



## WELCOME

to the September newsletter

What a momentous few weeks! While SIA was deeply involved in the compilation of a document for the South African Heritage Resources Agency on what locomotives should be saved, it became critically important for us to act on the SANRASM situation. The SIA approach has always been to communicate with the owners of Railway Preservation assets who do not appear to be honouring their moral commitments to preserve the irreplaceable items placed in their care by people who trusted them. This was always done by letter. A substantial amount of correspondence has been directed at SANRASM and more recently to Eskom, which by and large has been ignored. SIA missed a trick here because we did not check how rapid was the attrition of the assets that had been virtually abandoned by the people who supposedly were looking after them. When we did check the situation turned out to be a nightmare. We immediately contacted Lawrence Posniak of SANRASM who seemed to be in no hurry to deal with the matter. In fact, he was in denial. He is now overseas and so we switched our attention to another SANRASM committee member, Mike Dyke, who took a realistic and pragmatic view of the situation. This culminated in us receiving a letter authorising that the items be cut up. There was in fact no choice because the theft was so great and so rapid that the entire Chamdor collection would have been gone within a matter of weeks anyway. It was one of those horrific situations where you were damned if you took action and you were damned if you didn't. They were lined up in rows in an unguarded high crime area and left to their fate. A few pre-dated the Anglo Boer War. By the time this newsletter appears the locomotives will have been eliminated completely. There are no survivors.

A full list of the locomotives that had been lost appears below.

## *This Month's Edition*

- Editorial
- SANRASM /SIA/ Industry joint meeting
- Correspondence from members regarding SANRASM
- Transnet
- Report back. Transnet Foundation locomotives Queenstown
- HRASA Report - 17 September 2010
- Video production matters
- Outeniqua Choo-Tjoe
- Club and Operator News
- Members' Feedback
- Overseas News
- Archives

### SANRASM 3ft 6in gauge steam locos thought to have been cut up at Chamdor – September 2010

SAR Class & No.	Builder	Works no.	Year	
Class A - 115	Dubs	2610	1890	
Class A - 133	Dubs	2966	1892	
Class H2 – 264	Dubs	4127	1902	
Class J - 341	Naysmith, Wilson	1060	1914	Last of its type
Class S - 372	Henschel	21083	1928	
Class S1 - 374	Salt River		1947	
Class 19AR - 678	Schweizerische	3303	1929	
Class 7A - 990	Sharp Stewart	4147	1896	
Class 7C - 1059	Neilson Reid	6079	1901	
Class 8DW - 1211	Neilson Reid	6304	1903	
Class 19BR - 1410	Berliner	9836	1930	
Class 19B - 1411	Berliner	9837	1930	
Class 12R - 1517	North British	20819	1915	
Class 14 - 1750	Beyer Peacock	5881	1914	Unique loco, last unrebuilt Class 14
Class 14R – 1589	North British	20581	1914	
Class 14R – 1711	Robert Steph.	3553	1914	
Class S2 - 3789	Krupp	3054	1953	

## Industrial locos

Builder	Works no.	Year	Wheel arrangement
Andrew Barclay	2285	1951	2-6-0T
Bagnall	2250	1926	0-8-0T
Bagnall	2583	1938	4-8-2T
Hudswell Clark	1574	1926	0-6-2T
North British	23888	1929	4-8-2T
North British	24507	1938	4-8-2T
North British	26246	1948	4-8-4T
North British	26312	1949	4-8-4T
North British	27556	1955	4-8-2

The following were found near the old REGM workshops with axleboxes cut away

SAR Class & No.	Builder	Works no.	Year
Class 15CB – 2062	Baldwin	58708	1925
Class G – 206	North British	16069	1904
Class 16CR – 819	North British	33125	1919
Class 15CB – 2067	Baldwin	58713	1925

## Industrial locos

Builder	Works no.	Year	Wheel arrangement
Baldwin	61553	1930	2-10-2T

Having accepted that 27 locomotives had been lost we immediately turned our attention to the rest of the collection at the other Randfontein site. We took two actions:

- 1) With the assistance of Reefsteamers a comprehensive survey was carried out of all the assets which are currently under great threat at Randfontein. A full copy of this report is included in this newsletter.
- 2) We called a meeting of those few SANRASM Board members who were prepared to see us. In the event only Mike Dyke turned up. A detailed report of that meeting is included in this newsletter.

## Conclusion

We have had a lot of support and we have consulted with a lot of people. There is very general consensus that the decisions taken by represents of Friends of the Rail, HRASA, Steam in Action, the Sandstone Heritage Trust, and Reefsteamers, supported by a number of ex SANRASM members, clearly indicated that the lost locos of Chamdor will have to be sacrificed in order to save as many of the truly valuable and important locomotives that are in imminent danger of being destroyed at the Randfontein site.

**Our offer to save what is left appears below. It can be implemented immediately.**



*Pictures of the beautifully maintained 19B, loco number 1413, at Sasol's main offices at Trichardt, Mapulanga. Credit Gert Jubileus*



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

From: Joanne West

To: Mike Dyke ; Colin Harris ; Mike Gammie ; Joe Lekalakala ; Lawrence Posniak ; Lawrence Posniak ; Steve Gipson ; tony@alacc.com

Sent: Sunday, September 19, 2010 3:02 PM

Subject: PROPOSED RESCUE PROGRAMME - SANRASM RANDFONTEIN (OLD) SITE

## Proposed rescue programme – SANRASM Randfontein (old) site.

- 1) A very careful analysis of what is on the site has been undertaken by Geoff Pethick and Dave Richardson based on their own personal background knowledge of the situation, site visits, and the engineering report submitted by Shaun Ackerman and Andrew King of Reefsteamers.

During the meeting on 14 September 2010 between SANRASM and representatives of various preservation organisations those present were tasked with putting forward recommendation for the asset which had survived the long period of attrition and which are most suitable for preservation and movement to a safe location. These items have now been identified and are detailed below.

All members of the group representing HRASA, FOTR, Reefsteamers, SIA and SHT have submitted written approval for this offer.

