



WELCOME

to the October newsletter

We are pleased to advise that Chris Janisch, the Chairman of HRASA, has been particularly supportive this month and has provided us with a good cross-section of information which clearly indicates that he is doing his best to make a difference. Our great concern is that Chris appears to be doing a lot of the work himself and it would be nice to see other HRASA Board members involved. In other words, they should perhaps be updating the marketplace and SIA in particular with specific details of what they are doing rather than leaving it to Chris to do it all.

The other interesting development has been the SANRASM issue. Many SIA members have expressed a great disquiet over the state of the assets at SANRASM near Krugersdorp. Many of these locos are extremely valuable. SANRASM is close to Millsite so it is an interesting coincidence that these two sites both remain of great concern to railway preservationists worldwide.

Due to the good work being done by Chris Janisch the Millsite situation appears to be stable and we are able to report to members that there is a possibility that the authorities may decide to actually sell off these Millsite locomotives. This would be a positive development because owners of locomotives have a much greater confidence in their future if they own them and they are always prepared to make greater investments in their well-being as opposed to if they are on some sort of lend/lease basis which could be summarily terminated. The Millsite locomotives are not threatened in the short-term; however the situation at SANRASM is much more serious because there appears to be no strong organizational structure in place to defend them. We have dealt with the situation under the SANRASM section in this newsletter.

We are pleased to advise that a very successful Heritage Railway Conference was held in Brisbane recently and we have included a report from Dudley Smith who went as a South African representative. SIA members are to be complimented for the way in which they rallied to the cause and provided support funding for this trip. In the end Dudley's expenses were covered by a R20,000.00 contribution from Transnet, for which we are extremely grateful, together with monies from HRASA and SIA.

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6018, 6037 Hawkmount. October 1972



GCA 2199 Donnybrook, Natal 10, 1974

COMMENTARY ON SIA

Unfortunately SIA has to deal with the positive and the negative. Here is an extract from a member who probably wishes to remain anonymous but it does clearly highlight that not everybody agrees that a lobby group, and particularly one that is extremely well focused like SIA, can make a difference.

"Your newsletter-team complained that there are virtually no replies to the newsletter anymore. So here comes mine.

SIA's future: there's none. SIA has been acting very aggressively over the last year or so and managed to break all potential relationships between the various parties involved in the SA heritage scene. How can SIA expect to be regarded as an important and welcomed player if, at the same time, SIA newsletters and emails show off an attitude of harsh, sometimes arrogant, know-it-all. I was pretty astonished to read the aggressive positions taken by SIA and immediately asked myself how HRASA and other parties attacked would react on your sharp allegations.

What is left after your scorched earth policy? Or, less emotionally, quoting the excellent email of Mike Myers: "but for some reasons you never acted as the coordinator or industry leader who could under your management guidance unite all the different elements into a centralized and unified operational response unit".

The fact is: HRASA is the chosen one and not SIA. Nobody wants to talk to SIA anymore because you completely failed in conducting the orchestra and on top told all players, how stupid they are.

Don't get me wrong: most of the issues that you pointed out were/are correct and I fully agree in your statements that the SA railway heritage is highly endangered and that, if no miracle happens, only a small fraction of the current heritage items will survive for future generations.

But if you have such an important issue, you need to talk to those industry representatives who, at the end, pay the bill: HRASA, Transnet, government, local communities, and and and. You had good ideas but you failed to sell them to your main customers. These important people are not the few hundred enthusiasts or steam-freaks (like me) all over the world. The important people are the local ones with money and/or political power.

You messed it up and didn't succeed to get their support.

Talking about "support" - I would like to mention something that keeps striking me all the time (it may sound a little bit off topic but adds an important "soft" point to the discussion): as I just mentioned, in order to be successful you needed to talk to those important guys. How would those guys, who represent the majority of the people, react after having read your newsletters? Would they find a lot of people they stand for? Or, bluntly said: why should a black majority government with thousands of unsolved and partly self-made problems listen to an extremely small white particular interest group? Have a look at your newsletters: judging from your pictures I can't imagine that Mandela has been freed from Robben Island already 19 years

ago. It is not SIA's fault that the railway heritage scene is a white dominated business by 99.99 %. But it doesn't help the preservation groups' and SIA's standing with the official bodies if the entire cause can be put into the "white mens' toy" area so easily.

This is probably the biggest issue of all. It doesn't matter whether another 15F or 25NC or a particular steam crane can be saved. It is important to create an understanding amongst the vast majority who has no idea about railway preservation, that getting involved in the heritage issues could be a good deal for all South Africans. Unfortunately, SIA and most of the preservation groups failed to deliver this message successfully.

Sometimes it proves more effective to cooperate with your "enemy" than fighting him/her/it. Despite all the intelligence assembled at the SIA advisory board, it seems to me that Mike Myers is also right in saying: "there has been a failure of diplomacy".

Speaking as a steam enthusiast, I fully support SIA's ideas. Judging SIA's approach, I doubt that a lot of heritage can be saved by it. SIA drummed loudly. But the party goes on without it. Does it?"

SIA Response

We believe that if we add up the SIA score card over the last couple of years that we have achieved a number of things:

- 1) We have been able to prevent bad things happening.***
- 2) SIA has placed quite a number of organizations and bureaucrats in a situation where they are much more wary about taking indiscriminate action which might be detrimental to the interests of the Rail Preservation industry of Southern Africa.***
- 3) Provided a cohesive and efficient communications forum for interested parties worldwide.***

Finally, please feel free to communicate with us. We draw huge inspiration from the comments made by members. We are a lobby group and our ability to remain credible in the eyes of people who deal with us is hugely enhanced when it is obvious that the members believe in the cause. To communicate with SIA click here: joannewest@btinternet.com



NGG13 78 and Driver Billy Bester. New Farrow..

SANRASM

In recent weeks we received a copy of the following statement from Mr. Lawrence Posniak, Chairman of SANRASM:

"In terms of access to the SANRASM sites to view the collection:

**The Chamdor site is open to the public at all times and visitors are welcome to visit it at any time at their own risk. There are no Eskom locomotives on this site.*

**The south site at Randfontein is open on the first Sunday of every month and by prearranged appointment at reasonable times.*

**The northern site at Randfontein is only open by prearranged appointment and we reserve the right to request a signed indemnity.*

Due to theft and sabotage we have instructed security not to allow anybody on site unless the visit has been prearranged and they have been notified.

Visits to the sites can be arranged through our Fund Raising office at 011-888-1154. At least a weeks notice would be preferred and there will be a charge."

While we are sympathetic to his plight we are concerned that there does not appear to be any real strategy in place to resolve it. Anybody who thinks that vandals will stop once they have taken off a few minor components on a locomotive are wrong. They are more than capable of removing the entire locomotive and as the scrap price increases the incentive to do that grows enormously.

SIA has never been able to communicate very effectively with SANRASM who have dismissed our concerns as being irrelevant and of no substance. However many of SANRASM's members think otherwise and we are a little surprised at how obdurate Mr. Posniak is being. Funds, offers of practical assistance etc. are coming in from all over the world as they did with Millsite but rather like the old HRASA did with regard to Millsite they dismissed the warnings and indeed the offers of assistance with a certain amount of contempt.

The SIA strategy will be to engage with the donors of the locomotives who are in most cases unaware of the plight of the items that they have handed over for safekeeping. Much of the information on the Internet is incorrect, i.e. there are still weekend steam trips etc. advertised. As can be seen from Mr. Posniak's reply above none of this exists and in fact we are not even sure what it means to visit by appointment. We intend to find out.

