

Wattrain

The World Alliance of
Tourist Trams & Trains

November 2017 Newsletter

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WATTRAIN Newsletter is currently available in English and Spanish, courtesy Gabriela Galizia.

Please enjoy this latest edition of the WATTRAIN Newsletter. The layout and design is still work in progress. Expect to see adjustments in future editions!

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

Quique Díaz sells Tranex Turismo to Livio Alsogaray

On October 10th 2017, the “End of the World Train” was sold to three private investors, entrepreneurs, from Ushuaia, Tierra del Fuego. Quique Díaz sold 100% of the shares of Tranex Turismo to Livio Alsogaray present owner of Monte Olivia store, Ángel Brisighelli owner of Rumbo Sur a 40 years old tourism agency with a catamaran fleet, and Daniel Preto owner of Polo Sur construction company that builds paved roads and also operates a bus fleet.

Regardless of the 23 years of service, Quique Diaz was very happy because he knows that with this strategy the train will survive, due to the vertical integration with a local tourism company and a road constructor who knows about heavy machinery and workshops. Now Quique Diaz will retire to deal calmly with his health issues which he is confident of overcoming. .



(in the picture from top left: Quique Díaz, Livio Alsogaray, Rubén Díaz, second row: Daniel Preto, Preto’s son, Ezequiel Brisighelli, Ana Brisighelli, Ángel Brisighelli)

“ Quique conceived the idea of a global organisation to represent heritage and tourist trains, and with David Morgan and Chris LeMarshall founded WATTRAIN. He served as a Board Director until he resigned a few years ago because of ill-health.”

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Nairobi Railway Museum

This one is smack in the middle of the city and packs a punch when it comes to fascinating history. The museum is situated in the north-west end of the Nairobi Railway Station (the old one, not the new standard gauge one situated in the city outskirts). Situated in the north-west end of the station, it can be seen from the Uhuru Highway where it crosses the main line. The museum was established in 1971 by the then East African Railways and Harbours Corporation to preserve and display relics and records of the railways of East Africa from their inception to the present day. In addition to the collection of steam locomotives and rolling stock, there is a large display of smaller exhibits and models.

The museum was founded by its first curator, Mr. Fred Jordan, who had been

working with railways in East Africa since 1927. His main motivation for the museum was the need to preserve as many links with the past as possible after realising the speed at which changes were taking place on the railway system. He began to gather items that were to form the core of the present-day museum's fascinating and ever-growing collection.

The museum is a resource-ready center for questions on the early history of the rail and Kenya's development. It consists of the main gallery, the resource center, the auditorium, and an outdoor collection of locomotives, wagons, and coaches.

The Museum is still rail-connected, allowing restored locomotives access to the main line for working steam excursions.

With the privatisation of Kenya Railways, the museum

and exhibits have been transferred to the guardianship of the National Museum of Kenya. The curator of the museum is now Maurice Barasa, an anthropologist by training, and someone who brings expertise in museum management. His father was a stationmaster on Kenya Railways, so he has a family connection with his new duty. He is keen to see more steam tourist trains and will have meetings with Rift Valley Railways in due course regarding making formal arrangements for steam operation and promotion.

Facebook Page:

<https://www.facebook.com/nrailwaymuseum/>

Trainspotting in the Shumkovo railway cemetery. Ana De Oliva (Euronews)

In Russia's central Perm region, near the village of Shumkovo, a cemetery lies on the sidetrack. Instead of tombs and headstones, it is filled with trains from the 20th century.

There are dozens of steam locomotives, the oldest dating back to 1936 and the youngest from 1956. They sit on rusty rails, in the middle of overgrown vegetation.

During the Soviet era, the location served as a backup railway base in case of nuclear war. At that time, around 140 locomotives were docked there. But, as electric power replaced steam, these reserve trains hit the end of the line.

As railway authorities waned, maintenance work on the locomotives eventually came

to a complete halt, leaving the way for rust.

Many of the trains have been bought and taken away by Chinese owners. Others have been restored to become exhibits at museums and memorials.

Grigoriy Gordeyev has managed the place for 30 years and resists calls to have the locomotives scrapped down for metal.

