



WELCOME to the July newsletter

We have good news and very sad news. The very good news is that SIA had a most productive meeting with Transnet, details of which appear below. The response by the Head of Transnet Heritage, Cynthia Mgijima, is as follows:

From: Cynthia.Mgijima@transnet.net [mailto:Cynthia.Mgijima@transnet.net]

Sent: 14 July 2010 13:00

To: joannewest@btinternet.com

Cc: Cecilia.Machaba@transnet.net; flip@mentorsa.co.za

Subject: RE: TODAY'S MEETING

May I express my sincere gratitude at the fact that I finally met the team from Steam in Action. The meeting was truly a watershed for me and I can boldly say that I foresee us forming a formidable partnership outside of our common cause of steam locomotives. May I on behalf of the Foundation extend our sincere thanks at your resilience, passion and generosity of spirit in positive thinking.

Many thanks
Cynthia Mgijima

We are not expecting miracles to happen overnight but there is real potential for a private sector/government partnership here to do what is best for South Africa.

The really sad news is that Reefsteamers ran into financial difficulties during the month. SIA received an urgent request for a meeting with the Reefsteamers Chairman and top officials on the morning of 14th July 2010.

Official statement from Reefsteamers

It became apparent in recent weeks to the new Board of Reefsteamers that we had inherited problems and a looming cash flow crisis. It was obvious that in the short-term at least Reefsteamers was not going to meet all its commitments. Arising from these concerns we approached SIA for assistance. SIA worked quickly and asked their auditors to carry out an urgent interim review into Reefsteamers' affairs. The report confirmed the Board's initial assessment and it became obvious that without the understanding of our major creditors we would not be able to continue operating.

We are currently involved in detailed negotiations with our major creditors to see whether or not they will provide us with an opportunity to stabilise the position while at the same time continuing to meet our train operating commitments. We have asked SIA to take an active role in assisting us. We are also in close contact with SANRASM whose regular trains to Magaliesburg are operated by Reefsteamers.

Never before has the issue of unification of the movement been more compelling than it is now.

Andre van Dyk, Stewart Currie and Dennis Edgar
Reefsteamers

Editor's note: A second more detailed audit needs to be carried out and in time the results will be circulated to the SIA membership. We welcome donations and comments from SIA members because in the short-term at least each rail trip needs to be managed and funded as a single transaction. Initial indications are that Transnet has been most understanding, which SIA acknowledges and applauds them for. Any funds sent to us to assist Reefsteamers will be carefully monitored and managed and should be sent direct to SIA so as not to complicate the current audit process at Reefsteamers.

<http://www.steam-in-action.com/index.php/donations>

This Month's Edition

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SIA is working with Reefsteamers to ensure that the rental on the Reefsteamers Depot is paid up-to-date and maintained so that the security of the Railway Heritage items at Reefsteamers Germiston is not compromised.

Once again we expect a constructive and reasonable response from Transnet during a period of review and hopefully reincarnation.

SIA is not involved or responsible for any of the day-to-day management issues at Reefsteamers and is only acting in an advisory capacity.

From an SIA standpoint we do however believe that Reefsteamers was and can still be a viable enterprise. The financial wounds that it incurred were self-inflicted as a result of poor corporate governance and irresponsible spending. The organisation has also drifted away from its original ethos as a volunteer organisation with ever more people wanting to be compensated. Monies appear to have been paid out to individuals who made little or no contribution to the well-being of the organisation.

SIA comment:

*"What does not exist ab initio is wealth; wealth must be created by sustained human effort."
(Richmond Times Dispatch [Virginia],
December 14, 2008)*

SIA MEETS TRANSET

Below is a report on our recent meeting with Transnet.

A meeting took place on 14th July between representatives of the Preservation industry and the Transnet Heritage division. Present at the meeting were Cynthia Mgijima of Transnet, Cecilia Machaba of Transnet, Flip van Schalkwyk, consultant to Transnet, Steve Appleton of Friends of the Rail, Lex Wehmeyer and Les Smith of Reefsteamers, Wilfred Mole and Mike Myers of Sandstone Heritage Trust. However, notwithstanding the fact that the individuals were from different clubs etc. they were all representing SIA.

Mike Myers opened the meeting by explaining that perceptions had probably developed which needed to be dealt with. The first of these was that the Preservation industry has no money and was always looking for handouts. To deal with this Mike Myers tabled the letter from First National Bank which follows on page 3, indicating that SIA did have substance and certainly had access to funds within the private sector. The second perception that Mike dealt with was that there was division between HRASA and SIA. He explained that SIA had similar objectives to HRASA but we might differ in terms of strategy and methodology. The letter below was tabled to indicate that we were there with HRASA's blessing.

