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From the Ed

This month we have combined our usual Editorial section with this column as space has been at a premium. In contrast to previous issues, which have been dominated by the Millsite issue, you will find more positive news as we have features on Steam in Action's constituent members this month. To put Millsite out of the way, there is no change since last month and no ongoing documentation from HRASA. As of now there is also no assistance forthcoming from Transnet. With the SIA fund sitting at just under R80K some decisions will need to be made as to which locomotives can be saved.

Despite this rather gloomy situation Preservation goes on regardless. Reefsteamers are rapidly becoming the premier steam operator in South Africa and we showcase their efforts in this issue. In Pretoria, Friends of the Rail are facing serious obstacles as they are under severe pressure from Rovos Rail to vacate Capital Park. Great progress has been made at their new base at Hercules but in the meantime they continue to run their popular Photogalas and as they approach peak season, many trains as well. We will showcase this 21 year old organization in a future issue. Sandstone, better known for its 2ft narrow gauge achievements, is well on the way to completing the restoration of 19D No: 2654. This is the first 3'6" loco to be restored by Sandstone and the first to be overhauled at Bloemfontein for some 10 years. The last being 3450, according to Lukas Nel, who was in charge of that project as well.

In Natal, Umgeni Steam Railway has faced many problems but still retain their strong preservation base. A lack of motive power has sadly forced them to withdraw from a prospective rail tour next year. Nevertheless we know they will succeed.

Down in the Western Cape, that famous steam operator, Ian Pretorius, has finally got his Atlantic Rail operation in steam and ran his second successful train to Simonstown on Heritage Day. With Cape Town being the tourism centre of South Africa, Ian has good prospects but a hard road ahead with no external funding as with many other operators.

While the SA government makes lots of noise about tourism, rail tourism, a proven income generator in the past, is ignored. Sad proof of this is contained in DA MEC, Gareth Morgan's parliamentary question featured below.

Nevertheless steam operations are still running in 2008 largely due to the efforts of the clubs mentioned above. It is over 10 years since the first Steam Exit Plan was presented by Transnet and as an active participant in those negotiations, it is sometimes hard to believe what has been achieved with all the obstacles that were thrown at steam all those years ago.

Nevertheless there are tough times ahead for all operators as the effects of the wobbling world economy will no doubt have a ripple effect on South Africa but we know that those mentioned above will continue to apply good business principles and be judged by their actions and not words.

Steam is very much in Action!

Millsite Visit

Recently Mike Myers and I, together with Transcor, visited the Millsite storage area. In terms of road movement Transcor see few problems apart from the difficulty of clearance of a loaded low bed under the wires on the Cape main line. Although there is a longer exit route avoiding this, it may be too rough being a dirt road towards the South, exiting at Randfontein.

Loading can take place between the North end of the storage area and the existing diesel depot as the photos show.

Of course the locos required are not at the front of the queue and will require release for loading. This begs the question of assistance from Transnet with a diesel which has not yet been confirmed by HRASA. Obviously once released those locos not required must be replaced. With SIA's limited funds and only Reefsteamers able to assist the outlook is not good. The lack of bearings is still a major problem to be resolved.

In the meantime HRASA still needs to issue documents that will detail the basis on which the various operators will take locomotives into their care. Without this no planning can take place. The selection of photos shows a number of key locomotives in position.

Dave Richardson

Your comments, queries and suggestions are always welcome!

Please email:
joannewest@btinternet.com

Steam in Action - An Association
 Incorporated under Section 21
 Registration Number 2007/035119/08
www.steam-in-action.com



Letters from our Members

Pat Hyland sent us this note which offers a useful service that steam operators could use:

"Dear Sirs

Trust this mail finds you well.

We registered with yourselves some months ago offering our services such as repair of White Metal bearings etc, also we are in a position to offer other bearing technologies suited to Steam loco's.

Our last job for Umgeni Steam was to re metal Axle Box bearings for a 19D which went very well.

Please feel free to contact us should you require any information.

Kind regards
Pat Hyland
0836544184
email: pat@rotormotive.co.za"

Dennis Mitchell from Australia, but an ex South African, is one of our most active SIA members. He sent us details of this website/ blog for the restoration of Class AD60 Garratt 4-8-4+4-8-4 No: 6029. These were the most powerful of all Australian steam locomotives and were built by Beyer Peacock in 1952. Not dissimilar to the SAR GMAM of the same era, they operated without an auxiliary water tanker and weighed in at 264 tons. Thanks Dennis, this is really worth a look!

