



HERITAGE RAILWAY ASSOCIATION OF SOUTHERN AFRICA

(A Section 21 Company incorporated Not for Gain)

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HRASA NEWSLETTER NOVEMBER 2010

MESSAGE FROM THE EDITOR

Welcome to the November Issue of the HRASA Newsletter!

As 2010 marks the 150 Anniversary of rail in South Africa, and as a number of trains to commemorate this event were run in September, this issue is largely devoted to this aspect.

Details of the AGM held the following month are also included, as well as a number of topics – from general news to HRASA matters – that may be of interest.

Please remember that many of our members produce their own Newsletter from time to time – so for specific details about individual member's activities you are referred to these!

The concept of the HRASA Newsletter is provide information about HRASA (as well as some lighter reading!) and is aimed not only at members, but also the general public – so expect also to see more general articles about what HRASA is and does, from time to time!

We hope that you enjoy reading this issue and find the contents of interest.

If you have any queries, or want further information on anything in the Newsletter, please do not hesitate to contact us!

K R Wilson-Smith

Visit the Heritage Railway Association of Southern Africa at...<http://www.hrasa.co.za/>

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BREAKING NEWS!

General Railway News



THE PORT ELIZABETH APPLE EXPRESS

The Port Elizabeth Apple Express (PEAE) Section 21 Company, operator of the Apple Express heritage tourism train on the PE-Avontuur narrow gauge line, today announced that it would suspend its refurbishment programme and curtail workshop services with immediate effect.

Although the future of this iconic, world-renowned operation is in jeopardy, bookings for the summer season have been consolidated and the last ten tourist trains will still run between now and 26 December, which includes some corporate trains and a charter wedding train. There are currently no further plans to runs any trains beyond this date.



Captured on the first day of the Geoff Cooke's tour on Eastern Cape's Port Elizabeth-Avontuur narrow gauge line in June this year, Sandstone's Lawley NGG16 No 153 (on loan from Sandstone Estates in the Free State) double-heading with the Apple Express NG15 No 119 as they steam towards Van Stadens. Photograph by David Benn – courtesy of SA Rail

In 2008, the provincial Department of Roads and Transport as part of its “Back to Rail” strategy entered into two Service Level Agreements (SLA’s) with the PEAE to donate or give financial assistance to the operation in order to promote tourism. This agreement, following the submission of a fully-fledged Business Plan by the PEAE to the MEC for Transport, was approved and signed on behalf of the Department on 15 August 2008 for an indefinite period. This was announced publicly by the MEC for Transport at the Department’s “Back to Rail” launch at Loerie in December 2008.

In her keynote address MEC said, “The Department of Roads and Transport recognises the potential for the communities served by the Apple Express, and is committed to the development of its tourism service. The initiative is part of the Province’s Rail Renewal ‘Back to Rail’ strategy of contributing to the lines with potential, and sustaining those already open.

“This history-making commitment paves the way for the preservation of a unique railway

heritage and a new day of hope for the communities served by the line.”

The Department has failed to honour this commitment since April this year, although the PEAE were led to believe that the conditions of the agreement would be fulfilled notwithstanding the Department's financial predicament.

In a letter, signed by HRL Salie (Acting Superintendent General, Eastern Cape Department of Transport) and dated 19 November 2010, the PEAE was summarily informed that no further financial assistance will be provided to the operation by the Department.

Wes Kruger, PEAE chairman, said that the financial assistance from the Department gratefully covered the operational costs, which included a minor refurbishment programme as well as staff and overhead costs.

Kruger said that the Apple Express locomotives and rolling stock (coaches) are part of the Transnet Foundation heritage collection and are under the caretakership of the PEAE, who pays for its refurbishment, maintenance, storage and security in lieu of using it to promote heritage rail tourism.

The Apple Express receives no other funding or financial assistance, except for income from ticket sales and a certain amount of advertising gains which are utilized for marketing, administration and subsidizing the refurbishing of coaches.

Due to the valued subsidy, the PEAE Board ensured that the experience was accessible to locals as ticket prices remained reasonable over the last three years, with schools and community groups from previously-disadvantaged areas given preferential rates.

