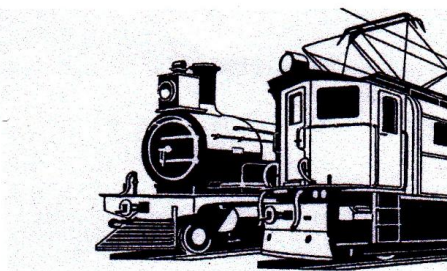


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Importing Australian history into South Africa. Ex Queensland Railways Class 1720 Clyde GL18C locos being offloaded from the ship Clipper Amber on 24 June 2012 in Durban Harbour. These locos were built in 1966. See inside for article by John Middleton.

Photo: Charles Baker



NZASM Rack loco No. 992, Driekleur, built by Emil Kessler, in 1894, works number 2643. A total of four of these locos were built and they remained in service, on the Waterval Bo to Waterval Onder section, until 1908, when a new route, with easier grades, was opened.

Editorial

There are still members who have not paid subs for 2012. This will be the last Bulletin that we send to those who have not paid. We do not print spare copies, of the Bulletin, and if you don't pay by the time that Bulletin goes out, you won't be able to obtain back copies by mail, only by email. As we pointed out in Bulletin No 111, we waste our time chasing after late payers.

Leith Paxton advises that The Engineer magazine, for most of the years between 1862 and 1926, is now available on line at:

http://www.gracesguide.co.uk/The_Engineer

Only some of the volumes are indexed. Be warned that these .pdf files are big downloads. This publication contained quite a lot of information on Railways in South Africa. Graces Guide also contains a lot of other information, relevant to British Engineering.

Attempts are being made to revive the Apple Express. You can get details, online, at

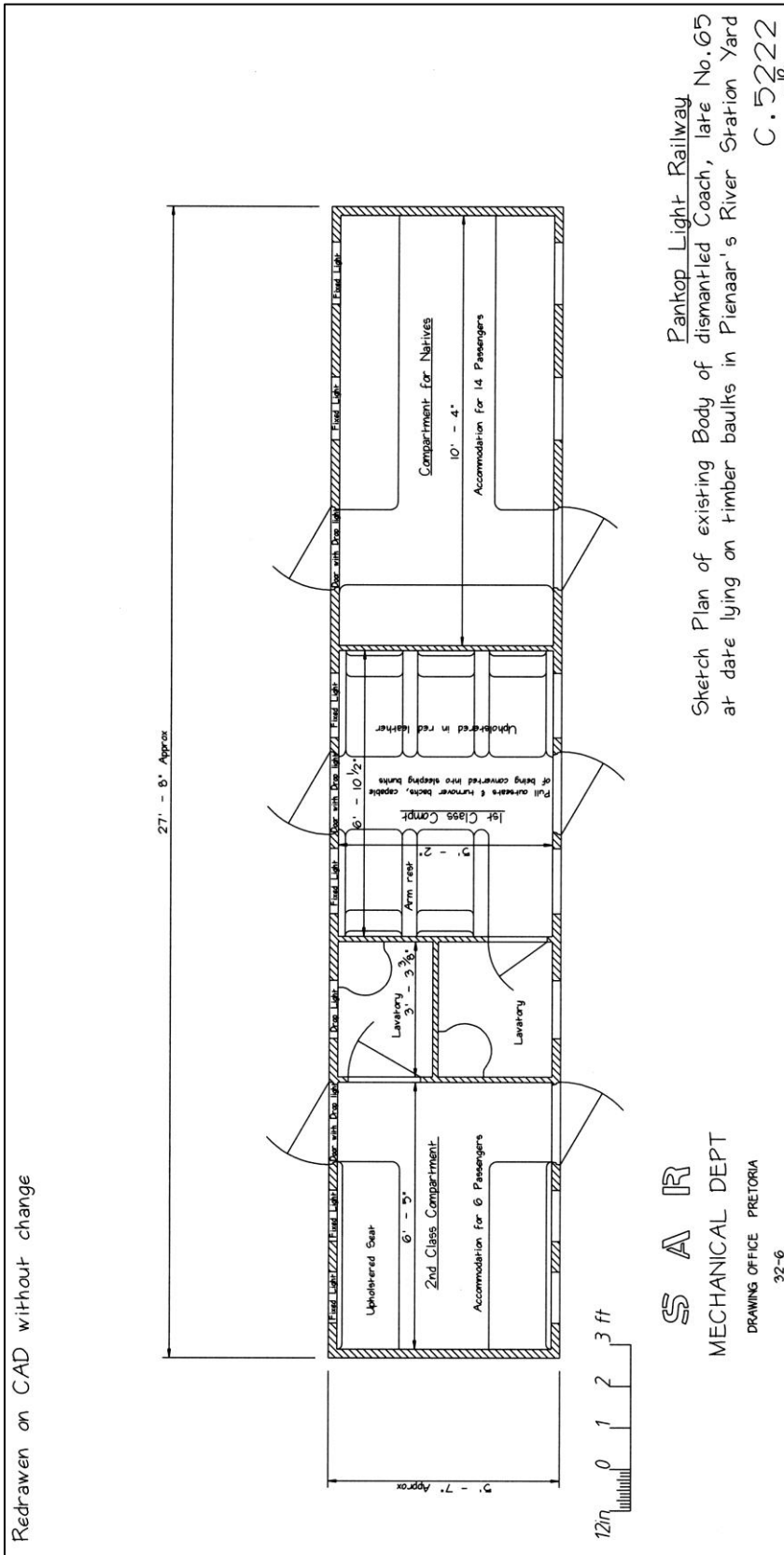
<http://www.pe-express.co.za/articles/articledetails.aspx?id=35594>

