



## Contents

### Our Regular Features:

From the Ed	Page 1
Why did we come into being?	Page 1
Visit our Founding Members	Page 2
The RSSA Preservation Group	Page 4
Disaster on the Narrow Gauge - Izotsha Bridge	Page 5
Loco News	
- NG 97 Returns to Steam	Page 6
- 25NC 3496 and 3536	Page 6
Club News	
- FOTR Photo Gala	Page 7
- Sandstone News	Page 7
- Reefsteamers' "Lyndie Lou" Steams Again!	Page 7
Letters from our Members	Page 8
Donations for Millsite	Page 14
Media Coverage	
- SIA Promotional DVD	Page 14
Upcoming Events	
- The Eshayamoya Express Aloe Steam Train Trips	Page 15
Blast from the Past	Page 15

Your comments, queries and suggestions are always welcome!

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## From the Ed

### IS TRANSNET PLAYING IT STRAIGHT?

After a week's absence from South Africa I was amazed to return and see that no further progress has been made on the removal of the threatened locomotives at Millsite. Deadlines agreed to have come and gone but the final deadline, now extended to July 31st, remains. As all our readers and members know, SIA has moved heaven and earth to put a process into place whereby the locos can be moved to safer surroundings.

Although we are faced with some seemingly insurmountable obstacles, particularly with rail movement, project leader, Shaun Ackerman has remained confident that it can be achieved. However over a week has passed as I write and HRASA is still not in a position to issue release documents. It appears that Transnet had not thought through the change of ownership involved in transferring the locos and other assets to HRASA and the release of the locos is now awaiting clearance from the Transnet legal department. Given that Transnet has known about the proposed movement of these assets to HRASA's domain for several weeks, it is frustrating and beyond belief that such a legal obstacle had not been considered and clarified previously. Nevertheless we and HRASA will keep up the pressure to get the locos released. Sadly the price of diesel will rise in July by an expected R1 per litre and coal will increase in price by 18,52% from July 1st which risks eroding the funds we have before we even start. It is, however, a dynamic process and we will keep you, our members, updated as the story unfolds.

**Will we ever move these locos?**

**Photo courtesy of Kevin R Wilson-Smith.**



## Why did we come into being?

Steam Preservation in South Africa has been staggering from crisis to crisis for some years now. When one reflects upon the good intentions that existed some years ago by many organisations it is indeed sad to reflect upon the fact that so little of these high minded preservation initiatives actually came to anything, let alone survived. A good example is the prospectus for a new preservation centre as published by the Railway Society of South Africa in 1982. Pages of this impressive document appears below.

It will be interesting to do a post mortem on why they never achieved their objectives but success is built upon achievement and not failure and therefore we can only conclude that for whatever reason this initiative, like the closure of the Alfred County Railway, the loss of the Outeniqua Choo Tjoe line, and the wholesale scrapping of locomotives can all sadly be placed on the list of retrograde actions, events, or acts of God which knocked another steam preservation initiative off its pedestal.

Learned Hand (1872-1961) said:

*"We accept the verdict of the past until the need for change cries out loudly enough to force upon us a choice between the comforts of further inertia and the irksomeness of Action."*

It is for precisely these reasons that Steam in Action came into being, and it is true that the endeavours which we are now involved in are a trifle irksome. They are irksome to us, and they are probably irksome to the people who are under pressure, i.e. the authorities.

Stagnant pools do not like to be disturbed but in order to get things flowing there has to be Action and we are therefore busy on many fronts attempting to save locomotives and to help to try to rebuild some aspects of South Africa's Steam Preservation potential.

In so doing we appeal for only one thing and that is for stature. It takes great stature to call for assistance, it takes stature to review failure without resentment or a sense of indictment or persecution. The facts are the facts and we are dealing with facts. We are dealing with locomotives that are severely endangered, we are dealing with an ongoing epidemic of scrap metal theft, both of the vandalism variety and as sanctioned by authorities that see the value in an old locomotive, not in terms of its rich contribution to the country's heritage but rather as something that can be converted into cash by simply lifting a telephone and calling the scrap dealer.

We are caught in the grip of a scenario where the SIA members have rallied magnificently to the call for financial assistance to provide coal to haul the locos to safety from Millsite. Despite a number of promises regarding when we will be given the written authority to do that we remain stuck in a very serious situation. Our contractors cannot hold their quotes much longer, and our volunteers and the troops on the ground are becoming demoralised. The people who are withholding authority have imprisoned themselves in their own fortress and for whatever reason now refuse to communicate.

None of this is insurmountable and we chip away brick by brick, day by day, to make sure that our progress is always forward, is always positive, albeit slow on occasions. The movement of two 25NC's this week from Bethlehem Steam Shed as featured below is a non-trivial example of what can be achieved through extreme perseverance. It took hundreds of man hours to prepare these locomotives for the move and it took extreme skill in negotiating not only with the scrap dealers whose torches were ready to eliminate them but also with the authorities who needed to be reminded that they had already been documented as preserved locomotives and that the "misunderstanding" which often takes place when cutting teams move into a railway yard must at all costs be avoided. In this case there was vigilance which was missing in the case of Millsite, and it is for that reason that a number of locos have been lost.

We rely heavily on ordinary men and women to be vigilant, to keep an eye on locomotives that are threatened, because even while SIA is in negotiations with the authorities to save locomotives it is very often true that someone instructs them to be eliminated anyway. Such was the fate of the two steam cranes in Kimberley last year. Despite the fact that all the documentation clearly shows that they had been earmarked for preservation they were destroyed and the funds absorbed by unknown parties.

That is the reality of the situation here on the ground in South Africa. There are people who object to this type of consensus but the documentation supports it unequivocally.

Again, we would like to thank those many people around the world who sent their contributions and who continue to send their contributions. We publish the list of people who have supported us below (with their permission). For those who have not contributed please be rest assured on two things:

A. The battle is ongoing.

B. The successful outcome is not in doubt but becomes ever more likely as our strong body of SIA members and supporters from around the world step forward by voicing their concerns, by making contributions, and by providing us with stimulating thoughts and ideas as to how best to approach the challenges that lie ahead. For example, if you live overseas and you happen to be in the vicinity of the South African Embassy it may pay to pop in and contact the Commercial Attaché and explain the realities of what is happening on the ground in South Africa. The country needs tourists and it wants tourists. Why then do everything possible to ensure that the rest of the world gets the message that we are extremely tourist unfriendly when it comes to sharing our priceless steam railway heritage with likeminded people from around the world.

Should you feel strongly about this why not write a letter to the Embassy in your country and give your view on the subject. SIA certainly is able to provide you with any support documentation you need in order to give tangible examples of why things have not been on the right track particularly as far as the authorities are concerned.

Steam in Action's main mission is rail and steam tourism, in this regard the Millsite affair has been a necessary diversion. With our show of strength we have shown the authorities we mean business and cannot be dismissed as just another bunch of trainspotters.