Unless funding is forthcoming, this will very likely be the end of the line for the Apple Express – a heritage rail icon running on the world's longest narrow gauge line still open to the public and revered by steam rail enthusiasts, preservationists and photographers worldwide for more than 100 years. In 2009 the Apple Express was selected as one of the top six narrow gauge rail operations worldwide.

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KEI RAIL SCREECHES TO A HALT

KEI Rail has suspended its services after the provincial Transport Department failed to pay a debt of more than R80 million owed to Transnet Rail Engineering (TRE).

The award-winning project, a R117m passenger train, has not been operating for the past two weeks. Now animals are roaming the Mthatha Station and grass has already started growing along the railway.

Introduced with much fanfare in 2008 by then Transport Minister Jeff Radebe, the Kei Rail service was hailed as the first step in an ambitious plan to return to rail. The train, which has been travelling between Mthatha and East



London, was said to have created more than 400 jobs. It has since won two awards. In May, it was announced as the Best Rail Passenger Operator in Africa at the Africa Rail Conference held in Johannesburg. And last year the project received the Eastern Cape Premier's Balasela award for high safety standards. Now, two years later, the ambitious project has screeched to a halt.

Provincial Transport Department spokesperson Ncedo Kumbaca admitted that the reason the Kei Rail train was not operating was because the department owed TRE.

"The Kei Rail project was among many projects that were affected when the Department of Roads and Transport were split.

"The Department of Transport was left with only 31percent of the total budget," he said.

Kumbaca confirmed that his department had not paid the outstanding amount of about R84m to TRE, with whom the department has a contract to maintain and supply coaches. Of the amount, only R1.4m is for maintenance.

Kumbaca said the department would meet with the TRE regarding maintenance of Kei Rail coaches next week.

"After that meeting, TRE can start doing the maintenance for the department based from the fact that the department owes only around R1.4m for maintenance."

He hoped that shortly after the meeting, the Kei Rail service would be able to resume.

The suspension of the train has brought frustration and uncertainty among employees. Some are sitting at home, hoping for the matter to be resolved. Others have started looking for other jobs.

Nafcoc's King Sabata Dalindyebo sub-regional chairperson, Vuyisile Ntlabati, said they were not pleased to learn that Kei Rail had suspended its services.

"We are extremely disappointed about the lack of communication from the government because we do not know why operations have stopped now."

Sandile Simelane of TRE said he would only be able to respond about the suspension on Monday.

By SINO MAJANGAZA Die Burger - Mthatha Bureau 2010/11/22

QUOTES.....

Railway termini are our gates to the glorious and the unknown. Through them we pass out into adventure and sunshine, to them, alas! we return. E M Forster

I lived at home and I cycled every morning to the railway station to travel by train to Johannesburg followed by a walk to the University, carrying sandwiches for my lunch and returning in the evening the same way. Sydney Brenner

I wanted to invent an engine that could run for ever. I could have developed a new train, had I stayed in the railway. It would have looked like the AK-47 though. Mikhail Kalashnikov

1860-2010 - SOUTH AFRICA COMMEMORATES 150 YEARS OF RAIL



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THE HISTORY

England embarked on the great railway boom at the start of the nineteenth century, but it took a few years for South Africa to realise the potential of this development.

Despite the Cape of Good Hope being the only part of the sub-continent known to the outside world and civilisation, its knowledge of the hinterland was in its infancy, with the secret of the country's mineral wealth lying well hidden under the large inland plains where antelope still roamed freely in their thousands, and men were wary of a land of which they had little knowledge.

The first reference to the possible construction of a railway line was probably an article that appeared in the *South African Commercial Advertiser* on 10 October 1838, while the Great Trek was in full swing. This was followed on 25 October 1845 by the *Pictorial Times* carrying an article on the benefits of a railway to the Cape Colony, but seemingly few people agreed with the concept, and little progress was made at the time. The good burghers of the Cape were simply not ready yet for this new invention.

During this period the Cape Government preferred to spend its financial resources on road-building and, indeed, some magnificent roads passes were built during this period. These were needed to open up the interior and to break the isolation caused by the ranges that imprisoned the Cape between mountains and sea.

In October 1845 the Cape of Good Hope Western Railway Society was formed in London, with the express purpose of building the first railway line in South Africa. However, this company did very little and the Cape Colony missed out on the opportunity to have the first public railway on African soil. This honour fell to Egypt at the far end of the continent, when the first train ran between Cairo and Alexandria in 1856.