	Class	No.	Date	Notes	Destination
1	NGG13	58	1927	In reasonable condition. Reasonably easy to move	SHT, Hoekfontein
2	O&K 0-4-0WT		1936	Reasonably complete, easy to move.	Bethlehem Railway Museum, Bloemfontein
3	NGG11	53	1919	Oldest Garratt in SA	Bethlehem Railway Museum, Bloemfontein
4	14R	1909	1914	Was in recent working condition. Could be restored	Reefsteamers, Germiston
5	GDA	2259	1929	Was in recent working condition. Could be restored	Reefsteamers, Germiston
6	1	1252	1904	Use parts from 1253	Reefsteamers, Germiston
7	6th	Tender	pre 1910	Useful spare	Reefsteamers, Germiston
8	15BR	1990/R7	1920	Was a runner. Could be restored	Reefsteamers, Germiston
9	6A	454	1986	First loco in SA preservation	Reefsteamers, Germiston
10	15F	3051	1944	Could be restored. Was in good mechanical condition.	Reefsteamers, Germiston
11	19D	2644	1939	Prototype for Class 26. Very significant loco	Reefsteamers, Germiston
12	6th	473	1897	Restorable and has original type firebox	Reefsteamers, Germiston
13	Kitson		1879	Eskom loco. National monument subject to the Heritage act.	Reefsteamers, Germiston
14	Hunslet		1902	Eskom loco. Was built to a Table Bay Harbour Board design	Reefsteamers, Germiston
15	La Moye		1907	Eskom loco. Last survivor of Jersey Railway	Reefsteamers, Germiston
16	Henschel		1950	Eskom loco	Reefsteamers, Germiston
17	Avonside NB Tank ex RBCT		1927	Eskom loco	Reefsteamers, Germiston
18		25916	1946	Fully rebuilt prior to SANRASM	Reefsteamers, Germiston
19	Ruston Diesel		1951	Useful loco	Reefsteamers, Germiston
20	Davenport Diesel		1948	Fairly unique in SA	Reefsteamers, Germiston
21	Hawthorn Diesel		1936	Very early SA diesel	Reefsteamers, Germiston
22	16DA	844	1929	Relatively good, useful for train operations.	Reefsteamers, Germiston
23	14R	1705	1915	In working order when it arrived	Reefsteamers, Germiston
24	NBL	23722	1928	H2 copy, ten coupled loco	Reefsteamers, Germiston
25	Avonside	1624	1912	Dismantled Narrow Gauge loco	SHT, Hoekfontein
26				Miscellaneous non-railway items, steam rollers etc.	SHT, Hoekfontein
27	Coaches			All coaches that can be made roadworthy will be moved to Reefsteamers, Germiston see paragraph 5 below	

The list above is *recommended*.

## 2) Spares.

A site inspection was coordinated for Saturday morning, 18th September, at 09h00. An SIA delegation visited the site with a number of technical personnel. We notified Colin Harris of SANRASM that we would like to evaluate the spares. No authority was forthcoming.

Our investigations reveal however that these spares have been under attack and may have already been stolen.

## 3) 2-ft Narrow Gauge items.

The Sandstone Heritage Trust is in a position to offer a safe location. All the 2-ft Narrow Gauge locomotives would be moved to Bloemfontein to the old steam sheds within the secure Transnet/Transwerk area. In addition to Transnet security the Sandstone Heritage Trust also has 24-hour a day security on site and in fact has been guarding the National Collection adjacent to its main workshops for over 10-years. Sandstone will supply their own low beds for this operation at no charge.

There is sufficient capacity in the main Bloemfontein rebuild workshop for the few NG items at SANRASM. It is hoped that an agreement can be reached with SANRASM to restore all the Narrow Gauge items.

## 4) Non-rail items, steam rollers etc.

We suggest that these be moved to a secure facility at the main Sandstone facility in the Eastern Free State. All items are stored undercover. They are under 24-hour guard with alarms and two electric fences. This site already houses in excess of R40 million worth of valuable Heritage items and extremely high levels of security are maintained.

Once these items have been evaluated recommendations can be made to SANRASM as to their future. Once again, first prize would be for them to be restored and to re-enter the preservation arena as working items, which would by definition be of considerable interest to a large number of enthusiasts.

## 5) Logistics.

Reefsteamers are currently investigating the possibility of steam hauling the coaches that can be roadworthied. The Sandstone Heritage Trust has offered to supply two fitters to assist with the roadworthy commencing immediately. This roadworthy programme would be under the supervision of Andrew King and Reefsteamers personnel who hopefully will also be able to assist in speeding up the process. A YQ will be applied for. Bearings for most coaches are missing and it is hoped that these have been secured somewhere by SANRASM.

## 6) Financing.

From the beginning SIA and the other major Preservation organizations in South Africa, most of whom were represented directly or indirectly at the Tuesday meeting agreed that the Chamdor tragedy could only have one positive outcome, namely that the funds received as a result of the scrapping of these items could be used to save and rehabilitate the survivors in the SANRASM collection.

It is therefore proposed that the money from Reclam be placed into a "Transport Fund" which would be used to cover the cost of moving these items. Reefsteamers for example will have to pay

for YQ's and an organisation like Transcor would have to be contracted to move items from Randfontein to Germiston. Some of the heavier locomotives might be moved by rail but obviously there is still a cost involved. Each loco would be evaluated independently. Mike Myers of SIA will negotiate with Transcor to provide a quotation to move all the items. We will look at the most expensive, i.e. the heaviest ones, and see whether it is more cost effective to move them by rail. Either way they will be recovered and moved to safety.

## 7) Items not retained for future preservation.

Because we have put in place emergency security at the Randfontein site we have slightly more time in which to deal with the items that are essentially scrap. We suggest the following procedure:

- (a) We announce an Open Day during which time legitimate Preservation organisations and interested parties would be allowed to visit the site and earmark items on the list as well as spare parts and/or loco components that they might need. These items would then be negotiated for sale by SANRASM at standard scrap prices.
- (b) Once the above has been completed and the items removed, negotiations with Reclam will be entered into for the best possible deal to remove a very large amount of scrap that is already on the site. There will be a definite time scale for removals, items not removed by that date will be included in Reclam's cutting programme. For example, we estimate there are over 1,000 tons of ex GMAM parts lying abandoned in the veld. Scrap thieves have already been at work and a number of GMAM locos have already been cut up. Locos on the fringe of the collection, which is widely scattered throughout a dense blue gum plantation have recently had their axle boxes professionally removed.

## 8) The Future.

Once the logistics of moving these locomotives have been completed the transport fund will then be converted to a "Rehabilitation Fund" to enable SIA/SANRASM to coordinate a restoration programme for all items recovered. A meeting will be held with SANRASM to discuss the priorities but initially most of the locomotives will be stabilised and would be subject to a cosmetic restoration.

This will be a unified Railway Preservation initiative.

It is unlikely that more than one Main Line locomotive could be restored per annum but SIA would consult with the top professionals in this field in order to establish what the benefits of restoring each other locomotive is, i.e. to what extent it can enhance the interests of Railway Preservation.

Kitson obviously sits at the top of the list. It would be an outstanding loco to go on tour around South Africa to promote the interests of Rail Tourism to a much wider audience.

We are currently guarding the site at night to prevent the gang who wrecked Chamdor from moving on site at Randfontein.

Please act with both urgency and stature to save the above or more.

Your site has no future as a Museum and is in fact closed and for all practical purposes abandoned.

**Michael Myers**  
On behalf of SIA and the Railway Heritage sector

Would SIA members who support our proposal please e-mail their thoughts to the following in a single e-mail:

Mike Gammie, Chairman:

[mike.gammie@btinternet.com](mailto:mike.gammie@btinternet.com)

Lawrence Posniak, Board member and primary decision maker: [lawrence.posniak@eskom.co.za](mailto:lawrence.posniak@eskom.co.za).

Colin Harris, Board member:

[colin@corpnetdesign.co.za](mailto:colin@corpnetdesign.co.za).

Joe Lekalakala, Board member:

[pm4@newnorthwest.co.za](mailto:pm4@newnorthwest.co.za).

