steam in action
south africa

EDITION 12 KEEPING TRACKS NOVEMBER 2008

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Your comments, queries and suggestions are always welcome!

Please email:
joannewest@btinternet.com

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www.steam-in-action.com

From the Ed



Steam in Action is now 12 months old with a membership of 600 plus and I think we can look back at a successful debut year. We halted the scrapping process at Millsite and although the locomotives at Millsite have not yet been moved they are protected. Lease lend agreements have now been circulated by HRASA to the various interested parties and it is for them to now complete the documentation and begin the logistics of movement. However, most clubs etc already have legally binding lease lend agreements in place and we have not received confirmation from Transnet Legal that these agreements are null and void. In fact, all HRASA's documentation is unsupported by Transnet written authorisations with the exception of a press release that is not legally binding. Many millions of Rands have been spent on these lend lease locomotives and the custodians are naturally reluctant to lose the protection of the existing documentation. SIA has done a great deal of initial work on this with road haulage contractor, Transcor, but many locomotives will still need to be moved by rail. This requires the input of all stakeholders although we still, as yet, do not have any concrete offers of assistance from Transnet. This time of the year is also the busiest season for the main operators on the Reef and elsewhere, whose support is essential for the moves. SIA's funds though, are limited and it is questionable as to whether we will be able to move everything. This issue will be addressed early in 2009 to reach a finalization.

This year also saw Transnet issue an Expression of Interest (EOI) document for various branch lines and their operation by the private sector. Although there has been little feedback on this publicly, the experience of a Kwa Zulu Natal consortium probably sums it all up. This group had put in plans for freight operations and the relaunch of the Banana Express before the EOI was issued for the Port Shepstone narrow gauge line which were basically ignored. On questioning this to Transnet as to why their proposals were ignored while others were called for, there was no response, although Transnet did say three submissions on the EOI were on the table. Further enquiries to Transnet re: the other parties were also ignored although they were believed to be from developers. This group has now abandoned the idea totally. Given the destruction of the Izotsha bridge next to Shelley Beach (see SIA June 2008) the first section of the line is now ripe for the developers to move in. The real question is what does Transnet achieve by offering public participation and then ignoring all input?

In this issue we have taken a look at preservation issues in Mozambique as the rehabilitation policy of CFM has opened up many areas where locos were dumped and now may be under threat. We shall be following this issue as we go into 2009.

We also have our usual features and good feedback from our operating clubs on their achievements.

Enjoy the read.

Breaking News

Government makes announcement on major transportation investment to encourage visitors to come to South Africa.

If this press release is true then why are we told that Rail Tourism (including Steam Tourism) is something that the government wishes to discourage. Steam in Action will take this matter up with the authorities with immediate effect.

BBC SPORT

"2010 World Cup's transport legacy.

South Africa will invest US$15.96 billion in transport for an estimated 450,000 visitors during the 2010 World Cup, Transport Minister Jeff Radebe said on Sunday. Radebe told a news conference the amount included funds for airport and roads upgrades and the creation of new rail and bus systems.
He also said the money would ensure a major overhaul of the country's transport system, leaving a legacy after the tournament.

"We are driven by a desire to make sure that South Africa becomes a destination of choice for tourists and business.
The World Cup in 2010 is a catalyst for the development of our system because we need to meet FIFA requirements," Radebe said.

The huge sum of money we are investigating will also ensure a lasting legacy for our people.
South Africa Transport Minister, Jeff Radebe

But the huge sum of money we are investigating will also ensure a lasting legacy for our people."

Radebe said US$1.3 billion from the overall budget had been allocated to cities hosting World Cup matches.
South Africa has 10 venues for the 2010 finals in nine cities. An integrated ticketing system for visitors is to be introduced for the World Cup in several types of transport, including rail, buses and mini-bus taxi services.

Radebe said the number of railway police would increase from 1,400 to 5,000 by 2010 and other security measure introduced for the safety of visitors.

Story from BBC SPORT:
http://news.bbc.co.uk/go/pr/fr/-/sport2/hi/football/africa/7744927.stm
Published: 2008/11/23 19:00:52 GMT"

SCRAPPING NEWS

SIA has received details of the following tenders. The steam cranes are extremely old … could date back to the 1920s or earlier. We are following up on all items but in the end it boils down to putting in a bid. The only saving grace is that the scrap metal price has collapsed.