HERITAGE RAILWAY ASSOCIATION OF SOUTHERN AFRICA

13 July 2010

Ms Cynthia Mgijima Sent by email to: Cynthia.mgijima@transnet.net
Chief Executive
Transnet Foundation
Carlton Centre
Commissioner Street
Johannesburg
2001

Dear Cynthia

HRASA would like to formally endorse the engagement between Steam-in-Action and Transnet Foundation. To this end we have appointed a representative(s) at the meeting, and reaffirm our commitment towards an all-encompassing approach to the heritage rail issue. We believe in the inclusion of all stakeholders in order to find a successful solution to the problems facing the industry.

Please accept my apologies for this meeting, as I have prior work commitments.

Yours faithfully
Chris Janisch
CHAIRMAN

Copy to: Lydia.matshabe@transnet.net

We then went on to deal with the agenda which was principally to discuss the Railway Heritage assets that are currently either already with clubs or preservation organisations and those that are standing derelict, such as Millsite etc. As part of the introduction we also suggested that the private sector could offer Transnet entrepreneurship and expertise across a broad front.

Cynthia Mgijima, who had warmly welcomed us to the meeting, responded by saying that the Transnet Heritage Committee had come up with a strategy to deal with the locomotives and other assets which had been under discussion for so long. In broad outline the strategy is as follows:

- 1) Lend/lease locomotives will remain with the organisations that have restored them and will be offered for sale at nominal values. Obviously this will come with conditions regarding non-export etc.
- 2) Locomotives that have been identified as being of historical significance will be offered in a specialised tender which will make it clear that the purchaser would be responsible for their well being. There might be some restrictions as to where these locomotives ultimately go and of course with the added restriction that they will not be cut up for scrap. However, the door is now open for private owners to fulfill their dream of owning a genuine South African steam locomotive. It is important that SIA members take note of this because we have over the years received quite a number of enquiries for the acquisition of locomotives that SIA members perceived to be unloved and therefore threatened. One should bear in mind that this will be a tender process so SIA needs to facilitate a scenario where potential overseas buyers are assisted with regard to the submission of bids when the time comes.
- 3) The final group of locomotives are those that are considered to be of no historical value and they will be offered on a scrap tender through the Transnet procurement system.

Transnet explained that they had sent a list of available locomotives to SAHRA (South African Heritage Resource Agency) in Cape Town who are currently evaluating the list and it is SAHRA that will make the recommendations as to which locomotives fall into which category. Obviously the lend/lease locomotives are already defined.

We are currently evaluating how we can assist in this process.

Other items which came up during discussion include:

- A) Is it possible for Transnet to allow spares to be purchased from those locomotives on the scrapping list so that those interchangeable parts can be used to further the interests of those locomotives that are on the historical list?
- B) As part of the joint cooperative programme which is evolving we offered to assist Transnet with a Brand enhancement partnership where Transnet could be perceived in a more positive light with respect to Railway Tourism and Railway Heritage issues.
- C) SIA offered to assist Transnet in the ongoing programme of social enhancement through mentorship and development programmes to assist South Africa's youth to benefit from participation in Heritage and Rail Tourism.

The meeting concluded on the basis that SIA was very happy to assist Transnet wherever possible. We are pleased that at last we have a clear understanding of the policy going forward and that the opportunity now exists for the locomotives at Millsite to be saved. However, this is going to cost money but in the long run that is the best solution, i.e. for the private sector to own Heritage assets and to give them the care and attention that they deserve.

Editor's Comment

We would encourage our SIA members to communicate with us immediately if they have a desire to own a South African locomotive and to provide us with as much detail as possible.



SIA MEETS TRANSET



09th July 2010

Transnet Foundation
24th Floor, Carlton Centre
150 Commissioner Street
Johannesburg
2001

Att: Ms. Cythia Mgijima

Re: Steam in Action

We would like to advise you that Steam In Action has been a client of First National Bank since 25th February 2008 and have conducted their account in an excellent manner.

In our opinion the sum of R1,000,000.00 (One Million Rand) is well within their normal payment profile and based on their past record, we are fully confident that they are well able to make payments of this amount should they be called to do so.

Please do not hesitate to contact the undersigned should you require any further information.