## Visit our Founding Members





# PRESERVATION GROUP

## RAILWAY SOCIETY OF S.A.

### SPORWEGVERENIGING VAN S.A.

# BEWARINGSGROEP



## Step back to 1896 at the Railway Preservation Centre

The Railway Society Preservation Group (Transvaal) is a branch of the Railway Society of Southern Africa (R.S.S.A.) which is registered as a non-profit making association. The R.S.S.A. was founded in 1960 by a small group of railway enthusiasts in Johannesburg. Branches were soon established in Cape Town, Port Elizabeth and Durban. Today the R.S.S.A. has several hundred members, including many residing in such countries as the United States, England and Australia.

Twenty-five years ago South African Railways operated about 2750 steam locomotives of over 100 types, as well as 391 electric and 46 diesel locomotives. By 1984 the steam fleet had been reduced to just 720 operational locomotives of 12 classes (excluding several types retained for special trains). In the meantime the electric fleet had increased to 2225 units, and the diesel fleet to 1405 units. During this 25 year period other major changes in the railway scene also took place. Hundreds of open balcony, wooden-body passenger coaches were scrapped and today none remain in revenue service. Railway signalling changed too, the older semaphore types being replaced with newer colour-light signals. Countless other changes have taken place which have changed the character of the South Africa's railway scene and whilst such progress is to be lauded, the preservation of equipment from the earlier era, in part at least, must also be considered.

With such an awareness, a number of Railway Society members established the Preservation Group early in 1982 after first approaching S.A. Transport Services for the donation of three steam locomotives. Since June 24th, 1982, when these locomotives became the property of the first enthusiast group committed to the preservation in working order of 3'6" (1065 mm) gauge locomotives, progress has been rapid.

This commemorative pamphlet, prepared for the November 10th, 1984 opening of the Railway Preservation Centre located near Krugersdorp and Randfontein, tells the story of the volunteers who motivated this project and, against many odds, achieved substantial progress. Organisations which have assisted with sponsorships can be proud of their contributions and it is hoped that continuing support will be given and that new sponsors will come forward. Only through such support, coupled with the real and dedication of railway enthusiasts will the preservation of vintage railway equipment be assured.

## The Railway Society Preservation Group (Transvaal)

A Branch of the Railway Society of Southern Africa, a registered not-for-gain-Association in South Africa

### Founders:

John Allerton, Brian Cooper, Kenneth Froud, A 'Buck' Gough-Jones, Allen A Jorgensen, John N Middleton, Ian Pretorius, Derek J Sawyer, Derek G Scales, G William Whiteside, Ronald R Wilson.

**President:** Allen A Jorgensen

### Officers

**Chairman:** G W Whiteside.  
**Vice-Chairman:** J N Middleton.  
**Preservation Projects Director:** A A Jorgensen.  
**Marketing Director:** A Gough-Jones.  
**Administrative Director:** L E Poniak.

### Departmental Heads

**Motive Power:** B Cooper, C Harris.  
**Coaching Stock:** G Best, D G Scales.  
**Train Tours:** J Hamilton, I Pretorius.  
**Editorial Board:** I R H Brickett, J N Middleton, R Searle.  
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# PRESERVATION GROUP

## RAILWAY SOCIETY OF S.A.

### SPORWEGVERENIGING VAN S.A.

# BEWARINGSGROEP

## 1982-1984 Preservation Progress by A.A. Jorgensen

On June 24th, 1982 the Railway Society of Southern Africa was presented with three steam locomotives by South African Transport Services. Over two years have passed and the Railway Preservation Centre has been established as a result of the effort of the first enthusiast motivated 3'6" gauge (1065 mm) railway preservation effort in South Africa. The occasion of the opening of the Centre is for members of the Preservation Group a significant date indeed and for sponsors, interested parties and the public, an appropriate time to review the establishment of the effort. The achievements realised to date and the goals set for the future should be of interest to all those concerned with our railway transport heritage. The railway formed the first transport infrastructure upon which the agricultural and industrial sectors developed far inland on a subcontinent devoid of navigable rivers. Notwithstanding the latest technological developments, railways now face an uncertain future as other newer transport modes evolve and compete in the movement of goods and passengers. An appreciation of the railway's contribution has been foremost in the minds of Railway Society members and now with the establishment of the Railway Preservation Centre a 'live' environment of an earlier era will be preserved for the future.

The steam locomotive has been the focal point of many people's association with and interest in railways but there are many other features such as railway carriages and wagons, older mechanical signalling systems, and railway architecture which are now increasingly appreciated. Nurtured in Victorian times, railways reflect many of the characteristics of the early Industrial Age which today evokes much sentimentality and nostalgia amongst the public at large. South Africa's railways are unique as

they reflect the influences of Continental, British and American design and operating practices moulded into a local style. Having to cope with a tremendous diversity in climate and topography, long distances from the temperate or subtropical coastal areas, through rugged mountains and deserts to the high central plateau, necessitated the development of simple, robust, yet massive locomotives considering the 'narrow gauge'.

Passenger comfort on long journeys has been important too and today we have the 'Blue Train', renowned far and wide as the most comfortable train in the world. It was not always that way. Train travel 100 years ago was very slow and dusty in southern Africa as Georgina Lister, daughter of Thomas Bain, recalled a train ride from Cape Town for the opening of the railway to Beaufort West in 1880. 'There were no washing facilities on the train and we had to sleep sitting bolt upright as the carriages of those days had no sleeping arrangements.' Within a few years however, sleeping cars were introduced and dining cars came thereafter. In 1896, Mark Twain, the well-known American writer, spent some months traveling by train around the subcontinent and he wrote: 'Several long journeys gave me experience of the Cape Colony railways, easy riding, fine cars, all the conveniences, thorough cleanliness, comfortable beds furnished for the night trains...'

'Yes, train travel in South Africa has in the past had a very special quality. Apart from the coal burning steam locomotive at the front, the train itself was beautiful, both inside and out. Teak was used extensively and all exposed surfaces were varnished. This era is now past but the Preservation Group is endeavouring to keep some of the spirit alive, not with static museum exhibits but with fully operational and restored equipment. Already, four steam locomotives

(two constructed before 1900) belong to the Group, while sixteen passenger coaches have been acquired. It is hoped that an eventual link-up with S.A. Transport Services track, will enable operation from the site itself to places further afield. Proposals have been made to extend the Preservation Group's old No. 9 Shaft line three kilometres to the Krugersdorp Game Park. This Reserve is very popular and attracts several thousand visitors on weekends and a train ride from the Game Park to the Railway Preservation Centre would add another dimension to tourism in the area. Thus, the Centre is well-situated and could develop into a major attraction. Being located on former mining ground, the Preservation Group is very keen to preserve mining locomotives and associated equipment. It is hoped that in time some of the unusual and unique locomotives constructed for the mining and industrial sector will be seen mingling with former South African Railways locomotives. Sadly though, many South Africans seem totally oblivious to the value of vintage railway equipment and many rare items have either been scrapped or purchased for shipment as far afield as England, the United States and even Australia.

Several years ago a museum located in the Eastern Cape actually sold one of its own exhibits for scrap! This locomotive, a most historic 4'4 1/2" (1435 mm) gauge steam engine had been built in 1878 for use in harbour construction. Being of no further use, the locomotive was eventually buried only to be excavated some thirty years later and transported to the museum in 1960. Drawings were obtained from abroad to restore the engine but subsequently museum authorities spirited the locomotive away for scrap without informing the public or providing any opportunity for a new home to be found.