Click here to view the Tender document

Reefsteamers extends a warm hand of friendship to SIA members

Reefsteamers is an impressive organisation and for dedicated steam enthusiasts they could do worse than ask to be put onto Reefsteamers mailing list for their outstanding Depot reports, Photo Essays and other exciting steam related articles produced by Lee Gates. Top class steam engineering, which is ongoing 24-hours a day, is a feature of life at the Reefsteamers Germiston Depot. By world standards they have an outstanding technical capability under the steady hand of Chief Engineer Andrew King. So, firstly, if you would like to be kept up-to-date with work being done at Reefsteamers why don't you e-mail Lee Gates and he will put you on his mailing list? These reports are also available to view on their web site: www.reefsteamers.co.za. Often it is nice to just receive it rather than to have to remember to look it up.

During a recent meeting between SIA and a number of the leading steam operators in South Africa, Reefsteamers extended a formal invitation for any SIA member, anywhere in the world, to stop by and spend some hours or days if necessary at their Germiston Depot. If anybody would like to take this offer up, and of course it is particularly easy for SIA members living in South Africa, all you have to do is contact Shaun Ackerman on e-mail: fairlie@vodamail.co.za. Shaun is there most days and would coordinate the visit to make sure that it is a rewarding one. For those who really want to get very heavily involved they can always bring a set of overalls and join the maintenance or operating crews, depending on what is happening on the day.

Finally, Reefsteamers are suggesting that a Steam in Action special weekend, which could include a Main Line train ride, is something they would like to think about for 2009. It would be possible to double head two supremely famous locomotives, possibly the GMAM, No. 4079, and David Shepherd's 15F, No. 3052. Any of the other operating locos in the stable could be a substitute for these but this gives some idea of the calibre of the locos involved. A day trip to a pleasant destination could be arranged but obviously there are costs involved and they would need a certain number of people and their families to attend and they would need to cover their costs. This is just an idea and if it catches the fancy of SIA members perhaps they could communicate with Les Smith direct. Les handles the train booking and tourism side with great skill and meticulous attention to detail. Notwithstanding the global economic meltdown and other distractions SIA and its key members are getting on with things.

The Inevitable

This last month saw the inevitable happening with a number of derelict locomotives auctioned for scrapping at two locations in South Africa, Landau and Harmony (St. Helena). Also included in Landau was Greenside Colliery but a last minute reprieve was granted (see below). Many of these locomotives had been donated to SANRASM in the past but their lack of funding over the last twenty years prohibited them from ever moving them. The owners, quite understandably, decided to dispose of them.

At Landau three locomotives donated to SANRASM went for scrapping, namely ex RR 16th class 605, ex SAR 3BR 1481 and an industrial 12A. Luckily at Greenside there was intervention by the overseas North British Society as John Batwell reports.

"During the first week of November, Nick Newport – representing the North British Locomotive Preservation Group – went out to Greenside Colliery to strike up communication with management for the British group to acquire North British-built Class 1A [15055/7601] of 1909 vintage, former SAR 1301, ahead of the scrap merchants. The coal mine has agreed to safe-keep the 1A until February for the overseas preservation group. Although the North British Locomotive Preservation Group has 'eyed' the 1909-built Class 1A at Greenside Colliery, Ken Livermore of this Group has indicated to SANRASM's Lawrence Posniak that the local museum still has first option on moving the loco off the coal mine site."

The fate of the two 14R's, 1701 & 1908 also at Greenside for SANRASM is not clear at present although SANRASM do already have 14 examples (!) of this class on site either at Chamdor or their old site as well as the sole surviving 14 class, 1750, ex Enyati.

The information on locomotives donated to SANRASM is pretty thin and apart from ex SAR locos in the John Middleton locomotive guide, many industrial locomotives are still at their old locations with no official lists published by SANRASM. This is a sad reflection on this pioneer organisation with their "grab everything" attitude and rigid non cooperation policy.

At Harmony St. Helena, three ex SAR 16CR, numbers St Helena 2, 4 & 6 (SAR 819,839 & 817) were auctioned in late November.

Sadly the 16th Class Garratt was the last of its type but there are other examples of the Industrial 12A at Reefsteamers, a 3BR 1486 plus 14R 1576 at USR, and 16CR 821 at Sandstone. We can only hope that the 1A will be successfully saved by the NBL Society.



