

# Wattrain

The World Alliance of  
Tourist Trams & Trains



January 2018 Newsletter.

Contents:

2. INTERNATIONAL RAIL TOURISM DIRECTORY – FREE LISTING
3. (Aus)World-first solar train now leaving the platform in Byron Bay with zero emissions.
4. (NZ)The Kingston Flyer.
5. (UK)Gloucestershire Warwickshire Steam Railway Reaches Broadway.
5. (ARG)Miner's Day Celebrations.
- 6.(UK) Severn Valley Vandalism
7. (Aus)Irreplaceable steam locomotive parts stolen in a series of robberies.
8. (US)Restore the Baldwin Northern 4-8-4 AT&SF road no. 2926
8. (SA)David Shepherd and No. 3052 (Frameline100 on YouTube)
9. (US)Cumbres & Toltec Scenic Railroad Ridership Up 7 Percent

**"Wattrain goals: help, foresee, react, invent, define and be a factor of balance on a worldwide scale"**

## **INTERNATIONAL RAIL TOURISM DIRECTORY – FREE LISTING**

**WATTRAIN and UIC, the International Union of Railways – the peak international organisation for rail, have an alliance to enhance the visibility of railway tourism products and to encourage train and tourism opportunities through collaboration with their stakeholders.**

**As part of agreed promotional activities to promote rail tourism internationally, a Directory of tourist and heritage rail attractions is being compiled by WATTRAIN. The Directory, which will showcase tourist and heritage rail organisations worldwide, will be promoted widely by WATTRAIN and UIC.**

**To enable all tourist and heritage rail organisations worldwide to benefit from this initiative, free Directory Membership is being offered by WATTRAIN to all tourist and heritage rail organisations worldwide. Directory membership of WATTRAIN will allow members of the public viewing the UIC Website to link to the WATTRAIN Website to obtain details of tourist and heritage rail organisations worldwide.**

**Directory Membership is free, however, tourist and heritage rail organisations are encouraged to become full members of WATTRAIN to gain other significant member benefits as detailed on our Website.**

**To become a Directory Member of WATTRAIN to gain listing on the WATTRAIN UIC Directory follow the link below:**

**<http://www.wattrain.net/Directory-Sign-Up>**

**We thank you for considering WATTRAIN Directory Membership.**

**"Wattrain goals: help, foresee, react, invent, define and be a factor of balance on a worldwide scale"**

## **Australia: World-first solar train now leaving the platform in Byron Bay with zero emissions**

What is claimed to be the world's first fully solar-powered train is operating on the New South Wales North Coast. A refurbished 70-year-old 'red rattler' is running on a three-kilometre stretch of disused rail line at the popular tourist destination of Byron Bay. It made its maiden trip yesterday with almost 100 passengers on board. The \$4-million project is the brainchild of multi-millionaire businessman Brian Flannery, who owns a resort in the area. "Hopefully it attracts people to Byron Bay," Mr Flannery said.

"I think international tourists will come here to have a look at this world's first solar train.

"So let's see, in five years' time they'll probably still say I'm mad, but it's a bit of fun."

Tim Elderton, from the Lithgow Railway Workshop, was tasked with building curved solar panels and a battery system to power the train.

"Basically it's electric bus technology that we've re-

engineered to adapt to a train," he said.

"Of course the major difference is it's got solar panels on the roof so it can recharge itself.

"For those cloudy days we've also got 30 kilowatts of solar panels in this [station's] roof here so we can also plug it in.

"On a sunny day like today we can do about four or five trips before we have to plug it in."

### **Modern technology and old-world charm**

It has been 13 years since a train has run on the disused track between Casino and Murwillumbah. The New South Wales Government closed the North Coast line in 2004, citing low passenger numbers.

But the Byron Bay Railroad Company's Jeremy Holmes said the alternative lifestyle haven was an ideal place for a project that combined modern solar technology with the old-world charm of a heritage train.

"I think everyone knows that Byron's very conscious about anything

to do with the environment," he said.

