



## EDITION 20 KEEPING TRACKS JULY 2009

**Welcome**  
to the July newsletter.

**Membership total as at 30th July 2009: 829**

### *This Month's Edition ...*

Welcome

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### **Pressing On**

July has been an interesting month. We have had a reasonably good response to our request for what the SIA members think about the future of

Steam in Action. There have been some who express the view that SIA's activities have been counterproductive and we should have left the institutions and public sector representative bodies intact without interfering with what they were doing. We assume this to be HRASA, SANRASM and the ever evolving changing and disappearing departments within Transnet. However, this view is significantly counter balanced by many who feel that it is important that SIA press on.

There are only three significant topics this month. They include:

- A) How SIA can promote the interests of Steam Railway Heritage and Tourism in South Africa.
- B) A summary of what projects we have been working on and whether we can receive assurances from HRASA that they have a meaningful and effective strategy in place to get things done in each sub category.
- C) The future of the Outeniqua Choo-Tjoe.

Instead of dealing with issues such as the active negotiations for the saving of locomotives, arranging transport and the moving of these items to safety we have evolved into a monitoring body which will continue to pressurize those parties who may be guilty of neglect in the above areas to wake up and get on with what their mandate dictates.

The three original founding members of SIA were Friends of the Rail who have had minimal contact with SIA since the beginning but are a very successful and forward thinking Preservation organisation, Reefsteamers have decided to support HRASA which is in line with what SIA's own recommendations are and the Sandstone Heritage Trust in the Eastern Free State which has decided to revert to a private agricultural railway with minimal involvement in the broader National Rail and Heritage picture. In the case of Sandstone one should remember that the private 2-ft Narrow Gauge Railway was built out of frustration at the inability to come to any sort of working arrangement with Spoornet over the operation and concessioning of the exciting 3'6" line between Bethlehem and Bloemfontein. The rolling stock and locomotives had been accumulated in expectation of the successful outcome of these negotiations but a rapid change in senior personnel, culminating in the complete closure of the appropriate department handling negotiations (LinkRail) meant that Sandstone found themselves up the creek without a paddle. That more or less is where Sandstone is today in terms of the National Rail picture.

The strategic direction of SIA now lies firmly in the hands of the members rather than a small group of SIA Advisory Board members and the individuals putting the newsletter together will for the time being certainly record what people think and then if required push the necessary buttons to ensure that the power of the SIA lobby is brought to bear. We have learnt that the most effective way to do that is for individual members to address the issues directly with organisations who find themselves under the search light. We hope that our members will continue to do this and we would like to thank everyone for their support in recent weeks. We know that the DA in the Western Cape have been very impressed with the number of intelligent, well thought through and constructive recommendations which have been made regarding the Outeniqua Choo-Tjoe from members.

So for the time being we would ask members to try and find time to read the newsletter, to respond if possible to points that they feel strongly about, and where appropriate to communicate with the individuals who we feel need to be nudged in the direction of more sensible decision making.

The Sandstone Heritage Trust provides the IT infrastructure for the newsletter and will continue to do so for the time being. Only time will tell how much notice people will really take of the lobbying power of SIA, but remember SIA members are a significantly influential body when judged either individually or cumulatively. After all the pen is mightier than the sword in SIA, and we certainly proved that point conclusively.

### **The Demise of Heritage Items at Salt River**

SIA continues to draw attention to areas of neglect and received the following input from Dylan Knott after he visited Salt River.



*"Good day all*

*Took a trip to Salt River (former UL workshops) this morning.*

*Absolute carnage and destruction best describes the scene. Lounge car 697 is the only salvageable coach in this yard. Every piece of glass has been smashed, battery boxes ripped open, all doors are lying on the ground and the interiors of the coaches are completely gutted. All bearings have been stolen.*

*Diner Protea is almost beyond redemption. She has no glass, roof is collapsing, interior gutted and now her side paneling is disappearing.*

*These photos will tell the story in their own words. Years of appealing to lease these coaches have seemingly fallen on deaf ears, now its too late!*

*List of coaches:*

*4599, 23316, 15090, 28118, 14120, 23169, 21035, 8860, 67, 14329, 2754, 28108, 8895, 276, 219, 796, 214, 4444, 297, 797, 4337, 697, 76, 3888, 15079.*

*Cheers*

*Dylan"*



## Dialogue with HRASA

There has been a disappointing silence from HRASA since we received an announcement that they were reorganizing and re-engaging with the authorities. What little contact we have had with them however is revealing because it is necessary to go back and reflect on the Millsite issue.

We became aware that the cutting of locos had commenced at Millsite and SIA responded immediately. As a result of SIA's intervention the cutting stopped. We were then told by the authorities that the private sector needed to get on and remove these items or else they would be dealt with in other ways. SIA raised money and a number of individual SIA members stepped forward and said they would provide transport and logistics to start removing the items. However, there were a number of obstacles, of which the two most significant ones were:

- A) The legal barrier whereby the private sector would not simply go along and remove state assets without the proper documentation.
- B) The on-site logistics of actually getting access to the locomotives. For this a diesel and other support and logistical items were required and a list of sensible requests was made by SIA.

To cut a long story short we received no replies to anything other than documentation on an HRASA letterhead saying go ahead and collect the items. After having asked legal counsel to review the documents that we received from HRASA we were told emphatically that without documents from the State saying that we may remove these items we should not proceed.

Every attempt was made to acquire a document from Transnet and we of course engaged HRASA and Transnet directly on the subject. We received no reply. It is interesting to note, and we quote from the Chairman of HRASA this week that they now advise that no further action can be taken regarding the moving of the items from Millsite until written authority is acquired from the State. This is exactly the opposite of what we were told by the then Chairman of HRASA, Mark Robinson.

In fact Transnet and HRASA just continue to brachiate back and forth between themselves without ever really communicating with the rest of the Heritage community as to what detailed initiatives they are working on.

Despite everything that has happened the entire process has again ground to a halt and we are back where we always were.