On 21 August 1853 The Cape Town Railway and Dock Company was established, and incorporated in London with a registered capital of £600,000 in 1854. At the second meeting of The Cape Town Railway and Dock Company a proposal was carried to build a railway line in Namaqualand "for the conveyance of copper ore from the newly discovered mines". However, when it came down to the actual construction, the choice fell instead to a line through the important wine-growing district of the Cape, linking Cape Town and Wellington.

For the construction of this line an engineer with some railway building experience was needed and William George Brounger was sent to the Cape. He had already been involved in

building a line in Denmark for the Zealand Railway, and ultimately he was to become the most famous railway engineer in Southern Africa railway history.

In the Eastern Cape, John Patterson, a former schoolmaster and founder of Standard bank, in 1855, issued a brochure with a map that showed a projected network of hypothetical railways covering Southern Africa. Without any knowledge of his country's mineral wealth, he produced a map that showed a remarkable resemblance to the network that was to develop during the next century!

Despite the Cape having turned the first sod for a railway line between Cape Town and Wellington on 31 March 1859, Natal had pipped the Cape Colony at the finish line in the race to record this "first" on 26 June 1860. It was a low-key event that marked the launch of the Cape Colony's railway service from Cape Town to Eerste River on 13 February 1862. On 1 May 1862 the service was extended to Stellenbosch, with the official opening of the entire line being commemorated on 4 November 1863.

The Wynberg Railway Company was established in 1861 and a new line between Salt River Junction and Wynberg was brought into service on 19 December 1864.

Although the race to open the first railway line had been won by Natal, it was not until 25 January 1867 that a short section of line between Market Square Station and Umgeni Quarry was taken into use, to transport the stone needed for the construction of the harbour. Regular public transport over this section began on 4 April 1867.

For the next few years no progress was made on the construction of railways. That is, until the discovery of diamonds in 1867. This has a profound effect on South Africa and her people, changing not just lives but the boundaries of the individual colonies. Within the next 50 years a unified South Africa emerged.

In 1873 the Cape Government took over the Cape Town Railways and Dock Company and established the Cape Government Railways (CGR). The assets of the Wynberg Railway Company were similarly transferred to government ownership in 1876.

The following railway lines, distance in miles and opening dates are recorded for the early years:

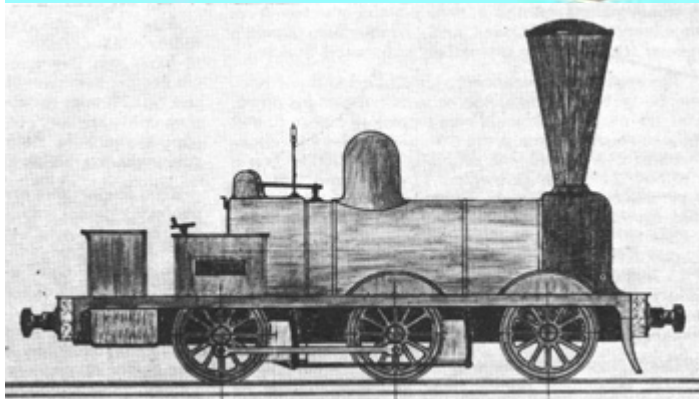
Durban – Point (3 miles) 26 June 1860
Cape Town – Eerste River (34 miles) 13 February 1862
Eerste River – Stellenbosch (14 miles) 1 May 1862
Stellenbosch – Wellington (43 miles) 4 November 1864
Salt River (Junction) – Wynberg (9 miles) 19 December 1864
Durban – Umgeni (5 miles) 4 April 1867
Cape Town Docks – CT Station (11 miles) 11 May 1875
Port Elizabeth – Kommando Kraal (Addo) (50 miles) 26 July 1875
Wellington – Tulbagh Road (48 miles) 1 September 1875
Swartkops – Uitenhage (22 miles) 22 September 1875
Tulbagh Road – Ceres Road (14 miles) 3 November 1875

FIRST OFFICIAL TRAIN JOURNEY

DURBAN - Tuesday, 26 June 1860. The first official train journey on South African soil commenced when Engineer Henry Jacobs turned on the steam and wheels started to roll on the first public service in South Africa. The first trip, between Market Place and Point took only five minutes, but is forever recorded in the annals of history. Some 800 passengers had the honour of being the first in Southern Africa to travel by train.



