



Contents

Our Regular Features

| | |
|---|---------|
| • From the Ed | Page 1 |
| • Are we branding the Heritage Rail sector incorrectly? | Page 1 |
| • South African Steam Tour Cancelled | Page 2 |
| • Club News | |
| - <i>FRIENDS OF THE RAIL</i> | Page 2 |
| - <i>REEFSTEAMERS</i> | Page 3 |
| - <i>UMGENI STEAM RAILWAY</i> | Page 3 |
| - <i>SANDSTONE ESTATES</i> | Page 3 |
| • Swedish Steam in Action | Page 5 |
| • Angola Update | Page 6 |
| • Blast from the Past | Page 8 |
| • Loco News | |
| - <i>ANOTHER CLASS NGG16 IN RESTORATION</i> | Page 8 |
| - <i>BRITAIN'S NEW STEAM LOCOMOTIVE</i> | Page 9 |
| - <i>MEANWHILE IN GERMANY</i> | Page 9 |
| • The Royal Train of 1947 | Page 9 |
| • Namibian Preservation | Page 9 |
| • NBLPG Newsletter | Page 10 |
| • Book Review | Page 10 |
| • Visit our Founding Members | Page 10 |

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

This will be my last Newsletter as Editor as I am stepping down as Executive Director of Steam In Action with effect from January 31st. This has been brought about by financial considerations as there are insufficient funds in this shaky economic climate to support a full time person in this position.

Nevertheless SIA will continue with its mission to promote and revive rail tourism and preservation and I will still be associated with SIA although at a much reduced level of involvement.

As you will see from our excellent editorial this month from Errol Ashwell, he has proposed a new strategic approach to tackle preservation and tourism with Government and SIA is confident that this may be a real step forward.

I will be leaving with confidence that what was started in 2007 will continue with the full support of the constituent members. Sadly this coincides with the cancellation of one of only two steam tours to South Africa this year (see below) and no final resolve in the Millsite issue that has dominated these pages for the last 9 months. With Transnet Foundation believed to be closing in April it will be up to HRASA to make the moves that will enable SIA to fulfill its commitments to this issue.

I know that the SIA membership will take the movement forward so that we may finally achieve what we set out to do.

A number of key people have stepped forward to offer their assistance and they will be contributing their expertise on all fronts in the future. As you may expect the newsletter will keep our supporters fully informed.

There is good news as you will see in the pages below as our constituent members continue to produce great events with steam and tourism. I hope you will enjoy the read and I wish all of you the very best for the future.

Dave Richardson

Are we branding the Heritage Rail sector incorrectly?

Very few people question the bona fides of the various people that put a great amount of effort, time and money into trying to save locomotives for future generations. Against the background of a very negative response from National and Provincial governments and the various parastatals that are involved, it is quite hard to find the motivation to continue. But, most preservationists seem comfortable that the true beneficiaries will be future generations, probably unborn, who will never be able to express their gratitude in person. That is quite a compelling argument and one that has a great deal of validity.

Bearing in mind that South Africa is still a country in its political infancy it will probably be a good few years before the meaning of 'Heritage' will be able to drift away from the black-white struggle, and before it once again becomes politically correct to consider preservation of anything from our Colonial Heritage. In other words, we believe that the majority of the population currently define 'Heritage Preservation' as the preservation of Cultural Heritage and the struggle for Democracy. The preservation of our Technological Heritage and, by implication, colonialism and apartheid, is therefore considered to be unimportant and possibly even politically incorrect.

This is the only way that we can rationalise the complete disregard, by the powers that be (black or white), for anything that we have attempted to do with regard to Technological Heritage Preservation. We believe that this attitude will continue for some time. It is only in very mature political environments (such as in the USA, UK or mainland Europe, etc.) that we see the luxury of political attention to Technological Heritage Preservation.

This also explains why Transnet needs an HRASA - so that it can be formally ignored - and why HRASA is thereby marginalised and remains impotent. In fact, the more we point out to Transnet that HRASA is a limp-wristed organisation with no ability to actually do things, the more they like it because they seemingly want railway preservation to go into some sort of no man's land where no one is going to be responsible for it and no one can be held accountable.

