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Your comments, queries and suggestions are always welcome!

Please email:
joannewest@btinternet.com

Steam in Action - An Association
Incorporated under Section 21
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www.steam-in-action.com

From the Ed

Welcome to our October Newsletter.

Lots of good news this month as Friends of the Rail have returned 15F 3117 to steam and Reefsteamers push ahead while Umgeni Steam Railway have joined in to let us see what they get up to in the "Last Outpost". There are still downsides as SIA still battles to get rail tourism on the map but we will not give in.

At Millsite there is still no movement while we await the correct documentation from HRASA but much concern as Crane 50 somehow got on to a normal tender list! There is sadness with SANRASM as some of their uncollected locos go for auction and we look at the sad state of some of the municipal display locos in South Africa. There is much more though, to enjoy with stories from Australia and Zimbabwe.

You will notice little comment on the Millsite issue other than above. Steam in Action has taken the stance that endless unanswered communication is of no value and we simply cannot continue to waste time and effort. Our position is clear and unchanged. The deadline at Millsite is a mere two weeks away.

Expanding the Steam in Action Footprint

Despite the fact that a number of our projects are still in the grip of bureaucratic inertia or the sort of protectionism which is typical of fiefdoms we can honestly say that there have been some great advances made during the course of this year.

Certainly a number of the preservation centres and private sector railway clubs are keen to increase the number of useable locos at their disposal. Steam in Action hesitates to talk about them until they are actually well on their way to being restored because very often we do get a list of locos that are going to be rebuilt only to find that not a lot happens. However, keeping them safe is an even higher priority and that is something that we are busy with. Common sense and to some extent business priorities dictate that to keep a smaller stable of top class locomotives in good running order is probably better than trying to maintain a whole fleet of locomotives that are used less frequently. It is for that reason that Reefsteamers have settled on a core locomotive inventory that are being used ever more frequently. Reefsteamers have also expanded their philosophy to develop working relationships with people who might wish to run trains but who do not have the capability to operate locomotives themselves. This is a sound principle because it creates much improved economies of scale. At the other end of the spectrum there are organisations that invest in locating, rescuing and restoring locomotives. In the case of the Sandstone Heritage Trust this effort has been concentrated largely on 2-ft Narrow Gauge locomotives but the 19D that is coming to fruition at the moment is an exception.

This locomotive will in all probability be made available on loan to Reefsteamers because that is where it will be the most visible and be of most use. The same philosophy applies to Friends of the Rail in Pretoria who are doing an excellent job of assembling a cross-section of working locomotives. Their restoration of 15F 3117 is nearly complete (see below).

In summarising the position it is important to note that we are beginning to see the breakdown of the protectionism that is often built into the policy of many locomotive operators. As far as the public are concerned they do not need to know who built it, they do not need to know who owns it, and in most cases they are not that interested in who operates it. Obviously in the case of the non steam enthusiast community they do not even mind what locomotive it is, which does provide some degree of flexibility for the operators because they can look at issues like coal consumption and of course overall running costs to see which locomotive produces the best and most productive results.

We have also noticed that there is some realisation developing in government circles that Steam in Action is a meaningful organisation with extremely strong international support. We have well in excess of 600 signed up members now and to those who have supported us we would like to say a very special thank you. However, as always we need a favour - we need to expand our membership to at least 1,000 in order that the 4 digit number can be used to create an even bigger impact on those who we are negotiating with and who in some cases may be less inclined to take us seriously. We believe that there is not a single SIA member who isn't part of a discussion group or club or heritage organisation that does not spend time with likeminded people.

We obviously do not know who those people are so we are asking SIA members to consider sending this newsletter onto them with a short personal note to say, "It costs nothing to join this organisation. You may be interested in the work that they are doing." We are obviously not keen to use the funds that we have accumulated for Millsite to be used for anything but that and consequently we do not really have a marketing budget. Therefore we are going to have to use a capillary marketing system to reach ever more people.

We would greatly appreciate your support in this area.

Expanding the Footprint Part 2

Following on from our editorial but on a slightly different tack, Steam in Action wrote to both the South African Minister of Tourism and the Treasurer General of the ANC when SIA was in its formation. We thought we would share these letters with you as we have had absolutely no response from either party. Last month we featured the parliamentary question from Gareth Morgan to the Tourism Minister which basically detailed the Government's position on rail tourism. That is, no interest.

Nevertheless, SIA considers this pure bad manners, symptomatic of the ruling party and Governments attitude to its constituents.



25 February 2008

Mathew Phosa
Treasurer-general
Chief Albert Luthuli House
54 Sauer Street
Johannesburg
2001

Dear Mr. Phosa,

You have made an impressive impact on the political scene over the past couple of months, if not before.

We would like to address you on a subject which has nothing to do with politics but which has a lot to do with South Africa and the respect that we are capable of enhancing in the international community. This relates to the survival of our rapidly declining rail preservation and steam railway heritage resources.

It is a very complex subject and we certainly will not go into the detail but a group of concerned people have formed an initiative entitled Steam in Action that has received significant support, both locally and internationally, to try and save those locomotives that are currently being scrapped. We have been conspicuously unsuccessful in trying to obtain a response from organisations like the Transnet Heritage Foundation which was created in order to deal with the very issue that we have raised.

The number of steam locomotives in South Africa has probably dropped by two thirds in the last 3-years. The scrap dealers have obviously gained their upper hand and the number of locos now threatened is very serious.