## HRASA STATEMENT FOR SIA NEWSLETTER – 20 JULY 2009

HRASA held a most successful and well-attended AGM at Esselen Park on 27 June. Subsequently, the duly-appointed board has been steadily making progress, with amongst other challenges the re-alignment and restructuring of HRASA. It should be recognised that the re-organisation and upliftment we have committed to will take some time, bearing in mind demographic and other difficulties.

Sub-committees have been put in place to deal with the various branches of work envisaged, and whilst some are still in their embryonic stages, others have begun to perform their duties. Our next BoD meeting is scheduled to be held in Port Elizabeth on 22 August, where we will move this process forward.

There have been unrealistic expectations of HRASA, most notably of late. HRASA was not originally set up to be a dynamic, fanfare-type organisation. It is a body set up by its members, at the demand of Spoornet (now Transnet), to represent the industry and charged with the often-tedious process of dealing with Transnet, Government, Railway Safety Regulator and other associated bodies. Despite the difficulties faced, particularly with respect to lack of financial and human resources, HRASA is still THE recognised liaison body with the aforementioned entities. It is also broadly representative of the heritage railway industry in Southern Africa. Success can be measured anyway one chooses, but it is a considerable measure of satisfaction that steam trains continue to run on the national network into 2009.

It has been asked what format the focus and administration of our industry should hold in the future, particularly with regard to SIA. The following decisions were made in this regard at the AGM.

Firstly, a restructuring sub-committee was appointed under Ed van den Heever. This has been charged with formulating a proposed modus operandi for HRASA, and concurrently to review the Articles of Association, which govern the organisation. A regional concept has been put forward, and already the Western Cape has formed a sub-committee. Regular meetings are held and progress has been made, particularly with the Tourism authorities. It was a HRASA project to formulate a rail tourism policy document for the Western Cape Provincial Government, and this forms the backbone of the combined initiative underway in the Cape. If this pilot project is successful, which it certainly seems to be at present, then expansion of the concept will follow. The Eastern Cape and Kwa-Zulu Natal clubs are expected to form the second regional group, followed by Gauteng.

Regarding SIA, it was resolved to invite SIA once again to become a member of HRASA, and thus contribute in the way they do best, that is by bringing a national heritage rail promotional and tourism dynamic into play, as well as bringing their considerable resources to bear. In this way the movement would become much more inclusive and have more leverage on national heritage issues. This proposal was in fact given to SIA two weeks ago, along with a request that Bloemfontein Steam Museum renew its HRASA membership. This is necessary to maintain the legality of currently held Transnet lend-lease agreements, which require HRASA membership of the holders. It stands to reason that BSM are also very important members whose say HRASA wants to hear.

HRASA is grateful that a majority of SIA members feel it deserves a second chance. We ask all role-players to be patient and do not be too quick to dismiss all preservation and heritage efforts, even when it seems there is little positive visible progress. All our activities take time and results do not come overnight. Be assured that we are doing our best under difficult circumstances. No directors or members stand to gain financially or otherwise from our activities, and we are doing it all for the love of steam.

We earnestly call for unity and ask that the heritage fraternity joins forces with HRASA and contributes in whatever way possible. HRASA desperately needs human resources and membership, and through the SIA network assistance can be garnered when needed.

On the broader front, HRASA believes that current events surrounding the Choo-Tjoe, as well as Millsite and other issues, have sharpened the focus on heritage railways. We are optimistic that a way forward can be found, and that with a proper team effort the critical mass required to put South Africa back on the world railway tourism map can be attained.

HRASA wish to extend its gratitude to all heritage role-players, both local and international, for their continued support and understanding.

A handwritten signature in black ink, appearing to read 'Chris Janisch', with a stylized flourish at the end.

**Chris Janisch**

***HRASA Chairman***

**On behalf of the HRASA BoD**

**SIA COMMENT:** It is difficult for SIA as a body to become members of HRASA. However, individual SIA members can feel absolutely free to become members. Membership enquiries for HRASA should be directed to Nerina Skuy (E: [hrasa@skuys.co.za](mailto:hrasa@skuys.co.za)).

SIA have analysed the content of this statement and it tends to shy away from what really needs to be done to save the Heritage items. It is true that there is still steam operating on the main lines but this is only because of the activities of private individuals who have had the perspicacity to save locos in their own right or spend their own time and money on restoring lend/lease locomotives which are in themselves the subject of considerable debate. Recent comments by HRASA indicate that lend/lease agreements may be revoked which has put the brakes on plans to restore some of these lend/lease locos because of the opaque legal picture that has been painted. The key areas which need to be addressed now if large numbers of extremely valuable locomotives are not going to be lost include:

Millsite locomotives  
Voorbaai locomotives  
Salt River items (see above)  
Hilton Railway Museum locomotives, steam cranes and coaches  
Locomotives trapped at Jan Kempdorp  
A locomotive at Greenside Colliery  
A locomotive at BHP Billiton Witbank  
The National Collection in Bloemfontein (guarded by Sandstone).  
Kimberley Locomotives

SIA received a request for assistance in supplying a locomotive for the School of Armour in Bloemfontein. This was in turn passed on to HRASA and Transnet.

SIA has a project file on all these items and has been in active dialogue with various people in order to work on strategies to rescue them. However, at the specific behest of Transnet we have been asked to stop interfering on the grounds that the matter must be coordinated by HRASA. This is all well and good but over the last 3-months our attempts to obtain clarification as to what we are allowed to do or not allowed to do have met with no response whatsoever. It matters little who makes the moves but things have to happen here.

Over R500,000 was collected by SIA in order to mount a rescue bid at Millsite and to date no authority and no logistical rescue plan has even been acknowledged to enable the physical rescue activity to take place. Regardless of how many words are published on the subject the fact is that SIA's ability to action a rescue programme hinges entirely and definitely on the quality of the response from HRASA / Transnet. Without security releases, legal clarification on ownership issues, loan of diesels to move items to accessible points etc. nothing is ever going to be achieved. SIA's greatest worry when analyzing minutes of meetings etc. that have taken place is that no one appears to have any expertise, finance and the commitment to push the Go button on any of the above. Business plans, even some which include offers of substantial funding, are completely ignored and therefore the private sector is effectively looking across a vast canyon at shadows on the other side which while they are moving are very difficult to identify, both in terms of the level of commitment and even the level of authority which might exist to bring about courageous decision making.

