



WELCOME to the June newsletter

A growing sense of optimism

Perhaps it is the fact that the World Cup is turning out so well for South Africa. Perhaps it is the fact that notwithstanding the indifference which we face from the authorities regarding South Africa's Rail Heritage, many clubs and private organisations are getting on with the job and achieving notable successes in their backyard. Perhaps it is the presence of an internationally supported body like SIA that is creating a platform for an open dialogue and greater transparency. We do not know because attitudes and moods are strange things and they often alter discernibly without there being any tangible reason why?

Dave Richardson edited the Steam in Action newsletter for the first year. He has been a Rail Preservationist and avid supporter of clubs and regional activities for many years and his extremely thought provoking letter which appears immediately below the editorial in our Member's Feedback section is both optimistic and realistic at the same time. In fact there is a growing feeling that we are all going around in circles trying to save locomotives that are unnecessary. We invite members to comment.

The SIA position is that we will never consciously agree to locomotives being cut up for scrap because one is inviting exploitation and profiteering by individuals. There could well be some merit in locomotives that are too far gone to be saved to be cut up for cash and the proceeds used to rehabilitate locos of significance that are in need of restoration. In addition there are inevitably urgent fundraising opportunities, such as helping Friends of the Rail get their newly restored 15F, No. 3117, back into service (full details of the tragic derailment of this locomotive on one of its first outings due to sleeper theft is included below).

In any event SIA is caught up in this mood of optimism and we are pressing on with our initiatives. We have much good news to report this month. Firstly, Transnet has eventually decided to offer a long list of branch lines to the private sector. Look at the list below and if you are interested or even just intrigued register now. They have also agreed to a meeting with SIA and we intend to approach them in a constructive and positive frame of mind. It is the Private Sector with all its knowledge and all its resources saying to government "How can we help you?"

SANRASM has agreed to see us. Once again we intend to say to SANRASM: *"Please take a new look at what your objectives are. You had many lofty ideals when you formed your organisation, and indeed many successes, but circumstances such as theft and soft membership support have all made the task that much more difficult. Why don't you spread the load and let people in to your arena who want to understand your mission and to offer real support?"*

Since SIA was formed we have heard the following story repeated many times, i.e. it is our intention to create a National Railway Museum. You cannot have half a dozen National Railway Museums being created in the backyards of clubs and private organisations. South Africa has all the ingredients for a National Railway Museum but they are scattered and diverse and the people who own, look after, or keep valuable locomotives and railway artefacts in their clutches are not always the sort of people who are about to part with them for the common good. That is

This Month's Edition

- Editorial
- Transnet
- When will we find someone who will actually respond?
- Is it now time to convene an SIA forum?
- Current News
- Club and Operator News
- Members' Feedback
- Technology
- Tours
- Projects Pending
- Overseas News
- Membership issues
- Train Timetables and Information
- Apology
- Exhibitions and Trade Shows
- New Railway stamp release.
- Blogs, links, and other useful information
- Archives

where SIA has a role to play, i.e. to prove our credibility, to develop some respect, and to avoid a situation where SIA is seen as the private fiefdom of a number of people. SIA is completely transparent and publishes everything that it receives so that its members are as knowledgeable as the people who assimilate the information. We do however have a huge task ahead of us in persuading the railway enthusiast fraternity to take personalities out of the equation and to look at achievements, to look at practical issues, and to start putting their hands in their pockets.

Finally, we would like to deal with HRASA. We do not have an HRASA section in the newsletter this month because we have no formal release from them for June. However, our meeting with them was important but it was tough in the sense that people needed to get lots of issues off their chests. It hopefully achieved two things. Firstly, from an SIA standpoint it proved that the HRASA members had their hearts in the right place and are trying to do a tough job with limited resources under difficult circumstances. We know the feeling. Hopefully from an HRASA standpoint they met an organisation that was much more controversial and purposeful than they are normally used to dealing with. The bottom line is that SIA has agreed to let HRASA



be and to let them continue with their work and their deliberations to the best of their ability without criticism. SIA will not comment on what HRASA should or should not be doing but rather concentrate on its own agenda. HRASA knows where we are in case it needs our assistance.

In closing the HRASA chapter for the time being we would like to send a very simple message to the HRASA board. The creation of SIA was not formed in order to criticise or belittle individuals. It is a lobby group that was formed to draw attention to issues which were considered unsatisfactory against the bigger picture. SIA adopts much the same approach as the media. In South Africa the media is our only meaningful watchdog when it comes to drawing attention to many of the unsatisfactory practices perpetrated by officialdom. It was never our intention to belittle HRASA's Board or its support base, but obviously in the process of reporting facts or commenting on lack of action there is very often implied criticism which people take personally.

Read this edition of the SIA newsletter objectively. As before it remains transparent, objective, and if needs be critical of inadequate management practices. If individuals take these comments as personal slights then we have a simple message for them – fix the problem, be more transparent, and you will be surprised how much support you receive from the furthest corners of the world.



An unknown NGG16 at Thompson cutting near Izingolweni, May 1980.

Photograph by Dennis Mitchell



The Sisonke Stimela GMAM No. 4074 looks magnificent as it steams through the KwaZulu-Natal countryside. Photograph by Hannes Paling

Letter of the month:

From: Dave Richardson [mailto:david.richardson@absamail.co.za]
Sent: 21 June 2010 13:27
To: joannewest@btinternet.com
Subject: Letter for Steam in Action Newsletter

Sometime ago I was asked for my comments on Preservation in 2010 by SIA. I have taken my time to absorb the last few issues of the SIA Newsletter and the comments put forward but this morning after reading of the FOTR derailment near Cullinan on Sunday 20th June, all my thoughts came together. While I am not sure of the legal and insurance issues for the recovery of the train and damage repairs, the cost to FOTR appears to me to be considerable. The backlash on the safety element of riding on a train in South Africa has been done no favours. This coupled with the recent Rovos Rail incident must damage public confidence.

This can only impact in reduced passenger loadings on what are basically pleasure trips. FOTR may be faced with an account they cannot meet.

This seems to me to be the crux of preservation in South Africa in that operators and enthusiast groups are living a hand to mouth existence and unexpected costs will put them under. Despite all efforts from SIA and HRASA there is (and in my opinion will not be) general funding made available by Government for Rail Preservation in South Africa. Apart from the efforts of Dudley Smith in KZNatal, I am unaware of any operator or enthusiast group that has received such funding. So perhaps it is time to call a halt to new or existing unachieved projects and concentrate on the rich heritage we actually have. Private funding has been very limited and will certainly not support Preservation for ever.

As one of the founding members of HRASA, I never believed we would have as much steam operation as we have today in the year 2000, never mind 2010. Nevertheless what we have is more than enough to keep the clubs with volunteer resources very busy and close to the breadline.

