



DECEMBER 2009

Membership Total as at 17<sup>th</sup> December 2009: 886.



### WELCOME to the December newsletter

The SIA December newsletter is early this month because many people are going to be away on holiday. We will not produce another newsletter until the end of February because traditionally in South Africa business and particularly government will be unavailable for the next 4-6 weeks. If there are any extraordinary developments we will send out a special bulletin.

We also ask our members to take matters in hand themselves ...a dozen different emails to Eskom re their lassitude is 10 times better than one from Mike Myers. Email us for contact details of key contact people in any organization where evasive attitudes prevail.

It only remains for us to ask our members to stay alert and to keep us informed of developments to the extent that they become aware of any issues that might interest a Rail Heritage Preservation interest group like ours.

Our Advisory Board is not functioning particularly well. However feedback from members has been steady and we have therefore decided to discontinue the concept of having an Advisory Board. All our members are effectively our Advisory contributors and we therefore humbly suggest that all SIA members are now co-opted to function as advisers to SIA.

### *This Month's Edition*


- Editorial
- Outeniqua Choo-Tjoe
- Update on Millsite
- SANRASM feedback from Eskom
- Two historic steam locomotives saved through the generosity of Sheltham
- Member's Feedback
- News from around the world
- Media - Local and International
- Useful links
- Archives



*May we take this opportunity of wishing  
all our members a restful holiday season.  
May 2010 bring you closer to  
achieving your personal goals, dreams  
and ambitions.*

Photograph: Dick Manton

We look forward to hearing from you.





# OUTENIQUA CHOO-TJOE

## Choo-Tjoe News

Edition 7

### HAPPY HOLIDAY STEAMING FROM MEC ALAN WINDE

Since coming to office just over six months ago, we have made remarkable inroads into keeping the Choo-Tjoe steaming, not least because of the public support shown by you. I have also developed a true appreciation for the beauty and meaning of steam trains.

When I first became aware that the Choo-Tjoe was to be derailed, I was very heart sore. For many, the Choo-Tjoe is more than a train – it is a symbol of our proud heritage and an icon of the livelihoods it has sustained over the decades.

Today, we stand in a very different position. Transnet has agreed to keep the train on track until a suitable private owner is found. In October, they issued a call for Expressions of Interest, and we believe that they have had responses.

At present, the submissions that Transnet have received are being evaluated, after which time a short-listing process will occur.

In conjunction with Transnet, we will be sure to issue you with news as soon as a successful bidder has been chosen.

Unfortunately, since this is a tender process (managed entirely by Transnet), details around the applications must remain confidential. This is to protect the identity of the participants to the process.

If you do have any queries, please contact Transnet directly by e-mailing: [Mboniso.sigonyela@transnet.net](mailto:Mboniso.sigonyela@transnet.net).

I would like to urge all steam fanatics, and especially the recipients of our newsletter, to please take a trip on the Choo-Tjoe this festive season. As you know best, it is a wonderful way to spend a day with your family. Due to a severe drought in the Garden Route, the Choo-Tjoe may be running off diesel. Nevertheless, the spirit of the Choo-Tjoe remains and it will be an experience to be remembered.

## UPDATE ON MILLSITE

### *and the future of lend/lease locomotives owned by Transnet Freight Rail*

We have had some interesting discussions with some senior people during the month. There are a lot of behind the scenes negotiations taking place regarding the future of the above. Obviously HRASA will play a role in that whole exercise.

Due to the complexities surrounding the legal ownership of State assets we have to be fair to the officials running the Heritage Division of Transnet in the sense that they actually do not have the authority to do what they might like to do. SIA has long maintained that there are legal flaws in the argument that a government parastatal, such as Transnet, can simply hand over millions of Rands worth of assets to a private sector industry body like HRASA. We are not saying we do not support it; we are saying it is legally unsustainable. The impression we get is that this is now beginning to dawn on the officials involved and they are working to find ways to resolve the matter.

What we are disturbed about is that SIA apparently are not eligible to receive a list of the locomotives that are listed as State assets although this survey has now been completed. This means that SIA members do not actually know what is out there. There are a number of locos already in the safe hands of people like Reefsteamers and Friends of the Rail but there are a lot more that currently have no minds.