More recently a scrap merchant in Witbank obtained from a mine a locomotive in perfect working order which the Preservation Group had already requested be put aside for preservation. In spite of representations from the Group the dealer demanded an exorbitant price for the engine, then scrapped it in a manner that can only be described as vindictive! Hopefully, such utter disregard bordering on vandalism, can be avoided in future.

The Railway Society has been trying to promote an appreciation of the historic value of such equipment with the business sector and amongst the general public. Through the operation of steam powered 'tourist trains' in co-operation with S.A. Transport Services from major centres such as Cape Town, Port Elizabeth, Durban and Johannesburg, large numbers of adults and many children who have never been on a train before, have experienced the atmosphere of a vintage train ride. Now with the establishment of various preservation projects, Railway Society members throughout the Republic are continuing the work. Already in Natal the Ungweni Steam Railway has been established near Durban and the local Preservation Group own two steam locomotives and a number of passenger coaches which are used one day per month. In Cape Town, the Railway Society is in the process of establishing a similar Preservation Centre for a number of steam locomotives which have been promised and coaches already purchased.

S.A. Transport Services undoubtedly has the largest and finest collection of locomotives and coaches and it is hoped that these will be displayed in the near future. The Railways operate their own steam specials such as the 'Steam Safari' which, together with Railway Society organised tours have brought numerous tourists to South Africa. Of local interest are the 'Apple Express' running on the Port Elizabeth-Avonmouth branch, and the 'Banana Express' on the Port Shepstone-Harding branch, both of which are on two-foot (610 mm) gauge.

Whilst this is all encouraging there is still much to be done. Only through the increased awareness of the public and a willingness to volunteer assistance, together with financial and material support from the private and public sectors, will the future of preservation and operation of historic equipment be secure.

The author thanks Mr W F Bolton, Publisher and Chief Executive of S.A. Transport Magazine for his support of Preservation by extending permission to reproduce this article from his journal. Colors have produced the separations and printing by Ultra Labs.



## Notable Events



November 27th, 1982, the day the Preservation Group's 454 made local history by being the first privately preserved steam locomotive to join forces with an S.A.R. locomotive on a passenger excursion (top). No 454 operated from Johannesburg to Magaliesburg, Hekepoort and back to Krugersdorp, doublehauling with Class 14R No. 1909. She made a second appearance on March 26th, 1983 as well.

'Phantom Pass' (above). Purchased at an S.A. Transport Services auction in November 1982. This 1911 Class A-18 single-deck Central South African Railways design origin has been partially restored to near its original interior condition.





During four days in November 1983 the Preservation Centre hosted some 75 professional film-making people producing a television film commercial for Castle Beer. The Ad depicted the first shipment of beer from the 'bag city' to the country by train in 1896 and in the scene at left Brewmaster Charles Glass oversees the first beer being offloaded at the country station. Soon everyone, including Preservation Group members recruited as 'extras' would be cheering the unique flavour of Castle Beer, 'which had survived the roughest of train journeys'.

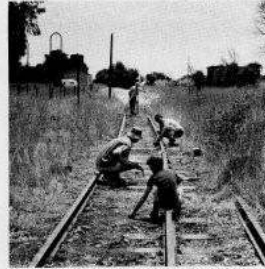
The Randfontein Estates Gold Mining Co. who have generously assisted the Preservation Group, operated a special train for J.C.I. and R.E.G.M. Directors during July 1983. A spanking blue, former S.A.R. Garratt (left), with Group Chairman Mr Gordon Woodall on the footplate, pulled the train, and Directors later dined aboard 'Phantom Pass' and lounged in private coach No. 15, 'Wes Vaal'.



In contrast, the Castle Beer 'special' (below), was photographed with 454 hauling 'Phantom Pass' and an old E-12 open-balcony 2nd Class coach, one of four owned by the Preservation Group. The four-wheel 'vat' at the back carried the beer! This advert generated much needed funds for the Preservation Group whose other sources of revenue have ranged from rail tours to publishing literature on railway topics.



## Site Development and Restoration



When track work began at the old 3 North Shaft, the present Preservation Centre, early in 1983 only remnants of the former railway lines existed, largely buried under boulders and earth. Just a short portion of the original roadbed was usable and rails were laid on the wooden sleepers (above). A front-end loader and grader were brought in to clear and level the area (above right), after which Preservation Group members learned trackwork the hard way (right), right people to a team.

By March 1983 the first train (below) to enter the site in over 20 years reversed cautiously to the end of track. Rear-end coach is No. 6086, Class Q-17C, built for the Cape Government Railways in 1903, and donated by the S.A. Transport Services late in 1982.

W.J. Leith, railway construction contractors, then stepped in and completed the trackwork at the site. Coaches were moved in for the first time during October 1983 (bottom right).



## The RSSA Preservation Group

Dave Richardson writes:

"Those of you who have been around steam for a while will know that the RSSA Preservation Group is now known as SANRASM.

We have mentioned the sorry state of affairs of this organization in a previous newsletter but in reading the previous article it would be hard to imagine that such great plans could come unstuck. I was a member of this pioneering organization from 1985 and spent many weekends working on the Magaliesburg Express or restoring locos or working as a fireman on the monthly open days. We had great fun and moved forward in an environment of little theft, security issues and great cooperation from the SAR and REGM on whose property we were camped. Steam was still on our doorstep in the form of the REGM GMAM Garratts, their workshop being at the end of our line where it joined the main system. We were often called to assist with moving their locos in the shop and got great help from the many fitters and artisans there with our own locos.

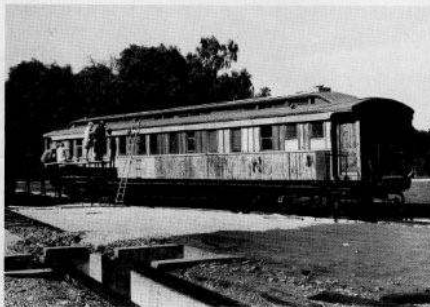
We thought it could go on forever.

In 1987 along came Spoornet and a whole new set of ideas. REGM changed and we were limited in our running area but every volunteer day was a good one rounded off by boerewors rolls on the house.

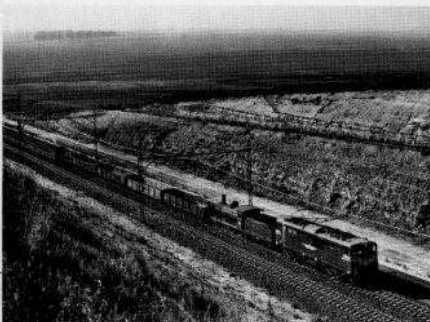
When we became SANRASM the focus shifted slightly to a more educational facility but we piled in the visitors as we were still the pioneers. As steam came to an end on the main line groups such as Reefsteamers and Friends of the Rail came into being and we lost volunteers.