The magic of our steam railways can still be enjoyed but in an ever declining number of locations. We need to effectively light a fire under the people who are responsible for our railway heritage and get them to understand that the gains that they believe they are making by banking cheques from scrap dealers is a bankrupt strategy, both morally and financially. The eyes of the world are on our steam heritage programme because it was unquestionably the finest in the world but we are teetering on a knife edge as to whether we save it or not.

If you can be of any assistance to us we would greatly appreciate it. A copy of our manifesto for Steam in Action is attached.

Yours sincerely,

Michael Myers



25 March 2008

Mr. Marthinus van Schalkwyk
Minister of Environment Affairs & Tourism
Private Bag X9154
Cape Town
8000

Dear Minister,

Re: Rail Tourism in South Africa.

We felt it was an opportune time to introduce you to an umbrella organisation that has been created known as Steam in Action.

We have been increasingly concerned over the past few years about the following:

1. The lack of a coherent Government Heritage programme to save this country's priceless Railway Heritage.
2. A lack of unity within the sector between the private sector, the National Rail Authority, Provincial Government's, Department of Transport, SA Tourism authorities and others who fail to appreciate that rail tourism is a major tourist and Foreign exchange generating draw card for South Africa. It is also a major job creator.
3. Very often individuals in the above organisations are so busy protecting their individual fiefdoms that they have little time to worry about the big picture and to make the necessary strategic moves and investments to secure a Rail Tourism future for this country. A saying that comes to mind at this point is, "If you want a view of the future look in your rear view mirror". This is extremely true for Rail Tourism because little or no creativity is needed. There are jewels in the South African Railway tourism crown, such as the Bethlehem-Bloemfontein line, the Avontuur line between Port Elizabeth and Avontuur, the Outeniqua Choo-Tjoe and others which are globally recognised as the best surviving railways of their type anywhere.

There are many complex and competing organisations which remain uncoordinated. The sad end result is one of total attrition, destruction of branch lines, locomotives, rolling stock, trackside facilities, buildings etc., all of which used to be part of the scenically beautiful, highly efficient and dramatically exciting National Rail experience.

Steam in Action has opened its membership worldwide and we are astonished at the amount of interest and support that we are getting from around the globe. Foreigners wish to come here, they want to see us preserve our Railway Heritage and they want to participate in its renaissance. Many of them are sending money and some are even buying locomotives and then handing them back to Steam in Action for curatorship in the hope that by so doing they will make a contribution to the resurrection of something that is all but lost to this country.

Frankly it needs ministerial vision, it needs ministerial coordination, and it needs someone who will ask the different bodies, most of whom have divergent views, to focus on what is good for South Africa and to focus on the big picture. As South Africans we need to lead the way. The eyes of the world are upon us.

Steam in Action believes we know what needs to be done but as long as there is obstinacy and a refusal to even enter into a dialogue on many of these points we will be converted to spectators watching something truly magnificent disappear forever. The country, its people, and the children that will follow us will all be the poorer as a result.

Yours sincerely,

Wilfred E. Mole

Steam in the 21st Century and Beyond - the Prometheus Project

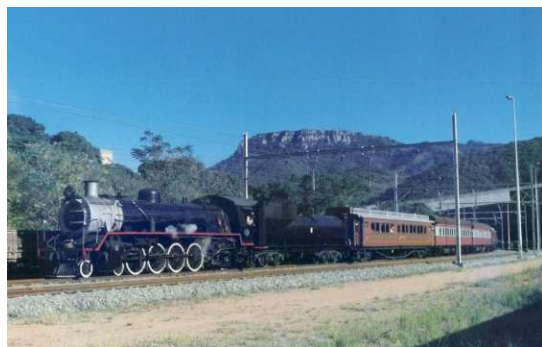
Shaun McMahon will be remembered in South Africa for his work with Phil Girdlestone on the two Class NGG16A Garratts at the Alfred County Railway. These were very much designed along the principles of LD Porta. Since then he has been working in Tierra del Fuego on the Rio Turbio railway at the very southern tip of the American continent. He sent us this link from Martyn Bane on an interesting locomotive project using Porta principles. It is quite technical but also fascinating and highlights how steam could still be an effective form of motive power. Just click on the link below.

From: Shaun McMahon [angloargentino0@gmail.com]
Subject: Prometheus Project LVM800, update.

<http://www.martynbane.co.uk/modernsteam/ldp/lvm/lvm800.htm>

Blast from the Past

Our Blast from the Past feature continues to stir memories. Graham Gillett sent us a shot of USR's 19D 2685 and Eugene Armer a shot of a GMAM near Magaliesburg. Compare this with 4079 on the RS train in 2008!



A shot of our own 19D No.2685 "Wesley" operating in Simuma, Port Shepstone, circa 1990's. You can spot one of the Simuma silos just above the chimney.

Graham Gillett.

In 1971 one could travel from Pretoria to Johannesburg on an EMU, change over to the "Rhodesia Mail" and continue to Krugersdorp, where a class GMAM would couple on. Then on to Magaliesburg, where the big Garratt would slake its thirst, before heading on to Koster, Swartruggens and Zeerust.

After witnessing the GMAM lift the "Mail" up the grade out of Magaliesburg, there would be time to watch Garratts come and go with freight trains, before returning to Pretoria behind a 19D on the passenger train that ran via Hekpoort and Meerhof. What a way to spend a Sunday!