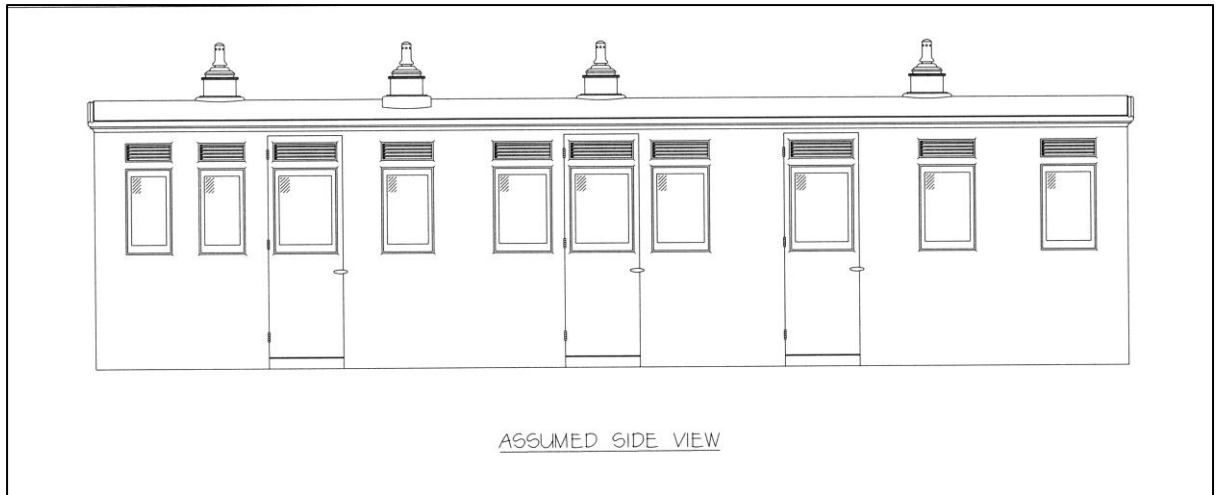
We must add, that since the above referenced article was written, problems have arisen, largely through theft, so it is not, currently, clear what will transpire.

Normally, we publish eight Bulletins a year. Bulletin No. 112 is Bulletin No. 8 for this year and one further Bulletin will be published, this year, at the end of November. While we still have a fair bit of Bulletin material, on hand, we are always happy to receive contributions and follow up from members.

Should anyone want a list of members, including email addresses, we can let you have an Excel spreadsheet, containing the relevant information.