In this July SIA newsletter we place the matter before HRASA and say, 'Gentlemen, these issues are critical.' The sad Salt River story shows exactly what happens when people ignore the realities of rust, attrition, theft and neglect. Many of the items on the above list are already in a very parlous state and it is becoming increasingly difficult to convince anyone that they should make a major personal, financial and logistical commitment to save something that has effectively lost its fight for survival.

Members need to understand what we are saying and then read the HRASA statement to see whether they can detect anything that may spark the type of positive action that is required. SIA has been on standby with many of these projects for some considerable time now but the HRASA /Transnet policy of never responding to specific requests for authority have created the current moribund situation. Of course there are exceptions with the odd locomotive, particularly those owned by private organisations that are still being rescued but the bigger picture is the one that concerns us the most.

**Stop the Press!**

## TRANSNET HERITAGE FOUNDATION CHANGES

SIA has been advised that Susie Mabie who was the Acting Head of Transnet Foundation, a person SIA has found difficult to work with over the last 18-months or so, has been replaced as of 1 July by Cynthia Mgijima.

## Practical Cooperation to achieve Transnet's Objectives

We are very sensitive to the fact that some members have been appealing for a more passive conciliatory approach but if there is not one voice in South Africa that can point out the enormous contradictions that exist in the way in which the authorised bodies approach Rail Preservation the fact is that we will continue to go

backwards and we will continue to see valuable locomotives and the rest of South Africa's rolling stock being scrapped on a continuous basis. Remember there are huge financial incentives behind scrapping and that is a hard motivation to fight against.

We appreciate all your support and we ask anyone who takes the time and trouble to read this newsletter to communicate with us but perhaps more importantly to communicate with the key players like Alan Winde, MEC for the DA trying to keep the Ounteniqua Choo-Tjoe alive (E: [Awinde@pgwc.gov.za](mailto:Awinde@pgwc.gov.za)), Chris Janisch, the new Chairman of HRASA who has promised us a new beginning and a new approach (E: [janisch24@gmail.com](mailto:janisch24@gmail.com)), and perhaps more importantly Cynthia Mgijima (E: [Cynthia.Mgijima@transnet.net](mailto:Cynthia.Mgijima@transnet.net)).

There are no emotional issues here; we simply cannot make progress against a background of administrative inertia and politicking. We state it here and now – we support HRASA but not unconditionally. If HRASA starts to do the things that HRASA was supposed to have done over the last 10-years and it does it quickly they will receive SIA's full support. They have the recognition, they apparently have some authority, and so they need to engage with the authorities without further delay today. They have to keep us informed of what they are achieving. We have had some lofty statements from HRASA over the last few months about their new structure etc. but in fact the response to key issues has been very disappointing.



*"The last SIA newsletter requested further comments on the Outeniqua Choo-Tjoe business plan which Aidan McCarthy produced. I am not sure how relevant these are at the current time when most of the effort, quite rightly, is going into saving the George - Mossel Bay service which is critical in the short term to ensure the retention of the skills, infrastructure and rolling stock at Voorbaai.*

*Following the change of Government in the Western Cape things do seem to be moving again and Alan Winde has gained the agreement of TRANSNET to keep the George - Mossel Bay service going until a private body can take it over which has to be great news. However, I imagine this will only safeguard the existing service and 19D locos currently used. There are many other unique historical locos at Voorbaai which were listed on my original red line list and it is critical that these are also protected as most are complete and some are in near serviceable condition.*

*Quite how the current moves will affect the potential re-opening of the Knysna line is not clear at this stage. Aidan's suggestions for a phased reopening of the line look sensible although I think there are a one or two issues surrounding this:*

*My understanding is that the biggest engineering problem in reopening the Knysna - Wilderness section is where the line crosses the Swartvlei at Sedgefield on an long embankment. This has been washed away leaving the track hanging in mid air in some places. The Consultants reports from last year suggested that either the existing embankment will need to be rebuilt with additional bridges in order to prevent a repeat of the flood damage both to the line and the surrounding land OR the line should be re-aligned to run alongside the main N2 road across the Swartvlei. Either of these options sound like a significant engineering exercise and it may therefore be easier to start reopening the line in stages from the Knysna end rather than the Sedgefield - Wilderness section as Aidan suggests.*

*Much as I would like to see the GF and GB taken out of George museum and restored for use on the line I think a more practical approach in the first instance would be to use one or two of the existing serviceable 24 class locos at Voorbaai which are allowed to operate tender first under the SEP rules. I cannot see that the expense of building carriage and loco facilities at Sedgefield, where development land values are very high, is warranted in the short term as I imagine these will not be needed once the line is hopefully reopened throughout. I understand previous consultants reports from late 2008 identified the need for a more limited running shed at Ruigtevlei Siding 5 kms east of Sedgefield, with Voorbaai continuing to be used for locomotive and coach maintenance and major overhauls.*

*Both Aidan's paper and previous consultants reports appear only lukewarm about reopening the Wilderness to George section of line. I think this misses a major potential benefit in reopening the whole line which would be to enable longer distance tour trains to include the George - Knysna line in their itinerary as happened regularly in the past, bringing hundreds of upmarket tourists to Knysna for an overnight stay on a regular basis. This would also involve the reopening of Kaaimans River bridge which is probably the most iconic rail structure in the world and still used to sell holidays to South Africa world-wide even today when it is closed! Having the whole line open will also allow the potential for freight traffic in the future including the rubbish traffic from Knysna and allow stock transfers with the maintenance depot at Voorbaai and in the future use of locos and stock from the museum at George.*

*You are aware from all the correspondence received that there is a tremendous groundswell of support in the UK to retain the Choo-Tjoe and in particular to reinstate the George - Knysna line. Whilst much of this is only in the form of passive support or assistance with fundraising, there is interest from at least one tour operator in the UK to become involved in efforts to save the line.*

