



WELCOME

to the November newsletter

There have been some interesting trends developing during the month, some good and some bad.

A) SANRASM has a newly constituted Board and they are now running their own affairs. SIA has withdrawn from active participation in the process.

B) The significant amount of work put in by SIA and HRASA in preparing a comprehensive list of locomotives that need to be saved in South Africa has not yet produced any specific reaction. We have pointed out to the authorities that as every day goes by these items are placed ever more at risk and if there is going to be a policy decision regarding their future then it needs to be made very quickly.

C) The branch line privatisation process seems to have stalled as a result of internal wranglings between Transnet and Government. SIA is engaged in talking to an ever broader circle of players. Inevitably some of the key people who were involved have resigned, and so, typical of the pattern that has developed, the investment we have made in trying to educate specific executives is rendered null and void. However, we will prepare comprehensive information packages for the new incumbents as a matter of routine.

D) Other threatened sites. Voorbaai, Port Shepstone, Queenstown, Millsite... the list is long. We are very close to the point where SIA members need to engage directly with these sites. A number of dedicated SIA members along the Garden Route have started to focus on Voorbaai and SIA will shortly prepare a memorandum to the authorities asking for permission for us to take preventative measures to make sure that the valuable coaches and locomotives do not rust away into the ground.

Our membership trend has been positive. We have seen a strong growth in membership which commenced in September and continued throughout October. This is encouraging because it clearly proves that there are people out there who are actually interested in the work that SIA is doing. However, consistent with the successful UK model, we need to translate that interest into direct participation. This participation comes in two basic forms. The first is physical voluntary involvement with clubs and the locomotives they own. Obviously these people are in the minority because they need to be technical and they need to be fairly robust in terms of their ability to make a difference. We commend those who make themselves available. The second group is by and large the majority. It is not a silent majority because they very often have strong views on different subjects but South Africa is different to the rest of the world in the sense that this majority of rail steam enthusiasts do not underpin their enthusiasm by donating funds. Without question there are two key problems which face us continuously when it comes to saving South Africa's Railway Heritage. The first is to provide security to prevent criminals destroying the assets, and the second one is the lack of funding. Obviously the two are linked.

With its growing membership SIA must by necessity develop a fundraising arm. Because of our knowledge and hopefully our credibility we know where the funds are most needed. We are able to either accept funds for discretionary use in areas which we consider to be the most critical or we can create projects which would attract funding.

For example no one individual has to be responsible for a complete locomotive rehabilitation. The UK model works well because the bulk of the funding is made up of very small amounts paid across by large numbers of people. A good example is the rebuild of the Kalahari NG15, No. 119 which has its origins in South Africa. We quote from a recent article in the Autumn edition of the Snowdon Ranger:

This Month's Edition

- Editorial
- Transnet
- SANRASM
- Alwyn Vintcent Tug update
- Outeniqua Choo-Tjoe
- Club and Operator News
- Members' Feedback -SANRASM
- Members' Feedback - General
- International News
- Classified and Commercial Items
- Media
- Rail Events
- Useful Links
- Archives
- Donations to SIA

"Sandstone Heritage Trust has announced that the next engine they will be restoring is to be 134's sister no. 136. It is reassuring that Sandstone, like us, believe that these are the right engines to restore! In discussion with him the inevitable question of when will it be finished was raised. After the usual banter of well I'll do it before you and you before me, we looked at when we could do it by. We decided that it would be great fun to have a race between the teams - Lukas in Bloemfontein and us in the Clip Shed. The target completion date is 24th January 2012. Why that date? Well it is 500 days from the start, which was announced during the Society AGM and if we can raise £500 on each of the 500 days then we can finish the logo, the issue is to get it in time to beat the team down south! So now it's down to everyone to see if they can help win the race by donating to the fund. "

South African Preservation groups could not even begin to imagine receiving R 5,000 a day, day in day out, in order to rebuild a single locomotive. They probably couldn't spend it quickly enough to absorb the funds.

If one contrasts that to the rebuilding of the NGG11, No. 52, which has been widely publicised worldwide, by Lukas Nel and his team in Bloemfontein, no money

has been pledged by anyone other than Lukas' employers who obviously cover the labour, material and overhead costs. To be fair no specific fundraising campaign has been opened but with a rebuild cost of somewhere in the region of 1.4 million it is a tough call for one organisation to cover.

From our experience it is very often a wait and see game. When people are confident that others are beginning to subscribe to a worthwhile project then they join the party and things gain momentum.

Fraser Howell of Knysna in the Cape has pledged R10,000 towards the acquisition of a locomotive which might ultimately be available to work on whichever section of the Outeniqua Choo-Tjoe line is restored

to passenger train utilisation. His rationale is sound – people need to see a steam locomotive working, even if it is over a short distance, in order to motivate them to visualize a more ambitious line recovery programme. In this regard we refer to the Outeniqua Choo-Tjoe article below. Well done Fraser for stepping up to the plate! We are hoping that other interested parties who want to see the Choo-Tjoe back in operation will join Fraser in getting the locomotive into steam and into the area.

As always we would appreciate our members' views on these different matters. It is time that we came of age and it is time that SIA became more than just a platform for discussion. We are after all Steam in Action and without funds there can be no action.

TRANSNET

A successful joint HRASA/SIA visit was made to Transnet. A summary of the proceedings is as follows:

Update and report back on the Transnet Foundation's asset disposal program.

Phase 1 of assisting SAHRA (South African Heritage Resource Agency) with identifying which of the Transnet Foundation locomotives could possibly identified as National Heritage Objects has been completed. Representatives from SIA and HRASA handed the document to SAHRA at the beginning of October.

The heritage rail representative bodies dealing with this issue felt it prudent to give SAHRA some time to study the document and to then discuss it with the Transnet Foundation before making it public. To date SAHRA has not made any recommendations to the Transnet Foundation. The document is available on the link below.

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

A meeting was held with the Transnet Foundation on the 22nd of October attended by the head of the Transnet Foundation Cynthia Mgiijima; Martha Ngoye who is a Transnet Legal Advisor and Celica Machaba; Steam in Action represented by Mike Myers and representatives from HRASA namely Chris Janisch, Ian Pretorius, Len Smuts and Nerina Skuy. The presentation document was handed to TF at the meeting.

Transnet Foundation had up to this point not been able to make progress with their disposal plans due to SAHRA not having provided feedback. A huge amount of work went into the document and was only made possible due to the co-operation of a wide variety of people who have an in-depth specialised knowledge of the assets. It was explained to Transnet that the document had initially set out to identify those locomotives which could possibly be declared Heritage Objects following the guidelines provided by SAHRA. The project was however broadened to also identify, with a view to assisting TF, the status of all of the locomotives and in so doing provide recommendations on the way all of them should be dealt with going forward. The locomotives fell into five general categories being:

- 1) Those that were of historical or technological significance or the first or last of a class, with a view to identifying them as possible Heritage Objects
- 2) Locomotives that were in good or working condition with a view to them being made available to clubs etc
- 3) Those that are in poor condition and met neither the criteria as per 1 and 2 above and should be scrapped but with the proviso that all spares should be recovered
- 4) Locomotives that were already on lend/ lease

5) Locomotives that had applications in for lend/lease which TF had as yet not acted on.