The PRASA tender for new coaches has closed. Details are available at: http://www.link2media.co.za/index.php?option=com_content&task=view&id=17657&Itemid=12





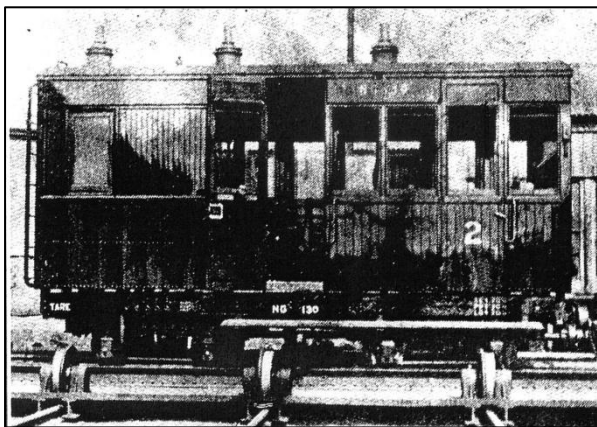
Ray Ellis was given a preview of these drawings and his comments are as follows:

“Many thanks for the drawing. It's fabulous; Leith still does a fine job despite his 'handicap' which I gather from him is getting better as time goes by, which is great.

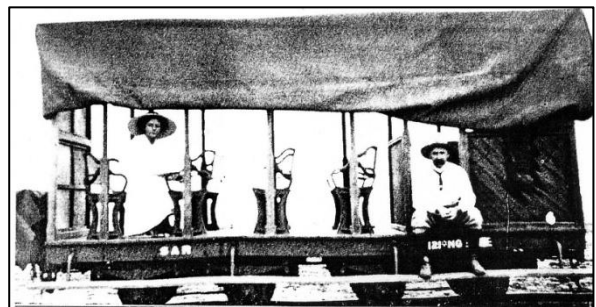
Now the drawing presents a bit of a dilemma for me! The drawing says the measurements and style are based on a still existing carriage body at Pienaar's River station yard. My dilemma is that Dave Rhind has a photo No. 130 (see attached) which is on the disc but is somewhat different to that shown in the drawing! Dave's caption for this photo says: *Coach built at Pretoria for Pankop Railway on underframe of tank wagon No. 41. Coach No. 130. 15ft 3ins long and 6ft wide. SARH August 1922, p. 758.*

Everything that I have seen so far says there were TWO coaches on the Pankop! But, I wonder now if that's correct? I have this coach, No. 41, then coach No. 130, and the toastrack style coach No. 121 = 3 coaches! Maybe the toastrack was considered a 'wagon' !! Then somewhere in all of this is the Avontuur 'Sanitary Inspector's Coach' No. 886 which is credited with being ex the Pankop Railway! Can maybe this have been originally Pankop No. 41?

Maybe you, with your knowledge of Pankop, can answer some of these queries!”



Pankop coach No. 130



Pankop coach No. 121 Photos: Dave Rhind Collection

We passed these comments on to Robin Lake, who has replied as follows:

“Ray, hope I can clear up some confusion re the Pankop passenger vehicles.

Leith's plan drawing, reproduced from the original sketch plan and showing all the notations on the original, reveals that this was signed off on 31/10/1911, so, going by the title of the sketch plan, we know that this mystery coach was still in existence in 1911 albeit dismantled and presumably off its bogies (lying on baulks).

At Union the SAR took over two passenger vehicles from the CSAR's first and only narrow-gauge venture, the Pankop. They were CSAR 40 (the toast rack) and CSAR 65 (the mystery coach). These received SAR numbers 121 and 122 respectively.

In 1922, when the Pankop stock was being surveyed prior to the line being converted to 3" 6" gauge, it came to light that at some stage there had been confusion between 121 and 122 and the CME came to the conclusion that 121 had been wrongly numbered and should really have been 122. The GM's records showed that 121 had been scrapped in December 1912 i.e. CSAR 65 (the mystery coach). It would appear that shortly after Union the SAR found that they had no drawing of CSAR 65 and in October 1911 sent a draughtsman to Pienaars' River Station to measure this carriage lying on baulks so that it could properly be brought into record and then written off as scrapped in December 1912.

See your pic of the toast rack bearing its incorrect number 121. In a list of Pankop vehicles retained for the Farm Ceres (Naboomspruit) line in December 1923 the toast rack is shown as "2nd Class coach No 122".