*Kind Regards,  
Dick"*

SIA sent a letter of support to Mr. Alan Winde, very professionally represented in communications by Tammy Evans ([Tevans@pgwc.gov.za](mailto:Tevans@pgwc.gov.za)). We have received two e-mails from Tammy as follows:

*"This matter seems to have garnered the attention of the world's train enthusiasts, and we believe that it would be wonderful if something were conveyed about it at the conference, especially in light of the fact that we will soon be calling for expressions of interest from the public to take it over. We would welcome the help of any train enthusiast in this regard.*

*If possible, and in order to add them to our newsletter database, we would very much value a list of the attending delegates. Perhaps they would like information about the train's operation and our attempt to have business take it over?*

*Once again, thank you for keeping in touch with us - we very much value your support.*

*Sincerely,  
Tammy"*

*"Thank you so much for your e-mail and kind offer of assistance. It is wonderful to know that we have the strong support of as large and committed an organization as yours.*

*As you suggest, we have received many e-mails from SIA members, and their suggestions are most valuable. We are stunned by the level of interest that the closing of the OCT has drawn, and now know that our efforts to renew this line have been worthwhile.*

*The meeting with Transnet went very well, and we will be calling for expressions of interest from the public soon. We hope that interested parties with good business ideas, and the funding to back them, will come to the fore timeously.*

*Ms Lucille Fester, Minister Winde's PA, will revert to you as to your specific requests shortly.*

*Once again, thank you for your kind support.*

*Sincerely,  
Tammy"*

We know that most SIA members are very interested in the potential well-being of the Outeniqua Choo-Tjoe. Please send your expressions of support to Tammy, together with any recommendations or thoughts that you might have. Obviously she will then automatically add you to the database.

It is slightly more efficient for SIA members to receive bulletins directly from the Western Cape Government Ministry of Finance who are coordinating this.

We attach a selection of SIA members support e-mails to Tammy:

*"From: Ajgrushton@aol.com [mailto:Ajgrushton@aol.com]*

*Sent: 13 July 2009 16:05*

*To: tevans@pgwc.gov.za*

*Subject: ECONOMIC EFFECTS OF TOURIST RAILWAYS*

*Dear Tammy,*

*As a former General Manager of the Ffestiniog Railway in North Wales, and as an advisor to FEDCRAIL, the Federation of European Tourist Railways, may I bring to your attention the fact that study work has been done to examine and understand the regional and local economic effect of a steam, operated tourist railway.*

*The result of this has been to endorse such a facility as a vigorous economic regenerator, with good direct and indirect job generation from the visitor spend that the railway promotes in the local area.*

*There have been instances of restored railways being documented, to demonstrate factually the valuable economic effect achieved. This has been robust and proven beyond any doubt. Investment that has been made in the railway schemes that were selected for tracking is providing a good return by sustaining and increasing regional employment.*

*The University College of North Wales at Bangor recently awarded a PhD to a student who made a careful and thorough study of the Ffestiniog and Welsh Highland Railway, which has grown to be one of the largest employers in the area, carrying over 130,000 visitors annually. A digest of the study is appended for your information. Further information is available if needed.*

*If I may assist you further, I shall be pleased to do so. I have visited the Cape, and the railway, and endorse your view that it is an area of outstanding natural beauty, which will benefit from the advantages of sustainable tourism. I declare that losing the railway from a failure of investment in repair and renewal, would be unfortunate and counter productive.*

*Yours sincerely,*

*Gordon Rushton FCILT MCIM"*

*"From: Winter, Kim F*

*Sent: 17 July 2009 13:41*

*To: 'finmin@pgwc.gov.za'*

*Cc: 'Tammy Evans'*

*Subject: Choo-Tjoe News edition 2*

*Dear Mr Winde*

*Many thanks for sending me Edition 2 of the Choo-Tjoe News.*

*It contained the good news of Transnet re-confirming its commitment to keeping the Outeniqua Choo-Tjoe going until the disposable process into a new company is finalised.*

*I am so pleased that something at last is being done and as I said in my email to you of a week or so ago, it is so important that whoever takes over the running of the train, that it runs into Knysna.*

*I just hope that whoever takes the project uses the knowledge, enthusiasm and drive of all those who are members of Steam In Action and organisations like the Sandstone Heritage Trust. The new company must use all the talents available to it. They are there in SA if you know where to look and I'm sure that the restored train and railway will attract new visitors and returning visitors like me and my wife back to Knysna, and the Western Cape part of the Garden Route.*

*Please keep me on the mailing list for the Choo-Tjoe News.*

*I look forward to hearing from you soon with good news.*

*Regards*

*Kim and Sylvia Winters"*



*"From: Stan Patchet [mailto:patchet@plateautel.net]  
Sent: 17 July 2009 04:41  
To: finmin@pgwc.gov.za  
Cc: joannewest@btinternet.com  
Subject: Choo Tjoe*

*Dear Mr Winde*

*It is most encouraging to see the sensible and rational actions you are taking to save the steam heritage railways centred on George. In the western USA where I live, a number of such lines have been saved by state governments. With reasonable support they have helped the further development of rural areas which otherwise would have slid deeper into economic depression. Rational government assistance allied with the technical and professional support of proven steam heritage groups such as Steam-in-Action and the Sandstone Estate will no doubt pay significant economic and social dividends to the George-Knysna-Mossel Bay area.*

*Regards,  
Stan Patchet  
Carlsbad, New Mexico, USA"*

*"From: Bernard Snoodyk [mailto:bernards@greenwaybanks.com.au]  
Sent: 12 July 2009 23:21  
To: finmin@pgwc.gov.za  
Subject: Outeniqua Choo Choo*

*Dear Mr. Winde*

*I refer to your letter in connection with the ongoing future of the Outeniqua Choo Choo operation.*

*In this regard I support your actions in ensuring that this valuable tourist icon remains available to South Africa. As you are aware there are a large group of dedicated steam preservationists and tour operators who recognise that this section of railway as well as others in the country represent a significant element of South Africa's International tourism offer.*

