



CALL TO ARMS

SPECIAL EDITION

The South African Rail Preservation community faces a potentially much bigger crisis than we did at Millsite. The Millsite situation is stable and the locomotives that are there are holding their own. The same cannot be said for the substantial collection of locomotives at SANRASM.

An SIA team visited SANRASM last Friday at their Chamdor site and this is what they found. Once they had completed this assignment they went to the South Site and found no security in place. There is evidence of ongoing theft at that site as well.

To view the full report click here:

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





The list below highlights the outstanding cross-section of industrial locomotives that were collected over many years by a group of members calling themselves the South African National Railway and Steam Museum. While this organisation may have had good intentions it has been guilty of appalling neglect when it comes to acting as the custodians of this magnificent collection of locomotives.

This list is as accurate as my own, and published records, will allow. Where the SANRASM location is known (Chamdor, old site, new site) it is stated, otherwise the location is not known. It is probable that some of the locomotives stored at mines and other places have been cut up for scrap.

It should be noted that in addition to this list SANRASM has some historic four wheel freight wagons, wooden coaches, old CGR six wheel tenders, also a couple of steam rollers from Kimberley which have been left to decay, a wheel lathe and other tools and equipment, the body of a tram and more.

SANRASM 3ft 6in gauge steam locos – September 2010

SAR Class & No.	Builder	Works no.	Year	Location and notes
Class A - 115	Dubs	2610	1890	Chamdor
Class A - 133	Dubs	2966	1892	Chamdor?
Class C – 62	Kitson	2269	1879	SANRASM new sit SA's oldest working loco at one time and a National Monument
Class G – 206	North British	16069	1904	Was at Grootvlei Power Station stored for SANRASM. Current location unknown
Class H2 – 264	Dubs	4127	1902	Chamdor
Class J - 341	Naysmith, Wilson	1060	1914	Chamdor, sole survivor of its class
Class S – 367	Henschel	21078	1928	SANRASM old site
Class S - 372	Henschel	21083	1928	Chamdor
Class S1 - 374	Salt River		1947	Chamdor
Class 6A - 454	Dubs	3347	1896	SANRASM new site, was in working order until recently
Class 6A - 473	Dubs	3461	1897	SANRASM new site, unrebuilt still carries old round top firebox boiler
Class 19AR - 678	Schweizerische	3303	1929	Chamdor, Swiss built
Class 16DA - 844	Baldwin	60821	1929	Chamdor new site
Class 11 - 921	North British	16258	1904	Was stored at Tavistock Colliery, unknown if it still survives
Class 11 - 943	North British	16280	1904	Was stored at Tavistock Colliery, unknown if it still survives
Class 7A - 990	Sharp Stewart	4147	1896	Chamdor
Class 7C - 1059	Neilson Reid	6079	1901	
Class 8DW - 1211	Neilson Reid	6304	1903	Chamdor
Class 1 - 1252	North British	16377	1904	SANRASM old Site?
Class 1 - 1253	North British	16378	1904	SANRASM old Site?
Class 1 - 1277	North British	16402	1905	SANRASM old Site?
Class 1A - 1301	North British	19063	1909	Was stored at Greenside Colliery, was originally a Class 1A
Class 13 - 1336	Dubs	6212	1902	SANRASM old site
Class 19B - 1411	Berliner	9837	1930	Chamdor
Class 3R - 1453	North British	19219	1911	SANRASM new site