While the purists will want to lynch me, let the rusting hulks that have no permanent home go for scrap even if this means some, so called, priceless examples go with them. Even the UK has had to let a few go although with their funding efforts they are looking to build new ones. The costs of removal, storage etc will never diminish, nor will anyone bring a bucket of cash to achieve it. Let us look after what we have and put our efforts into returning those to display or working order for future generations. Let us put generate a culture of preservation rather than collection.

How does this impact on SIA? The skill of SIA is in its ability to generate debate and actually speak to the right people, even if the replies are channeled to HRASA as the "official" link. This is a load of rubbish and does nothing for preservation. The future to me is the ability to operate what we have for a profit and satisfy and grow a tourist need in South Africa. HRASA is hog tied in discussion with TFR on various piles of scrap around South Africa to which there will be no end. HRASA has no funds and TFR does not operate for free. SIA, on the other hand, has the ability to reach right into Government and generate the type of interest that is latently lying there for rail tourism. HRASA should join in this effort, that is what it was formed for, not to move scrap metal.

I do not have an instant plan at hand, nor do I profess to be prepared to put one together but surely what we have in terms of locomotives, coaches, volunteers and so on is enough for us to move forward and get rid of the animosity and in fighting that plagues rail preservation. Let SIA do the lobbying and HRASA keep the show together. Just my thoughts.

Kind Regards
Dave Richardson

Editor's comment: *Sometimes it is hard to look at what has been achieved because perhaps we are too close to it. Philippe Tolstoff from France has sent us the following to publish and it is our pleasure to do so.*

http://www.steam-in-action.com/images/pdf/Philippe_Tolstoff.pdf

See: <http://www.sagoodnews.co.za/newsletter/index.html>.

Transnet has been very much in the public eye during the last month. Firstly there was the branch line announcement, and secondly the CEO, Chris Wells, gave an interview to Paul Ash of The Sunday Times. Relevant article and Paul Ash's blog are provided for the convenience of SIA members below:

<http://www.timeslive.co.za/business/article510181.ece/Transnet-bid-to-stay-on-track>

<http://www.timeslive.co.za/business/article500661.ece/Only-those-with-deep-pockets-need-apply>

<http://blogs.timeslive.co.za/wanderer/2010/06/21/branching-out-an-interview-with-chris-wells-acting-ceo-of-transnet/>

SIA has maintained weekly contact with the Department of Transport regarding the possibility of them taking over a number of branch lines. This is something that has been discussed for years. However, they have now sent us an e-mail that they received from Transnet as follows:

From: William Mothibedi Transnet Freight Rail JHB
Sent: 04 June 2010 11:24 AM
Subject: Latest developments on Transnet rail branch lines

Good Day

Following your query on branch lines, I indicated that we have obtained Transnet Board approval to concession branch lines and I undertook to keep you informed about the process ahead.

The concessioning plan is now advanced and the latest development on the process is that:

- Transnet has issued a national call for Registration of Interest ("ROI") in branch lines. You will find advertisements in the national newspapers and various journals. I am attaching these advertisements for ease of reference.
- Information on the branch lines, the concessioning process and the terms of this ROI phase may be found from Friday, 04 June 2010 on the website:
www.transnet.net/branchlines.aspx

I trust that this further clarifies the process. Thank you for your interest.

Kind Regards

William Mothibedi
Senior Manager: Stakeholder engagement
Branch lines concessioning

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RAIL BRANCH LINES CONCESSIONS REQUEST FOR REGISTRATIONS OF INTEREST

Transnet Limited (Transnet), South Africa's wholly state-owned rail freight, ports and pipelines network owner and operator, is preparing to offer concession opportunities for private rail operators on approximately 7 300 route km of branch lines situated at locations across South Africa. About 4 000 km of these branch lines are currently operational, while the remainder are closed lines. Some branch line opportunities include options for adjacent property leases. All branch lines will remain in Transnet's ownership and are feeder lines to the country's core railway network which is owned and operated by Transnet Freight Rail, a division of Transnet.

Interested parties are invited to register with Transnet, their interest in operating any of these branch lines. This Registration of Interest (ROI) is non-binding and is not a pre-qualifying or competitive process. The purpose of the ROI is to glean the extent and type of market interest in these opportunities.

The ROI phase will be followed, during 2010, by a detailed Expression of Interest (EOI) phase and thereafter, by a competitive phase in which a formal and binding Request for Proposals will be issued.

Information on the branch lines, the concessioning process and the terms and conditions of this ROI phase may be found from the 4th of June, 2010 on:
www.transnet.net/branchlines.aspx

ROI can only be submitted electronically by completing the electronic ROI form located on this website.

The deadline for submissions of ROI is 17:00 on Wednesday the 30th of June, 2010.

Questions may be submitted to: branchlines@transnet.net

Transnet will respond to questions by addressing them in the subsequent EOI phase.

Transnet reserves the right not to concession any branch lines that have failed to attract viable levels of private sector interest during the ROI and EOI phases. Any such branch lines may be withdrawn from concession at the end of the EOI phase or held over for later consideration.

This announcement is published for information purposes and does not constitute an offer, commitment or obligation to concession any of the branch lines or to lease any adjacent properties.

SIA have secured a meeting with Mrs. Cynthia Mgijima on 14th July 2010. We intend to make this a relaxed and informative session where we hope a number of issues will be clarified on both sides.

One of the reasons we tried to get our newsletter out early this month is it still gives members a chance to register interest in any of the lines that have been concessioned. Please click onto the link below for details of which lines are available.

<http://www.transnet.net/electronicROIform.aspx>.

WHEN WILL WE FIND SOMEONE WHO WILL ACTUALLY RESPOND?

Steam in Action wrote to Mr. John Dlodlu, the corporate spokesperson for Transnet, on 30th March 2010. Unfortunately the letter was ignored.

We then wrote to him again on 3 June 2010 as per the e-mail below. We have still received no response.

In the meantime Transnet has advertised the privatization of the lines.

Steam in Action has attempted to talk to Transnet but are having difficulty finding out who is driving the process. The publicity material we received does not disclose names.

From: Mike Myers [mailto:mikem@sandstone.co.za]
Sent: 03 June 2010 11:09 AM
To: john.dlodlu@transnet.net
Subject: FW: Business Day... The STEAM IN ACTION response

Dear Mr. Dlodlu,

1) In Business Day you reached out to the private sector and we responded. We are disappointed we have had no reaction to the earlier letter a copy of which appears below.

2) Attached is another example of private sector engagement.

Yours sincerely,
 Michael C. Myers

To read the original letter to Mr. Dlodlu [click here](#).

http://www.steam-in-action.com/images/pdf/Business_Day_Steam_in_Action_response.pdf

IS IT NOW TIME TO CONVENE AN SIA FORUM?

There are probably not many places in Railway Preservation that SIA does not reach. We provide an advisory role rather than a coordinating one. Many individuals and different clubs and railway preservation organisations have never met like-minded people and that is because there is no real coordinating body that brings them together and no glue to bind them other than an interest in a common subject.