Map of the Durban Point line, the first active public railway line in South Africa. The Map was drawn by Bruno Martin in 2005.



Drawing of the Natal by TJ Espitalier and published in the SAR&H Magazine in June 1943. At the time, Espitalier, a draughtsman in the offices of the Chief Mechanical Engineer, was involved with the recovery of the Natal.



This photograph from the South African Railway Archives shows the Natal at the Durban Point station.

The first steam locomotive to arrive in South Africa, was “Blackie”, which was displayed to the public in Cape Town, while construction of the line, on which it was to run, was still in progress. The “Natal” locomotive arrived in South Africa in Durban after “Blackie”, but the “Natal” was the first steam locomotive in South Africa to haul a public train, albeit on the very short two-mile launch journey between Point Station and Durban Station.



"Blackie", one of six ordered for the railway was built by Hawthorns & Co. Leith Engine Works in Scotland. It became practice to give names to different locomotives, and several of those names have come down to us, e.g. "Fire Horse", "Wellington", and "Sir George Grey". Strangely enough there is no trace of any name that this first locomotive may have born, though later in its life it was known as "Blackie". Photograph: Danie van der Merwe

ABOUT HRASA!

Probably the best starting point to understand the role of HRASA is to have a look at the Vision and Mission of the organisation,. This is provided below.....



VISION

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

MISSION STATEMENT

1. To represent its members' interests to rail authorities, other statutory bodies, all tiers of Government and other bodies.
2. To maintain high standards by requiring members to conform to the relevant applicable standards and Codes of Practice and Conduct (including HRASA).
3. To provide professional advice, a full information service and other such help and assistance as may be appropriate.
4. To provide a forum for sharing information and experience by organising open meetings and seminars.
5. To help members to develop their business to include tourism, economic development and skills development programmes.
6. To encourage and assist members to develop education policies and practices.
7. To encourage excellence by recognising achievements through a designated awards programme.
8. To encourage and assist members on all aspects of their activities, including establishing and maintaining rational collecting, interpretation, archiving and operational policies.

COMMEMORATIVE EVENTS

150th ANNIVERSARY TRAINS



2010 will be remembered by most as the year that South Africa hosted the World Cup. However, 2010 also marked the anniversary of 100 years of Union for South Africa as a nation, and, railways in South Africa are exactly 150 years old!

Over the Heritage Weekend in September, three special commemorative trains were organized for the Heritage Weekend in September – Umgeni Steam Railway run a train in Durban, Friends of the Rail ran a train from Pretoria to Cullinan and the Apple Express ran in Port Elizabeth

NATAL - UMGENI STEAM RAILWAY



Saturday 18 September 2010, 3BR 1486 stands in the yard during a shunting session. Photo A Anderson

On the 24th September, the recreation of the first train to run in South Africa in 1860 was undertaken by Umgeni Steam Railway, in conjunction with the Railway Historical Society.

The running of this train was a remarkable achievement, since all sorts of obstacles needed to be overcome in order for it to happen.

However, Ashley Peter of USR and Mike Cottrell of the RHS coped well and after months of planning and a last-meeting with the Ports authority, the train was able to enter the usually prohibited Point station.

HRASA also assisted and after lobbying TFR, the latter kindly waived the substantial access and haulage fees necessary to get the train and steam locomotive down to Durban from Inchanga.

HRASA and Transnet Foundation also worked together to provide special heritage rail maps of SA for use on the train.

And so, on Friday 24 September, Class 3BR No 1486 “Maureen” and her train were hauled by diesel traction to Durban station.

From here, the loco handled the train alone to Point, where a commemorative plaque was unveiled to mark the occasion. The train then returned in extremely windy weather along the esplanade to the main station, where guests detrained.



The Commemorative 150 Year Train seen at Point after arrival from Durban. Pictures courtesy Aidan McCarthy.