HRASA advise that they do know what is available but seem reluctant to publish the information at this point. One thing that SIA has never been able to understand is that unless a list of endangered locomotives was published it would be impossible to save them. Many of them have sadly already gone past their save-by date.

Another year has slipped by and many of the locomotives that were in bad condition at the beginning of 2009 will enter 2010 in a more parlous state. We hope therefore that Transnet and HRASA grasp the mettle and realise that no amount of talking and negotiating and meeting is going to be of any long-term assistance. What is needed is ACTION to secure the assets and stabilise them.

Later in this newsletter we cover James Waite's visit to Thailand. Somebody is obviously committed to keeping those locomotives in good order notwithstanding the fact that they are not that active in terms of steam events. We applaud them.

## SANRASM FEEDBACK FROM ESKOM

As we expected we received a rather meaningless response. We have re-engaged with Eskom.

The essence of our argument is that if one happens to be lucky enough to have a national monument on one's premises or if one is the custodian, directly or indirectly, of a National Heritage icon it is disingenuous to turn around and say that it is not your core business. There are many farmers who have Boer War block houses on their farms which are national monuments and they look after them. They do not demolish them on the grounds that it has nothing to do with farming. It is certainly Eskom's responsibility to ensure that these very rare locomotives are looked after and the point that SIA has been making is that their decision to give them to SANRASM is a bad decision because they have been neglected, vandalized and in the fullness of time probably will be destroyed.

When dealing with government entities in particular it is never an easy ride and their first reaction is to get rid of the problem by a relatively dismissive communication like this. As far as we are concerned this is not the end of the matter; this is a fairly routine obstacle that we need to deal with factually.



From: Lorna Ndlela [mailto:Lorna.Ndlela@eskom.co.za]  
Sent: 14 December 2009 07:59 AM  
To: Mike Myers  
Subject: Response regarding the Eskom Locomotives in preservation

NB: This email and its contents are subject to the Eskom Holdings Limited EMAIL LEGAL NOTICE

which can be viewed at [http://www.eskom.co.za/email\\_legalnotice](http://www.eskom.co.za/email_legalnotice)

Dear Mike,

Thank you for your e-mail correspondence.

We have discussed the matter and are aware of the issues you have raised, but these issues are in fact far wider than SANRASM.

As Eskom is a Government owned entity and as per the Act (Act No 25 published in the Government Gazette in April 1999) we have an obligation to manage our Heritage. Discussion will be taking place in regards to the future of Eskom's industrial heritage with relevant government departments and agencies.

Eskom is not in the Heritage or Steam preservation business. Its basic heritage policy states that its Heritage will be used for education and training purposes only.

Our Heritage website is being revised to bring it more into line with the current situation.

Lorna Ndlela

Eskom Documentation and Information Centre Manager

## HRASA NOVEMBER NEWS

HRASA NOVEMBER MONTHLY NEWS LETTER  
Distribution: Members and Public  
Period: November 2009

The end of 2009 is fast approaching and railway land is heading towards its Christmas slumber period. Nevertheless, our interaction with Transnet Foundation continues. TF have now moved forward on the path of dealing with their assets, and have formed an asset disposal committee. This will deal with the sale, lend lease and other disposal of redundant railway assets, especially rolling stock. Numerous legal obstructions exist in the auctioning of this undertaking, but they are being overcome. It should therefore be sooner rather than later that things start happening on this front. HRASA have been assured that they will be consulted on all allocations and disposals, with our recommendations likely to be adopted should they be feasible. Fundraising will be the biggest challenge, since TF have little interest in allocating monies towards this process. This is the unfortunate fact of the matter, and is not helped by the current economic woes of government.

The first fruits of the engagements are likely to be picked in the Western Cape, where some resolution to the abandoned rolling stock at Worcester and Salt River is likely. HRASA West has been actively involved in discussing and planning as to the preferred transfer for these coaches. TF have indicated that they will authorise movements, and this will be a good test case for the future. Once again, it is necessary to affirm that we can actually perform and put actions to words. It will give us credibility in future.