"Dear crew,
Thought this blog from Canberra A.R.H.S. would be of interest to you people,
Best wishes and HAPPY STEAMING,
Dennis

<http://project6029.blogspot.com/>"

Psychedelic Preservation

There is preservation and preservation!

This has got to be one of worst cosmetic scenarios - former Rhodesia Railways-cum-Zambia Railways Class 9B 4-8-0 at Kabwe in Zambia, 2006 -

The front end looks like a fried egg!!!!

Photograph courtesy of Peter F Bagshawe



Rail Tourism: Questions in Parliament

Although South Africa will host two steam rail tours in 2009 (see separate story), the acceptance of rail tourism by our national government continues to be a stumbling block. At local and provincial level there have been a number of successes. In Gauteng, Reefsteamers has received assistance from Ekurheleni Municipality while in Natal Paton Country Railway and the Eshamoya Express have been assisted by the Kwa Zulu Natal Government.

We received the following parliamentary question and answer from DA MP, Gareth Morgan, which does not bode well for rail tourism in South Africa.

SIA is well known to Gareth and he will be making further enquiries on this issue as time and parliamentary procedure allows.

NATIONAL ASSEMBLY
(For written reply)

QUESTION NO. 1005

INTERNAL QUESTION PAPER NO. 18 of 2008

DATE OF PUBLICATION: 13 June 2008

Mr G R Morgan (DA) to ask the Minister of Environmental Affairs and Tourism:

- (1) **Whether his department has any initiatives to pursue steam railway tourism in South Africa; if not, why not; if so, what are the relevant details;**
- (2) **Whether there are any challenges that will prevent steam railway tourism from flourishing in South Africa; if not, how was this conclusion reached; if so, what are the relevant details?**

NW17431005. THE MINISTER OF ENVIRONMENTAL AFFAIRS AND TOURISM ANSWERS:

- (1) **The Department of Environmental Affairs and Tourism does not have any initiatives to pursue steam railway tourism in South Africa. Not much research has been done on the value of this type of tourism for South Africa. The Department however fully supports any initiative to explore rail tourism and participates in fora dealing with this matter. The Department is participating in the National Rail Crime Combating Committee which is aimed at exploring the safety of this mode of transport - four meetings have been attended thus far. The Department also conducted a brainstorming session during September 2006, to identify and look at areas affecting tourism growth in rail tourism, and how rail can promote tourism in the country. Representation from the following stakeholders formed part of this session: Department of Trade and Industry (DTI), Department of Transport (DoT), Department of Public Enterprise (DPE) and South African Rail Commuter Corporation (SARCC).**
- (2) **Please refer to the above.**

In response to this SIA mailed Gareth Morgan and received a favourable response.

“Dear Mr. Morgan,

I represent an association of like minded people called Steam in Action (SIA). A copy of your parliamentary reply was passed on to me by my colleague, Joanne West. That you contacted Joanne West means you may be aware of us. Full details of our organisation can be found on our website where you will see that we are not just a bunch of train nuts. We are deeply committed, via our founding member organisations and 600+ individual members worldwide, to the preservation of South Africa's rail heritage and in particular, rail tourism. While we are focused primarily on steam traction as the key element in rail tourism, this is not to the exclusion of other forms of traction. We have had many dealings recently with Transnet Freight Rail through the Transnet Foundation for Heritage and Preservation (TFHP) on the subject of rail tourism. Sadly, despite their title, TFHP has made it abundantly clear that railway heritage and preservation is not on their agenda and is best left to the private sector. What heritage they wish to preserve as the national rail operator is unclear.

In March we met with Vuyo Kahla from Maria Ramos' office and Susie Mabie, the acting Manager of TFHP, where we proposed the submission of a white paper on rail tourism and preservation. We took input from concerned people around the world who appreciate the previous role South Africa has played as a leader in rail tourism. A role that is now lost primarily due to Transnet's attitude. We have not submitted the paper as we felt that our efforts were in vain and our communications were ignored.