Kindly note that the information and opinion provided are in confidence for your private use only and is furnished as a matter of business courtesy on the expressed understanding that no responsibility is assumed on the part of the Bank for any of the information provided

Yours sincerely

Zenzele Dlamini
Client Portfolio Executive
Mid Corporate-GSW
1st Floor, FNB Building, Enterprise Road, Fairlands, 2195
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LL Dippenaar (Chairman), SE Nxasana (CEO), VW Bartlett, JJH Bester, JP Burger, L Crouse, PM Goss, PK Harris, WR Jardine, EG Matenge-Sebeshe, RK Store, BJ van der Ross, HJ van Greuning, MH Visser. Company Secretary: BW Unser.

SANRASM

We were fortunate enough to secure a meeting with two senior officials at SANRASM, namely Lawrence Posniak and Mike Dyke. Rather than deal with specifics we talked about the need for unification within the Railway Preservation community. SANRASM were briefed on our meeting with Transnet. Neither Lawrence or Mike were members of SIA and we encouraged them to join in order to move closer to what SIA was trying to achieve.

SANRASM were frank with us and expressed concern over the well-being of their assets at Chamdor. It is obvious that they have a serious problem and we commend them for being transparent on that issue. Apparently a specific group of scrap metal thieves are targeting the facility.

The meeting was summed up by Lawrence Posniak suggesting that a holistic approach to Railway Preservation in South Africa was required. We know that there is a large number of Transnet assets adrift in the system which need to be consolidated. There is the large and impressive collection of industrial locomotives at SANRASM, and there are of course various other items which have been collected over the years by individual clubs etc.

A centralised National Industrial Heritage centre is envisaged which would also provide a home for locomotives owned by foreign

enthusiasts who might decide to participate in the forthcoming tender process, which will provide them with an opportunity to acquire locomotives from Transnet.

SIA will be writing to individual role players who are responsible for locomotives suggesting that everybody puts their heads together and comes up with a single solution as to what is a common problem, namely the endless theft of components from locomotives which ultimately will lead to their destruction.

There is no specific location in South Africa that has been identified as a possible permanent National Heritage centre where the best of the best can be accumulated and placed in a safe and yet fully accessible environment where the public can enjoy them, where children can be educated on the history of technology, and where hopefully operating locomotives can be deployed.

We would like to take this opportunity of inviting our SIA members to comment on this. We will need all the help we can get. Please write to us with your thoughts.

HRASA

Chris Janisch, the Chairman of HRASA, gave a very detailed interview which was published in the South African magazine SA Rail. This makes for interesting reading. SIA will go through the points raised in Chris' interview with a view to providing clarification on some of the issues that he mentioned that SIA is directly involved in. This will be done in the August edition.

To view the article click here:

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

Courtesy of John Batwell and SA Rail.



Another addition to our Database of Railway images. Supplied by Graham Warburton.

CLUB AND OPERATOR NEWS

Western Cape

SIA received a call from a local interested party during the week advising that two locomotives, a Class 6 and a Class 10, at the Uitenhage Museum may be about to be cut up for scrap in order to raise funds for the Museum. Apparently the Eastern Cape Government has not come up with a grant or has not maintained payments.

We immediately contacted Dr. Gene van Onselin, who is involved with the museum, and requested that they do not under any circumstances consider cutting up these two historic locomotives. A letter was sent to both Transnet and to SAHRA advising them of this possibility and requesting that they check their records for clarification as to the origin/ownership of the locomotives. The apparent current status is that they were donated.

We have discovered in SIA that the word 'donated' is a very loose term. It doesn't necessarily imply ownership, and in fact the word donated is often used by people as a term of convenience to simply describe the fact that they have the assets on their premises.

SIA is also working with the scrap industry to put a safety net in place in the event that something goes wrong.

While we have been vaguely aware of this museum we have unfortunately not received any publicity from them at any time in the past but better late than never. At least it is now on our radar. We hope to publish a full report on the museum in the next edition.



Atlantic Rail, Western Cape

On behalf of Atlantic Rail, we cordially invite all SIA members to an open day to be held by Atlantic Rail at Monument Station. They are going to be running their North British Class 24 steam locomotive No.3655, as well as displaying vintage cars and a vintage London bus. They'll also be having an indoor craft and organic market.

Here is the Atlantic Rail website address: <http://www.atlanticrail.co.za/>

To view the Atlantic Rail Open Day invitation click here: http://www.steam-in-action.com/images/pdf/atlantic_rail_open_day_invite.pdf

Apple Express, Port Elizabeth

APPLE EXPRESS STILL ON TRACK

The Apple Express ran nine day trips over the World Cup, but unfortunately only one was under steam – powered by NGG15 No 119 "Lesley", which had just completed the 5-day Geoff Cooke NG steam tour. The lingering drought in the region has resulted in severe water restrictions for Nelson Mandela Bay and its surrounds – forcing the Apple to use the Class 91s for the day trips.