It seems very unlikely that CSAR 65 ever turned a wheel on the Pankop.

Thus far I have found no diagram of wagon 41 which was used as underframe for carriage 130. The latter entered service on the Pankop in 1920 and toward the end of 1923 was sent to the Fort Beaufort-Seymour line. From there it went to the Avontuur (when?) and became NG886 after adaptation into a coach for use by the Sanitation Foreman.

NEW KIDS ON THE BLOCK AND SOME AUSTRALIAN IMMIGRANTS.....

John Middleton

The national railway scene in South Africa has been dominated by parastatal Transnet (previously Spoornet and before that South African Railways) going back over a hundred years to Union in 1910. Is that about to change ?

In many parts of the world “open-access” on State owned railway systems is becoming a legal requirement, it certainly is across Europe where EU legislation has forced governments to allow suitably qualified private companies to operate trains on the national networks, both freight and passenger. Elsewhere, private leasing companies supply locomotives to the main line railway companies on an “as needed Power-by-the-Hour” basis, this type of model is especially prevalent in North America where hundreds of such leased locos are in operation across the USA, Canada and Mexico where the railroads have always (mostly) been privately owned.

The only private operators currently allowed onto Transnet rails are ROVOS Rail which managed to obtain such rights back in the 1980s and more recently the various Steam Preservation Clubs which are allowed to operate under strict rules in certain areas. In this regard, the author considers that PRASA is very much still part of the Government monopoly, even if ostensibly independent. More general “open-access” for freight and passengers isn't about to start anytime soon in South Africa, mainly because of strong union opposition but some competition might certainly benefit the railways as it has elsewhere.

Waiting in the wings are at least four private companies which are growing fast and are already operating in the Countries to the north in Africa and on several industrial systems in South Africa. Bizarrely, as long as their locomotives pass a Transnet railworthy test they can operate light engine on the national network but are prevented from hauling revenue traffic (with one rather odd exception in Welkom).

Earlier in 2012 three of these Companies got together and negotiated a deal with Queensland Railways in Australia to purchase some 33 surplus 3'6" gauge locomotives (plus parts from another 6 for spares) which



Ex Queensland Railways locos in RRL Grindrod workshops 21 July 2012. Photo: Eugene Armer



RRL Grindrod 3301 (right) and Class 91's (centre and left) Welkom Station May 2011. Photo: John Middleton

arrived by ship in Durban on 23-24 June 2012. The first of these have now entered service with RRL-GRINDROD, one of the first runs being the haulage of ROVOS Rail's train through Botswana, Zimbabwe, Zambia and Tanzania to Dar Es Salaam.

These, ex Queensland Railways locomotives, comprised the following:

- 3 x 3100 Class B-B-B electric 25kV built by Comeng/Hitachi in 1986
- 13 x 2600 Class Goninan/GE U22C built 1983-84 and rebuilt as C22-MMi in 2000/2002
- 3 x 2100 Class Clyde/EMD GL26C built 1970-73
- 14 x 1720 Class Clyde/EMD GL18C built 1966-1970

As a footnote it should not be forgotten that ISCOR purchased two Queensland Railways Clyde / EMD locomotives in the late 1980s which are still in service today with Arcelor-Mittal at Newcastle steelworks.

The four main companies in this new area of business are SHEL TAM, RRL-GRINDROD, AR&TS and SAFLOG. There are other companies that specialize in industrial loco repair and hiring such as Industrial Locomotive Services and BG Locomotive Services which are both highly successful (ILS has built several new locomotives) but as yet they do not have "main-line" aspirations. Interestingly, given the co-operation needed to purchase the Australian locos, there is strong competition between these companies and operating contracts have changed hands on several occasions.



One of Sheltam's Brazilian built GE's at Rustenburg Platinum April 2010.