Mike Dyke, Board member and realist:

[mikedyke@iafrica.com](mailto:mikedyke@iafrica.com)

NGG11 is outside a fence, totally isolated, lying on the ground next to a road. SIA has two armed guards on duty patrolling the area at night (See image right). Time has all but run out. These pictures were taken on Saturday, 18th September by Charles Viljoen at SANRASM Randfontein.



NGG11, No. 52, the oldest Garratt on the African continent.  
Photo credit: Charles Viljoen



## SANRASM / SIA / INDUSTRY JOINT MEETING

A meeting was held in Northgate Shopping Centre in Johannesburg on Tuesday, 14th September. Present were the following: Mike Dyke of SANRASM, Steve Appleton representing Heritage Rail Association of South Africa and Friends of the Rail, Geoff Pethick, an ex SANRASM member and independent Railway consultant, Dave Richardson, an ex SANRASM member, Dennis Edgar, an Executive Board member of Reefsteamers, Germiston, Mike Myers of Steam in Action, and Wilfred Mole of the Sandstone Heritage Trust. Colin Harris of SANRASM was invited but did not arrive. Mike Dyke therefore represented SANRASM as the only member.

A summary of the meeting approved by all who were present appears below.

[http://www.steam-in-action.com/images/pdf/minutes\\_of\\_meeting\\_sanrasm.pdf](http://www.steam-in-action.com/images/pdf/minutes_of_meeting_sanrasm.pdf)

### History of SANRASM

A documentary appeared on national television in the 1980's covering what SANRASM was doing at the time. SIA will find it well worth the trouble to watch this video which is very well presented. It provides a detailed insight into what the thinking and the planning was at that time. We are sad that it didn't come to fruition and we are also sad that when it was obvious that it would not come to fruition, the assets were abandoned.

To view the video please go to [www.frameline.co.za](http://www.frameline.co.za) and look at the featured video at the bottom of the page.



DSCF 1097 : Graaf Reinet. Class 6 No. 429. Plinthed in the town.  
Photograph by Ian Pretorius.

## CORRESPONDENCE FROM MEMBERS REGARDING

We have received hundreds of e-mails from people, some of which were quite explicit and which used language which one would not normally like to repeat in genteel company. There is no point in publishing these letters because things have moved on. We are focused on what we can do in the future rather than what happened in the past.

However, we do thank our members for their interest and for their concern.

SANRASM is still an operating organisation but we are having difficulty communicating with members. ***Could existing members and/or ex members please communicate with us*** because we would like to place them on a special mailing list to receive SANRASM specific updates. There is also a SANRASM AGM on 9th October 2010 and we need to be in contact with members who might be attending that meeting so that SIA's position and point of view can be adequately represented.

### South African Heritage Resources Agency / HRASA / SIA project to create Locomotive and Rolling Stock list for SAHRA

During the meeting attended by Mike Myers, Chris Janisch and Ian Pretorius with Regina Isaacs in Cape Town on 23rd August 2010, SIA committed to providing a recommended list of locomotives that should be declared Heritage items by not later than the end of October. In this regard we are relying heavily on SIA members to communicate with us regarding the list itself. In actual fact the response has not been particularly good. We are surprised how many have been vocal in terms of what they think we should be doing, while at the same time being reticent about providing the type of detailed information, particularly with regard to the provenance of locomotives, that we need to put forward to SAHRA. One of the reasons we are sending this month's newsletter out early is that we really want to appeal once again to SIA members to go through this list, to check it for accuracy, and to tell us why specific locomotives, coaches etc. must be saved.

David Cowley an Associate Member of the International National Trusts Organisation had this to say recently when he submitted proposals for the National Tourism Sector Strategy:

#### **Procrastination - we have to move before it is too late.**

To my knowledge Heritage Authorities have been compiling heritage registers for years, presumably under the pretext that when they have finished the list they will do something. The fact is that such a list is dynamic and can never be completed.

# TRANSNET

## Humewood Road and Jan Kempdorp

Since its inception SIA has been involved in a dialogue with the authorities regarding the future of locomotives at Humewood Road and Jan Kempdorp.

The arrangements whereby the items at Humewood Road were being offered by Transnet through HRASA to the Sandstone Heritage Trust never came to fruition. Although we received all the documentation from HRASA, no supporting Transnet documentation was available and Sandstone had to abort their attempts to rescue them.

These items, except for the last Krupp-built 19D No 2680, have now been designated as being of no heritage value and they will appear on a disposal tender shortly. This means that any interested parties wishing to buy NG15's or NGG16's or any of the items at Jan Kempdorp will be in a position to bid.

We understand that a tender will be issued on 8th October, or failing that a month later. Preservationists who wish to acquire 3'6" or Narrow Gauge locomotives are invited to bid over the Internet for these particular items. Transnet have promised that locos will firstly be offered to preservationists, failing which other parties will be able to tender. Locos are then to be stripped of useful parts for storage at Bloemfontein, before being offered as scrap.

Should anyone be interested in bidding please contact us and we will forward the appropriate link to the auction site.

The Sandstone Heritage Trust will be submitting a tender at scrap related prices for the items at Humewood Road. A full list of what is going to be offered to the scrap industry appears in the document below.

Unfortunately this is not the first time strenuous efforts have been made by the Preservation community to secure the well-being of locomotives only to



*"Class NG15 No. 136 Humewood Road taken 7-8-1971.  
Credit: Leith Paxton"*

find that they always inevitably end up on a scrapping tender.

That does not mean to say that they are lost but it does mean that the Railway Preservation community needs to make sure they have their funds available and they need to bid above the scrap price if they want to see them saved.

[http://www.steam-in-action.com/images/pdf/transnet\\_scrapping.pdf](http://www.steam-in-action.com/images/pdf/transnet_scrapping.pdf)



*These photographs were taken at the 93 Ammo Depot, Jan Kempdorp in June. Courtesy of Jacque and John Wepener.*

## REPORT BACK

### Transnet Foundation locomotives, Queenstown

Gert Jubileus of Sandstone carried out an on-site inspection on behalf of SIA last week.

Happily he reports that these locos appear to be stable and stand quietly and safe. He did not see anyone near them.

The only thing was that some of the 19D front bogie compensating beams were cut but this was done long ago, as there are no fresh marks, what he did observe was that some of the 19D bogie springs were removed but could have been removed by THF for spares in Voorbaai.