2010, apart from the World Cup soccer, is also the 150th Anniversary of railways in South Africa when the first passenger railway was opened from Durban to The Point and also the Centenary of South African Railways. This does deserve some form of celebration. Again we have had negative response from Transnet.

One key element in our proposed paper was a research project to evaluate rail tourism, the very point raised in the reply to your question. While we have a feeling for the number of visitors and income generated by rail tourism in the past, we do not have a state of the art projection. Do you believe that National Government has enough interest to fund such a project?

To illustrate our strength, SIA recently was instrumental in stopping the scrapping of a number of historic locomotives at Millsite Depot in Krugersdorp. These locomotives were marked for preservation but were deemed to be in the way by Transnet. As many had been set aside primarily for preservation many years ago and were also considered heritage assets by the South African Heritage Resources Agency, their scrapping would have been a tragedy. In fact the situation made headlines in the railway press around the world and the national press in South Africa. These locomotives have now been passed to the private sector but lack of funding may see the demise of many of them.

In short, Mr. Morgan, we would like your help in directing us to the right department to take our mission forward. Please have a look at our website, www.steam-in-action.com where you will see that our credentials are valid and why not join us?, it is free. We would certainly value your support.

I look forward to hearing from you.

Kind Regards
Dave Richardson
Executive Director
Steam in Action"

"Dear Dave

Thanks for the mail. I am very aware of your organisation and am familiar with your website and your DVD.

I understand the predicament that your rail tourism and rail preservation finds itself in, since no government department is taking responsibility for it, nor do they seem particularly interested.

I do not know the answer to your specific question, but let me draft more parliamentary questions. And I will try to speak about the matter in the National Assembly in late September if my whips afford me the opportunity.

Regards
GARETH"

"Dear Gareth,
Many thanks for your kind reply and your offer of assistance. Hopefully the whips like rail travel,

Kind Regards
Dave Richardson
Executive Director
Steam in Action"

Blast from the Past



The GMAMs on loan to Bulawayo depot also saw passenger train duty as recorded here with 4099 at the head of Train 111 Down, the overnight passenger from Vic Falls to Bulawayo - Platform 5, August '80.

Note the built up coal bunker as the GMAM's had a voracious appetite for coal compared with the RR 20th Class and the number stenciled above the buffer beam in the absence of number plates.

Picture from John Batwell

Graham Gillett from Umgeni Steam Railway sent in these two pics from 1980. We make no apologies that Blast from the Past this month is a Garratt extravaganza!

Left: Garratt GF taking water near Umkomaas - also circa 1980

Right: Double header Garratt GMAM on the Pinetown-Inchanga-Cato Ridge line, approximately at Harrison - circa 1980. That must have been a real sight !!!!



Special Feature: REEFSTEAMERS!



Lee Gates, of Reefsteamers, has compiled a photo essay of one of their locomotives, Class 15CA No.2056 'Dorothy.'

The essay comprises yard photos that were taken during the locomotive preparation and coaling, right on through a night shift of locomotive minding, wakening the fire and making up the day's train.

The author hopes that you enjoy the behind-the-scenes photos as much as he enjoyed being there and a part of the process.

CLICK HERE TO READ THIS PHOTO ESSAY OF CLASS 15CA NO. 2056 "DOROTHY"



Also from Lee Gates of Reefsteamers, comes a 17 page article, 'Catching the Falling Stars', as commissioned by Steam in Action. This work provides an overview of the Reefsteamers story, their history, where they are at today and their future goals.

Reefsteamers is a professional, premier steam preservation association with many strengths. This article is a celebration of those strengths, such as our full sized Depot, the magnificent stable of restored locomotives there in and our very special, dedicated people.

This article also discusses our fruitful partnership with Steam in Action and also with our good friends in steam preservation, the Sandstone Heritage Trust.



... The eastbound steam train roars on imperiously regardless of her audience, the staccato exhaust beat echoing steadily back from the line side structures in ringing counterpoise. Then the whistle shrieks with warning authority; once, twice, three times to clear the way. The white rimmed driving wheels whirl, their blurred spokes and counterweights barely visible behind the intricate multi-jointed choreography of the shuttling valve gear and the dancing coupling rods- mesmeric in action, ingenious in application. The earth-bound star of the old fashioned single headlight thrusts its parabolic beam forward above the proudly embellished smokebox door. Just below the headlight brackets, the polished brass propeller is spinning cheerfully on the gleaming smokebox nose-wheel ...