HRASA has obtained the published information document for the proposed takeover of the Choo-Tjoe. The current figures do not make good reading. It will be a brave organisation which takes on the undertaking. It is our opinion that this service needs to be subsidised in order to flourish. Whether the country is ready for such an investment and getting governmental support is questionable; nevertheless HRASA is bound to support the way forward for the tourist train.

To view entire newsletter click here:

[http://www.steam-in-action.com/pdf/HRASA\\_Newsletter\\_November\\_2009.pdf](http://www.steam-in-action.com/pdf/HRASA_Newsletter_November_2009.pdf)

# TWO HISTORIC LOCOMOTIVES SAVED

*through the generosity of Sheltham*

Two old steam locomotives have been aroused from their slumbers recently, at the Umgala Colliery in Natal. Long withdrawn, they have lain for several years quietly gathering rust, their working lives apparently over.

However, all this changed recently as several large low beds and their tractors arrived in October to disturb their sojourn. So what were the circumstances surrounding all this sudden and unexpected activity?

Apparently, a preservationist with more money than sense had just purchased them from Sheltham, to whom they belonged. Originally the request had only been to purchase number 3, an original 1929 built class 19A, number 691 of the old South African Railways, but through the generosity of Roy Puffett, the second locomotive, number 7, a class 12R dating back to 1915, South African Railways number 1510, was also included in the purchase agreement.

Included in the purchase agreement was the proviso that both locomotives had to be removed from Umgala by a certain date. Unfortunately several crises conspired to extend this deadline, more than once, and so the locomotives continued to gather rust. Then in October 2009, everything finally came together and by early November 2009, both locomotives had been removed, with the 12R finding a temporary new home at Creighton, and the 19A at Germiston.

Within the modern day context of South Africa, with the desire to scrap much of what is old and beyond its sell by date, it is nothing short of a miracle that these two 'old timers' have managed to survive. Indeed if it had not been for the intervention and generosity of Roy Puffett and Sheltham, they would have probably gone for scrap years ago. Thanks also to the foresight of Sandstone a team was dispatched to remove all remaining fixtures, fittings and pipework that were in imminent danger of disappearing through affirmative shopping.

Their future movements are now largely in the hands of the Elgin Valley Railway in the Western Cape, who will take responsibility for their restoration and return to service, on steam hauled tourist passenger trains between Elgin and Caledon. As a result, a bright new future awaits these two locomotives to delight new generations of South Africans wishing to enjoy a nostalgic steam trip into the past.

**SIA comment.** We await more news from Elgin Valley Railway on their plans to commence operations.



All photographs are courtesy of Reefsteamers (Shaun Ackerman).

# MEMBER'S FEEDBACK

From: ALCOAFRICA@aol.com  
 Sent: 13 December 2009 19:18  
 To: joannewest@btinternet.com  
 Subject: SIA November newsletter

Thank you for the latest SIA newsletter; a very interesting read.

And I am very pleased with the way my article was presented. Thanks for that too.

It's a shame that Rovos cannot take the Red Devil on board as, afterall, they do run class 25s.

There are some great vids on Youtube of Red Devil in action.

Kind regards  
 Alan Coe

**SIA comment: We have sent a copy of this to Rovos Rail**

I think perhaps SIA needs to ease back a little and just watch what happens for 3-6 months but not to drop its guard or ability to come out fighting if something triggers action or the need to intervene. It would be a pity to let all the effort and achievements secured to be lost because of apparent indifference of others. It seems to be a way of the world that people do not communicate when they should on serious matters. SIA has achieved a lot in a very short space of time. We were aware very quickly of a lot of fractious things going on in relation to railway conservation, history and tourism when we acquired 141. We felt as if we had strayed into a minefield at night but a lot of this has been deleted because SIA came in and made a big impact in forcing things to be addressed and done. The other organizations seemed to have gone to sleep on the task until SIA launched its views on what needed to be done.

Phil Mortimer

**SIA Comment. We agree and will chill for a while.**



"Madeleine Senekal of Bethlehem has supplied us with this excellent picture. Well done to Reefsteamers for running another successful Cherry Festival train trip to the Eastern Free State."

One of our younger members, Luca Lategan, has sent us an interesting summary of the position as he sees it.