Class 3BR - 1483	North British	19601	1912	Was stored at Komati Power Station, present location unknown
Class 3BR - 1487	North British	19691	1912	Was stored in Welkom (old FSG) present location unknown
Class 12A - 2123	North British	22763	1921	Stored at site of De Aar Loco Shed
Class 12R - 1517	North British	20819	1915	Chamdor
Class 14 - 1750	Beyer Peacock	5881	1914	Chamdor. Last unrebuilt Class 14, a unique loco
Class 14R - 1586	North British	20578	1914	SANRASM old site
Class 14R - 1589	North British	20581	1914	Chamdor
Class 14R - 1701	Robert Steph.	3543	1914	Was stored at Greenside Colliery current location unknown
Class 14R - 1705	Robert Steph.	3547	1914	SANRASM new site
Class 14R - 1711	Robert Steph.	3553	1914	Chamdor
Class 14R - 1714	Robert Steph.	3556	1914	SANRASM old site
Class 14R - 1719	Robert Steph.	3561	1914	SANRASM old site
Class 14R - 1732	Robert Steph.	3631	1914	SANRASM old site
Class 14R - 1735	Robert Steph.	3634	1914	SANRASM old site
Class 14R - 1737	Robert Steph.	3636	1914	SANRASM new site
Class 14R - 1754	Beyer Peacock	5885	1914	SANRASM old site
Class 14R - 1757	Beyer Peacock	5888	1914	SANRASM old site
Class 14R - 1908	North British	20829	1914	Was stored at Greenside Colliery, current location unknown
Class 14R - 1909	North British	20830	1914	SANRASM new site, was operational at one time
Class 14R - 1921	North British	20842	1914	SANRASM old site
Class 14CRB - 1771	Montreal LW	58647	1919	Was stored at Millsite Loco Depot, present location unknown
Class 15BR - 1990	Montreal LW	61443	1920	SANRASM new site
Class 15CA - 2807	Breda	2242	1929	SANRASM new site
Class 15CA - 2811	North British	23774	1929	Was stored at South Witbank Colliery, present location unknown.
Class 15CB - 2061	Baldwin	58308	1925	Was stored at South Witbank Colliery, present location unknown.
Class 15CB - 2062	Baldwin	58708	1925	Was stored at Shaft SD 32 REGM, present location unknown, possibly Chamdor
Class 15CB - 2064	Baldwin	58710	1925	Was stored at Tavistock Colliery, present location unknown.
Class 15CB - 2067	Baldwin	58713	1925	Was stored at Shaft SD 32 REGM, present location unknown, possibly Chamdor
Class GDA - 2259	Linke Hoffman	3119	1929	SANRASM new site
Class GM - 2301	Beyer Peacock	6893	1938	SANRASM new site
Class GF - 2404	Hanomag	10543	1927	SANRASM new site
Class GF - 2425	Maffei	5748	1928	SANRASM new site



Class 19D – 2644	Krupp	1824	1939	SANRASM old site. Loco modified by Dave Wardale using same principles as later conversion of Red Devil. Unique loco
Class 19D – 3366	North British	26086	1948	Stored at Capital Park with FOTR
Class 15F – 3051	North British	25590	1944	SANRASM new site
Class GO - 2586	Henschel	28719	1945	Stored at site of De Aar Loco Shed
Class 24 - 3633	North British	26345	1949	Stored at Capital Park with FOTR
Class S2 - 3789	Krupp	3054	1953	SANRASM new site

The GMAM information is incomplete because a number of locos were badly damaged by scrap dealers while stored on REGM and the remains cut up, there are piles of engine units in the SANRASM site, it is unclear which locos, if any, survive.

Class GMAM - 4089 SANRASM

Class GMAM - 4105 SANRASM

Class GMAM - 4108 SANRASM

Class GMAM - 4113 SANRASM

Class GMAM - 4125 SANRASM

Class GMAM - 4168 SANRASM

Industrials

From Eskom	Andrew Barclay	1105	1907	2-4-0T	SANRASM new site, last surviving loco of the Jersey Railways! (Yes the Channel Islands!!)
From Sentrachem	Andrew Barclay	2285	1951	2-6-0T	SANRASM
From Eskom	Avonside	2009	1927	4-8-2T	SANRASM
From Blinkpan Coll.	Berliner	8786	1925	0-6-0T	SANRASM new site
From Iscor	Henschel	22262	1933	0-4-0Fireless	SANRASM old site
From Iscor	Henschel	22263	1933	0-4-0Fireless	I have some doubt as to whether this ever went to SANRASM
From Eskom	Henschel	28392	1950	2-6-2T	SANRASM
From Dunns	Hudswell Clark	1574	1926	0-6-2T	SANRASM, originally from Witbank Cons
From Eskom	Hunslet	790	1902	2-6-0T	SANRASM new site
From Iscor	Porter	7388	1942	0-4-0Fireless	SANRASM old site
From Dunns	North British	23722	1928	4-10-2	SANRASM (Missing front bogie?)
From Springbok (Hope S)	North British	23888	1929	4-8-2T	SANRASM
NBL Vandyksdrift	North British	24386	1937	4-8-2T	Plinthed at Florida Junction, Roodepoort)
From Douglas Colliery	North British	24507	1938	4-8-2T	SANRASM, ex REGM
From Vryheid	North British	24598	1938	4-8-2T	SANRASM
From RBCT	North British	25916	1946	4-8-2T	SANRASM new site
From Vryheid	North British	25917	1946	4-8-4T	SANRASM