The Garratt that should have been saved – regrettably this former Rhodesia Railways (RR) 16th Class 2-8-2 + 2-8-2 Garratt 605 (Beyer Peacock, 1929) missed being preservation by SANRASM. Post industrial service on Landau Colliery, where it is pictured back in 1968, the loco was staged for the Krugersdorp museum at the Rapid Loading Terminal. No. 605 is now up for scrap. Loco 605 was sold by RR to Dunn's in 1964 before finding a new working environment at Landau. The only other statically preserved Garratt of this class - 600 - is in the NRZ Museum in Bulawayo. Derelict examples have been identified on the Benguela Railway (CFB, Angola) where they were designated Class 10E. Photo: Late A.E. Durrant



Right: One of the three St Helena Class 16CRs that are up for scrapping on a Harmony tender is No. 4.

Members Address Details

We would like to encourage people to send us their postal address as we can post them stuff from time-to-time. If they didn't supply their postal details when they registered they can do so now. This is strictly optional however.

Media Coverage

CFB DOCUMENTARY

Carlos Viera recently sent us these You Tube links with a very interesting piece on the Benguela Railway in Angola:

"Hi All

I thought you all might be interested in a very good documentary that was done on the CFB --Benguela railways.

This documentary appeared first in the Portuguese TV--I was living in the Algarve and I remembered it well as my late mother was in hospital at the time.I had left her there and went home alone to a home with no laughter and with a sad heart.

I switched on the TV and they had this documentary on--I did not watch the whole part but had enough opportunities to see it again.

I know this documentary was mentioned before in the list and trying to pass the time I found it broken up in parts on You Tube.

The commentary is in Portuguese but you all will agree with me---the images are worth a million words!!

I will never forget the well preserved coach and dining car.

There are footage of past and present of a railway system little known and yet quite famous in its day.

Enjoy it and I still do---although my first love is South African railways.

The first link is part one and so forth.

http://www.youtube.com/watch?v=ziRul9zN-eU
http://www.youtube.com/watch?v=nKuVnD-1sCg
http://www.youtube.com/watch?v=Zlsplm8miuM&feature=related
http://www.youtube.com/watch?v=1C7JHGWcpkw&feature=related
http://www.youtube.com/watch?v=_xtWmIxRS_A&feature=related
http://www.youtube.com/watch?v=Z9M7QL_vg78&feature=related
http://www.youtube.com/watch?v=dtTn5aB74gs&feature=related
http://www.youtube.com/watch?v=U8wCqM2iePU&feature=related
http://www.youtube.com/watch?v=4d0LIDsClYA&feature=related
http://www.youtube.com/watch?v=ecS60FdlVjo&feature=related
http://www.youtube.com/watch?v=bA1Wo7au5Sc&feature=related

I do not see part 12 and I do not remember that it ended this way. I have this idea that the presenter and crew went all the way to the Congo border--by other means as the documentary refers to only 30KM of rail line being used . I think we all agree that part 11 is interesting as we see most of the locomotives that survived yet sad because of their condition.

Wishing you all well
Carlos"

SPOORNET TRAINING

We picked up this clip on You Tube of a Spoornet passenger services training video of some time ago. Although it is quite a spoof, sort of reminds you of the real thing!

http://au.youtube.com/watch?v=N29oGGOFxzc&feature=related

Club News

REEFSTEAMERS



Click here to view the latest Depot Report

As part of their professional approach to train operation, Reefsteamers have produced this high quality information folder for passengers. The version shown here is only for the newsletter as the folded version is paginated differently.

Click here to view the Information Pack

FRIENDS OF THE RAIL

After a long restoration 15F 3117 finally made its first public run on November 16th.

Well done to all at Friends of the Rail from everyone at Steam in Action.



From: Elize Lubbe
Sent: 18 November 2008 12:17
To: Chris Janisch; David Richardson; Shaun Ackerman; Wilf Mole; Mike Myers; Lee Gates; Patrick Ackerman
Subject: RE: 15F 3117 on passenger train

Dear Chris

Congratulations on your finished product and may Friends of the Rail have many successful trips with 3117.

Unfortunately we won't be able to see your 15F in action this week-end as we will be on our way to the Cherry Festival but in our hearts we will be with you guys.

Please convey our best wishes to Nathan and the rest of your team.