Locomotive work has consisted of maintaining 454 in good operating condition. During mid-1984 she received a complete set of valve gear motion bushes, and overhaul of slide valve components (above). GDA No. 2295 has proved a difficult task for restoration, since after members disassembled and 'cooked' the boiler (above left) a hydraulic test revealed a defective internal main steam pipe which has necessitated the complete removal of superheater elements and header. Hopefully she will be steamed early in 1985, thus becoming the first restored Garratt in South Africa.



Private Coach 'Wes Vaal' is currently undergoing restoration and is seen at left, stripped to bare wood, and ready for the first of several coats of paint. AECT are donating this, and other paint to the Preservation Group, while Plascon-Evans assisted with Phantom Pass and the E-12 open-balcony coach. Restoration is planned for most of the 15 coaches owned.



Two recent arrivals include Class 64 No. 473, donated by the Bunkers Coal Mine of Gencor, which was hauled to Substation on October 19th, 1984 (left). The old ZASM coach, discovered on a farm near Pretoria, was also moved and is seen being loaded. Unfortunately, her timbers are in such poor condition that she will remain only a display item but there is a possibility that one or two replicas may eventually be built.



It was more fun to be on the main line than on a mine. As South Africa moved into its new democratic dispensation we had the beginnings of THF and the Steam Exit Plan which changed SANRASM for ever. Security became a big issue and theft was rampant. With other attractions on offer enthusiasts and volunteers drifted away and the decline began. It was just not fun anymore to drive out to Krugersdorp, even the boerewors rolls had dried up!

Although this may sound very simplistic, this is my feeling as a long time volunteer. Alongside this withdrawal of labour, membership and consequently funds dried up. The long time policy of collecting anything offered meant that SANRASM had more assets outside of Krugersdorp than in it. With the lack of funding SANRASM slowly turned into a scrapyard. Locos and coaches were used to their limits and set aside with little or no hope of being restored to their former glory. When the Magaliesburg line was re-aligned to cut the SANRASM site in half along with the collection, the writing was on the wall. Attendances at Open Days fell badly although the Magaliesburg Express thundered on with diesel power and kept them alive.

Today SANRASM is a shadow of the dream that the original founders had. In conversation, at Africa Rail recently, with Allen Jorgensen, one of the founders of the RSSA Preservation Group, I found him quite emotional and distressed as to what had happened to his dream.

As yet there has been no reaction from SANRASM to any offers of assistance so we can only presume that they have hit the self destruct button. Very sad. I had great memories and put in a lot of effort along with many others. Why did we bother? Well it was fun once."

## Disaster on the Narrow Gauge - Izotsha Bridge

Earlier this week the South Coast of Kwa Zulu Natal suffered some devastating flooding which led to some fatalities. The famous Izotsha screw pile bridge (a National Monument) was washed away completely near Port Shepstone effectively severing the first few kilometers of the Port Shepstone to Harding line from the rest of the system. Phil Girdlestone was on hand to document the devastation while Errol Ashwell sent us the pic of the bridge in happier times.

Although effectively closed this line has always been subject to efforts to re open it but as with the damage to George-Knysna one wonders if there is hope now of this ever happening. Certainly the line could be operated on the inland section but the connection at Port Shepstone to the Cape gauge line was essential for freight traffic which was always key to the viability of any re opening as the Banana Express could not sustain the line on its own.



**Left: Photograph of train crossing bridge in 2005 (Courtesy of Errol Ashwell)**

**Bottom 3 photographs: Devastation captured by Phil Girdlestone**



## NG 97 RETURNS TO STEAM

Sandstone's second Lawley has returned to the rails at Hoekfontein after a fast track restoration by Lukas Nel and his team in Bloemfontein. This locomotive which was placed in the James Hall Museum of Transport, Johannesburg in the late 1960's is on permanent loan to Sandstone from the Museum.

Although there were some queries about it's identity it has been positively identified as Falcon 263/1897. It is of the F4 type and has detail differences to Sandstone's BR7 (Falcon 233/1895) as well as larger cylinders. It has also been identified as BR25 but it has been decided to paint it in SAR black as Class NG6 No: NG97.

Apart from their time on the Beira Railway, both Lawleys worked together in 1925 and 1926 on the Uppington-Kakamas line and then at Zebedela Estates in the old Northern Transvaal until 1959. There is no doubt that these grand old ladies know each other and enjoy each other's company.

The restoration is yet another milestone in the efforts of Lukas Nel and his team.



**NG97 was successfully steam tested at Bloemfontein.**

Photo courtesy of Lukas Nel.



**NG97 stands at Bloemfontein after completion of her restoration.**

Photo courtesy of Lukas Nel.



**After arrival at Sandstone NG97 is seen on her first test run at Hoekfontein.**

Photo courtesy of Sandstone.

## 25NC 3496 AND 3536

These two locomotives which were the last two steam locos at Bethlehem have now been moved to their new safe environment at Sandstone's Ficksburg facility. Gert Jubileus sent us the reports below on the moves. Written in his own passionate style, it certainly brings across the feelings of most of us who love steam.

Sandstone is trying to build up a history of these two locomotives and we know that 3496 hauled the Blue Train special on its trip from Johannesburg to Cape Town and return in April 1969, winning the award as the cleanest loco used on this 100% steam trip. 3496 was then still in Condensing format.

If any members have any further information on these locos, please contact us, we would love to hear from you.



**3496 now in non condensing condition storms through Modder River in 1984.**

Photo courtesy of Sue Lawrence.



**3496 stands at Touws River in April 1969 during the special steam hauled Blue Train trip. The locomotive is still in its original condensing format.**

Photo courtesy of Les Pivnic.

**Click here to  
view Gert's reports:**

**25NC Move to Freedom  
A New Day has Come!**



## FRIENDS OF THE RAIL PHOTO GALA

*Chris Janisch writes:*

“At the start of June, FOTR held a successful photographic gala. Night and early morning sessions were offered, providing wonderful photo opportunities. Drivers and firemen were dressed in traditional garb and posed to show the human element. The event was well supported and attracted strong interest from camera clubs too. View the pics to show what is still available to the serious steam photographer in South Africa.”



## SANDSTONE NEWS

While we all sit and wait through the misery of Millsite, Sandstone has acquired a number of rare tender and wagon bogies from a West Rand mine at a recent auction.

Some good news.

**Some rare and interesting Cape Gauge bogies saved from the scrap man on their way to Sandstone.**

**Photo courtesy of Sandstone.**



## REEFSTEAMERS' "LYNDIE LOU" STEAMS AGAIN!

Sandstone's GMAM locomotive No: 4079, named "Lyndie Lou" after the wife of Sandstone Heritage Trust trustee, Wilfred Mole, ran on its first trip on May 30th to Magaliesburg. The locomotive has been at Reefsteamers for over 12 months undergoing repairs after it was moved from Rovos Rail early last year.

4079 has a special place at Sandstone as it was the very first locomotive acquired in 1997 when it was purchased from Randfontein Estates Gold Mine. At REGM it was numbered R1. One of the very first Garratts acquired by REGM, it came directly from SAR service at Waterval Boven depot.



**“Lyndie Lou” steams again.**

**Photographs courtesy of Aidan McCarthy.**

## Letters from our Members

### APPLE EXPRESS INITIATIVE

*Received via email ...*

“Hello there.