-----Original Message-----

From: lateganl@gmail.com [mailto:lateganl@gmail.com] On Behalf Of Luca Lategan (Mnr)  
 Sent: 03 December 2009 17:15  
 To: joannewest@btinternet.com  
 Subject: SIA November Newsletter-feedback

Firstly, well done on an excellent initiative. Although I may not be the most verbal member, I've been looking forward to Keeping Tracks every month since the beginning now and the November edition must be one of the best yet.

As an enthusiast of steam and heritage in the broad, SANRASM really makes me feel sad. It's a total disgrace that all those wonderful locomotives so kindly donated (most of them in working order) by companies that really wanted to preserve their heritage are lying derelict in the veldt or half cut up behind trees. A meeting should be held with Mr Posniak to ask him if he still wants the locomotives, if he does then he should make work of getting them back into good order, if he doesn't, then the locos should be distributed to whoever wants them for preservation and the rest must go back to their original owners, if they don't want it, then the scrap money can probably be used to restore some of the remaining locos. Mr Posniak's attitude of keeping the locomotives as static exhibits rather than operating trains with their own locomotives is saddening to say the least. Investigations should also be made as to what is done with the money that SANRASM makes out of the trains that they charter from Reefsteamers at least once a month. This is no small sums of money and there is no visible indication as to where the profits go.

The news about the Avontuur line must be the best 2ft news in a long time since the restoration of the NG15 at the Apple Express. I have dreamt about the reinstatement of a proper service on the line since reading about Sandstone's plans to operate the line way back, please try your best to make a success out of this initiative and keep the SIA members informed.

RE the Red Devil. Being one of the only examples in the world of "what could've been" she definitely is one of my favourite steam locomotives. Seeing her in the state she is, is almost worse than the SANRASM locos.

During the past year-and-a-bit I've been to her about seven times. Each time the condition was definitely worse. Although she is under cover, during the last few months there has been a lot of building work going on next to her and she is covered in dust and sand all over her body and motion. In the seven times I've been there, I was only confronted by security once. After a few seconds he disappeared and when we needed him, he was nowhere to be found. The cab is definitely not intact as can be seen from my photos with almost all or some of the following parts missing: gauges, gauge glasses, reversing gear, stoker controls, grate shaker, braking ejector, injector steam handle and some others. Mr Pretorius supposedly claims that he has the missing parts in safe storage, but judging from how it is stripped, it doesn't look like the parts that was removed was done so for safe keeping. If someone strips a locomotive to keep the parts he removes everything and does so properly, he doesn't saw it off...

In the last few months certain small diameter brass pipes affixed to the boiler was also removed or partially removed as can also be seen in my photos. The other locomotives there are in even worse condition and will probably cost millions to restore them and fix or remove the failed oil burning system. Mr Janisch's reply on the question also raised my eye-brows a bit. It isn't very positive at all; every positive seems to have ten negative feelings with it. You also can't just go and give it "a good clean and polish" as it is parked under live wires, so this will be a very dangerous job. If SIA and Reefsteamers can do

anything to take the locomotive to a safer environment and possibly restore her to her former self, what a glorious day it would be.

RE Zimbabwean luxury trains. I would like to know if you don't maybe have some contact details for me regarding the luxury trains in Zimbabwe during the 2010 period as we might be interested to make use of it.

HRASA Issue. I'm still of the impression that if SIA wasn't created, we would have still sat with the USELESS HRASA that we had previously. Well, the present HRASA has, like you rightly mentioned not done much either, but at least it seems as though they are at least moving into the right direction. Time will tell if they actually get to do anything useful, but let's hope for the best. Regarding SIA's future, while HRASA is still trying to find its feet, SIA is the only hope that the little railway heritage we have left will not get totally lost.

On 30 November 2009, I departed from Johannesburg's Park station on Shosholozza Meyl's Transkaroo service to Cape Town. On the way I noticed two plinthed locos, reports below.

Report on 25NC no 3411 plinthed on Kimberley station: Very good condition, still almost 100% complete and clean, very little damage, under cover. Looks like you could just throw a few pieces of wood and waste into the firebox and some water into the boiler and she will steam onto the rails. Report on SAR Class 7 SAR #980, CGR #332, Neilson & Co from Glasgow, Scotland's #4457/1892, incorrectly restored as CGR 345 plinthed on Klerksdorp station. Also very good condition, not under cover, but clean and 98% complete.