CLICK HERE TO READ THE FULL ARTICLE "CATCHING THE FALLING STARS"

Upcoming Events

INTERNATIONAL STEAM TOURS IN 2009

Steam in Action is proud to announce that there will be two international steam tours to South Africa in 2009.

At a time when such tours have been in serious doubt for the future, we are extremely pleased that both operators have shown faith in the future of South African rail tourism at a time when Government continues to ignore it. (see the Gareth Morgan parliamentary question article)

The tours are being facilitated by well known UK operators, Geoff Cooke of Geoff's Trains and David Rodgers of Steam Loco Safari Tours.

Geoff's tour is primarily a narrow gauge experience and the guests will visit Sandstone from the 3rd to 5th May in 2009 followed by two days on the Paton Country Railway in Natal as well as a trip on the Eshamoya Express at Creighton. The itinerary is rounded off by a three day trip up the Avontuur line featuring the Patensie Branch and the line to Assegaaibos.

Later in the month Steam Loco Safaris in conjunction with Reefsteamers and Friends of the Rail will visit the Gauteng area and then experience a full tour of the Bloemfontein-Bethlehem line and a section of the Bloemfontein-Kimberley line. During this section of the tour they will spend a full day at Sandstone with the two "Lawley's", BR7 & NG97 as well as NG15 No; 17. On the Cape gauge section, Sandstone's GMAM Garratt No: 4079, on loan to Reefsteamers, will be one of a number of locomotives used.

There has been much speculation on tours to South Africa and whether they would ever happen again after some disastrous events in 2007. Luckily the efforts of Steam in Action via its constituent members, Sandstone Heritage Trust, Reefsteamers and Friends of the Rail and their willingness to facilitate and provide resources for such events has meant that South Africa remains on the steam tourism world stage.

For further details please contact:

Geoff Cooke at Geoff's Trains on e-mail geoff@geoffs-trains.com or have a look at Geoff's website on <http://www.geoffs-trains.com/SANGtour.html>

David Rodgers at Steam Loco Safari Tours on e-mail dcrslst@hotmail.com

Bookings are limited so make your enquiries now.



Scenes from the Geoff Cooke Tour (2008)

INVITATION TO SIA MEMBERS: CONTINENTAL RAILWAY CIRCLE IN LONDON

UK based SIA member, Peter Lemmey, well known to many South Africans sent us this invitation for our members.

"Any SIA members who happen to be in London UK then will be welcome at the meeting of the Continental Railway Circle on Thursday 13th November, when the topic will be South African steam.

Peter Lemmey will screen slides taken by Basil Roberts and Chris Gammell in the period 1969-70; coverage will include 16Ds working to Malmesbury, the 6 Class Graaff Reinet pilot cresting the Lootsberg, GCA Garratts in double harness on the Underberg line, Sezela sugar and much, much more.

The venue is St. Paul's Church Centre, Rossmore Road, Marylebone, London NW1 6NJ.

The meeting starting at 7.00pm."

Voorbaai - the next Millsite?

SIA recently received these pictures of Class 19B No: 1412 standing at Voorbaai depot. As you can see the locomotive has been comprehensively stripped of most of its fittings.

Initial thoughts were of a Millsite situation but a call to Brian Murison revealed that they are suffering extensive theft of such fittings and all non operational locomotives have been similarly “vacuumed” and the parts locked away for safe keeping.

So relax everyone and give thanks to Brian and his team for their efforts.



Club News

FRIENDS OF THE RAIL PHOTO GALA

Over the last weekend of August 2008, FOTR held their second photo gala. Although not as well attended as our winter shoot, the occasion provided more opportunities for great steam pictures in a classic steam depot. FOTR is busy relocating to Hercules and will not be able to do these shots at Capital Park for much longer, so we made the best of it. The coal stage was brought into play this time for night photography, while David Benn kindly provided his vintage Triumph to pose alongside our resident 19D No 2650. The loco was crewed by shedmen Gabor Kovacs and Nathan Berelowitz, and trainee fireman Steve Smith. Nathan also provided the boerewors rolls and coke necessary to keep the enthusiasts happy! It was a happy but tired bunch that finally departed late into the evening, leaving the loco to slumber quietly before taking up her duties on a Tshwane Explorer train the next day. The spirit of steam in Pretoria lives on.