Sheltam 1202 (31001) working past the disused Harmony loco shed May 2011. Photos: John Middleton

SHELTAM

Sheltam has its origins in marine engineering services but branched into locomotive leasing in 1999; it is run from its HQ in Port Elizabeth. The first contract saw Sheltam take over the rail operations at Douglas

Colliery in the Witbank area where they established a centre for their rail operations at the old Douglas locomotive shed. Sheltam acquired the Douglas locomotives as well as a number of surplus SAR Class 33.2 General Motors locomotives. In 2005 Grindrod acquired a stake in Sheltam but, in 2008, sold out and have now aligned themselves with RRL (see below). The Douglas contract later changed hands to AR&TS and Sheltam, thus, had to move its centre of operations, which is now at Randfontein Estates Gold Mine (REGM) where they took over the rail operation in 2000.

Over the years the fleet grew gradually but Sheltam became frustrated by the unwillingness of Transnet to sell surplus locomotives to perceived competitors. So in 2006, the company placed an order with General Electric (Brazil) for the supply of 20 new 3000 HP locomotives which were delivered in 2006-07. These are essentially a modern derivative of the Class 34.

Sheltam's fleet today numbers around 50 locomotives of Classes 31, 32, 33, 34, 36 plus a few industrials and the 20 Brazilian built locos. One very significant and historic locomotive in the fleet is Sheltam No. 1202 – the former SAR 31.001 and the first modern era SAR diesel of 1958, still in everyday service, although in common with the other 31s now owned by the leasers, it has had its short hood “chopped” which rather changes its appearance. Sheltam locomotives operate at several locations within South Africa such as REGM, Rustenburg Platinum, SAPPI Mandini, SAPPI Ngodwana, Utrecht Colliery, Columbus Stainless Steel, KFDC Isithebe, South Witbank Colliery, Tavistock Colliery, Harmony Gold in Welkom and Tweefontein Colliery. Sheltam also operate Kei Rail and their locos have operated in all Countries across the 3'6" gauge network in Southern Africa and as far north as Dar Es Salaam in Tanzania.

Sheltam were for a while involved in the Kenya Railways privatization Rift Valley Railways and many former Kenya Railways locomotives appeared in Sheltam livery. However, this venture was not entirely successful and Sheltam's stake has now been bought out.

RRL-GRINDROD



RRL 9103 under the bins at the former FSG (now Harmony) mine, May 2011.



RRL 3301 heads south from Odendaalsrus on TFR tracks May 2011.
Photos: John Middleton

This company has evolved rapidly since 2008 and is now partly owned by Grindrod. The driving forces have been drawn from Transnet and from the former General Motors South Africa operation and BEE interests. RRL have established a workshop in the former ISCOR plant in Pretoria that was previously used by the failed EMD-Sibanye JV and where their 39 class prototype 39.251 was rebuilt from a Class 37 in 2008. RRL have now acquired this loco and its being used at ASSMANG in the Northern Cape. The workshop has been turned into an impressive manufacturing base. They are building new locomotives for sale as well as hiring and leasing them. The company's aim is to have a fleet of 100 locomotives and they are well on their way with their construction programme of 3000 hp EMD 645 engined locomotives. Some new designs are on the way such as a 700 HP gen-set locomotive for shunting operations, one of these for Kumba Iron Ore was under construction in July 2012. They have also bought quite a number of second hand locos and have managed to obtain some from Transnet and currently operate Classes 31, 33, 34, 35,

36, 39 and 91. The 91 class have been regauged from 2'0" gauge to 3'6" and RRL have acquired five of the type. They also undertake locomotive overhauls and several PRASA diesels have been repaired in recent months.

However, the largest acquisition has been of the Australian locomotives. Of the 33 imported in June 2012, RRL have taken 15 which includes the three electrics (which are destined for Katanga in DRC), 6 of the 2600 class and 6 of the 1700 class. The first two 2600 class have been repainted in red RRL livery and worked through to Dar Es Salaam with the ROVOS train in August.

RRL's largest lease fleet is in Sierra Leone working on the African Minerals Ltd (AML) Marampa Iron Ore Line which has been closed for about 35 years but has now reopened as new mining areas are opened up. 24 RRL locomotives have been leased to AML with a further 14 under construction in 2012. These are mostly new Co-CoDE locomotives of RRL design using EMD 16-645E3B engines of 3000 HP (supplied as remanufactured units by Progress Rail in the USA), bogies are fabricated by RRL rather than cast. However, RRL also supplied 4 EMD designed GT26CU-2 from TZV-Gredelj in Croatia for comparison purposes as they have essentially the same specifications.