If any SIA members have had any experiences or interacted with SANRASM in the past or have been members of SANRASM and would like to communicate with us we would be delighted to hear from them.

Quite a number of international visitors to Mega Power 2010 have asked if they can visit the SANRASM collection, which is another reason why we are engaging with SANRASM to coordinate that.

Important developments:

Resulting from a dialogue that SIA has been having with a number of high level Eskom executives we have been told that Eskom are now concerned about the well-being of the following important historical locomotives that were handed over to SANRASM for safekeeping. They are:

Hunslet 2-6-0ST Hunslet Engineering 790/1902 Acquired 18/8/89
Henschel 2-6-2T Henschel 28392/1950 Acquired 11/95
Avonside 4-8-2T Avonside 2009/1927 Acquired 13/9/91
Kitson 4-6-0T Kitson 2269/1879 Acquired 10/92 National Monument
La Moye 2-4-0T Andrew Barclay 1105/1907 Acquired 10/92 Last survivor of Jersey Railway, was No: 5.

We are expecting a formal statement from Eskom shortly which of course we will share with SIA members.



*Ex SAR Class A No150 Eskom Dubs. Built 1897.
Photo: Dave Parsons*



*Eskom Komati 0-8-0, 1926 Ex Witbank Pwer Station. 1948.
Photo: Dave Parsons*

HRASA UPDATE

By Chris Janisch

September has been a pivotal month for the Heritage railway Association of South Africa.

Early in the month, a most constructive meeting was held with the new Transnet Foundation head Cynthia Mgijima, and other key officials. A good understanding was developed at this meeting and both sides showed a willingness to do business. A number of decisions and plans were made at this meeting, which bode well for the future of heritage rail.

After discussions and suggestions from both parties, a new MoU is being entered into between HRASA and Transnet. The document effectively enshrines the principles of co-operation and mutual respect as business partners. HRASA, which through its members has the knowledge and experience necessary, has been realised as being vital to the advisory and decision-making processes, as Transnet move towards dealing with the question of reallocation and disposal of remaining heritage assets.

This MoU is valid for a period of one year, but will in all likelihood be renewed on an annual basis. This is of course dependent on the achievements of the partnership, and the need to work as a team, but we are very excited about the possibilities that now exist.

Following on from this, HRASA made the recommendation that Transnet develop a policy framework for the management of their assets and their approach to heritage rail. Transnet have made it clear they require assistance and advice regarding the day-to-day management of the above, and in fact would like to dispose of as many of the assets as possible in consultation with all relevant stakeholders. They do however acknowledge that they have a responsibility of ensuring that proper processes are put in place so that the assets may be best accounted and cared for, and that tourist railways benefit. HRASA, as advisory body to TF, was thus asked to provide input for a draft a policy for TF, which would be a mix of what would be good for both sides, but with the focus on the upliftment of our industry.

We would like to see established and new operations developing and flourishing, thus providing stables for heritage assets country-wide. This of course can only be achieved through the direct intervention and support of Transnet. The draft policy has been submitted and has attracted favourable comment, and now awaits modification and legal formatting by Transnet's legal department. We have also submitted recommendations as to the future of the remaining rolling stock scattered around the country. A committee has been formed by TF to drive the "asset solution process", and HRASA will be an integral part of the workings of this committee. It is reassuring to know that our voice will be heard, and our recommendations strongly considered and quite probably acted upon.

These processes are wonderful indications of the trust and co-operation that is developing at last between the two bodies. We have certainly come a long way since last year!

The Millsite/Humewood Road Deed of Donation is of course still on everyone's lips. A decision was made on this following legal and practical issues emerging from the issue.

In a nutshell, the DoD has been cancelled, as there was agreement that the original DOD did not fully serve Transnet and HARSAs interests. To this end, the assets thus revert to Transnet. The allocated stock will now be dealt with as part of a new holistic approach to the country's assets. Scrapping will only be considered where the stock is damaged beyond reasonable levels and is of no historic significance.

There is a sincere desire from Transnet to sort out the heritage question once and for all. Time is of the essence and we would all like the process to be expedited as soon as possible.

The biggest challenge in dealing with the allocation and disposal of assets will be funding. There are a number of possibilities and these will all be investigated and implemented if at all feasible. What HRASA would like is that all monies raised from sale of unwanted stock be ploughed directly back into preservation. It is hoped that lend-lease will be reactivated shortly, and that items in danger can be moved to places of safety as recommended by HRASA.

As is well-known, the HRASA BoD met with the TFR executive during August, where various concerns pertaining to our future were raised. We subsequently received an official communication from TFR management in which an understanding of our problems is expressed, and that although their focus is on freight, they do not want to see heritage rail disappear. It was also accepted that our future lies with the new Passenger Rail Agency of SA-PRASA- and that we should lobby with the Departments of Tourism and Transport to further our cause. A successful outcome of the meeting was the implementation of a fair set of access rates to operators. A dispute has however arisen over high pilot charges, and we are tackling this head-on at present. Our operations rely heavily on the goodwill of TFR. We are prepared to follow their rules, but in return expect support with regards to fees and access, without which we will not be on the rails.

There have been considerable internal changes and events within HRASA.

Following on from the BoD meeting held in PE on 22 August, it has decided to allocate each of the seven directors a responsibility. This will ensure that the workload is spread out and that a truly team effort results. It cannot be expected for the chairman and secretary to do all the work. Director Ed van den Heever presented a restructuring model at the meeting, together with recommendations as to a Code of Conduct, Fiscal and Corporate Discipline and Levels of Authority. A company vision has been implemented and reads as follows:

"To be the recognised representative body for the benefit and support of its members and to oversee the heritage rail preservation and heritage rail tourism industry in South Africa".

Our mission statement is a challenging yet realistic set of goals:

To provide effective direction and efficient administrative infrastructure for the preservation and management of rail heritage, preservation and heritage rail tourism industry throughout Southern Africa for the benefit and enjoyment of its stakeholders who are:

Our Members; Our Stakeholders; Our Volunteers Our Suppliers; The Community."

To this end, the clear responsibilities of each director are as follows:

Corporate Liaison- Chris Janisch
Operations- Ian Pretorius
Marketing- Nerina Skuy
Financial- Mark Robinson
Tourism- Dudley Smith
Corporate Governance- Ed van den Heever
Member Liaison- Elize Lubbe

Monthly reports are to be submitted by each director, following which a summarised report will be issued by the secretary.

In addition to the above, the board has co-opted the following members to assist:

Mike du Plooy, Coen Pretorius, Bruce Brinkman, Kevin Wilson-Smith and Charles Phillips.

Each portfolio is allocated a number of board members to assist as a subcommittee. Where necessary, expertise from outside is also sought to assist.

We would like this to be an all-inclusive exercise. Anyone in the heritage rail community who has something positive to offer is most welcome to become involved. The days of exclusivity and the Ivory Tower are over. We are responsible to the industry and will hear and act upon its needs and suggestions.

Our adopted Code of Conduct is available and is attached.

Further positive news is that the Rail Safety Regulator has approached HRASA with a view to establishing a set of standards specifically geared to our industry. A most successful meeting was held between key HRASA and RSR personnel earlier in the month. The result was that the two bodies will work together to formulate a proper code of understanding, to be followed by the abovementioned standards to be complied with. This is very important in the modern theatre where rail safety is a prerequisite to operations. An MoU is to be entered into between HRASA and the RSR, which will provide the framework to guide the process.

HRASA is to dramatically increase its focus on tourism and the importance of gaining governmental attention to our industry. We are most fortunate in having the services of Dudley Smith, who has pioneered the concept of rail tourism in a small municipality, and which will no doubt set the benchmark for further such projects. Dudley has just represented South Africa at the World Heritage Conference in Brisbane, where he gained much insight into the successful establishment and operation of tourist railways. Thanks are due to SIA for driving the fundraising effort to get Dudley to Australia.