Regards
Elize

UMGENI STEAM RAILWAY



Click here to read:

Snippets 01 November
Snippets 08 November
Snippets 16 November
Snippets 23 November

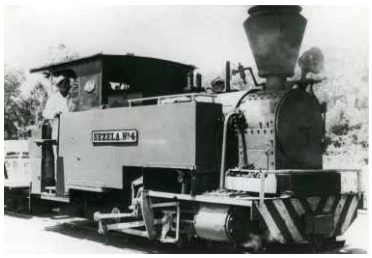
Down in the Cane Fields

The sugar railways (or tramways as they were often referred to) of Kwa Zulu Natal comprised some 18 systems, mainly 2ft narrow gauge. Sandstone has a number of locos from these systems in its collection but recently we received an image of a Hunslet loco works plate no: 4206 of 1950. As many of these systems had closed by 1970 for various economic reasons as well as damage to the systems from various floods, it proved quite difficult to identify this locomotive. However, thanks to Gary Barnes, who has produced a fairly comprehensive list of the cane locomotives of Kwa Zulu Natal, we were able to place the loco as a Hunslet 6WDM from Chakas Kraal Estates near Stanger. Sadly this estate closed in 1963 so where is the loco now? If, of course, it still exists.

A great many locos from the sugar systems were exported and are now scattered across the world. We have attached the list (click here to view Excel document) and would be very interested if any readers could place the new locations of these locos or if they are now scrapped.

As a matter of interest we have this image of Sezela No: 4 in February 1970 at Sezela Estates and a second image of the same loco in 2008 at the Leighton Buzzard Railway in the UK. The other images are some of the Sandstone Collection sugar locomotives.







Left: Hunslet works plate 4206 of 1950

Middle: Sezela 4 1970

Right: Sezela 4 2008







Left: Sezela No 3

Middle: Mount Edgecombe Sugar Estates Sandy

Right: Hulett's Sugar O&K 2510

Shunting

Friends,

Two ends of the industrial shunting spectrum for you. The first is one of the ex-SAR 5E electrics pushing a load of gold ore into the ore bins on the West Driefontein Gold Mine. The pic was taken in 1994 but these units are still in service in 2008, hauling ore, shunting, running the mineworkers train ... Not bad for 45-year-old electrics.

The second pic is S1 0-8-0, no.330, doing some high speed shunting at the Germistion wagon shops one Saturday morning in July 1985. The driver was clearly in hurry to knock-off because he was flying that loco up and down the spur, whacking the freight cars into the repair sidings, no doubt adding to the considerable damage already inflicted on the cars. A year later and it was all over. 330 went to the scrap line at Elsburg, I believe, where she saw out her end days in silence.

Ten years later and most of the wagons that were being shunted at the workshops had followed to the scraplines in the Karoo. About 40 000 wagons were scrapped in the late 90s in Spoornet's scorched-earth initiative.

West Driefontein is an extensive, private mine railway, electrified at 3kV, employing a stable of ex-SAR steeple cab shunters and mainline electrics. Trackwork and locomotive and rolling-stock maintenance is excellent. Despite its high cost structure (huge labour force mining by hand and an unhelpful gold price), the mine does not skimp on its railway.

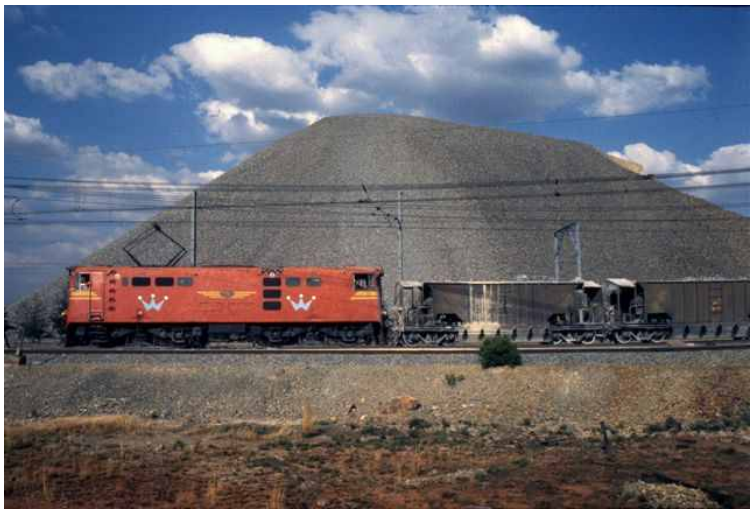
The SAR in 1985, on the other hand, still owned the lion's share of the country's freight traffic although that year would see deregulation of the market and the wholesale shift of freight from rail to road, which continues today. The stately monolith could do nothing with its rotten attitude, fostered by arrogance and inefficiency, which also continues today. And the S1 driver, impressive as his dance moves were, was the human face of it.