I also went to Pretoria station on 26 November. The station is in very good condition and there's definitely a clean and safe feeling to it, the Shosholozza offices also looks very modern. Unfortunately the same can not be said of the NZASM locomotive plinthed on platform 2. The security guard kept harassing me about not being allowed to take photos, but it seems as though taking parts from the locomotive is fine. Almost all the brass pipes, fittings and plates are gone and even the glass in the windows and headlamp has been blatantly broken by vandals.

Please see photos of all three locomotives attached.

Kaapsegroete  
Luca Lategan



We have received some feedback resulting from our November feature 'Where is it now?' from a couple of our members.

From: Martin Best [mailto:atev40@dsl.pipex.com]  
Sent: 02 December 2009 23:43  
To: joannewest@btinternet.com  
Subject: Where Are They Now - O&K 7122/1914

Further to the request for information regarding the above locomotive, I've done some web research, and also raised the query via the UK Industrial Railway Society 'Yahoo Group'. The results of this are contained in the attached PDF file. You'll see from the file that one of the sites also has an ex-South African Railways Beyer Garratt for sale, which may also be of interest to your readers.

I trust that this helps with your records and, should further responses be received, I'll update the file and forward it again to you.

Whilst writing, I would also like to request your help in the following.

My primary interest is in the industrial locomotives of Hudswell Clarke, Leeds where my father used to work, and I'm undertaking private research to compile as much information regarding these locos as I can. Whilst scouring the web, I came across a reference to a Hudswell Clarke diesel-mechanical locomotive (D880/1954, 0-4-0DM) of the Botswana Power Corporation, which is reported as plinthed in the town centre of Selebi-Phikwe in Botswana. <http://www.internationalsteam.co.uk/trains/botswa01.htm>

From the HC locomotive works list (written by Clive Hardy), this locomotive was ordered by the Vlakfontein Gold Mining Co., Dunnottar, Transvaal and was delivered (ex-works) on 2.2.1954, numbered '1'. It had a 107 bhp Gardner engine (No: 6L3/97699) derated to 85 bhp. Speeds are quoted as 3.8; 7.3; 14.0, with associated tractive efforts (TE) of 6902; 3602 and 1871 lb.

Do any of your readers have any further details of the history of this loco whilst in southern Africa? In addition, any photos – either in the Transvaal, Botswana or where it is currently plinthed, would be much appreciated, as I've been unable to track down any on the web.

Any further information on HC locos in Southern Africa would also be appreciated.

Thanks for any assistance that can be offered.

Best regards,

Martin

[http://www.steam-in-action.com/pdf/O&K\\_7122.pdf](http://www.steam-in-action.com/pdf/O&K_7122.pdf)

From: Christopher Capewell [mailto:chriscapewell@googlemail.com]  
Sent: 01 December 2009 16:06  
To: joannewest@btinternet.com  
Subject: Re: Steam in Action Newsletter 23 - Autoforwarded

'ELSA' is reported by LCGB 'Surviving Steam in the British Isles 2009' that 'Elsa' is stored at Preston Steam Services, nr. Canterbury, Kent.

See website <http://www.prestonservices.co.uk/index.htm>

Michael List-Brain is a dealer, The loco does not appear to be for sale. In fact...

She was transported to Kadoma, refurbished and retubed, and when the family returned to UK in 1989 Elsa came too. She operated frequently from 1990 to 1999, initially on a short stretch of track in Margaret Barnes' large garden near Canterbury and latterly on the Isle of Thanet Steam Railway, a 300 yard layout on Bob Robertson's farm at St Nicholas-at-Wade.

Her ex-Rhodesian Beyer-Garratt chime whistle became a familiar sound as it echoed over the Kentish countryside. Today Elsa is silent and has a temporary home at Preston, near Wingham, while she awaits the raising of funds for a retube and general refurbishment.