Chris Janisch



ATLANTIC RAIL NEWS

"Hi All,

Atlantic Rail had a very successful steam trip to Simonstown behind Class 24 No. 3655 today (Wednesday 24 September). A crew of two drivers, Frikkie Gerber and Peter Odell, provided passengers with an exceptional experience. Not only was it the train that was exciting but we counted at least 15 whales in the various bays doing blowjobs and tail ups. We would like to thank the Simonstown Fire Brigade for providing loco water and Rikki's Taxis for providing a shuttle service to run passengers to and from the town centre.

Many old faces appeared and many new ones and everyone that we have spoken to had a wonderful day. While at Simonstown one of our passengers came up to me and said that he had just spoken to Piet Steenkamp on his cellphone. They were on a Reefsteamers outing to Magaliesberg with a GMA/M and both Piet and Stitch Versteeg sent their regards to us. He also mentioned that Friends of the Rail had a train to Cullinan today. Possibly Umgeni and the other KZN operators also had a train that I was not aware of.

All I can say is "bravo private preserved steam in South Africa - keep on steaming!"

Regards,
IAN PRETORIUS

SANDSTONE ESTATES NEWS ... IMAGINE!

You're sitting at a small station on the 2ft narrow gauge line, there is a certain tranquility as you enjoy your cup of tea while you wait for your train. In the background a Class NGG16 Garratt is furiously shunting its freight consist for the journey ahead. It would be nice to see that train on the move but hopefully not in front of your expected passenger train. Freight trains tend to stop everywhere and slow up the railway's progress.

As 12.30 approaches a whistle signals the approach of your train to the mountain halt. As you board the freight is still a disassembled mess of wagons that seemingly will never be joined in to any logical order. As you pass the edge of our land and gaze into another country the slow beat of the Garratt as it tackles the first of many climbs to your destination brings on a pleasant somnambulistic state. As you dreamily drift past the marshalling yard you cannot help but be drawn to the sight of an ex OVGS Class 6C locomotive plinthed in green surroundings at the head of a rake of vintage coaches.

After passing the first of two dams where the water birds head skyward at the sound of the Garratts fierce beat, your dream like state is ended as the train slows to a stop at the top of the hill. The narrow gauge is slow progress but why the delay?

Your mind absorbs a different whistle as a small, but powerful, tank engine buffers up to the rear of the train. A little extra motive power for the massive climbs ahead. Belt and braces you muse?

Soon you are on your way again past the second dam and the plumes of black smoke from both locomotives signify action ahead. Snoozing is forgotten as the NGG16 digs in for the climb over the first mountain. At the rear of the train the tank engine is working its heart out to keep pace but the crew knows that in a mere 100 metres they will be working as hard as the Garratt. As the pace slows you begin to believe you could walk faster but then the summit is crested the train gathers pace towards the watering stop. It's almost as if the locos know where their next drink is.

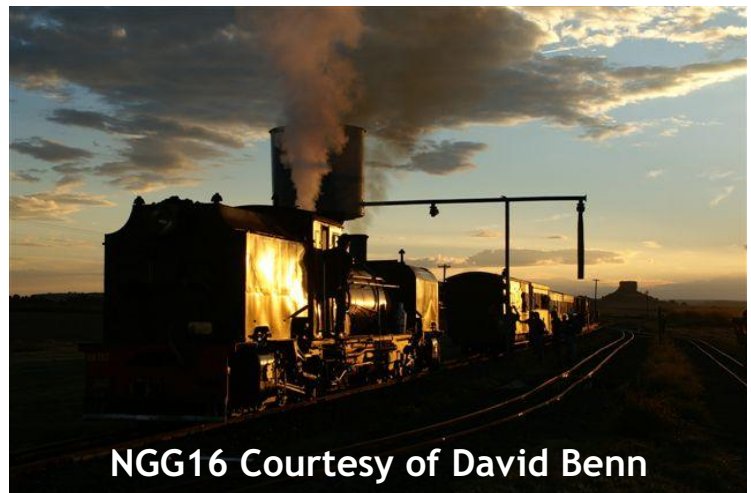
A short stop to replenish the water tanks and clean fire and to stretch your legs is soon over as you head north on a different heading to your destination. You can see your destination high up on the left hand side, probably not more than a kilometer away as the crow flies. But you're not flying by crow, you are travelling by rail and you are going the long way round. With the small tank now rattling along in tow, the line winds its way next to the Cape Gauge line before swinging into a number of reverse curves, and finally a massive horseshoe curve between the Blue Gum trees. As the flanges squeal on the curve you can see that you are now facing south towards to your station but surely this train cannot conquer that hill?

