



WELCOME to the August newsletter

In many ways August 2010 may go down as a pivotal month for Railway Heritage in South Africa. For some years now HRASA has been in consultation with the Transnet Foundation regarding the future of the many locomotives that are adrift in the system. As part of the ongoing disposal process, Transnet has decided to refer the matter to the South African Heritage Resources Agency and requested SAHRA to assist with identifying the most important locomotives as heritage assets.

SAHRA has been engaged with this exercise for some time but when SIA investigated the matter they found that SAHRA needed assistance from people who had in-depth knowledge in this regard.

SIA also engaged with HRASA and it was apparent that a lot of work had already been done on this exercise by Ian Pretorius. As a result we invited Ian to share his ideas with us and he supplied a great deal of very valuable information.

Andy Selfe from SIA Western Cape engaged SAHRA on the subject and it was clear that they would welcome additional assistance from specialists. They specifically mentioned Les Pivnic who is well known to SIA and who is certainly one of the most knowledgeable people on this subject in the world. Les was previously Assistant Curator of the SA Railway Museum. Les did an outstanding job in a very short space of time. In addition, SIA had been receiving very concrete recommendations from people like John Middleton, Dick Manton, and Dave Richardson, and they all made excellent contributions.

SIA then rationalised this information into what we considered to be a very sensible report.

Our sincere thanks to these learned gentlemen for their tremendous contributions.

There is no doubt that while some tweaking still needs to be done we must be very close to the absolute summary of what has survived, and we now have to move forward to the next stage which is to work with SAHRA, the Transnet Foundation, and HRASA to try to secure a future for these assets.

In this regard SIA members become very important.

We need the following from our members:

1. Criticism/comment on the lists attached, i.e. have we left anything out?
2. Reasons why specific locos and carriages must be listed as Heritage items. In this regard please refer to the criteria which SAHRA use.
3. Photos and any support documentation on any of the items on the list.
4. The latest submission date for information is end September 2010.

We once again urge SIA members and groups to please indicate whether they would like to own a South African locomotive and if so to provide details. It is premature for us to publish a list of what is being offered for sale but it is certainly not too early to start receiving unsolicited requests for information on which locomotives might become available.

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- Club and Operator News

There is no doubt that this is a once-off opportunity and no one who is interested in Railway Preservation can afford to get it wrong.

While we have always had a difficult relationship with HRASA, circumstances have created a situation where we have worked well together. Mike Myers of SIA and Ian Pretorius of HRASA (who is also a SIA member) have done a great job.

Due to the gravity of these matters we have not followed our normal newsletter format this month.



*A 610mm locomotive stationed in front of the Mining Offices in Blackrock for ornamental purposes.
Photograph by Rod Finlay*

MEETING WITH HRASA, SIA AND SAHRA

Report back - SIA

A meeting was held between SIA, represented by Mike Myers, HRASA, represented by Chris Janisch and Ian Pretorius, with SAHRA in Cape Town, represented by Regina Isaacs, on Monday the 23rd of August 2010 to discuss issues surrounding the identification and declaration of heritage steam items in South Africa.

During a meeting in July between Transnet, SIA and HRASA, Transnet provided information regarding their intention to dispose of all steam locomotives in South Africa through various means. This was reported in the SIA Newsletter of July 2010. As part of the process Transnet approached SAHRA to ascertain how the disposal should be handled in terms of the Heritage Act.

SAHRA advised on Monday that the reason for the delay in answering Transnet was due to the fact that the matter was complex and not as straight forward as providing an overall blanket answer. In order to identify and declare any movable object a heritage item certain criteria need to be met. SAHRA felt that it needed to consult various specialists in order to collect information that would allow them to decide which locomotives were of national historical importance.

SIA and HRASA presented SAHRA with what could be regarded as the closest to a complete inventory of all the steam locomotives and coaches in South Africa for use as a reference document and indicated, without reference to any of the SAHRA criteria, which of the locomotives the two organisations felt needed to be saved for heritage purposes. The recommendations were based mainly on the need for a national collection made up of one of each locomotive or coach ever used in South Africa. This was based on the original list of locomotives known as the National Collection compiled many years ago, a list compiled by Ian Pretorius with input from a variety of extremely knowledgeable people. A copy of this document is attached. See the last link below.

