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Your comments, queries and suggestions are always welcome!

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Steam in Action - An Association
Incorporated under Section 21
Registration Number 2007/035119/08
www.steam-in-action.com

From the Ed

Welcome to 2008. We hope that SIA members find themselves in good heart. Thank you for all your support.

SIA have been very pinned down trying to respond to everybody's queries but we have appointed a Director of SIA, namely David Richardson, and Dave will start communicating with members from next week onwards.

The first newsletter was a bit of a handful so we have decided to send them out more frequently and to virtually keep it going as a running commentary. This is the first of the new short version newsletters. It will be easier to read but you can expect another one very soon. This means that the information reaching you will be much more up-to-date.

We hope you enjoy the read!

Welcome to our 2nd Newsletter

This is a good opportunity to thank all our supporters for their contributions and for us to wish everyone a very successful 2008. Certainly as far as Southern African steam is concerned it should be a watershed year. With the help of many SIA members around the world we achieved more in December than has perhaps been achieved the previous few years. To elaborate on this statement, what did we achieve:

- We identified nearly 200 locomotives which were in need of rescuing and moving to a safe location. The potential list is more than double that but we have started working on the less complex transactions which also are more practical from a logistical standpoint. We will publish information on our web site as and when each locomotive is saved. Specific examples include a Lawley from the James Hall Transport Museum which is currently undergoing a rebuild and will be the second operating Lawley in South Africa, two extremely important and historically significant Mine locomotives from the old Simmer & Jack Mine near Johannesburg (for those of you who have read about the exploits of Barney Barnato they will know the significance of this mine), a very old 1930 Avonside diesel (we believe to be a one off in terms of production) is being recommissioned for use on the 2-ft Narrow Gauge, and two 25NC's which had scrap dealers literally hovering over them have been secured and will be moved to a safe location by Steam in Action in March.

Perhaps the most encouraging aspect of what we are doing is the way in which steam clubs like Steamnet 2000 in Kimberley and the Umgeni Steam Railway in Natal have started to embrace the concept of what we are trying to do. After some initial suspicion, which is understandable, they have come to realise that there is still a significant number of locomotives around and if we work together to save them then there will certainly be more than enough to meet our operating requirements in the longer term. The scrap dealers cutting torch is the absolute act of extinction when it comes to targeted locos and therefore our job is to ensure that they move beyond the point where they are at risk.

The reason that so much has been achieved in such a short period of time is that we are receiving good quality commercial intelligence as to what is happening on the ground. We have a huge body of international support from people that have been ready to provide us with archive information, detailed technical information on specific locos, and in many cases have volunteered their time to come out to South Africa and assist us physically with some of these big undertakings. Like most things in life it is the people that count and the people that are pulling together and that is why Steam in Action is well on its way to developing a reputation for being an effective, well led, well managed and well coordinated preservation initiative.

At the end of the day there is no project too big for us and no locomotive too common for us to rescue. We are for all practical purposes the SPCA of steam railway assets and we intend to go about our business with equal passion and responsibility.

If you are convinced that we are capable of making a difference please encourage your friends and associates to join us. When dealing with government in particular we need a big constituency of members in order to convince them that we are not simply another fringe enthusiast group that flares up and then slowly disappears.

Mike Myers / Shaun Ackerman
For Steam in Action

Amazing Ways that you can assist SIA

Through the good offices of Richard Niven who has been a strong supporter of SIA from the beginning Virgin Trains UK has donated 1,000 railway uniforms to us. This means that the different clubs can now have access to quality uniforms so that their operating image is greatly enhanced. Many of our casual staff are a problem because we should in theory give them overalls but there is a cost factor involved that has been something of an issue. That problem is now resolved thanks to Virgin Trains UK and in particular thanks to Richard Niven for organising it. It is much appreciated.



From left to right: Richard Niven,
a pioneer SIA member
and Naidean,
a Virgin Trains employee modeling the uniform

Steam Components

Over the past few years we have been amazed at how many people have approached us to say that they have either inherited or have acquired in some way components for steam engines. In many cases they are simply lying in someone's garage, in other cases they were mounted behind a bar and kept polished. Very often the realisation dawns that these items are probably better off being part of a working steam locomotive and that is the reason that we have been able to complete certain restorations, i.e. based entirely on parts supplied by private individuals.

If you are in possession of components or if you know where there are components we would love to hear about it. While we obviously are happy to accept donations we are also in a position to buy parts, particularly if the owners are in need of funds for personal reasons. Should you have any components available please contact us by e-mail at joannewest@btinternet.com or telephone +44 (0)1189 819600, and finally if you would like to contact us by phone please ring Gert Jubileus on +27 (0)82 990 5640.