*Whilst the loss of this iconic section of the tourist line operations may in itself not seem significant it must be seen in the context of the entire rail tourism sector, which is dependent on variety of offer and diversity of locations. When seen in this context and when the sheer scenic beauty of the Outeniqua line is take into consideration it is essential that this line & operation be retained as part of this important tourism industry sector.*

*It is also necessary to recognise that rail tourism is a serious, growing economic sector and one in which South Africa has to compete on an international basis. Loss of the Outeniqua line and its superb operation will once again be to the detriment of South Africa through the elimination of one of the reasons why international tourists come to the country.*

*Thank you for the valued work in this regard*

*Yours sincerely*

*Bernard Snoodyk  
Gold Coast, Australia"*

*"From: Kirkland [mailto:kirk1@lantic.net]  
Sent: 13 July 2009 16:31  
To: joannewest@btinternet.com  
Subject: Outeniqua Choo-Tjoe Reply*

*Steam in Action Advisory Board Members,*

*It was indeed great news to find that finally SIA has received some recognition from a Government Department. In this case, from Minister Alan Winde, in his attempt to enlist assistance to save the well known Outeniqua Choo-Tjoe Steam Train System in the Western Cape.*

*I am positive that you will be doing all you can to assist the Minister, to help Save and Preserve this Great Historic Rail System.*

*I have expressed my humble support, and hope to receive their Newsletter regularly, and to keep in touch with this important project.*

*Thanks for your very informative News Bulletins over the past 18 months -- It has not been an easy period and I was deeply saddened by your last edition. However, it does take time to get to know the people that you want to deal with, and to let them gain confidence in Steam in Action. -- That recognition is now coming through.*

*"Keep Up the Good Work".*

*Sincerely,  
Tom Kirkland"*





"To: Awinde@pgwc.gov.za  
Cc: Susie.Mabie@transnet.net ; cecilia.machaba@transnet.net  
Sent: Tuesday, July 14, 2009 8:28 PM  
Subject: Outeniqua Choo-Tjoe

Dear Mr Winde

I have been alerted by Steam in Action and would like to join your email list to be kept informed of progress in saving the Outeniqua Choo-Tjoe.

I am holidaying in South Africa again this year and was planning to re-visit George. From here in the UK, where steam railways are significant tourist attractions and significant direct and indirect employers in many regions, I find it incredible that you can throw away the Outeniqua Choo-Tjoe. Our many steam railways started from virtual scrap and could only have dreamed of the locos and facilities (and scenery) you are planning to discard.

Clearly it cannot be run as apart of your largely freight railway and needs some external flare as well as volunteers. From the outside I suspect it has been over-manned and poorly marketed. Steam in Action have contacts with the large UK heritage railway movement, who I'm sure will willingly provide you with ideas about how the Outeniqua Choo-Tjoe and the George Museum can be made to thrive for the benefit of the whole area.

Your railway authorities don't seem to recognise the potential of railway tourism in general and steam in particular. I'm aghast at the locos and coaches you have rotting in sidings such as in Voorbaai and Millsite. I hope to be hearing good news soon.

Regards

Alan Middleditch  
United Kingdom "

## Media

Chris Buchanan, a journalist with Live Out Loud has sent us the following:

**LIVEOUTLOUD**  
*for those who can*

"I'm looking at the subject matter from an opportunity point of view, whether it's worth someone's while getting involved and how they can do so from a tourism and an investment/preservation point of view. Also what clubs/associations exist that have enthusiasts who work with steam. I'm also quite intrigued with the smaller gauges and how they fit in with the whole preservation thing.

Chris Buchanan, Editor

Tel: 086 123 MEDIA (63342) : Cell: 083 456 0229 : Fax: 086 513 4540

[chris@liveoutloud.co.za](mailto:chris@liveoutloud.co.za) : [www.liveoutloud.co.za](http://www.liveoutloud.co.za)"

May we suggest that train operators, clubs and enthusiast groups communicate with Chris direct to help him compile the article that he is working on.

## Regional News

### Elgin Valley Railway

Elgin Valley Railway intends to operate a regular train service between Elgin and Bot River Stations. These two stations are situated on the Van der Stel - Caledon line.

Two steam locomotives, a 19A and a 12R, have been acquired and these will shortly be sent to Germiston for storage, but will be restored there at a later stage. Several coaches have been secured. As our requirements change we will acquire more steam locomotives and coaches. At a later stage workshop facilities will be constructed at Elgin Station. This project has the support of private role-players and local government.

### Helderberg Vintage Railway

Assisting Cape Western Vintage Railway acquire several semaphore signals, diagrams and a lever frame. Both clubs intend to form a closer working relationship.

### SANRASM

We have been contacted by a number of SANRASM members to advise that they are unable to influence SANRASM to cooperate with SIA or in fact any other organisation. It appears to be a secret society but SIA continues to draw attention to the steady deterioration of the assets under their control.

### Umgeni Steam Railway

Graham Gillett has supplied the following progress report on the Sisonke Stimela GMAM 4074 Restoration Project. [Click here to view PDF.](#)



**SIA COMMENT:** We have received no other news from the major players in SA, probably because of our suggestion that they throw their weight behind HRASA. We fully support this.

## National Trust Initiative

Dave Cowley, Coordinator of the Military Heritage Group, Hout Bay & Llandudno Heritage Trust, has been in touch. A special meeting is being held on 5th September to look at the possibility of creating an umbrella organisation for Heritage in Southern Africa.

SIA have advised that they will be represented.

The official announcement regarding this meeting is detailed below.

"From: Mike Moriarty [mailto:MMoriarty@gpl.gov.za]  
Sent: 22 July 2009 15:12  
Subject: FW: Consultative Committee workshop 5/9 in Johannesburg

Dear all

I would like to invite you to a workshop of a Consultative Committee with a view to forming a National Trust for SA on heritage matters. Some of you will be aware that there was a previous notice with a date of 22 August 2009. This date proved to be inconvenient for a number of reasons and for the sake of gaining the maximum possible attendance it was decided to reschedule to Saturday 5th September 2009. I apologise if this causes any further difficulty.

The response from the City Hall in Johannesburg is still awaited and so we cannot yet confirm the venue but you will certainly be advised once this has been finalised. The time will be from 09h00 to 15h00. I reiterate, the new date will be 5 September 2009, which is a Saturday.