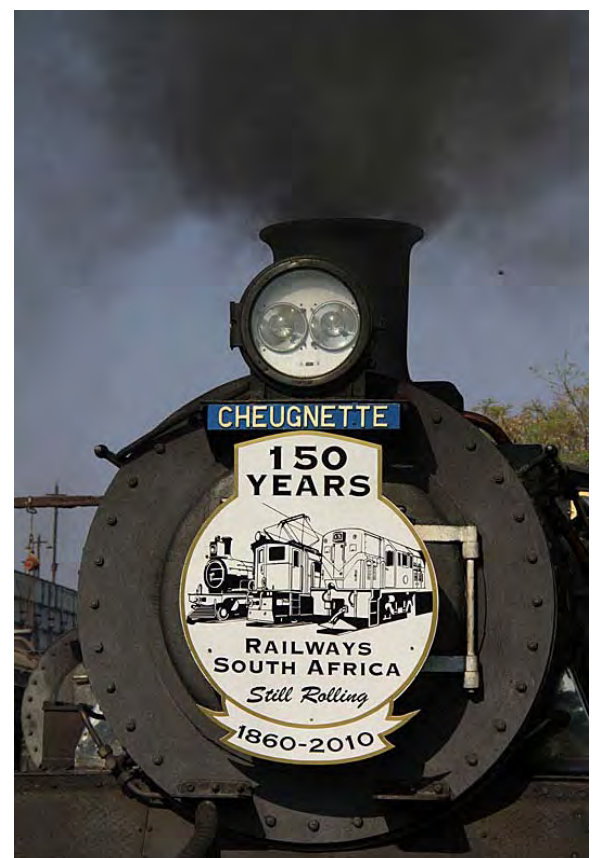
The whole consist was then hauled back to Inchanga, steam not being allowed to haul trains on main lines.

The organizers were very happy with proceedings, and their hard work has enabled this milestone event to enter the pages of history.

GAUTENG – FRIENDS OF THE RAIL

In Pretoria, FOTR provided the show for the Gauteng contingent.

Many hours of planning and hard work went into this event - the commemorative headboard was designed by famous railway artist Malcolm.



Guests from across the railway spectrum were invited, special pamphlets were created to distribute to passengers, and all sorts of memorabilia were on display

The HRASA Heritage Maps were also used on the train, which also benefited from the waiving of access costs by kindly granted by Transnet Freight Rail.

The train ran to Cullinan on the 24th and the run was repeated on Saturday the 25th, when guests were treated to lunch at a local Lodge. A photo gala in the afternoon and evening was also held for enthusiasts, to mark this special occasion.



A repeat train was also run on the 26th.

At Cullinan, Peter Stow from PRASA, Chris de Vos from UTATA and Nathan Berelowitz from FOTR gave brief speeches, before 2650 came to break the tape and usher in another 150 years of railways !

Guests and crew then proceeded to lunch and the loco to the column for

servicing and watering. A false start had been organised out of Cullinan for the benefit of photographers, and once this was done, the train proper returned to Pertoria..

EASTERN CAPE – APPLE EXPRESS

In PE, the Apple Express did the honours on the narrow gauge line, where the Apple Express paid tribute to the 150th Anniversary.

Not even an 83-kph wind could stop the Apple Express when she bravely steamed out of Port Elizabeth at 10am on Sunday, 26 September, as her tribute to 150 years of rail in South Africa.

Headed by NG15 No 119 “Lesley”, the grand old lady boasted an eye-catching commemoration headboard depicting a steam, diesel and electric locomotive. Much to the delight of the passengers, she was saluted with waves, shouts of encouragement and honking horns as she wound her way through Port Elizabeth bound for Witteklip.

At Witteklip the train was hosted by Jana Rademeyer from Slipperfields, a local dairy farm. The narrow gauge line runs through the farm.





Mandlakazi Skefile, newly-appointed CEO for Nelson Mandela Bay Tourism and guest speaker at the event, focused on the importance of the Apple Express to local tourism and the need for South Africans to be able to experience the valuable heritage it had to offer.

In his address, Wes Kruger, chairman of the PE Apple Express Section 21 Company paid tribute to those who daily worked to keep the Apple on track despite many challenges such as lack of funding for much-needed restoration projects for rolling stock.

AGM REPORT BACK

*HRASA's AGM was held on October.
Information from the AGM is provided below.*



HRASA AGM 2010 REPORT BACK

HRASA held their AGM on Saturday 23 October, at Rovos Rail in Capital Park, a very pleasant venue. Our thanks to Rohan Vos, Rovos Rail and their staff for hosting the gathering and providing their facilities, refreshments and lunch.