We believe however that there is a relatively simple solution to the dilemma. It is all about rebranding. Forget the phrase 'Heritage Preservation' and replace it with 'Tourism Promotion'. Replace 'Heritage Railway' with 'Tourist Railway', etc. The promotion of tourism is politically correct, and is generally accepted as a necessary strategic objective for South Africa. We believe that we have not yet played this card strongly enough.

Our failure to succeed with the 'tourism' angle has, we believe, been mainly due to us appealing to the wrong audience - i.e. Transnet. Transnet does not recognise tourism as part of its mandate, and therefore ignores it as much as it does heritage preservation. (By its own admission, HRASA is also not interested in railway tourism, so it is a self-fulfilling prophecy that HRASA will have no influence in that sector.)

We do not intend to ignore Heritage Preservation but it is going to have to drop below the parapet to some extent, i.e. we quietly get on with it, we save what we can, and we build a base which might ultimately be recognised in the future. However we should always talk about Railway Tourism and Tourist Railways - nothing else. Obviously Heritage preservation will flow as a logical outcome of any genuine attempt to implement a tourist programme because we need the preserved locomotives, rolling stock and other equipment in order to appeal to the specialised audience that will pay their money to come and see these locomotives/railways in operation.

Has anybody noticed that in most international TV documentaries, for example 'Great Scenic Railway Journeys' on the Travel Channel, nearly every railway featured is steam powered and has a major heritage preservation component - however, they all bill themselves as 'Tourist/Scenic Railways' (seldom 'steam' or 'heritage' railways). First and foremost comes attracting tourists and cash. Heritage preservation is simply a necessary and important consequence of that business model.

Local government and local business will get behind viable railway tourism ventures. Let's stop punting 'Heritage Preservation' (which costs money) and let's use 'Tourism' (which makes money) to steam into the future."

Errol Ashwell

South African Steam Tour Cancelled

Late last week SIA received notification that the forthcoming rail tour of South Africa, organized by David Rodgers had been cancelled, despite being fully booked!

The shock decision was taken after Rodgers was unable to obtain final approval for the use of the Moddepoort-Clocolan section of the Bloemfontein to Bethlehem line on which most of the tour was based. The main operator, Reefsteamers had unsuccessfully made endless representation to Transnet to finalise the issue. As Rodgers was faced with large airline deposits due for payment, it was decided to cancel.

To say that this is sad is an understatement and just adds further evidence of Transnet's total disregard for rail tourism, preservation and the well being of BRAND SOUTH AFRICA. Reefsteamers has written to the CEO of Transnet in this regard and we await a response.

Club News

FRIENDS OF THE RAIL

On Saturday 13 December, 15F 3117 made its first mainline test run following restoration. The old firm of driver Cliff Petzer and fireman Nathan Berelowitz were in command as she completed a successful gentle trundle out to Koedoespoort and back. What a feeling it was to see this engine stretch her legs on the main line again, after 17 silent years!

A few minor faults were again found and have been repaired. She was returned to the shed, serviced and stabled in steam for her first public train on 16 December.

Readers may or may not be aware that FOTR operate a highly successful internet forum. There is already a vast amount of material to be found here, both pictorial and written, and is essential reading for the railway enthusiast. The forum caters for all train and railway lovers, the emphasis of course being on heritage. Go to www.friendsoftherail.com and then click on forums- you can view already, but if you wish to make postings and view certain other bits you can simply register for free.

Chris Janisch





REEFSTEAMERS

Please click on the links below to view the latest Reefsteamers Depot Reports.

[Click here to read the Depot Report for 13 December 2008](#)

[Click here to read the Depot Report for 20 December 2008](#)

UMGENI STEAM RAILWAY

The snippets begin with the haul of the SAR Cravens Steam Crane No 48 to Bothas Hill on 13 December 2008. Additional photos to this story appear below.

[Click here to read USR Snippets 16 December 2008](#)



[Click here to read USR Snippets 24 December 2008](#)

[Click here to read USR Snippets 09 January 2009](#)

SANDSTONE ESTATES

SANDSTONE STEAMS IN WITH THE HARVEST

As has become traditional at Sandstone, the railway is used for commercial purposes on the farm wherever possible. In late December the wheat harvest began and Kerr Stuart Class NG 4 No: 16 was pressed in to service to bring in the wheat from the lands to the silos at the main complex as this sequence of pictures shows.





