

SEPTEMBER
2012

information

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

Notice Board by Mavis Ridgard

E-mail : .To cut costs with postage, those of you with e-mail will receive your newsletter by e-mail, unless you instruct us otherwise.

Atlantic rail Trips To Simonstown : The next trips are :

09 September 2012 and 23 September 2012.

These trips fill up very quickly, so take advantage of your membership price reduction and book early.

Break In On Site : There has been another break in at our site, and a lot of damage was done to our diesel engine. The Trust is investigating putting in a sophisticated alarm system.

=====

Preservation July 2012 by Keith Robertson

The Site : The site will need a general cleanup once winter is over. PUG : No work done on this loco recently but D.E. Smith has assured me that he will start as his workload ease's off.

Coach 290 : After almost a year since 290 was badly vandalised - new wooden air vents have been refitted in position. I would like to thank Mr Connolly for making up new frames for us - he also made new wood mouldings for us. Coach 1825 : Work will start on this coach soon as 290 is finished - also need a lot of work on the roof.

6J 641 : Work continues on this loco, mainly rust prevention. Windows still to be fitted as well as motion to wheels. OZ Wagon : No work done on this wagon lately. Still needs a few planks fitted.

Coach 1555 : No work done for some time. EC Rees : Work is in progress on this engine. A lot of rust has occurred in the last 2 years - Fred handling this job. THF

Locos : Bay Steamers are waiting for HRASA to give go ahead for their loco's to be moved up to their new site.

=====

Malcolm's' This And That . :

With all the doom and gloom which is our railway system today, we, as railway enthusiasts should not loose our sense of humour. Lets work on it.

There is the story of the fellow who was a passenger on the daily mixed train from Port Alfred to Grahamstown (alas no more). The train was notoriously slow, in fact it's theme song was "I'll walk beside you!" Anyway, about 20 minutes into the trip, the train came to a sudden stop. The passenger looked out the window just as the Conductor was walking past.

"Why has the train stopped?" he asked of the Conductor.

"There's a cow on the line. We shall be on our way shortly sir" came the reply. After a while the train started moving again.

Half an hour later the train jerked to a stop again. The passenger again stuck his head out the

NEXT BRANCH MEETING : TUESDAY 2 OCTOBER 2012

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.

Chairman : Jeremy Hutton - 084 517 7480
Secretary : Diana Lester - 021 531 5998
Treasurer : Roger Smith - 021 558 8659
Events : Mavis Ridgard - 021 559 4282

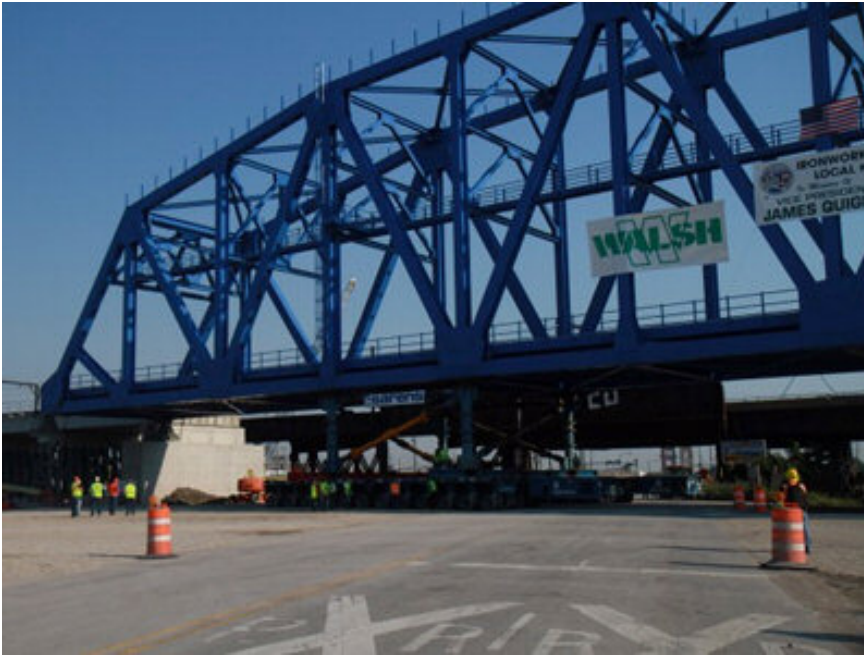
Cape Western Railway Society,
P. O. Box 491,
Goodwood, 7459

window, and seeing the Conductor walking past, asked : “What now, have we caught up with the cow?”

A Railway line that has always been one of my favourites is the one between Worcester and Mossel Bay. Meandering through the wheat fields of the Southern Cape, it services many towns including the historical town of Swellemdam. At Riversdale there is a tribute to its past, a plinthe Class 7 steam engine. These plucky little mountain engines served the line for many years. The last steam on this line was the Garret GMAM Class. Over the famous Gouritz River bridge and then the captivating holiday resort of Mossel Bay.

The only sad note is that there is no longer a passenger train to grace this cinderella railway line.

1950 Tonne Truss Bridge Span Moved Into Place : Walsh Construction used four self-propelled mobile transporters to move the fully-assembled 1 950 tonne span into place at the intersection of 130th Street and Torrence Avenue (Photo: Chicago Department of Transportation).



A 120 m long bridge installed on August 25 is claimed by the Chicago Department of Transportation to be the largest truss bridge span ever to be moved into place following off-site assembly.

General contractor Walsh Construction used four self-propelled mobile transporters to move the fully-assembled 1 950 tonne span from its nearby assembly site.