Again massive plumes of smoke signify that the train is being readied for the final assault. A slight nudge from the rear lets you know that the small tank has taken up the strain. As you pass a group of school children, happy to be released from their studies to watch the train go by, the roar of the two locos is deafening as they bite into the 1 in 20 gradient that will bring them to a pause in their journey. As the train rolls to a halt, the cold drink stand is ready for business and the boerewors rolls really smell good.

As the two locos take a rest another whistle is heard and the seemingly disembodied freight, now marshaled in good order, is spotted some way down the mountain battling its way upward towards the abandoned Apple orchards at the end of your siding. Soon the loco emerges from the trees that long ago were the life blood of this area and gently pulls into the loop line alongside your train.

You ponder that this lonely spot up against the mountain is now a hive of rail activity.

After some pleasantries between the crews the freight ambles off down the mountain as another treat for the school children and heads towards the water stop. Soon it is time for you to leave and the train now ambles its way past the Apple orchard of days gone by and zig zags its way down the mountain towards the junction. Oh my! Are we going to be passed by the freight as it barks its way up the bank from the service stop. Not this time and as you approach the junction the freight comes to a halt as does your train.



NGG16 Courtesy of David Benn



Lawley No: BR 7 is shown at a previous harvest event as Ron Nel from Frameline takes the shot!

Maybe the freight does have right of way? No, its time for a photo stop, why? Because we can. With the two locos posed on the junction approaches everyone takes advantage of this superb location and opportunity.

Soon you are on the move again as the freight is left behind to follow later. It's a short climb over the mountain and then a gentle ride down the hill and back to the wayside station. By this time they may be serving something stronger than tea.

Can you imagine this? Well it is a Sandstone experience that will come to life in January 2009 when the Sandstone 2ft narrow gauge railway will be in full operation for the Sandstone Estates Wheat Harvest. Block trains will be operated from the fields to the silos to bring in the Harvest. Of course Harvest Time is not an exact science and at present we cannot confirm a date but we will be able to give good advance warning.

If you can use your imagination and would like an invitation to join us, e-mail us at joannewest@btinternet.com and we'll let you know when your imagination can take over. Space will be limited for safety and security reasons.

(the inspiration for this article is from the original imagination of Ron Nel)

Loco News

CLASS 19D 2654

Although rail preservation is going through troubled times, the activities of Steam in Action's constituent members, Reefsteamers, Sandstone and Friends of the Rail continue regardless as can be seen from the articles in this issue on RS and FOTR. Sandstone has traditionally concentrated on 2ft narrow gauge although the original rail planning was centered around operations on the Bloemfontein - Bethlehem line. It is well known that this did not come to fruition for many reasons and although Sandstone acquired a number of Cape gauge locomotives and rolling stock there has been no active restoration of any of these items. Sandstone's original locomotive, Class GMAM 4079 "Lyndie Lou" is based at RS and has been returned to service, while David Shepherd's 15F 3052, "Avril", under the care of Sandstone, is now in working order at RS.

One of Sandstone's many acquisitions were four Class 19D locomotives from the defunct rail system at Loraine Gold Mine near Welkom. With no immediate plans for restoration, three locomotives, numbers 2734, 2769 and 3369 were removed to Vailima for storage while 2654 was sent to Sandstone's Bloemfontein facility for the possibility of a rebuild. With much activity on the 2ft narrow gauge front, Lukas Nel and his team did occasional work on 2654 but not as a major project.

