, is the amount of folks that usually attend worksessions. As of late, only a handful of members will come out to do coaling, cleaning of coaches and general up keep of the train. In particular, coaling seems to be left for just a small group of guys, who seem to be the only ones willing to do the job. It's one of the more important jobs at our operation, as without coal, we go nowhere. One can understand that the older members may not be suitable for this. I've had complaints of late from one of those members, and I feel their complaint is well justified. It shouldn't be just a few guy's responsibility to do the coaling, because if those guys don't pitch, we have no-one to assist.

But it's not just at coaling that we struggle. There are numerous other times when we struggle for members at the worksession. Even to clean a coach, we have to stretch our members to cover all the required areas, and after a while, those members too will not come because they get overworked when at the station. That is a situation we as a club must prevent, because that is only going to divide our club.

Now I know, and I'm sure you all know, life does get hectic. Sometimes a Saturday is your only day to do your required business, and I too am in that situation. But we do need to make a serious effort to assist where we can. Even if you can only do an hour on a Saturday morning or afternoon, please do come through. We are not monsters (well, most of us aren't, anyway), so we won't chase you away... if you just want to polish the loco, or sweep a coach, or something small, let us know and we'll sort you out, no problem. We love seeing our train in such good condition in photographs and on Facebook, but we do need to put in the time to keep her looking that way...

This may not be the first time I'm bringing this subject up, but I hope I don't have to again... it's not nice to talk about these things, but sometimes we just need a small reminder...

Have a good evening further members.

Craig Kennedy, Chairman



THE REAR TRAIN MARKER

That's it for this month's edition of the Atlantic Meyl. Again, a big thank you to everyone who contributed towards it. Please don't forget to send your feedback in about what you think of the newsletter, any ideas or contributions you may have for it.

Next month we will include the second part of Matt's 'Locomotive Profile' series, make a return to our railwayana column, take a look at what Franschoek station looks like today, and have another instalment of our 'What We Do' column.

Until then, happy steaming!

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