Below is a list of locomotives left in Queenstown:

- |  |  |
|--|--|
| • 15AR 2100                                      | • 19D 3364                                       |
| • 15AR 2012                                      | • 19D 2714                                       |
| • 15AR 2093                                      | • 19D 3330                                       |
| • 15AR 1798                                      | • 19D 3337                                       |
| • 15AR 1966                                      | • 19D 3325 ( front bogie compensating beams cut) |
| • 14CRB 1778                                     | • 19D 3348                                       |
| • 4AR 1560                                       | • 19A 693  |
| • 15BR 1832                                      | • 16CR 809                                       |
| • 19D 3361 ( front bogie compensating beams cut) | • 24 Class 3667                                  |
| • 19D 2666 ( front bogie compensating beams cut) |  |



4AR 1560



14CRB 1778



14CRB 1778



15AR 1798



15AR 1966



15AR 1966



15AR 1966



15AR 2012



15AR 2012



15AR 2093



15AR 2100



15BR 1832



16CR 809



19A 693



19D 2666 rear



19D 2666



19D 2714



19D 3325



19D 3330



19D 3330



19D 3337



19D 3348



19D 3348



19D 3361



19D 3361



19D 3364



19D 3361 cab



Class 24 3667



Class 24 3667



Tender

## HRASA REPORT - 17 SEPTEMBER 2010

It is with mixed feelings that I look back on the last year or so since the 2009 AGM. Whilst I am proud of the way that HRASA has evolved into a functional organization, there are still problem areas which bedevil us.

The past few months have been a difficult period for HRASA. It is acknowledged that communications and activity have not been what they should be, at a time when our rail heritage lies at a crossroads.

It is necessary to investigate the reasons behind this situation, and to realistically plot the way forward.

From the inception of this Board last year, we set very high standards. For a period we were able to perform at the required level. Meetings with all important stakeholders and governing bodies were held, sub-committees formed and MoUs signed. At this stage the situation looked promising, but there were some warning lights flashing..

Firstly, most of the hard work fell to a tiny handful of directors. Despite attempts to delegate responsibilities, at the end of the day only a few did the job. This situation was unsustainable, and caused a "burnout" syndrome to develop amongst some of our key directors, who found that HRASA was detracting badly from their jobs and family lives, as well as their involvement with their clubs. It would not be fair to prioritise HRASA over these more important matters. Performance has thus dropped all round.

HRASA's reputation has been badly damaged by many years of poor management and inactivity. The pre-conceived idea of us as an ineffective moribund organization seems difficult to break.

The attitude of Transnet and government towards us has been disappointing. The lack of respect and engagement from their side has not helped our standing at all. It is clearer now than ever that heritage rail is a political hot potato, and will remain so for some time to come.

On the positive side, there has been recognition from authorities of our existence, and some successes. What was a totally dysfunctional organization has been turned around somewhat, and those in the know are aware of the difficulties we face in the current political environment.

Given the fact that our hands-on members are so few, and that our PR has been limited, it is obvious that SIA, with resources to spare and strong communications, are flying the banner at present. I have endeavoured to keep SIA involved and encourage a synergy between the two organizations. Despite a generally critical attitude from SIA, I believe we have weathered the storm and a mutual respect is developing. It cannot be argued that there has been some good work done by SIA, for example the accumulation of loco lists, our collaboration with SAHRA, and assistance for the SANRASM situation. The SAHRA loco list was remarkable in that this was the first document which carried the SIA and HRASA logos side-by-side. SIA have the foot soldiers and people prepared to do the hard miles. However, we must work synergistically, but under the HRASA umbrella. HRASA is the established representative body, which has the mandate to deal with authorities. SIA is a lobby group with no official standing, and is thereby able to operate in an unrestricted fashion. I believe that we need each other – HRASA to provide the authority and standing, and SIA to do the groundwork, which we are not capable of, due to our restrictions of financial, human and other resource.



It must be stated, at this point, that the percentage of enthusiasts and preservationists who are actually contributing on the ground is extremely low. The lack of concrete input from SIA and HRASA members alike is a fact which we cannot dispute or argue about. Until such time as more people step forward and put their hearts and souls into rail preservation, we will continue to suffer. It requires time and dedication for this whole project to succeed. One positive contribution is immeasurably more valuable than one thousand armchair observations and criticisms.

The disposal of heritage rolling stock by Transnet is underway. This is a policy decision, which Transnet are executing and is non-negotiable. Our interactions with SAHRA will to some extent save some of the items, which would otherwise be threatened, but the bottom line is that most of the assets will be sold. Our view is that we should be realistic about what is worth saving and let the rest go. Spares and parts are vital to the operating future of the clubs, and we have made strides to protect and procure these items for the future.

Relations with TFR seem more or less stable and, in fact, we have recognition and support within that body. The application made by us for the waiving of access and other fees for the three 150-year anniversary trains – Umgeni Steam Railway, Friends of the Rail and PE Apple Express – was approved and surely a victory which would not have happened in the past. This has allowed these special commemorative trains to run.

HRASA is at present playing a vital role with regards to safety standards. We are currently formulating a generic set of standards, which will govern all heritage rail operations. There will thus be no arguments or misunderstandings in future, as to what the RSR requires from our operators. The onus will be on us to conform to these standards, but rest assured that we are producing a practical document which will not be difficult to implement, whilst at the same time proving that we are serious about safety.

With regard to tourism, we have had some local successes in KwaZulu-Natal, through the Sisonke Stimela project. However, the Western Cape authorities have had no joy in their attempts to save the Outeniqua Choo-Tjoe. The National Minister of Tourism continues to refuse to meet with us, and there is no national heritage rail policy. We will continue to attempt to engage with him.

On the Tourism side, I am sad to record the resignation of Dudley Smith from the HRASA board, for personal reasons. Dudley has made a remarkable contribution, and will be sorely missed. He has however agreed to continue assisting and advising HRASA as and when necessary. Dudley will be replaced by fellow KwaZulu-Natalian Ashley Peter, whom we welcome wholeheartedly to the board. Ian Pretorius now takes over the Tourism portfolio, with Ashley concentrating on membership and operations.

We have had some good marketing exercises. Africa Rail 2010 was enjoyable, and even though it was fairly quiet, our presence there was important. Indaba 2010 in Durban also turned up some good contacts. SA Rail is certainly promoting us in a good way, and informing people of the difficulties we face. For it to have a good effect will require its distribution to be more widespread and targeted on key people.

The issue of the 150th commemorative calendar, as well as the SA Heritage Rail Map, is imminent. These projects were sponsored by

Transnet Foundation, at considerable cost, and we thank them for the gesture. It will allow our industry to be better promoted.

The forthcoming concessioning of the branch lines has been discussed. By the end of 2011 TFR will have withdrawn from the operation of virtually all little-used branch lines in the country. This will affect preservation groups which use these lines. A model is currently underway in KwaZulu-Natal, with a partnership between timber companies, local municipalities and the Sisonke Stimela attempting to take over the branch lines out of Pietermaritzburg. If successful the lessons learnt may be applied elsewhere.

In summary, we will need to be realistic if we wish to take our mandate forward. Whilst acknowledging our successes, we must change course if we hope to carry out our mandate. Commitment and co-operation are the key words – heritage rail in South Africa depends on it.