"It's really nice to be able to run a train that's zero emissions and powered by the sun."

But it might be premature to call this the dawn of a new era in rail travel.

Tram infrastructure a possibility

Longer trips than this one — 10 minutes to cover three kilometres or so — would require regular recharging stations along the route, but Mr Flannery said the technology might be suited to inner-city trams. "A lot of the tram networks of course have overhead wires and they're electric but they're powered off the grid from overhead," he said.

"But in a case where you want to build a tramline without that infrastructure, I think you could.

"At various stations you could top the train [or tram] up."

Source: <http://www.abc.net.au/news/2017-12-16/world-first-solar-train-the-brainchild-of-byron-bay-millionaire/9265522>

**Via: Clive Moore**

**Via Tim Fischer..(update)**

For seven days since Sat 16 Dec 2017 the world's first solar powered shuttle railmotor has been successfully operating at Byron Bay on the northside. I provide this as an update and it is a popular breakthrough and I have to say a great pointer to the future! OK I am biased.



Byron Bay Railroad Company has restored an out of action heritage train, is fully repairing three kilometers of railway line, is reinvigorating and preserving an out of action rail corridor and providing an affordable public transport solution

for locals and visitors. All at no cost to ratepayers, at no cost to government at any level. The train will operate on energy from the sun, with a diesel engine used solely as a back-up, and solar panels on the train and storage shed will generate the equivalent amount of energy required to operate the train daily, charging the on-board battery bank.

## **New Zealand:The Kingston Flyer**

It's been confirmed the Kingston Flyer steam train will be remaining in its home town beside Lake Wakatipu.

There were concerns the classic train set might be broken up, after being sold to mystery buyers.

A mystery consortium of local investors bought the operation this year, but the gates have remained closed.

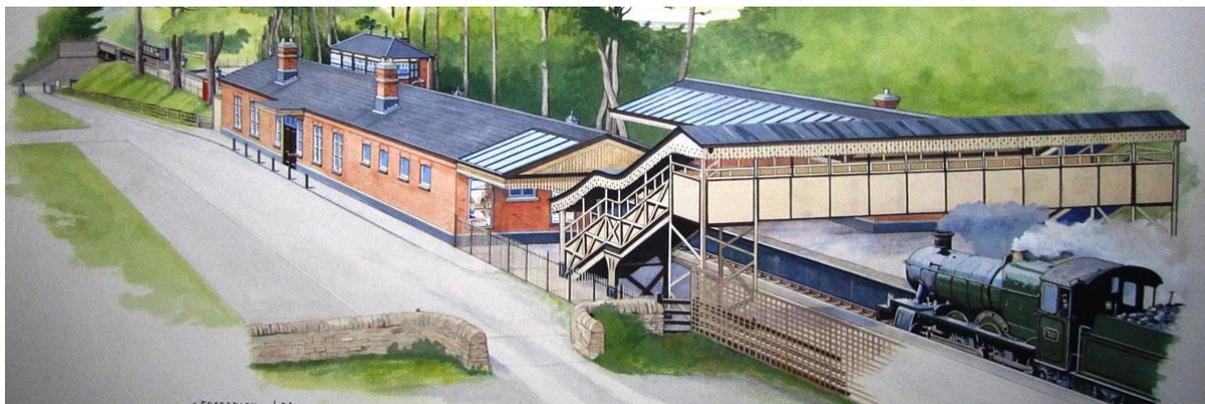
And while there was talk of relocating the heritage

trains, it's been confirmed they'll definitely be staying. Engineer Neville Simpson's been employed to assess the condition of the two steam locomotives and seven heritage carriages. "The work that needs done to get them done to get them back up and running is reasonably substantial, but achievable," he says. He's working with a small group of volunteers to clean up the classic train set.

It's hoped to have one locomotive "in steam" by February - the first anniversary of the death of longtime driver Russell Glendinning. The full restoration bill could run into the millions, but investors are working on a business plan for a new tourism operation. There's certainly a long way to go, but there is hope that one day the ticket office will again be open for business.