After reading the steam-in-action web page, I thought you might like to see what we are up to in the Eastern Cape.

Kind Regards,

Karin Scheepers  
Function Coordination  
042 2880 700 (land line)  
042 2880 778 (fax)  
[www.assegaibosch.co.za](http://www.assegaibosch.co.za)

Hi everyone!

This is a special request to all residents and businesses in the Eastern Cape.  
Please help us fill the Apple Express Train on the 27 - 29th of June.

Following a year of blood, sweat, tears & negotiations the Apple Express has launched three-day weekend packages to different destinations along the world-famous Narrow Gauge line. We hope that by making this new Tourism Train initiative successful, we will be able to motivate the recapitalization of the line running from Port Elizabeth to Avontuur.

“To lose this railway would be a triple tragedy - for South Africa's heritage, for tourism and for the community.”  
(Paul Ash - Sunday Times)

It is now up to the public of the Eastern Cape to help us and show their support of this initiative and put their bums on the seats we are trying to sell! Please forward this to everyone you know who could help us!  
Thank You!

**YOUR WEEKEND GETAWAY ON THE APPLE EXPRESS IS AS EASY AS 1-2-3!**

**Step 1:**

Call 082 921 8512 /or / Tel: 041 368 4649 /or/ Email: [bookings@appleexpress.co.za](mailto:bookings@appleexpress.co.za)  
To book your train ticket!

**Step 2:**

Check out the attachment for all the information on your “WHERE TO STAY” & “WHERE TO PLAY” options. If you have any further enquiries about it call Karin or Anton on 042 2880 700.

**Step 3:**

Decide on what accommodation you want to book with and which activities you want to experience, call the number related to it and make your booking.

Check out the website [www.appleexpresstrain.co.za](http://www.appleexpresstrain.co.za) for the latest news and information on this exiting train trip!



## EXCITING NEWS - APPLE EXPRESS LAUNCHES WEEKEND TRIPS 27 - 29 JUNE 2008

The world-famous Narrow Gauge line new tourism campaign entitled “Where to Stay, Where to Play & Where to Buy Your Ticket” opens up a new era for the Apple Express, with three-day weekend packages to different destinations along the line, as well as regular day trips to Loerie.

As you head for Assegaaibosch on this first three-day weekend getaway (from Friday to Sunday) our iconic heritage train will take you through the fertile Gamtoos Valley and up the picturesque Langkloof.

Whether you are a tourist, visitor or resident of the Friendly City, this train trip gives you the freedom to an experience that is unique.

Decide on the package that fits your lifestyle and pocket, book your train ticket, decide where you want to stay and what you want to do - it's your experience! So, whether your preference is a tent camp in the Baviaanskloof, a fully-equipped self-catering farm cottage or rondavel, or an up-market B&B experience - arrive at your destination in style aboard the Apple Express!

Spend day two exploring the Langkloof, Tsitsikamma or Baviaanskloof, where visitors are spoilt for things to do. The choices are almost endless, ranging from hiking, mountain-biking or quad-biking to river-rafting, canopy tours or bird-watching... or you could do nothing and bust your stress!

The new programme has been received with great enthusiasm by the tourism bodies, tourism operators and hospitality industry, giving it the 'thumbs up' and pulling out the stops to give visitors a memorable experience.

This concept of regular Apple Express travel, for both weekend and day trips, has the added bonus in that it creates the perfect setting and opportunity for weekend weddings, conferences and festivals, such as the renowned Shell Festival in Jeffreys Bay.

The return train ticket for the weekend getaway is an affordable R550 per person and includes a picnic-basket lunch on both legs. The train conveniently has a well-stocked Apple Tavern, where you may purchase snacks, cold drinks, memorabilia and postcards during the leg-stretch stops. Your accommodation hosts will transport you from and to the Assegaaibosch Station, while your experience hosts will take you where you need to go. In other words, no stress because all the details have been handled!

Treat this weekend away as if you were leaving on a boat or plane, get a friend or family member to drop you at the departure at Humewood Depot. By the way, if you are being dropped off, remind them to collect you at 16h30 on Sunday! However, if you have to come in your own car, parking will be available.

This inaugural weekend trip has limited seating and one you cannot afford to miss. Due to the current fire hazard conditions, all trips on the Apple Express will be by diesel engine, unless otherwise advised.”

## ANGOLA LOCO LIST

*John Middleton writes:*

“The latest newsletter had a list of locos surviving in Angola compiled by John Batwell - in fact the latest internet reports and photos show that there are in fact many more than are shown on the list.

CFB - Lobito Shed: 402 (11 class)

CFB - Huambo Shed: there are 11 locos here (7 Garratts and 4 tender locos) of which only three have been positively identified so far (the 3 in the Batwell list)

CFB - Huambo Works: there are now known to be at least 27 locos in the workshops area - the 6 class and 10D 364 are inside the main works area and the rest in sidings behind the works (can be seen clearly on Google earth images). Additionally identifiable locos from photos posted on the web are: 10A: 305; 10B: 319 and 10E: 388 and 389. 10B 321 previously reported at "Kuito" and shown as such on the Batwell list is also amongst these locos at Huambo. There is also a Cowans Sheldon steam crane and visible in one of the web photos a row of at least 3 narrow gauge diesel locos (Motor Rail Simplex types) standing inside the works fence.

Sadly all these locos (including the 6 class which is otherwise complete) were deliberately immobilised by the use of small explosive charges during the war.

CFB Luena: 17 locos here including 10B: 323

CFB Kunge: 1 Garratt

CFB Luau: Several locos - number unknown

CFL Catete: Reports indicate up to 20 locos here

CFL Caxito: 2 locos here

Who wants to explore before the scrap merchants arrive !!

Kind Regards  
John Middleton”



# RESPONSE TO MILLSITE ISSUE

*Last month we published some excerpts from letters received and sent to Transnet re: the Millsite issue.*

*Below are a further selection that were copied to SIA. What is remarkable is the single minded approach from all over the world. Here we have letters from South Africa, Australia, China and Switzerland amply illustrating the global feeling towards our efforts.*

*As many mails were not copied to us we are interested to know if all those who sent mails to Transnet ever received an acknowledgement. Would you let us know? If nothing was acknowledged we suggest that you mail the recipients again and ask for one. Once again thank you all for your sterling efforts on behalf of Steam in Action.*

From: Lee Gates

Sent: 04 June 2008 05:14 PM

To: cecilia.machaba@transnet.net

Cc: Susie.mabie@transnet.net; siyabonga.gama@transnet.net; Lee Gates; Wilma.Oosthuisen@transnet.net

Subject: Historic and National Opportunities at Millsite

Dear Sir/Madam

Firstly I wish to write to you to thank and commend you for placing a hold on the scrapping of the locomotives at Millsite and giving Steam in Action a chance to submit the documentation and get the logistics ready. Please be assured that these locomotives will be removed from your site - and without the unsightly piles of scrap metal, dumped gas cylinders and shattered, burnt out wood littering your site either. I thank you for your cooperation and fore-sightedness. This situation could easily be turned around to show Transnet to be the visionary cooperation that you wish to portray it as.

