

ST HELENA DAYS

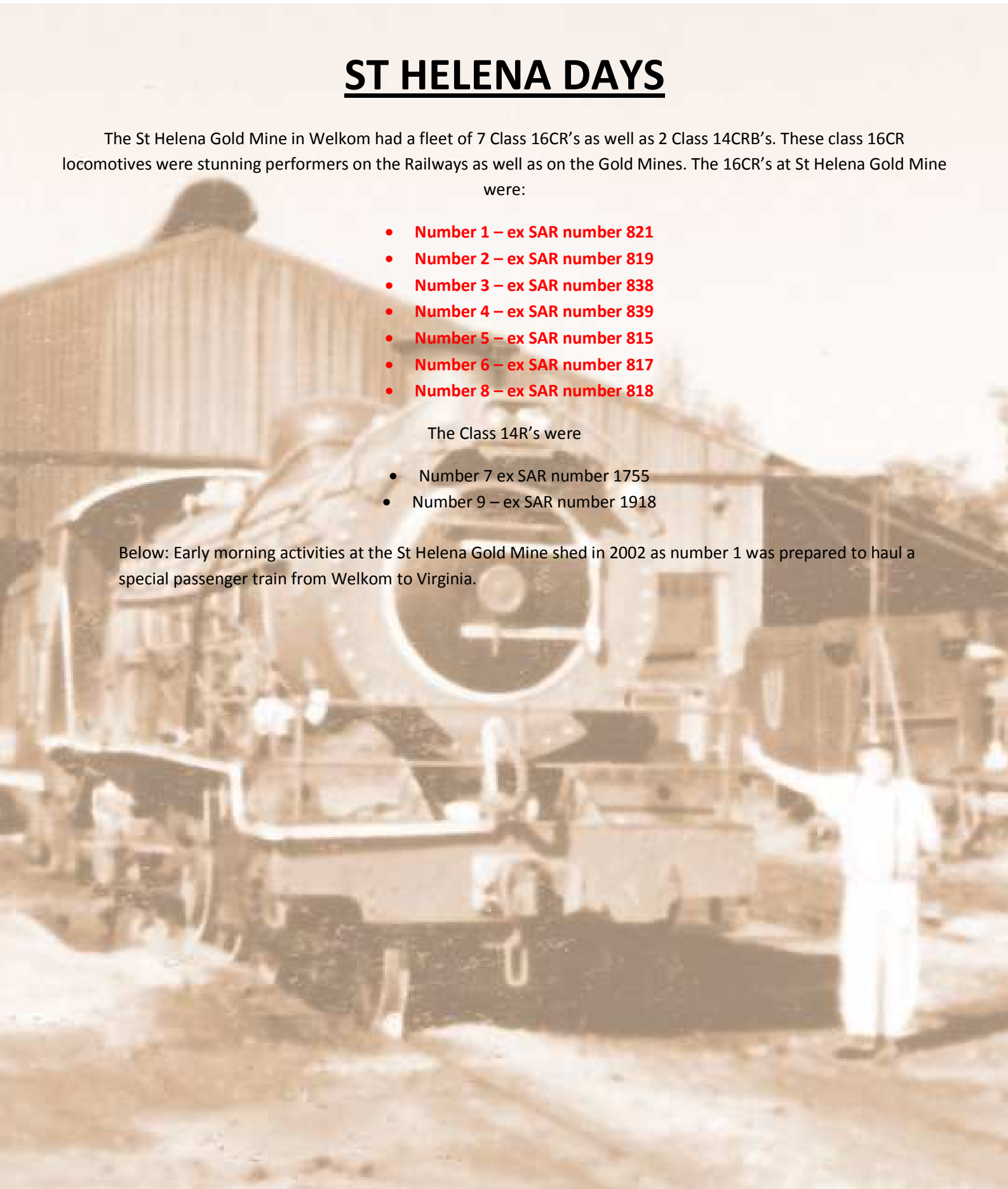
The St Helena Gold Mine in Welkom had a fleet of 7 Class 16CR's as well as 2 Class 14CRB's. These class 16CR locomotives were stunning performers on the Railways as well as on the Gold Mines. The 16CR's at St Helena Gold Mine were:

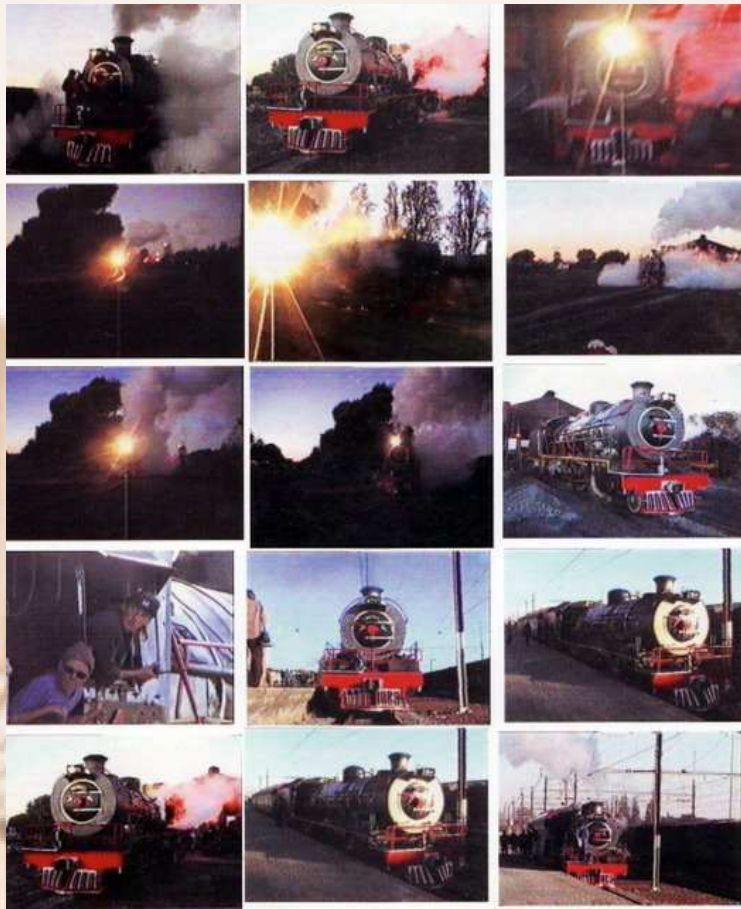
- **Number 1 – ex SAR number 821**
- **Number 2 – ex SAR number 819**
- **Number 3 – ex SAR number 838**
- **Number 4 – ex SAR number 839**
- **Number 5 – ex SAR number 815**
- **Number 6 – ex SAR number 817**
- **Number 8 – ex SAR number 818**

The Class 14R's were

- Number 7 ex SAR number 1755
- Number 9 – ex SAR number 1918

Below: Early morning activities at the St Helena Gold Mine shed in 2002 as number 1 was prepared to haul a special passenger train from Welkom to Virginia.





In 1998 the Mine decided to cut Class 16CR's number 3,5 and 8. Only one Class 14CRB was to be cut but the complete 14CRB number 7 was accidently cut up at the same time. Number 3 used to be my first regular locomotive but suffered from severe boiler damage after the fire lighter blew out all the water in the boiler after raising steam and she was doomed. Number 5 was wrecked in collusion at the number 8 shaft after the St Helena number 2 ran into her rear end. Number 2 wasn't damaged because she was propelling 8 empty hoppers. Number 8 hardly ever seen service on the Mine and was later only used for spares.