Chris Janisch

## VIDEO PRODUCTION MATTERS

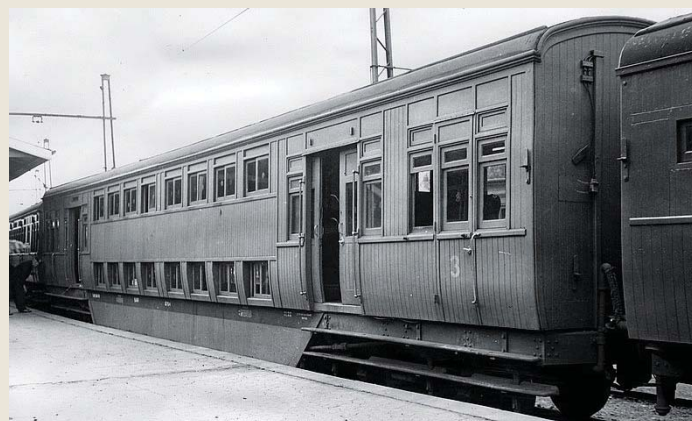


Consolidation of South Africa's archives is an issue or an event that hasn't even been contemplated. In the meanwhile however Frameline would like to bring to the attention of SIA members that they offer a

professional film-to-video conversion service. Many of us have taken 8mm movies or inherited them from other people. The problem is they lie trapped in their celluloid format. Unleash that potential for your own enjoyment and for others by having them converted.

Please note that this conversion process is not done by the normal process of filming a projected image with a video camera; rather, it is done by special equipment that scans every frame individually and then processes them into a video stream. The improvement in quality over the former method has to be seen to be believed. Regular 8, Super-8 and 16mm films can be accommodated.

For further particulars please contact Frameline: [ron@frameline.co.za](mailto:ron@frameline.co.za)



*Hulse double-deck coach. The only double decker suburban coach ever built by SAR used to be in the National Collection. It was stored at De Aar where she was vandalised and then she was moved to Salvokop near Pretoria Station where she suffered further damage. She was a S-24, number 6704. We have since been advised that this coach has been scrapped. Photo credit: Les Pivnic*

# OUTENIQUA CHOO-TJOE

Media statement  
MEC ALAN WINDE  
Minister of Finance, Economic Development and Tourism

16 September 2010

## OUTENIQUA CHOO-TJOE TO TAKE FINAL JOURNEY – FOR NOW

Tomorrow (Friday, 17th of September), the Outeniqua Choo-Tjoe's licence to transport passengers expires and the train will take its last voyage as a Transnet asset. However, Western Cape Minister of Finance, Economic Development and Tourism Alan Winde is confident that the Choo-Tjoe will take to the tracks again soon.

After a long period of silence, Transnet revealed last month that because they had not found an appropriate bidder to take over the train's operations, they had no option other than to terminate the Choo-Tjoe service. This is in line with their policy of shifting away from non-core business.

Because the service is being terminated, the train will not be sent in for the maintenance service it needs for its passenger safety licence to be reinstated. Instead, it will stand idle.

Because the Choo-Tjoe is a major tourist and heritage icon of the Garden Route, Minister Winde is determined to get the train chugging again as soon as possible.

"An asset this valuable should not be left to rot. The provincial government has applied to Transnet to take over the train and the line from Knysna to George. Because of its special place in the hearts of locals and steam enthusiasts around the globe, we are confident that Transnet is considering our request seriously. We hope to have a response to our application soon", said Winde.

Because it is a national asset, the transfer would have to go through strict Public Finance Management Act regulations.

If all requirements are met and the train is transferred, Minister Winde will immediately seek a private operator to run the train in line with its intended purpose, promoting tourism and preserving our rail heritage.

ENDS

For media or interview enquiries, please call Tammy Evans on 082 378 2235

In the meantime, an initiative is afoot so that when the line is transferred to the Provincial Government of the Western Cape, it can be started at the Knysna end, over a relatively short distance in the beginning. If one considers how short some Heritage lines are, Ferrymead in Christchurch, New Zealand for example, a trip from Knysna to Goukamma across the lagoon and up the hill at Belvidere would represent a fairly long run. Tourists do not necessarily want to be on a train all day; they certainly want to end their trip where they left their cars!

By running this service where the bulk of the tourists are, it will quickly show how profitable it can be, without incurring the expense of repairing the line. Money for that can be generated from the service. In order to be ready for running such a service, SIA member from Knysna, Fraser Howell, has advertised in their local press for people interested in offering volunteer help. Replies have been received and a meeting is set for this week coming.

If any SIA member missed the advertisements and wishes to become involved, please contact Fraser at [howell@telkomsa.net](mailto:howell@telkomsa.net)

From: Andy Selfe [mailto:[aselfe@mweb.co.za](mailto:aselfe@mweb.co.za)]  
Sent: 12 September 2010 18:34  
To: Tammy Evans  
Subject: 2 Tourism projects.

Hello Tammy,

Thanks for your reply. Sorry for not replying sooner, particularly about the Knysna Rail project. I have been doing some homework in the meantime, though, so has Fraser Howell who lives there. He has put advertisements in the newspapers and has a group forming around him. There is a turntable at the Knysna end, I'm told, and space to build sheds over existing rails. The turning would be a problem at the other end, wherever that would be, but again Fraser is finding out from the Rail Safety Regulator what the rules are about tender-first operation with passengers for the meantime.

Remember, this proposal is just a start. I'm sure as it gets going, the distance will increase as plans are made to check and repair the line from the Knysna end. Sandstone Heritage Trust has a suitable locomotive with the right axle loadings ready and waiting.

[In a previous e-mail, Tammy mentioned that a Task Team was looking into the proposition]

Who is the Task Team? Are they PGWC or Railways? If the latter, then I won't hold my breath, but if they're from Province, can we find out who they are and start working with them? (After all, we're supposed to be transparent!?) Can we have details of when and where they meet and see their minutes?

Regarding the tug, Alwyn Vintcent, for the moment the plan is to have it as a land-based museum / attraction. However, nothing will be done to affect its seaworthiness at some time in the future. At Midmar, they cut the bottom of her sister ship the Eaglesham, so when that closed down, there was no alternative to scrapping. We would like to be able to steam her, high and dry, so people can see her propeller turning and run the gennies, etc. Then one day in the far distant future, there's a chance that funds will be available to make her seaworthy again. In that case Theewaterskloof Dam is close by!

However, at this stage, it's a last-ditch effort to save her from being cut up completely. It is, however a good example of how a group of people can just say, 'YES, WE'LL DO IT!' and then worry about how! Courage like this is what's needed at Knysna with the Railway Project I'm suggesting.

Regards  
Andy

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

From: Tammy Evans

To: Andy Selfe

Sent: Thursday, September 02, 2010 2:48 PM

Subject: Re: Tourism project.

I hope that you are keeping well.

This seems a fascinating project! Is the idea to remove it so that you can oversee its restoration directly? Would it be seaworthy again, or just a land museum of sorts? The AGA stove and brass fittings are lovely, and are definitely worth saving.

I will forward your mail to Minister Winde also.

The idea to run short haul trips is great, and has been passed on to the Task Team that is dealing with all the various proposals. How do you envisage the train turning?

Hopefully Transnet will revert to us about our proposal to take over the line soon...

Sincerely,  
Tammy

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

Cell: 082 378 2235 E-mail: [tevans@pgwc.gov.za](mailto:tevans@pgwc.gov.za)

## TUG ALWYN VINTCENT



Something new in the pipeline!