Late in 2007 it was decided to complete the restoration of the locomotive to working order. This coincided with the formation of Steam in Action and Sandstone felt that 2654 could be a worthy addition to the fleet of working 3'6" locomotives in South Africa. In retrospect this decision was probably a few years too late as you will see below as the difficulties of obtaining spares had become extremely critical. Although Sandstone had acquired all the loco spares from Loraine many essential parts were missing from 2654. Nevertheless the restoration has gone ahead and Lukas and his crew have quietly ignored the obstacles put in their way as you will see.

The Class 19D, designed for branch line work, is probably the best known of all South African engines with 235 examples built for SAR and another 33 examples of the same design built for Angola, Rhodesia and Zambia.

Number 2654 was one of the second batch built by Krupp (Works No: 1834 of 1938) and delivered just prior to the second world war. Although, it spent most of its life working from Pietersburg (now Polokwane) Depot it was noted as being allocated to Volksrust in October 1977 before being purchased by Loraine Gold Mines from Kroonstad Depot (where it was used as the shed pilot) on 27/10/1986. It was the first of four 19D examples purchased by the mine.

All four were acquired by Sandstone from Loraine when the mine closed its rail system in the 1990's.

2654 was always considered the best example for preservation. Originally fitted with a short tender, it has been paired with a Vanderbilt "torpedo" type tender with increased coal and water capacity.

When the project moved into action, work started on the tender as the wheels and bearings were completely life expired plus much of the tender platework needed to be replaced, particularly on the bunker and side supports.



19D 2654 at Bloemfontein as restoration begins ...



Total Destruction!



The old tender bearings



The new tender bearings



Newly rebuilt tender bogie frames & wheels



A new bogie ready to be fitted



The Krupp Firehole



The completed Smokebox

New springs and spring gear have been fitted together with the side rods to the loco itself.

A major problem encountered by Lukas and his team is a severe lack of spares as mentioned above. Already Lukas has had to resort to private collectors and local pubs to procure many items! Particularly scarce are piston and valve chest parts such as packing springs, piston rings and valve rings. A unique feature of the 19D Krupp locos was a different style of boiler fire door, which is totally different to other maker's which do not fit. Should these not be found Lukas will have to resort to the fabrication of new items.

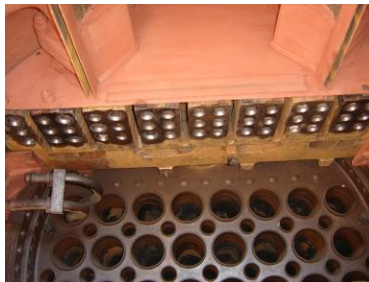
The cab and running boards plus the smokebox and tubeplate have been cleaned and the regulator valves have also been overhauled and ground in. The boiler cladding has been replaced and refitted.



2654 takes shape with new cladding fitted



Cleaning the side rods



The refaced superheater facings



New bissel bogie springs

Work did slow slightly on the locomotive as the difficulty of obtaining spares began to have an effect. Many existing parts were badly rusted and were extensively cleaned such as the connecting rods and outer smoke box facing. Sadly the reverser has had to be scrapped as it is so badly rusted as to be unusable but a suitable replacement has been located which has been stripped and overhauled. . Sadly the steam brake cylinder seems to be in the same condition as the reverser so Lukas and the team will have to go through the same drill to find a replacement.

Nevertheless good progress has been made on the boiler and the superheater header and flue tubes have been refaced.

Despite the difficulties of obtaining spares, some copper piping and valve motion rods have been obtained and fitted after rebushing. Both return cranks have been sourced and will be fitted. There is an enormous job ahead to set them accurately.

Four valve heads are now being sought as the originals were badly broken plus the sixteen valve rings and piston rings. Two sets of piston packings have been obtained and new valve motion bushes machined and fitted.

In the meantime work on the tender continued by removing the floor completely as it was completely rusted. While the floor was removed, the opportunity was taken to weld in patches to the rusted area within the tender tank.

Some other good news, though, is that a set of Bissell bogie springs have now been acquired and fitted. These springs being badly worn when all the other locomotive springs were replaced early in the restoration.

As you can see from the pictures, 2654 is slowly beginning to look like a locomotive.

The target date for steaming the locomotive is now towards the end of January 2009.



New tender plating in place



2654 begins to take shape!

Andy Selfe, an SIA member, has a great interest in things mechanical and recently got SIA a mention in The Old Machinery Magazine in Australia.