Regina Isaacs explained that the identification and/or declaration of heritage items was controlled by criteria laid down by SAHRA and while one each of every locomotive may be important it was in fact the criteria that would determine whether a locomotive was of historical importance or not. For example if a locomotive was the first of a new type of technology or the very last model produced or if it had a major impact on the development of the economy of the country or if it was associated with a important personage or event, it may be identified as being of historical value and then it may be declared a heritage item.

It should be noted that while preservationists may feel for example that a specific 19D should be preserved as part of the National Collection because it is the best in its class from a mechanical point of view this may not be sufficient for it to be identified or declared a national heritage object. It may be that a 19D which is not in the best condition but meets the criteria could be identified as a heritage item instead. Regina Isaacs advised that once an item had been declared a national asset the asset must be maintained and restored.

Mike Myers pointed out that while the criteria would identify those locomotives which may be of historical importance the loss of spares from those locomotives that do not meet the criteria would mean that it may not be possible to restore the object as no spares were available and the cost to manufacture these spares as replacements could be prohibitive and in any case an original spare would be more authentic.

SAHRA took note of this and said it would take the matter up with the relevant parties.

A list of SAHRA's criteria was presented to the meeting and is attached. It is important therefore to establish the exact provenance of each locomotive to establish whether it meets the criteria laid down by SAHRA.

Regina Isaacs advised that Transnet wanted urgent answers regarding the locomotives standing at Jan Kempdorp and Humewood Road as these two sites needed to be cleared immediately. Mike Myers advised that correspondence had been sent to Transnet by Sandstone Heritage Trust offering to move the Humewood locomotives to a place of safety until such time as a decision could be taken about them. An e-mail was sent to Cynthia Mgjijima again within the last two weeks, which was also copied to SAHRA. As far as Jan Kempdorp was concerned it appeared from input that SAHRA had received from other sources that only one item would meet the criteria. Ian Pretorius would provide further input.

SAHRA pointed out that while they are able to call upon people in South Africa, for example in the area of art works, to assist with establishing whether a painting is of historical importance, as far as locomotives were concerned this was an area where SAHRA had no previous experience which had also meant that there was a delay in providing Transnet with answers. Mike Myers pointed out that the information provided in the reference list had been drawn up by people who were regarded as very knowledgeable and that SIA and HRASA could call upon the collective knowledge of all the members if required.

It was agreed that SIA and HRASA would refine the list insofar as establishing which locomotives met the criteria and present an updated document to SAHRA.

SAHRA pointed out that SIA and HRASA should make themselves familiar with the National Heritage Resources Act of 1999. Having perused the Act and while the Act should be read in its entirety, two items of importance should be taken note of, being Chapter I, Section 25 - General powers and duties of heritage resource authorities and Chapter II section 32 - Heritage Objects. Attached are the two sections mentioned. The entire Act is also attached for further reading.

The meeting was held in a very positive atmosphere with Regina Isaacs providing excellent guidance and information. Ongoing discussion and input was encouraged.

Michael C. Myers

<http://www.steam-in-action.com/images/pdf/20100824112617952.pdf>

<http://www.steam-in-action.com/images/pdf/20100824112750866.pdf>

<http://www.steam-in-action.com/images/pdf/20100824121821578.pdf>

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

http://www.steam-in-action.com/images/pdf/sahra_document_aug26.pdf

(Please note that this last SAHRA document is 7MB in size and might take a while to download when clicked on.)

Report back - HRASA

In attendance: Regina Isaacs-SAHRA
Azolla Mkosana- SAHRA
Chris Janisch-HRASA chair
Ian Pretorius- HRASA Vice-chair
Mike Myers- SIA

Regina Isaacs opened the meeting, and thanked all present for their attendance.

Chris Janisch presented the opening statements, to the effect that heritage rail assets in SA were in a state of crisis, and that with Transnet determined to dispose of these items, the co-operation and assistance of SAHRA was vital. He pointed out that Transnet were losing patience with SAHRA, as they had given them some time to respond on the identification of heritage objects. It was understood that SAHRA needed to consult beyond HRASA since HRASA has an MoU with Transnet. HRASA and SIA had thus co-operated in the compilation of a heritage asset list, which drew on input from a wide range of sources. He stated that heritage items needed legal protection or Transnet would find ways to dispose of them in an unsatisfactory manner.