At the time, I was a conscript in the South African Air Force. I had stopped in at Germiston Loco early one morning on my way home on weekend furlough. Watching him shunt, I was reminded of some of my fellow conscripts at CFS Dunnottar who would expend their rage and boredom on whatever air force property came into their hands, from rifles to staff cars, stealing kit and wrecking equipment.

No different, really from the SAR, or Spoornet, or Transnet Freight Rail ...

Cheers for now,

Railtracker





Letters from our Members

RE: STIMELA RAILWAY POEMS OF SOUTH AFRICA

From: Jim Phelps
Sent: 09 November 2008 10:37
To: joannewest@btinternet.com

“Dear Dave

Thank you very much indeed for the publicity you have given (and will kindly give in the future too) to Stimela: Railway Poems of South Africa in your Steam-in-Action Newsletter. We are very grateful indeed.

The book is now in print and looks and feels very nice. The Echoing Green Press (EGP) sales agent says he's never had such interest by book buyers in the bookshops for a poetry book before--so we are optimistic that people will enjoy the poems who would normally not read poetry, because of their pleasure in trains.

The book is in the process of being sent to the bookshops and should be on the shelves the latest by the end of November.

Very best wishes, Jim”

RE: VICTORIA FALLS STEAM TRAIN COMPANY ARTICLE



From: John Batwell
Sent: 03 November 2008 17:38
To: david.richardson@absamail.co.za
Subject: Letters to Editor

"Sir

I was delighted to read of Phil Steel's 11-year-old operation (I think I'm correct) at Victoria Falls doing so well in the worldwide tourism awards in the last newsletter – all the more so when one considers the huge obstacles facing Zimbabwe's tourism industry and the relevant operators in this day and age of no quick solution to the country's political and economic woes, the effect of hyper-inflation and the free-fall currency debacle. Congrats indeed!

Faithfully
John Batwell"

Photo: After initially using Livingstone Museum's 10th Class 4-8-2 156 and Zambia Railways 12th Class 197 and 204 from the mid-90s, Phil Steel's operation in Zimbabwe has become self-sufficient with the acquisition off NRZ of a 14A Class Garratt 512, pictured here.

David Shepherd Visits Sandstone



Photo courtesy of Hannes Paling

On a recent trip to South Africa to promote the David Shepherd Wildlife Fund, (www.davidshepherd.org.) international artist and conservationist David Shepherd CBE and his UK-based charity have just granted another R100,000 to the black rhino monitoring project at the Mountain Zebra National Park in South Africa's Eastern Cape.

A black rhino, called Shibula, who was reintroduced to the wilds of South Africa from Lisbon zoo in 1991, is believed to soon be giving birth to her 7th calf proving a vital focus of an important black rhino breeding programme in South Africa.

The catalyst for this successful conservation project - supported by David and the David Shepherd Wildlife Foundation (DSWF) - Shibula was born in the wild in Namibia in 1984 then captured and shipped to Lisbon zoo at the age of five. She was returned to the wild by DSWF, and became the first reintroduced black rhino ever to mate with a wild bull when she had her first calf, Dundi, in 1994. Her breeding success marks a major milestone in black rhino conservation in South Africa.

During the 1970s and 1980s 96% of Africa's black rhinos were slaughtered by poachers for their horns. There were estimated to be 65,000 in the wild in 1970 and by the lowest point, in 1995, there were only 2,410 left.

"For me, one of the most emotional moments of my life, was standing in the Mountain Zebra National Park when we reintroduced the first black rhino into the park after an absence of over 150 years," says David Shepherd. "It is something I will never forget."
DSWF has been working to save black rhinos in their southern African stronghold since 1990. The project has been so successful that there are approximately 3,600 black rhinos in the wild today - more than two thirds of them in South Africa and Namibia where DSWF also supports black rhino conservation.