TF expressed their delight at being given the document as they felt that this would provide them with a holistic picture that would enable them to move forward with their planning while they waited for the SAHRA input.

A lot of discussion took place around the document and the various categories and there was willingness by TF to find solutions which may not be possible in the normal course of asset disposal. A further meeting is planned in mid November to take the discussion further.

SIA also tabled some suggestions in terms of how TF could approach some of the questions they may be faced with during and after the process of disposing of the assets. For example if many of the locomotives which had been identified as possible Heritage Objects could not be sold, TF would be faced with the task of preserving them. The question as to where these would be located was raised. It was suggested that TF should look closely at establishing a rail museum with the help of the private sector. It was also suggested that TF should investigate whether the funds generated from sales and scraping could not be used to achieve this. SIA also suggested that such a museum could be used to further the education of Transnet apprentices. By helping to restore locomotives students could perhaps be given extra credits. SIA pointed out that many Rail Heritage Operators and Preservationists had people working for them who had many years of experience in restoration which could be shared with Transnet.

The same exercise, phase 2 and 3, as that carried out on the locomotives, is in process for TF's plinthed locomotives and coaches.

Latest update

Further to the above meeting Transnet Foundation has since been advised by SAHRA, in a response received on 08 November 2010 by TF, that they have extreme resource constraints. Transnet Foundation says that the response received does not allow them to move forward and the process is stalled pending SAHRA's input. SAHARA has further advised TF that they are in the process of trying to find an international adjudicator to assist them with the verification process.

Transnet asset disposal continues unabated

Inexplicably Transnet continues to sell off vast amounts of equipment, much of which would be ideal for organisations who might be considering running branch lines.

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

SANRASM

Greetings from the new SANRASM Executive Committee

For some time, and particularly after the Chamdor debacle, which saw 27 historic locos cut, SANRASM has had a pretty poor reputation and has been a prize candidate in the art of not communicating. This despite the excellent SANRASM Courier put together by John Batwell.

The Chamdor saga resulted in a number of resignations from the SANRASM Committee, leaving stalwarts Mike Dyke and Joe Lekalakala to face the flak. John Hammill, Geoff Pethick and Tony Attwell have joined the Executive Committee.

Following an AGM and SGM the membership has approved an action plan based on that put forward by Steam In Action and empowered the Executive Committee to carry it through.

In short this means leaving the present Randfontein sites as soon as possible; they have become indefensible in the current climate. Security at the current sites has been stepped up to ensure the collection's survival until it is relocated. Scrap thieves have again been busy on the hacked G Class near the old REGM workshop site, cut up rods left behind are evidence of that.

Notably the NGG 11 Garratt outside North site has already been rescued and gone to Sandstone. It's hard to think of a worse place to leave the world's second oldest Garratt and it's a wonder it too wasn't written off by the thieves. Some steam rollers, narrow gauge O&K, dismantled Avonside which was just dumped at the back of the site have followed and Sandstone have made available their mobile crane and large forklift.

The intention is to move the core of the collection to Reefsteamers, where the security is being vastly upgraded in conjunction with Shongololo and SANRASM. Sidings will be refurbished and new fencing will be put up to store the increased number of items there.

One of the worst tasks is making up a list that satisfies the preservation criteria, while at the same time being feasible in terms of space, transport

and cost. Hopefully, once this list is released, and it should be ready any day now, it will become clear that favourite and historic items are to be retained. There will be locomotives that are available for sale, as well as for spares or scrap, rest assured scrapping is the last resort. The task is made more difficult by the fact that we have not located an up to date Asset Register, so piecing the picture together involves going through hundreds and hundreds of documents.

We cannot live in the past, nor do we wish to pursue unrealistic dreams and goals. It's the most challenging task in SA preservation today and we need your support, views, input, ideas and assistance. No more will SANRASM be a 'secret society', ploughing a lone furrow against the world, it's important we hear from everyone.

Plans are being formulated as we go on, and there will no doubt be changes along the way. We don't claim to be infallible, but we will give it our very best shot.

Please channel enquiries through Geoff Pethick. Contact details are: tel: 011 762 2351, cell: 082 852 8246, e-mail geoffp@netactive.co.za

Mike Dyke
Joe Lekalakala
John Hammill
Tony Attwell
Geoff Pethick
SANRASM Executive Committee

Follow this link for the better days of SANRASM, courtesy of You Tube and Trevor Staats:

<http://www.youtube.com/watch?v=Ubq79oXtRn4>.

http://www.steam-in-action.com/images/pdf/chamdoor_site.pdf
http://www.steam-in-action.com/images/pdf/steam_railway_article.pdf
http://www.steam-in-action.com/images/pdf/heritage_railway.pdf



*"Eskom locomotive, Kitty, when it arrived at SANRASM."
Courtesy of Dave Richardson*



*Hunslet in 1975
Courtesy of Dave Richardson*

SANRASM (CONTINUED)

“SIA comments: At the time of going to press 9 truckloads of items have been moved from the threatened SANRASM Randfontein site to secure undercover storage at the Sandstone Heritage Trust in the Eastern Free State. The pictures below tell their own story.”



Loaded ready to go



Poor old thing!



O&K Locomotive - expect to see it in steam again.



Avonside Narrow Gauge locomotive, or what is left of it.



Tar boiler, probably late 1800's.



One of five Rustplats hopper wagons. All five will be restored.



Mine locomotive. Somebody out there must love it.



ALWYN VINTCENT TUG UPDATE

Good news. The tug has been repurchased from the Australian owner and is now ready for the long haul preservation and restoration process. Andy Selfe reports.

Another piece of good news is that the Steam Tug Alwyn Vintcent has been saved for preservation!

In a move which is set to raise awareness of Preservation in South Africa to a new level, the vessel has been purchased by the Villiersdorp Branch of the West Cape Tractor & Engine Club!

'Villiersdorp??' you may ask.... 'That's no-where near the sea!' However the overriding reason is the group of Members and what they have managed to achieve so far.

But this story starts two years ago when the vessel was bought from Iziko, the National Museum Authority by an Australian for a small fee, thus saving her from scrapping for the first time. He contracted people to cosmetically restore her and there is a dispute about payment for those services, yet the restorers continued with the restoration to a high standard and mothballed the machinery with grease and lacquer, so that two years later, at least inside, the equipment is as smart as the day they left and locked up behind them.

Since then the exterior of the vessel has become shabby, and the owners of the Victoria & Alfred Basin need the space for marinas, and she was up for scrapping again. An appeal was posted on the Sandstone Heritage Trust website which was picked up at the last moment and a meeting was held on board at which the Villiersdorp Club was suggested as the body to take her over.