Mike Myers took the floor. His hope was that SAHRA's identification of movable heritage objects forces Transnet to deal properly with the problem. He proposed the development of a National Railway Museum, apart from the current George Museum, which would house the important identified assets, and be created by a partnership between SAHRA, Transnet, HRASA and private individuals. Government's buy-in would be necessary to support this. SAHRA holds the key to saving the assets, as Transnet may act very quickly to dispose on tender. He pointed out that there was huge foreign interest in SA heritage rail.

Mike presented a dossier detailing remaining heritage rolling stock in SA, including municipal plinthed stock. It is vital to save one of each class, as well as the lease-lend locos which clubs currently hold.

Regina then explained the SAHRA model. SAHRA is being devolved into provincial units, but movable items remain under central control. Local significant items fall under municipalities. SAHRA's functions have increased, but budget and resources are lacking. They therefore consult with experts in the course of their work. They are required to consult widely on each request to identify a heritage asset. She proposed a conference to gain consensus on the assets. Mike stated that this would waste unnecessary time, as the dossier had in fact already done that work. The dossier had also saved SAHRA a considerable amount of time and money.

A general discussion then ensued.

Regina presented a list of criteria for the identification of heritage objects, which is attached. This will be studied and used to confirm and update the recommended asset list. It appears as if there will be close to 170 locomotives which qualify. Concern was expressed over what Transnet would do with their identified items. Regina explained that SAHRA could not "declare" a heritage item without the owner's consent. They can however "identify" and once this is done, the owner has a responsibility to care for them, and may not destroy them. This will place a firm responsibility on Transnet to act in the interests of their assets. This would include becoming proactive, and dealing with associated bodies and private individuals in order to find solutions, and also entail financial commitment on their part.

We asked that SAHRA spell out clearly to Transnet what their responsibilities are. They are also to recommend that parts and spares be made available to preservation groups, as without these, operating locos had little future.

Assets confirmed as being of no heritage value will be released, but Transnet are to offer them first for sale to preservationists, before putting them out to general tender.

The loco lists for Humewood Road and Jan Kempdorp were then dealt with. Out of the 16 items, only 19D 2680 had value as the last Krupp-built 19D. It was also noted that there was private interest in 25NC 3409. A possible 16A class tender was listed, but this is in dispute, and will need to be rechecked. SAHRA will thus be able to immediately report back to Transnet on these pressing issues.

The meeting ended at 13h30 after a light lunch. Thanks were expressed around the table for what had been a most informative and constructive meeting.

Chris Janisch

From: Mike Myers [mailto:mikem@sandstone.co.za]
Sent: 24 August 2010 09:23
To: 'REGINA ISAACS'
Cc: 'Ian Pretorius'; 'Chris Janisch'
Subject: Re meeting with HRASA/SIA and SAHRA

Dear Regina,

I would like to take this opportunity to thank you for making the time available to meet with Ian, Chris and myself yesterday.

Your openness, advice and guidance is greatly appreciated and puts us in a position to assist with providing you with input which will hopefully allow you decide which of the items contained in the presentation we provided deserves heritage status. The information we provided yesterday was compiled as a reference document and we will now refine it.

To this end we are going to request all the members of HRASA and the 950 odd members of SIA to provide any information they may have on each of the locomotives and coaches to see if they meet the criteria which you furnished us with. Once this exercise has been completed we will furnish you with a new document which deals only with those items that meet the criteria.

I would also like to thank you for providing us with lunch and for your kind hospitality.

We look forward to an ongoing and positive interaction with you and SAHRA.

With kind regards,
Michael C. Myers

From: REGINA ISAACS [mailto:RISAACS@sahra.org.za]
Sent: 24 August 2010 11:27 AM
To: Mike Myers
Cc: 'Ian Pretorius'; 'Chris Janisch'
Subject: Re: Re meeting with HRASA/SIA and SAHRA

Dear Mike

It was good to meet with you too yesterday.

SAHRA appreciates you taking time off to meet with us at your expense.

We look forward to working with you in future.