The steam-powered trip on June 16, Youth Day, saw Joanne Strauss, former Miss South Africa and TV presenter, on board with a camera crew from ZDF, the largest TV station in Germany. Ms Strauss has been identified as ZDF's face in South Africa.

"Lesley" has returned to the workshop, where the bushes on her rods are being replaced – quite a costly exercise at approximately R30 000.

NGG15 No 124 is still in the workshop and needs to have new elements and a new ash pan made – the cost for this is being established.

The Apple Express, like all steam and heritage rail operations are challenged to fund its maintenance and repair programme, which includes the ongoing maintenance of coaching stock. This challenge to fund restorations is very evident from the fact that their Garratt NGG16 No. 131 – "Oom Ray" in honour of ANC struggle hero Raymond Mhlaba – needs a complete restoration, which has been pegged at a prohibitive R2.5 million!

Should you wish to sponsor or support any of these projects, please contact Nerina Skuy by email to nerina@skuys.co.za.

To view the official NG Express Newsletter click here: http://www.steam-in-action.com/images/pdf/ng_express_may_10.pdf

Reefsteamers, Gauteng

Here is the latest Reefsteamers Depot Report, which incorporates some repair work on the Class 15F No.3046's Power Reverser and some progress on a machine relocation project in their workshop. This was work done on 3rd July 2010.

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

Reefsteamers photo essay - first date with No. 3046. See: <http://www.2fpt.com/css/News/Reefsteamers/2010/Photo%20Essay/FP%20-%2015F%203046%20First%20Date%20-%202010-M06-20.Pdf>.

We have received some excellent pictures taken by one of the younger but very enthusiastic Reefsteamers members, Luca Lategan.



The team pictures are from left to right: Att de Necker - Senior driver on 3046's maiden trip, Andrew King - Reefsteamers Engineer and project manager, Shaun Ackerman - Fireman on the maiden trip and contributor to the project and Peter Laubershagne - (Reefsteamers employed) Fitter.

Friends of the Rail, Pretoria

From Charlie Lewis

Like many, Les Pivnic and I were distressed to hear about the derailment at Cullinan. Les has made some of his classic photos from the heyday of the 15F available to help raise funds for the repairs to No. 3117. With the moderator's indulgence we would like to sell prints of the photos just posted in the photos section, proceeds to be used to support this vital project.

The procedure would be as follows: Once you have selected one or more of the four pictures from "Les's photos" you would forward the price of the print (see right) directly to FOTR. Upon proof of payment I will post the print/s to you in a stout large-diameter tube. Neither Les nor I will be deducting any moneys – Les's contribution will be the magnificent signed print while mine will be the printing, packaging and posting.

The prints are not cheap but as limited editions (each image will be limited to 20 copies), in the course of time they will surely become collectors' items. I have already printed all four images to A3+ (48.3X32.9cm) and they are quite breathtaking. For instance, you can almost feel the ground shake as you gaze at 432, the Jo'burg – East London/PE express bearing down on the photographer at a level crossing just south of Viljoensdrif in 1959. Some long-forgotten details are clear in this pin sharp picture, for instance, the slot in the front Buckeye coupler to accommodate link-and-pin couplings – still with a link in place, the ladder mounted on the running board – long since removed, the proper headlight and the period rake of clerestory stock. That this F was really moving can be deduced from the slight blurring of the front edge of the left-hand smoke deflector and the rods.

Prices (including postage) are R140 for an A4 print and R500 for A3+

We hope this will be an attractive way to raise funds for this exceptionally worthy cause.

Charlie Lewis



http://www.steam-in-action.com/images/pdf/fotr_july_2010_newsletter.pdf

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

Sisonke Stimela Railway, Natal

Dudley Smith, who has done an outstanding job in Natal of building a tourist railway from virtually nothing, is running into similar problems which other operators have experienced with regard to Transnet. We have been asked to publish this letter from the MEC for Economic Development & Tourism in Natal.

We commend the Minister for taking up the cause on behalf of the Sisonke Stimela Railway.

We hope that ministers in similar positions in other provinces will take note.