From Witbank Cons.	North British	26244	1948	4-8-0	Was stored at Witbank Consolidated Colliery, present location unknown
From Blinkpan	North British	26246	1948	4-8-4T	SANRASM, probably Chamdor
From Rust Plats	North British	26312	1949	4-8-4T	Present location unknown, could be Chamdor
From Freegold	North British	27091	1951	4-8-2T	SANRASM
From Springbok Mine	North British	27556	1955	4-8-2	Was stored at Komati Power Station present location unknown
From Rust Plats	Bagnall	2250	1926	0-8-0T	Chamdor?SANRASM
From Vereeniging Ref	Bagnall	2583	1938	4-8-2T	Chamdor

Diesels

From Dorbyl	Davenport	3147	1948	0-6-0DM	SANRASM old site
From Iscor	Krauss Maffei	18489	1958	0-8-0DH	SANRASM old site
From PG Glass	Ruston & H	299105	1951	4wdm	SANRASM
From Zincor	English Electric	3867	1936	0-6-0DE	SANRASM old site, similar to British Rail Class 08

2ft gauge locos

Class NGG11 – 52	Beyer Peacock	5976	1919		In the veld outside SANRASM old site. Oldest Garratt in Africa.
Class NGG13 – 58	Hanomag	10549	1927		SANRASM new site
From Dunns	Orenstein & K	12691	1936	0-4-0WT	SANRASM old site
From Sasolburg	Avonside	26718	1912	0-4-0T	SANRASM old site dismantled

Compiled by Geoff Pethick September 6 2010

Since we were alerted to this unfolding catastrophe we have done the following. We have tried to identify who is who at SANRASM. Mike Myers and Wilfred Mole have had 5-hours of meetings with Lawrence Posniak in recent weeks. This achieved almost nothing. Mr. Posniak is of the view that the locomotives were not collected so that they could be brought back to steam and that as long as they exist, even as hulks, then it is mission accomplished as far as they are concerned. We attempted to point out that scrap thieves do not steal half a locomotive; they carry on relentlessly until there is nothing left. We are saddened at his lack of concern and the fact that he has dismissed so many positive efforts to try and assist in saving the collection.

We are able to trace the history of the offers of support back nearly 10-years. We have a substantial file of correspondence on the subject and SIA has almost since its inception been drawing attention to the pending crisis at SANRASM. It is almost as if people have shut the whole SANRASM catastrophe out of their minds and regard the outcome as inevitable. SIA has by no means given up on this situation and believes that with robust support from SIA members we can save something.

The people to communicate with are:

Michael Gammie, Chairman of SANRASM
E-mail: mike.gammie@btinternet.com
Cellular number: 083 610 0505.

Michael Dyke
E-mail: mikedyke@iafrica.com
Cellular number: 083 625 1879

Lawrence Posniak
E-mail: Lawrence.Posniak@eskom.co.za or lawrence.posniak@mtnloaded.co.za
Telephone 011 800 4064
Cellular number: 083 6330970

Colin Harris
E-mail: colin@corpnetdesign.co.za
Telephone (o) 011 704 0504
Cellular number: 072 288 9475.



Mike Dyke, who attended one of our meetings with Lawrence Posniak, has been most helpful and has offered to do whatever he can to assist. John Batwell who produces the publication The Courier is also supportive. However, the issuing of a publication which paints a completely artificial picture of the situation on the ground has not been helpful and in fact has created a false dawn which has completely obscured the fact that locomotives have been acquired from all over the country and been funnelled right into the hands of the scrap thieves. They must be delighted.

If any SIA members are SANRASM members then we suggest that they get off the fence. If they feel that SANRASM's current strategy and ongoing policy is sound then they need to stand up and justify the strategy. If they are happy to see all the locomotives destroyed (and they will be if nothing urgent is done) then they need to use their membership authority to get the attention of the people who make the decisions behind the scenes.

We need to talk to SANRASM members so please stand up.

To be fair to Lawrence Posniak he was reasonably receptive to the concept of receiving assistance but in his own words "I will not be pushed". After 10-years of warnings about the parlous situation in which he finds himself we believe that statements like that are irresponsible.