We invite members to comment on whether they believe that a formal get together is necessary. Ideally it needs to be in a steam operating environment and SIA has sent out some tentative queries to some of the larger clubs to see if they might be interested in hosting something like this. Traditionally the more established organizations viewed such a meeting as a diminution of their powers. This is not our intention.

We invite members to let us have their views on this. Please e-mail your comments to joannewest@btinternet.com.



CNGG16, No. 88 and NGG16, No. 153 working together at Sandstone Estates during a private steaming event in April 2010. A similar event will be held in March 2011. If any SIA members are interested please e-mail Marisa Viljoen at marisav@sandstone.co.za.

CURRENT NEWS

There really is a lot of good news coming out of Railway Preservation this month and we hope that our SIA members and readers will help bask in some of the reflected glory that is emanating from various locations. Of course there have been setbacks, not the least of which was the sad derailment of the Friends of the Rail 15F, which is featured below. However, incidents like this often bring out the very best in people and in organizations and there is no doubt that Friends of the Rail rose to the occasion magnificently. I am sure that they will be very receptive to receiving donations, however small, towards resurrecting and repairing the locomotive. In fact the whole question of financial support and donations is dealt with in some detail below so one should read this comment in the context of the broader picture that we are busy painting at the moment.

Reefsteamers have also had a great month and have now commissioned another Main Line locomotive which has already hauled its first passenger train. For further details look under the Club section below.

We were however rather taken with the following words which Lee Gates used and in one of his Internet updates:

"With a plume thrown confidently over her shoulder; her gaunt, steely rods whirling with stubborn purpose; an insatiable fire beating fiercely within her iron heart and the yearning call of her spirit lofted to the heavens via the brass-throated whistle, the steam locomotive is passion personified in warm, living, pulsing steel and is surely worthy of the right to live."



CLUB AND OPERATOR NEWS

Atlantic Rail, Cape Town, Western Cape

We have decided to have an open day on Sunday 8th of August at Monument Station with the class 24 in steam and short trips up and down our line. Other attractions such as vintage cars, jumping castle for the kids etc will also be there. Refreshments will be on sale. This will give us a great chance to test the loco before our next trip which we hope to be in September for Heritage Day (24 Sep). Entrance fee will be R30 for adults and R20 for children under 12 years of age.

For further details contact info@atlanticrail.co.za

Mike Carter, who is active in Railway Preservation, has asked us to draw his website to the attention of SIA members which we would like to do.

See: www.fullsteamahead.co.za.

Steamnet 2000, Kimberley, Southern Cape

Members of Steamnet 2000 were concerned with vandalism taking place on Transnet's plinthed 25NC locomotive No 3411. Steamnet 2000 took the initiative and repaired and secured this locomotive with their own spares and safety gate. This has led to closer Transnet cooperation.

The following was received from Peter Odell:

Steamnet 2000's 25NC, No. 3411, was quite badly vandalized.

Steamnet can be grateful to our founder and ex Chairman Hannes Schrenk who came in at an hour's notice from his farm to do the welding after I had prepared and done the rest of the work. Our Welding machines kept tripping the power we had sourced from a Transnet office across the street, but they came to our rescue and provided Hannes with a generator loaded on a Transnet bakkie!

A big vote of thanks goes to Hannes and to Transnet for stepping in so positively to help.

P J Odell
[chair S2000]

Kobus Volschenk from Transnet has responded as follows:

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

From: Kobus.Volschenk@transnet.net

To: s2000@vodamail.co.za

Sent: Thursday, June 03, 2010 10:58 AM

Subject: RE: FW: kimberley Transport Museum Class 25NC No 3411

Dear Mr Odell

Thank you very much for your time and effort in replacing the cab windows and fitting of security bars. This is much appreciated and really encouraging to know that we can count on you.

Regards

Kobus Volschenk
Operational Manager

We have also received this special appeal from Transnet:

The Southern Cape is experiencing one of the worst droughts in 130 years and due to the high risk of runaway fires and rigorous water restrictions we are operating with vintage diesel locomotives and not with coal fired locomotives. George is in a water stressed area. PLEASE HELP US TO SAVE WATER!!



Vandalism experienced by Steamnet 2000, 7 May 2010. Photographs by Peter Odell.

Kei River Rail, Eastern Cape

There has been far too little information published on Kei River Rail. A number of overseas visitors who were on the Geoff's Trains Ltd tour recently took a deviation and rode on the railway and they were very complimentary. A full report by Peter Lemmey will appear next month.

Further links relating to this interesting line are as follows:

<http://www.info.gov.za/speeches/2010/10060214451002.htm>

<http://www.southafrica.info/business/economy/infrastructure/kei-rail2.htm>

http://www.southafrica.info/doing_business/economy/infrastructure/kei-rail.htm

http://www.ecdc.co.za/news_article/1540/Multi-million_rand_Kei_Rail_wins/15_June_2010

They deserve our support.

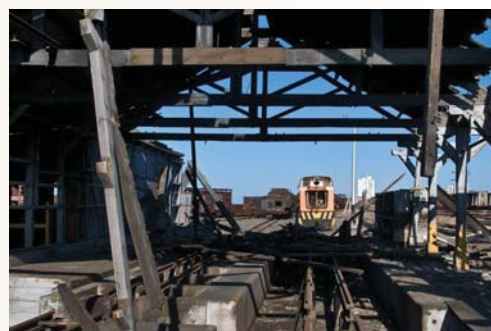
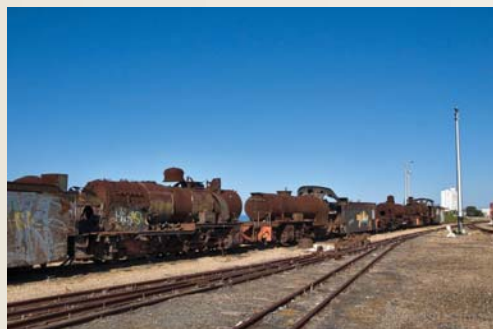
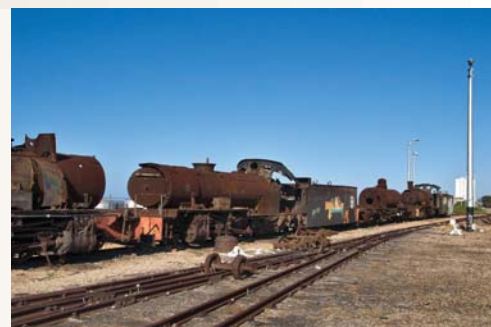
Humewood Road, Port Elisabeth, Eastern Cape

We received this letter from Dick Manton in the UK:

We were in Port Elizabeth on our way up to Natal in March and I thought you may be interested in the attached photos taken at Humewood Road on March 7th before they started demolition of the site!! Very sad although I understand the derelict locos at least have been saved for the time being.

I also took a look in at Voorbaai and that was pretty depressing with no steam on the Choo Tjoe for 5 months and seemingly little chance of it reappearing.