Websites Around the World

Marc André Dubout has sent us details of their web site:

"# 123 of La Voie Des Chanteraines is available on <http://perso.wanadoo.fr/cf-chanteraines/> then click on the logo "La Voie Des Chanteraines"."

This is the only steam railway which you can see from the Eiffel Tower.

Steam in Action has had a lot of support from Bernd Seiler of FarRail Tours. Details of their excellent web site is attached. See www.farrail.com.

If any SIA members would like their web sites linked to SIA please e-mail joannewest@btinternet.com direct.

Blasts from the Past



Train passing over Gamtoos River Bridge



Dubs & Kerr Stuart 1962

Locomotives to be Saved

Chris Janisch of Friends of the Rail has sent us this note.

"15A 1791, a unique belpaire-boilered loco, was for many years an icon at Capital Park. After starring on various specials and the Cullinan train, she was withdrawn in the late seventies and set aside for preservation.

Unfortunately, she ended up in the Millsite graveyard where she still languishes today. This would be a major restoration project as she is largely stripped, but John Dadford reckons it can be done. This would be a project worthy of the Steam in Action tag - bringing history back where it belongs!"

The subject of what locomotives to save and restore is a very topical one and one which inspires a lot of interest. Here is a recent suggestion from Aidan McCarthy:

"Hi.

These are some of my personal thoughts on how locomotives could be selected for restoration. In the past the Transnet Heritage Foundation has spent large amounts of effort and money restoring locomotives to operation that then only were used on a few tours and then placed in the museum at George or worse still, dumped at the back of some depot to rot away. The main reason for this is that the locomotives did not have the range, power to be used in a useful operational role. These locomotives were often restored at the request of tour operators who were only interested in using them to headline on one tour.

I think priority should be given to locomotives that are going to be able to be used on a regular basis by operators and not once or twice on a tour. Another important factor is how easy the locomotive is to drive and fire. The older drivers who have driven the class of locomotive can give valuable input in this regard. I also think that priority should be given to classes where there is not another example in operation.

Based on what I said above I think the following useful locomotives are good candidates for restoration:

- 12R 1947
- 15AR 1850
- 16DA 876
- 23 3300
- GEA
- 14 and 16th Zim Garratts (If they haven't been scrapped yet)
- 16CR Heidelberg museum.

For the photographic tours there is a need to have an authentic freight consist. I will soon be impossible to get suitable freight vehicles from Spoornet for these tours as they will be the wrong colour. Sandstone Trust has already done a good job in this regard by saving many unique freight vehicles.

Of course I will only be too happy to see any steam locomotive restored back to service.

I wish steam in action all the best in their endeavours and hope they go from strength to strength."

Compiled from recommendations from Dick Manton, John Middleton and others, the summary below is probably as close as we are going to get to a definitive list of locomotives to be saved:

Following comments from John Middleton and Mark Robinson and others on my previous list of locos which I feel SIA should focus on, I thought you may find it useful to provide an updated list for input to SIA (and HRASA) future planning. I am now referring to this list as 'Red Line' locomotives as they are the ones which in my view must be saved from the scrapmen.

Whilst I am not suggesting that other locos should not be saved, I believe the figure of 450+ locos currently in existence in South Africa is not really relevant as it includes much duplication and there will never be the money to secure and restore more than a fraction of these even cosmetically. There is a real danger that if we try and save too many locos we will dilute the finance and manpower to maintain the current operating fleet let alone add to it with some of the locos from this list which we would all like to see.

I did a quick calculation and optimistically I don't see South Africa (adding all the current and planned steam operations and the residual George operation together) being able to maintain a 'core' fleet of more than around 25 - 30 3' 6" gauge locos in active service at any one time (which is a similar number to the currently active UK mainline steam fleet).

Funds to restore some of the interesting historic locos on the list and those currently with clubs, but which are perhaps less suited to the clubs regular trains, will I think have to come for external funding and volunteer support groups and here I believe SIA could help to galvanise support.

The locos on the Red Line list below fall logically into two groupings:

- Unique locos which must be saved (in many cases for static restoration) as they represent a key part of the development of steam traction in South Africa,
- Largely complete mainline locomotives at Bloemfontein, Beaconsfield, Voorbaai, George and Cape Town which have all worked relatively recently (within the last 5-6 years) which should be saved and hopefully restored to running order in due course. Some of these are also unique, e.g. Classes 15A, 15E, 16D, 16DA, 16E, 19B, 19C, 23, 25, 26, GEA, GO, GF. All would be useful engines for clubs to use on their regular trains and longer distance tours.