In the same way that many people rushed to assist Reefsteamers to stabilise their position after their finances had been severely mishandled by ex members we once again ask **SIA members to show their support** for what is going to be a tough initiative. We in fact find ourselves in a very similar position to Millsite. Everybody knows the locomotives are in danger; everybody seems to think it is a good idea to save them, but the custodians will not budge when it comes to actually allowing them to be moved to safer locations. The most significant point raised in our meetings with Lawrence Posniak was simply this – no one is asking SANRASM to give locomotives away or to lose ownership rights. We are asking them to place them in a safe location where nobody can touch them. Those locations do exist.

SIA's investigations clearly reveal that many of the locomotives that were made available to SANRASM were done so on trust. In other words, on the basis that they would be looked after but would remain the property of the original owners. Agreements exist where undertakings were given by SANRASM to comply with those requirements.

Apparently the person that looked after the agreements emigrated to the UK (can anyone identify this member?), and so conveniently the true legal status of every locomotive is obscure. SIA is working to try and quantify what the arrangements are between each party. We will also engage with the original owners of the locomotives who will no doubt be extremely distressed at the current state of affairs. Eskom has indicated that they want to do a site inspection, which SIA is willing to assist in facilitating.

SIA is always transparent and however good or bad the news is the sooner it is placed in the public domain the better.

SIA has made many appeals through its monthly newsletter to SANRASM members to step forward and to assist us to bring about a change in thinking at the SANRASM executive level. By and large we have been unsuccessful.

A lot of good people have resigned from SANRASM but that does not save the locomotives. Whatever your connections are, whoever you know, please do something. If you have a phone number please ring it. Resigning will achieve nothing.

Many of the people listed below have had previous associations with SANRASM and some of them were founder members. This is what

they think of the current situation. Please note these are unsolicited comments that have reached us in recent days. They have been made without prejudice.

It is becoming apparent that SIA is seen as an organisation that can make a difference. We are grateful that we receive this type of input but it is the greater membership body that needs to help us take the action that is necessary to actually remove these items to safer locations.

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

From: Geoff Pethick [mailto:geoffp@netactive.co.za]

Sent: 07 September 2010 10:57 AM

Subject: Re: Kitson loco

The security guard in the photos accompanied us by request, there are no security guards there, no fence, no barbed wire, dogs, alarms, nothing, not even a board saying what they are and who they belong to. They are to all intents and purposes abandoned in the veld. Couple that to the large squatter camp within 500 metres and the number of cash for scrap places in Chamdor this is the inevitable result. It also seems that nobody from SANRASM went to look at them or do anything to rectify the situation.

Kitson and the other Eskom locos at the other two sites were safe on Friday, but we saw no human presence there and only a chain on a gate 'preventing' entry, which would take 5 seconds to cut.

Regards

Geoff Pethick

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

From: Les Pivnic [mailto:class15F3101@iafrica.com]

Sent: 06 September 2010 09:13

To: John Batwell

Subject: Disgusted with SANRASM

Importance: High

Dear John

What follows below is not aimed at you personally but at SANRASM as an organisation.

I am totally disgusted with SANRASM!

I have seen photos of the TOTAL DESTRUCTION of locomotives at Chamdor - I'm shattered at the level of destruction!

I believe that several offers of assistance to SANRASM have been rebuffed and now this?!!!!

I was directly involved in the donation of the J class tank engine by SATS to SANRASM and now she is a wreck!

SANRASM has custody of KITSON which should be terminated forthwith!

As a form of protest, I do not want ANY MORE of my written material published in SANRASM's Courier. I want absolutely nothing to do with SANRASM!

I expect you to honour my wishes.

Regards

Les Pivnic



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

From: stoker3406

To:

Sent: Monday, September 06, 2010 8:26 PM

Subject: [sar-L] Re: An open letter to all SANRASM members, Office bearers and Committee members

Hi Les & all.

We visited those locos a while back and thought they were not safe.

Not good to hear they are being cut up, yet SANRASM still gets locomotives donated to them??

How safe are the locos and coaches at that other site/graveyard?

Concerned greetings.

J & J.

In , "randfontein2003" < wrote:

Dear SANRASM,

Your locomotives stored at your "New" site out at Chamdor are being systematically cut up by professional scrap merchants and you are not doing a damn thing to stop them! You should be ashamed of calling yourselves a preservation society!

Steam In Action offered you assistance in the safekeeping of these same locomotives some time back, and your response to this offer was "We don't want to be pushed"!