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

Umgeni Steam Railway, Natal

http://www.steam-in-action.com/images/pdf/usr_snippets_25_july_2010.pdf

Sandstone Heritage Trust, Eastern Free State

SIA members may be interested in the regular workshop reports that Gert Jubileus, the Running Shed Foreman of Hoekfontein, which is on the farm at Sandstone Estates, produces. Gert's reports can be picked up on the following link: <http://www.sandstone-estates.com/index.php/railway-heritage/2ft-narrow-gauge>.



This gives an idea of the weekly activities that take place at the Narrow Gauge railway.

Sandstone's BSA rail car continues to impress and Gert Jubileus sent us these photographs of a recent trial run.

One of the interesting things about the Sandstone Heritage Trust is the fact that there is generally something going on other than NG Steam. The span of Afrikaner oxen, oblivious to the appearance or significance of the rail car, decided to demand right of way, which gave Gert a chance to nip out and take a photograph. Gert's model for the day was Elbe Rothman from Bloemfontein.

Hester Dietrichsen, who runs the visitor liaison programme at the Sandstone Heritage Trust, encourages individuals or groups to contact her if they would like to visit the estate. Her e-mail address is: natele@vodamail.co.za.



KEI RAIL 2010

As a UK-based member of Steam in Action, I have to admit that I'd never given much thought to the line from East London through the Transkei to Umtata (Mthatha) – just a trace on the map and some dramatic photographs in *The Great Steam Trek* : that was about the sum of it.

But then came news that the line had been revived as Kei Rail by the Eastern Cape provincial government, with a daily passenger service in each direction between Amabele Junction and Umtata, its motive power provided by Sheltam. This was intriguing enough to prompt plans for a visit, and so in May of this year Ralph Montagu and I headed for East London to discover more.

From Amabele, where the Kei line branches away east from the East London to Bloemfontein route, it's a journey of 280kms to Umtata. Trains leave Umtata at 05.50 and Amabele at 09.30, the two services making a midday crossing at Eagle siding on the eastern side of the Great Kei River gorge.

We photographed from the lineside on 19th May and travelled from Amabele to Umtata on 20th May. The trains are headed by what Sheltam refers to as Class 33-200(Modified) locomotives and the rakes include a generator car, a sleeper, a first class coach, a buffet car and a number of second class coaches – on the day we travelled nine vehicles in all. Although staff appeared to outnumber passengers when we left Amabele, numbers of riders increased as we headed towards Umtata. Even so, patronage at the level we saw suggests that the subsidy support must be very generous: presumably increased passenger numbers or - more to the point – some lucrative freight traffic must be the aims for the future.

As Charlie Lewis and Allen Jorgensen described in *The Great Steam Trek*, the outstanding feature of the route is the descent into the Great Kei River valley and the winding climb out again. The railway loses half a mile in altitude as it drops to river level, only to ascend the same distance as it regains the Transkei uplands on the other side. This happens between Komga and Butterworth; the Great Kei valley section is not only the high spot of a journey over the line but a truly spectacular ride by any standard: are there many other lines in Africa which include

a complete spiral? Visitors in the area who want to see the best of the route but can't spend a whole day on the train should consider catching the eastbound Umtata train at Komga at around 11.00am and riding down into the Great Kei gorge and up the other side as far as Eagle siding, rejoining their road vehicle there (the N2 road is just through the gate) or changing into the westbound train waiting in the loop which will take them back over the Kei and up round the spiral to Komga again.

Inevitably one's thoughts turn to what this section of railway must have been like in steam days. There is some clue from the excellent pictures of 14CRB class 4-8-2s double-heading in *Steam on the Veld* as well as *The Great Steam Trek*. Regular steam haulage finished in 1973, but I understand that special steam trains may have run late as the early 1990s: certainly there was a tour called the Kei Explorer at that time. A video reminder of these spectacular special steam workings over the Kei line in latter days can be seen in one of Vidrail's Best of South African Steam series of DVDs (Ref 'VR16B/7: Best of South African Steam 1983-90: Eastern Cape').

When not negotiating the Great Kei gorge or the valleys of the other rivers which flow south through the Transkei, the line to Umtata winds to and fro amid pastoral country; a number of the stations have been refurbished and repainted, and at one or two of them vendors now come out to meet the trains.

We enjoyed our two days with Kei Rail and our journey to Umtata, not least the satisfaction of riding on a passenger train on a day when most others in the country were strike-bound. The service provides a number of contrasts with other Transnet, PRASA and Metrorail operations. And with the scenes from the Vidrail video in mind, one wonders if a steam charter with an imported engine or two may one day make a comeback. With its semi-autonomous status, might Kei Rail one day find a steam partner and become a new player in the world of South African steam tourism?