The bridge is one of six road, rail and foot bridges being built as part of a \$101m grade-separation

project to improve road and rail traffic flows at the complicated intersection of 130th Street and Torrence Avenue under the 'Building a New Chicago' infrastructure programme.

It also forms a part of the CREATE programme to improve the efficiency of rail operations in the Chicago region. CREATE is being undertaken through a partnership between the city of Chicago, state of Illinois, US Department of Transportation, freight railways and passenger operators Metra and Amtrak.

The new bridge will carry South Shore Line commuter services and freight over Norfolk Southern tracks. In addition, 130th Street and Torrence Avenue are being lowered to pass under new rail bridges which will eliminate level crossings on the NS freight lines.

From : Railway Gazette

Hydrogen locomotive demonstrated at Hydrail conference : UK: A demonstration run by the UK's first hydrogen-powered locomotive provided a highlight for the seventh International Hydrail Conference on July 3-4, hosted by the University of Birmingham and sponsored by the Birmingham Centre for Railway Research & Education.

The 260 mm gauge locomotive had been built by the university's students and staff to compete in the Institution of Mechanical Engineers' inaugural Railway Challenge contest. Built mainly from off-the-shelf components, it is intended to demonstrate that hydrogen is a viable alternative to fossil fuels for certain rail applications. A 1.1 kW proton exchange membrane fuel cell is used to charge four lead acid

batteries, along with regenerative braking for energy recovery. The batteries meet the peak loads required to drive two permanent-magnet DC motors, providing enough tractive effort for the 320 kg loco to haul a 4 tonne trailing load.

The conference included 14 presentations from Austria, Germany, Russia, the UK and the USA, discussing the potential of hydrogen as a railway fuel from both environmental and economic perspectives. Speakers including Prof Rod Smith of Imperial College London and Jeff Allan from the UK's Rail Safety & Standards Board, who



argued that most of the issues surrounding hydrogen are based on widespread misconceptions, which could be dispelled by demonstrating that the technology works, and that it is both safe and economically viable.

Rex Harris and Robert Steinberger-Wilckens from the University of Birmingham reviewed developments in hydrogen storage, including metal-hydride technology, where hydrogen is absorbed into the surface of a metal powder at relatively low pressure, offering a potentially attractive alternative to compressed gas storage.

Andreas Hornung from Aston University described experimental processes to convert biological matter such as food waste, garden waste and sewage sludge into hydrogen, a procedure that is actually carbon negative. Further presentations discussed scientific and engineering studies underway around the world, the development of various prototypes and the delivery of five hydrogen-powered locos to a platinum mine in South Africa.

From : Railway Gazette

GE Transportation Unveils Tier 4-Compliant Diesel Locomotive : USA: In a ceremony at its

plant in Erie, Pennsylvania, GE Transportation unveiled the prototype for its next generation of Evolution Series diesel locomotives on August 24. This is claimed to be the first to meet the Environmental Protection Agency's stringent Tier 4 emissions standards without needing a urea additive for selective catalytic reduction.

Coming into effect from January 2015, the Tier 4 standards call for the single largest reduction in diesel locomotive emissions under EPA's tiered programme. They will require a 70% reduction in particulate emissions and a 76% reduction in NOx, compared to



engines introduced in 2005.

The company believes that a Tier 4 compliant engine which does not rely on SCR could save its customers 'more than \$1.5bn in infrastructure and operational costs' by avoiding the need for urea handling facilities. Its solution works by managing the engine operating temperature carefully to limit the production of NOx whilst not generating excessive CO2.

According to GE Transportation, the development has required investment of more than \$600m, with an initial \$400m spent over six years to develop the Evolution Series engine technology, 'followed by a two-year, \$200m investment to hone the research, design and engineering to meet Tier 4 standards'.

President & CEO Lorenzo Simonelli said 'GE Transportation continues to challenge what is possible. Thanks to the tireless efforts of our employees and the collaboration with our customers, we are the first in the industry to offer a solution that meets the next phase of the EPA's emissions standards.'

The company says that more than 5 000 Evolution Series locomotives are now in operation around the world. Tier 4-compliant locomotives will be assembled 'at one or both' of its US locomotive plants in Erie and Fort Worth, Texas, using diesel engines manufactured at Grove City, Pennsylvania.

From : Railway Gazette

R1BN PRASA Signalling Contract : Passenger Rail Agency of South Africa (Prasa) CEO Lucky Montana says new signalling technology is being procured and installed. In the first phase, a contract in Gauteng worth R1 billion has been awarded to Siemens. Altogether it is intended to spend R3.6 billion on signalling. Proper management of train headways is important in achieving efficient operation, Montana told Business Live. Modern signalling equipment could make it possible to "move from running trains every 10 to 15 minutes to every two minutes".

Two-minute headways were common down on the Cape Town suburban line, fifty and more years ago. In the fifties, for example, 35 trains left the city between 16:25 and 18:25, many at two or three minute intervals. In one case, only one minute elapsed after the 17:30 "first-class-only" Simon's Town express had pulled out, before the 17:31 left for Lakeside.

From : Railways Africa

This Months

Chuckle : Children : You spend the first two years of their lives teaching them how to walk and talk. The next sixteen years? Spent telling them to sit down and shut up!

Union Pacific Loco no. UP 8301 crosses the massive and beautiful Joso bridge, Washington, USA. I was nervously watching the sun drop, knowing a southbound train was coming. It showed up with just in time for last light, the silver bridge gleaming against the dusky shadows



Photographer : Ken Kuehne

Photo from : Railpictures.net