"When a population of endangered animals is on the verge of extinction every individual counts. Many of Africa's black rhinos are known individually by rangers and researchers and are protected around the clock. Shibula is particularly close to everyone's heart and as well as looking forward to the birth of her 7th calf she is also now a grandmother. As in so many conservation projects the limiting factor is money - the more money we can plough in to the black rhino projects the greater the level of protection on the ground. We were also delighted that Project Directors, Sue Downie and Lucky Mavrandonis were recently recognised by being awarded the SANParks Kudu Award for their excellent contribution to conservation and the environment"



Photo courtesy of Hannes Paling

David's visit to South Africa in November included some personal indulgence with the aim of getting his magnificent steam engine Class 15F 3052 'Avril' running on South African rails for a number of 'Steam Specials' to raise money for wildlife. As a first step towards this aim, 3052 double headed with Class 25NC 3472 to head a Reefsteamers tour special to the Cherry Festival at Ficksburg. Although electric hauled to Bethlehem for operational reasons, the two locomotives ran under their own power from Bethlehem to Ficksburg.

During the layover at Ficksburg David was hosted at Sandstone where three 2ft narrow gauge locomotives were steamed in his honour for the day. Lawleys, BR7 and NG97 were paired while Class NGG13 No: 49 ran a tour of the complete system for David. However it was the Lawleys which stole the limelight late on Saturday afternoon.

A full story of David's visit will appear on the Sandstone website shortly, www.sandstone-estates.com, but Hannes Paling captured these images of 3052 and 3472 en route to Ficksburg while Aidan McCarthy and Wilfred Mole captured the narrow gauge action at Sandstone.











Photographs Courtesy of Wilfred Mole and Hannes Paling





Sadness in Queenstown

We picked up this article from the Daily Despatch on the locomotive graveyard in Queenstown, it makes quite poignant reading.

Win with us:
Tickets to Angus Buchan crusade / 14

DailyLife
Daily Dispatch, Wednesday, October 1, 2008

Confident cricket:
Warriors ready to take on Lions/ 24



BYGONE ERA: A sense of sadness lingers over the steam train graveyard outside Queenstown. Scrap metal hunters have ravaged the once the pride of our rail service. Pictures: BAZIL RAUBACH

Dispatch Aventure
your guide to the ultimate Eastern Cape
driven by
Mercedes-Benz South Africa
http://venture.dispatch.co.za

Broken dreams on the tracks

Bazil Raubach finds his past and a melancholy future in a graveyard of steam trains in Queenstown

ONE of the most melancholy moments I experienced while on Week 3 of the Dispatch @Venture came upon me when I was nosing around the steam train graveyard in Queenstown.

The graveyard is hidden from sight. It's almost as if the municipality and the slowly collapsing bureaucracy of the once powerful South African Railway Services are embarrassed by their carelessness – or just plain forgetfulness.

As you come into Queenstown on the East London side of this pretty town, look out for the Homestead B&B sign on your left and then swing right almost immediately after that.

Travel down a little sand byway, cross a couple of railway tracks and on your right, behind the defunct sports club, you'll find the steam beauties slowly being disrobed by metal merchants.

They are rusting, falling apart and forgotten.

Trains hold a special place in my heart. I remember being lulled to sleep by the rhythmic clatter of their wheels over the tracks on trips to and from school sports events and weekend passes from the army. There were the early morning whistles and the whoosh and swoosh of these grand old ladies letting off steam. These memories still talk to me in my dreams.

As a student on photographic assignments in the shunting yards of the Eastern Cape, I heard the sometimes rude and crude shouts of the railwaymen aimed at my fellow female students. I always appreciated the pride with which they polished and shined their chariots. This way of life is all gone now.

Running my hands over the once glistening flanks of these machines, I noticed the scars of hacksaws.

The roof that had once protected the train drivers and stokers is now a gossamer network of rust, spider webs and slowly collapsing metal.

I question the wisdom of ignoring the historical value these trains represent. When I see the piles of tangled metal debris outside scrap metal merchants I can't help but think that it's a dirty profit.

If we don't attach some value to our collective past then maybe there will be no co-operative future.











Mozambique Preservation

In the last few months with the opening up of the Sena line in Northern Mozambique, the fate of the two Alco 2-6-6-0 Mallets (CFM 101 & 102) at Moatize has been raised again. Of a similar design to the sole SAR Class MA Mallett (1601), it has been an ongoing dream of local enthusiasts to save these locos. In fact in the early days of THF a deal was almost struck to barter one or two diesel locomotives for these. Of course way back then the danger of land mines and other nasties rather precluded close inspection but John Middleton reports that such impediments are now cleared and that it would not be impossible to remove the locos from their positions on the headshunt at Moatize. That intrepid explorer, Paul Ash, had also been to Moatize but raised the issue of the 750mm gauge locos dumped at Xai Xai. Mozambique Railways (CFM) have always stated that they wished to follow a policy of preservation and indeed a number of locomotives and rolling stock are under lock and key in Maputo. Steam in Action wrote to the Chairman of CFM recently to enquire as to their progress with preservation and we await a reply.