Written by Peter Lemmey
Photographs by Ralph Montagu



An eastbound train heading down into the Great Kei River gorge having just gone round the spiral.



Sheltam Class 33 and train climbing from river level at Sihota towards Eagle siding on their way towards Butterworth and Umtata.



An Umtata train arriving at Butterworth: the station buildings have recently been refurbished.



The bridge over the Great Kei River seen over the shoulder of the driver of the Umtata train as it climbs the eastern side of the gorge. We had crossed the bridge 20 minutes beforehand.



The two daily trains cross at Eagle siding on the east side of the Great Kei gorge adjacent to the main N2 road. This is the westbound train, photographed from the cab of the engine on the Umtata service.



The Class 33 and train winds across the pastoral country of the Transkei near Butterworth.

MEMBERS' FEEDBACK

From: Fraser & Sandy Howell [mailto:howell@telkomsa.net]
Sent: 29 June 2010 13:56
To: Steam in Action
Subject: SIA Newsletter June 2010

I would to comment on the letter by Dave Richardson published in the June 2010 SIA Newsletter.

Whilst I agree with some of Dave's points there are several that I strongly disagree with.

For example a part of his letter advocates that we should '...let the rusting hulks that have no permanent home go for scrap...[even] if priceless examples go with them...'. Presumably this is to be able to "concentrate" resources towards the continuance of those assets we already have?

This smacks of "centralised control" and, in my opinion, grossly limits the freedom of any person or group, with the motivation (and money), to do their own thing. (Un)fortunately we live in a democracy and we cannot "make" people do anything.

I firmly believe that we should rather be strongly and actively encouraging enthusiasts, together with all other interested parties, to contribute, both financially and by volunteering their labour, to society and club groups who feel the need to save all that they can.

If this control attitude prevails the world will never have any more "mission impossible" projects that are now extant in railway, shipping and aircraft spheres of preservation. "Duke of Gloucester", "Waverley" and the several hundred locos from Dai Woodham's scrap yard are some that spring to mind.

We in SA are the poorer for those locos, coaches and wagons that have disappeared from yards like De Aar, Germiston and Touwsrivier, etc.

But who would decide what is important? I believe the "market" will decide. If we feel strongly about something then we must get out there and do something about it. If we sit on our hands and do nothing then we cannot afterwards complain that "they" never did enough! This is where SIA is showing the way!

Importantly we have to ensure that the environment for volunteers and sponsors is conducive to their becoming willingly involved in preservation.

Contrary to Dave's suggestion, I do not believe we have enough volunteers. In my opinion we can never have too many volunteers!

We as enthusiasts have to become more committed and involved in the day to day operation of the Clubs and not just ride or photo the trains. If we don't become more involved at a hands-on level, preservation organisations run the risk of slow or even negative growth.

Dave wants to limit the enthusiasm to those areas where locos, coaches, wagons, and other artifacts already exist. This idea prevents expansion and stultifies progress. What if someone from 'De Aar, Nelspruit or Upington' wants to start something? Who is going to tell them "you can't do that"?

Why should we think that resources in 'De Aar, Nelspruit or Upington' will be nominally and automatically directed to existing schemes?

What if some of those involved in the birth of preservation clubs and societies in SA like Umgeni, FOTR, Reefsteamers, Cape Western, etc. had been prevented or dissuaded from following their dream? Would we have been better off without some of them? I don't think so!

This "centralised control" point of view has been advocated before both in SA and other places within the world wide preservation movement and fortunately it has not prevented motivated people from 'having a go' if the fancy takes them.

I therefore suggest that rather than lamenting our limited resources we must preferably expand the 'cake' and not try to wishfully control the direction and size of the slices.

Fraser Howell

From: Model Rail Forum Admin [mailto:admin@modelrailforum.com]
Sent: 16 July 2010 13:03
Subject: Seeking Apple Express historical info

I have joined up as a supporter to your organisation. As a South African now living in France, I have a rich South African Railway heritage. I am keen on preserving steam and heritage lines in Europe and in SA. I also run a number of online forums, one being Model Rail Forum, mainly used by British modellers, but with a good number international members too.

I am keen to build a model layout (O16.5 scale) representing aspects of the Apple Express line. A layout that may even be shown at a few model railway exhibitions over the next few years. There will be 7mm/ft NGG16 and NG15 locomotives and perhaps even a NG10 one day as well as appropriate narrow gauge rolling stock.