We are hopeful of increasing our membership base. This will increase revenue, which is much needed, as well as making us even more representative, and also bring more skilled people into the fold. We aim to increase our service levels to the point that each member gains great benefit from membership.

HRASA is to hold its next board meeting at the end of October, where we will be able to gauge the progress made and measure the contributions of each director. Nothing will be achieved without hard work.

In summary, I am happy with the progress of the new HRASA. Some great breakthroughs have already been made, but we have many challenges ahead, which we look forward to facing head on.

Chris Janisch
27 October 2009

http://www.steam-in-action.com/pdf/3rd_QUARTER_REPORT_-_2009.pdf

http://www.steam-in-action.com/pdf/HRASA_Code_of_Conduct_2009.pdf



Donnybrook Loco GF 2417 GMA 4162.



Donnybrook Loco

FEEDBACK ON RAIL HERITAGE CONFERENCE, BRISBANE

The following announcement was issued by Andrew Moritz, the organiser:

From: Andrew Moritz
Sent: Monday, 19 October 2009 4:09 PM
Subject: Successful International Rail Heritage Conference held by QM/TWRM

Hi everyone

QM hosted the international at TWRM last week, attracting approximately 95 delegates representing the United Kingdom, Japan, Argentina, Germany, South Africa, Sweden, New Zealand and all Australian states and territories (except NT) for the 3 day event. The Conference included 40 speakers over 11 sessions and addressed issues critical to the rail heritage industry both in Australia and around the world: environment, financial sustainability, economics, the theatre of the railway, training and regulation. The Conference also included a number of excursions and social events such as a visit to QR's Redbank Workshops, Swanbank Pioneer Steam Railway, Delegates Welcome Reception, a tour of the North Ipswich site not normally open to the public and a Partner Program to Toowoomba (including a visit to the Cobb+Co Museum).

The Conference was officially opened by The Hon Tim Fischer, Australian Ambassador to the Holy See (with a live cross to Vatican City, Rome!), received a presentation from Lord Faulkner of Worcester from the House of Lords in the UK and The Hon Rachel Nolan, Qld Minister for Transport and Member for Ipswich addressed the 100-strong Conference Gala Dinner audience about the future of railway heritage in Queensland and presented the Association of Tourist and Heritage Railways of Australia (ATHRA) Awards for Excellence. The hosting of the Conference strongly positioned QM/TWRM as a Museum of international standing within the global rail heritage industry.

The opportunity for international and Australian delegates to see first hand the multi-award winning TWRM and to engage in discussion and learning from QM/TWRM staff will ensure continued relationship building and profile for QM/TWRM post-Conference.

Conference papers will be available on TWRM website shortly ().

The meeting also endorsed the formation of a new international association for rail heritage which will promote the cause world wide and provide an ongoing forum for the exchange of ideas and information.

I would like to take this opportunity to thank and congratulate both the Conference organising team and the entire TWRM team for their hard work and effort to ensure the Conference was a success and to position QM/TWRM further on the international stage.

Regards,
Andrew Moritz
Director - The workshops Rail Museum & Collection Services
Queensland Museum

Dudley Smith's report is detailed below.

From: Dudley Smith [mailto:dudley.s@ingwemunicipality.co.za]
Sent: 26 October 2009 07:14
To: joannewest@btinternet.com
Subject: Re: BRISBANE CONFERENCE

I returned on Sunday (yesterday) having spent the week after the conference seeing various Rail Heritage products in Cairns and Sydney.



Thank you to SIA for your contribution in helping to make all this happen.

Please find attached various documents which I hope SIA members will find of interest.

Kind regards,
Dudley

http://www.steam-in-action.com/documents/Delegate_list_1.jpg

http://www.steam-in-action.com/documents/Delegate_list_2.jpg

http://www.steam-in-action.com/pdf/Approaching_Rail_Heritage_Preservation.pdf

Report on Railway Heritage Conference held at The Workshop Rail Museum, Ipswich, Queensland, Australia. 15 – 17 October 2009

The purpose of this report is to provide feedback and share the lessons learned from attending the Railway Heritage Conference in Ipswich, Australia.

At the outset may I acknowledge with gratitude the contributions made particularly by Transnet Foundation, Sandstone Trust, and Steam in Action and individual members of HRASA for generously funding the trip and to my employer, Ingwe Municipality, for allowing me to attend.

The overall lasting impression I am left with on my return is how we as South Africa have allowed the deterioration of the resources, once at our disposal, to the point where the very survival of a remnant of Steam Heritage and Heritage Rail Tourism is threatened. I returned to South Africa conscious of the fact that the latent potential to our country, of using Heritage Rail Tourism as a niche brand in attracting foreign tourists to our shores, is enormous. The world community represented at this conference all would like to see the reality of this potential being realized as this country is regarded internationally as being the custodians of an important collection of Railway Heritage. I am convinced that this attraction to foreign and local tourists alike represents an important asset to our nation and if managed correctly can be redeemed resulting in economic development and job creation.

This window of opportunity, many would argue, has already passed. In David Rodgers' recent article ("A Tour Operators Perspective" in the most recent issue of SA Rail) he refers to the fact that as recently as a tour in the 1990's, 87 steam locomotives were in working order in the Transnet Museum in George alone as compared



to the recent audit undertaken by Transnet which indicates that the total fleet of running steam locomotives in South Africa today is only 35.

What is more alarming however is the substantive fall-away of active volunteers in the clubs who manage and maintain these locomotives and the sense of despair permeating even those volunteers who remain. This is understandable as the facilities in which they operate are all being undermined or withdrawn as a result of a lack of understanding by the authorities with whom they deal.

If we are to reverse this depressing and negative trend urgent action will need to be taken by government, the volunteer movement, and the private sector and in doing so, save not only the very important national asset (locomotives and rolling stock) but also the opportunity they represent.

Attached to this report is the paper which I presented at the conference which poses the important question as to where in government the mandate should reside for the preservation of Railway Heritage. In this paper I argue that the precedent of the past where the national haulier provided a paternalistic environment in which railway preservation functioned is obsolete and needs restructuring. In the light of my visit and seeing how the Australian, British, European and New Zealand countries operate my view remains unchanged with the following modification.

The pendulum has swung based on the principles of a market driven economy where the national haulier has created a hostile environment in which the preservation groups operate. This hostility is based on competitiveness and must be transformed into a hospitable environment. Basically what I am saying is that the National Ministry of Tourism together with their Provincial Departments of Economic Development and Tourism must take up the cause of Railway Heritage. Not for its own sake, as an end in itself but as a means to an end that end being job creation and the creation of an internationally respected Tourism attraction.

The conference was attended by 86 delegates representing Australia, Britain, Argentina, New Zealand, Sweden, Japan, Germany, and South Africa. (Attached PDF of Delegate list)

The overall purpose of the conference was to establish a world-wide Association to promote the preservation of Railway Heritage and to represent its members where a collective voice when needed.

In addition to providing a forum where knowledge, capability, and capacity can be exchanged.

Program;

Heritage

This session was devoted to speakers providing motivation justifying how and why Railway Heritage assets should be and are being preserved.

Training & Regulation

In an increasingly regulated environment the need for proper training and compliant regulation is becoming more and more important. This section of the conference was dedicated to such aspects as skills transfer and compliance issues, such as boiler certification and rail safety regulation.

Environment

The sensitivity to issues surrounding the environment in society today makes this a very important matter to those wanting to run steam engines.