As before the list excludes all those locos currently in the care of clubs and on static exhibition at George which are presumed safe.

MILLSITE (Where many really unique locos are currently, but mostly stripped and in poor condition)

4AR 1555
5B 723
5R 781
6A 462 (has original tender)
10C 772 or 776 (choose best loco probably 772?)
12A 2111
15A 1791 (Already requested by FOTR)
16R 794
19 1366 (first of a long line of loco development)
GCA 2199
GE 2260

Of these the 5B, 5R, 12A, and 15A are absolute historic gems representing key stages in South African loco development which should be protected at all costs.

Where to put these locos where they will be secure and accessible to the public post THF is the question. Perhaps the North West Transport Museum in Klerksdorp could provide undercover accommodation in the short term at least?

The GCA and GE should logically go to Masons Mill in Pietermaritzburg if they were to be restored but transport and restoration costs may be prohibitive.

WITBANK (where there are a number of historic locomotives which came from Dunns loco works when it closed. They are stored in the open at the loco shed but mostly stripped and in poor condition)

G 221 (or industrial G depending upon condition)

I have not included the GM Garratt as suggested by John Middleton as GM 2301 is already saved at SANRASM. I believe that it is in better condition than either of those at Witbank or Millsite and transport and restoration costs would be huge for a loco of little practical use for normal club trains.

BLOEMFONTEIN (where there are a number of largely complete mainline locos which could be made serviceable without too much effort and cost)

15AR 1850 (already requested by Reefsteamers)
15E 2878
15F 3040
16DA 876 (already requested by Reefsteamers)
16E 857
23 3300
25NC 3410
25NC 3454

I would also add to the list at least one of the 11th Class locos at Bloemfontein which were acquired from active service on the gold mines (926 and 932)

I would suggest that all of the above locos ultimately be placed in the care of Reefsteamers as they are the only existing club with the ability to operate these large mainline locos. One option, if a lease can be established on suitable premises, would be to establish a restoration and running shed outstation of Reefsteamers in Bloemfontein (perhaps run by Lukas?). This would enable locos to be rotated periodically with Germiston and used for both local trips and long distance tours in the OFS.

BEACONSFIELD (where two important, largely complete, locos have recently been placed in the care of Steamnet 2000)

16E 858
25C 3511

I don't know what the long term future is for Beaconsfield as a loco restoration site and running depot, but restoration of the 25 Condenser, one of South Africa's most modern, famous and notable locos, unique in the world as well as South Africa, must be a longer term objective for SIA.

VOORBAAI AND GEORGE MUSEUM (Where a question mark hangs over both the future of the loco depot and the existing George - Mossel Bay operation post THF)

19B 1412
19C 2439
GEA 4023
GF 2401 (already requested by Ingwe Municipality)
GMA 4070 (Oil Burner)
GMA 4122
GMA 4128
GO 2575

All of these locos are largely complete and most have operated within the last 5-6 years. They are unlikely to be needed for any residual operation at George where 19D's are sufficient for the regular trains.

Some of the Garratts currently reside in George museum, but I would propose they be replaced by non-working locos. The Garratts could then be put to much better use in Natal if money can be found for their transport and restoration to working order.

ASHTON MAIN STREET (currently plinthed and reputedly in the best condition of the remaining 14CRB's)

14CRB 2010

CAPE TOWN (where the remaining complete near serviceable locos from Dal Josafat are staged)

16D 860
16DA 879
15A 1970
15F 3153
15F 2916 (Oil Burner)
25NC 3422
26 3450

The first 4 locos are within the CWRMT compound at Epping whilst the latter 3 locos are stored in the Atlantic Rail area of Cape Town station. All have worked within the last 5-6 years and could be made serviceable without too much trouble.

These locos are safe for the time being, although it is difficult to see a future for them unless a major operator of tourist trains in the Cape emerges who could use these locos, together with some of those at George.

There are also a number of heritage diesel and electric locos which could well, apart from their historic interest, provide part of the answer to the haulage problem of ecs/ferry moves over core routes on long distance tours and in the peak fire season. There may well be a case for assistance from SIA for clubs to acquire diesel (classes 31/32/33) and/or electric (classes 3E/4E/5E) locos on purchase or lease.

There is another way to save Locomotives ...

There are strong signs of increased public and corporate interest in steam locomotives. The contract to supply two locomotives to be put on a plinth in the very prominent Century City shopping complex in Cape Town is not the only project of its type. Many requests have been received from interested parties who wish SIA to locate, restore and install locomotives in different places.