Regards
Regina

OUTENIQUA CHOO-TJOE

MEDIA STATEMENT: TRANSNET SHUTS DOWN CHOO-TJOE, MEC WINDE COMMITTED TO SAVING IT

Minister Alan Winde, Western Cape Minister of Finance, Economic Development and Finance, issued the following media statement recently:

Despite Transnet's announcement (see below) that they will terminate the Outeniqua Choo-Tjoe train service, I remain resolute in my commitment to reviving it and ensuring that it remains a vital part of the South Cape's heritage and tourism offering.

The Choo-Tjoe railway line between Knysna and George was built in 1922 and was handed over to the Transnet's Heritage Preservation unit in 1993. It carried an annual average of 115 000, mostly foreign, tourists until 2006, when severe storms damaged the line.

Since then, the Choo-Tjoe has operated between George and Mossel Bay, and has continued to generate international interest from rail enthusiasts, as well as economic spin-offs in the Garden Route area.

In a statement today, Transnet reported that they are left with no option other than to terminate the Outeniqua Choo-Tjoe service in its entirety. Their decision came after an open tender process did not yield any positive applicants to take over its operations, which they state have become financially unviable.

Transnet hoped to privatise the Choo-Tjoe in line with their policy of moving away from non-core business.

I am eagerly awaiting the final outcome of our negotiations with Transnet to take over the George to Knysna line. I will also keep a close eye on further developments regarding the privatisation process of other branch-lines.

Transnet statement issued today:

Transnet statement on the Choo-Tjoe

In 2007, Transnet Limited identified the Outeniqua Choo-Tjoe steam train service operating between George and Mossel Bay as one of its non-core assets. Following extensive studies and stakeholder consultation, the company decided to follow an open tender process to find a new operator for the service.

Unfortunately, this process could not identify a new operator and as a result, Transnet was left with no option other than to terminate the service subject to the required approval by the Minister of Public Enterprises in terms on the Public Finance Management Act – this has since been finalised. The Outeniqua Transport Museum in George will remain open to the public.

The requisite consultation with organized labour has taken place through the company's engagement structures.

The George-to-Mossel Bay Line, on which the Choo-Tjoe service is currently operated, is part of the Southern Cape cluster of branch lines that have been identified to be concessioned to a private operator. This concessioning process is being undertaken by Transnet through an open, competitive process. Further announcements on branch line concessioning will follow in due course.

Transnet and the MEC for Finance, Economic Development and Tourism of the Provincial Government of the Western Cape, have been in discussions regarding the George-to-Knysna railway line, which was severely damaged in 2006 by seasonal floods. The intention is to ensure that tourism and other opportunities are unlocked on this line through the facilitation of the Provincial Government. Further details of this process will be announced in due course.

Issued by Mboniso Sigonyela on behalf of Transnet Limited.

CLUB AND OPERATOR NEWS

Reefsteamers, Gauteng

Click here to view Waybill No 11, Reefsteamers monthly newsletter.

<http://www.steam-in-action.com/images/pdf/waybill2010-07.pdf>

Reefsteamers also sent us a copy of an article they found in one of the magazines in their Library on SAR's 25 Class locomotives which our members may find of interest.

Click here to view.

http://www.steam-in-action.com/images/pdf/25class_all.pdf

http://www.steam-in-action.com/images/pdf/depot_report2010-08-05.pdf

Atlantic Rail, Western Cape

Steam Renaissance in the Western Cape

After a frustrating two year period, at last Atlantic Rail is up and running again. There have been quite a few exciting new developments.

A volunteer organisation called Friends of Atlantic Rail has been formed under Chairman Brett Radloff and vice chairman Dylan Knott. They have been very busy over the last few months cleaning up the Class 24 No. 3655 and Class 26 (Red Devil) No. 3450.

On Sunday, 8 August 2010, Atlantic Rail hosted an open day at the Monument Station site. Unfortunately the weather was inclement with rain in the morning and many of the open top vintage cars were unable to attend. We think that this also affected the visitor numbers somewhat. Nevertheless, we had close to 2000 visitors including children. It was a most successful day and promoted awareness of Atlantic Rail in Cape Town.

There was tremendous support from CitySightSeeing, who supplied a 1953 vintage London bus that took visitors on Cape Town city tours throughout the day. CitySightSeeing also provided Atlantic Rail with incredible publicity prior to the event.

African Train Lodge also played a huge role by supplying refreshments and food to the visitors as well as security. African Train Lodge also supplied an undercover area for the craft market vendors to display their wares.