I challenge any member or office bearer of SANRASM to inform this list as to what action they intend taking in order to save the few bits that are left.

Regards,
Les Smith

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

From: Dave Richardson [mailto:david.richardson@absamail.co.za]

Sent: 07 September 2010 08:47

To: joannewest@btinternet.com

Subject: RE: Disgusted with SANRASM

My heart breaks when I read this saga. I attended all the various meetings with the (then) Krugersdorp Municipality and a great future was foreseen for Chamdor. I do not know the exact list of locos there but they are not all priceless. You know my feelings on maintaining scrap yards. However the S2 # 3789 went to SANRASM after a major overhaul and was moved to Chamdor against my advice when I was involved. The loco was brand new and you can still see the cut marks on the driving wheels. I just cannot see how to break the deadlock. LP and co just do not want to cooperate.

Kind Regards
Dave Richardson

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

From: Ian Pretorius [mailto:ian@atlanticrail.co.za]

Sent: 06 September 2010 18:30

To: joannewest@btinternet.com

Subject: RE: Disgusted with SANRASM

Obviously the words disgusting, terrible, sacrilege etc come to mind. It can do so much damage to the rest of the railway preservation fraternity to have one institution that has been so negligent in the execution of their so-called preservation effort.

I have been very reluctant over the last few years to include my involvement and past chairmanship of SANRASM in my CV. Fortunately I was chairman prior to Lawrence Posniak. In those days we still had some very good committee members including Dave Richardson and John Middleton. When I left (I had to resign when I joined SATS Museum) there was a healthy bank balance, an established market and a rosy future.

Jenny was still running the marketing for SANRASM but unfortunately soon after I left she was victimized to such an extent that she had to resign. She then joined me at the SATS Museum. I could then see the demise of SANRASM and that was in 1989.

When the Transnet Heritage Foundation lost its only working 14CRB due to an accident, I think it was roundabout 1998, I approached Colin Harris who was then on the committee of SANRASM. I had a mandate from Transnet to acquire the 14CRB from SANRASM and rebuild it with the parts that were salvaged from the accident damaged 14CRB. We offered them two Class 15F's in full working order in exchange. Colin Harris took this offer to Lawrence Posniak and he turned us down. It was then that I finally turned my back on him.

I unfortunately cannot offer a logical solution to the Chamdor problem. I wish you the best of luck.

Regards,
Ian

The South African Heritage Resources Agency have been advised as per the e-mail below. We commend them on their quick response.

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

From: Les Pivnic [mailto:class15F3101@iafrica.com]

Sent: 06 September 2010 02:54 PM

To: Wilfred Mole; Joanne West

Cc: Mike Myers; Andy Selfe; REGINA ISAACS

Dear Ms Isaacs

It has come to my notice that historical locomotives in the care of the SANRASM organisation have been virtually destroyed by metal thieves at their unprotected Chamdor site near Krugersdorp. Many of these locomotives represented the last of their type in South Africa.

At another SANRASM site also near Krugersdorp, they have custody of an ex Natal Government Railways locomotive named "KITSON" after the builder who supplied her in 1879.



This locomotive was until comparatively recently, the oldest working steam locomotive in South Africa - she was used by ESKOM at Rosherville near Johannesburg.

She is also a declared National Monument.

This loco in the custody of SANRASM, is in grave danger of being vandalized and I am hereby appealing to you, to allow this priceless relic to be removed to a safe location that can be provided by the Steam in Action Group.

There are several other historically valuable locomotives also in danger of being totally vandalised at the SANRASM sites.

Your assistance in this matter would be much appreciated.

*Kind regards
Les Pivnic*

*From: "REGINA ISAACS" <RISAACS@sahra.org.za>
Sent: Monday, September 06, 2010 2:40 PM*

*To: "Les Pivnic" <class15F3101@iafrica.com>
Subject: Re: Kitson loco*

Dear Mr Pivnic

Thank you for bringing concerns around the deterioration of historical locomotives to SAHRA's attention.

Do you have contact names and details of SANRASM so that the matter can be addressed with the relevant person(s).

I look forward to your reply.