We are currently working on one whereby the locomotive will be installed inside a casino, and the owners of the casino are prepared to commit some fairly serious funding towards making it absolutely mint in all ways. We believe this is very good for steam preservation because many people are pessimistic about the future of the nearly 500 stranded locomotives that exist in South Africa. By making them available to people with excellent facilities for looking after them means that effectively they are on standby for the future.



Letters from our Members

A NEW ZEALAND PERSPECTIVE:

Ian Welch, Mainline Steam Trust, New Zealand writes:

"I am concerned to see the current situation in South Africa.

I see many parallels with what happened here in New Zealand back in 1968 to 1970 when steam was stopped & we had a 16 year steam ban, before we were allowed back, to operate on the NZ mainline. In that time many excellent steam locomotives were scrapped, & only through begging & pleading were we allowed to purchase the few remaining that had not been cut up. Of course by the time we got organized all fittings had been stripped & the locos left were in poor state & had to be rebuilt at great cost. Ironically the good locomotives & some of our iconic classes like Baker valve gear Ka958 & 959 were among the first to be scrapped.

At that time it was quite unfashionable to be interested in steam, or heaven forbid, entertain the idea of saving any to run in the future. Railway management frowned on such proposals.

Some 30 years later this has all changed. Those who saved the structures & equipment are held in high regard. The nation is grateful. Tourism & opportunities for employment & leisure are seen as beneficiaries, plus our Government are now very supportive of all those who have or are saving our industrial heritage, as well as our indigenous culture, they see both as part of the history & the journey of our nation. The wheel has turned full circle.

All I can say is all power to you Wilf, Shaun Ackerman, Mark Robinson, Lucas Nel, Reef Steamers, Rovos Rail & "all" who are putting in such an outstanding effort to preserve & save what is left.

Unfortunately more could be & has to be done, there are some fine locomotives to save, plus rail routes, & structures & depots. However the crippling problem is that most enthusiasts & organizations lack the funds necessary to undertake such vast projects. Our Government is now assisting, but I often think how much better it would have been if the bureaucrats at the time of steam's demise had been positive & proactive.

(Mind you I must add at the time & very encouragingly, we secretly had the support of many railway employees & some of the management who were as anxious as us to save what steam we could.)

South Africa needs Steam in Action. Unless you guys keep active & positive & demanding, those in charge of steam locomotives & your rail heritage, will happily let the current status quo remain. You have a huge opportunity in South Africa, all you need is the will & support of those currently in charge to assist & open doors."

MEMBER ENQUIRIES:

We received this email from Dr F J Beukes:

"Greetings,

I have visited your website and would appreciate details on possible membership (how to join, fees, etc). I am an ex-Spoornet employee of about 25 years' service, specializing in Operations (started my career with SAR&H in 1976 and worked my way up through the ranks: Fireman/Driver's Asst; Steam, Diesel and Electric, Station Foreman, Yard Master, TCO/Snr TCO/Chief TCO, Section Manager and Mgr HQ JHB). I have extensive knowledge and experience of Railways, having served throughout South Africa during my career.

I left Spoornet in 2001 and was recruited by the Sheltam Consortium in P.E. I am currently an Operations Manager with RVR (Rift Valley Railways) based in Nairobi, Kenya. RVR has won the Concession bid to run Kenya and Uganda Railways for 25 years.

The passion for Railways is obviously very strong and I am interested in joining Private Railway/Preservation Groups.

Please forward details of Membership (if such a scheme is available), or possibility to serve in another capacity, for consideration.”

**To apply for Steam in Action Membership, go to www.steam-in-action.com,
Click on the Register Button and complete the form online, or print and fax it to us**

UK COMMENT:

Michael Whitehouse writes:

“Gentlemen,

I will circulate our members with your Steam in Action details

Wearing my Tyseley hat, do let me know how we can help Steam in Action in anyway as we have long term significant experience in running steam excursions on the national network and have contributed to the Network Rail overhaul and maintenance derogations for steam traction

Maybe there is a case for twinning, but this time on the "big railway" where the profile is even greater.”

REQUEST FOR ASSISTANCE:

Philipp Maurer of Switzerland writes:

“Gentlemen,

I was asked to write a article in one of the most important German Railway travel report magazine.==>
www.fernexpress.de

The magazine would be printed around August 2008 - There is a potential of about 30 A4 pages which i can fill with text, drawings and photos

I will made different parts:

1. a review of the past 10Years (with links to old numbers of this magazine to show what has changed)
2. a overview about narrow gauge lines in the past 20 years and what happened to them
3. report from the remaining narrow gauge lines (Sandstone, P.E., Port Shepstone, Ixopo, Pilgrims Rest and the last remaining sugar cane railway in Natal)
4. Standard gauge steam / Preservation from 1993 until today
5. future of steam / preservation SIA

because of this large volume i can use it needs many background info's i would kindly ask you to support me with details you have from the past 10 years of any of those lines and specially from there where you are involved.

best thanks for your help.”

