

Steam restoration makes progress in South Africa

THE Sandstone Heritage Trust in South Africa has begun the restoration of the sole-surviving 'NG10' class narrow gauge (610mm gauge) Pacific No. 61 (Baldwin 42633/1915).

It was constructed by US firm Baldwin during the First World War when British builders were unable to supply locos to the now-disused 610mm-gauge Avontuur Railway, between Port Elizabeth and Avontuur, because of the war effort.

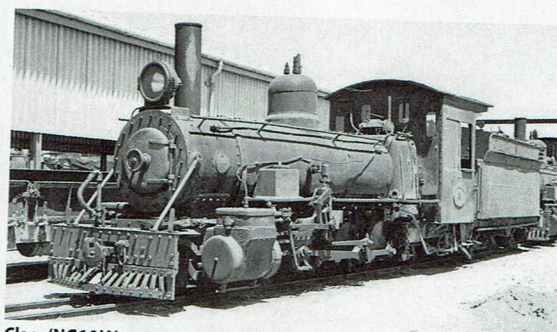
Two classes of locomotive were built by Baldwin: the 'NG9' was a 4-6-0, while the 'NG10' was a 4-6-2. Baldwin had already supplied three narrow gauge locos to South Africa in 1902, with a further one in 1911. These earlier locos are generally referred to as Class 'NG7' and were 2-6-0s.

Unlike the 'NG9', the 'NG10' was much more stable in reverse with its rear pony truck, and could operate at a higher speed, making its usage much

more flexible. The 'NG9' had a tendency to derail at speeds of more than 10mph when operating in reverse!

The 'NG10s' survived until 1962. Two locomotives – Numbers 63 and 64 – spent their last days in South West Africa (now Namibia), but gauge conversion there led to their demise. Number 61 was put aside for preservation and given a cosmetic overhaul in the 1960s, and exhibited at the Narrow Gauge Museum at Humewood Road, Port Elizabeth until it closed.

The loco was then stored at the nearby diesel depot, but 40 years in the salty seaside air had led to serious corrosion problems. To prevent further deterioration the locomotive was moved in 2006 to Sandstone's facility at Bloemfontein and stripped for assessment. Initially, the boiler was seemingly beyond repair, but further recent examination has revealed that it can be rebuilt, and in September 2016



Class 'NG10' No. 61 at Humewood Road Depot, Port Elizabeth, prior to withdrawal in the early 1960s. LEITH PAXTON

the boiler was sent to a specialist engineering firm for rebuilding.

The tender is also badly wasted and a new one will be built from scratch as the frames are also badly rusted.

Another similar locomotive, on the Brecon Mountain Railway in Wales, is sometimes referred to as an 'NG10', but this was built by Baldwin in 1930, albeit

to a similar design, to operate trains on the EPPC line in Port Elizabeth from Chelsea, on the Avontuur line, to the EPPC cement works in Port Elizabeth, carrying limestone.

It has been restored to its original condition in Wales with three domes and a smaller tender, having been modified during its time with EPPC.

Queensland 1720 secured

THE Queensland Diesel Preservation Group announced in mid-October that '1720' class loco 1741D has been secured for preservation in Australia.

The '1720' class was built by Clyde Engineering in Queensland from 1966, and the 56 locos followed on from the earlier 1700 class with a mostly identical body and a number of changes – a newer engine (1,000HP, EMD 8-645E) and fast release brakes for suburban passenger operations.

Later they were modified for driver-only operation (DOO), which changed their appearance greatly, with a larger windscreen and an air-conditioning pod added.

A 'D' suffix was added to each locomotive's number to denote their DOO status.

While six '1720' Class locos are still in use operating the Queensland Rail (QR) Cairns to Kuranda scenic tourist trains many of the rest are now withdrawn by Aurizon, which is the new name for the privatised former QR National freight operator; some have been sold for further use in Africa.

The now-preserved loco number 1741D entered service with QR on June 2, 1967 and was withdrawn by Aurizon in late 2015.

New home for 3052 Avril

THE 15F Class loco owned by renowned British painter David Shepherd has found a new home at Friends of the Rail (FOTR) in Hermannstad, Pretoria.