Dick Manton
UK



Humewood Road, March 7th 2010. Photographs by Dick Manton

'Editor's comment: Negotiations between a number of private Narrow Gauge operators and Mark Robinson of HRASA commenced over 7-years ago to rescue all the items on the site. It appears that Mark never received the support of the Transnet Heritage Foundation and therefore the shambles which is so adequately described in these photographs was allowed to develop. It underlines the fact that we have to persuade the government to take the private sector seriously because everything on the site would have been saved if somebody had just pressed the green button.'

Sandstone Heritage Trust, Eastern Free State.

Among the NG locomotives recovered from Angola is the 500cm Orenstein & Koppel locomotive number 12493.

Due to the incompatible gauge and the fact that due to its design this unit cannot be regauged it has been decided to restore it, and in terms of an agreement worked out between Sandstone and the Frankfurt Feldbahn Museum it will be relocated to Frankfurt, West Germany. A photo of the partially restored locomotive is attached.

See: www.feldbahn-ffm.de



Reefsteamers, Gauteng

Reefsteamers appears to be going from strength to strength. They have a new Board and recently ran their newly refurbished 15F, No. 3046 on its first commercial trip to Magaliesburg. Well done to all at Reefsteamers!

We have been asked to point out to SIA members that Reefsteamers is going to have a public Open Day at their steam locomotive depot in Germiston on 24th July 2010. Details appear below.

24th July
REEFSTEAMERS OPEN DAY
24th July

Come and see a real steam locomotive depot!

Reefsteamers Association is a group of volunteers who love steam locomotives, and freely give up much of their own free time and money to keep the old steam trains running.



Come and see me!

Questions?
Charmaine Nelson.
084 811-3033
nelsontours@gmail.com

Venue : Germiston Steam Loco Depot.

- ☺ Real steam locomotives on display.
- ☺ Tours of the workshop, locomotive cabs, shunting yard and the carriage sheds.
- ☺ A locomotive will be in steam.
- ☺ Two steam train rides to Boksburg East.
- ☺ Display of live-steam loco models.
- ☺ Food stalls and beer garden.
- ☺ Live music with Andre Nel.
- ☺ Souvenirs and memorabilia will be sold.
- ☺ Jumping castle for the kids.
- ☺ Secure, guarded off-street parking.

Reefsteamers Association is a Section 21 Company, operated by volunteers, and is not operated for gain.

Information :
Entry Price = R30 Adults
R15 Kids (5-12 yrs)

Boksburg Steam Train Tickets
R100 Adults \ R50 Kids (5-12 yrs)
Times 10H00 and 14H00
To book a train ride, contact
Charmaine Nelson
084 811-3033
nelsontours@gmail.com

Find Us! – look for signposted entrance of Transnet Germiston Diesel Depot just south of Cnr. Knights Rd. & Stanley Str. (Germiston.)

GPS = 26° 12.249' S
28° 10.620' E



Photograph by Aidan McCarthy



The locomotive was working hard up the "Three Sister" climb from Battery siding on a 1 in 40 gradient. I was fortunate enough to be rostered to drive the locomotive with my two fireman being Dawie Viljoen on the outbound leg and Michael Thiel on the inbound leg of the trip. Wording and photography by Shaun Ackerman

Maps to the venue are available from marketing@reefsteamers.co.za. All queries to Charmaine Nelson at Nelsontours@gmail.com.

Why not take time off to support Reefsteamers and meet like-minded folk in the wonderful ambience of a genuine, original South African Railways steam depot.

Editor's comment: SIA is delighted to receive copies of many e-mails from people saying how much they have enjoyed Reefsteamers trips. Here are a few:

Hi Les,

I just want to thank you and your team for the wonderful day yesterday.

It was a surprise for my husband and he really really enjoyed the trip – never mind my two sons – they all had such a ball.

Also, we even got our own carriage which was such a special treat for us – we really felt special and the whole day was so excellent.

Thanks so much, it was great and I will happily recommend your wonderful business to all our friends and family

Kind regards,
Kerry

Les Smith of Reefsteamers has sent us this e-mail from a prospective client:

My friend and I would love to do the Magaliesburg ride (with our kids, of course). Please can you advise if the engine that is used is a proper steam one (that uses coal).

Thanking you in advance
Kind regards

Gila Bender

Editor's comment: This clearly indicates that the sentiments out there and perhaps more importantly the product differentiation process is underway in the minds of the public.



Friends of the Rail, Pretoria

The derailment of Friends of the Rail 15F, No. 3117, dominates the news this month.

Friends of the Rail's official announcement is on their web site (www.friendsoftherail.com). It was extensively covered by the news media as well. See relevant link:

<http://www.eyewitnessnews.co.za/articleprog.aspx?id=42272>

Class 15F, No. 3117, was recently refurbished by the stalwarts of Friends of the Rail and was in pristine condition. As one passenger on the train observed "the beat was a pleasure to listen to as the valves had been well set."

Despite the mishap with the 15F on the way to Cullinan people were still most complimentary of the Friends of the Rail service, as detailed below:

From: Garreth Britz

Sent: 21 Junie 2010 02:51 AM

To: Friends of the Rail

Subject: Fathers Day Train Trip: 20 June 2010

Our family was on the train yesterday to Cullinan, when the unfortunate incident occurred.

I would like to extend a sincere word of thanks and gratitude to you and other officials of the FOTR organisation, who tried their utmost best to accommodate all the people on the train after the accident. It is in times like these when one can see what value you have in the people working for you. I would specifically like to say thank you to Mr Henry Lazenby, who did all he could to give relevant information to passengers, display sincere empathy with all, and to try and assist some passengers who were in distress.

Although having gone through this ordeal, I would like to say that it was great to see how your officials handled the situation, and above all also arrange for alternative transport by bus back to Pretoria. This was in no ways easy, as I am fully aware of the fact that bus services are at this time inundated with the 2010WC. I must commend you on this! Great work.

At the end of the day, your personnel, in part and the Grace of God, made it possible for me to enjoy a fantastic Father's Day with my loved ones.

Thanks you so much for this!

Regards
Garreth Britz



Derailed 15F, No 3117 near Cullinan, 20 June 2010. Photograph courtesy of John Mathieson

We have decided to open an appeal for 3117 whilst the derailment is fresh in everyone's mind. We obviously have not yet made a full assessment of the damage or its likely cost, but many pipes, several boiler fittings and a full boiler recertification is almost certainly the minimum necessary.

In the unlikely event that this appeal leads to a surplus, or 3117 is irreparable, we will allocate that surplus to other restoration projects, like the 15CA.

If you are able to incorporate this into the next SIA newsletter, or send out a special bulletin, we would really appreciate it.

Thanking you in advance,
Best regards,
Steve Appleton,
On behalf of FOTR,
FOTR Board Member

http://www.steam-in-action.com/images/pdf/3117_Appeal_v002.pdf

Umgeni Steam Railway, Natal

There is always something on the go with Umgeni Steam Railway even though these days we seem to be somewhat "cut off" from the Big Railway System in South Africa.