WHAT DO SIA MEMBERS THINK?

Brian L Arton from Australia writes:

“Hi Joanne

Must congratulate you all on the Steam In Action News letter!!!! Very GOOD!!!! I notice that at the end you advertised merchandise and saw you had a 2007 calendar but no mention was made of a 2008 calendar. Are any 2008 calendars available and if so I would very much like to purchase one?!!

Once again....please congratulate the “team” on an excellent news letter....I really enjoyed and appreciated it!!”

Pierre de Wet comments:

“I would like to congratulate your steam action group in their initiative.

The whole saga of preserving and motivating steam-hauled trains is something which requires not splintered groups of enthusiasts and operators, laudable as their efforts are, but a unified approach with very good public relations and excellent leadership. It's ultimately the powers that be (read Spoornet) that will have to be convinced and as experience has shown, this can be tricky to say the least. You'll need an exceptional person leading this initiative to make headway on this. Good luck to you all!!

I have been riding and writing about trains and things connected with trains for many years now and in that way, the great memories are stimulated. It would be wonderful to see your dreams come to fruition and I'm sure many others would be feeling the same way about this.

I wish you well.”

Steam in Action and HRASA

As mentioned in our previous newsletter, SIA and HRASA sat down for a meeting ...

[Click here to view the Powerpoint presentation given by SIA](#)

Vive La France!

Extensive coverage of SA steam (in particular Sandstone) in the latest edition of the excellent French magazine Voie Etroite.



Media Coverage: Rail Tourism

The people are becoming restless. More and more people are writing to the press in a similar vain to the concerns expressed below.

In a letter to the Sunday Times on 20 January, Rose Chinery (Parkview) says:

"I fully agree that South Africa lost a lot when Spoornet put all those train tour companies out of business (January 13). Not only did scores of people lose their jobs, but literally thousands of people lost out on affordable and extremely pleasurable holidays. My husband and I took a number of tours with Bushveld Train Safaris and thoroughly enjoyed them all. These tours were safe, comfortable, informative and great fun. I understand that in the year before Spoornet pulled the plug on these tour operators they had, between them, paid R26-million to Spoornet, which is not exactly peanuts. Concentrating on freight is all very well, but surely there should be room for train tours too? Someone sent me an article from a British newspaper that stated that rail tourist travel was on the rise in Europe."

You can't say we didn't try ...

The Avontuur Line - The longest Narrow Gauge railway in the world which crosses the highest Narrow Gauge bridge in the world is non-trivial.

Steam in Action came into existence because so many disparate projects, initiatives and requests for working relationships were not getting anywhere. There is obviously a lack of unity between many of the role players but to give our SIA members an idea of the building blocks that we are trying to work on here is a proposal submitted back in 2005. SIA has requested a meeting with all key players to discuss the matter. No response has ever been received.

[Click here to view the THFP Proposal](#)
[Click here to view the Langkloof Revitalisation Document](#)

Steam Safari Programme

We have been under great pressure to announce a number of trips. Due to the long lead times that the travel industry demands in the Rail Tourism industry we have concentrated our efforts on a major Steam Safari in 2009. However there is a working trip in April this year which SIA members are welcome to join. An announcement regarding these two tours went out to SIA members shortly before this newsletter ([click here to view](#)). A more detailed programme involving local and regional trips will be sent out shortly.



A Panoramic of Sandstone Estates
Photograph Courtesy of Tessa Joughin

Club News

We encourage clubs to use SIA as a vehicle for stating their specific objectives ...

STEAMNET 2000 SHARES ITS VISION WITH SIA:

Peter Odell (Chairman of Steamnet 2000 Kimberley) writes:

“Dear SIA,

You have asked me to provide a short synopsis of the reasons behind Steamnet 2000,s formation. Here goes. -

In the late 80,s and early 90,s there was strong pressure to keep steam as a permanent tourist attraction, including debates in parliament and appointment of a committee within Spoornet to assess all lines and recommend a line to retain steam which could accommodate all types of locos on normal traffic. By 1991 what we got was a public declaration in front of the worlds media at the 2nd Northern Cape steam festival by CEO Dr Anton Moolman summarised as----

- 1 George-Knysna to be the preserved steam line.
- 2 To retain the steam skills etc for ...[50years was mentioned]
- 3 To continue the "ever expanding"programme of steam safaris [Union Ltd] within SA and neighboring countries.
- 4 To offer private steam operation of regular Spoornet traffic over DeAar-Kimberly

Steamnet2000 already in existence as one of the 3 "fan clubs" of DeAar-Kly took up the offer, paid the required deposit, negotiated with Spoornet based on "guidelines"issued in 1992, received certain facilities from Spoornet,were given access to others and provided with 4 class 25NC from THF.