A meeting was held by the Club at which a unanimous decision was taken to take on the project, even though it's not a Tractor, even if it does have Engines inside! However, the Club's mission is to Preserve and this vessel is the last Steam Vessel to be on the South African Register. Everybody realised it would be a big budget exercise, not only at the beginning, but also in the long term, as maintenance will be ongoing.

Meetings have been held with two Cape-based heavy haulage and lifting companies, ALE from Firgrove and MME (Machine Moving and Engineering) to discuss the logistics and cost to move the vessel, probably via Hermon, Wolseley and Rawsonville, to Villiersdorp, a route of 220km.



Negotiations were entered into with the Australian owner, in which he accepted that the difference between what he wanted and what he accepted, would be looked on as a donation towards the saving of the vessel from the scrapman.

Unlike the sister-ship Eaglesham which had her bottom cut out to display her at the ill-fated Midmar Dam Museum, necessitating her scrapping when it closed down; our intention is to keep the vessel complete and potentially seaworthy.

She will be prominently displayed on dry ground, so that she could possibly one day be put back on the water, perhaps on Theewaterskloof Dam. Certain cutting and dismantling will be necessary on the superstructure to be within certain height limits for transport, but that will be reinstated after the vessel is in place.

Massive publicity will surround the move, which is likely to take three days. Sponsors are needed, who will in return get major exposure during the move and after the vessel is positioned in Villiersdorp. A bank account, supervised by the Accountants of the Villiersdorp Co-op, has been opened and donations are welcome. Here are the details: First National Bank, Villiersdorp Branch code: 200712, Account Name: Steam Tug A-V, Account number: 62286836881. Money is rolling in already!



A pair of anonymous 4-8-2 s in the relentless battle up Karee Koppie. 8 October 1974. Credit: Dennis Mitchell



This photograph was taken in July 1991 by Dave Rodgers. Class 12AR 4-8-2 No. 1535 shunts the coal stage whilst Class 25NC 4-8-4 No. 3472 has just been coaled. Courtesy of Elize Lubbe

OUTENIQUA CHOO-TJOE

"FRIENDS OF THE CHOO TJOE" ARE PUSHING FOR A GEORGE KNYSNA REOPENING!

Living within sight of the Knysna railway station and having regularly had the smell of the daily summer train loco, usually a 19D, waft over the house, I wondered if there were other people on the Garden Route who shared my desire to see, hear and smell steam again running on the George Knysna (GK) line after the disastrous floods closed the line in 2006.

There were others of course. Schemes had been prepared advocating a resuscitation of GK line involving local Municipalities, various Tourism Authorities, Provincial Government of the Western Cape (PGWC) and local entrepreneurs and who had later also tendered to keep a steam train running on the George to Mossel Bay (GMB) line.

This latter endeavour, however, never really took off; it seems that the Mossel Bay train did not have the appeal that the Outeniqua Choo-Tjoe running on the GK line had and GMB was finally discontinued by TFR a few months ago after no suitable private operator was found.

When it was announced by Transnet Freight Rail that the "National Collection" at Millsite was to be disposed of and that any items not taken up would be scrapped, I wondered, no doubt like others, what I could do to limit the cutting of historically valuable locomotives. Once cut they are gone forever!

The disastrous SANRASM situation served only to heighten the urgency.

To gauge the interest from steam enthusiasts that I knew were in the area I wrote to several newspapers asking for 'expressions of interest' in acquiring a loco, coach or wagon with a view to restoring it to running order for possible use on a, hopefully, reinstated GK line.

I received a good response from some 30 individuals, including several ladies, who all expressed strongly felt wishes that something should be done to try and support a reopening of the line.

Large scale renovation was viewed with some trepidation so it was decided to be a 'Friends' organisation who would, as our stated aim, support all efforts to reopen GK as a steam line as it was originally envisaged in the early 1990's.

We call ourselves "Friends of the Choo -Tjoe".

The most surprising thing for me was that of the 'enthusiasts' known to me, those that I had expected to respond, none had done so. The vast majority of those who responded, and who offered to serve on a committee, were 'normal' folks who were keen on the Choo Tjoe but who were definitely not 'dyed in the wool' railway enthusiasts!

This lack of 'steam enthusiasts' has meant that the original concept of obtaining a loco or coach for preservation has had to be modified somewhat as the thought of taking on a large restoration was, understandably, a step too far; so we have settled on an inspection trolley!

A trolley has been located and a price has been agreed but a safe storage and work area is now being urgently sought and a publicity campaign is being put into operation to try to involve all those who treasure the thought of getting a working machine onto the rails on the GK line.

A local cycling group has been advocating the conversion of the GK railway line into a lineal park for cyclists, walkers and runners. This group has been very persistent in its efforts to convince the authorities that their scheme would be superior to a railway reopening. This proposal is being vigorously challenged by supporters of the railway and, as "Friends", we are a part of that support.

It appears that there are many local people on the Garden Route that have a strong desire to see the return of the Choo Tjoe; we need now to convince them all that by supporting the "Friends of the Choo Tjoe", both in kind and in ways financial, will help to inform the authorities that it makes good sense to ensure that the George to Knysna railway is indeed reopened as a railway to the benefit of heritage rail and to both local and national tourism. And who knows we may yet convince the "Friends" that a loco or coach restoration is still possible!

How I miss that smell!!!

Any and all help with this project will be very much appreciated. To register interest please contact Colin Jenkins at julie.j@cytanet.com.cy

Fraser Howell
Knysna
howell@telkomsa.net.

Fraser Howell and his friends in Knysna are really keeping tabs on things. Here is an exchange of correspondence between the Friends of the Choo-Tjoe and Provincial Minister Mr. Winde:

From: Lucille Fester
To: Fraser & Sandy Howell
Sent: Friday, November 05, 2010 12:44 PM
Subject: Re: The George to Knysna line and Choo Tjoe

Dear Mr Howell

By direction of Minister Alan Winde I acknowledge receipt of your e-mail in the above regard, the content which has been noted.

A meeting has been scheduled with the Mossel Bay Mayor and Municipal Manager for the 23 November to discuss the Outeniqua Choo Tjoe. Minister Winde will raise your concerns at the meeting and we will revert in due course.

Kind regards

Lucille Fester
PA to Minister Alan Winde
Ministry of Finance, Economic Development & Tourism
Tel: 483-3531
Fax: 483-3892
e-mail: lfester@pgwc.gov.za

Dear Minister Winde

At a public meeting called by Mossel Bay Chamber of Commerce and held in Mossel Bay on 26 October 2010 to discuss the proposals for a new steam train service between Mossel Bay and Hartenbos it was reported that an official of Mossel Bay Tourism said "the Choo Tjoe is dead and buried".

As a young organisation supporting the reopening of the George to Knysna line we find this statement, if accurately reported, extremely troubling as it may reflect an official view that PGWC has abandoned an oft stated aim that a priority for heritage railways and the tourism industry on the Garden Route would be the reopening of the George to Knysna line.