<http://www.sandstone-estates.com/index.php/maritime-heritage/1604-alwyn-vintcent-last-steam-tug-to-be-rescued>

<http://www.sandstone-estates.com/index.php/maritime-heritage/1665-alwyn-vintcent-villiersdorp-club-gives-the-green-light>

# RAILWAYS SOUTH AFRICA 2011 CALENDAR

Following on from our acclaimed 2010 calendar, Railways South Africa is proud to showcase the talents of some of the best railway photographers in the country. Enjoy this nostalgic and colourful ride with us as we journey into another wonderful world of trains!

This full-colour, A4 double-sided format calendar features a balance between steam and modern traction, with trains parading through stunning South African scenery. If you want it to hang on the wall of your living room, pay attention now!

Stocks are limited, so the first-come first-served rule applies. Place your order by emailing [janisch24@gmail.com](mailto:janisch24@gmail.com) or [trainman@friendsoftherail.com](mailto:trainman@friendsoftherail.com)

Purchase options are as follows:

Single calendar by hand-R60 cash

Single calendar by post- R85 each

Bulk orders of 100+ copies available at R35 each.

Once your payment has been made, we will post your order immediately.

Don't miss this opportunity! Remember that a fair portion of the proceeds goes towards preservation, and your purchase will assist in the restoration of a heritage item.

RAILWAYS SOUTH AFRICA  
PO BOX 35965  
MENLO PARK  
0102

L.BERELOWITZ  
FNB  
BRANCH 258155  
ACC 77088251856

TEL 012 3866 248/073 244 4962

NOW  
AVAILABLE





## CLUB AND OPERATOR NEWS

### Atlantic Rail, Western Cape

Ian Pretorius has advised that contractors have started repairing the Simonstown line, some 9 months after sea-damage shut it down.



#### Cape Town's newest steam club, Friends of Atlantic Rail.

The club, which is closely affiliated to Atlantic Rail, was officially formed on Sunday, 5 September 2010, when we held our first meeting. FoAR has been formed to provide a voluntary support team to Atlantic Rail. Some of our objectives include providing train crews for AR's trains, as well as work crews responsible for the upkeep of the steam locomotive and coaches of AR.

People requiring more information or Membership Application Forms can contact me at [brett@atlanticrail.co.za](mailto:brett@atlanticrail.co.za).

Brett Radloff

### Reefsteamers, Gauteng

#### Reefsteamers Chairman's Message

Dear Reefsteamers member,

I would like to commend a very hardcore group of Reefsteamers directors and members for the way in which they have stepped forward to try to get to the bottom of what has turned out to be a corporate governance crisis of some significance. We will not mention individuals by name because they are stepping forward all the time.

However the new Reefsteamers is now at the information gathering stage.

We are aware that there have been many breaches of the Reefsteamers Constitution (copy attached). It is our opinion that the organisation drifted away from its core set of principles of being a volunteer organisation bound by common desire to maintain a significant part of South Africa's Railway Heritage.

By drifting away from its core values, Reefsteamers began to unravel because hard earned money generated from train operations began to dissipate into non-productive areas.

All of us who are involved in this turn-around process are committed to ensuring that all monies paid out incorrectly (in breach of the Constitution) are recovered. There are long suffering creditors who have supplied coal and other services to Reefsteamers who trusted the membership body implicitly. They deserve to be paid because the services they provided were critical to Reefsteamers ongoing operations.

May we address a personal appeal to you. If you are aware of monies paid out for any reason that might trouble you could you please provide us with the details so we can incorporate it into the reconciliation. If you are aware of any breach of Reefsteamers Constitution by any member, either inadvertently or otherwise, please let us have details so we can do a proper follow-up.

The great benefit of using professional auditors etc. is that they work purely to the book. This is not about people; it is about a collective return to a high level of fiscal discipline.



This first stage simply seeks co-operation. The next stage is the more detailed forensic one which will be expensive but which may not even become necessary if we receive the close co-operation of everyone who has been involved with Reefsteamers for the past five years or so.

Whatever your response to this request would be, we would be delighted to hear from you because Reefsteamers is after all nothing more than what its members enable it to ultimately become.

Regards,

Lex Wehmeyer

Chairman - Reefsteamers Association

E-mail: [chairman@reefsteamers.co.za](mailto:chairman@reefsteamers.co.za) or [AndreV@discovery.co.za](mailto:AndreV@discovery.co.za)

[http://www.steam-in-action.com/images/pdf/constitution\\_rs\\_b.pdf](http://www.steam-in-action.com/images/pdf/constitution_rs_b.pdf)

**Editor's comments: A small group of very dedicated people have done a remarkably good job of turning around Reefsteamers. In fact Reefsteamers went from being an organisation that was in financial difficulties (due to poor administration by previous people in executive positions) to an organisation that is playing a major role in assisting and saving what can be rescued at SANRASM.**

**SIA commends Reefsteamers on their tremendous efforts. With a top class team of honest people now in place they have a great future ahead of them.**

**The naming of the Class 15F No. 3046 - A Class 15F is called 'Janine.'**

[http://www.steam-in-action.com/images/pdf/15f\\_3046\\_named.pdf](http://www.steam-in-action.com/images/pdf/15f_3046_named.pdf)

## Friends of the Rail, Pretoria

FOTR is gradually getting back on track following the tragic derailment of the 15F in June. Although our members are few, quite a number of projects are being tackled at once.

Class 24 3664's boiler recertification is taking longer than expected. Many smokebox parts were wrong and some elements and tube welds were leaky. The chimney was also paper thin, so much new plate work has been done, and she is gradually taking shape. The overhauled chimney was dropped back in place on 18 September, together with smokebox fittings, so it should not be long now.

Class 15CA 2850 has taken a back seat recently, but small bits and pieces are being done. 20 new tubes arrived recently and removal of faulty tubes has begun.

15F 3117 has been examined by Transnet Foundation officials and a long list of repairs was drawn up. Certain spares will be procured from Transnet and others from our friends at Reefsteamers. Stripping of fittings has begun.

Class 19D 2650 is our ever-faithful workhorse. In addition to doing FOTR duty, she assists Rovos Rail on shunting and coalstage duties, and even hauled a charter out to Pyramid recently.

Our recently completed suburban coach has been painted and electrical fittings installed. We have now begun work on our famous clerestory Regional Manager's coach, which was lifted over the weekend. Internal restoration is being sponsored, and we await a quote for external repairs, since the coach looks a little sad having stood exposed to the elements for many years.



Completed suburban coach.  
Photograph by Chris Janisch



2650 seen at the head of a Rovos charter, as we extend our hand of assistance to Rovos.  
Photograph by Chris Janisch



Regional Manager's coach under repair and examination by contractors.  
Photograph by Chris Janisch



Polishing of 2650 for the Heritage Weekend.  
Photograph by Chris Janisch

The past weekend also saw the cleaning of 2650 for the coming Heritage weekend events. She will work train to Cullinan on 24 and 26 September, the latter being the 150 Years of Railways commemorative train, as well as performing in a night photogala on 25 September. We are all looking forward to the 150 train, and guests and friends from all over railwayland will be present.