Alas Spoornet made it impossible to operate commercially offering too little traffic and imposing too many charges, they did however allow us to operate on the "plandampf "principle of scheduled freight trains on selected dates announced and advertised overseas well in advance, using mainly volunteers. Spoornet paid us a handsome tariff based on tonnes per km. moved. From 1993-1997 we operated over 5500km of Spoornet cargo traffic over the route and I believe had a healthier bank balance than any other SA clubs! I think we had the honour of being the only example in the world of privately maintained steam locomotives substituting for diesels on regular scheduled freight trains on the metals of a national operator! 1998,1999 was devoted to boiler recertification and restoration of a privately purchased 25NC [we now have 6] by the time we were ready to run again Will Smiths new steam exit plan was in force with "Rule 1"-No steam on scheduled spoornet trains-effectively putting us out of business! locos we had recertified were unable to bring in any revenue and the last[3482]expired in 2001.

So we sit with 9 locos,no rolling stock but have far from given up.... In fact most of our locos are complete,and we are currently recertifying 2.

For your interest the "guidelines"were adaptable to "other routes and other classes of locos".....

Hope the above is of interest.”

[Click here to view SIA's site visit report to Beaconsfield \(by Gert Jubileus\)](#)

It's not always about Locomotives

In allocating priorities SIA has to remember that a railway is a complex network of locomotives, freight wagons, passenger coaches, signals and line side infrastructure. While it is the locos that capture people's imagination it is very often somewhat more mundane items that are in our opinion as equally important.

Gert Jubileus of the Sandstone Heritage Trust has recently saved a 3'6" dairy wagon which is quite unique and details of the recovery is available on the Sandstone web site (www.sandstone-estates.com).”



Cape Town in Action! News from the SA Tourism Mecca!

TOURISM OPPORTUNITIES:

Tourism figures for South Africa continue to be impressive, which certainly provides an even greater incentive for Steam in Action to take advantage of this excellent tourism opportunity.



**The Apple Express ...
A great tourist attraction in the Eastern Cape**

Photograph Courtesy of Errol Ashwell

Millions to visit 'welcoming' Cape as tourism brand grows

Chris van Gass

Cape Correspondent

CAPE TOWN — More than 3-million international and domestic visitors are expected to visit Cape Town and Western Cape during the summer holiday season from October to March next year, according to the province's tourism marketing association.

Calvin Giffellan — acting CE of Cape Town Routes Unlimited — said yesterday that the number of visitors was up on last year, when just under 3-million tourists visited the province.

Giffellan attributed the increase to the growing recognition of the province's tourism brand. Western Cape is expecting close to 1.1-million international arrivals and nearly 2-million domestic visitors.

He said research showed every international tourist spent R8 500 on average for a 14-day stay while in SA, excluding air fares.

The spending by local tourists varied between R1 400 and R1 700 for an average seven-day stay.

Last year, the UK supplied the most tourists (more than 336 000) to Western Cape, followed by Germany (186 000) and the US (145 000). Namibia was top on the list of African countries, with 98 000 tourists visiting SA last year.

Giffellan said that although Western Cape was regarded as a "high income" destination, it marketed itself as a "value-for-money" destination.

He said the African market was "very important" to Cape Town Routes Unlimited as this was where exponential growth could be

expected in future, especially during the 2010 Soccer World Cup when five or six African countries were expected to qualify.

While the province received the most visitors from Namibia, it was hoping to attract more visitors from Kenya, Mozambique and Angola.

Giffellan said a survey by AC-Nielsen showed that Western Cape enjoyed a higher profile than KwaZulu-Natal, Gauteng and Mpumalanga, with 50.2% of respondents describing Western Cape as "welcoming".

Giffellan said Cape Town, as a destination brand, was recognised by 56.7% of respondents, and the broader Cape Town and Western Cape brand was recognised by 34%.

He said these figures were encouraging, considering the brand was launched only three years ago.

LATEST NEWS:

Ian Pretorius, genuinely a legend in his own time in rail tourism in South Africa, has filed this report:

The Spier Train operated in Cape Town from 1998. The main objective initially was to bring visitors from the city to the wine estate near Stellenbosch. The Spier organisation was never really interested or knew much about railway preservation in South Africa.