Chris Capewell

# NEWS FROM AROUND THE WORLD

From: James and Margaret Waite [mailto:eastmead38@hotmail.com]  
 Sent: 14 December 2009 14:36  
 To: joannewest@btinternet.com  
 Subject: Thailand

You may enjoy these photos from a brief trip I made to Thailand last weekend for a steam special from Bangkok to Ayutthaya on 5th December. The two locos were Pacifics no's. 824 (Nippon Sharyo 1524/1949) and 850 (Nippon Sharyo 1547/1950), the latter back in action after an overhaul lasting some three years. The Thai railway system is metre gauge. The train was run to mark the birthday of the King of Thailand, a much-respected and much-loved individual within Thai society.

My plane from Heathrow arrived at Bangkok airport around 6.00am on the 5th, I was on the road in the hire car by 6.30 and had got into position for the first of the pics, on the bridge just north of the station, by 7.20, in good time for the 8.00 departure! Had a bit of a navigational failure then which delayed me from getting onto the motorway out of town and so didn't catch up with the train again for another 20 miles or so. The second and third pics are of the train approaching Bang Pa-in, where it stopped to let an ordinary train overtake it, and again just as it was pulling away from Bang Pa-in which is not far short of Ayutthaya, the end of the run. I parked the car a little way away from the bridge here and as I was walking back I met a young lad leading an equally young elephant along the road. Both very obligingly posed for a pic! The fourth pic is of the two engines at Ayutthaya.

The train waits there for seven hours and only sets off again as it's getting dark. I didn't stay there but went back to Bangkok by a very roundabout route via Ban Phachi Junction to see 4-6-0 no. 177 preserved there (NBL 21759/1919) and then Kabin Buri, not far from the Cambodian border, where this Brush-built tank loco no. 63 (works no. 324/1911) is preserved on the old turntable there. Brush was a small British loco builder.

Got up early the following morning for a flight to Chiang Mai in the north of the country. The next two pics are of the preserved Swiss loco at Chiang Mai station not long after dawn. It's no. 340 (SLM 2208/1912), one of eighteen of these locos which the Thais purchased from the Rhatische Bahn in 1926 and 1927 after the RhB was electrified. They used them on the Uttaradit - Chiang Mai line through the hills in the north of the country.

Drove down to Lampang, about 80 kms south, to see this Japanese 2-6-0 outside the station and the British-built steam crane (seemingly still in service) outside the engine shed. Tried to get permission to visit a sugar factory at Ko Kha, a short distance outside the town, which has some preserved steam locos and some more stored ones. The security people let me in but wouldn't let me bring my camera (but see below!) They have a Baguley 0-4-2T+T (a rare builder at the best of times and I can only think of one of their locos, "Rishra" at Leighton Buzzard, which is preserved apart from the ones in Thailand), a Vulcan Iron Works 2-4-2T+T preserved on their lawn (and painted in a somewhat garish blue and yellow paint scheme) and two more VIW's dumped in a yard at the side of the factory painted medium green, presumably their original paint scheme. All the locos there are 75cm gauge. The mill used to have many kms of 75cm gauge track in the sugar cane fields.

Pressed on to Uttaradit, about another 130 kms further south, to visit another sugar factory called Wang Khapi. Here they were very welcoming. The next two pics show an old metre-gauge Krauss 2-4-0T (works no. 5987/1908) which originated at the Paknam suburban line in Bangkok, the country's first railway. It was used by the factory to work their branch from the state railway. It was reboilered at some stage of its career with the boiler from a O&K 75cm gauge 0-6-0T used on their internal system. The next pic shows another Baguley 0-4-2T (works no. 2009/1921), also 75cm gauge, preserved there. Very friendly people at the factory and I think they would have taken me round the whole place if I'd wanted them to. However time was getting on - it was early afternoon by then. Drove back via Sila At station just north of Uttaradit to see no. 274, this Hanomag Pacific loco (10614/1928), newly repainted and looking very smart.



Stopped again at Ko Kha on the way back to Chiang Mai, this time trying a side entrance through which I'd spotted a lorry carrying sugar cane going in. Here they were very happy to let me see (and photograph) the dead engines, these two green ones no's. 6 and 8 (Vulcan Iron Works 4655/1947 and 4654/1947) plus two Diema diesels but still wouldn't let me go to see the two preserved locos just beyond the gate, only about 10 yards away. However I took some pics of them over the fence. The Baguley on the left of the pic of the two blue and yellow engines is 2010/1921 and the loco on the right is no. 7, (VIW 4657/1947). Got back to the Chiang Mai area around dusk and was back in my hotel in Bangkok by 22.30.