Papers were presented on pollution reduction.

The need to be pro-active as legislation surrounding environmental matters will make the running of steam locomotives more and more difficult.

Theatre of the Railway

A significant time in the conference was dedicated to this topic. A trip on a train, even a steam train, although an experience in itself needs to be enhanced. The economics of "storytelling" in the context of adding value to the train trip was explored by various speakers.

Financial Sustainability & Economics

This session was in many ways the most important part of the conference and unfortunately time ran out as it was scheduled at the end.

The substantial resources provided by the state and NGO's (lotteries etc) in many of the countries represented contrasted significantly to my own experience in South Africa.

The provision of workshops and secure storage facilities seemed a universal expectation, this contrasted significantly with us in South Africa, where we are expected to pay "market related" rental for such space.

The conclusion to which I arrived is that the Rail Heritage Sector in South Africa needs to pro-actively engage government at National, Provincial, and Local levels and seek to create a more hospitable environment including access to public funds for the preservation of its Railway Heritage.

I believe this process is already underway under the leadership of HRASA.

Partnerships expressed in agreements must be reached between volunteer groups and Local Government on how these assets can be preserved and used for the common good of society and the development of the economy.

There is also a fundamental need to increase the involvement of the private sector in this industry. I believe that this observation is not unique to South Africa but to the entire Railway Heritage Sector world wide.

In this regard I believe that South Africa is leading the field with the existence of ROVOS Rail who is recognised internationally as an institution of sustainable excellence and best practices. This together with the Sandstone Trust collection stands out as unique in the world and it made me as a South African encouraged to not give up in the daunting task of finding a way forward in the preservation of Railway Heritage and seeking turning it into economic advantages and JOBS.

Thank you once again to all who made this conference possible for me to experience. Apart from the conference at Ipswich I was also able to experience the various heritage rail products in Cairns and Sydney.

SEQUEL TO TRANSNET FREIGHT CEO'S SUSPENSION

Gama's Transnet court application dismissed

JOHANNESBURG, SOUTH AFRICA Oct 07 2009 11:16

Transnet Freight Rail CEO Siyabonga Gama's application to have his suspension lifted was dismissed with costs by the high court in Johannesburg on Wednesday.

Gama's suspension followed allegations of procurement irregularities against him.

These included Gama's alleged allocation of a contract to Sibanye Trade Services to refurbish 50 locomotives, though they lacked experience to do so.

Gama, who only had authority to sign off on contracts worth less than R10-million, also allegedly awarded a R19-million contract to a security firm with alleged links to Communications Minister Sphiwe Nyanda. He was suspended pending the outcome of an internal disciplinary hearing.

Gama was one of five candidates in the running for Transnet's top post of group chief executive. — Sapa

Mail & Guardian Online, Johannesburg



DE AAR LOCOMOTIVE CLASS 24 No. 3652



It turns out that this locomotive was sold to someone from Namibia (South West Africa) in 1984 but the buyer was unable to come up with the funds to move the locomotive. This was a long time ago and the locomotive is still standing there.

SIA is appealing to any member who may be able to throw some light on this subject to contact us.

APPEAL FOR TECHNICAL INFORMATION

Lukas Nel of the Sandstone Heritage Trust workshops in Bloemfontein would like to build a hand operated 2-ft Narrow Gauge Rail trolley. Does anyone has any good photographs or even drawings of one of these old hand operated inspection trolleys? If so please send the information or drawings to mikem@sandstone.co.za.

MEGA POWER 2010

Sandstone Estates have confirmed that the event is definitely going ahead. The minimum feasibility registration level of 200 VIP's has been achieved. So far visitor subscriptions have come in from 9 countries around the world. There are still some places left so if you are considering coming please register now at

http://www.steam-in-action.com/MEGA_POWER_2010.html.

ALWYN VINCENT STEAM TUG FOLLOW UP

I, Charles Roux, was approached by Dylan Knott on behalf of Gordon Bashford in Australia to see if I was prepared to restore the Steam Pilot Tug Alwyn Vincent [AV], to my best ability. I spoke to Gordon telephonically when Dylan asked me to assist with this project, he sounded like a very knowledgeable man and I explained to him how I was going to approach the job.

He agreed to my ways and approach to the project and gave me the go-ahead. When I had a better look at her I realized it was going to be a mammoth project that I was going to let myself into. With only three months to complete this project and being in the middle of the Cape Winter, it was a going to be a BIG challenge. With my twenty years in the Marine Engineering field I knew I could restore her almost back to her former glory and being a show piece in the harbour.

One of the reasons I took on this project was as a young boy my Grandfather was an employee of the old SAR&H in the berthing office and we used to spend many hours in the docks. I used to go out on the sister tug the RA Leigh in all her glory. This was also one of the inspirations that made me want to restore the AV.

Gordon agreed to pay allotments into an account which I set up for this project to cover the daily running expenses and contractors. I had three very able and willing assistants who were prepared to help me, these guys had no idea what they were going to let themselves in for. None of them ever worked in a marine environment or even in a harbour so for them it was very exciting. With the tug being moored in the marina next to the V&A Two Oceans Aquarium I had to explain to my guys the importance of pollution and not letting anything land up in the harbour, i.e. Paint, rust chips etc

From day one we all took photographs of her restoration progress. Every Friday Dylan would download the photos and send them off to Gordon to keep him up to date. All through the project Gordon was very impressed with the progress and feedback. I would forward my expense sheets to Dylan every Friday; these were for my hours worked petrol and what was spent during the week. My hours and petrol payment did not come off these funds that were sent to the projects account. It was understood that I would be paid separately upon Gordon receiving my expense sheets. Also remember Gordon would scrutinize all contractors quotes and only after he has given the go ahead would the work be carried out.

The V&A Harbour Maste, Captain Steven Bentley would come down very regularly to see the progress, on many occasions he would bring guests to see what is happening on the AV. It gave my guys who were helping me a sense of pride in their work to see the visitors on the tug. My assistants learnt very quickly and we had a good working relationship going, with minor hiccups.

Towards the end of the second month the funds were not coming from Gordon so frequently so I had to use some of my own money to pay my assistants. Bear in mind to date I had not received any funds owed to me, yes some of you reading this by now would have stopped with the project. But the way we were getting compliments and recognition from the public who remembered the AV, I carried on with anticipation of all the outstanding funding being paid in due course. There was also mention of the AV in the Cape Argus by Brian Ingpen in his shipping column.

All this time Gordon was receiving excellent feedback on a very regular basis. However the replies to our emails and phone calls from Gordon were becoming less frequent with all the excuses in the world. If I had to mention some of them you would think I was a fool to have carried on so long with the project.

On completion of the project at the end of the third month, it was very heart sore to walk away and climb into my car, knowing that I have completed the project. The AV brought back a lot of good memories of what the old part of Cape Town Harbour looked like when I was just a young boy, the old Port Captains offices and the coal bunkering quay. Never mind the penny ride across the Victorian Basin in the rowing boat, to the other side at the Clock Tower.

To date I have still got two contractors that have not been paid at all and a further two who have only been partially paid. It is very embarrassing when I phone them to tell them that we are still trying to pin Gordon down and come up with a solution to pay for their services. He asked for their banking details and invoices as he would have paid them direct from Australia. Yes and to date I have not received any money owed to me for my services and what I paid out of hand to make this project a success!

In total Gordon owes a great deal of money to a lot of South Africans and some businesses in the Cape. Gordon still does not answer our emails. We understand he had trouble with his health, but has since recovered yet still we do not receive any correspondence.

To sum up the experience was some thing I dreamt of doing and if I had an opportunity of doing something like this again I would do it again, but with a new approach to putting trust into someone which you only spoke to telephonically.