Steaming Along The Road

Valves and Events: Part Three

by GB and Dr. Alan 'Chalky' White

This is the final part of the three part series on 'getting steam into and out of the cylinders', and based on some recent correspondence, the series is proving to be useful.

Andy Selfe is a member of 'Steam In Action'; a group that is doing its best to preserve South African steam railway locomotives. Andy kindly sent an email to our Editor indicating that the series is succeeding in clarifying the mystique surrounding the valve operation of steam engines. This is the purpose of the series, and your authors are pleased that they are beneficial. Andy, good to hear from you and all the very best with your steam endeavours. If readers would like to know more about Steam in Action, go to www.steam-in-action.com

In this article we will be covering the development of reversing valve gears, types of valve gears and valve setting but, before that, an error that occurred in Figure 1 in #137 on page 49 needs to be corrected. Unfortunately the dotted lines 'at a distance p' from ST and EX were not shown. If you plot a Roulax diagram to scale, you will find 'p' on one port may fall outside the circle indicating that the port does not fully open and, as explained, is fairly common.

Let's start by looking at ways by which a steam engine may be reversed. A simple early method was to slacken off the eccentric and lock it in position at the correct angle of advance on the opposite side of the crank, suitable stops being provided for location. This 'slip eccentric' gear can be found in a number of portable engines.

The next step was to use two fixed eccentrics, one for forward running and the other for reverse. One of the eccentric rods could be attached to the valve spindle by a forked end, called a 'gab', and the other held clear, depending on the running direction.

Neither of these two methods allowed for cut-off variation, but some of the early locomotive drivers did experiment by not fully engaging the gab. This resulted in lost motion, reduced valve travel and hence, earlier cut-off.

The gab motion was rapidly superseded after 1842/3, following the invention of the expansion link. This, and its incorporation into

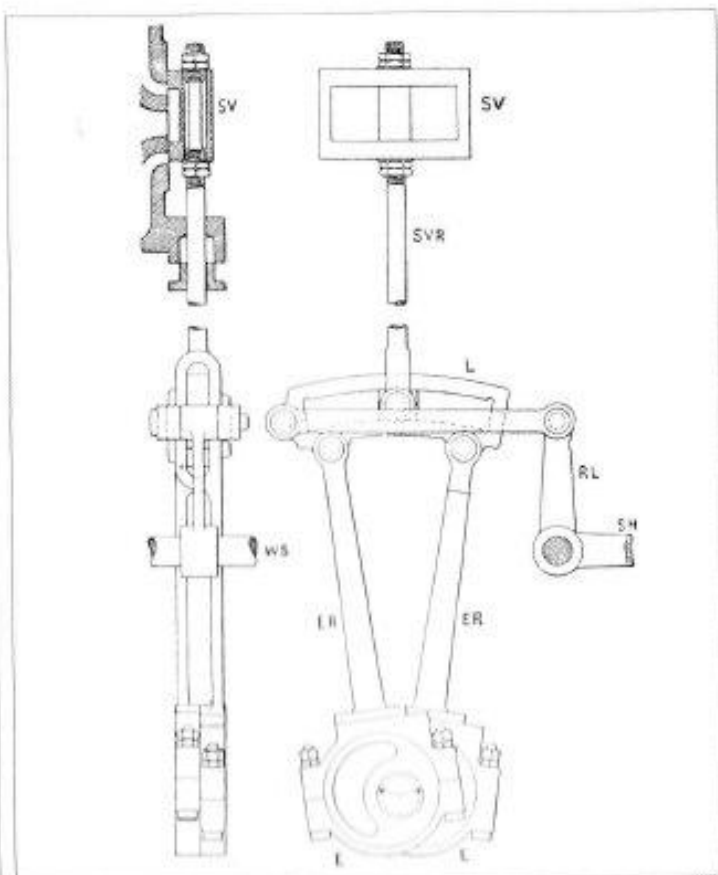


Figure 1. Elevation and plan drawings showing one way of laying out Stephenson's Link Valve Gear with open eccentric rods, sourced from 'Heat Engines' by William Ripper published by Longmans, Green and Co, London 1916. The symbols are: SV: slide valve, SVR: slide valve rod or spindle, L: link or expansion link, WS: weighshaft, E: eccentric (one for each

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