Andy Anderson
Commercial Manager
Umgeni Steam railway

http://www.steam-in-action.com/images/pdf/USR_SNIPPETS_No._24-JUNE_2010.pdf

Namibia

Special Appeal - TransNamib Museum in Windhoek_

As my parents were teachers for nearly 40 years in the old South West Africa - they retired in 1979 - I have a bit of interest in the railway history of Namibia.

TransNamib runs a neat museum in Windhoek, and visitors are generally impressed with what is on display there.

The curator of the TransNamib Museum is Konrad Schullenbach.

His email address is: Konrad.Schullenbach@TransNamib.com.na

On June 17th, I e-mailed the curator a suggestion that the 1921 Craven Brothers breakdown steam crane, and also one or both Class 24 locomotives, currently "stored" in the railway yard at Keetmanshoop, deserve to be relocated to the grounds of the TransNamib museum in Windhoek, to be appreciated there by interested visitors. I also referred him to the relevant blog pages with more information about these items:

Keetmanshoop, Railway Shed - SAR Class 24 no's 3611 & 3612

<http://steam-locomotives-south-africa.blogspot.com/2009/09/keetmanshoop-namibia-sar-class-24-nos.html>

Keetmanshoop, Railway Yard - Craven Brothers breakdown steam crane SAR no 45

<http://steam-locomotives-south-africa.blogspot.com/2010/06/keetmanshoop-1921-built-craven-bros.html>

Mr Schullenbach's response was very positive:

I fully agree with you, that the two 24 Class Steam Locomotives as well as the steam crane have to be cosmetically restored and displayed at the TransNamib Museum in Windhoek and be taken care of. Especially the steam crane is unique and to be taken up in to our National Heritage.

Previously I have made some proposals in this regard to the management of TransNamib Holdings Ltd. Unfortunately all my efforts were fruitless.

With your permission I will forward your e-mail to the CEO of our company, to make him aware of the public interest in our railway heritage.

With the last paragraph in mind, may I please appeal to those SIA members with a special interest in SWA/Namibia railway history to directly e-mail the Museum curator a short note of encouragement & motivation in support of the idea to have the Craven crane and Class 24's preserved, and moved from Keetmanshoop to the museum in Windhoek. Such e-mails will help strengthen his case to have the steam crane and locos relocated.

The Windhoek TransNamib museum is right next to the rail tracks in Windhoek, therefore all movement of the items can be done by rail - no special road transport would be needed, and in theory TransNamib should be able to do this at very little extra cost to themselves as they already have the required human resources on their payroll.

Thanks, and best regards.

Piet Conradie

E: pietconradie@cybersmart.co.za

Editor's comment: Many SIA members can be very effective and very vocal and put together some excellent responses to requests for help. However they still remain small in number. May we appeal to the greater SIA membership who have some empathy with Piet and Konrad's dilemma to please write to Konrad Schullenbach and express support. This is particularly applicable to people who visited this fine museum which has been created over many years as a direct result of the dedication of Konrad and a small team of enthusiasts. It would appear that the authorities haven't fully taken on board the significance of the work that has been done and we have found, as we did in the case of Millsite, that letters to senior officials do not go unnoticed. They often ignore the people doing the work but they tend to read letters from Switzerland, the United States, Australia, Britain etc.



Database of Railway Images

In the last edition we advised that we were creating a database of logos, signs, locomotive plates etc.

Diana Sanderson has come to the party with some excellent images.

MEMBERS' FEEDBACK

From: Peter.Lemmey@dh.gsi.gov.uk
[mailto:Peter.Lemmey@dh.gsi.gov.uk]
Sent: 14 May 2010 15:35
Subject: Re: SIA NEWSLETTER

I believe that SIA plays a valuable role in taking a non-corporate view of the issues facing the rail heritage world, holding people to account and keeping people up to the mark. And your good news/bad news headlines strike just the right note.

I've just been to the Balkans with David Morgan's Fedecrail group where we've seen how powerful rail heritage preservation can be in prompting economic growth, reversing rural population decline and even causing rural schools previously closed to re-open. So it's all potentially very worthwhile.

Best wishes
Peter Lemmey

From: John Bush [mailto:jbush@npdodge.com]
Sent: 07 May 2010 13:28
To: joannewest@btinternet.com

THANKS, both to you and Eloise for your fine work on the newsletter, but to all in the uppers workings at SIA for all you've done and are trying to accomplish.

I am extremely proud of you and so wish I could visit your wonderful country. Perhaps some day.

Meantime, again, thanks for all.
John

From: Tony Jervis [mailto:tjervis@shaw.ca]
Sent: 15 May 2010 04:43
To: joannewest@btinternet.com

I am now located in Vancouver, though I still retain strong connections with SA. I read your newsletter with interest and having visited Sandstone with a Geoff Cooke steam tour last year I am very supportive of the vision and action in the Free State. I am concerned about the continuing lack of alignment between SIA and the other preservation groups. Certainly from your newsletter, there appears to be considerable justification for your frustration, but I don't see evidence of a constructive plan to move forward. I wonder if the politics of the ideal are getting in the way of the politics of the possible?

Best wishes
Tony Jervis

From: Ian Goldie [mailto:ian@goldiefamily.net]
Sent: 01 June 2010 20:33
Subject: Sir Lowry's Pass

It's been a while since I last wrote in, please firstly let me say how much I enjoy the newsletter each month.

I am writing this time to find some who has any information on the forgotten steam train that ran between Sir Lowry's Pass via The Strand (Somerset Strand as it used to be called).

My father was station master at SLP in the early 40's and I rode on it in 1946, the train was the workers train from the Strand to Cape Town in the morning and back in the evening.

The train used to overnight at SLP and leave there at about 6 am and run to the Strand the locomotive would turn at the triangle to run boiler first, I think it left The Strand just before 7am stopped at all the stations to Bellville and then express to Cape Town.

The locomotive a 5C I believe would then go and do shunting in the docks and run back to SLP where they had a stoker that kept the boiler up till the next morning, it was only one week end that the fire was completely pulled.

I wonder if there are any photos out there of the very important little train which was directly responsible for the growth out toward Helderberg region.

I have got José Burman's book Early Railways at the Cape, which has some information in it but no photos.

I truly believe that this forgotten train should be given a lot more credit, where books always write about the Wynberg and Wellington railways, I feel that the SLP train needs more recognition.

The little train was replaced in 1960 by electric traction and SLP faded out of the picture.

Metrarail now run a businessman's train serving coffee and giving out newspapers (I think). I would love to put something together about this train but I need so much more information. I'm looking for anything I can get my hand on.

As I said hopefully there are people who know more about this train as there were pedants used to travel on it.

Well here holding thumbs.