I kid you not that this move to scrap heritage locomotives, especially the threat to those Reserved in the compound, has created much anger - not only in the South African Steam Community but also around the world. You are currently in the world-wide spot light beam for the way that this situation has been handled, and will be handled. As it is, the fact that these engines were allowed to decay to their present state is a disgrace. If proper procedures were followed in genuine good faith by both yourself and your predecessors - these engines would have left your property, in good order, long ago.

Around the world, rail operators like yourselves are often frustrated by preservationists who can make a lot of noise, but are not able to do much practical to save the engines and rolling stock they are passionate about. Steam in Action is not like this, especially with our growing international support and backing. Spares are being sourced and starting to move as to get these old engines roadworthy. Low bed heavy haulers are being set aside for road haulage. Collections are being made for coal and to pay for the cost of shipping. Track space is being arranged at secure depot to store these engines - with security staff, fencing and lighting paid for 100% by private clubs and individuals. Movement YQ's are being requested. Reefsteamers, Sandstone Heritage Trust and Friends of the Rail are mobilizing there members.

Reefsteamers and Friends of the Rail are operated primarily by volunteers as non profit companies. These special people are preparing to give up of their own time, family lives and money to rescue these old engines.

I am a member of Reefsteamers, the Association's Webmaster in fact. After spending 8-11 hours a day working on computers in a stressful IT environment, I usually spend 3-4 MORE hours a night writing articles and reports, updating our website. I am also active at the Reefsteamers depot itself - primarily as a photographer, chronologer type person but am also officially training as a shedman. I've spent many hours cleaning steam engines, lighting fires and working lonely all-night shifts to help prepare and look after the engines for early morning departures the next day.

I don't get paid a cent for all this.  
I do it because I love the old Steam Locomotives.

I love them for what they are. Steam in Action has helped me to realise what these steam locomotives can BECOME - a vibrant, breathing, living show case of our nation's history - and a commercially viable enterprise that supports itself, provides great on-going publicity for Transnet and will help to create jobs and uplift disadvantaged communities. This is Steam in Action's vision - which is burning as brightly as one of our fireboxes.

I have already been working at your depot - loading spares and have committed my time for further work and movements. I have also donated R3400 cash, sufficient for FIVE TONS of coal for the move and am preparing to donate more (a four figure sum) towards the project.

I'm not alone - there are many people like me who are ready to freely offer their own specific skills time and finances to save these grand old machines.

Please continue to assist us in good faith and help us to turn this explosive situation around - and to earn Transnet a positive note in the world wide arena of Steam Preservation.  
You want to get these unsightly, decrepit engines off your site - well, lets work together and do so in grand high-flagged style!

I thank you for you time in reading this

Yours truly  
Lee Gates.



From Philipp Maurer

Dear Steam in Action  
Dear Errol

this is statement directly out of my mind! Im fully agreed with this.

as you know I'm really convinced that steam will work as business. I know it!

there would be ever lots of enthusiasts who mean that they are the only once who are on the right and only way; even they straggling around with one ore two engines, to keep them running.

at the effective end of the preservation would only count what of the rare heritage items are preserved and in running order. To keep them all running funds are needed . To generate money you will need the own rolling stock and workshop (or a workshop who support you with work on a advertising base...), attractive destinations and long distance trips to operate profitable tours, advertising and not to forgot volunteers who work at the preserved assets. the steam marked will slowly grown up within RSA, as longer the time of the steam end to now will be. at the last the overseas lost all the steam heavens around the world! so there is be a hug potential of enthusiasts who looking around to get some alternatives to China and Indonesia. South Africa has the potential to go in to the world leading steam heaven. this because all the older enthusiast know the beautiful steam scenery in RSA and the younger once trying to find new challenges of steam in breath-taking landscapes.

that organisations like HARASA have a right to exist is undisputedly, but only, if the personal interests and the continuously foot brake mentality, not against the super ordinate interests.

With the best greetings  
Philipp

From Errol Ashwell

An Open Letter to Mark Robinson and HRASA

Dear Mark

I have, for many years, tried to play my part in the fight to develop a successful heritage and rail tourism industry in South Africa - and will continue to do so. HRASA appears to be a pivotal element in determining whether or not we succeed in this endeavour. Please accept this letter as a genuine attempt to help the industry and to help improve HRASA's image and effectiveness. It is not meant to be confrontational, but constructive.

I am a businessman, running the Africa business for one of the world's largest IT companies. In a past life, I ran a corporate and business communications company for a number of years. I believe that over the years I have learned something about corporate communications. Please, this is not a 'lecture', but I do suggest that it may be helpful for HRASA to ponder the following observations.

#### 1. Public Relations

The statement that "... remember that the provision of information from and about the works of a registered company like HRASA is a privilege and not a right. Like any company we are under no constraints to explain, publicise or take into our confidences anyone other than our members ." unfortunately does not reflect the reality of the corporate world. Whilst it is technically true that a company is not obliged to communicate with people other than its members/shareholders, real life dictates open communication with many other people. There is also a very real expectation from those very members/shareholders that a company communicates very well with its publics. Such publics include:

- The members/shareholders themselves.
- Potential investors.
- Employees.
- Customers.
- Relevant government departments.
- Relevant authorities and agencies.
- Business partners.
- The press.
- Special interest groups.
- The public at large.

In fact, for most companies, a failure to maintain effective bi-directional communication with its publics would be a disaster - and would be seen by its members/shareholders as a failure of management to meet its obligations. Hence the huge emphasis on Public Relations in most (successful) companies. The unfortunate reality is that in any given crisis situation, "No Comment" or dead silence will always be interpreted by most publics as "Guilty as Charged".

HRASA is often accused of being a poor communicator. This does impact negatively on its standing and effectiveness.



## 2. The Formal Standing of the SAR-L List

Your statement that "... SAR List has no formal standing, nor does it have any relationship with HRASA other than that some of us in HRASA are on SAR List in our personal capacity ..." although technically correct, is possibly not the wisest standpoint for HRASA to adopt. Whilst this list may consist of a number of 'armchair enthusiasts', it also represents a forum for a great many of the active - or would-be active - heritage preservationists interested in preserving South Africa's heritage and developing a thriving rail tourism industry.

As this list is used by those and many others as both a mouthpiece and source of information, I respectfully suggest that HRASA's members would benefit far more if HRASA scrapped the "information from . HRASA is a privilege and not a right" attitude. As recently demonstrated by the Millsite debacle, a timeous statement from HRASA (even of the simple "We are aware of the problem and are working on it" type) would have defused an awful lot of tension and vitriol on this list.

## 3. Transnet's Expectations of HRASA

Unfortunately, whilst HRASA may wish to believe that it is obliged only to communicate with its members, Transnet (a primary 'business partner' I guess) and the Transnet Foundation (a member) have a very different viewpoint:

During the recent Millsite crisis, I sent an email to Transnet and the Transnet Foundation expressing concern and seeking clarification. As might be expected, my email was bounced from Ms Ramos, to the Group Chief Executive, and then to Ms Suzie Mabie - Acting Head of Transnet Foundation.

Ms Mabie's response was friendly and enlightening. I quote from her response: "... we are committed, through an MOU, to engage with HRASA on matters related to steam preservation. Through the MOU Transnet undertakes to respect HRASA as the representative voice of the industry. Thus, in this context, we are obliged to communicate on related matters through HRASA..."