On 26th September 1971, GMAM 4069 is seen slogging upgrade out of Magaliesburg with the "Rhodesia Mail" and its distinctive chocolate & cream coaches. The SAR 1st/2nd class balcony coach behind the loco would only go as far as Mafeking (which was not yet Mafikeng!)

Photo: Eugene Armer (taken with a Kodak Instamatic camera!)



Dennis Mitchell (who is Australian, not South African as I mentioned last month) sent us this short story on a steam trip to PE 38 years ago. Too good to miss!

DRIVER NEL +810

During October 1974, We met up with Peter Odell and George Bamberry, both o/s railfans working as firemen out of Sydenham shed in PORT ELIZABETH. On Saturday, 19/10 we travelled on the Apple express from Humewood Road to Loerie behind NG 15 133 with Peter firing and returned with NG15 19. That evening, we thought we would travel on Sunday to UITENHAGE on the earliest train available. This was of course in the days the 16CR/ 15AR/ 24 worked the 'subbies'.

The outward journey was fairly uneventful (we 'Europeans' being at the back of the train). After photographing 810 turning and the sundry S2/15AR/24 /16CR in Uitenhage "loco" we readied ourselves for the return run. After a departure time had come and gone, we could see Peter Odell was becoming excited, (he knew what was unfolding). About 4 minutes after the scheduled time, we got the 'right away' and 810 took off like something possessed, (after all these years I can't be certain of the stations) and 810 was being worked with maximum skill (and probably maximum cut off) by her crew; and I remember Peter yelling 60 AND A QUARTER over one of the half miles out of Perseverance, George Bamberry was yelling Yahoo !!! I think, and commenting that it was one of his fastest trips over the line. Suffice to say it was a very exhilarating trip with an early arrival at PORT ELIZABETH main station, and one of the fastest start stop commuter runs I have ever had behind steam. It was a beautiful demonstration of man and machine that knew each others limits and worked them to the full.

38 years later 16CR No: 810 no longer survives but NG15 No: 133 is at the Welsh Highland Railway and NG15 No:19 is in the Sandstone Collection. (Ed)

Our picture shows NG15 No:19 near Port Elizabeth on the 1st of January 1966.

Picture courtesy of Leith Paxton.



Plinthed Locomotives

As Les Pivnic explained in our July issue ("Preservation's Unsung Heroes") many locomotives, after withdrawal, were donated to Municipalities for display. Each one of these donations required approval from the Minister of Transport at the time and were subject to various terms and conditions. The simplest was to keep the locomotive in reasonable condition. As many of you have witnessed this has simply not happened and many are in shocking condition and have become eyesores. Theft and lack of cosmetic attention have taken their toll on these once magnificent machines. Some have even been reduced to providing informal housing for the local population. Piet Geldenhuys and Karyn Clarke have been on their travels recently and sent us these pictures from Barberton, Ermelo, Vryburg and Mafikeng.

The locomotives featured are Class 6B No: 536 at Barberton, Class 8A No: 1106 at Ermelo, Class 19D No: 3356 at Vryburg and Class 6H No: 627 (the last of its type) at Mafikeng. All are plinthed in prominent positions in each town and not hidden from view.

Does no one notice? Steam in Action is contacting the relevant Municipalities to see what can be done to either upgrade their appearance or move them to safer locations.



Class 6B No 356 at Barberton (photo courtesy Karyn Clarke)



Class 6H No 627 at Mafikeng (photo courtesy Piet Geldenhuys)



Class 8A No 1106 at Ermelo (photo courtesy Piet Geldenhuys)



Class 19D No 3356 at Vryburg
(photo courtesy Piet Geldenhuys)

Club News

REEFSTEAMERS

Reefsteamers have been very active of late and Lee Gates has sent us two photo essays on their activities. The first is a detailed story of GMAM 4079 Lyndie Lou's trip to Magaliesburg on Heritage Day, 24th September while the second is a tale of the Germiston water tower and its refurbishment.

Both are written and produced by Reefsteamer's tireless scribe, Lee Gates.

Further news from Reefsteamers is that as they continue with their coach refurbishment programme, particularly those on loan from Sandstone, they have produced a new safety guide for passengers which we feature here. With Health and Safety taking prominence in rail operations, Steam in Action commends Reefsteamers for their efforts.

[Click here to read
GMAM 4079's article](#)

[Click here to read
the Water Tower article](#)

[Click here to read
Reefsteamers'
Coach Rules](#)

FRIENDS OF THE RAIL

Another milestone was reached for the Pretoria club when 15F 3117 steamed again for the first time in 17 years. Steam in Action extends its congratulations from all our members to Friends of the Rail.

From Chris Janisch:

On Saturday 4 October 2008, a real milestone was reached in SA steam preservation, when 15F 3117 was lit up at the Friends of the Rail depot in Capital Park after a steamless 17 years, 10 of which were spent here.