Kind regards,
Charles Roux

**SIA Comment: SIA publishes this without prejudice.
We invite Gordon Bashford to respond.**

REGIONAL NEWS

Reefsteamers

To view the October copy of 'Reefsteamers Waybill' click here: http://www.steam-in-action.com/pdf/WAYBILL_4_-_2009-M09-256.pdf

SIA & Reefsteamers Class 15F No.3052 - Boiler Tube Replacement Appeal.

Steam in Action and Reefsteamers Association are appealing for donations to fund a partial re-tube of David Shepherd's Class 15F No.3052 'Avril'. This privately owned locomotive has been entrusted to the Sandstone Heritage Trust by David Shepherd (MBE) and an agreement was reached between the two parties that Reefsteamers would care for and operate the locomotive on the cape-gauge main lines.



Here's Class 15F No.3052 'Avril' doing her 'thing' out amongst the curvaceous lines in amongst the attractive scenery of the Orange Free State. This picture was taken by Aidan McCarthy on the homeward-bound section of the spectacular Cosmos Festival Heritage event hosted at Sandstone Estates in 2008.

In Nov. 2007, No.3052 was moved from Sandstone's storage at Ficksburg (Free State) and brought up to the Reefsteamers depot in Germiston. There she underwent a major stoker and tender-off-frames rebuild as well as general work to get her up to mainline operating condition under her then-current boiler certificate.

Her boiler certificate has since expired and on investigation for re-certification, it was found that 25 boiler tubes needed to be replaced, at a cost R40 000-00.



Here is a wasted boiler tube in the process of removal. The visible hole has just been cut by a torch to collapse the end of the tube to draw it out. However, the wasting and corrosion is clearly visible at the 10 – 11 o' clock position. Note the tube beading has already been ground off in this picture.



The boiler tube, which initially failed on a day-trip to Maraisburg, is blocked by the brake ejector exhaust while being withdrawn from the front tube plate. Upon closer inspection facilitated by the one tube being withdrawn – other boiler tubes were found to be wasted as well.

We ask that anyone who can help with any donation towards this project to come forward and assist SIA and Reefsteamers. Details are to be found at the end of the appeal.

Reefsteamers Class 15CA No.2056 – Boiler Flue Replacement Appeal :

Reefsteamers Association is raising an appeal for donations to assist in funding the re-flue of our Class 15CA locomotive No.2056. She was recently restored to working order and has proven to be a well liked and reliable locomotive ... until one of her flues failed. After investigation by our Engineering Manager and Boiler Inspector, it was found that the old SAR-era 'safe end' welds on that particular flue had failed. The Boiler Inspector condemned them all and insisted on a full flue replacement.



Class 15CA No.2056 'Dorothy' is sprinting home after a winter's day out in the countryside- the first of the mine dumps of the Great Gold Reef making a dramatic milepost marking the way home.

To prevent confusion, the flues are the large tubes that contain the super heater elements, rather than the more numerous, but smaller bore boiler tubes. (Which are the 15F No.3052's problem.)

The locomotive was fully re-tubed in 2007 and much other boiler work was carried out, as well as much mechanical work to get her running again. We were quite proud of having the only restored and operating Class 15CA in South Africa. The flue failure really took us by surprise. We now have all the money and man-hours that we invested into this locomotive 'locked' into an otherwise excellent machine that cannot be used.



The known failed flue has been removed, leaving the characteristic ferrous-oxide coloured interior of the boiler exposed and providing a viewpoint for checking of adjacent flues. The difference between the smaller, empty boiler tubes and the larger flues, snugly inhabited by the super heater elements, is clearly seen.



Here's a brand new boiler flue as delivered to replace the one that failed – before we discovered all the other flues need replacement as well. We need another 29 of these and is what we are making an appeal for to purchase for our Class 15CA.

This particular appeal has been created to raise as much as we can of the R200 000-00 required to do a full flue replacement of all 30 flues. We are asking anyone who can help with any donation possible to come forward and assist Reefsteamers. Please help us to get this unique locomotive back out on the high-irons again. Details of the appeal process are to be found below.

Appeal Processes – General :

The appeal processes will work as follows :

- 1) The donation is be paid into the Reefsteamers Bank Account. (Details following.) You will need to fax or scan the deposit to us.
- 2) We will contact you and ask for your email and/or postal address details if we don't have them yet.
- 3) For each donation that is received, you will receive a personal appeal number and a letter of thanks from Reefsteamers Association for your support.
- 4) Each individual flue for the Class 15CA No.2056 costs R4904 from our supplier, Surtees Railway Supplies. Please see the quote form attached.
- 5) The 25 seven meter long boiler tube for the Class 15F No.3052 cost R1384 each.
- 6) Donations do not need to cover the exact amount for a flue or a tube – partial amounts will also be gratefully accepted.
- 7) Additionally each month, an article will appear in the SIA and Reefsteamers Newsletter keeping everyone who has donated funds to the appeals up to date with the locomotive to which they donated funds.
- 8) Once enough has been raised for either locomotive, the tubes or the flues (as a batch) will be purchased from Surtees Railway Supplies.
- 9) The boiler will be prepared and the flues or tubes installed as appropriate.
- 10) We will inform the donors by personal letter that the funding level has been reached and the project has started on 'their' locomotive.
- 11) Photographs will be taken during the progress of the project and an article written for both the SIA and Reefsteamers newsletters, again thanking each donor for their support.

Completion of projects :

- 12) On completion of either of the two locomotives - when it first steams, each of that particular locomotive's donors will be invited to attend a special function at the Reefsteamers Depot in Germiston.
- 13) A brass plaque will be made with each donor's personal unique appeal number recorded, as well as their name. This plaque will be mounted on the locomotive's cab.

For any further information on the appeal please don't hesitate to contact: Elize Lubbe, the Chairman of Reefsteamers Association via elize@reefsteamers.co.za

or

Lee D. Gates, the Club Secretary of Reefsteamers via Clubsecretary@reefsteamers.co.za. You can otherwise SMS Lee D. Gates at (+27)83 630-6618. (Local – 083 630-6618) No voice calls please.

Reefsteamers Banking Details :

Bank Name: First National Bank	Branch Location: East Rand Mall
Branch No.: 253442	Account No.: 621 280 068 23
Account name: Reefsteamers	SWIFT = FIRNZAJJ

Ref Number = '15F Tube' - <<your surname>>. Or
'15CA Flue' - <<your surname>>

Please fax or email a scan of your deposit slip to finance@reefsteamers.co.za or dysies@gmail.com. Fax Number = 086 609 2811. Address the deposit notice to Diana Sanderson. Also, please supply your contact details to Diana so we can easily keep in touch with you.

This is a dedicated bank account and the funds therein will not be used for other purposes. Reefsteamers Association was incorporated under Section 21 of Companies Act and is a non-profit company. Registration = 950259008

Friends of the Rail

September has been another busy month for the club. We have run a number of busy public trains and charters, and are now gearing up for the busy pre-Christmas period. Loco duties are shared by 19D 2650 and 15F 3117, depending on train length. The 15F is obviously more expensive on coal and is therefore used when our load exceeds 9 coaches to Cullinan.

It is amazing how popular our trains are becoming. Many trips are booked up weeks in advance, and we have had to turn hundreds of people away! The board has thus made the decision to get another of our suburban swing-door coaches into service as soon as possible. The cost will be around R30 000, but we believe it will soon pay itself back. Many thanks to our star marketer Arno Victor for filling the trains and driving the coach restoration.