Similar units have been built for the CFCO (CF Congo-Ocean) Congo on a 5-year lease deal, but to an 18.5 ton axle load with lighter frames. Two have been delivered in 2011 but the others are still in South Africa and one is being used by RRL and recently hauled ROVOS RAIL in Zimbabwe. Further locos of this type have been built for South African industrial users ASSMANG and KUMBA in the Northern Cape.

RRL locomotives are also working for CFM in Maputo and in Welkom on an ore-haulage contract that involves running on the TFR line from Odendaalsrust to Welkom and is the only case of one of the leasing companies operating on TFR metals, locos used have been Class 33, 35, 36 and 91. RRL have contracts at Assmang in the Northern Cape, ULCO at Limeacres, Hernic Ferrochrome in Brits and at Richards Bay Coal Terminal.

RRL are also involved with a project to rebuild an old Alstom AD26C locomotive from CFM in Mozambique. This was built with a Caterpillar engine but is receiving an EMD 16-645, if successful, it is likely others of the 15 strong class (which are all currently stored) will be similarly done. Another rebuilding project for Richards Bay Coal Terminal has seen one of their rather odd looking SW1003C shunters fitted with a 1500 HP 12-645 EMD engine replacing a smaller 1000 HP 8-645 unit.

AR&TS (AFRICAN RAIL & TRACTION SERVICES)



ARTS Chinese 039 at Douglas Colliery April 2010.



ARTS 036, a former Zambian U20C at Rustenburg Platinum, April 2010. Photos: John Middleton

AR&TS is part of the Surtees Group which is a long established locomotive and spare part dealer in Gauteng and has been in business for over 50 years, but until the late 1990's they were not known to have handled locomotives in the same way that, for example, Dunns of Witbank did. However, Surtees set up

AR&TS to service the expanding loco hire and leasing market. They were initially based in a workshop on the east side of the old ISCOR, Pretoria Steelworks complex. AR&TS initially took over most of the ISCOR Pretoria fleet and their first contract was rail operations there, although by August 2007 this had declined to a duty for a single loco, due to the decline of the steelworks rail system. The original workshop has now closed and the track lifted, AR&TS also took over the former ISCOR loco shed and adjacent workshops and this is now the HQ of the organization; it is within the current Arcelor-Mittal Security area. The workshop is only a few hundred metres from RRL and the two organizations work closely together, despite being competitors.

Most of AR&TS fleet were former industrials but these included former SAR Classes 32 and 36 as well as four former Zambian Railways type U20C GE's. In 2005 AR&TS imported the first Chinese built locos into South Africa with two Ziyang built 2000 HP Co-CoDE with Caterpillar engines, subsequently two more were imported. In 2006, five CFM GE U20C locos were leased for a period of 5 years on the basis that AR&TS would overhaul them and make them available for hire around Southern Africa. The latest acquisitions are 7 of the Queensland 2600 Class, although it is not yet known where ARTS intend to use them.

ARTS have had contracts at Rustenburg Platinum Mine; Samancor Meyerton, Ingwe Douglas Colliery, RPM-Union Platinum, RPM-Amandelbult Platinum; New Clydesdale Colliery; Greenside Colliery; Buffelsfontein Gold Mine; Arcelor Mittal Steel, Pretoria and a management contract to operate the rail system at Richards Bay Coal Terminal.

ARTS have also undertaken overhauls for Botswana Railways and several of their locomotives have appeared in the Pretoria workshop.

SAFLOG

SAFLOG was established in 2000 as a subsidiary of SAFreight Ltd but this was sold as a fully independent BEE organization in 2002-03. It is the only one of the four companies that is fully BEE owned. Their workshop is the former 2-road locomotive shed at the African Explosives, Modderfontein site. Most of SAFLOG's locos are small industrial types of which they have about ten, but a few years ago they managed to acquire six former TFR Class 35 diesels plus one which AECI Modderfontein had owned.

In 2012 they joined the group buying from Australia and now have 11 of these locos comprising 8 of the 1700 class and the three 2100 class. All of these locos are in quite poor condition and as SAFLOG have fairly limited workshop facilities compared with the other three companies, it will be interesting to see how they manage to overhaul and put into service these locomotives.