Can you confirm that it is still the priority of PGWC to reopen the George to Knysna line and that the Choo Tjoe is definitely not dead and buried?

Yours sincerely
Fraser Howell
Chairman
Friends of the Choo Tjoe

Sadly the Minister has stopped issuing bulletins and updates, however Tammy's office has been keeping us informed as per the item below:

From: Tammy Evans [mailto:Tevans@pgwc.gov.za]
Sent: 03 November 2010 12:16
Subject: Re: OUTENIQUA CHOO-TJOE

Thank you for your constant support of our cause.

Approvals from Transnet seem a slow and tricky business, but we remain confident that good news is coming our way.

I am a bit perturbed by the replacement of Public Works Minister Barbara Hogan, as I am sure that this will delay the process further. The new Minister, Malusi Gigaba, is going to have to get up to speed with all the documents and issues in his new portfolio. Meanwhile the Choo-Tjoe stands idle.

We will kindly request that this matter is addressed with some urgency.

Best wishes,
Tammy Evans
Media Liaison Officer to Minister Alan Winde Ministry of Finance,
Economic Development and Tourism

From: andre strauss [mailto:kothuis@absamail.co.za]
Sent: 22 October 2010 21:28
Subject: RE: Welcome to SIA

The SANRASM story is a sad event.

From Mossel Bay's side we have tried everything possible to save the Choo Tjoe but as you are well aware Transnet has long ago pulled the plug on steam [and passenger trains for that matter].

However, we are hopeful that we would be able to revive some steam activities in the Southern Cape.

Thank you for your endeavours to save what is left of South Africa's steam heritage. Your own contributions in saving our coaching stock heritage is especially appreciated.

From our side and with the assistance and support of the Mossel Bay Heritage Society we are also endeavouring to save what is left of the Voorbaai steam depot, its specialised tools, equipment, locomotives and rolling stock. However we would need all the help and assistance we can get from SAHRA, Steam in Action and other roleplayers of the heritage fraternity, and will soon contact you in this regard.

As the "last outpost" of Transnet's steam activities we would like to place on record that Mossel Bay Tourism with the support of our local municipality would like to join forces with any group or organisation to preserve our railway heritage and would welcome any operator wishing to include Mossel Bay in their itinerary.

André Strauss
for Mossel Bay Tourism

CLUB AND OPERATOR NEWS

Umgeni Steam Railway, Natal

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

Reefsteamers, Germiston

http://www.steam-in-action.com/images/pdf/sia_insert_no2.pdf

http://www.steam-in-action.com/images/pdf/dprprt_2010.pdf



This is R.E.G.M.s R14 Cherrie x S.A.R. 4119 on 3/4/1985 [it was later in a head on and written off in the same month], thanks to John Middleton for the info] it was lovely to see these locos in that livery. I'd always wanted to see the C.F.M. maroon garratts but the wars stopped that ; but this was a nice substitute.[Anyone know what shaft the wagons in the right middle background are about?]. Dennis Mitchell



A few Pictures of 140 taken at Izotsa, NGG 16 #140, Banana Express, not sure if it was the real 140, it is believed that at some time number plates were swapped. Credit: Hannes Paling.

Friends of Atlantic Rail, Western Cape

Our club is growing continuously, with membership now standing at about 30. Work on our class 24, No. 3655, is progressing well, with lots of cleaning, repainting and polishing being undertaken. The cab has recently been tackled, with all the brass and copper once again in supershine condition. We are now once again focusing on the external appearance of the locomotive, cleaning her up in anticipation for our next run. Work has also been done on our 'club house', Private Coach No. 82, although funding still needs to be found to complete this project. Many of the light and basin fittings have been stolen, as well as electrical connections needed to return power to the coach. We are also in the process of organising a work session focused on cleaning out the tender of the Red Devil. We plan on removing all of the old coal and then scraping off all the rust, repairing any damage and then painting with an anti rust coating.

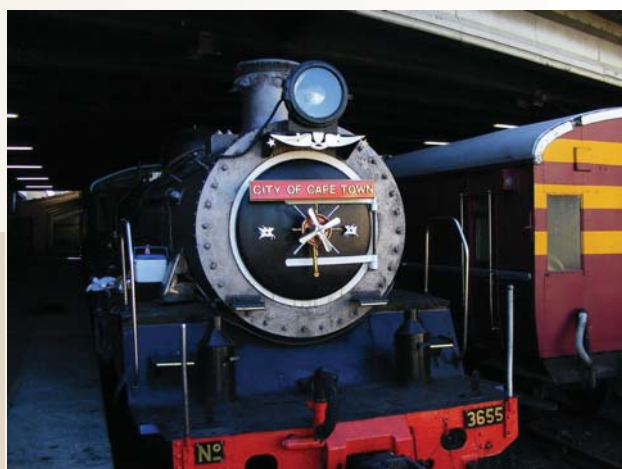
Brett Radloff
Chairman
Friends of Atlantic Rail
brett@atlanticrail.co.za.

http://www.steam-in-action.com/images/pdf/atlantic_rail_newsletter2.pdf

Jens Uwe wrote in to tell us that he is part of another Cape based preservation group, Bay Steamers. He says they have for the last year been involved in constructive negotiation with the Cape Town City Council in connection with the proposed Transport Museum. He adds that the prospects are now better than they were two years ago.

See Classifieds section for details of our upcoming Santa Special trains. These will be the first steam trains to leave Cape Town station for over two years. In addition we are running a Cape Town – Kalk Bay - Fish Hoek day trip on Sunday 12th Dec departing Cape Town 10.30am. Members can obtain further information from info@atlanticrail.co.za or phone 021 556 1012

Best regards,
Frances Smith, Atlantic Rail.



Sandstone Heritage Trust, Eastern Free State

Narrow Gauge Steam Gala 2011

Sandstone has released details of their Steam Gala in 2011. Click here for more details.

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

Click here to read more about activities at Sandstone during the month of October:

http://www.steam-in-action.com/images/pdf/october_2010.pdf

See www.railpage.com.au/f-t11358986.htm. Railpage is the premier rail fan site in Australia.

Work on the NGG11, No. 52 is continuing around the clock. Lukas Nel has put out an appeal for first build order drawings for NGG11, No. 52. We have a full set of drawings for the second order but there are significant differences.



The boiler will be completely stripped by Dec 10th.
Photograph by Lucas Nel.



The components being assembled prior to refurbishment and/ or replacement.
Photograph by Lucas Nel.



The wheels were removed from the number one end frame. Both wheels and frames are in a bad condition mainly due to rust and some derailment damage caused many years ago. Photograph by Lucas Nel.

To view more images of progress on the NGG11, No.52 click here: http://www.steam-in-action.com/images/pdf/ngg11_photos.pdf

Sandstone's GMAM No. 4079, Lyndie Lou, supports Reefsteamers weekend passenger train – Saturday, 6th November 2010.