In other words, Transnet and the Transnet Foundation believe that, in terms of the MOU with HRASA, HRASA is the only official communication vehicle with the heritage public, and that HRASA is obliged to represent the entire heritage industry- not just its members!

I am not sure whether or not the HRASA board has thought about this through, but like it or not, HRASA's primary 'business partner' Transnet, expects HRASA to be the communication conduit between it and the heritage community at large. This therefore places an additional (even if unwanted) responsibility on HRASA to pass information on to the interested publics and to act as the representative for those publics to Transnet. This is an awesome responsibility that seriously challenges the "we are under no constraints to explain, publicise or take into our confidences anyone other than our members" position.

Therefore, in conclusion, I urge HRASA to expand its communications horizon, and to accept the heritage enthusiast/activist community as a relevant public with which it needs to effectively and timeously communicate. I respectfully suggest that improved communications with both its members and other interested parties would ultimately benefit both the HRASA members and the heritage/steam/rail tourism industry at large.

Kind Regards

Errol Ashwell.

From Dennis Mitchell

To: Maria Ramos

Cc: Wilma Oosthuisen

Sent: Sunday, June 08, 2008 3:55 AM

Subject: HERITAGE LOCOMOTIVES AT MILLSITE[KRUGERSDORP] LOCOMOTIVE DEPOT

Dear Maria,

Firstly, I would like to introduce myself. My name is Dennis Mitchell, I have worked in the railways in AUSTRALIA, since 1968.

During 1974, I travelled for the first time to see your wonderful country and of course its railways. This trip sparked three return trips in 1977,1980 +1985.

One of the things that kept me coming back was the fantastic STEAM LOCOMOTIVES the S.A.R.[ S.A.T.S., TRANSNET] had running. In fact, after my first tour, I encouraged a LOT of Australian railfans to tour South Africa to see BIG STEAM at work.They all of course spent money and did other touristy things like visit KRUGER NATIONAL PARK, BLYDE RIVER CANYON, CAPE POINT, ZULULAND etc.At these times their was fantastic co operation from the South African railways, in arranging tours, bedding and meals on trains, even cab rides on locomotives. So much so that I organised the1977 1980 +85 trips with their help and kind assistance. FRANK CAGE, who was the museum curator was wonderful, and even helped us get 'A' 'B' + 'C' class seating on the BLUE TRAIN in 1980,after being told in AUSTRALIA that it was booked out.

Now, the point of this e-mail is to tell you that my HORROR knew no bounds when I heard of the scrapping of HERITAGE LOCOMOTIVES at MILLSITE. Class 23 3286 was a favorite loco of mine and thought she was safe for future generations to marvel at now a pile of scrap Is the few thousand RAND of profit it brings worth the millions of RAND IT would of brought in as atourist attraction? Your management have obviously not an iota of an idea of how much revenue steam locos can bring in.Look at UNION PACIFIC in the U.S.A. It is a mighty big RAILROAD, but it doesn't neglect its past. They have 2 big steam locos that travel all around the U.S. as well as many smaller locos nearly 50 years after their last regular steam dropped their fires [JULY 24,1959.]

The thing that disappoints me mostly, is that after giving assurances to STEAM IN ACTION that you would keep them aware of any steam situation, YOU WENT BEHIND THEIR BACKS TO SCRAP NATIONAL ICONS.N ow, you have set a RIDICULOUS deadline for steam to be moved.You people have done more damage to the SOUTH AFRICAN TOURIST INDUSTRY, and ECONOMY than if you had shot and killed all the animals in KRUGER NATIONAL PARK '

May I implore you, to let WILFREDMOLE, DAVE RICHARDSON SHAUN ACKERMAN MIKE MYERS and the rest of STEAM IN ACTION save these locos with a decent time frame to get the job done' These fellows are professionals and can do it right not like S.A.N.R.A.S.M. who don't seem to have much of a clue.

If you need confirmation of what can be done, Have a look at SANDSTONE ESTATES, or REEFSTEAMERS at GERMISTON.  
The old SOUTH AFRICAN RAILWAYS WAS A CARING ORGANIZATION THAT MADE A PROFIT transnet ??? I WON'T BE RECOMMENDING THEM TO ANY OF MY CLIENTS ANYMORE sadly, but hoping for a better future for steam and all heritage items.

Dennis MITCHELL RAILCORP SYDNEY N.S.W. AUSTRALIA

From Ron Wiley  
To: Vuyo Kahla  
Cc: Susie Mabie; Siyabonga Gama; Maria Ramos; Joanne West  
Subject: Re locomotives at Millsite

Dave Richardson the Executive director of "Steam in Action" has informed me that a formal application has been sent to you for 37 locomotives and a crane at the Millsite to be saved from being scrapped so that they can be restored at a later date to show the Steam Heritage of South African Railways. I hope you will make this possible so that "Steam in Action" can remove these locomotives from the Millsite? I intend to send funds to "Steam in Action" to help purchase coal so this can happen.

I hope this matter receives your urgent attention?

Regards,  
Ron Wiley  
Hon Treasurer: The Fleurieu Antique Rural Machinery Society of South Australia (FARMS).

From Chris Newman  
Subject: Scrapping of Steam Locomotives at Millsite  
To Vuyo Kahla, Group Executive Transnet;  
Susie Mabie, Transnet Foundation for Heritage and Preservation;  
Siyabonga Gama and  
Maria Ramos, Transnet, South Africa,

Re Scrapping of Steam Locomotives at Millsite

Further to my email message to you dated 24th May protesting against the scrapping of heritage steam locomotives that are earmarked for preservation at Millsite, I have been advised by SIA (Steam in Action) that there has been a temporary halt in the scrapping operations in order to allow an almost impossibly short time-frame for preservation groups to express interest in taking possession of, and removing, these locomotives from the site. From what they say, it appears that Transnet is determined to clear the site regardless of its responsibilities or prior agreements relating to the preservation of these important heritage items. I can only surmise that your actions must be driven by political whim rather than through any form of cohesive strategy.

If this is the case, then it may be deduced that your actions will continue to be random and arbitrary and that no heritage items that are in your possession are safe from the cutter's torch. I am therefore making a financial contribution to assist SIA in their plan to clear the site by removal of 37 locomotives and a crane from the site to a safe location. I understand that SIA has submitted a proposal to your office through HRASA to this effect, and I trust that it will meet with your acceptance.

Please be aware that even though I have never been to South Africa, I share the concerns of those who live there about the threat to their (and your) heritage items of historic value. As I am sure you are aware, my concerns are shared by many others around the world who like me will find South Africa a less attractive destination to visit if heritage items of special interest to me continue to be destroyed by those who are supposedly responsible for their preservation.

Had South African Railways taken better care of its heritage steam locomotives in the first place, then the current situation would not have arisen. It is one thing to correct past mistakes, but quite another to bury them.