The move was successfully brokered by South African national preservation co-ordinator FEDRAIL SA.

The loco has been moved from Reefsteamers, in Johannesburg, where the locomotive had been recently rebuilt, on behalf of

Sandstone Heritage Trust, which act as local custodians for the loco.

15F Class 3052 *Avril* will be used by FOTR to alleviate a critical shortage of motive power at the Pretoria operator, caused by the overhaul of 19D Class 2650, and will enable FOTR to run larger trains on their weekend trips to Cullinan.

Our thanks to Sandstone Heritage Trust for much of the information in this article and the other item (top).



15F Class 3052 drifts through Olifantsfontein, north of Johannesburg, on August 28 on its way to Pretoria. DAVE RICHARDSON

Trains vary after crash in Germany

FOLLOWING a serious accident at Bad Aibling on February 9 two of the 'FLIRT' EMUs used by Transdev operator Bayerische Oberlandbahn (which operates branded as Meridian) have been out of use for major repairs.

Since May the operator has introduced loco-operated, peak-hour trains on weekdays between Kufstein and Munich.

Motive power for the trains can vary from morning to afternoon and is provided by freight operator Lokomotion,

which specialise in intermodal traffic from Munich to Italy via the Brenner Pass. The duty has been used to minimise light engine movements between Kufstein and Munich (where Lokomotion locos are maintained at the DB depot).

Unusually for Germany, where freight locomotives rarely operate passenger services, a wide variety of Bombardier 'Traxx' Class 185.5 and 186 locos, plus smaller numbers of Siemens-built Class 189 ES64F4 and more

modern Class 193 'Vectron' locos, have been used, all of which are leased to Lokomotion by various ROSCOs. Older ex-DB Class 139 and 151 locos that are now in the Lokomotion fleet have also made appearances.

The trains normally operated are 06.26 Kufstein-Munich on weekdays, not holidays, and any of 15.44, 16.26 or 17.11 from Munich to Kufstein.

Exactly how long this unusual operation will continue is not known.



On hire to Lokomotion from Railpool 'Traxx' 186102 arrives at Grosskarolinenfeld on June 9 with 17.11 Munich-Kufstein M79081 service. The ex-DB coaches being used are the 'National Express'-liveried set (registered to TRAIN (Train Rental International)) and used by National Express around Cologne until May because of delays in acceptance of its new EMU fleet. KEITH FENDER



One of the oldest locos in the current Caltrain fleet: EMD-built F40PH loco number 901 (dating from 1985) at San Jose on December 13, 2013 after arriving from San Francisco, alongside Amtrak GE-built P42DC number 201, operating an Amtrak California service. From 2020 Caltrain will use a fleet of Stadler-built 'KISS' double-deck EMUs. KEITH FENDER

Balfour Beatty wins Caltrain electrification contract

BRITISH-based civil engineering firm Balfour Beatty has won a \$697million contract to electrify the 84km-long, Caltrain-operated commuter rail line between San Francisco and San Jose.

The 25kV AC electrification is designed to not only speed up Caltrain services, but also to provide electrified access to central San Francisco from the planned California High Speed rail line, construction of which has begun. Balfour Beatty will also undertake re-signalling work at the same time as the electrification work.

The project will begin later

this year and is scheduled to be complete by 2020.

Other civil engineering works are planned during the period to increase capacity or remove level crossings; in San Mateo \$165.3m is being spent elevating the line to remove level crossings and relocating Hillsdale station.

Caltrain has ordered 16 six-car 'KISS' EMUs from Swiss company Stadler to operate services on the newly electrified line in a contract worth \$585 million, with an option for another 96 cars.

Stadler will assemble most of the trains in the USA although

exactly where is not yet clear; the company is currently building 'FLIRT' DEMUs in Fort Worth Texas and may use this site.

The 110mph 'KISS' units for Caltrain will be delivered from August 2019 and should enter service in 2020. They are designed to be capable of extension to seven- or eight-car EMUs in the future.

The 'KISS' EMUs will comply with US standards for mixed passenger and freight operation. These require much more collision protection for the driving cabs than either UK Group standards or current EU standards.