Dennis Moore provided the following write-up on the outing:

Most readers of the SIA Newsletter will be aware that the GMA/M 4-8-2+2-8-4 No. 4079, owned by the Sandstone Heritage Trust, was sent on loan to Rovos Rail some years ago, where it put in a significant amount of work. It was then despatched to the care of the Reefsteamers group, based at Germiston, and in the summer of 2008 / 2009 was used on at least three of the popular day excursions to Magaliesburg, albeit that the weather was unkind to attendant photographers. The locomotive was then set aside for some repair work, but with other priorities it was to be about 18 months before the Garratt was to be ready for the road once again. There was one final hurdle, and that was the re-certification of the boiler. An appeal for donations to cover the attendant costs was issued, quickly responded to by a local photographer, whose only condition was that when 4079 was back in service, it should make the outward run bunker first, so that it was available to run chimney first on the return (uphill) run. The reason... simply that a GMA/M looks better this way!

On the 6th November, 4079 was steamed up and coupled with a significant load of thirteen coaches and a total of 3 (deadweight) water carts, quite a test for the 1 in 40 gradients to be encountered later that day. It was also a significant day in that, for the first time, the Reefsteamers train was to pick-up its passengers and depart from the main Johannesburg (Park) station; a first for steam in many, many years.

The weather was looking none too promising (from a photographic viewpoint) as the train departed, but by the time Krugersdorp had been reached, things were looking much better. By arrangement, the author of these notes was waiting at the overbridge near the Battery station silos and smoke was produced albeit that the route is severely downhill

at this point. The sun was 'out' and the chase was on. Further encounters with the train were made at the west end of Tarlton, near Orient halt, climbing into Magaliesburg station (after a stop had been made to disembark some of the passengers at the Magaliesburg Hotel halt), on the testing 1 in 40 climb between Magaliesburg and Watershed, and finally drifting into Vlakdrif (after the remaining passengers had disembarked at the Swallows Inn halt), where the locomotive was serviced and the water carts re-marshalled, ready for the return journey. Remarkably, at all these sightings, the sun was out 100% and made for a fine sight.

Things did not look hopeful for a photographic record of the return journey. However, at the well known photographic spot at the cutting about a kilometer out of Magaliesburg, the skies again cleared and this was to be the case at each of the remaining chosen vantage points. Thus the train presented a magnificent sight at the Orient level crossing, but the best was still to come. At the top of the climb from Battery ('Three Sisters'), inhabited by only a few hard core gricers [the many other followers presumably sticking to the tar roads], 4079 looked superb and - as it passed the photographers at the very summit - its safety valves lifted, such was the happy state of affairs with the boiler. A final sighting at Luipaardsvlei (on the electrified mainline) in late afternoon sun, rounded off a most enjoyable day. For the hard working folk of Reefsteamers of course (to whom many thanks are due), it was to be several more hours before their charge was safely locked away for the night. It is to be hoped that it will not be too long before 4079 returns for another outing.

See photographs by Aidan McCarthy below.



MEMBERS' FEEDBACK - SANRASM

From: lateganl@gmail.com
Sent: 25 October 2010 12:02
Subject: Re: FW: SANRASM special meeting

WELL DONE SIA! Without your input, none of this will have ever happened and all the locomotives in SANRASM's care would've gone down the Chamdor track...

Stoomgroete
Luca Lategan

From: Robin Taylor [mailto:rtaylor1@xsinet.co.za]
Sent: 30 October 2010 09:23
Subject: SIA Newsletter No: 33 Comments on SANSRAM debacle.

I have read with horror, tinged with sadness, all the reports on the tragic state of the treasures presently at Chamdor and Randfontein and the apparent causes. Also the very pertinent comments by other Members of SIA.

I just find it beyond my comprehension that, supposedly intelligent, experienced and caring people should have placed themselves in positions of authority as caretakers of one of the world's greatest collections of priceless and irreplaceable treasures in the name of the parties to whom these presumably belong.

Then to, apparently, deliberately neglect and also fail to secure these magnificent machines, spares and accessories over a period of so many years. With due respect, I am given to wonder what motivated them? Did they just lose interest or was the pursuit of personal kudos or financial gain a factor in the ultimate destruction of property which was not theirs and which they held in secrecy?

I quote the latter, because, as a taxpayer who had an interest in the Eskom locos and a shareholder in REGM, I had occasion, on some of my infrequent visits to that area, to try to get in to the museum to take a look around. First attempt by myself and driver, we were turned away at the gate and told "get an appointment". On two further occasions my secretary got appointments through "the curator", but was again turned away. I wrote letters of complaint which were never answered. This was some years ago when, from the outside everything looked reasonably OK. I now feel shame that I did not persevere.

I thank all the good souls who have got stuck in to save what is worthwhile. Your contribution is invaluable to us all. When the dust settles, I would support a commission of enquiry in the Public interest, to investigate what went wrong and to hold to account those found culpable. These tragic events do not happen by accident.

My final comment. 77 years ago when I was a 3 year old whose family owned 2 Burrell steam traction engines to do the threshing and ploughing at all the surrounding farms in Essex UK. I 'helped' with maintenance and was the only child in the district to be allowed to ride on them. Thus I became a steam preservation enthusiast. I have since had the privilege of visiting and, sometimes, supporting hundreds of steam museums and clubs worldwide. Not one has turned out to be as bad as SANSRAM by scale and condition.

Robin Taylor

From: Twynham, N. (Nick) [mailto:NickT@Nedbank.co.za]
Sent: 27 October 2010 12:22
Subject: SANRASM
Importance: High

As a founding member of SANRASM in the early 1980's it was with horror and anger at what has recently happened to the locos at Chamdor and Randfontein. I attended the very first meetings of the RSSA sub-committee which wanted to preserve our steam heritage for the future and in 1982 the railways donated the 6A, GDA and J class to the RSSA preservation group. Before the handover we worked on cleaning up the locos at Krugersdorp Depot and had a very fulfilling time there, painting cleaning and seeing the 6A in steam for the first time ever, I have some lovely photos of that day and the handover at Robinson station in May 1982. Due to eyesight problems which still persist I was not an active restorer and visited the site very infrequently to see the growing collection of precious locos which had been donated to the group.

I was very interested in the list of locos scrapped as you may be interested that s class 372 had been donated to the JHB city council many years ago, according to my notes but was never collected. The GDA 2259 was never steamed by SANRASM, in fact a start was made for a boiler test but this failed due to a lack of parts, also the group steaming her had taken various spares to restore and I believe most of these never returned to be put back onto the loco.

Time has carried on and I have been very disillusioned with SANRASM for some time in the way they have acquired numerous locos of the same class i.e. all the 14R's from Rustenburg Plats. I have said it many times before, we cannot afford to preserve every locomotive and only a representative collection should have been kept and certain spares as well i.e. boilers, wheels and general spares.