As the Estate grew in popularity the train became less of a priority and it was quite often the case that on weekends the Estate restaurants were fully booked and there were no facilities available for the train passengers when they arrived at the estate.

From 2003 the Spier Train was on the market as it was no longer seen to be core business. They tried to get investment in the train on a couple of occasions the last of which, against better advice, turned out to be a total disaster. In March 2007 the Spier train coaches were sold to Rovos Rail - ending operations.

The Transnet Heritage Foundation Union Limited operations were discontinued in 2005 as part of the gradual demise of the Heritage Foundation. This left a void in the railtour market in the Western Cape which is the fastest growing international tourist market in South Africa.

Cape Town is an ideal starting point for steam railtours as the routes are all very scenic within 30 minutes of leaving the city and there are already very interesting destinations. Day trip routes include Cape Town - Simonstown, Cape Town - Darling, Cape Town - Stellenbosch, Cape Town - Paarl, Cape Town - Botriver, Cape Town - Table Bay Sunset trip.

It is also perfectly situated for long distance overnight railtours all starting in Cape Town including routes to Graaffwater, Caledon, George, Oudtshoorn. These trips could be anything from two days one night to six days five nights. Combined these routes could provide a ten day railtour which when the day trips are added could easily add up to 15 days of exciting rail travel.

With this in mind Atlantic Rail was formed in April 2007. Initially the operation was totally sponsored by me until October 2007. Jent van Dijk, owner of the Train Lodge hotel, got involved to assist me.

We have a lease agreement in place with the Cape Western Preservation Trust for Class 24 steam locomotive No. 3655 and five coaches:

- 2 X ex E-13 mainline coaches Nos 1768 and 1788
- 1 X ex Kitchen car now lounge car No. 1893
- 1 X side door suburban No. 4786
- 1 X side door suburban van No. 5551

These coaches have a day trip capacity of 180 -200 passengers.

We started refurbishment of these coaches during November 2007 and apart from some smaller finishing jobs and the electrics all work has been completed.

It is also envisaged to establish a small railway museum at Cape Town adjoining the Train Lodge hotel in conjunction with the Cape Preservation Society. This will give us a very nice departure and arrival hub with the hotel and museum complex and a live steam operation alongside.

The ideal scenario in the Western Cape would be to have at least four locomotives:

- 1 X mainline steam locomotive
- 2 X branch line steam locomotives
- 1 X diesel locomotive

Coaching stock for a long distance sleeper train will need to be acquired as well as a few more day trip coaches. This would obviously require much more finance than we have available at the moment and we are actively seeking investment.

Ian Pretorius, Atlantic Rail



3655 on the Table Bay Sunset Trip



An Artist's Impression of the
Museum's Platform



Simonstown Trip at Glencairn



Before Restoration



After Restoration

The Story of 25NC 3488

Richard Niven (see "Amazing ways that you can assist Steam in Action" above) has shared his thoughts and very personal history as a steam fireman and driver in the good old days. Lee Gates of Reefsteamers has taken Richard's report, together with appropriate photographs, and filed this update. If one of our SIA members knows a South African loco well (Richard could hardly have known 3488 better) send us your reminiscences. This type of information is very much part of the provenance of the loco itself.

This report is available on the Reefsteamers website ... www.reefsteamers.co.za, or click on the link below to go directly to this article.

[Click here to read this article](#)



SIA co-ordinates Loco Move



Discussions between Alan Paton Railway in Ixopo and SIA resulted in a locomotive, NGG16, No. 116, being moved from the storage siding at Paddock to Ixopo, a distance of some 130-kms.

John Middleton and some fellow owners moved NGG16, No. 116 to the Alan Paton Railway at Ixopo for restoration after it had languished at Paddock for 20-years or more.

An e-mail has been received from Julian Pereira which states:

"Thank you for moving 116 to Ixopo. Your assistance in ensuring that this locomotive is saved and restored is greatly appreciated."

SIA has some severe limitations in terms of its ability to move locos because of the high cost of the heavy transport and lifting equipment needed to move big loads. However, SIA is investigating the acquisition of a 100-ton low bed and other suitable items Obviously a major decision like this depends on the level of cooperation that exists in the country with respect to whether the owners of important and rare locos which are threatened will in fact allow them to be moved to places of safety. We would like to thank Mr. Derrick Classen, the owner of the storage facility in Paddock, for allowing this locomotive to be relocated.