Some photos of our latest photogala on 9 August are provided. This was a most successful morning with good clear weather and great sunrise effects.

## Sandstone Heritage Trust, Eastern Free State

### Steam in Action announces 2011 Steam Gala at Sandstone.

From April 9th-16th April 2011 a very special steam gala exclusively for Steam in Action members is being held at Sandstone Estates in the Eastern Free State, South Africa.

In excess of 20 steam locomotives and a number of diesel locomotives will be in operation throughout the week. A wide variety of consists will be configured for steam enthusiasts and particularly for photographers. The action will start at 05h00 in the morning and will carry on after dark.

This event, which will be held as a one-off, is a unique opportunity for those many local SIA members and foreign members who have expressed interest in visiting South Africa to envelop themselves in steam for a full week.

There will be many other ancillary activities. Geoff's Trains (see [www.geoffs-trains.com](http://www.geoffs-trains.com)) are considering running a special tour of South Africa to coincide with this event. Reefsteamers plan to run a double headed passenger train from Johannesburg to the Eastern Free State and back. The Vintage Car Club of South Africa will be attending with a line-up of South Africa's most interesting and historically significant vintage cars. Our military vehicles, agricultural machinery, and all aspects of the unique Sandstone Heritage experience will be blended together to provide SIA members with the most memorable of experiences.

Should you be interested in attending please contact Babita Hira on e-mail [babitan@sandstone.co.za](mailto:babitan@sandstone.co.za) for further particulars.



## Umgeni Steam Railway, Natal

### Special commemorative train for 150 years of Railways in South Africa

On Tuesday 26th June 1860 the first Steam Train to operate in South Africa ran from Durban's Point to Market Square, Commercial Road heralding the Dawn of Railways in South Africa.

Originally, the 150 years of Railway in South Africa was to be celebrated on the same date 26 June 2010, but was held over to Heritage Day due to all the activities around the World Cup Soccer events.

We now have the opportunity to celebrate the event this coming Heritage Day Friday 24 September 2010 and would ask you to publicise this event through the medium of your Publication this or next week. A photo of the Steam Locomotive that undertook that memorable trip in 1860, is attached for your reference.

"Join us on Heritage Day Friday 24 September 2010 to celebrate 150 Years of Railways in South Africa and the First Steam Train to carry passengers in South Africa from The Point to Durban Market Square. This event originally took place on 26 June 1860."

After a short Ceremony in Front of the Original "Natal" Locomotive on Durban Station, our Steam Train will depart New Durban Station at 10h00 on Heritage Day, Friday 24 September 2010 and travel to the Durban Harbour via way of the Bluff & Bayhead route and the beautiful Victoria Embankment. At Point Station, there will be a Plaque Unveiling Ceremony followed by Speeches. Thereafter Dignitaries & Passengers will board buses for the journey to The International Convention Centre for a further Plaque unveiling Ceremony followed by a Finger Lunch. This part of the proceedings is open to those who wish to attend at the ICC - there will be place for 45 Couples (90) passengers from the General Public only - or one can return by train to Durban Station.

Passengers who elect to go on to the ICC will, after the function at the ICC, then be conveyed by bus back to Durban Station to their Parked Cars or to rejoin the train for the return journey to Inchanga.

For those who really enjoy train travel, board the train at Inchanga, Departing Inchanga at 06h00 and returning at 17h00 and spend the whole day with us travelling some 200 kilometres by train! Bring Picnic baskets or order a boxed lunch at R 60.00 Per Head

To book for this Unique Historical Occasion please visit our website at:  
<http://www.umgenisteamrailway.co.za> or phone Robbie on 087 808 7715 / 082 353 6003.

#### Fares:

Durban - Point - Durban: Adults R 150.00, OAP R 130.00 Children R 120.00  
Steam Traction with Steam Locomotive, Ex SAR Class 3BR No. 1486 Built in 1912.

Inchanga - DBN - Point - INC: Adults R 300.00, OAP R 260.00 Children R240.00.  
Note that our train with the Steam Engine, will be Diesel hauled from Inchanga via Cato Ridge and down the New Main Line to Durban Station, returning via the same route with Diesel traction again."

[http://www.steam-in-action.com/images/pdf/usr\\_snippets\\_27.pdf](http://www.steam-in-action.com/images/pdf/usr_snippets_27.pdf)

Don't forget to donate to the Dubs A restoration fund - Sponsor a Tube.

Andy Anderson  
[andy.export@vodamail.co.za](mailto:andy.export@vodamail.co.za)

## Kei Railway

SIA has made strenuous attempts to contact someone to provide further information as to how SIA members can experience a ride on this railway. We are not receiving any feedback. If anyone is familiar with this railway please let us know who we should be talking to.

### Locos abandoned at Queenstown and White River



19D No 3364.  
Photograph by Ian Pretorius



19A No 693  
Photograph by Ian Pretorius



15AR No 1798. One of the very sad locomotives standing in Queenstown.  
Photograph by Ian Pretorius



An abandoned GCA, number 2196, standing in White River desperately needs a home and a saviour. Why do locomotives always end up standing in so much rubbish?

Photograph by Ian Pretorius

# MEMBERS' FEEDBACK

From: Colin Jones [mailto:Colin@wpsafrica.co.za]  
Sent: 16 September 2010 13:14  
To: joannewest@btinternet.com  
Subject: RE: Steam in Action Registration

As a recent returnee to railway heritage, I have read a lot of correspondence on the difficulties and frustration in not only saving our railway heritage, but also making it commercially viable as it will probably only be the way that this heritage will survive.

As we consult in the hospitality industry across a variety of hotel groups around Africa, I notice that Signature Hotels have taken on the operation of the Sisonke train in KZN. I read about Sisonke in the SA Rail recently, but didn't make the hotel group connection.

It struck me as a wonderful opportunity for commercial investment in a similar vein elsewhere in South Africa and certainly a wonderful way to save our heritage and promote heritage based tourism. Are there any other similar initiatives being considered. One could perhaps even put development schemes together and take them to potential hotel operators. We have also been involved in Public Private Sector partnership projects such as the Department Of International Relations in Pretoria and it also made me think of a similar approach with Transnet moving forwards. It would also obviate the need to buy all the assets as that would be the public sector contribution to any scheme.

Let me know your thoughts and thanks for your great efforts.

Regards,  
Colin Jones  
Director

Tel : +27 11 326 4323 Fax :+27 11 326 1486  
Cell :+27 (0) 82 331 9408 www.wpsafrica.com

SIA comment: SIA members should feel free to contact Colin direct.

From: Ian Goldie  
Sent: Saturday, July 31, 2010 10:43 AM  
Subject: The 5R locomotive

I have a request, as you know I am very interested in the Strand Train and in particular the 5R that pulled it daily.

As you can remember from Les's letter that says the last place he knows of it was in Krugersdorp, and I'm wondering if it is still there and if so what is its state.

The reason is that if I could be informed of the above and it is rescueable, I will start lobbying the Cape Town City Council about buying it and go to District Mail and see if I can motivate the people of the Strand to donate to the cause.