When I arrived early in the morning, steam was at 200psi and the fire low, but smoke was in the air! Very soon after, firelighters Les Weideman and Dewald Heydenrych got to work shaking the grate and stoking her up a bit. Pressure started climbing, and then it was time for some springcleaning. I stood on top of the loco with the hose while Dewald scrubbed the boiler with a broom. Layers of dust peeled off! Then it was into the cab, to clean out all the old nuts and bolts and rubbish, and the hose was let loose here too; very soon the gauges were shining in the early morning sun and steam whispered slowly from the joints on the gauge glass cocks. The tender then received a washdown. The 19D was then moved forward with the Funkey on the adjacent track, followed by the F so that the tenders were alongside each other. Spikkels then began transferring coal from the dolly into the F's empty tender.

Steve Smith arrived, and it was time to see if the mechanical stoker worked. Les did the honours, and after about 2 minutes we had action. To see coals flying in through the stoker table was an emotional moment. This was superseded by the blowing of the whistle, which rang out shrill and clear over the Park. No 3117 was alive again, after 17 years!

Further action got the ejectors and injectors working. Robert Dadford then arrived and got to work on the leaks that were showing, and the reverser.

A wonderful morning- all that waiting was worthwhile!



From John Ashworth:

John and Robert Dadford, Steve Smith, Tony Attwell and Tom Macrery continued working on the loco and were later joined by Shedmen John Ashworth and Mike Haslam, and Driver Frik Boshoff. The footplate crew soon got to work servicing the loco, while Uncle John pottered around tightening things and hitting them with a hammer.

Early in the afternoon, the great moment arrived. With a huge blast on the whistle, 3117 moved under her own steam for the first time since she was withdrawn from service. With Shedman Haslam at the regulator and Fireman Ashworth at the stoker controls, 3117 went to take coal. Roles reversed, Shedman Ashworth then brought her back to base with Fireman Haslam stoking. She ran up and down a few times to loosen up, before this crew booked off. We left Shedman Nathan Berelowitz and Trainee Fireman Steve Smith raring to go to loosen her up a bit more. As the sun set over the Park it was pure poetry to watch this beautiful locomotive hissing over the tracks where so many of her sisters once roamed...

There appear to be no major problems at all. Lots of small leaks in pipe joints and fittings, a couple of glands that need repacking, some adjustments to the steam reverser, battling a little with the fireman's side injector, safety valve blowing off a little high; but a real credit to the craftsmanship of all those who worked on this loco, especially John and Robert Dadford, but not forgetting Robin Vice and Les Weidemann who both also put in many hours, and also the small band of FOTR volunteers who were there every Saturday, rain or shine, to lend a hand.



From chairman Nathan Berelowitz:

It really was a wonderful moment, to see a long worked on project come to life. A fitting gift to Mike Haslam who is leaving our shores, and John Ashworth, who will soon be going up North. John Dadford and Robert Dadford can be proud of their work. Where we wanted to rush the project and get the damn thing over and done with, they took their time and worked meticulously on every aspect of the restoration. The loco lit perfectly first time. Well done to all. Special thanks to the forerunners of the project: Les Labuschagne, Robin Vice and Gabor Kovacs, who got the ball rolling, and then to the final crew of John and Robert Dadford, Lous van Lingen, Les Weideman and his helpers, and the rest of the hard core FOTR weekend workers. Thank you, for your part in the project and the pages of preservation railway history.

Further to this report, repairs have been effected to the leaky valves, the reverser and some pipes. The injectors were removed, serviced and replaced. All is now ready for the next steam test which will take place very shortly, followed by the official certification of the loco. Expect to see her out on the mainline in early December!



UMGENI STEAM RAILWAY

Andy Anderson has put together a short essay on USR activities down in the last outpost, Kwa-Zulu Natal. Another good news story. Keep the info coming guys!

[Click here to read the USR Snippets Article](#)

SANDSTONE NEWS

DAVID SHEPHERD CBE VISITS SOUTH AFRICA AND SANDSTONE ESTATES

David Shepherd CBE has been an institution in the art world for a very long time. David is famous for his elephant paintings but equally for his skill as an artist who is capable of covering a wide variety of subjects. His world famous paintings of aircrafts as the official artist of the Royal Air Force were one of the many areas where he made his mark due to his exceptional talent. As an individual David has always been fascinated by Steam and owns a number of famous engines, both in the UK and in South Africa. His engine, Class 9F No. 92203 Black Prince is well known throughout UK preservation circles and equally so his massive Class 15F No: 3052, a Main Line South African steam locomotive dating back to 1946 named after his wife Avril, has been a feature of steam and rail preservation in South Africa for more than a decade.

This engine will be hauling a long distance Reefsteamers passenger train from Germiston to Ficksburg in the Eastern Free State and back from the 20th to 23rd November this year. David will be on board. This special opportunity has been arranged as part of an annual weekend Steam Safari by Reefsteamers Association who are working closely with David Shepherd on his Class 15F and the Sandstone Heritage Trust to operate the locomotive on his behalf. The 15F will not be alone though, it will be double headed with Reefsteamers newly refurbished class 12AR to haul the 800-ton passenger train through the spectacular Eastern Free State scenery. Reefsteamers was formed in 1992 and is entirely run by volunteers and special trips like this one are arranged to show what can and should be achieved when working as a team and with other interested parties.

Not only does he relish the opportunity to ride behind his own engine but we will also be spending time with the folk on the farm at Sandstone Estates which has over the years assembled the largest collection of 2-ft Narrow Gauge locomotives in the world. David has been a regular visitor to the area and despite the limited number of options for heritage steam traction he has decided to once again come down and take advantage of what is by world standards a mini steam bonanza comprising both Main Line, 3'6" locomotives and 2-ft Narrow Gauge.