Once again, I trust that you will distribute this message and all others that you receive on the subject, to senior executives of Transnet.  
Kind regards

Chris Newman  
#66 Dragon Villas, 8 Shun An Road South,  
Shun Yi District, Beijing 101300, China

[Click here to read Paul Ash's articles in the Sunday Times](#)



# Donations for Millsite

While we await Transnet over the release of the locos at Millsite, it is certainly time to pause and reflect on the Steam in Action appeal that followed the cessation of cutting last month. We can all be very proud of SIA in having stopped the carnage but our appeal for funds has also been a resounding success. Apart from initial receipts our appeal to purchase a ton of coal fired everyone's imagination. On the internet group, SAR-L, many listees auctioned DVD's and books as part of the appeal and many challenges were laid down.

At present we have received nearly R70,000 but we still need more. Please keep the donations coming.

We thank the following donors:

*Dave Hartman, Robert Wilson, Les Smith, Dick Manton, Luca Lategan, Aidan McCarthy, Chris Mortimer, Davin Mole, Kath & Andy Mills, Hannes Paling, Lee Gates, Carlos Vieira, Hans Herrmann, Charles Ferguson, Eugene Armer, Martin Coombs, Joe Neethling, Glen Landsberg, John Middleton, Stewart Currie, Felix Brun, Steve Sedgwick, Hansie Swart, Rob Adams, Derek Smith, Graham du Plessis, Peter Harding, Paul Yates, Frank & Sheila Cronin, 5AT Group, Ian Wilson, Ron Wiley, Graham Ellis, Dennis & Anne Mitchell, Sue Lawrence, Peter Micenko, Dennis Moore, Kit Meredith, Tamara Mole, Dave Battison, Peter Lemmey, Greg Smorenburg, Richard Niven, Alan Middleditch.*

We have had donations from all over Europe, the UK, Brazil, Argentina, Australia, New Zealand and the USA so it has been a truly international effort and SIA thanks you.

*Whilst on the subject of donations, SIA member Dennis Mitchell has made an offer to auction the following items for the Millsite Fund. Why not put in a bid to [daver@sandstone.co.za](mailto:daver@sandstone.co.za) now. We will hold open bids until Friday July 4th for all the items as one lot, no cherry picking please, it's for a good cause! We look forward to hearing from you.*

"Dear SIA team,

Your advert for an auction has me thinking!!

Whilst at the moment I'm a 'bit broke' I probably have one or two items that maybe 'auctionable' They are listed below.

1. A 1956 SOUTH AFRICAN RAILWAYS "Handbook on the STEAM LOCOMOTIVE for Enginemen and Running shed staff  
It has never been issued and made it's way from 'stores' to me by I don't know [or remember] how. It's in pretty good shape.
2. A 12/1975 public timetable in poor shape [but no missing or torn pages] ink stain on cover
3. A 8/1980 " ' ' ' ' : in fairly good shape [blue train in cape /hex river area on cover]
4. A SOUTH AFRICAN RAILWAYS " Illustrated Catalogue of Details of S1 Class 0-8-0 Type Engine with M.L.S. Superheater and Four Wheeled Double Bogie Tender [ Engine Nos 3801 -3825 Boiler Nos 10528 to 10552 + 10533 ? to 10555[ should be 10553to10555 but it has a typo] CONTRACT No. B/C3836 Built by NORTH BRITISH LOCOMOTIVE Co., Ltd. At Their Queens Park Works GLASGOW 1954

That's the blurb on the front cover It basically tells you how to build an S1 from scratch, all parts, measurements ,how many off and type of material.

This would be good for the serious modeller, live steam enthusiast; anyone who plans to restore an S1[hint,hint] or just an armchair enthusiast with a bent for technical jargon. It is in very good condition and has lots of technical drawings.

All for now, HAPPY STEAMING

Dennis Mitchell, Australia"

## Media Coverage

### STEAM IN ACTION PROMOTIONAL DVD

To further increase Steam in Action's penetration into the world, our promotional video is available for a very small donation. At a time when we need funds for the Millsite rescue, I urge you to get your copy. The video has been produced by Frameline Productions.

This company, run by husband and wife team of Ron and Val Nell, is well known in the documentary and corporate video arena. Rail enthusiasts will particularly remember "Steam Fever", probably the finest film made on South African steam.

Your copy of the video is available for a small donation.

SA Members: R50-00. Please contact Babita on 011 805 4692 or e-mail [babitan@sandstone.co.za](mailto:babitan@sandstone.co.za) for banking details.  
Non SA member GBP3-50. Please contact Joanne West on [joannewest@btinternet.com](mailto:joannewest@btinternet.com) - payment can be made by Postal Order.

Your copy will be posted to you on receipt of payment.

**Please support us by purchasing your copy of this excellent production.**

## Upcoming Events

### THE ESHAYAMOYA EXPRESS ALOE STEAM TRAIN TRIPS SATURDAY 19 AND SUNDAY 20 JULY 2008

Travel on the 19D Standard Gauge steam train to Riverside and see the aloes in full bloom along the NGWANGWA river. The river is named after the Pied Starlings which nest in abundance on its banks. "Gwee-gwees", but the old Zulu name according to original documents is NGWANGWA,

Patons Country Railway will take you with the Ingwe Municipalities Eshayamoya coaches and steam train on one of the most memorable Standard S A gauge train trips ever.

The train will leave Creighton station, and will travel to Riverside where the locomotive will run around the train for the return trip. Passengers will be able to experience the awesome sight of the Aloes in flower.

Passengers will not only enjoy a train ride but will also be able to photograph the train and the Aloes at some world class photographic sites.

Directions to Creighton are simple: From Durban or Pmb. take the Thornville, Richmond road. As you enter Ixopo take a right turn signposted as Ixopo / Underberg. Travel along that road for approximately 18 Kms. and take the left turn to Creighton. Drive straight on until you see the beautifully restored Creighton Station on your left. Distances: from Pmb approximately 105 km and Durban 140 km.

#### THREE TRAIN TRIPS ARE OFFERED:

Date: Saturday 19 July 2008  
Departure: 10-00 pm sharp from the Creighton station  
Return: 12-30 pm Creighton station.

Date: Saturday 19 July 2008  
Departure: 2-00 pm sharp from the Creighton station  
Return: 4:30 pm Creighton station

Date: Sunday 20 July 2008  
Departure: 10-00 pm sharp from the Creighton station  
Return: 12-30 pm Creighton station

Cost Train Trip: R 125-00 - Adults  
R 75-00 - Children 2 to 12

Book now to ensure your place for this world famous trip:  
Tickets available from Patons Country Railway.



For more information and Bookings: Tel 0823741417 or 0398342963 or 0832738037 or 0827359661.

Aloe Festival at Creighton Sports Club on Saturday 19 July 2008 and Sunday 20 July 2008 starting from 9-00am

Featuring:

Aloe products and talks

Beer festival

Aloe steam Train trip at 10-00 am

Numerous market stalls

Food stalls

Childrens Entertainment

Numerous other activities and entertainment

Patons Country Railway - Bringing tourism to the people and places where it is most needed

## Blast from the Past



Rhodesia Railways initially hired, then purchased six 15Es from SAR which were operated between 1970-73 on the Bulawayo-Gwelo section.

The sole survivor, No:2878 is currently staged at Bloemfontein.

Photograph courtesy of R. Clatworthy