*Regards
Regina Isaacs*

FLASHBACK

This is what SIA wrote to Herr Posniak on 15 February 2009:

*From: Mike Myers [mailto:mikem@sandstone.co.za]
Sent: 15 February 2009 08:22 AM
To: 'Lawrence Posniak'
Subject: Locomotives at Chamdore*

Dear Mr. Posniak,

As you know Steam in Action has over 700 members, many of whom are very concerned about the valuable locomotives at Chamdore which falls under the SANRAM umbrella. You might be interested in an extract from a report by one SANRASM member which reads:

"I spoke to the so called security guard who was on duty, who told me he was too scared to chase off the "Affirmative Action Shoppers" as they had threatened to slit his throat if he tried to stop them. He also said they told him his life was not worth it for looking after the White man's things. This facility is not at all secured, there are no fences, and an informal settlement is a mere stone's throw away. He said he walks around first thing in the mornings, and picks up the bits and pieces the shoppers have left behind. He showed me what he had collected this morning which included one chimney and several small connecting rods!

I did not feel safe at all being there, and cut my visit short after taking a couple of photos."

The following input was also received.

"I hope you got the photographs.

One of the biggest losses to my mind is that all the coupling rods from the sole S class have now been stolen. These were intact at my last visit."

This is really powerful stuff because you cannot argue with it.

This simple, no nonsense information and the accompanying photographs make nonsense of the claims being made by SANRASM. The fact is that there will be nothing left because the attrition is constant and the security non-existent.

Was it your intention to offer a safe haven for these locomotives to the many organizations that donated them to you with the certain knowledge that they would be destroyed in their entirety?

Yours sincerely,

Michael C. Myers
Office Telephone: 011 805 4692
FaxEmail: 0866 148 453

ESKOM

From: Mike Myers [mailto:mikem@sandstone.co.za]
Sent: 09 November 2009 08:48 AM
To: Lorna Ndlela
Subject: Eskom locomotives in preservation

Dear Lorna,

We have attached pictures of Avonside leaving Millsite for SANRASM on 12 November 1991 behind 6A 454 which had been at Millsite for axle box repairs.

The pictures of Hunslet and Kitty are from the day of the official handover from ESKOM to SANRASM (13/02/93).

Kitty was only to be steamed on special occasions when ESKOM was present but Hunslet saw a lot of use on SANRASM service trains

As you now know they items have been abandoned.

I also wanted to mention that there is growing local and international disquiet over this. Please refer to the SIA Newsletter for October, attached. There has led to a flood of new information, mostly bad. We do need to publish Eskom's thoughts during November. Our deadline is 25 /11 for SIA member feedback.

Lorna we appreciate the work that you are putting in to this and we look forward to your feedback. We believe that with your assistance these assets can not only be saved but can be returned to use as a positive move by both Eskom and South Africa.

Regards,
Michael C. Myers
Office Telephone: 011 805 4692
eFax: 0866 148 453

From: Mike Myers [mailto:mikem@sandstone.co.za]
Sent: 09 March 2010 03:28 PM
To: 'Lorna Ndlela'
Subject: FW: Eskom locomotives in preservation

Dear Lorna,

Attached are some more photographs of the condition of your once proud locomotives. What can we tell the SIA members? My e-mail below refers. I believe you have had more than enough time to discuss this matter with SANRASM.

Kind regards,
Michael C. Myers



From: Mike Myers [mailto:mikem@sandstone.co.za]
Sent: 07 September 2010 11:46 AM
To: 'Lorna Ndlela'
Subject: FW: Eskom locomotives in preservation

Dear Lorna,

We have not heard from you for sometime now and we have been hoping to get some feedback.

We would like you to be aware that at a recent meeting with SANRASM, which we had at last managed to secure, we were requested to assist with the moving of 27 locomotives stored at Chamdor by SANRASM due to the fact that they were at risk. We have been warning them that the locomotives were under attack by scrap thieves for many years and it had now become apparent to SANRASM that they do not have the resources to either protect or move the locomotives.

An inspection of the locomotives following the request for assistance, unfortunately at the 11th hour, has revealed that all 27 locomotives at Chamdor have been vandalised and cut to such an extent that they are beyond saving. To put it bluntly all that is left is scrap metal which will no doubt continue to be stolen until there is nothing left. This is a tragedy and a disaster for the preservation of South Africa's historical locomotives.

We fear that those stored at SANRASM's other site, which is where your locomotive Kitson is standing, will go the same way.

We urge you to seriously review your position before it is too late and we would like to meet with you as soon as possible to discuss some alternatives with a view to saving your and the other locomotives standing there. Can you please advise us what day, next week if possible, would suit you and at what time.

I look forward to hearing from you.