David will be promoting his highly regarded world David Shepherd Wildlife Foundation during his trip. Go to www.davidshepherd.org for more details. For further details contact: Les Smith, Reefsteamers, E-mail: momsmith@lantic.net



Left:
"Avril" approaches Vailima with a special train for David during his last visit to Sandstone in April 2006.

Right:
David Shepherd with the Friends of the Rail crew who operated the train in April 2006. L to R Cobus Steyn, Cliff Petzer, David Shepherd, John Ashworth, Mike Haslam.



NEWS FROM BLOEMFONTEIN

Lukas Nel and his team are continuing work on 19D 2654 despite a lack of parts although the target date of January 2009 for completion remains. The picture below shows a fully operational 2654 at Loraine Gold Mine in 1993.

As well as the 19D, the team are hard at work on rebuilding Kerr Stuart, "Little Bess". This locomotive returned from a trip to the UK this year where it was displayed at the Statfold Barn Railway. Originally it was to be certificated for a tour of UK narrow gauge lines but this proved too expensive. The loco returned partially stripped and is now being reassembled in preparation for a boiler inspection before being returned to Sandstone. The picture shows the locomotive almost completed.



19D 2654 at Loraine 3 Shaft in 1993



Little Bess during her rebuild at Bloemfontein

NEWS FROM HOEKFONTEIN

Henk De Bruyn and his team are hard at work preparing 12 previously out of service B-bogies for the wheat harvest trains as well as the cosmetic restoration of Phil Mortimer's NGG16A No: 141. This is the first step in a process towards a full return to working order. Our pictures show the years of rust on the loco plus 141 in happier times at ACR.



The B-bogie bodies are lifted from the bogies for attention to the underside and then refitted on to the bogies.



141 dumped at Port Shepstone in 2008



141 on a test run

Preserved Crane on Tender List!

Steam in Action was recently looking through a Transnet tender list for steam cranes and was amazed to see Crane 50 up for tender. Effectively this means scrapping. What is of concern is that Crane 50 is on the list of items at Millsite put into HRASA's hands for custodianship. The following mail has been sent to Transnet with a subsequent note to their tender department. They have now removed Crane 50 from the list. This follows on from the debacle in 2007 when cranes were scrapped at Kimberley prior to the tender being awarded! We still await a report from HRASA on this matter (see below).

This error further strengthens SIA's position re correct documentation for the removal of such items.

Sent: 24 October 2008 12:22 PM

To: Susie.Mabie@transnet.net; Helgardt.Mouton@transnet.net; Cecilia.Machaba@transnet.net

Cc: Mark Robinson; Mike Myers; Chris Janisch

Subject: Crane 50 at Krugersdorp

Dear Ms. Mabie,

I wish to express, on behalf of Steam in Action and its 600 members worldwide, extreme concern over the attached Transnet Tender document. You will note that Crane No: 50 at Krugersdorp is up for tender which effectively means for scrapping. Our concern is that this unit has already been allocated to HRASA under the recent agreement on the Heritage Items at Millsite and allocated for safe custody at Sandstone (as per attached annexure A, item 29). If this tender process is to go ahead this makes an absolute mockery of the agreement between Transnet and HRASA in that such items were to be preserved. Steam in Action was party to the agreement and is to be involved in the removal of this item. It would appear that such removal could constitute theft given that the item seems to remain Transnet property as per the tender.

In addition this reinforces our endless requests to HRASA for detailed documentation from them as to, on what basis, we could take the item into custody. That HRASA has not provided such documentation could have put Steam in Action at considerable risk, had the item been removed already.

Your urgent attention to this matter would be appreciated.

Kind Regards
Dave Richardson
Steam in Action

Below is our correspondence (unanswered) on the previous crane debacle.

Sent: 03 September 2008 09:10 AM
To: Mark Robinson
Subject: RE: Steam Cranes at Kimberley

Dear Mark,

I would be most grateful if you would give me some feedback on this issue!

Kind Regards
Dave Richardson

(And again) Sent: 12 August 2008 11:44
To: Mark Robinson
Subject: Steam Cranes at Kimberley

Dear Mark,

After the cranes were cut illegally at Kimberley last year, HRASA was going to investigate how this happened, have you any feed back? We are meeting with Reclam on another matter and would like to take up the issue of the cranes with them at the same time,

Kind Regards
Dave Richardson



The Last Great Steam Show

Dennis Mitchell also followed the last rites of steam in his native Australia. This 1969 story is about New South Wales. You may not know all the places or locos but it could have happened anywhere!

In 1969, the N.S.W.G.R. (New South Wales Govt Railways), also known as Never Sweat Without Good Reason, was trying to wind up it's steam operations, but, as fortune would have it, a bumper wheat crop and a big export coal demand meant that locos destined for scrap were overhauled and even the 36 class 'stored serviceable' after a union ban stopped them from working 'pick up/ hauler duties, due to excessive turns to get from forward to reverse were refurbished with power reversers from scrapped 57/58/38 classes and 6 were returned to service in late 1968 (4 more were hurriedly returned in march 1969 sans reversing gear) *How did that work??(Ed)*

Anyway on Easter Thursday (black Thursday to the railway, we rocked up to the chagemans office to see the 'short north' board absolutely chockers and taking over the local 'west' and north west boards with every steam loco Broadmeadow could muster, nary a diesel on the board. They were too busy trying to work the remaining lines plus being on loan to the wheat areas.