Best wishes.
Ian Goldie
Cape Town



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

From: Paul Ash

Sent: 07 June 2010 11:49

To: Steve Appleton; joannwest@btinternet.com; Peter Rogers; Dylan Knott; Batwell; phillippa@railwaysafrica.com; John Ashworth; Eugene Armer; Chris Janisch

Subject: 16DA 850

Hello, railfans

While leading the last leg of our Times Explorer journey around SA, I made sure we did a drive-by through Theunissen in the northern Free State to see what kind of condition no. 850 was in. The pics speak for themselves. The loco has long been stripped of all its cab fittings, copper and number plates and has severe rust issues.

I think the state of the loco pretty much mirrors that of the town itself. Many Platteland towns might be thriving on the back of tourism and new money coming in from Joburg and Pretoria, but this is not one of them.

Meanwhile, the R30 that links Bloemfontein to Welkom is being entirely rebuilt, from end to end. Of course, because it's so slow these days, what with all the stop-an-gos, heavy trucks were overtaking each other on the newly tarred but not-yet-open sections, behaviour one has come to expect from various lawless elements in the trucking business. The road MIGHT be finished before the trucks destroy it again ...

Trains on the parallel Bloem-Kroonstad mainline were going much faster than the road traffic. A tanker train - complete with caboose - rattled by at high speed. You could almost see the thought bubbles from the various cars stuck in the traffic: "Hey, look, a train! Now THAT'S a good idea..."

Cheers,

Paul Ash

Deputy-editor, Sunday Times Travel & Food

+2711 280 5133

<http://blogs.thetimes.co.za/wanderer/>





From: Steve Appleton [mailto:AppletonS@avusa.co.za]
Sent: 07 June 2010 12:04
To: Paul Ash; Chris Janisch; John Ashworth;
joannewest@btinternet.com; Eugene Armer; DKnott HVR
Management; phillippa@railwaysafrica.com; Nathan Berelowitz;
Kevin.Wilson-Smith@ricoh.co.za
Subject: RE: 16DA 850

Re: Abandoned locomotives.

I have long ceased being depressed by these sights. Most of the old stuff located around the country is simply unsalvageable, at least by the likes of the long-suffering railway heritage industry with its very limited finances and resources.

We have to resign ourselves to the realization that virtually all of these well-intentioned relics, no matter how unique or special they might be, are ultimately doomed. Like cancer sufferers, it's just a matter of when, not if.

So, the notices have gone up on them: "Don't pray for me, South Africa".

We are fast approaching the situation where almost the sum total of what will remain as our nation's railway heritage is what is now in the hands of those few preservation organizations that are able to look after them. And, that this is still by no means certain because most of those organizations are very fragile indeed, relying on aging volunteers and self-generated, limited funding from non-reliable, non-institutional and non-statal sources.

Most are private non-profit companies that could go bust at any time if their resources dry up. For a few apparently more stable organizations, like Sandstone, this is a non-core activity generating little or no revenue, carried out as acts of enthusiasm and charity, which could be curtailed or axed at any time the owners of those companies deem it desirable or necessary.

I have witnessed several private or semi-private valuable collections come and go, to be sold off piecemeal and disappear into the wilderness, most of the exhibits never to be seen again, possibly not even in existence any more. For example, the Motor Museum in Johannesburg North, the Heidelberg Transport Museum, Alfred County Railway, Midmar, and no doubt others too.

On another topic,

"Trains on the parallel Bloem-Kroonstad mainline were going much faster than the road traffic. A tanker train - complete with caboose - rattled by at high speed. You could almost see the thought bubbles from the various cars stuck in the traffic: "Hey, look, a train! Now THAT'S a good idea..."

This says it all and sticks a finger up at those disconnected and unrealistic politicians who, possibly because they may be backed by various international railway construction interests (I won't speculate as to why), are badgering TFR to adopt and convert to 1435mm. We need railways that work, not railways that we cannot afford, to take freight off road onto rail, where it belongs. 1065mm is plenty fast and big enough for this.

I quote Business Day, 3rd June 2010, "Rail plans need careful thought":

"On Tuesday, the chairwoman of Parliament's public enterprises

committee, Vytjie Mentor, lambasted Transnet acting CEO Chris Wells for not adopting the master plan - as he had not started to lay out the new wider gauge across its 23 000km network.

"Wells quite rightly pointed out this was not a project that could be carried out overnight. It was hugely expensive, he said, and he did not think it "appropriate" to tackle such a project in the medium term.

"Transnet is barely able to keep its current trains on the track and already faces enormous operational challenges. It is also in the midst of a major infrastructure upgrade programme.

"While the wider gauge would allow Transnet to carry heavier loads at higher speeds, the parastatal is hardly in a position to pay for it or to physically lay it out."

End quote

Steve A

From: brian.elvidge@talktalk.net [mailto:brian.elvidge@talktalk.net]

Sent: 08 June 2010 14:28

To: joannewest@btinternet.com

Subject: Help required please read and respond

I am writing asking you for kindest help in tracing some South African Steam Locomotives works numbers.

I am writing about the Class 23 4-8-2 built by BMAG just before WW2. There is a dispute about the actual works numbers these engines carried.

The running numbers concerned are 3286-3316 of 1939.

Many sources of information quote the builder's numbers for 3286-3300 as 10985-10999 and 3301 as 10816 and 3302-3316 as 11001-11015.

The numbers 10985-10999 are the War time diesels also built by BMAG, a note in *Wehrmacht Diesellokomotiven 2006, EK Freiburg*, say the SAR

locos carry different works numbers, what they do not say.

Can you check for me in the records held in South Africa what the actual numbers were for the whole batch of 30 locomotives.

Would you be able to email me any copies of documents available, so I may publish my findings here in England.

Note I am a member of The Stephenson Locomotive Society.

Or can you put in touch with someone who may be able to help.

Thanking you very much.

Sincerely,
Brian Elvidge
Tilbury, Essex, UK

Editor's comment: See comment below regarding this from John Middleton:



From: John Nicholas Middleton [mailto:jmiddleton1@ifc.org]
Sent: 15 June 2010 18:54
To: joannewest@btinternet.com
Cc: brian.elvidge@talktalk.net
Subject: Re: FW: Help required please read and respond

For some reason, certain well-circulated versions of the BMAG works list appear to have incorrect information (I used the wrong data in my loco guides and only became aware of the error last year). The accepted version now seems to be that 3286-3316 were BMAG 11001-11031.

None of these locos carried their correct worksplates in the period when enthusiasts checked such things - mainly because cabs (which carry the plates) got swapped on overhaul. There is no other way of checking as these locos seem to be devoid of any stamped numbers which may help. For many years the THF Museum claimed that 3301 was 10816 because the number 11000 was held back by BMAG for a "celebrity" locomotive (DR Pacific 01.1001) and not one going for export to a British Union on the eve of war! However, this now seems not to be the case although 11000 was DR 01.1001.

Hope this helps.