I visited Makkasan works in Bangkok on Monday 7th where part of the boundary wall has been taken down in connection with the building of the new standard gauge line to the airport and so there's a good view of the locos stored there. There's been a long-term plan to set up a museum to house them ever since they were withdrawn from service in the 1960's and 1970's. This is still a long way from fruition but at least the locos are safe even though they're now in poor condition. The locos in these pics are 0-6-0T no. 54 (Henschel 9359/1897), 0-6-0T no. 61, another of the Brush loco like the one at Kabin Buri, 4-6-0 no. 165 (NBL 19971/1912) and 2-8-0 no. 336 (SLM 2332/1913), another of the ex-RhB locos. The Henschel loco is the only survivor from the old standard gauge system, the main line north from Bangkok which was converted to metre gauge in the 1920's when the more modern locos were also converted to metre gauge. Then I headed off to the airport via the rice mill at Rangsit where the two "entombed" 2-8-2's are in which the mill's guardian spirits now reside (very important to the Thais) so they're very well looked after - the last three pics. These locos were originally bought by the mill company back in the 1980's to drive their crushing plant and stood out in the open. After the crushing plant was disposed of the present building, a staff dormitory, was built around the locos. The locos are 351 and 353 (both Kisha Seizo Kaisha 1936



## MEDIA - LOCAL & INTERNATIONAL

### New preservation initiative at Heidelberg

We received the following from the Community Unity Effort Association. Please feel free to communicate with them direct.

From: Stafford [mailto:shjcurrin@lantic.net]  
 Sent: 03 December 2009 16:11  
 To: joannewest@btinternet.com  
 Subject: Heidelberg Gauteng former transport museum

As a Committee board member of the Community Unity Effort Association (CUE) we would like to inform you and your members that the former Heidelberg (Gauteng) Transport Museum now the Heidelberg Cultural and Heritage museum had our open family day on the 28<sup>th</sup> November 2009 at the station.

To bring the buildings and rolling stock back to its former glory much work and fund raising will need to be done. In 2010 we are planning on various events in order to raise the funds.

Basically due to much of the railway artefacts being mislaid or disappeared we have to start from scratch in sourcing railway memorabilia for the station. We do have a historical collection held in Trust by Dr. C. Momberg. However before we can begin bringing the valuable pieces back restorations of the buildings will have to begin. Perhaps your members would like to spend a social Saturday early in 2010 with the Community Unity Effort Committee members at the station. That way we can inform you all of our plans for the station and other historical buildings in Heidelberg

We shall keep you posted.

Best regards  
 Stafford Currin



## USEFUL LINKS

<http://www.prlog.org/10417706-help-us-celebrate-the-150th-anniversary-of-the-mount-clemens-grand-trunk-railway-station.html>

<http://steam-locomotives-south-africa.blogspot.com/2009/04/durban-railway-station.html>

## ARCHIVES



This is R.E.G.M. 4 at the exchange [changeover] sidings, in November 1974. The loco had just swapped loads with 15 BR #1 which is either 1975 or 1990 depending on the time of the accident to the original 15BR, which was about that time. The tank had brought some empties for the Cooke shaft [I think No 1 at that time] which the 15BR will take to the shaft tender first.

Whilst the 15 BR s waltzed away with the loads this loco is having trouble getting the loaded train moving; but it's all downhill from here!!

Dennis Mitchell

### OUR FOUNDING MEMBERS:

Reefsteamers: [www.reefsteamers.co.za](http://www.reefsteamers.co.za)

Friends of the Rail: [www.friendsoftherail.com](http://www.friendsoftherail.com)

Sandstone Heritage Trust: [www.sandstone-estates.com](http://www.sandstone-estates.com)

Steam in Action - An Association Incorporated under Section 21, Registration Number 2007/035119/08  
[www.steam-in-action.com](http://www.steam-in-action.com)