"You can see for yourself how they (the locomotives) are living out their lives, just standing there. "People are interested, they come here, take photos, observe. It's our history after all."

Visitor and photographer Alexander Osipov, also believes that the trains take you on a trip back in time.

"It's like you go several decades into the past, especially when you get

inside a steam train. There are all these levers, which someone touched, you get this feeling. You really feel that there are fascists and the Red Army are running just outside the window. It is all really very interesting," he says.

According to museum manager Alexander Yemelyanov, Russian steam locomotives dating to early 20th century are a rarity nowadays.

"Trains were mass-produced technology and the attitude towards them was neither reverent or very serious. They were sent to be melted for disposal. And unfortunately, many types of locomotives at the beginning of the 20th century were not preserved," he explains.

This article first appeared on the Euronews website..

<http://www.euronews.com/2017/10/29/discover-the-shumkovo-train-cemetery>

Zig Zag Railway, Lithgow, New South Wales, Australia

Chairman Lee Wiggins talks to ABC Western Plains' Nick Lowther 4 years on from the devastating bushfires of October 2013. You can help support the railway by purchasing a copy of 'The Lithgow Zig Zag' from our Facebook shop.

Zig Zag Railway is proud to announce that we have received not 1, not 2 - but 3 grants under the New South Wales transport heritage grants program for 2017. The grants cover the restoration and painting of the Bottom Points signal box, a new water tank, and the restoration and painting of the Coerwull bridge at Top Points. We congratulate all the other winners and cannot wait to start spending the money!

WE ARE ONTRACK TO REOPEN IN 2018

The Zig Zag Railway is currently closed to passengers.

Since the disastrous October 2013 bush fire swept through the railway, volunteers have been busy repairing track, buildings and rolling stock, replacing lost machinery and infrastructure in preparation for the eventual recommencement of tourist railway operations. (David Morgan, WATTRAIN President, was invited to intervene to unlock the compensation paid to a third party account by the Australian military, who had caused the fire.)

We have been running works trains since July 2016, For photos, please visit our Facebook site. [HERE](#)

To keep up to date with our progress, please give us a like while you are there.

'We Will Be Back'

ISLAMABAD: Pakistan Railways is set to establish the Directorate of Heritage for preservation, maintenance and development of heritage of the department.

This was stated by Minister for Railways, Khawaja Saad Rafique while chairing a high-level meeting in Lahore on Saturday.

He said Pakistan Railways is the custodian of historical buildings, antiques and archive and we are responsible to transfer the heritage to the next generation.

He said antiques, historical items, furniture and archive of the railways will be put on display in a professional manner at the railways' museum.

The minister lauded efforts of railways' officers for renovation and maintenance of historical Golra railways station.

(Article first appeared at www.arynews.tv)

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Condit Family Brings Steam Back to Frisco!(Museum of the American Railroads)

Museum receives gift of 15-inch gauge live steam locomotive



What has been missing from Frisco during all the unprecedented growth? It is the sights, sounds, and smell of a steam locomotive – the very thing that started it all back in 1902 when the community was formed!

Frisco residents, Phil and Geda Condit, want to make sure new generations of Frisco families and visitors alike can experience the thrill of a real, live steam locomotive. That's why the family commissioned a brand new miniature-sized working engine and donated it to the Museum of the American Railroad.

Just as Frisco's original founders did 115 years ago, today's residents will soon experience the hissing, chuffing, and wail of the whistle that is unique to these truly magnificent machines. The locomotive is a one-fourth scaled replica of the real thing, and features all of the same operational appliances of a full-sized version – boiler, cylinders, pistons, whistle, etc. Despite its reduced size, the locomotive weighs 5,000 pounds and stretches 16 feet in length.

The Condit Family generously donated the newly constructed "Mogul" Type locomotive to the Museum of the American Railroad, which will operate and maintain the engine. Based on an 1880s design, it was essentially hand-built by the Mammoth Locomotive Works of Palisade, Colorado. It is designed to pull open-air passenger cars as a ride at amusement parks and other attractions.