Regards
 John

From: Andy Selfe [mailto:aselfe@mweb.co.za]
Sent: 09 June 2010 14:02
Subject: Old Locomotive picture on Oak Valley

Could any SIA member identify this locomotive?



The caption states 'Oak Valley 7.11.05'. On the back is written that this was the first steam locomotive on the farm, but this is doubtful as the line was built some five years before that. Unfortunately the much blown-up photo is not too distinct. The railway line passes through Oak Valley immediately after leaving Elgin Station eastwards, and continues on its land until the huge Kromco fruit packsheds at Patryslaagte. The railway then goes on to traverse De Rust Landgoed and then on to Korteshoven, whereafter it's really out of Elgin and into Houw Hoek.

Andy Selfe

From: Stafford [mailto:shjcurrin@lantic.net]
Sent: 14 June 2010 11:46

Require some assistance if you can please. I remember an awful lot about my train trips in my youth but not much about the station café meals. Pie and thick gravy and heavy porcelain cups and hot coffee/tea come to mind. Not much else. Am trying to find menus or any reference to what was served at our café and any samples to use as pictures.

We require them for our research when we establish the tea room at the Heidelberg Station museum. Bit of nostalgia with modern fare.

Or possibly you could direct us to who can assist.

Could you also possibly assist with old railway crockery sources please that which was used in the dining cars. Much obliged

Stafford Currin

Editor's comment: *Railways is about many things, not the least of which are the pies and the cutlery that goes with them.*

From: "Denis Usher" <denis@abagold.co.za>
Sent: Tuesday, June 15, 2010 8:47 AM
Subject: Hunslet engine

Peter Ivins in Highflats Natal sent this picture of a brass name plate that he found. It reads The Hunslet Engine Co Ltd; Leeds; 101hp; No.4622; 1954. He would like some info on what it may have come off of if you have any?

Regards
 Denis



As mentioned in the previous Newsletter, here is PDF number two with comments received from SIA members.

http://www.steam-in-action.com/images/pdf/June_Circular_Reponses.pdf

TECHNOLOGY

Shaun McMahon, who has considerable experience in the field of advanced steam engineering, has forwarded us this well written and easy to read article entitled 'Modern Steam' by John Rhodes. For those SIA members seeking additional technical information they will find this comparison of modern steam and diesels to be most interesting.

John Rhodes background is as follows:

I have worked for the consulting firm R. L. Banks & Associates, Inc. (RLBA) as a transportation analyst since 1997. Before that I worked for the Fairfax Connector Bus System as a transportation planning aide. From a very young age I rode on many passenger trains with my parents.

This and growing up with model trains sparked an interest in transportation especially in the rail and transit sectors. I completed my Masters degree in the Transportation Policy, Operations, and Logistics program at George Mason University (GMU) USA. My interest in steam locomotives gave me the idea to do an independent study project at GMU on the subject.

http://www.steam-in-action.com/images/pdf/Modern_steam_trains_article_by_John_Rhodes.pdf

We also received another article by Richard Coleby. This article covers the Class 5AT advanced technology steam locomotive project.

http://www.steam-in-action.com/images/pdf/Press_Release_4_May_2010.pdf

http://www.steam-in-action.com/images/pdf/The_5AT_an_overview_4_May_2010.pdf

TOURS

During June Geoff Cooke completed another successful rail tour of South Africa. He is to be commended for doing an excellent job under difficult circumstances. Clubs like Friends of the Rail and Reefsteamers in particular were subject to Main Line operating bans and yet still managed to put on a good show.

See: <http://www.sandstone-estates.com/index.php/railway-heritage/2ft-narrow-gauge/985-the-geoff-cooke-tour-2010>.

For further information also look at <http://geoffstraintours.fotopic.net/c1860687.html>. Captions and further information will be added to this site over time.

John Browning, a visitor from Australia, covered the entire Geoff's Trains Ltd tour and the World Cup on his outstanding blog which you can read below. See: <http://trainrover.blogspot.com/>



Sandstone Feldbahn doing night duty on the farm, Geoff Cooke Tour May 2010. Photograph by Aidan McCarthy

PROJECTS PENDING



A group of international loco owners have an NGG16, No. 116, stored at Ixopo that is currently awaiting restoration. John Middleton has agreed to update us as time progresses.

OVERSEAS NEWS

SIA readers might be interested in our 1890 Krauss Class U 0-6-2t (was 760mm, now 30" ga.) at Henry Doorly Zoo railroad. I mention this because one of your side tank locos bears close overall appearance. Our engine, formerly "Riva" named for one of the cities on the short line she was originally assigned to, wants painting in order to look fully herself but we have a lot of fun with her nonetheless.

See: http://en.wikipedia.org/wiki/Omaha_Zoo_Railroad.

John E. Bush
Omaha, USA



1890 Kraus Class U 0-6-2t Henry Doorly Zoo railroad.
Photograph by John Bush

From: Phildefer [mailto:phimido@orange.fr]
Sent: 18 June 2010 00:06

I am pleased to forward some photos of the Neuenmarkt-Wirsberg Steam Festival. I think pictures are more significant than words to describe such a memorable Event. This is why I'll try to be the shorter as possible.

Having to be back in Paris on Sunday Evening, I could not attend all the festivities, so all the 12 shots attached to the three separate emails were taken on **Saturday 22nd May**. To let you have an insight view of the Fair, you will find also, here attached, the Show Starring of the Week-end; this list being followed by the **pictures caption**.

Briefly, each day of festivities consisted in the Steam Specials arriving in the morning and departing back to their originating cities in the late afternoon, all that combined with steam hauled shuttles on the *Schiefe Ebene*, an 8 kilometer section on steep grade necessitating helpers. Thus, the Show was non-stop from 10:00 am to 6:30 pm.

With hope you will enjoy the "German Style",

Best regards
Philippe Tolstoff

http://www.steam-in-action.com/images/pdf/Neuenmarkt_Steamfair.pdf



UK Railway News (tongue in cheek)!

At last, with Gordon Brown deciding to throw in the towel and resign, his cabinet colleagues decided it would be a worthy gesture to name a railway locomotive after him. None of the privatised operating companies wanted to be associated with him but a bright spark remembered that the government owned the National Railway Museum. A senior official, 'Sir Humphrey' went from Whitehall to the museum at York to investigate the possibilities.

"We have a number of locomotives at the National Railway Museum without names," the museum curator told the top civil servant. "Mostly freight locomotives though."

"Oh dear, that's not very fitting for a prime minister," said Sir Humphrey. "How about that big green one, over there?" he said, pointing to 4472.

"That's already got a name" said the curator. "It's called 'Flying Scotsman'."

"Oh. Couldn't it be renamed?" asked Sir Humphrey. "This is a national museum after all, funded by the taxpayer."

"I suppose it might be considered," said the curator. "After all the LNER renamed a number of their locomotives after directors of the company, and even renamed one of them Dwight D Eisenhower."