Our new generator has finally been installed under the lounge car. Our bar staff and passengers are very grateful for the extra-cold drinks now available on those hot Pretoria afternoons! We will also now be able to power our coach lights with the flick of a switch. Service levels on our train are on the up, as reflected in great feedback from our patrons.

During our lend-a-hand weekend on 20-21 September, work was done at Hermanstad on our photo collage, which is a pictorial time line of the new site. There are also sections for our locomotives, as well as information about SIA. Meanwhile, a hired TLB machine was finishing off the final loadings in our Capital Park cleanup campaign, before continuing with earthworks for the new parking area at Hermanstad.

At lunchtime, we had the privilege of entertaining the Reef Branch of the RSSA who had just completed a tour of Koedoespoort works. Geoff Cooke came along too, and a most pleasant afternoon was spent in the company of these railway folk.

On our Heritage Day train of 24 September, we took a mammoth 600 people to Cullinan behind our 15F. On the footplate were an ex- Beaconsfield crew of Peter Odell and Daantjie Hanekom- whom many will remember as driving 25NC 3467 "Carolyn" in the early nineties. Daantjie was being tested for Rovos duties and was duly passed out by inspector Coen Pretorius.



Outeniqua Choo-Tjoe

George, 19 October 2009: The return of the Outeniqua Choo-Tjoe celebration was held on 19 October 2009. Ms Cynthia Mgiijima, Head: Transnet Foundation, performed the welcome address and dedicated the celebration to the operational return of the Outeniqua Choo-Tjoe, which had been discontinued for routine maintenance per regulator safety requirements on 30 June 2009.

Ms Mgiijima said: "The first two restored coaches would be used today with the remaining three being completed by the end of the month. She also said: "Today demonstrated Transnet's commitment to preserve the future of the Outeniqua Choo-Tjoe. She concluded by saying: "The Outeniqua Choo-Tjoe brings joy, hope and anticipation of change to ordinary people's lives."

Mr Morne Hoogbaard, Acting Municipal Manager for Eden District Municipality said that the Outeniqua Choo-Tjoe will also be enjoyed by the 2010 supporters and the Eden District Municipality expresses their commitment to making sure that "the train will blow out steam." Mr Hoogbaard said: "The Eden District Municipality, in consultation with other municipalities, had agreed to the appointment of a project manager to facilitate funding for the Outeniqua Choo-Tjoe within the next few weeks." Mr Hoogbaard also said that "the three spheres of Government should work together to ensure that the Choo-Tjoe remains one of their icons."

Mr Alan Winde, Minister of Finance, Economic Development &



MEC Alan Winde, Minister for Finance, Economic Development and Tourism, Ms Cynthia Mgiijima, Head: Transnet Foundation and Marcia Holms, CEO: Mossel Bay Tourism, in front of Outeniqua Choo Tjoe.

Tourism said in his address that this was a very special tourism occasion. He thanked Transnet most sincerely for being committed to the preservation of this heritage rail icon despite it no longer forming part of their core business. Minister said: "The Outeniqua Choo-Tjoe is an icon that is known around the world and we must make sure that we preserve it for our children and our childrens' children." Minister Winde gave the



undertaking that Provincial Government would market the Outeniqua Choo-Tjoe through Cape Town Routes Unlimited. The Minister said that the Outeniqua Choo-Tjoe newsletter was designed to keep all interested parties informed of progress in finding a private funder for the train. Minister Winde said that he would be visiting the United Kingdom in November and was in the process of scheduling meetings with key vintage railway stakeholders to gain experience for implementation in South Africa.

Minister Winde said that the Provincial government fully supported Transnet's next phase of commitment, which was putting out expressions of interest through a public participation process to attract potential investors. The Outeniqua Choo-Tjoe Train left from the Outeniqua Choo-Tjoe Transport Museum over the picturesque Kwang River, snaked over the Great and Little Brak Rivers and ended its trip outside the Diaz Museum in Mossel Bay.

Mr Neels Zietsman, Chairman of Mossel Bay Tourism welcomed the guests and introduced the Acting Mayor of Mossel Bay Municipality, Mr Harry Ebendal who in turn introduced Mr Johan Gelderblom from National Parliament. Mr Gelderblom said that the return of the Outeniqua Choo-Tjoe, with enthusiastic marketing, becomes an important economic generator.

The event hosted by Transnet Foundation was attended by Transnet officials, representatives from Provincial Government, Eden District Municipality, George Municipality and Tourism, Mossel Bay Municipality and Tourism, UATA, SA Rail, HRASA, Media and various tour operators.



MEC Winde buys his ticket for the Choo-Tjoe at the reopening ceremony. Said Minister: "If this icon is truly going to work, there'll be no free rides"

SCRAPPING OF RAILWAY WAGONS

During the past few weeks there has been an unusually high level of activity with regard to the scrapping of Railway wagons.



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- Glencoe consisting of Wagons (Qty 118)
- Danskraal (Ladymith) consisting of Wagons (Qty 180)
- Richards Bay & Empangeni consisting of Wagons (Qty 90)
- Derailment-Saidahna-Sishen consisting of Wagons (Qty 14)
- Port Elizabeth consisting of Wagons (Qty176)
- Kimberley consisting of Wagons (Qty 61)
- Kroonstad consisting of Friction Bearings (Qty 447)

Inspection: By appointment only

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2010 STEAM CALENDAR AVAILABLE

The 150th SA Railway Anniversary calendar has been released by Chris Janisch (janisch24@gmail.com) and Nathan Berelowitz (trainmanorama@gmail.com). Cost is R50 including postage, and we believe it to be really good value. Purchasers should e-mail Chris or Nathan direct with their address. Bank details will then be sent to them and the calendar will be posted once payment is received.

To view the calendar click here:

http://www.steam-in-action.com/pdf/calender_final.pdf

A portion of the takings will go back into preservation.



Dennis Mitchell has sent us this photo which he took in 1974. It shows Germiston loco shed now occupied by Reefsteamers.

MEMBER'S FEEDBACK

From: Vincent Ward [mailto:vincentward@gmail.com]
Sent: 06 October 2009 03:25
Subject: "Blackie" display at New Cape Town Station Concourse

I was surfing the web and found artist drawings of the new Cape Town Station Concourse. From the drawings, it appears that the steam loco "Blackie" will be displayed uncovered and outdoors. Given the age and importance of this locomotive, it seems a recipe for disaster. Can Sandstone as a member of HRASA please inquire as to the plans for display?

http://www.xchange.org.za/index.php?option=com_content&task=blogcategory&id=13&Itemid=29 maybe of help, as would <http://steam-locomotives-south-africa.blogspot.com/search/label/%22BLACKIE%22> (with reference to the last two pictures).

It was been stated that there is plans for a "transportation museum" at the site and it would benefit from the input of the South African steam preservation community.

Keep up the amazing work and fighting the good fight.

Vincent Ward

From: Chris Janisch [mailto:janisch24@gmail.com]
Sent: 26 October 2009 16:30
To: joannewest@btinternet.com
Subject: Re: FW: FW: "Blackie" display at New Cape Town Station Concourse

From what I can find out the plans are not final. We are aware of this and our people in CT will work alongside SAHRA to ensure no harm becomes the locomotive.

Regards
Chris

From: paul@wilkinsons.demon.co.uk [mailto:paul@wilkinsons.demon.co.uk]
Sent: 27 October 2009 16:40
To: joannewest@btinternet.com
Subject: SIA launches DE2 project

The February 2008 edition of Keeping Tracks mentions Chappie Murray on pages 2 and 3 of the "SIA launches DE2 project" article.

I'd really appreciate it if you would be willing to pass on any contact details you may have for Chappie Murray whom I believe I knew from both, then Salisbury and Bulawayo, in Zimbabwe.