"We can't think of a more fitting place to display and operate the train. We are thrilled to share this gift with residents and visitors to Frisco, North Texas and the entire Country," said Phil Condit, retired Boeing CEO and Chairman. He

explained that he and wife, Geda, worked closely with Geda's brother, former Frisco mayor, Maher Maso, in envisioning the project. The exquisitely crafted and detailed locomotive represents thousands of hours of work by a small cadre of skilled people. Almost a lost art, the engine is made up of hundreds of miniature machined parts, castings, and fabricated pieces that produce and function on steam. It can pull up to four matching one-fourth scaled cars that carry riders on a 15-inch gauge miniature railroad.

Plans call for a loop track to be built at the Museum's 15-acre site in Frisco. The locomotive will be demonstrated to visitors, and ultimately pull cars with riders between the Museum and the Frisco Heritage Center. "We are excited to add this new component to the mix at the Museum of the American Railroad," said CEO, Bob LaPrelle. "We look forward to someday connecting the two destinations with what will surely be a huge attraction for people of all ages," he added.

The miniature locomotive is currently on static display in the south rotunda of the Frisco Heritage Museum. Visitors can marvel at its craftsmanship and truly get an understanding of how form follows function.

We wish to thank the Condit Family for their truly generous gift of the locomotive. Special thanks also to John Braun of Mammoth Locomotive Works.

" Bob LaPrelle is on the Board of the Heritage Rail Alliance and is also a Director of WATTRAIN. In 2018, he will be hosting the next WATTRAIN Congress in Frisco in October".

Introducing: Wasatch Railroad Contractors

Wasatch Railroad Contractors (WRC) has been in business in the railroad industry for 16 years.

We have been on a strong growth pattern since inception. The founder and owner of WRC, John E. Rimmasch, has had a passion for the railroad industry his entire life. John shares that railroad passion with customers, employees, and family.

WRC is headquartered in Cheyenne, WY.

Wyoming is known as the Cowboy State and there is much talk about "Cowboy Ethics". WRC incorporates good, strong ethics and positive family values in all we do.

Wasatch Railroad Contractors is the restoration arm of the Wasatch Railroad family of businesses. Wasatch Railroad Contractors was started in June of 1999. From its inception WRC has been involved in some of the greatest restoration projects on earth. Our restoration services start in full scale railroading and merge into historic steam and passenger operations which also include amusement parks and private operations. From consulting to training and from relocation, restoration to full operation, WRC is a one stop shop for all of your restoration and rehabilitation needs.

On their Facebook page, WRC note: Our friend Tim Granahan is very interested in our work with the Steamtown National Historic Site (Central Railroad of New Jersey Project 113). Steamtown National Historic Site is a railroad museum and heritage railroad located on 62.48 acres

in downtown Scranton, Pennsylvania at the site of the former Scranton yards of the Delaware, Lackawanna and Western Railroad.

We've been assisting National Park Service with the restoration of the Central New Jersey 1021. The project is progressing very well. Our interior restoration work is nearly finished and the exterior work is in its final touch ups. We expect to have some new exciting photos to share on the project shortly.

Railfan Depot Central Railroad of New Jersey



(WRC Image)

Contact Wasatch Railroad Contractors at wrrc.us

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Stars of Sandstone 2019 Event

Enquiries are now coming in regarding Stars 2019.

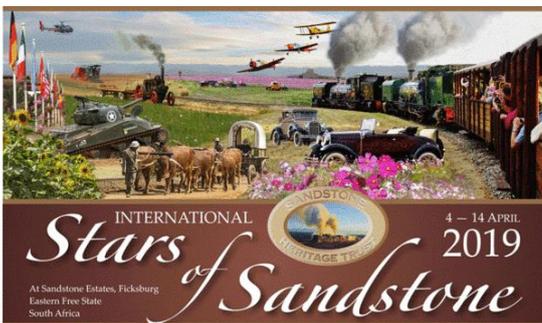
We are pleased to announce that it is now official and our formal flyer announcing the Festival appears below.

We will be issuing regular newsletters between now and April 2019 and the first of these will reach you shortly.

As always we look forward to hearing from you.

Louise Norton

On behalf of the Sandstone Team



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.

You will note that at the foot of each page we now include a tag line:

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

Hopefully the content of this edition....and future ones, will go some way to fulfilling these excellent goals.

Editor WATTRAIN Newsletter: Peter S Lewis