"That's excellent", said Sir Humphrey, "So that's settled then .. let's look at renaming 4472. But how much will it cost? We can't spend too much, given the state of the economy."

Well, said the curator, "We could always just paint out the 'F'."

MEMBERSHIP ISSUES

We would like to thank the sar-L membership for promoting Steam in Action during the current month.

If anyone would like to join sar-L please click here:
sar-L@yahoogroups.com.

TRAIN TIMETABLES & INFORMATION

From now on we will publish information from train operators on their schedules.

<http://www.2fpt.com/css/Timetable/Timtable.html>

<http://www.shongololo.com/Destinations/TheGoodHopeAdventure.php>

Our thanks go to Philipp Maurer and Les Smith for providing us with this information.

APOLOGY

We neglected to credit the Porto Amboim photographs in the previous newsletter to R McNeish.

EXHIBITIONS & TRADE SHOWS

The Wesvaal Chamber of Business in partnership with the City of Matlosana (Klerksdorp) and the Universities of Johannesburg (UJ) and the North West (UNW) take pleasure in announcing the TRALOA 2020 Transport and Logistics Indaba from the 26 - 29th October 2010.

Click on link below for more details:

<http://www.steam-in-action.com/images/pdf/Traloba.pdf>

Editor's comment: HRASA have advised us that they will be participating in this meeting.

NEW RAILWAY STAMP RELEASE

Jean Dulez has been involved in a project to produce a set of locomotive stamps. The issue date is 25/6/10. These are available from Post Offices.



BLOGS, LINKS AND OTHER USEFUL INFORMATION

<http://www.2fpt.com/>

<http://steam-locomotives-south-africa.blogspot.com/>

http://1.bp.blogspot.com/_Z9E1NXY9yzI/S8ILZi5y84I/AAAAAAAAADoU/6M9OKkT7vdw/s1600/SA+Railways+150+stamp+issue+date+2010-06-25.jpg

Phil Mortimer has submitted an interesting web link with the comment "There is obviously an appetite for acquisition and operation where the incumbent does not make a success of railway operations."

<http://www.railwaygazette.com/news/single-view/view/10/genesee-wyoming-buys-alice-springs-darwin-operator.html>

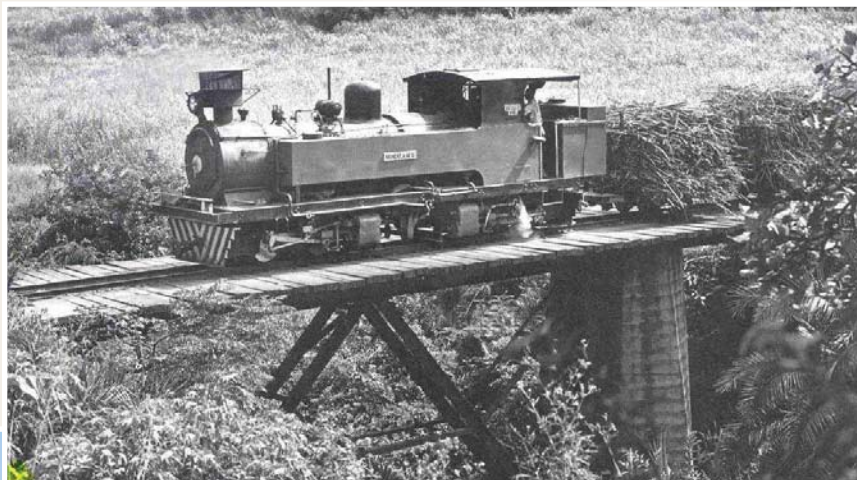


ARCHIVES

Bagnall Meyer 2-ft Narrow Gauge locomotive exported to Cripple Creek.

This locomotive has about three quarters of the power of a Garratt but is built for much tighter curves and steeper gradients. The Bagnall Meyer had a different form of articulation having a rigid frame and pivoting bogies.

Information supplied by Gary Barnes
(gbarnes@toyota.co.za).



(Left)

Another locomotive that left South Africa is the Eastern Province Cement Company 4-6-2 N°a1. 2 (Baldwin 61269/1930) which is now at the Brecon Mountain Railway in Wales. It was in use last month while the regular loco, Jung 0-6-2T 1261/1908), was in the workshops.

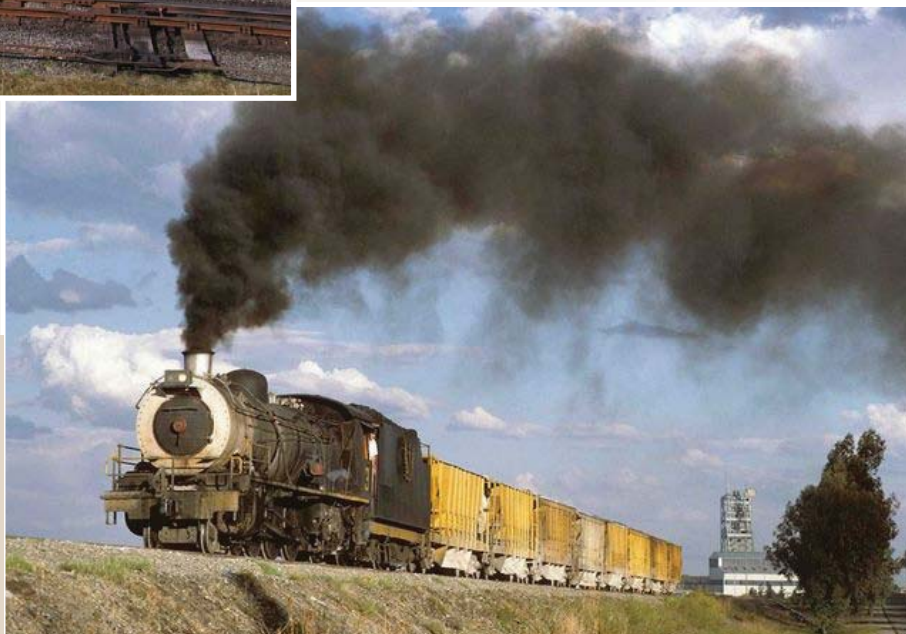
The photos were supplied by Thomas Kautzor of Switzerland but were taken by James Waite of Windsor.

Gert Jubileus has supplied this photograph of original SAR locomotive No.821, while doing service at Harmony Gold Mining Company in November 1993. This locomotive is now in preservation at the Sandstone Heritage Trust.

Photographs for publication.

SIA does not have a photographic library of its own and relies on members to supply photographs which might be of interest to other members. Please do not hesitate to send these to us.

We cannot of course guarantee that they will be used because there is often an issue with regard to space.



This newsletter was produced by Eloise du Preez, with the assistance and support of Joanne West, based on inputs from dozens of SIA members. All SIA members should consider themselves members of an 'Advisory Board'. Please feel free to communicate with us and send your contributions to joannewest@btinternet.com.

Reminder: Our website is live and our membership subscription service is operating. Please spread the word.