SAFLOG are known to have had contracts at four Holcim/Afrisam sites – Roodepoort, Brakpan, Randfontein and Dudfield plus Mondi Richards Bay and African Explosives, Modderfontein.

Mel Turner, of Australia, has given us the following picture of what open access has done to railways in Australia:

"In November 2010 the freight arm of what originally was Queensland Government Railways was spun off in an IPO (QR National) raising \$4.6 billion; the Queensland Government retains just under 35 % ownership, so the company was valued by the market at \$6.7 billion. The stock market is expecting the Queensland Govt to sell down its stake in QRN in the course of the next 12 months, as the stock is now at a historical high.

http://en.wikipedia.org/wiki/Queensland_Railways
http://en.wikipedia.org/wiki/QR_National

Australia's state governments lost interest in operating rail around 1990, when Federal Competition Law broke their monopolies by declaring that any citizen or corporation had a legal right to operate their own block trains over publically owned rail.

So it is now in the financial interest of established operators, to destroy or export withdrawn rollingstock; this action ensures that new players (and their own customer base) face high capital costs when entering the rail industry, keeps out "el cheapo" competitors, helps maintain the status quo, and maintains margins.

In Australia all trains are now block, all trains run point to point, there is no interchange of freight or wagons between any of the operators. This has killed branch line operations; freight only moves if there is sufficient volume for a block train, and that train can be moved at a profit. Interstate passenger has basically been killed off, as all operators pay track access fees. The highly profitable express intermodal operators can afford to pay a surcharge for right of way, so passenger trains are sidelined and give way to express box moves. Rigid passenger timetables are now a thing of the past, arrival times are only approximate.

This totally open rail market has resulted in the multinational coal miners purchasing their own locomotives and rollingstock, as this move tends to pull the established operators inline. The miner carries say 50% of its output, then tenders the balance to the operator offering the lowest rates. Ownership of rollingstock gives them an accurate knowledge of rail costing, and leverage. BHP-B is the latest company, intending to run its own electric locomotives in Queensland

<http://www.railjournal.com/index.php/locomotives/siemens-to-supply-locomotives-for-bowen-basin-coal-expansion.html?channel=528#.UEXf9i1MXg>

This open access regime has led to a profusion of small operators, totally destroyed the rail unions, long distance movements now all carry multiple crews (what SA called caboose or relay working?). Crew bases and barracks are now distant memories, crews drive themselves to meets at passing loops to exchange with time expired crews, A number of companies use FIFO (fly in fly out) crewing, so they can recruit in the big coastal population centres. A driver in northern West Australia can expect a base salary of US\$160k per annum with free messing and airfares. Guys making that sort of money refuse to live in dorps, and prefer the lifestyle in Perth, 1500km to the south.

On page 7 of below magazine, note the diesel tender (automatic refuelling) and crew car in this long distance (probably 3500+ km) movement, and the double stacked containers. This express intermodal will be 1.8km long, and will be allowed speeds of up to 120kph. Slow freight drags, limited to 80kph are actually allowed slightly heavier axle loadings, but pay a cheaper rate as there is less track wear at lower speed

http://www.westernrails.com/West_Aust_Railscene_e-Mag_issue_number_207.pdf

Also note (the Cape gauge) locos for the company CBH; this is a farmer owned grain co-operative, who have recently purchased their own rolling stock, and brought in Watco from the USA to manage and crew the operation.

http://www.westernrails.com/West_Aust_Railscene_e-Mag_issue_number_206.pdf

http://www.westernrails.com/West_Aust_Railscene_e-Mag_issue_number_205.pdf

In above, the Indian Pacific is the transcontinental weekly passenger train. The passenger operator does not own locomotives, so freight operator Pacific National is the "hook & pull" contractor, first car has the generators, second is the loco crew sleeper/mess car. We live in interesting times.

*Ex Queensland Railways Class 2600's
head to harbour on 18 May 2012
Photo: Mel Turner*

A full list of the Queensland Railway locos, including the running numbers and classes, imported to South Africa, is available by email.