I noted from the latest newsletter that Steam in Action do not know of whom donated the various locos to the group, these details are in the RSSA preservation group newsletters from the 1980's and the SANRASM Courier of later dates. I am sure that most of the companies no longer exist and if I was one of them I would be highly angry that this would happen to assets which were previously well maintained and looked after.

If the group would like to borrow my collection for record purposes I am more than willing to loan these to the group; also John Middleton's books on industrial steam may also provide information.

I applaud the efforts of Steam in Action and wish you all the success in the future in preserving our steam heritage from ruthless scrap merchants and the attitudes of Transnet who are only interested in rail freight and nothing else.

Kindest regards
Nick Twynham



Herewith SANRASM's response:

From: Geoff Pethick [mailto:geoffp@netactive.co.za]
Sent: 27 October 2010 13:00
To: Nick Twynham
Subject: Re: SANRASM

Hi Nick

Good to hear from you, long time no see. Are you still in Fairlands?

I think your feelings are mirrored by many involved with SANRASM over the years. I'm involved with the new Executive Committee, with Mike Dyke, John Hammill and Joe Lekalala, with some other people considering coming aboard.

There is no Asset Register, so it's a question of going through the archives to find the original documentation relating to each loco, coach and piece of equipment. If you can help with any info, it would be greatly appreciated. We must clear the Randfontein sites as they are becoming a target for the criminal fraternity, time is not on our side.

It's an enormous task to save what we can, either directly or by offering them for sale to other organisations. Last resort is of course scrapping, the 14Rs from Rust Plats being obvious contenders.

Rest assured that the situation will be rectified as soon as possible. Any assistance you can give would be greatly appreciated.

Regards
Geoff Pethick

From: maurer@2fpt.com [mailto:maurer@2fpt.com]
Sent: 23 October 2010 12:37
Subject: Re: Steam in Action Newsletter 34 - Autoforwarded

Dear Steam in Action Team

I would like to congratulate for the progress about the SANRASM issue! I know there are many sleepless nights and financial efforts behind the actual result!
We tried many years to save the NGG 11 and the other narrow gauge stock, but finally we failed on the ignorance of several people at SANRASM, who haven't realized the importance of the actual situation, already in 1999 the cutting of items at the main storage place started.

At the end, after 8 years of communication through different channels to SANRASM, we stopped the senseless communication with them (the NGG 11 belonged any way not to SANRASM, but was stored there under the attendance of SANRASM, this was a conclusion of Lawrence Posniak in 2004).

We stopped also any requests about items, then every time we asked for spares, the specific spares were cut up and sold for scrap. The best example: we asked for the 2 1/2 super heater element sets for NG 15's, SANRASM had stored in the back yard. These elements were gone, 2 weeks later. Cutting torch signs where to find on the ground of the place where the elements were stored before.

This happened also to a steam roller and other valuable items like stationary steam engines (of mine winches).

I thank you for your endless efforts to save at least the remaining valuable assets and would like to be able to help you much more as I'm allowed actually! Soon I will be back in RSA and I'm sure a helping hand who is not shy to get dirty, would be welcome.

With the best regards
Philipp

From: Ajgrushton@aol.com [mailto:Ajgrushton@aol.com]
Sent: 22 October 2010 19:16
Subject: Re: STEAM IN SOUTH AFRICA

Most helpful of you to circulate my inquiry for 'previous' on the locos from SAR that we have here - thank you. I am off next week to ride the first train from Caernarfon to Porthmadog. The book is coming on.

It is difficult to work out why SANRASM kept everyone distant, and then let the lot sink to thievery.

I must say, after the last SIA newsletter I have been wandering about kicking the autumn leaves thinking about the situation and feeling inadequate. This has puzzled the dog walking with me.

There is comment arising from reading those papers the last SIA newsletter offered. The stuff was a mixture of 'quasi-academic' gobbledegook that could only be impressive to the uninitiated. There is something there, but it's hard to get at! The real meat offered enough chips off the shoulder to resurface a road.

I am taking it that general acceptance of this attitude of resentment is a given. It seems that railways are seen as a means of subjugation and enslavement, and that the blame now attaches to the objects. So with the characters who wrote papers, any idea of railway heritage is unlikely to succeed. But, hey, Auschwitz is one of Europe's top museums! So what sort of society is it that cannot look for positives to emerge from the negatives? By this I mean that steam trains can create wealth - big wealth. Can this be made to switch lights on, and to help to bring prosperity to people who need it desperately? Apparently not if Banana Express, Patons at Ixopo, Apple Express, and Outeniqua Choo Tjoe all seem to be either gone or going.

The reason for my feelings of inadequacy is as I have remarked to you before, if the cultural difference means that what I see as pleasurably nostalgic is to someone else an instrument of oppression, and what I see as a pathway to economic regeneration is rejected out of hand, then the cupboard is bare of any motivators at all! I have nothing I can offer you.

So if you can make some headway in the persuasion stakes, and from your first 2 points you seem to be, I wish you well. If there is any support that I can offer, please let me know. I have an 'Economic Impact' study for the WHR, that more than gives more than a clue as to how visitors support jobs. Let me know if you want me to send it to you, plus some papers that have been given at recent conferences that you can pick-and-mix from, if this would be useful.

As to the third point, I really hope not to be in that category. So I'll pop you an idea.

This NGG11, and of course one of your blessed Lawleys - we have to have a go at getting them to WHR and for a double-Fairlie to Sandstone? It ought to be possible to find sponsorship for that, if the engineering (gauge-610-600mm) problems can be solved. Any thoughts on this proposal?

On WHR we need 2 powerful diesels (the last lot were 2 Funkeys) - and although Class 91 would need drastic surgery, are you aware of any availability of these machines at reasonable prices? Please don't bother if you have been asked this before, it's just that we are currently trying to raise money for these and other projects.

With kind regards,
Gordon

MEMBERS' FEEDBACK - GENERAL

From: Michael & Anne Bowley [mailto:manda.bowley@tiscali.co.uk]
Sent: 26 October 2010 16:27
Subject: 14CRB 1882

As an interested and somewhat horrified tourist who has been four times on steam tours of SA with the Railway Touring Company, I would like to congratulate SIA on their efforts to rescue a desperate situation. Good luck to you!

Following Ian Pretorius' message in the Special September newsletter, may I add a bit more info on 1882. My first trip to SA was in 1999 with RTC on The Union Limited with Ian and Jennie (plus Karel and Dirk) as train managers. The dates were 7-19th August 1999. It was a fabulous trip with such a fantastic selection of locos. The itinerary included such delights as George- Knysna, Montague Pass, Lady Grey- Motkop, Wolseley -Prince Alfred Hamlet. and Sir Lowry's Pass - Caledon. Also a fantastic run Kimberley- De Aar behind the Red Devil.