Newshub. (<http://www.newshub.co.nz/home/new-zealand/2017/12/kingston-flyer-steam-train-will-stay-at-home.html>)

**"Wattrain goals: help, foresee, react, invent, define and be a factor of balance on a worldwide scale"**



**UK: Gloucestershire Warwickshire Steam Railway: Join us for this historic day as we run steam trains into Broadway Station for the first time since 1960. 30<sup>th</sup> March – 2<sup>nd</sup> April 2018**

### **Argentina: Miner's Day Celebrations.**

On December 4, in the framework of the Celebrations of the Miner's Day, the company YCRT (Río Turbio Coal Fields) presented the second series, 119 number Mitsubishi locomotive manufactured in Japan in 1963, which for the occasion towed two coal bunkers, four Belgian Familieroux passenger cars made in 1922 and a caboose of national origin.

During this event the locomotive was operated by GyG Metalmecánica Company of Buenos Aires, responsible for the general repair of this loco, the Familieroux cars as well as the caboose due to the fact that the vehicles were not finished or delivered to YCRT what is expected to happen soon. GyG Metalmecánica was represented in this act by Gabriel Asenjo as Managing Partner.



Photographs and Text Courtesy Gabriela Galizia

**"Wattrain goals: help, foresee, react, invent, define and be a factor of balance on a worldwide scale"**

## UK: Severn Valley Vandalism

Severn Valley Railway vandalism: Work to repair carriages will take volunteers weeks  
Work to remove graffiti from two historic train carriages – including one which was part of The Flying Scotsman – will take up to a month, it has emerged.



An investigation has been launched into how the intruders broke into Kidderminster Station but the repairs will not prove as expensive as first estimated, Severn Valley Railway chiefs have revealed.

Volunteers will work on putting right the damage throughout January, although it will put back their winter maintenance programme.

The jobs struck over the festive period, defacing the wood on the Flying Scotsman carriage with pink and green graffiti and also spraying white paint and the word 'Banksy' in

black on a 1938 art deco-style carriage.

The vandalism at the railway's Kidderminster base, where the two trains were parked after finishing service on Christmas Eve on the Santa Special runs, was found by workers on Boxing Day.

But after inspecting the trains, experts at the SVR say the vandals have not done any lasting damage.

Mick York, vice president of Severn Valley Railway Holdings, said: "It was a sickening thing to happen but fortunately it's a problem that can be solved.

"It will take three to four weeks but it's not serious damage. A number of volunteers were contacted and they have offered to come in and help remove the spray paint. Work can then begin on restoring the sign lettering.

"Hopefully this will be done before the the trains go back into service during the school spring half-term.

"The railway closes for a few weeks after Christmas to allow time for essential

maintenance work to take place so at least services have not been affected but it will take volunteers away from work which they would otherwise have been doing on the rest of the fleet of over 60 coaches."

The railway, which covers a 16-mile route between Kidderminster and Bridgnorth, is largely run by unpaid volunteers who repair and repaint stations, reconstruct viaducts and bridges and rebuild locomotives and rolling stock, as well as operate the trains.

Mr York added: " A lot of time goes into restoring these trains and for something like this to happen is soul-destroying.

"Now we need to find out how the vandals got in and make sure it cannot happen again."

Read more at

<https://www.shropshirestar.com/news/crime/2017/12/28/investigation-launched-into-train-vandalism/#Fo4dRCRMhvoeLQOi.99>

**"Wattrain goals: help, foresee, react, invent, define and be a factor of balance on a worldwide scale"**

## Australia: Irreplaceable steam locomotive parts stolen in a series of robberies.

Two men were seen fleeing the closed Canberra Railway Museum after allegedly stealing priceless parts from a historic steam locomotive on Boxing Day. A local plumbing business owner was alerted to the two unknown men after his mastiff started barking as the men fled the scene.