During the open day, 10 short train trips were run. Each of these trips was filled to capacity with passengers. Class 24 No. 3655 performed beautifully.

Metrorail Western Cape supported the event in full and also advertised it in their Blitz newspaper prior to their event. The week following the event saw an article in the Blitz about the open day.

Thank you to Remax for supplying us with a jumping castle for the children.

Atlantic Rail is very grateful for the support received from CitySightSeeing, African Train Lodge and Metrorail.

As a follow up, Metrorail have invited Atlantic Rail to become more closely associated with their new museum concept at Cape Town station.

Atlantic Rail is now in negotiations with Metrorail to resume our steam railway programme.



*Class 24 No. 3655 departing Monument Station
(Photograph: Luca Lategan)*



Class 24 No. 3655 placed the Class 26 No. 3450 in a more prominent position for photographers. (Photograph: Ian Pretorius)

Umgeni Steam Railway, Natal

Click here to view our August newsletter:

http://www.steam-in-action.com/images/pdf/usr_snippets_26.pdf

Friends of the Rail, Pretoria

Friends of the Rail are back on track after our tragic Cullinan derailment on 20 June. Following this incident, we were forced to recertify our entire set of coaches used on public trains. This involved lifting, repairs and servicing of vacuum equipment. This big job was undertaken just in time for our first outing on 27 July, a Tshwane Explorer. On this train, we celebrated chairman Nathan's birthday as is traditional, and hosted members of the car clubs.

Our next train was on 9 August, also a Tshwane, which was most successful. With 3117 laid up and 3664 in for boiler recertification, 19D 2650 is our only serviceable loco. The gallant Dolly performed in another wonderful FOTR-brand photogala on the morning before the August Tshwane. Over 60 photographers turned up to make good use of the cold clear conditions.

3117 has been inspected by representatives of Transnet Foundation, and a long list of repairs drawn up. It is hoped that spares will be forthcoming from staged locos and other TF sources. We have made a start with the stripping of the damaged fittings from this loco. Funds raised for the loco have thus started to be spent. Work continues on 15CA 2850, with some tubes removed and 20 new tubes due to arrive any day from Surtees.

Our latest restored suburban coach is in the process of being wired and painted., while work on the last one is underway at Hermanstad. At our new depot, track work maintenance is underway and the new eastern parking lot is slowly taking shape. Cosmetic restoration of the SANRASM 24 3633 is also advanced. Volunteer gardening teams have attended to both depots as a part of a spring-clean.

Our 4 firemen who are attending driver class have finished their theory, and will shortly write their final exams. They will then be let loose on the regulator as they do their required practicals. Good luck to them!

Chris Janisch

http://www.steam-in-action.com/images/pdf/fotr_heritage_photogala_2010.pdf



Left: Photogala scenes from 9 August 2010
Courtesy of Chris Janisch



3117 is in the process of stripping.
Photograph courtesy of Chris Janisch

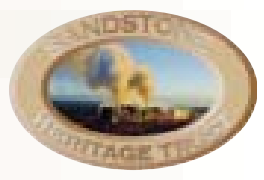


Coach being prepared for painting at CP
Photograph courtesy of Chris Janisch



Class 24 3633 cosmetically upgraded at Hermanstad
Photograph courtesy of Chris Janisch

Sandstone Heritage Trust, Eastern Free State



Work has commenced on the relocation of the 150 metre long locomotive shed in Ficksburg which contains some of the Cape gauge SHT assets.

Crippling security costs have forced the dismantling of the building which will be re-erected at Sandstone Estates, which is 14 kms away. The budget for relocating this building is R750,000.00. The locomotives and the carriages will be moved to Kommandonek Siding where they will be placed under constant guard. The items will also be cosmetically upgraded.

Sandstone's 19D will be moved from Bloemfontein to provide traction to move these items. Reefsteamers have been asked to provide the technical support for this operation.

The locomotive shed will be used for the storage of Narrow Gauge assets which will house a 4-parallel 2-ft gauge line.

Gert Jubileus



Member's comment on Millsite

I was in the Randfontein area recently, and decided to drop in at the Millsite location. I took the following pictures. These locomotives are looking more and more derelict by the month. is there any hope for these loco's and the crane which stand at this site?

So wish to find a lasting home for them.

Tim Palfrey.



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.