The format is roughly as follows:

1. Address on state of conservation of tangible heritage assets from a statutory authority perspective (30-45 mins)
2. Address on state of conservation of tangible heritage assets from a civil society perspective (30-45 mins)
3. The broad operations of a National Trust in various countries (30-45 mins)
4. How a National Trust could help assist conservation of tangible heritage assets (30-45 mins)
5. The way forward (30-45 mins). i.e. 15 minute presentation plus 30 minutes discussion.

It is envisaged that between items 3 and 4 there would be a breakaway session for 1 hour and 1 hour report backs.

Please indicate whether you will be able to attend, if you have not already done so.

Kind regards  
Mike Moriarty"

**SIA COMMENT:** SIA members who wish to attend can contact Mike direct.

## Steam in Action Registrations

These have slowed down somewhat but we are still growing , now at 829 members.

## Archives

SIA is after all about trying to preserve the past and therefore it is a good idea to sometimes look back and see what was achieved in the past.

## KNYSNA STATION

Here is a wonderful picture of an O&K locomotive in front of Knynsa Station. Bearing in mind what a wonderful tourist destination Knynsa is. Isn't it a shame that this railway did not survive or has perhaps not been recreated.

**The Orenstein & Koppel S/N. 4880 150HP Wood Burner 0-8-0 of 1907 photographed in front of the Knynsa Station**  
**Image courtesy Hannes Paling - new photo 21 February 05**



## RAILWAY MUSEUM

We are indebted to Hannes Paling for having supplied this wonderful picture. The biggest and best organisations can often start under a tree, in a shack or in a tent.

Perhaps this is the origin of Railway Preservation in South Africa.

Hannes Paling advises that this information was sent by Rentia Ouzman. Possibly the first efforts at forming a railway museum.

It makes one wonder who built the loco, possibly the SAR workshops and where it is today? Perhaps one of our SIA members could shed some light on this model.

Again we are indebted to Hannes Paling for being a stalwart in this department.

Hannes is currently building a Lawley and has recently assisted a modeler from overseas. Hannes' e-mail address is as follows: [japeng@mweb.co.za](mailto:japeng@mweb.co.za). Mr. Riley's e-mail address is as follows: [m.riley@ntlworld.com](mailto:m.riley@ntlworld.com). If you are a modeler and you have a contribution to make please feel free to e-mail them or e-mail SIA and we will direct traffic accordingly.

*"From: Hannes Paling [mailto:japeng@mweb.co.za]*

*Sent: 23 July 2009 18:28*

*To: Joanne West*

*Subject: Re: Lawley Model*

Dear SIA,

*The model lawley drawings (5" live steam) that originated from the Rand Society of Model engineers have some serious dimensional errors on them, the outline drawings done by Neil Mardell are good and have a few major dimensions on them.*

*I my search, a few SAR drawings have come to light, it seems the SAR had a set of drawings made for them by their own draftsman, I include those that I think would of value to him. Extracting data from works drawings is part of the fun when building a model as well as giving some very good insight in how the locomotive was put together.*

*I have quite a number of detail pictures of various parts which I intend loading up to my Flickr account at some time, perhaps not as comprehensive as the Decauville, but info for who ever is interested.*

Best regards

Hannes"

*"From: M Riley [mailto:m.riley@ntlworld.com]*

*Sent: 19 July 2009 07:31 PM*

*To: mikem@sandstone.co.za*

*Subject: Lawley Model*

Sir

*I had the distinction for 10 years to be the Commercial Manager of Brush Traction, the successor to Falcon and as I approach retirement I am looking to build a 16mm scale (to run on 32mm track) live steam model of the exquisite Lawley 4-4-0 Locos.*

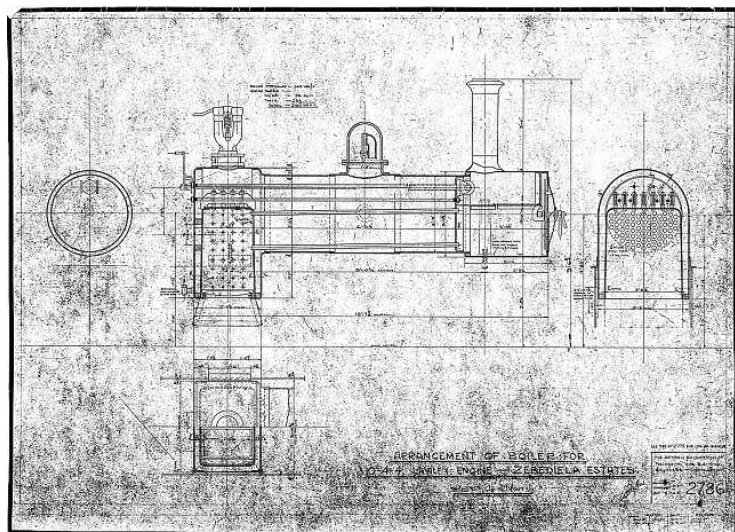
*On the web site you mention that you hold drawings for a model, though it does not mention the scale. Is it possible for me to purchase a set of drawings rather than having to work from pictures?*