Anyway, we arrived at Oudtshoorn the evening of 9th August. The following morning we were due to be hauled from there to Graaff Reinet by a 19D + 14CRD 1882. Unfortunately, 1882 had run a hotbox and was in a siding at Oudtshoorn, so we had 2x 19D. Anyway, Ian told us that 1882 was going back to Voorbaai for repair under her own steam. She reached Camfer and was looped for the night. Somebody forgot to reset points to through line and a freight crashed into her with disastrous results.

Hope this info is of interest.

I have attached a photo of 1882 in the siding at Oudtshoorn that morning of Tuesday, 10th August 1999 - her last 'public' appearance in one piece.

Regards
Mike Bowley (UK)

PS: I look forward to receiving your newsletter each month.



Lindsay Rickard recently registered with SIA. He added the following comment to his registration form:

I first learned of Steam in Action through the SAR-L. Later a member forwarded a copy of your newsletter. I really admire the dedication of the group in your pro active approach to railway preservation in a very difficult climate. Please accept my registration and support for your endeavours.

lindsay.rickard@iinet.net.au

From: Melanie Brown [mailto:melbrown01@btinternet.com]
Sent: 17 October 2010 20:24
Subject: Re: Foden Agritractors

Foden Agritractor No.13702 was sent to South Africa as a demonstrator in the care of Blane & Co. Ltd. Johannesburg in 1931. A ploughing demonstration was arranged and advertised in DeEcho newspaper, published in Bethal, Transvaal in 1932.

The tractor was subsequently sold to Thorntons, Rand Carriers who used it for some time before returning it to Blane's.

In 1936 the tractor was again sold, this time to Guest Sykes & Co. Ltd. of Johannesburg, one of the directors used it on his farm. No further history is known.

Can anyone help with information on:

- 1) Copies of DeEcho, Bethal newspaper for 1932
- 2) Information on Thorntons, Rand Carriers, probably based in Johannesburg.
- 3) Information on Guest Sykes & Co.

I attach a fuller history of the tractor for your use which is pretty well all I know at present. It is of course just possible that this tractor, or parts of it survive. If it does it is historically important and very valuable. Good hunting.

Best wishes,
John Sawle



From: Leon Steenkamp [mailto:leon@makelaar.co.za]
Sent: 05 November 2010 16:51
Subject: Train Photos

I am a new member to Steam in Action. I started a small development next to Train no. 2010 14CRB in Ashton Western Cape.

The train belongs to the municipality but we intend to "restore" it with some paint in the near future. But I am actually contacting you to find out where I can get permission to print some of the lovely photos of the steam trains as I would like to use them inside the building adjacent to the train mentioned above.

Can you point me in the right direction please? I would like to make contact with some of the photographers for their permission.

Regards
Leon Steenkamp

SIA Comment: If any SIA members have photographs that they are really proud of why not put them on a CD high resolution and post them to Leon. His address is as follows: PO Box 314, Montagu, 6720, South Africa.

INTERNATIONAL NEWS

Angola

Gavin Hamilton sent an e-mail on the situation on the ground in Angola which we featured in October's newsletter. Since then he has provided the following update:

From: Gavin Hamilton [mailto:gavin@hamilton.powernet.co.uk]
Sent: 14 October 2010 22:21
Subject: Re: FW: [Garratt] The axeman visits...

I've found out some more since I originally posted the news. The Chinese are not to blame for this, basically the CFL are skint and are trying to make some money. According to a further update from the source the scrapping is being done so it is easier to quote what he said:

"The news from here does not get any better I'm afraid. I went to the main station today to meet with the guy I know in the CFL and was met with the sight of piles of scrap that once were the Wickham rail cars. It appears everything, including carriages, old rolling stock, etc is due to be gas axed. I asked to take pictures, but was bluntly told "No chance".

Oddly enough it is not the Chinese who are cutting these up, but an Indian guy and a South African. All the scrap is bound for South Africa. Its the same in Catete, so for once the Chinese are blameless. The sad situation is that they are being chopped up to provide a cash injection to the CFL. They have no more money and are having to resort to this to generate cash.

The average price of scrap steel is around \$300 a tonne so the big

engines will be realising around \$18000. In Catete 19 of the engines will go and all the tenders. One of each example, from the following series are to be saved, for a future museum: 150, 200, 500, 550.

I can only wonder how they expect to move these examples as the museum is planned to be at Muceques.

I feel that the CFL has been backed into a corner and are doing anything they can to generate some cash flow, I would hope anyway that this is the case and not someone just adding to their own pension fund!

I'm off to the UK tomorrow, so hate to think what little will be left when I return?"

According to either Peter Bagshawe or John Middleton (both have been involved in the exchange of emails) also on the Museum plan is a 140 class 2-8-2 which is already at Muceques (a name that always make me think of monksies!)

It is my regret that there are very few photographs of Angolan steam in action as I'd certainly like to show examples on my website. A site not yet fully explored AFAIK is Lubango (Sa da Bandeiera) or the CF Mocamedes as there are reputed to be locos there and seen further east - reported by, but not photographed by, aid workers.

I'll investigate the Steam in Action website sometime over the weekend (quiet night shifts are useful for such things).

Regards
Gavin

CLASSIFIED AND COMMERCIAL ITEMS

We are an engineering consultancy that is looking for either a retired or independent engineer with a background in track / railway systems engineering for some work based in either Durban or Gauteng. I thought that perhaps there may be someone like that within the SIA readership who may be interested, or at least someone who might be able to point us in the right direction.

Any assistance would be appreciated. I can be contacted on the details below.

Anthony Gould
Senior Engineer
Virtual Consulting Engineers



Tel: (031) 539 7442 Fax: (031) 502 7731
E-mail: anthony.b.gould@gmail.com Website: www.virtualconsulting.co.za

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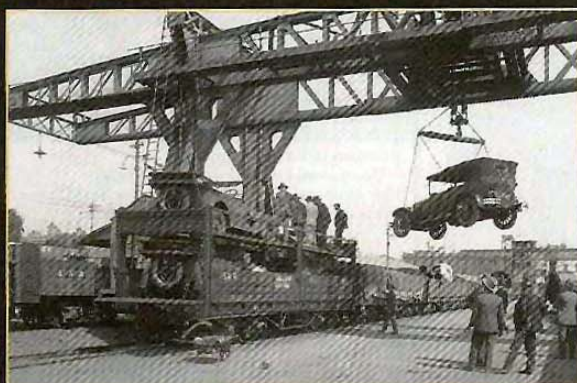
South African interlude

RECEIVED via Wilfred Mole of Sandstone Estates, South Africa, are these photographs from the old South African Railways records, as supplied to him by Les Pivnic and considered worthy of a larger audience.

The photographs are all taken at Kazerne, which was the old Johannesburg SAR Goods Depot, and date from around 1926.



Fowler road locomotive and an abnormal load at Kazerne.



A line-up of SAR-owned traction engines, used for local cartage delivery services and typical of those used in Johannesburg and other cities. Sentinel, Foden and Fowler seem to have been the major suppliers of steam road engines to the SAR.