SANDSTONE CONTINUES WITH THE COSMETIC RESTORATION OF CLASS NGG16A No.141

After some setbacks with severe rusting on the tank units and cab area, the privately owned gas producer NGG16A has been thoroughly sandblasted and prepared for painting.



Swedish Steam in Action

We received New Year greetings from Goran Enqvist, a Swedish enthusiast and steam driver together with the wonderful picture below.

“From: Lina Enqvist [mailto:linisisen@hotmail.com]
Subject: Happy New Year Steam in Action

I want to wish all of You in Steam in Action a really happy 2009!

Best regards
Göran Enqvist (Steam Driver)
Sweden

From: Lina Enqvist [linisisen@hotmail.com]
Subject: RE: Happy New Year Steam in Action

Thanks for your email. Of course you can use the picture in your Newsletter, it's unfortunately some years old. Even if it's winter here we doesn't always get snow. The picture shows former Swedish State Railway class "B" 4-6-0 1136 leaving Eskilstuna on its way to Stockholm with a Steamspecial 2006-03-05, it is about 120km to go. It was one of 96 engines of this class for the State Railway between 1909 and 1919, and three more were built 1943-1944 for a Private Railway. The engine is allowed for 90km/h and the weight inclusive the tender is 117 Ton and the length is 19,5 meters.

The last of this class was withdrawn from service in February 1972, but many of them were still stored to the beginning of the ninetys. Number 1136 belongs today to Nynäshamns Railway Museum and runs a few times a year at the mainline. My wife Lina took the picture when I was driving.

Best regards
Göran Enqvist”



Angola Update

After the feature on the CFA/L locomotives at Catete in our December issue we thought we would bring you some images of the real days on the CFA/L as many readers may never have seen these locos and the pictures from Catete do not do these beautiful machines, once the pride of the railway system, full justice.

Peter Bagshawe kindly sent us these photos from 1972.

Peter also outlined some more info on the classes of locomotives on the CFA/L and sent us some info on the CFM system further south in Angola.

Further feed-back to the recent steam sightings at Catete, Angola, Peter Bagshawe of KwaZulu Natal writes:

"Of the 550 series, 551 was involved in a tank train accident c.1959/1960 and was "burnt out". It was officially withdrawn in 1968, although the boiler may still have survived in 1972. 552 went south to the CF Mocamedes in 1966 and was noted stored there in 1972.

150 series - In 1972 eight survived on the CFL (151 was on the CFM and 157 was withdrawn 1968 and presumably scrapped. Of these eight 153/156/158 were working the Dondo branch and the rest were stored at Muceques workshops, officially waiting (rather unlikely) repairs. It is tempting to think that the Catete locos are possibly 153/156/158.

200 series - Eight survived in 1972 (204/207/210 to the CFM, 202 scrapped after a boiler explosion). Six of the eight were in service whilst 201/203 were stored at Muceques (again officially waiting repairs). Could those at Catete be five of 205/206/208/209/211/212?

250 series - A rather complicated situation. There were actually eight locos: 141-144 (Jung 12261-64) for the CFM and 251-254 (Jung 12265-68) for the CFL. The latter were apparently put in store waiting for the gauge conversion in 1960, with two (251/254) being sent to the CFM, probably before 1960. The CFM renumbered them 145/146. Around 1964 CFL requested the return of one of these locos but, instead of sending 251, CFM sent 142 as it was in the worst condition, and the ex CFL 251 became CFM 142 instead (I met the person who arranged this subterfuge). 254 was never returned and therefore CFL ended up with only three of these locos, all of which survive at Catete.

The first loco on the Luanda Railway, and presumably the first in Angola was an 0-4-0T, Tubize 675/1887 named LUGALLA. In 1972 this was preserved at the Luanda Roundhouse in working order and used every December on a Father Christmas special train. I am attaching a photo of it herewith-surely it still survives somewhere.