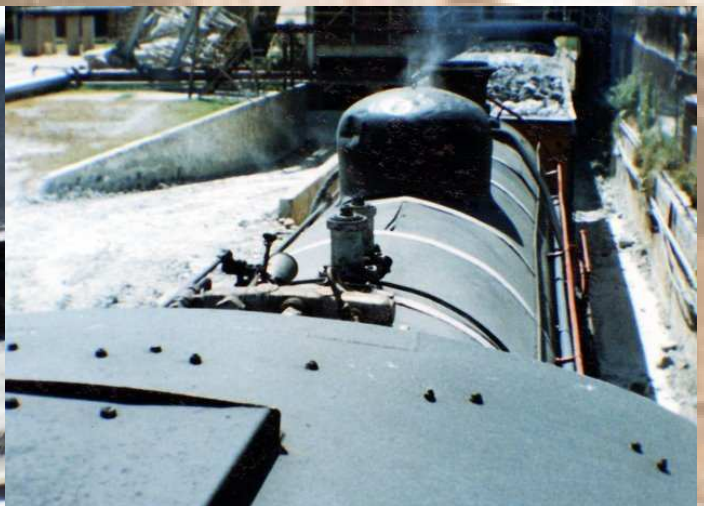
The only remaining locomotives after 1998 were Numbers 1, 2, 4 and 6.

Below: St Helena Number 2 waiting duty in the St Helena shed on a Saturday morning in 2000.



Below left: Number 2 on the ash pit.

Below right: Number 2 loading at the St Helena number 8 shaft.



Below: St Helena number 1, note the Sandstone yellow DZ wagons next to her.



Below: Number 1 during shunting movements at the St Helena Shed, number 2 is seen in the back.



Below left: Number 1 with the famous Mine Lion, part of the Mines safety emblem.

Below right: A cold fire inside the firebox as she waits duty later the day.



Below: Jaque Wepener's kit, as he spends every Saturday on the Footplate with me.



Below: Class 16CR number 821 with a passenger train near Tikwe Lodge in Virginia on a special run from Welkom Station in 2002.



Below: Number 6 on shunting duties on a winter morning in the 90's, behind her is Number 3 that was roster on the afternoon St Helena shaft haulage.



Below: Class 16CR number 821 in Welkom Station just before we departed for Tikwe Lodge in Virginia.



Below: Class 16CR number 8 in the early 90's. Her tube plates were badly damaged after the boilermaker over expanded the tubes that resulted in cracked tube plate.



Below: Number 3 on her way to run light loco to the Unisel mines on a Saturday afternoon shift. This shift was from 15H00 till 23H00 or till the shafts were empty. Some days we were lucky to be home at 19H00 on a Saturday night but on this day we only finished our shift at 01H00 the Sunday morning.



Below: The train crew with the Steam fitter Jaces van der Westhuizen and Boilermaker Daan van Schalkwyk in front of number Number 1.



Below: Class 16CR number 6 leaving the Unisel Shaft near Virginia with a heavy load of ore.



December 2002 saw the last of steam at St Helena and we were given a lonely Diesel to haul the ore trains. All the locomotives were stored inside the shed and an alarm system was in place to protect the 3 most valuable locomotives inside. The Locomotives were Number 1 (now at Sandstone) Number 2 (now at SANRASM) Number 6 (were cut up by scrap thieves). The Diesels remained at St Helena till late 2004 when we were transferred to the Steyn Shed near Virginia. This meant the end of the St Helena Shed, first the doors were stolen with alarm system and all. Number 1 was moved to Sandstone and number 2 was moved to SANRASM earlier this year. Number 4 was standing outside the Steam shed and also was cut up by scrap thieves, all now just a memory of a 100% Steam Shed.



Below: Number 2 at SANRASM, the main frames were cut to get the axle boxes out and she now is doomed to. This is the very end of the 16CR's of St Helena, Sandstone Estates now have the only serviceable Class 16CR from St Helena Gold Mines.



IN MEMORY OF THE ST HELENA CLASS 16CR FLEET!!!



Photos – courtesy of Jaque Wepener.