Above and left: Service for the well-heeled: The pioneer double deck car carrier at Kazerne railway yard.

Sandstone to the rescue

FOLLOWING reports in railway magazines of metal thieves 'running uncontrolled' through the premises of the South Africa National Railway & Steam Museum (SANRASM) at which the miscreants were gas-axing engines' main frames to get at valuable bearings, authority has now been given for a team from Sandstone Estates to commence with the movement of all savable items from the SANRASM site at Randfontein.

The first trucks are on site to start removing some of the smaller items. It is anticipated that this whole exercise will take many months. A substantially upgraded security presence has been arranged so that the entire site is guarded 24 hours a day until the exercise is complete. Engines include many British-built examples which are more than 100 years old.

■ If you love steam, why not register as a supporter of 'Steam in Action' and help keep in touch to save South Africa's steam heritage? Regular colourful and interesting newsletter emailed updates in PDF format are available and the service has just passed its 1000th subscriber!

Register at www.steam-in-action.com/index.php/registration or email joannewest@btinternet.com

Garrett portable at Sabie

THERE is an interesting Garrett portable engine standing outside a museum in Sabie. No 30005 of 1911 still carries its worksplate, agent's plate of Hubert Davies & Co and a couple of boiler pressure inspection markings.

Staff at the museum would love to know any more information about the engine type and any further historic detail, contact via the editor.



Rate of derailments 'unacceptably high'

JULIUS BAUMANN

Transport and Tourism Editor

THE direct costs of rail accidents and incidents in SA amounted to R635m in the 2008-09 financial year, the latest figures available from the South African Rail Safety Regulator show.

These costs include R576m for Transnet Freight Rail and R60m for Metrorail and do not include the indirect costs of delays and cancellations. CEO Mosenngwa Mofi said in the regulator's recently released annual report that the poor condition of the country's rail infrastructure and rolling stock had led to constant failures in railway operations and the introduction of inherently less

safe manual procedures. He also highlighted poor signalling infrastructure as a major problem.

In total, 5 307 occurrences were recorded in 2008-09, of which 1 202 were collisions and 1 154 were derailments. A total of 613 people were struck by trains.

Lawrence Venkile, spokesman for the Rail Safety Regulator, said yesterday that the 2009-10 figures were due out only later this year.

Mr Mofi said: "The rate of derailments and collisions remains unacceptably high and this is mainly apparent in freight rail operations. More than 90% of Transnet Freight Rail occurrence costs are directly attributed to derailments and collisions," he said.

"This has an impact on the efficient operation of the freight rail system as poor safety performance impacts directly on the efficiency and competitiveness of rail freight transport.

"To this end, derailments have led to costly delays on freight corridors whilst the average cancellation of trains amounts to 10 trains per day due to accidents and other security incidents such as theft of copper cables."

Mr Mofi said that the commuter system operated by the Passenger Rail Association of SA (Prasa) was a major concern as it was battling to provide a safe, reliable service because of the poor state of the infrastructure and rolling stock. He said 40% of

the fleet was more than 37 years old and a third was constantly out of service, leading to poor performance, safety and reliability.

He said the signalling system was at the end of its economic life, with only 14% of the 162 signalling installations not having exceeded their design life.

Prasa spokesman Nana Zenani said yesterday that Prasa was likely to undertake a massive upgrade to its signal systems in the coming months. This is due to be approved by the board this week.

Transnet Freight Rail has also introduced measures to raise safety, appointing traffic officers at certain level crossings, and a rail inspectorate.

baumannj@bdfm.co.za

Business Day, 26th October 2010.

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

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

RAIL EVENTS

Railways & Environment 2010

<http://conference.europoint.eu/mailling/Railwaysandenviroment/e-update%20week%2044>

Railways and Harbours Conference & Exhibition 2011 - 6 - 8 April 2011, Expo Centre, Johannesburg

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

http://www.steam-in-action.com/images/pdf/booking_form_2010.pdf

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

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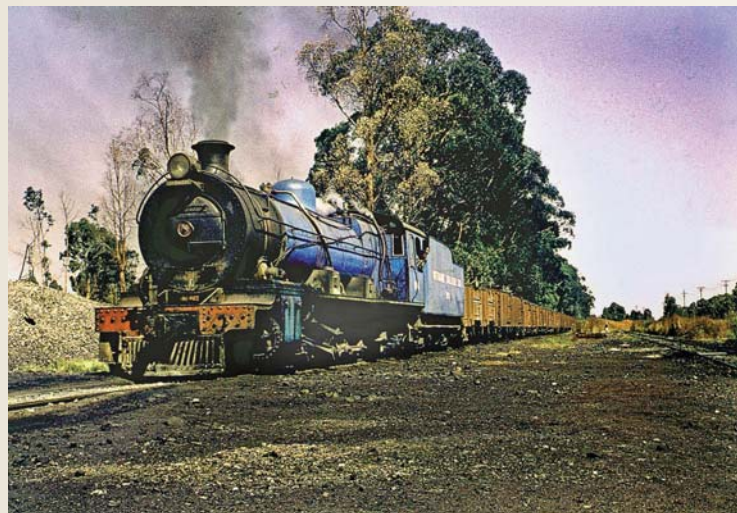
<http://www.youtube.com/watch?v=LzmEXbmKmaQ>

http://en.wikipedia.org/wiki/South_African_Class_25_4-8-4

Railways Africa introduces on line news service:

www.railwaysafrica.com

Dennis Mitchell has kindly sent us the following images and captions:



In 1977 ,Witbank colliery 4 passing with a loaded "coalie"



6039 & 6042 attack Fassifern bank in 1971.

ARCHIVES



DONATIONS TO SIA

SIA is in a position to receive funds but all donations should please be via electronic transfer.

In a recent incident a very well meaning United States supporter sent SIA money but the cheque was unfortunately intercepted and the figures changed to reflect an amount 100 times larger than the original value. We are working with the authorities to try to resolve this matter but please do not use the post.

Should you wish to donate funds you can do so by sending an electronic transfer to the following bank accounts:

If you have or are about to make a donation please send an e-mail to Mike Myers (mikem@sandstone.co.za) telling him how you would

like the funds utilised or which specific project you would like to support. Please also feel free to request regular updates and progress reports on the specific project that you are most interested in supporting.

If you are supporting a specific project you will be listed (with your authority) as a supporter and as a fundraiser. In other words, you will take your fair share of the credit for the rehabilitation of a locomotive or for moving something from an endangered location.

Should you wish to send funds to be used at SIA's discretion we will revert to you with a detailed breakdown as to how these funds will be spent.

We would like to again thank those members who have already made generous donations.

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Account Number: 62173787543

Branch Code: 261550

Swift Code: FIRNZAJJ



This is Cherry Festival week in Eastern Free State. Our pic shows David Shepherd on the footplate of his Reefsteamers based main line locomotive 15F no 3052 Avril.

This picture was taken during the 2008 Cherry Festival.