The meeting was most constructive, with the business dealt with in an efficient and professional manner. All portfolios were discussed and some good suggestions were put forward.

Clearly HRASA is now being seen to be making progress – we recorded a net gain of five members over the last year.

Embarking on a consolidation process, a reduction in the size of the Board was agreed, which reflects our decision to make operations more compact and accountable. This decision will also more practically reflect our current levels of financial and human resources. Under this process the Tourism and Marketing portfolios, as well as the Financial and Corporate Governance portfolios, have all been combined.

The election of the Board thus saw the number of directors reduced from seven to five. The new Board of Directors is as follows:

Chris Janisch: Chairman, Portfolio Operations

Ian Pretorius: Vice-Chairman, Portfolio Corporate Liaison

Nerina Skuy: Secretary and Portfolio Tourism and Marketing

Len Smuts: Treasurer and Portfolio Finance and Corporate Governance

Ashley Peter: Portfolio Membership

This year HRASA also launched its annual awards programme, with the following three inaugural awards presented:

Lifetime Achiever's Award – presented to JC 'Boon' Boonzaier *"for his devoted contribution and dedication to heritage rail and its value to our country through his tours and publications about this wonderful and challenging part of our historical legacy."*



Dudley Smith

Chairman's Award – this special recognition for contributing to the Vision and Mission Statement of the Heritage Railway Association of Southern Africa over the past year is presented to Dudley Smith for leading and bringing to fruition the *Sisonke Stimela* train and *"whose dedication, commitment and steadfast belief in what many regarded as almost impossible has been an inspiration and a truly commendable example."*

Chris Janisch with the Chairman's Award to

HRASA Photographic Tour Award – for presentation to the Member Club who was judged by international visitors to this country to have offered the best all-round heritage rail experience. Jointly awarded to Sandstone Heritage Trust and Friends of the Rail for their contribution to the Geoff Cooke 2010 Tour.



Nerina Skuy and Chris Janisch with the HRASA Photographic Tour Awards for Sandstone Heritage Trust and Friends of the Rail

It is hoped that the next year will see a further co-ordination and co-operation between all major players in the industry, as we continue to fight what will be a tough battle. Most important will be the disposal of assets, which process could well be completed within this term.



Members of HRASA at the 2010 AGM Meeting – at Rovo's station.

HRASA CHAIRMAN REPORT 2010 AGM

GENERAL

Welcome to all members and guests on the occasion of the 2010 HRASA AGM. From the outset, allow me to thank Rohan Vos and Rovos Rail for providing the venue for this year's proceedings, and for the catering.

As I deliver this report today I can look back to a year where much has been learnt, relationships have been built, and good friends have been made. Meetings and events have been attended all around the country, and I have seen enough to know that our product and mission is a worthwhile one.

- ✓ HRASA now has a new structure with each director holding a portfolio, and having subcommittee members to assist in their tasks.
- ✓ Regular and well-attended board meetings have been held and each meeting has been most worthwhile. Thanks are due to all who gave up their time and money to travel to these occasions.
- ✓ We have been well-represented at all major exhibitions and conferences in the industry. Our public exposure is most important, and although our presence is low-key it is nonetheless significant.
- ✓ Sound planning for the future sees our finances under control. My appreciation is due to Len Smuts for his financial ability.
- ✓ We have rekindled the relationship with Transnet Foundation.
- ✓ We have had good relationships with the RSR.
- ✓ Noteworthy has been the signing of MoUs with both Transnet and the RSR. We have also engaged with the RSR over the establishment of a set of standards to govern heritage rail operations.

ASSET DISPOSAL

The main focus of discussions with Transnet Foundation has been the disposal of assets.

Transnet have made a policy decision to sell all heritage equipment, in a proper and preservation-friendly manner. We are therefore working with the Heritage Resources Agency, in order to determine just which assets will be saved, and which may be sold for scrap. It is likely that a fair number of assets will be identified as being of heritage value, which will then put the onus on their owners to care for them and preserve them.

TRANSNET

The political will to see heritage rail succeed in this country is unfortunately at the current moment low. It therefore comes as no surprise that we still find ourselves in the "wilderness" so to speak.