Lawley taken into Restoration

Pat Ackerman reports:

As a direct result of an SIA initiative, arrangements have been concluded with the James Hall Transport Museum in Johannesburg for their Lawley to be returned to steam. SIA has put together a beneficial programme whereby the Museum will be able to use the locomotive to generate funds to their advantage and the international Lawley "experience" will be enhanced by the ability to double head the James Hall Transport Lawley and the Sandstone Heritage Trust Lawley on the Sandstone Narrow Gauge railway. The negotiations, the move, and the restoration are all being coordinated between various SIA players.

People who have been of huge assistance include Peter Hall, Shaun Ackerman, Pat Ackerman, Leon Flynn and many others. A true team effort which we hope will produce a flagship result for Steam in Africa.

Returning museum locomotives to steam is always an admirable ambition because they only become truly charismatic when they are doing what they were designed to do.

The 4th December 2007 was a truly momentous day, one of Sandstone Estates' heavy haulage low-bed rigs arrived at the James Hall Museum of Transport located in the heart of Johannesburg's south. The reason for this, to collect a very famous locomotive, one of the ex-Beira Railways Lawley locomotives which was donated to the Museum by The Dryden Engineering Co (PTY) Ltd who purchased the locomotive (along with Sandstone's Lawley, Falcon 233) from the Zebedeila Estates where these engines ended their working lives. The James Hall Lawley ended its working life as Zebedeila No. 4 with Sandstone's Lawley being No. 5. After the restoration at Sandstones' Bloemfontein workshops headed by restoration expert Lukas Nel, the engine will be reunited with her sister engine at Sandstone Estates.

Built by the Falcon Engine and Car Works, a subsidiary of the Brush Electrical Engineering Co Ltd, Loughborough, England in 1897 for the Beira Railway in Mozambique, this engine is of the F4 type with stepped running boards, single slide bar and 9 inch cylinder bore. During its working life the locomotive changed ownership on numerous occasions making the identification process very difficult.

Invaluable assistance from well known enthusiast John Middleton has resulted in the true identity of the James Hall Lawley to be made known. Some time back, John climbed underneath the engine and found the number 263 stamped on one of the four brake hanger brackets which is riveted to the locomotive's main-frame. The fact that this bracket is riveted almost certainly qualifies itself as been one of the original brackets for this particular locomotive which proves that the James Hall Lawley is Falcon works number 263. Further info from John reveals that old S.A.R records show No 263 as NG97 and that No 263 is ex-Beira Railway No 25.



The team jacking the engine and its plinth rail prior to building the rail ramp onto the low-bed



Andrew King removing the valve-gear eccentric rods from the straps so as to prevent any breakage when the locomotive is moved

The loading of No. 263 was achieved with the help of a four man crew from ReefSteamers namely Andrew King, Piet Steenkamp, Sakkie Kekana and Shaun Ackerman and Sandstone Estates HMY driver Leon Flynn. This joint operation between Sandstone, the James Hall Museum of Transport and ReefSteamers forms part of the Steam in Action initiative and will help to develop steam preservation and tourism in South Africa as well as boost public awareness regarding our industrial heritage.

First of all, one palisade fence panel needed to be removed then Leon skilfully backed the low-bed into position in line and nicely centered with the plinth rail. The locomotive and its plinth rail were jacked up in the front so as to create the start of the ramp which was built onto the low-bed. An all important task was

to separate the eccentric rods and eccentric straps because the straps appeared to be very solid due to corrosion between the straps and eccentrics, this action prevented any damage to the eccentric rods. The connecting rods were also removed in case the pistons were rusted in the cylinder bores. The rail ramp was positioned and packed in the correct places and then two knicks were cut out of the rail head at the location where the ramp levelled out onto the low-bed. Once the rail was in position, it was time to winch the engine along with its tender onto the low-bed using a lateral chain block, a very slow yet effortless process.



No 263 on her way to the top



No 263 mid-way up the loading ramp, fortunately only 1 fence panel needed to be removed to facilitate loading



A close-up view showing the location of the rail head cut-outs



The air in the low-bed's air cushion suspension can be released allowing the deck to drop nearer to the ground



With No. 263 secured and the fence back in position, its time to hit the road



The Lawley on its way to the Bloemfontein rebuild facility where she will spend a few months before moving to Sandstone Estates

If anyone would like to add to the above information or would like to submit a more comprehensive article about this famous locomotive, please do not hesitate to contact us.

REFERENCES:

Platway Press, Antony Baxter. The Two Foot Gauge Enigma: Beira Railway 1890-1900., SA Rail, October-December 2002 pages 130-135, article by Leith Paxton and Robin Lake., John Middleton

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