To advance this project, I am looking for track plans and layout plans of the Avontuur station and the Assegaaibos station. Also, I would be interested in information of locomotives and rolling stock used in the early days of this line. I would love to see some early photos - if they exist - of the old wooden station buildings and early activity on the line.

Perhaps your members may be able to help me find some information on this subject?

I have sent an email to the Apple Express managers, but still await a reply.

Kind regards,

Doug Teggin

<http://www.modelrailforum.com>

From: Steam-in-Action.com [mailto:info@steam-in-action.com]
Sent: 19 July 2010 06:30
To: joannewest@btinternet.com
Cc: herman.engelbrecht@mottmac.com
Subject: Steam in Action Contact

Good day,

According to a January 2008 newsletter, it was indicated that Train 772, which is a class 10C, was at the Millsite Shed in Krugersdorp.

Who could I contact to see if this is still the case?

I would really like to take a picture of this train as it used to operate at Sappi where my father used to work.

Thanks so much

Herman Engelbrecht
082 888 6269



SIA response by Shaun Ackerman:

From: Fairlie [mailto:fairlie@vodamail.co.za]
Sent: 19 July 2010 10:55
To: herman.engelbrecht@motmac.com
Subject: Locomotive no. 772

Dear Herman,

I would like to introduce myself..... I represent the SIA advisory board and am an active member of Reefsteamers Association in Germiston South Africa. As you are aware Reefsteamers is one of the founding members of SIA.

I will confirm that the class 10C no. 772 is staged at Transnet Freight Rails - Millsite locomotive depot just outside of Krugersdorp. As you know SIA is working hard to save these locomotives at Millsite but the process is taking some time. To get to photograph the locomotive at Millsite, it will be easiest to go to the depot, sign in at the security gate and go straight to the depot foreman's office and ask for permission to view the locomotive. They usually oblige once you have signed in. If you possibly have any photographs of your dad with his loco, please would you send them to us so we can put them into the SIA newsletter?

If you experience any problems, please feel free to contact me.

Just for interest, Reefsteamers has a class 10 in the collection which is also awaiting restoration and the Sandstone Heritage Trust has a class 10C.

Warmest regards,

Shaun Ackerman
Steam in Action / Reefsteamers

FEEDBACK ON MEMBERS' LETTERS IN PREVIOUS EDITIONS

From: Les Pivnic [mailto:class15F3101@iafrica.com]
Sent: 30 June 2010 11:39
To: ian@goldiefamily.net
Subject: The Strand Express

Dear Ian

I noticed your request in the SIA Newsletter for a photograph of the Strand Express back in the days of steam traction .

Well-known regular drivers of that train with class 5R (not 5C) no.781 were Sonny Best and later, Frikkie Vrey. They were stationed at SLP as was the regular engine - no.781.

I photographed the train at Eersterivier in 1960 as it was approaching from the Strand. It was known as the Strand Express by business men and women who lived out of Cape Town but worked in the city. The locomotive, created a world record for working the same train almost continually for 30 years - only being replaced on occasion for boiler wash-out or when she needed repairs. This locomotive was timed on several occasions doing well over 65 miles per hour with the Strand Express.

I am in possession of a detailed history of the Strand Express written by Sonny Best's son Roger but unfortunately, it is copyright material and I am not permitted to pass it on.

Talking copyright, the attached photograph is also copyright to me – Les Pivnic.

By the way, that train is not forgotten by me - I have regularly made reference to it - both in my publications and on the Internet.

Sadly, the locomotive itself which I added to the S A Railway Museum's National Collection back in 1972, is virtually derelict at Krugersdorp Loco Depot.

Regards
Les Pivnic



*5R 781 arrive Eersterivier with train from the Strand.
Photograph by Les Pivnic*



OVERSEAS NEWS

From: Thomas Kautzor [mailto:tk71@hotmail.com]
Sent: 12 July 2010 10:21
Subject: Indonesia Jung 0-6-2Ts

Please find attached some photos of the Jung 0-6-2Ts at Pangka Sugar Mill near Tegal in Central Java. There are four of these there, the first one I believe was built for the Otavi Mines Co. (OMEG) in German S.W.A., but not delivered due to the outcome of WWI. It is similar in design to OMEG No. 9 (Jung 715/1904) preserved at Tsumeb Museum. Nos. 1, 2 and 3 are serviceable, while No. 5 is stored.

1 Jung 2294/1915;
2 Jung 2388/1915;
3 Jung 3090/1920;
5 Jung 3181/1920.

As the mill had not started working due to the unusual amount of rain, we only had No. 1 working a photo charter for us. Sadly, the weather wasn't very good.