As this engine served the people of the Strand for so long just maybe the engine can be saved, and maybe we or rather they could pay Sandstone to reinstate it.

It is a long shot, but the starting point is knowing if it is still there and in what condition, is there some way of finding out has someone got records of what is still at Krugersdorp and is there some one that can assess the condition of the engine.

If I can get that information I will be out of my starting blocks.

Andy if you know of someone that can, will and prepared to do the ground work, I would appreciate it and even before the next news letter. I'm in Cape Town and not possible for me to get there to do the ground work.

Your sincerely  
Ian Goldie

From: Les Smith [mailto:momsmith@lantic.net]  
Sent: 02 August 2010 10:58  
To: Fairlie; Andy Selfe; Ian Goldie  
Subject: Re: The 5R locomotive

Hi All,

I can confirm that class 5R number 781 and her Sister 5B number 723 are still in the fenced off storage area at Millsite.

Both of the locomotives are restorable.

Kind regards,  
Les



*The photo above was sent in by Les Pivnic and shows 781 being cleaned at Germiston Loco Depot in 1967 shortly before she was withdrawn from service.*

From: johanwilken@absamail.co.za  
[mailto:johanwilken@absamail.co.za]  
Sent: 09 September 2010 15:21  
Subject: Re: Steam in Action Newsletter 32 - Special Edition - Autoforwarded

Dankie vir die nuusbrief. Dit is hartseer om te sien hoe die trotse lokomotiewe waarvan ek ook deel was tydens my stokersdae so moet weggwyn.

Ek is trots om deel te kon wees van die stoom era.

Groete  
Johan Wilken  
Port Elizabeth



*Ex AECL fireless locomotive preserved outside old loco shed at AECL site Somerset West. Credit: Dylan Knott*



From: Trevor Staats [mailto:staats@bluedigital.com.au]  
Sent: 01 September 2010 03:01 PM  
To: joannewest@btinternet.com  
Subject: SAHRA Document

I have just been looking through the SAHRA – that document must have taken many hours to put together... I may have some photographs of some of the locos that are currently missing from the document – would these still be required for the list? Also, one small point – image 109 is one of my photos – appears to be a crop of the attached image. As always you are most welcome to use any of my photos or video for SIA requirements with suitable credit.

These two show the smokebox and front tank of the GE Garratt at Millsite – looming out of the corn...

<http://pics.steamfreak.com/albums/2001-03-17%20Millsite%20and%20WRCM/Scan-080123-0002.jpg>  
<http://pics.steamfreak.com/albums/2001-03-17%20Millsite%20and%20WRCM/Scan-080123-0003.jpg>

Congratulations once again to the SIA team in furthering the cause.

Cheers,  
Trevor Staats



## OVERSEAS NEWS

Two people from Cyprus have joined SIA recently, Lefteris Hajizacharias and Colin Jenkins. Together they have reported on a small railway that used to exist in Cyprus that connected the capital (Nicosia) with the only commercial port on the island (Famagusta). The railway was constructed by the British, sometime in the 1930s and ran until the late 1940s (or early 1950s). The train itself (locomotive and coaches) was very small compared with the normal sized locomotives.

The railway started in Famagusta in 1902 and first ran to Nicosia. Later it extended to Morphou. There was then a debate about whether it should extend to Xeros or whether it should go up the Solea valley to tap the minerals in the Troodos. Troodos won out and the railway was extended to Evrichou (which is in the South). The station has been rebuilt by the local Mukta and is now the Railway Museum of Cyprus. Very little remains of the railway (it closed in the fifties). Morphou station is still standing in use as a private house while the goods shed is in use as a garage. The trackbed has been used for the new road to Nicosia necessitated by the 1974 invasion. Nothing remains at Nicosia but the site of Agios Dometios is signposted by the racecourse (in the South) and the station still stands at Kaimalki on the east side. The trackbed is a road. Famagusta station still stands and is in very good condition and used by the land registry as offices. The works are in use by the municipality as a vehicle repair depot. The remains of a carriage sits in the yard. Mounted outside the front of the station is loco No 1. The first loco to operate on the line.



19D at Jan Kempdorp that was donated to the town, pretty complete for the year 2010. Photograph by Jacque and John Wepener



15AR at Klipplaat in the Cape Province near Graaf Reinet. Photograph by Piet Conradie

Photographs courtesy of Les Pivnic

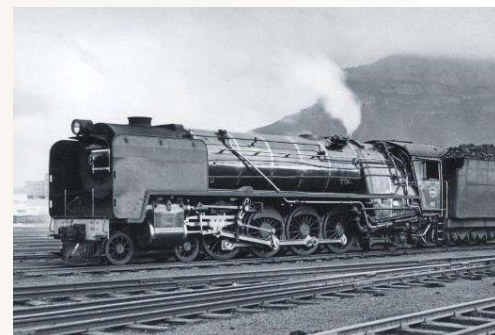
## ARCHIVES



230 interior 1947 Royal Train



230 pre-War Union Limited & Blue Train dining car



Class 23 Cape Town



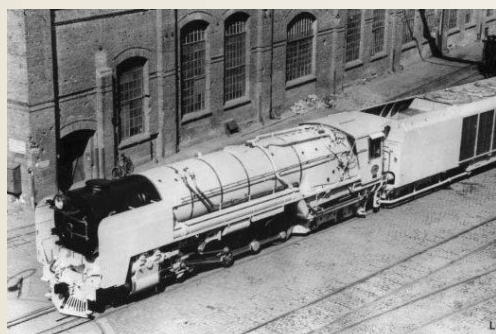
Class S1 375 Voortrekker



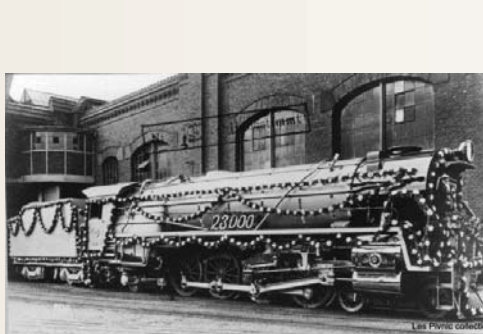
Protea 219 Royal Train 1947



Class 15E Cape Town 2878



Class 25 3451



Class 15E 2878



Protea 219 1947 Royal Train with General Smuts

When we fight to save some of these old wrecks we must always stop to remember what they were built for and what they were really like. How sad is it to see locomotives abandoned in a Blue Gum plantation being stripped, almost like the carcass of a dead animal is quickly devoured by scavengers. They were once glorious, powerful, efficient, and impressive machines. If we can get to them early enough they can return to that state and thrill people for years to come.

### Conclusion

We know that many SIA members are disheartened by what they see as the continuous reporting of bad news. In many ways it often gets worse before it gets better but there are strenuous efforts being made to save the best of our locomotives and there is no doubt from the current SIA survey which is being undertaken that there are still a lot of them out there. What we need are people to step forward with money to buy them. There are enough secure destinations around the country to protect them.

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

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](mailto:joannewest@btinternet.com).