Yours sincerely,
Michael C. Myers

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

From: Lorna Ndlela [mailto:Lorna.Ndlela@eskom.co.za]
Sent: 07 September 2010 12:51 PM
To: Mike Myers
Subject: Re: FW: Eskom locomotives in preservation

NB: This email and its contents are subject to the Eskom Holdings Limited EMAIL LEGAL NOTICE which can be viewed at:
http://www.eskom.co.za/email_legalnotice

Hi Mike,

Jenny has been trying to secure a date with SANRASM for us to go and visit the sites. After which we will make a decision together with our legal Department on the way forward.

I will then inform you as soon we have made our decision

Eskom Documentation and Information Centre Manager



TRANSNET

The following has just been received from Transnet. We are somewhat surprised since the consultation process regarding the total list is still in process. If any SIA members are interested in any of these locos please let us know.

Transnet Limited
Registration
Number
1990/000900/06

Carlton Centre
150 Commissioner
Str. Johannesburg
2001

P.O. Box 72501
Parkview
South Africa, 2122
T +27 11 308 2490
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MEMORANDUM

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To: **Mr Chris Janisch**
Heritage Rail Association of Southern Africa "HRASA"

To: **Mike Myers**
Steam In Action

From: **Mrs Cynthia Mgijima**
Head: Transnet Foundation

Date: 06 September 2010

RE: **SCRAPPING OF STEAM LOCOMOTIVES IN HUMEWOOD DIESEL DEPOT
AND 93 AMMUNITION DEPOT IN JAN KEMPDORP**

Dear Gentlemen

Transnet Foundation had, on 24 August 2010, received a confirmation from the South African Heritage Resource Agency (SAHRA) that the locomotives listed below are not of heritage value. Transnet Foundation wishes to scrap them through Transnet internal processes and also according to Transnet disposal policies and procedures. The assets will therefore be transferred to Transnet Freight Rail, an Operating Division of Transnet, specially tasked for scrapping of Transnet assets for disposal.

Class	Number	Tender Number	Location
NG. 15	132	2-8-2 (NG)	Humewood Diesel Station, Port Elizabeth, Eastern Cape
NG. 15	144	2-8-2 (NG)	Humewood Diesel Station, Port Elizabeth, Eastern Cape
NG. 15	145	2-8-2 (NG)	Humewood Diesel Station, Port Elizabeth, Eastern Cape
NG. 15	148	2-8-2 (NG)	Humewood Diesel Station, Port Elizabeth, Eastern Cape
NGG.13	79		Humewood Diesel Station, Port Elizabeth, Eastern Cape
NGG.16	154		Humewood Diesel Station, Port Elizabeth, Eastern Cape
15F	3130	2924	93 Ammunition Military Depot, Jan Kempdorp, Northern Cape
19D	2678	839	93 Ammunition Military Depot, Jan Kempdorp, Northern Cape
19D	2689	3351	93 Ammunition Military Depot, Jan Kempdorp, Northern Cape
19D	2742		93 Ammunition Military Depot, Jan Kempdorp, Northern Cape
25NC	3409	3483	93 Ammunition Military Depot, Jan Kempdorp, Northern Cape
25NC	3438	3484	93 Ammunition Military Depot, Jan Kempdorp, Northern Cape
25NC	3453	3518	93 Ammunition Military Depot, Jan Kempdorp, Northern Cape
25NC	3494	3489	93 Ammunition Military Depot, Jan Kempdorp, Northern Cape
25NC	3498	3540	93 Ammunition Military Depot, Jan Kempdorp, Northern Cape
25NC	3528	3426	93 Ammunition Military Depot, Jan Kempdorp, Northern Cape

Kind regards



Mrs Cynthia Mgijima
Head: Transnet Foundation
Date: 7/9/2010

STOP PRESS

SIA has permission from Colin Harris to go and do a survey of the main SANRASM site. Shaun Ackerman and Andrew King are going to do the technical assessment of every locomotive.

It is likely to be early one morning next week, i.e. say starting at 06h00. We estimate it will take us about 3-hours.

SIA members are invited to join us. Please e-mail Joanne (E: joannewest@btinternet.com) and we will confirm the date.

Please let me know if you can assist. Bear in mind that there are very few heroes around at the moment, mostly zeros.



Unidentified NG loco at SANRASM. Photograph by Gert Jubileus.



NGG 11 at SANRASM. Photograph by Gert Jubileus.

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.