Best regards,
Thomas Kautzor,
Geneva – Switzerland



"Montluçon Festirail of 12th June 2010 as seen through the camera lens of Martyn Bane of the UK "

I know that it is a continuing battle out there in SA for a great number of reasons ... you have seen what the railway situation is like in Argentina for yourself, not good to say the very least. The latest issue has been to agree to import stock and rail from China... I will let you make your own mind up as to what we might expect to receive in the way of "second hand (new??) material". Of course, very similar to the current SA situation, such deals are politically motivated and we have general elections coming up again in the latter part of 2011! Anyway, keep up the good work over there, if every person can do their bit then that in itself helps the overall situation; at least that has been my motto throughout my years in Argentina... it worked well in the private set up of the FCAF, Ushuaia but dealing with national level work is a totally different ball game.

Best regards,
Shaun McMahon
Argentina

<http://www.martynbane.co.uk/france/june2010/june12/june12/index.html>

<http://www.railwaygazette.com/news/single-view/view/10/china-funds-argentinass-rail-revival/browse/1.html>

MEDIA

OLD BOYS REVEL IN STEAM - BY LEX LISTON

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

TRAIN DERAILS IN MPUMALANGA

http://www.sandstone-estates.com/images/stories/pdf/rsa_balfour_derailment.pps

EXHIBITIONS & TRADE SHOWS

RAILWAYS AND HARBOURS CONFERENCE 6-8 APRIL 2011
- EXPO CENTRE, JOHANNESBURG

http://www.steam-in-action.com/images/pdf/rh2011_invitation.pdf

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

http://www.steam-in-action.com/images/pdf/bookings_2011.pdf

ARCHIVES

Once again we are indebted to Dennis Mitchell for sending us background information on some of his photographs.

Of all the different types of locomotives that have impressed me over the years, these South African 4-8-4s would have to win the categories for "narrow" gauge locomotives and probably non articulated section as well!

These 4-8-4s were built in 1953/4 equally by Henschel of Germany and North British. There were 90 condensing locomotives and 50 non condensers [N.C.] and they worked traffic from Touws river through to Klerksdorp at their inception, a distance of over 1,000kms and worked most traffic.

In 1959 the section between Touws river and Beaufort West was electrified and the 25s and 25 N.C.s then started working towards Bloemfontein as well as Beaufort West to Warrenton as well as some of the Hospital shunts for the condensers at Klerksdorp to cut noise. In 1962 the line between Warrenton and Kimberley was electrified; and the condensers worked mainly between Beaufort West and De Aar because of water shortage in the area.

During 1973/4 the Beaufort West – De Aar section was dieselised; and the condensers being still teenagers were converted to non condensers to prolong their life as they had plenty of life left in them. At this time 22 NCs were sent to Bethlehem to replace the 1936 15E poppet valved 4-8-2 s. [3401-3422].

At this stage the 25NCs were still working all manner of trains and the Kimberley - Bloemfontein line was almost exclusively 25s except for the pick-ups that were either 15F or 23 class 4-8-2. Bloemfontein-Bethlehem was almost 100%, 25s and Kimberley -De Aar was about 85% steam apart from some multi diesel air braked trains usually block iron ore loads. In 1976, the first withdrawals followed a head on at Sheriden on the Bethlehem line between 3406 +3416 3461 followed in the same year and 3451 original condenser was withdrawn for preservation.

Most of these locos lasted until withdrawals started in earnest in the late 80s.

The remaining 136 locos lasted until 3450 last of the conventional N.C.s was rebuilt into a super 4-8-4 with 28% saving on water, and 7% saving on coal, with a 50% increase in power making it the most powerful loco on 3'6" gauge, ever 5,500 h.p. at 100 k.p.h.

The photos:

1. 25 condenser on Modder River bank with full load of 1,800 tons 1 in 80 October 1974.
2. 25 3532 through Modder River station at about 100k.p.h. October 1974 [notice the 16" pipe taking steam back to the tender, to be cooled by the 7 roof fans to water.
3. 25NCs 3431+3509 leaving Orange River station with a 3,000 ton express goods 2nd loco has a converted condenser tender [107'6" long instead of 91' for N.C.].
- 4 The BIG one 26 3450 taking water Orange River 4/1985 5. 3494 condenser crossing little sister 3443 Petrusberg 10/1974 the condensers weighed 239 tons against 226 tons for a standard N.C.

HAPPY STEAMING
Dennis Mitchell



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.