Regards

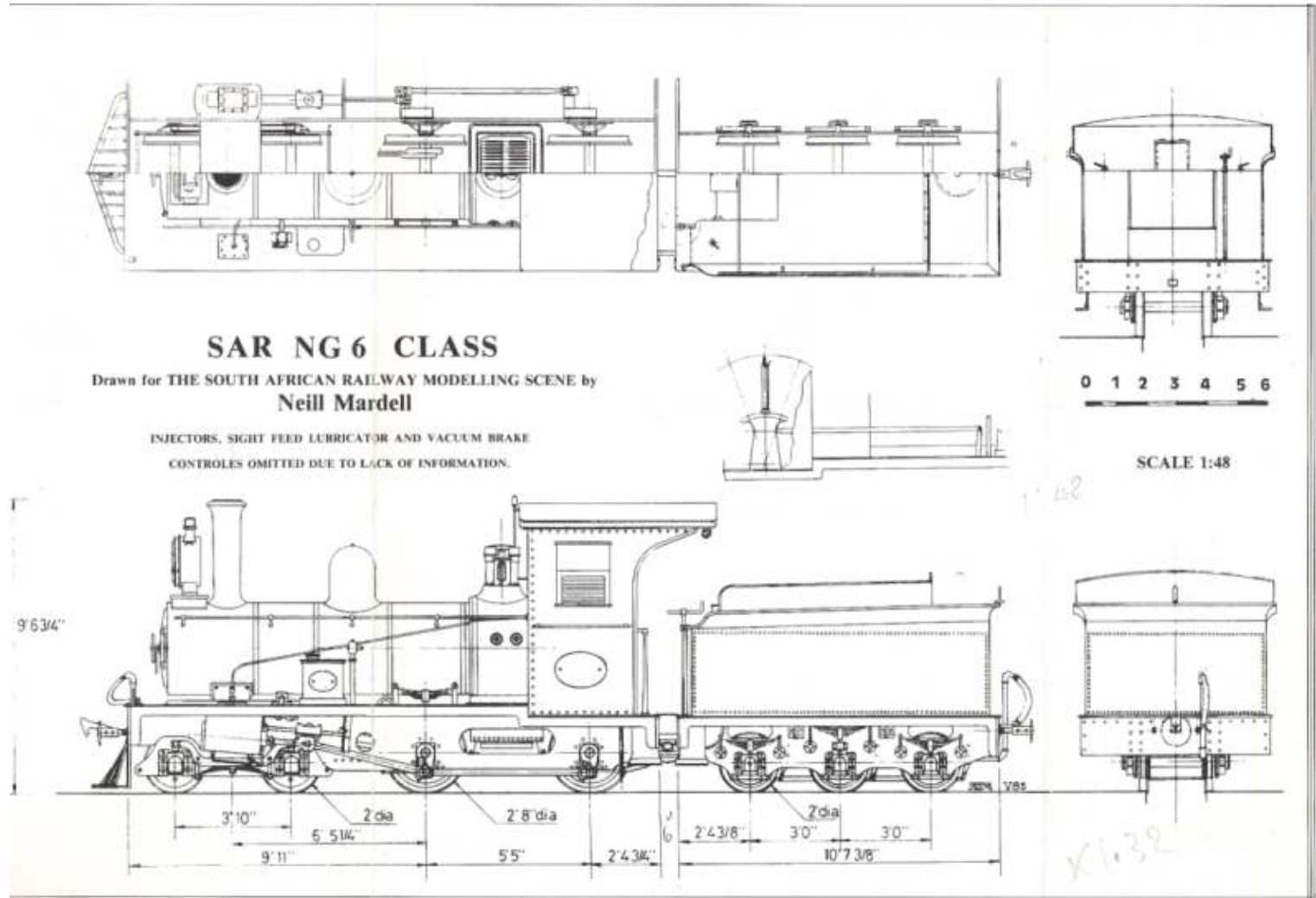
Mike Riley

Eng MIE"

See sample drawings below. More drawings are available on request.







## Promotional Idea - SIA

Tony Phipps, our Web Master, has come up with the following:

*"A promotional thought for SIA... As mentioned yesterday, one of Google's "ranks" for web sites is the number of other web sites that link to it. If the other sites linking to it do NOT have a link back to them from the target site (a reciprocal link), even better (because the target site MUST be good to deserve a one-way-link!).*

*We have nearly 900 SIA subscribers, and many of these will have a web site, blog, family site etc. ALL have an e-mail address. We could put a small "media pack" together on the SIA web site inviting people to link to SIA. People simply need to cut-and-paste a small bit of code from our instructions and paste it into their web site or blog, and we have a one-way link from them! The links in the e-mails they send out further the cause (but are probably less likely).... ?*

*It would be worth a dedicated e-mail shot to promote the scheme. Maybe we could offer a prize draw of something relevant for anyone taking part (just a thought) ?*

*For current SIA back links (only 35 so far) see;*

<http://siteexplorer.search.yahoo.com/uk/siteexplorer/search?p=http%3A%2F%2Fwww.steam-in-action.com&bwm=i&bwmf=u&bwms=p&fr=yfp-t-501&fr2=seo-rd-se>

*For interest, Sandstone has 97 inbound links, and may benefit from the same idea. To observe the Sandstone back links see;*

<http://siteexplorer.search.yahoo.com/uk/siteexplorer/search?p=http%3A%2F%2Fwww.sandstone-estates.com&bwm=i&bwmf=u&bwms=p&fr=siteexplorer&fr2=seo-rd-se>

Regards,  
Tony"

**SIA COMMENT:** We would appreciate member's comments.

## Member's Feedback

*"I intend to stay with SIA until the very end although I guess my role as an AB member is effectively over. What a wasted opportunity on behalf of Transnet and HRASA!*

*Ironically, although I enjoy reading and writing, I don't think an SIA Blog or forum would be a good idea. It would be a duplication of effort for a start and will soon become a platform for obnoxious or self satisfied personalities to exert themselves. Who is going to moderate such a forum or blog?*

*However, I think it would be a good idea for HRASA to open and operate a forum. Existing SIA members can be automatically registered and use that forum to communicate with HRASA. The big question is will HRASA accept the authority or disapproval of the SIA members? I would suggest that Chris be approached with the idea simultaneously with the SIA membership in the last SIA newsletter. It might not jog HRASA when they make unwise decisions – but it would keep the power of the SIA networking alive for a while longer.*

*Lee Gates  
Reefsteamers”*

## Request for Assistance

*“Your Society may be able to help me with a Wolseley item.*

*In 1902 Wolseley built some special narrow gauge locomotives for use in South African mines, but the only picture I have is the sketch attached to this message.*

*The loco's were 3ft 6ins high, 11ft long over the buffers, had a wheelbase of 4ft and all four 18ins diameter wheels were driven, and they ran on 18ins gauge tracks.*