The situation in Angola is unusual with very little scrapping after the end of steam. The bulk of the remaining CFL stock is at Catete, there is a large number of CFB locos at various places, and the two Henschel 2-8-0T still survive at Porto Amboim, which probably means that the two Bagnall 2-8-2T also survive, although this hasn't been confirmed. This just leaves the CFM (or CFN as it is now) and reportedly there are some locos at Lubango. This is the most likely place as, in 1972, the workshops yard was full of dumped steam locos. Another possible place is Matala, which although not visited, is believed to have been home to the last working CFM steam in 1972.

Here is the CF Mocamedes (now called Namibe) steam situation in August 1972.

3'6" Gauge

Manning Wardle 0-6-0ST:

½ out of use Mocamedes

80 series Henschel 2-8-0T (ex CFL):

84 reserve loco at Matala (as told-not seen). CFL records have 84 as being transferred to the CFM. A summary sheet in the CFM Diagram Book gave the total as 4, so it is possible that 81-83 were also transferred. No notes as to the disposal of these latter three locos were found at either CFL or CFM, and no remains were found.

100 series Henschel 4-8-2+2-8-4:

101/102/103/105/106 stored out of use in Sa da Bandeira yard

104 dumped in Sa da Bandeira Workshops yard

120 series Avonside 4-8-0 (ex CFB 7th Class):

121/122/123/124 remains dumped in Sa da Bandeira Workshops yard

130 series Kitson 4-8-0 (ex CFB 8th Class):

131/132 dumped in Sa da Bandeira Workshops yard (132 no boiler)

140 series Jung 2-8-2:

141/144 stored out of use in Sa da Bandeira Workshops yard

142 (ex CFL) reserve loco at Matala (as told-not seen)

143/145 (ex CFL) serviceable at Artur de Bandeira for working section to Serpa Pinto (as told-not seen).

150 series Henschel 4-8-0:

151 dumped in Sa da Bandeira Workshops yard

180 series Armstrong Whitworth 4-6-0 (ex CFL 100 series):

180/182 dumped in Sa da Bandeira Workshops yard

181 at Matala (as told-not seen)

200 series Armstrong Whitworth 4-8-0 (ex CFL):
204/207 dumped in Sa da Bandeira Workshops yard
210 not found (possibly scrapped-its tender, and possibly a boiler, were found dumped in Sa da Bandeira Workshops yard)

550 series Krupp 4-8-2+2-8-4 (ex CFL):
552 stored out of use in Sa da Bandeira yard

610mm Gauge
Decauville 0-4-0T:

1 (505) preserved Sa da Bandeira (Lubango) Workshops (I have a pic from the internet of this loco taken at Lubango 12/2006. In reasonable condition and placed on top of a steel stand)

10 series O & K 0-6-0T:
12/? remains (basically frames, cyls & wheels) of two dumped in Sa da Bandeira Workshops yard

50 series 0-10-0T:
Frame & boiler dumped in Sa da Bandeira Workshops yard

60 series O & K 0-8-2T:
62 dumped Sa da Bandeira yard
66/68/69 plus one other (64 or 67) dumped in Sa da Bandeira Workshops yard

110 series 4-6-0:
111/112/113 plus an additional boiler dumped in Sa da Bandeira Workshops yard

Regards
Peter”

The interesting comment is that little appears to have been scrapped in Angola since steam ended with the conflict and general run down of the country.



29-07-1972, CFL 156 climbs out of Dondo on #64, 12.00 Dondo-Zenza mixed



24-07-1972, CFL 0-4-0T, 1 LUGALLA, preserved at Luanda Locoshed



24-07-1972, CFL 208 dead on Luanda Locoshed



25-07-1972, CFL 553 stored serviceable at Muceques Workshops, Luanda

Blast from the Past

Dennis Mitchell sent us this piece:

“Dear all,

Back in 1974, when I first visited the South African Railways, there was a real pride in appearance of all aspects; and I think this shot of 3669 on the afternoon mixed from KYNSNA at Wilderness shows this to the full; from the Stasiemeester to the gardens the loco and the crew; all show pride in 'their' bit of the railway.”



LEFT: We make no excuses for including this picture from Peter Bagshawe, of the exquisite Benguela Railway Garratt built by Beyer Peacock as works number 7367 of 1951.