On Easter Friday there were 35 double steam on the short north, all the Newcastle flyers were 38 hauled, and many of the diesel express freights were handed back to steam. Even Port Waratah had lent some of it's old 2-8-0s to help out !!

First up at Fassifern, was 3822 on an up Cessnock express, which was passed by 3067 on a down Toronto local then 5377+6028 on the down and 6015 on the up; Double 60s on a Newstan coalie, 3820 on the up Newcastle 'Flyer' then 5917+6016 followed by 5400+ 6036, 3046 Toronto local, and so on all day. I think there were 7x double 60s on Newstan coalies instead of the usual 5, at least 1x 36+38 combination on 433 goods (a diesel roster) and 1x Double 59 on 661(a GARRATT roster) as well as double Garratts on the main line to Gosford 50+60 53+60 59+60 38+60 36+60 and 60+60 .I don't think the short north had seen so many steam hauled trains since at least 1966.

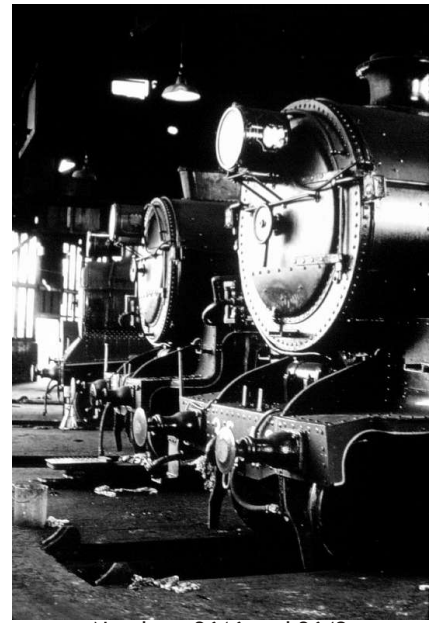
Classes for those not familiar with N.S.W. steam

30 [3001-3145] 4-6-4 tanks ex Sydney suburban system, 77 converted to 4-6-0 tender locos [1928-33] after electrification of the Sydney suburban system, remainder worked Newcastle/ Wollongong/ outer Sydney suburbans until 1971.[built 1903-1917]
36 [Clyde/Eveleigh 1926-1928] 4-6-0 Express passenger supplemented by
38 4-6-2 [1943-1949]
38 [Clyde/ Eveleigh/Cardiff 1943-1949]
50 2-8-0 5001-5280 1896-1910]
53 2-8-0 1912-1917 5301-5490
59 Baldwin -Lima-Hamilton 1952/3
60 4-8-4+4-8-4 Beyer Peacock 1952-7

Just for our education Dennis has sent a number of pics of the 36 Class locos while we have a picture of a Class 60 Garratt courtesy of Mick Morahan.



Class 60 Garratt



Numbers 3616 and 3642
at Enfield 1969



No 3652 at Fassifern 1969



No 3652 at Port Waratah 1969

Book Request

THE BOYS BOOK OF SOUTH AFRICAN ENGINES

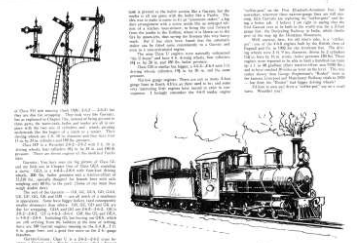
Leith Paxton, well known as a railway historian sent us these scans of a book by FH Sibson, published in 1948. Leith recently drew our attention to this book which was one of the first experiences he had of steam locomotives and led to the passion for them that still exists today. As Leith says:

“The 'book' was intended for youngsters and, because it was printed in about 1948, it was obvious many of the illustrations were taken from the Day/Espetalier articles published in the SAR&H mag during War. My copy was bought by my Dad and lay around the house until I came along. In the early mid 1950's, after spending an afternoon at Sydenham Station, near to where I grew up in PE, I would dive into the book to try to identify the new locos I had seen. It was in a format similar to the old school drawing books and the intention was that the youngest would attempt to 'colour in' the various drawings. There were also coloured pages interspersed to guide the budding artists. In the days before Holland, etc, that 'book' certainly weaned me on South African locomotives although it only dealt with locomotives in service at that time”.

Of course Leith went on to publish his own definitive book on South African locomotives in 1984 with David Bourne, “Locomotives of the South African Railways”.

The Boys Book of South African Engines by Francis H Sibson was published in 1948 by Printing House Publications of Johannesburg. One of Steam in Action's founding members, Sandstone, is urgently looking for a copy of this book for their archive so if any of our SIA members know of or have a copy for sale we would love to hear from you.

Please contact Joanne West on e-mail, joannewest@btinternet.com if you can help us track down a copy.