Thanks and regards,
Paul Wilkinson

From: John B Snell [mailto:johnbsnell@btinternet.com]
Sent: 01 July 2009 10:14 PM
To: Mike Myers
Subject: Steam in Action

Dear Mr Myers: I don't believe we have ever met, but you may have heard of me: I have had over fifty years more or less (mainly more) involved in the business of railway preservation/heritage railways, including a certain amount of time spent at Port Shepstone at the startup of that one. I don't know who organized my recently being emailed copies of the "Steam in Action" newsletter, but I have read it with interest. I find it hard to imagine what it must be like to conduct a heritage railway activity in the "new" South Africa, but I'm sure it must be quite difficult. Somewhere on a line between "usually fairly businesslike and fairly friendly" as in this country, and "completely jungly and hopeless" as I imagine it would be in much of Africa, if it went on at all. Hopefully you are nearer the first end of that line than the second.

However on a quick readthrough of the last SIA newsletter you are clearly having problems not so different to those sometimes experienced dealing with the Big Railway in this country (and the government bodies as well). All I can say to that is that it is not possible to be taken seriously by the powers that be unless the predominant impression they get from the persons or bodies they are faced with, is of cool competence and at least some record of solid achievement - which could of course be valid even if earned in some other kind of business - so long as it was both Solid and Achievement. Being critical, even if (and perhaps especially if) the criticisms are well based, gets backs up, and that makes progress difficult or impossible. I'm sure from what I read in this newsletter that you will realise that, but I'm equally sure from some of the other comments in it that some others do not. And whether it would be useful to continue SIA at all is, I see, a matter of some doubt with some of you. I can't advise on that; but all I can say is that while it is obviously very satisfying to "slag off" managements - and is often completely justified - it is never productive. It may well be that almost everything will get scrapped, for instance, and then expensively restored years later when tempers have cooled. Plenty of examples in this country - look at the new "Tornado" Pacific (how much money and effort could have been saved if BR wasn't so mad keen to scrap the best steam locos first!), and look at the psychotic way in which the old Euston Arch was destroyed (and the stones secretly buried) as another example. It's easy to advise "keep it cool" but it can be very hard advice to follow. But that's my sixpennyworth. Best wishes. I've never been to Sandstone and am now not likely to get there, but it sounds like the stuff of dreams.

Good luck.
John Snell

From: Brett Radloff [mailto:brettradloff@gmail.com]
Sent: 02 October 2009 16:32
To: joannewest@btinternet.com
Subject: Support

Dear Joanne

It is with sadness that I read about a possible loss of interest in Steam-In-Action. I would like to say that I very much enjoy the monthly newsletters, and particularly like the Archive's section.

Keep up the good work.

Regards,
Brett Radloff

MEMBER'S FEEDBACK

From: Rollbahn [mailto:rollbahn@vodamail.co.za]
Sent: 02 October 2009 19:30
To: joannewest@btinternet.com
Subject: Fw: SIA No 20

A speed limit for vacuum braked goods trains in SA whether steam or other MP is 60 k.p.h. It is irresponsible to give it a 90 k.p.h. as previously advised by SIA.

Regards,
Peter Odell

From: David Martin
[mailto:docmar@golf.orangehome.co.uk]
Sent: 29 September 2009 12:34
To: joannewest@btinternet.com
Subject: Millsite donation

Dear Joanne,

I read in the SIA Newsletter that members who gave donations towards saving the stock at Millsite are to be asked to agree that a small portion be used to send a delegate to Brisbane.

Although my donation was expressly for Millsite, having seen an article in "Steam Railway" magazine, I am quite happy for Steam in Action to use that money for other purposes, provided that they are for the preservation of steam in South Africa.

Personally, having visited Millsite in 1989 and 1992, I am appalled that anyone should even consider the destruction of these historic locomotives. I thought that the SAR/Spoornet/what have you had learned the lessons of other countries, such as the UK.

Whilst in RSA in 1989, I joined SANRASM to help them in their quest to preserve steam. Is SANRASM still in existence?

The request for the annual subscription has become later and later, until it was a year behind. I have received no subscription request for a long time now nor any copies of the "Courier".

I have read with some alarm SANRASM's action or lack of it in recent SIA Newsletters and Have had a feeling of foreboding that things are not right.

If you have any info, I would be glad to hear it.

Sincerely,
David Martin

From: Bryn@SARSPA/SAR Livesteam Grp.
[mailto:sarspa.association@googlemail.com]
Sent: 20 October 2009 01:49
Subject: South African Railways Class 7A (And Variations)

Hi Everybody,

I am looking for Works Drawings for the 7A Class - The same Class of loco as No.1007 residing in Outeniqua Railway Museum - pref. in Tiff or PDF format but any will do. If there is anyone out there who has these drawings on a disc or on paper could they please let me know and I will gladly pay for them.

The reason I would like these drawings is because I would like to model this locomotive first for my 12 1/2" Gauge South African Miniature Railway. I was going to do the 19D but the 7th Class is simple and will be a little less expensive, I would be open to other smaller Classes of SAR locomotives like the 6A, 8th Class, 11th Class, 10BR.

I would be extremely grateful if anyone out there could help me.

Kind Regards,
Bryn L. Morgan
SARSPA/SAR Livesteam Group Founder/CEO & Chairman

TWO VENERABLE OLD CRANES SOLD FOR SCRAP

SIA has a special relationship with Reclam, the major reclamation organisation in South Africa. The benefits of this relationship are that we are alerted almost immediately to anything that is Railway Heritage orientated and which is sold for scrap. Two cranes, Nos. 2285 and 2813 which are based in Uitenhage and which were purchased by Reclam have now been assessed by one of our technical specialists. The cranes are not in particularly good conditions and since there is an almost identical item under restoration at the Sandstone Heritage Trust Bloemfontein workshops by Lukas Nel and his team it was decided not to put in a bid for these items. Reclam has however allowed all useful fittings and items, many of which will be necessary for the restoration of a top class example of this type of crane to be removed.



GARRATT ARCHIVES PHOTOGRAPHS AVAILABLE

Les Smith of Reefsteamers has sent us the following:

Hi All,

I have just received an email from Jan Hicks, the Senior Archivist at the Museum of Science and Industry in Manchester, re the Beyer, Peacock archive, held by the museum. Jan has informed me that with the increased interest since the Great Garratt Gathering was first announced, the archive department had been working full time to complete the digitisation of the photographic part of the Beyer and Peacock works archive. This has just been completed and all 2544 images are now available to view online. Most of these will probably not have been seen before.

Jan has asked me to forward this information on to you and as I have found the MOSI website is not the easiest to negotiate, the following link will take you straight to the images section of the MOSI archive :-

<http://emu.msim.org.uk/htmlmn/collections/online/search.php?type=images>

When you get to the Images Collection search page, in the first box where it says COLLECTION NAME and CHOOSE, click on the small right hand arrow at the end of the box, scroll down to BEYER, PEACOCK, click on it to put it in the box, and then simply scroll down to the bottom of the Images page and click on SEARCH. Then enjoy around 7 hours looking through these wonderful Beyer, Peacock images, because that is how long it will take you, if you only look at each one for 10 seconds !!

Jan has also asked me to notify you that from Mid November, probably the 15th, the Archive Department at MOSI is being refurbished, and this will take a few months to complete.

Because of this, many parts of the archive may not be accessible, possibly until around next March or April 2010. And so should anyone want any information or be planning a visit to MOSI, to view any part of the Archive, this should be done very soon.

Please pass the above link and information on to any groups or enthusiasts that you think may be interested to see these Beyer, Peacock images.