CFB (Angola) Class 10C 332 at Nova Lisboa (Huambo) Shed on the 18th August 1972

Loco News

ANOTHER CLASS NGG16 IN RESTORATION

As Lukas Nel and his team continue with the restoration of Cockerill built NGG16 No: 88 at Sandstone's Bloemfontein facility, sister locomotive No: 87 (works no 3267 of 1936) has been rolled out into the winter sunshine at Boston Lodge on the Welsh Highland Railway for the first time after restoration. Roger Dimmick captured No: 87 on the 13th of January 2009.



BRITAIN'S NEW STEAM LOCOMOTIVE

There is much excitement in Britain as A1 Class Pacific, 60163 Tornado, the first new steam locomotive built in Britain for 50 years undergoes various trials. Until now it has run in grey primer but is being outshopped in LNER Apple Green before it enters service. Ken Livermore from the North British Locomotive group sent us this link to a BBC feature on the locomotive.

“Now in LNER Green !

Please see item below from BBC News

<http://news.bbc.co.uk/1/hi/uk/7810296.stm>

Best Regards & Happy New Year,
Ken”

MEANWHILE IN GERMANY

As NGG16 No: 87 emerges in Wales and A1 60163 begins its life in the UK, in Germany the build of a new 2-8-2T for the famous MBB or “Molli” in North East Germany, is almost complete as our pictures show. This famous railway of 900mm gauge runs through the streets of Bad Doberan and along the Baltic Coast to Heiligendamm and Kuhlungshorn. We have included a picture of an existing MBB loco in service of a similar design.



These photographs courtesy of Jurgen Rech

Photograph courtesy of Wikipedia

The Royal Train of 1947

Recently an SIA member raised the question of what happened to the coaches from the Royal Train of 1947. Surprisingly many still exist in various locations around the country. After the visit of 1947 many of the coaches were incorporated into the White Train used by South Africa's State President.

Geoff Pethick sent us this feature on the White Train coaches and Dave Richardson has linked these to their old Royal Train numbers where applicable. [Click here to view the PDF.](#)

An approach has been made to Transnet regarding their future but any disposal to private parties of those still retained by Transnet will need a strong financial proposal and plan to ensure their future. Sadly, a number in Transnet's care are deteriorating badly.

At least they are still a number in existence.

Namibian Preservation

Although one of our closest neighbours, Namibia is often forgotten as a one time part of the old SAR. There are a number of Cape Gauge locos preserved as well as 2ft narrow gauge. Namibia has a preservation policy and a good Museum in Windhoek but approaches from Sandstone to assist some years ago were met with a closed door policy from the railway authorities and many assets are deteriorating.

Sadly one of these, 2ft gauge Class Hd No: 40, recently met with an accident despite being on a plinth at Usakos Station! The Hd 2-8-2's were the forerunner of the Class NG15 and the three examples of the class survived in SAR ownership until being withdrawn in 1960. Two were preserved at locations on the old 2ft system, No: 41 at Otjiwarongo and No: 40 at Usakos.

Recently No:40 was knocked clean off its plinth by a runaway lorry and remains in a rather precarious position as our picture shows. Attempts to contact the relevant Namibian authorities to ascertain what is to be done at Usakos have not yet been successful.



NBLPG Newsletter

As we mentioned in the December Newsletter, the North British Locomotive Preservation Group is a well run and extremely professional organisation based in the UK.

Have a look at their latest newsletter.

[Click here to read NBLPG latest Newsletter \(January 2009\)](#)