*The engine was a 2 cylinder horizontal type with a bore of 6ins diameter, stroke of 7ins, capacity of 6.4 litres and developed 18hp at 600 rpm. The transmission was via a leather cone clutch and 3 speed gearbox giving speeds of 4, 8 and 15 mph.*

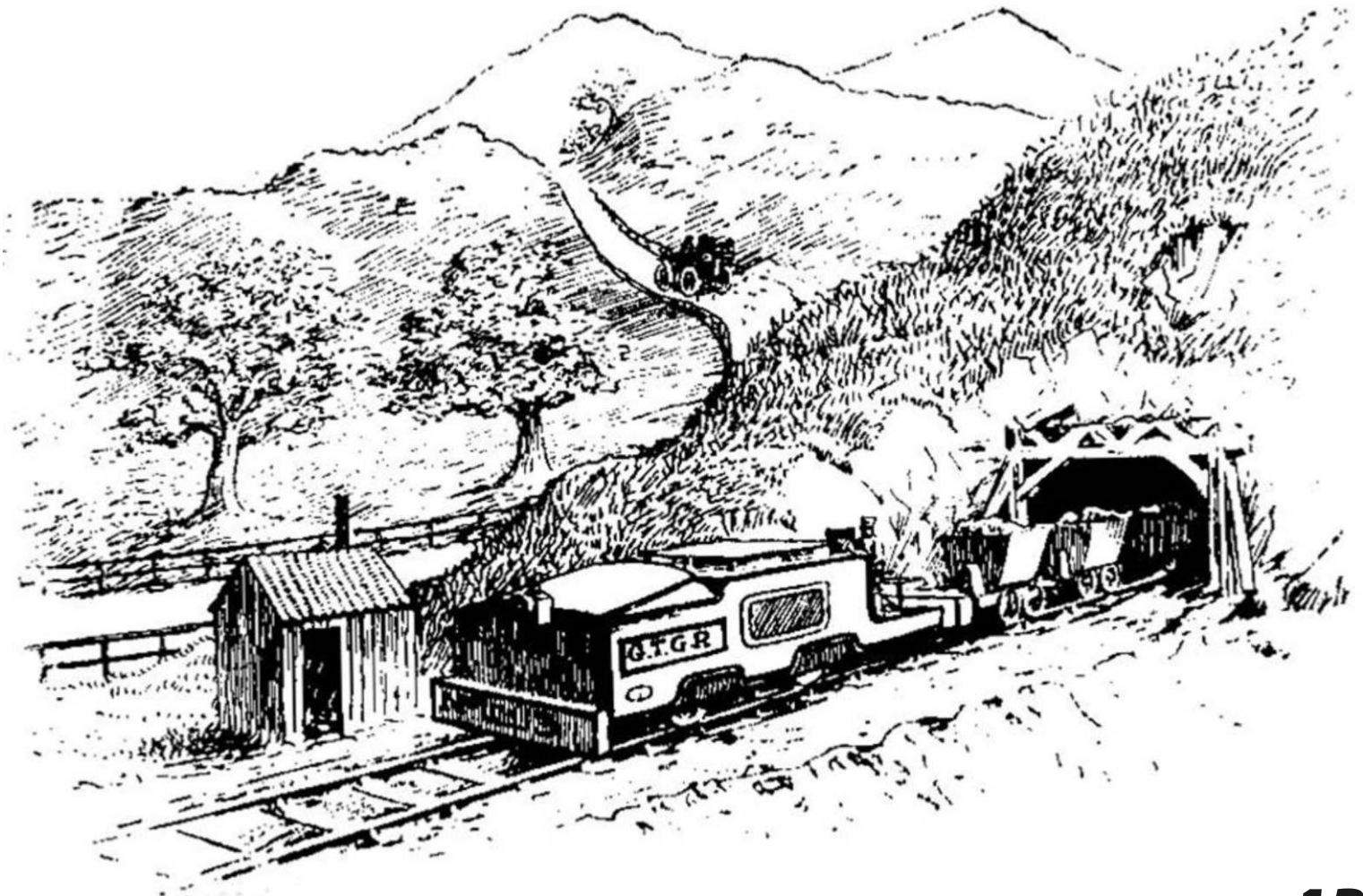
*They carried 30 gallons of petrol and 40 gallons of water, sufficient to run for over 10 hrs. They could haul up to ten trucks with a gross weight of 10 tons.*

*I would love to find some pictures of these and find out where they were used, but the only identity shown on the side of the loco in the illustration are the letters G.T.G.R? They may have been supplied through Vickers Sons & Maxim Ltd.*

*I know this is a long shot, but wonder if you can help?  
Regards,*

*Norman Painting  
E: norm.brum@yahoo.co.uk”*

**SIA COMMENT:** SIA may be able to help with the Wolseley item.



## Useful Links

For those interested in Garratts working in Zimbabwe we are able to provide the following links:

<http://www.flickr.com/photos/colinchurcher/2826701018/in/photostream/>

<http://www.flickr.com/photos/colinchurcher/2825861467/in/photostream/>

Other links of interest include:

<http://www.welshhighlandrailway.net/news.asp?dismode=article&artid=292>

## International Railway Conferences

Details of upcoming events:

15-17 October 2009

International Railway Heritage Conference

Brisbane, Australia

[http://www.theworkshops.qm.qld.gov.au/exhibitions/events/railway\\_heritage.asp](http://www.theworkshops.qm.qld.gov.au/exhibitions/events/railway_heritage.asp)

July - August 2009

19th International Narrow Gauge Meeting

Chanteraines Railway

[http://pagesperso-orange.fr/cf-chanteraines/lvdc/lvdc0141/lvdc\\_pg.htm](http://pagesperso-orange.fr/cf-chanteraines/lvdc/lvdc0141/lvdc_pg.htm)

## Advisory Board Members

For the record, your Advisory Board Members are as follows:

Andy Selfe ([aselfe@mweb.co.za](mailto:aselfe@mweb.co.za))

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## Steam in Action Information

### 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)

Your comments, queries and suggestions are always welcome! Please email: [joannewest@btinternet.com](mailto:joannewest@btinternet.com)

This newsletter was produced by and on behalf of the members by the Steam in Action Advisory Board