A number of priceless parts of a historic 139-year-old steam locomotive, which had been disassembled for restoration prior to the Museum's closure in 2016, were stolen. The locomotive is one of only three historic locomotives in Australia.

According to John Cheeseman, who is a long-time member and volunteer at the Canberra Railway Museum, bolt-cutters were recovered at the scene, after the men were seen allegedly staking out the area on the Friday (22 December) before Christmas.

"I saw the vehicle with two men sitting in the car on Friday. I got my phone out to take a photo, and they immediately drove away," Mr Cheeseman said.

It is alleged that the men broke into the closed museum on Boxing Day and started going through the locked shipping containers closest to the door. According to Mr Cheeseman, it was by chance that the vital parts were stolen.

"They rummaged through the six containers closest to the door they broke through, and started looking for small things they could carry and resell. They stole lots of copper and brass and it was an unfortunate coincidence that the important and historical parts were stolen."

"This wasn't a standard break-in. We have had plenty of people break in the last month and graffiti the train carriages, but this was a planned, professional and prepared attack. They watched the place over the weekend so they knew what they were doing," said Mr Cheeseman.

"To say that the loss of these components is a tragedy is an understatement. Being over 139 years of age, the 1210 is of particular importance to Canberra as it is the locomotive that hauled the first train into the Nation's Capital in 1914. The parts taken cannot easily be replaced and make the job of restoring the locomotive harder.

"This latest setback will make the task that much harder but we remain determined to once again see local steam trains operating in Canberra."

This comes after a meeting of 50 Canberra rail supporters showed strong support for the re-establishment of the

Canberra Railway Museum at its Kingston site after lying dormant for the last 12 months.

Anybody who may have information about the break-in or the whereabouts of the valuable parts is asked to contact ACT Policing.



The irreplaceable brass and copper fittings from locomotive 1210 which have been stolen (circled) – Photo: John Cheeseman.

Update: At some stage on December 28, the men returned to the site and stole a copper steam boiler tube worth around \$70,000. It is suspected that the suspects had identified the loot on their first visit and came back to collect. As a result, the museum is placing a guard on the site all night.

Forensics and police investigated the scene on Thursday (28 December) afternoon.  
<https://the-riotact.com/irreplaceable-steam-locomotive-parts-stolen-in-a-series-of-robberies/228321>

**"Wattrain goals: help, foresee, react, invent, define and be a factor of balance on a worldwide scale"**



US:As featured in Great American Railroad Journeys with Michael Portillo.

(<http://www.nmslrhs.org/>)

NMSL&RHS (New Mexico Steam Locomotive & Rail Road Historical Society) is a non-profit organization staffed solely by dedicated volunteers whose mission is to fully restore the Baldwin 4-8-4 Steam Locomotive, AT&SF 2926, to operational status while promoting and educating the public about the ties of State economic development with rail transportation.

#### Our Specific Goals are :

- Fully restore the Baldwin Northern 4-8-4 AT&SF road no. 2926 to an operational capability.
- Enhance Railroad Tourism in New Mexico.
- Establish an educational program that creates an interest, an awareness and an appreciation of the importance of railroads from the past to the future.
- Build a collection of historically important railroad items.
- Accurately preserve, restore and display objects in a realistic and historically appropriate environment.
- Serve as a bridge to understanding successful modern-day railroading.
- Participate at the highest levels possible with city, county, state and national organizations in the promotion of railroad history.

#### South Africa:David Shepherd and No. 3052 (Frameline100 on YouTube)

An interesting video of David Shepherd's links with South Africa and 3052.