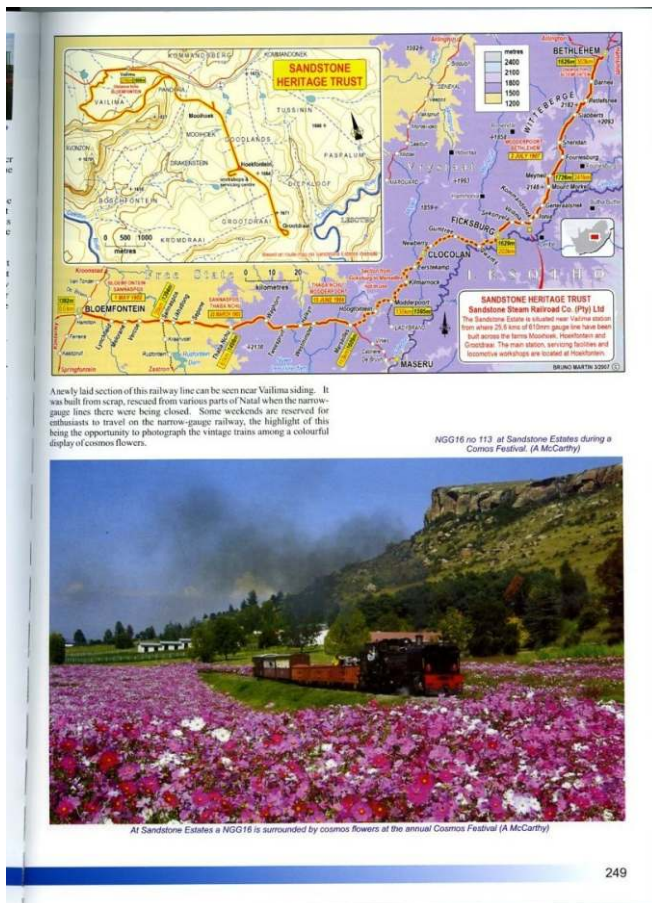
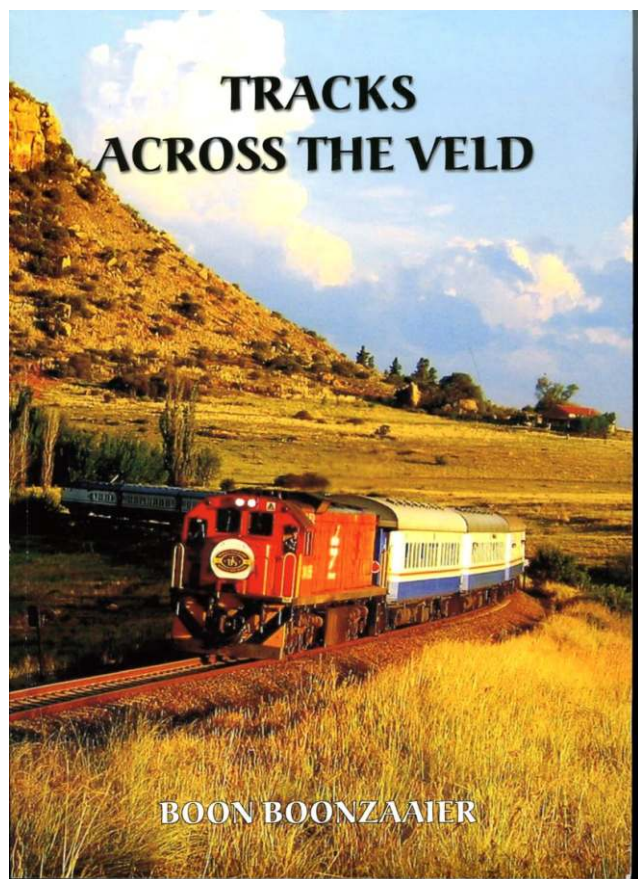
Book Review

TRACKS ACROSS THE VELD BY JC (BOON) BOONZAIER

Most enthusiasts will remember Boon Boonzaier from his Bushveld Train Safaris (BTS) operation which provided excellent rail tourism at an affordable price to numerous destinations in South Africa, Namibia Botswana and Swaziland. His personal commitment to every passenger ensured every trip was an unforgettable experience.

Sadly after 12 years of operation BTS came to an end on December 31st 2006 as Transnet declared that they were unable to provide motive power for further excursions. At a time when rail tourism is a growing industry worldwide such shortsightedness by our national rail network beggars belief. However had BTS not come to an end, it is unlikely that Boon's excellent book, "Tracks Across The Veld" would have been written.

Comprising 349 pages with 600 colour photographs, the book tracks the numerous rail lines that BTS travelled on over the 12 year period.



It has detailed descriptions of each line with details of altitudes, distances, bridges and tunnels together with 80 maps. It is a truly excellent book and is available direct from the publisher for R330.00 including post and packing in South Africa or R459.00 overseas.

Full details can be found on Boon's website,

www.boon.co.za.

Visit our Founding Members