SANRASM Locos under the Hammer

	PARK VILLAGE AUCTIONS		ANGLO COAL
MASSIVE CLEARANCE SALE AT SEVERAL MAJOR COLLIERIES			
Tuesday 28 Oct 10:30 am Viewing: Mon 27 Oct 10:00 - 15:00 or on the morning of the sale from 09:00 to commencement time			
1. RAPID LOADOUT TERMINAL – RL7			
Steam Locomotives, 150 Tonne Luffco Boom Crane, Toyota Condors & Balckies, Gear boxes, Water Tank on Trailer, Compressors, Dieselback Boats, Housing, Steam Train Engines, Cabling, Tyres, Motors, Bolts, Nuts, Screws, Diamond Mesh, Bearings, CAT CR R Digger, ERF Loadbed Horse 480 & 100 ton Body with Loadbed, Rotary drill, Bobcat, TLB ETC.			
2. KLEIN KOPIE COLLIERY			
Komatku Coal Haulers, Excavators, Cable Reeler, Tractors, Motors, Pipes & Hoseing, Dozer Engines, Hydraulic Cylinders, Screens, ETC.			
3. KRONDRAAI COLLIERY			
Komatku E20 EH, Track Dozer, Komatku 325 Water Tanker, Komatku 785 Dump Truck, Komatku 630 Load Bodies, Komatku PC 690 Excavator, Cat Engine, Sandvik Coal Drill, Tractors, ETC.			
WITBANK SURROUNDS MPUMALANGA			
Diretboes: NT2 from Jgry to Witbank NL. Steep off ramp & turn left onto GR Tamla & travel out of Witbank pass 1st robot, Tail 4 wayings right & follow PVA point-to-point boards to RL7 where auction commences @ 10:30. Auction sequence: start @ RL7, proceed to KLEIN KOPIE & conclude at KRONDRAAI. Registration & payment at RL7.			
AUCTIONEER'S NOTE			
(Lump sums & offer will amount to RL7) In the absence of the auctioneer, (Unsolded equipment at RL7 & proceed from there to Klein Kopie & Witbank) (Lump Sums & Offer will amount to RL7) In the absence of the auctioneer, (Unsolded equipment at RL7 & proceed from there to Klein Kopie & Witbank) (Lump Sums & Offer will amount to RL7) In the absence of the auctioneer, (Unsolded equipment at RL7 & proceed from there to Klein Kopie & Witbank)			
TEL 011 798 4275 Fax 011 798 4260 www.parkvillage.co.za for a detailed inventory R100 negotiable deposit. Buyers commission, Due Date & VAT payable. PO BOX 181 DE ACADEMY DR Contact Gert: 022 778 1911 Mobile 082 387 8509 E-mail: info@parkvillage.co.za			

SANRASM has always been bedeviled by lack of funds which has seriously impacted upon its ability to move many of the locomotives donated or loaned to it over the last twenty years. Sadly this is now leading to such locos being disposed of by other means.

The advertisement (left) from Park Auctions will dispose of six such locos on October 28th from Anglo Coal at the Landau Rapid Loading Terminal and Greenside Colliery. The locos are:

At Landau Terminal:

Ex RR 16th Class 605. BP 6567/1929 SACE 1.

Industrial unsuperheated 12A NBL27555/1955 SACE 2.

Ex SAR Class 3BR 1481. NBL 19599/1912 SACE 3.

At Greenside Colliery:

Ex SAR Class 14R 1701 RS 3543/1915 ex Greenside No 5

Ex SAR Class 14R 1908 NBL 20829/1914

Ex SAR Class 1 A 1301 NBL 19063/1909 ex Greenside No: 3 (This is the only surviving Class 1A locomotive)

While the North British Society have shown interest in one of the locos it is likely that the scrap merchants will get the rest.

Steam Tourism Wins a Prize!

THE VICTORIA FALLS STEAM TRAIN COMPANY WINS A PRIZE

Phil Steel, who runs this company, sent us some good news on rail tourism.

"Thought you might find this interesting and hopefully useful for giving our Rail Tourism a good boost?"

Victoria Falls Steam Train Co have just been awarded the 6th position out of 15 in "The Worlds Most Spectacular Sundowner Spots"
It was recently listed in the latest British Airways Horizons Magazine.

The top spot went to Greek Islands (Kastro Santorini) then Zanzibar (Dhow Safari), Grand Canyon (El Tovar Hotel), Serengeti (Migration Camp), Norway (Grotten Bar) Victoria Falls (The Bridge Run)!

We are very Chuffed.

Cheers, Phil Steel

www.steamtraincompany.com



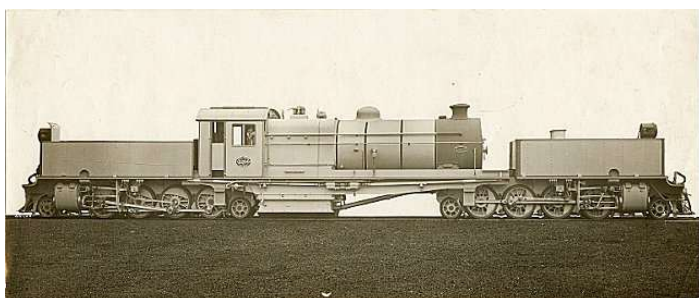
Zambian Railways 12th Class
No 204 stands at Victoria Falls with
a Sundowner Excursion

Steam in Action would like to congratulate Phil and his team for showing that rail tourism is viable and worthwhile. We just need to get the message over to our men in the ministry!

GE Garratts

Sandstone has unearthed some “works” photographs from Beyer Peacock of two SAR Class GE Garratts of 3’6” gauge. The GE Class was designed by the then CME of the SAR, Colonel Collins, for goods traffic on 60lb rail.