I will keep you all informed as I hear more news.

Regards to all.
Graham

ELGIN STATION

By Andy Selfe

We had hoped our Elgin leases would be in place by October, but there has been no further progress. It seems the Development Bank of SA, who were organising government funding into this project, effectively to pay out Transnet, have been dragging their feet. TWK Municipality has to get drawn up a detailed Business Plan which will cover all government policy requirements. TWK have put out tender JD 05/2009/10 "Feasibility Business Plan for the TWK Vintage Rail Tourism Project" for interested parties to quote a price to do the work. The tender closes on 30 October and indications are it will be awarded within 30 days. There is nothing firm yet as to the total time required for the project to be completed and submitted to TWK, after which the Municipality will move forward and authorise payment to Transnet. The timescale is thus extended into next year.

Dylan Knott also reports as follows:

Class 12R 1510 owned by Oscar Sabatini has been moved to Creighton for storage pending restoration.

Class 19A 691 is in the process of being moved to Germiston for storage pending restoration.

Both locomotives will eventually be sent to Elgin when restoration is complete.



NEWS FROM AROUND THE WORLD



While we all get fairly worked up about what is happening in South Africa (or perhaps we get worked up because of what is not happening) we are often surprised at how much progress has been made in other countries. Shaun McMahon has sent us this excellent overview (translated specially for SIA of what is happening in Ecuador).

"Conferences. The Argentine, Enrique Diaz, has begun his delivery of presentations concerning tourist trains in Guayaquil. Yesterday he also spoke in Quito and today he will do the same at Riobamba and tomorrow in Ibarra.

The fact that Guayaquil receives over 50% per of the overall number of tourists that visit the country from overseas is just one of the key reasons to shake up and put into action once again an area of industry that was virtually put to one side and forgotten about: namely Railways!

For over a century the railway system was one of the most extensively used, sadly it was gradually lost over a period of time, however it seems to be coming to life once again in conjunction with the serious proposal of reopening the section of line between Guayaquil and Quito

It is for this reason that the railway company "Ferrocarriles Ecuatorianos" (Ecuador Railways) - (EFE), under the coordination of the Minister of Tourism, started as of yesterday a week long active workshop totally dedicated to tourist trains and railways. This workshop is being led by the famous Argentine entrepreneur and businessman as well as President of Tranex Turismo and its own steam hauled railway in Ushuaia "Ferrocarril Austral Fueguino", or better known around the World as "El Tren del fin Del Mundo" (The Train at the End of the World); Mr. Enrique Diaz.

Diaz spoke in detail about his experience in the railway tourism industry to a number of business people, controlling authorities and tourist industry trade union leaders, outlining the importance of the overall financial profit that specialist tourism can bring into a given region.

He continued to state that two of the undisputable key attractions that Ecuador has in its favour so as to gain the attention and money of the overseas tourist are the "excellent scenery and volcanoes", hundreds of foreign visitors are willing to pay small fortunes in order to travel around these locations in order to get to know such at first hand; these opportunities should not go unmissed by people in the business world.

What is more, Diaz made a point of emphasising the need for staff to be professionally trained, however he also mentioned that the general charisma and gentle manner of the people of Ecuador is overwhelming thus making the task a lot easier in the sense of public relations.

During the inaugural meeting authorities including the Minister of Tourism, Veró'97nica Sió'97n, the Governor of the local Province, Roberto Cuero and Enrique Diaz got together on a face to face basis and the Governor mentioned that funding is now readily available in the form of 250 Million US Dollars so as to rehabilitate the national rail network, which in the case of Guayaquil - Quito line consists of 450 km and is expected to be fully operational within four years.

These essential elements relating to the opportunities available to carry out serious and professional work within the country and at the same time develop business opportunities for various companies, has strongly motivated this Argentine expert to Persuade Ecuador to tap into World Bank funding so as to fully develop this area of industry. Diaz is also a member of the Leading Group of the World Association of Tourist Trains, Railways and Tramways (TINHATT) members of which will be gathering for a tri-annual conference in Australia beginning serious discussions on 9th October scheduled to include the opportunities available in Ecuador at this point in time. (CFH)"



USEFUL LINKS

Phil Mortimer Snr. sent us a very interesting document entitled 'Results of Railway Privatization in Africa World Bank':

http://irispublic.worldbank.org/85257559006C22E9/DOC_VIEWER?ReadForm&I4_KEY=0CAEAB9ED9D6672385256D8A004CDDD9F1F3411D4CF5870D85256F8E00579905&I4_DOCID=98D58FF470061721852570A6005F889E&

<http://www.youtube.com/watch?v=1X5gM4spTQg>

Boiler Water Treatments

Shaun McMahon who has had a lifetime's experience in the refurbishment and design of improved Steam Locomotion Technology has sent us these useful technical papers on boiler water treatments. They will provide invaluable information for people who are hands on with working steam locomotives

http://www.steam-in-action.com/pdf/BOILER_WATERTREATMENT_PAPER_MAIN_TEXT_REF_NOTES_3_2003.pdf

http://www.steam-in-action.com/pdf/TREATMENT_PAPER_REFERENCES_AND_BIBLIOGRAPHY_3_2003.pdf

http://www.steam-in-action.com/pdf/BOILER_WATER_TREATMENT_PAPER_3_2003.pdf

http://www.steam-in-action.com/pdf/boiler_water_images.pdf

ARCHIVES

The indefatigable Dennis Mitchell from Australia supplies us with such wonderful archive material that we can virtually keep this section of the newsletter going indefinitely based on Dennis' robust contributions. However, if there are other members who have got special photographs of South African Steam in particular we would love to receive them so that we can share them with other members.

For those of you that would like to express your appreciation to Dennis for his contribution please note his e-mail is as follows: dampjaack@bigpond.com. More of Dennis' archive material appears below.

Here are a few brain teasers:

1



2



3



4



5



1. This is in the dump at Witbank colliery ; presumably an 11 class[but I will stand correcting], It has the #1 on a South African railway type no .plate and an industrial type #3 on the tender. What really interests me is the lettering, either it's a long name, or someone has gone all bilingual -- The top half looks like C.A.S.M. and the bottom V.A.S.M. any clues? It was in may 1977.
2. Just the front entrance at Dunn's Witbank is it Sezela #3? and another O&K loco? November 1974
3. Here are Northern lime 2 & 3 with Witbank #1 [the 4-10-2T reid copy built for Witbank I think in 1927?]The 2 northern lime locos were at Dunns in 1974, so for withdrawn locos they did a bit of travelling!!
4. This is the W.R.C.M. electric again; I have SOMEWHERE!!!! a phot of a green loco here that is not a steeple cab --but more the shape of an underground loco -still trolley but an elongated L if you understand what I mean; when I find will send.
5. What a disappointment; we hoped to see this DA in service, but it was missing it's drivers .Umgala colliery May 1977.



ARCHIVES

Dennis Mitchell has sent us this picture taken in June 1997 of these two GMA's between Middleburg and Rosmead. No. 4057 had a bad load of coal and had trouble steaming.



My records place No.111 at Gold Reef City. I attach a photo received a year or two ago from a gentleman who wanted help with a slide talk he was giving on the SA narrow gauge. A Mr Rudgard from somewhere in Surrey. Although it's a pre-war engine it has been updated with a post war boiler with steam turret well away from the spectacle plate and boiler feed on the front of the front boiler ring. The bunker and tank have been replaced at some time with welded fabrications. The lubrication system is still sight feed rather than mechanical lubrication. That's about all I can deduce from the photo.

David Payling

For the record your Advisory Board members are as follows:

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