[https://www.youtube.com/watch?time\\_continue=1&v=b-hA\\_LfZdNs](https://www.youtube.com/watch?time_continue=1&v=b-hA_LfZdNs)



David Shepherd with 15F No.3052 and his painting commissioned in 1991.. and 15F No. 3052 storms out of Kommandonek.(Pictures courtesy: Sandstone Estates (<http://www.sandstone-estates.com>))

**"Wattrain goals: help, foresee, react, invent, define and be a factor of balance on a worldwide scale"**

## US: Cumbres & Toltec Scenic Railroad Ridership Up 7 Percent

BY SPECIAL TO THE POST · JANUARY 8, 2018

<http://pagosadaily.com/2018/01/08/cumbres-toltec-scenic-railroad-ridership-up-7-percent/>

Ridership on the Cumbres & Toltec Scenic Railroad jumped 7 percent in 2017 vs. 2016 with a total of 38,016 people riding the historic steam train that travels 64 miles through the Rocky Mountains between Antonito, CO and Chama, NM. An additional 3,469 people rode the Santa Train in December, which collects toys and canned food for those in need throughout Northern New Mexico and Southern Colorado.

"We're always delighted when more people get to experience this historic part of the Old West," said John Bush, president of the railroad. "The Railroad, owned jointly by the states of Colorado and New Mexico, is preserved as a living history museum capturing what steam railroading was like from the late 1800s to the 1960s," Bush said.

Steam trains leave daily from both Antonito and Chama from late May to mid-October, meeting half way at Osier Station where passengers enjoy a delicious hot lunch included in the ticket price. "Most of the route goes where no roads go, and is literally 'off the grid' with no cell phone or Internet connections, so our passengers really get to go back in time and experience what steam railroading was like," Bush said. He credits the increase in ridership to the robust economy, as well as

new marketing and social media, which helps potential customers find out about the railroad. "A lot of families are looking for authentic experiences that can be enjoyed by different age groups, and that's something that we offer," Bush said.

The Cumbres & Toltec was originally built in 1880 by William Jackson Palmer as the San Juan Extension of the Denver & Rio Grande Railroad, which ran from Walsenburg, CO to Alamosa, on to Chama, NM (crossing the borders of Colorado and New Mexico 11 times) then west to Durango and finally up to Silverton, Colorado. The rail line was an engineering marvel of its time, climbing over steep passes, through tunnels, over high trestles and along the edge of deep gorges.

The decline of silver mining in the 1890s ended the railroad's vital role and in 1969 the railroad filed for abandonment. However, the most scenic part of its route and the equipment and buildings were saved by the states of Colorado and New Mexico in 1970 when the two states jointly purchased the track and line-side structures from Antonito to Chama and the Chama yard and maintenance facility, as well as nine steam locomotives and

more than 130 freight and work cars for \$547,120.

The C&TS began hauling tourists in 1971. Last year, it was selected by the readers of USA Today's 10 Best as the number one bucket list train ride in America. It is the highest, the longest and most authentic steam railroad in North America.

Today, the railroad is operated for Colorado and New Mexico by the Cumbres & Toltec Scenic Railroad Commission, an interstate agency authorized by an act of Congress in 1974. Care of the historic assets, and interpretation of the railroad is entrusted to the Friends of the Cumbres & Toltec Scenic Railroad, a non-profit, member-based organization whose mission is to preserve and interpret the railroad as a living history museum for the benefit of the public, and for the people of Colorado and New Mexico, who own it.

Bush said the railroad will spend the winter getting ready for next season, which will run from May 26 to Oct. 21, 2018. The railroad is also busy restoring Engine No. 168, which was built in 1883 and sat for 75 years in Antlers Park, Colorado Springs. When restored, it will be the oldest locomotive operating on the Cumbres & Toltec line.

**"Wattrain goals: help, foresee, react, invent, define and be a factor of balance on a worldwide scale"**

**Editor's Message:**

Finally, it is a pleasure to be able to share these few examples of what is happening in the world of tourist trams and trains.

It is a great help to the editor if you, the readers and members of WATTRAIN , can forward any copy, suggestions or material that could be profitably shared by the international WATTRAIN community to further the cause in their respective countries.

**Editor WATTRAIN Newsletter: Peter S Lewis([peterlewis2@gmail.com](mailto:peterlewis2@gmail.com))**

**"Wattrain goals: help, foresee, react, invent, define and be a factor of balance on a worldwide scale"**