The first 6 were built in 1925 (2260-2265), with a second order of 10 (2266-2275) in 1926. The final two (2276-2277) were built in 1930 but had a bigger cab, larger cylinders and other detail differences and were more powerful. They were mainly used in the old Western Transvaal and Northern Natal. All were withdrawn by 1979. No: 2260, from the first order, is at Millsite marked for retention and storage at Reefsteamers.



The pictures show No:
2264 of 1925 (BP 6197) and
2276 from 1930(BP 6716).

The detail differences between 2276 of the last order and 2264 of the first order are quite clearly shown, particularly in the cab and bunker areas and larger cylinders.

A Great New Rail Book

Professor Jim Phelps sent us details of a new book on railway poetry. Something out of the ordinary for a change.

"Hello at Steam in Action,

Echoing Green Press will next week be publishing *Stimela: Railway Poems of South Africa*, selected and introduced by Laurence Wright. I have attached information on the book. It strikes me that Steam in Action members and supporters are the kinds of people who would like to know about this book. Might I ask you please to send me the name, email and phone number of someone at Steam in Action with whom I might explore possibilities? Perhaps you could include information on the book in your newsletter? Sincerely, Jim Phelps

Jim Phelps (Prof. James M.)

Sole Member, Echoing Green Press (Close Corporation)--Registration number 2003/012057/23

Postal address: P. O. Box 12194 Empangeni 3880 South Africa, Physical address for deliveries only: 28 Fynn Crescent, Empangeni, South Africa, Telephone: 035-772-5967 (International: +27-35-772-5967), Cell/Mobile: 084-550-9688 (International: +27-84-550-9688)

Fax: 086-689-6986 (International: +27-86-689-6986), Email: ringer@echoinggreenpress.com Website: www.echoinggreenpress.com

Echoing Green Press

P.O. Box 12194 Empangeni 3880 South Africa
Telephone: 084-550-9688 or 035-772-5967 Fax: 088-035-772-5967
Email: ringer@echoinggreenpress.com Website: <http://www.echoinggreenpress.com>

Echoing Green Press announces the publication of

Stimela: **Railway Poems of South Africa** Selected and Introduced by **Laurence Wright**

ISBN: 978-0-620-41938-3 A5-size paperback xxx + 78 pages October 2008 R140.00 (incl. VAT)
Includes four dramatic railway photographs.

Steam may be a thing of the past, but the legacy lingers—whistles echoing through kloofs and across wide Karoo plains, locomotives chuffing in rail yards, the smell of steam, oil and burnt coal, the clack and rhythm of rolling stock on rail.

These memories connect the mystique of a bygone technological age with a way of life that evokes South Africa's energetic, visionary, and often troubled passage into the modern age.

Many of South Africa's best poets have been inspired to write poems capturing railway scenes in all their variety, yet this diverse and fascinating array of poetry has never before been collected into a book for enjoyment and discussion.

Synopsis of *Stimela: Railway Poems of South Africa*

The book presents a carefully chosen popular anthology of forty poems written by many famous poets, including Rudyard Kipling, Guy Butler, Oswald Mtshali, Chris Mann and Don MacLennan, from the 19th to the 20th centuries. The poems have been chosen for their popular appeal and accessibility. **Laurence Wright's Introduction** is an informative and easy to read entry into the collection with helpful and accessible clues to interpretation.

- * Readers will find *Stimela: Railway Poems of South Africa* a captivating collection of social memory, industrial history, nostalgia and poetic skill that unleashes visions shared by railway travellers the world over.
- * All those with a love of trains and railway travel will eagerly take hold of this book.
- * The growing success of railway tourism in South Africa—it caters to a strong local and international contingent of railway seekers—is evidence of a significant interest in the subject.
- * *Stimela: Railway Poems of South Africa* will make a perennial, uniquely South African Christmas or birthday gift.

Peter Merrington in a pre-publication review of *Stimela: Railway Poems of South Africa* has written: "I read in awe and delight this collection of South African railway poems. The idea of making an anthology such as this seems to be fundamental South African commonsense; inspirational commonsense..."

Laurence Wright has railways in his blood—like many, he lives with vivid memories of trains and rail journeys. In *Stimela: Railway Poems of South Africa* he reaches out to the general reader. His interest is in people and trains, and the mystique of the bond between them, and he has selected forty poems which each uniquely give lively expression to this.

For further information please refer to the **Echoing Green Press** website
<http://www.echoinggreenpress.com>

Stimela:
Railway Poems of South Africa
is available from bookshops countrywide, and over the internet from
Netbooks
<http://www.netbooks.co.za> or email books@netbooks.co.za
Phone 021-551-4248 Fax 021-552-9504

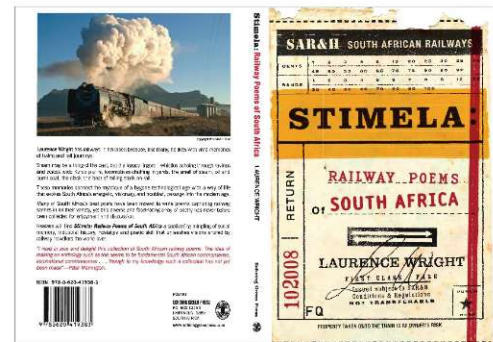
Echoing Green Press

P.O. Box 12194 Empangeni 3880 South Africa
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Stimela:
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Netbooks
<http://www.netbooks.co.za> or email books@netbooks.co.za
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