"Dear Mr. Fonseca,

I represent an organisation in South Africa, Steam in Action, dedicated to heritage rail preservation and the promotion of rail tourism. Although we are based in South Africa, our area of interest extends beyond our borders into the SADC region. Through our constituent members, Sandstone Heritage Trust, Reefsteamers and Friends of the Rail, we have been extremely successful in saving a large number of locomotives and rolling stock as well as the restoration of many of these items. Within the SADC area we have also saved and preserved a number of locomotives from Angola and Mozambique. Full details of our organisation and our mission statement can be found on our website, www.steam-in-action.com and I would kindly ask you to have a look at this to see the strength of our credentials.

We are aware that CFM has a long history of heritage preservation and that a large number of heritage assets are under protection by CFM for future generations. We are also aware that the rehabilitation of many CFM lines and facilities currently under way as detailed on your web site, does take priority with resources. In this regard we have become concerned over the future of a number of locomotives at Moatize and Xai Xai.

At Moatize are two 1909 built Alco "Mallet" type locomotives numbers CFM 100 and 101 which we feel may be under the threat of being scrapped. Similarly at Xai Xai there are a number of historic 750mm gauge locomotives and rolling stock which may be under the same threat. Whilst we are South African based it is our strong desire that no locomotives of such historic value anywhere in Southern Africa should be so threatened and we would like to offer assistance in this regard. At this moment in time we would like to receive your thoughts on this matter and see if there are areas of cooperation that can be developed. I have attached two recent pictures from Moatize of CFM 100 & 101 plus a shot of a Class 19D No: 2654 locomotive being restored from scrap condition at the Sandstone Heritage Trust workshop in Bloemfontein, South Africa. As you can see we are serious about what we do.
I would be most grateful to hear from you on these important items in the history of CFM.

Kind Regards
Dave Richardson
Steam in Action

Phil Girdlestone provided us with two pictures of the Mallets at Moatize while Paul Ash sent us one from the same location. Paul also sent a fascinating series on Xai Xai from 1993. As soon as Steam in Action hears from CFM, we will let all our members know. We do hope both the Moatize and Xai Xai locomotives will be saved.



Left: CFM Mallets Nos. 100 and 101 slog upgrade through the Amatongas Forest with a heavy freight for Rhodesia. The painting, commissioned by Dusty Durrant, is a mythical scene by the late Kenton Lloyd.

With thanks to Kathy Lloyd.

Right: One of the two Malletts perched precariously on the headshunt.

Photo Courtesy of Paul Ash.







Close ups of one of the Malletts. Photo courtesy of Phil Girdlestone.



Alco 2-6-0 No.o82 brewing-up on the road from Manjacaze to Xai-Xai, October 1993. This was an hour into a journey that would take us another seven - for 50km.



Alco 2-6-0, No.082 slogging upgrade to Chongoene, October 1993. For a few happy years from 1992 until 1996, it was the main power on the line until it's more reliable cousin, Baldwin 2-8-0, No.06, was repaired. It has survived a revolution, a civil war and a 100-year-flood in which it was totally inundated. Both locos survive at Xai-Xai.



Taking the breeze!

All photos here are courtesy of Paul Ash



Cleaning fire, on the road to Xai Xai, October 1993



Breakdown crew jacking-up the passenger coach after derailment at dusk, 20km or so north of Chongoene.



082 blows off as she plods to the summit at Chongoene, 20km from Xai Xai. The old Alco 2-6-0 was the railway's go-to locomotive whenever Baldwin 2-8-0, no 06, was shopped for repairs.

Blast from the Past



June 1975 : North British-built (1912 vintage) Class 9B 4-8-0, of the old Rhodesia Railways (RR), No. 80 Works No. 19743 – reboilered as a 9B in November 1939 – is pictured on shunt work in Bulawayo.

This class is represented today in the NRZ Museum in Raylton, Bulawayo by working locomotive No. 115 which is five years younger than No. 80 out of the same Scottish motive power builder. Beyer Peacock & Co. built a batch of these 4-8-0s for RR too.

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