HRASA has however made a valiant effort so far. Transnet, with whom our relationships had slipped in the past, have been fully engaged, and relations remain cordial, while we have recognition and sympathy within the various branches of the organization.

We have been told to focus our energy on Tourism authorities, since this is where the difference can be made.

Some local successes have been achieved on this front, most notably in KwaZulu-Natal, through the Sisonke Stimela project.

2010

Tough economic times are upon us, which together with branch line concessioning or closures will have a very negative effect on train operations. Without passengers, our clubs cannot keep their doors open, and other fundraising opportunities are few. The tightening of controls by the RSR has also affected the bottom line of all clubs.

This has undoubtedly also been an operationally difficult year. Many clubs are battling to keep their locomotives in service, with boiler and firebox wear starting to take their inevitable toll. The network remains as restricted as ever, although there is talk of the advent of a rail regulator which will control the lines instead of TFR.

It will only be another year before all branch lines are “concessioned” or closed, and where does that leave access routes for steam? New operators like Waterval Boven are still barred, with Atlantic Rail still grounded due to stymieing from PRASA.

HRASA was involved in negotiations over new access and pilot rates last year. As a result of our input, we were able to reduce the access rates originally quoted by a considerable margin. However, TFR continue to insist on high pilot rates, and we have not been able to change that yet.

We continue to agitate and fight for what we believe is right. We will continue with our diplomatic methods and attempt to bring pressure to bear where necessary and relevant!

150th ANNIVERSARY OF RAIL

This year, being the 150th anniversary of rail in South Africa, had the potential to kick-start the heritage movement. Unfortunately, our expectations were overshadowed by the euphoria and attention given to the World Cup, with no benefit accruing to our industry!

Large-scale attempts to celebrate the occasion were generally were low priority for Transnet and PRASA, and so individual clubs were encouraged to run their own commemorative trains. I am happy to say that this was done by Umgeni, FOTR and Apple Express, with all three trains being a great success.

HRASA played a large role in lobbying Transnet Freight Rail to waive the access and other fees which would otherwise have made these trains loss-makers.

We were also able to secure a generous sponsorship from the Transnet Heritage Foundation for the production of heritage rail maps and calendars.

Nerina Skuy, our hard-working secretary, is to be thanked for the production of these items, which have been extremely well-received by the members.

HIGHLIGHT OF THE YEAR

The highlight of the year without doubt was the successful launch of the Sisonke Stimela in Creighton.

The opening train in April was perfectly planned and executed, and all on board were able to experience heritage rail at its best.

Dudley Smith and his team at Ingwe are to be complemented on this remarkable achievement. New challenges are already presenting themselves for the venture, in particular the withdrawal of TFR from branch lines.

I am happy to report that an initiative is underway at present in KwaZulu-Natal, as a joint venture between timber companies, the Sisonke and local government, in an effort to take over the branches from Pietermaritzburg.

It is my belief that if successful, it will act as a pilot project for other similar schemes throughout the country.

MEMBERSHIP

In 2010 we have lost some members but also gained some.

For us to move forward, it is necessary for all members to actively participate in and support our activities. I would therefore like to encourage everyone to support us as much as possible, as we are the representative body for Heritage Rail in this country, and as such are the official channels for engagement with governing bodies. With your support we can only grow from strength to strength!

SUMMARY

In summary, it would seem that we have made the best of a difficult situation.

Ours is an unglamorous job, with often little appreciation of the hard work that goes on behind the scenes, and against tremendous odds. With travel, money and time constraints, HRASA must find a new direction in order for it to prosper and survive.

A small national body is necessary to represent the clubs at the highest level, but the groundwork must be done locally. The success of HRASA West suggests that the regional concept may well be the way to go and we will be exploring this concept in the future.

Finally, I would like to thank all of the Board and other members who have unselfishly contributed to the work of this association over the last year. Without your support, advice and hard work, I would not have managed to perform my duties capably.

It is my hope that you will continue to serve HRASA in the challenging times that still await us.

Chris Janisch, Pretoria, 24 October 2010

QUOTE..... *I went on all over the States, ranting poems to enthusiastic audiences that, the week before, had been equally enthusiastic about lectures on Railway Development or the Modern Turkish Essay. **Dylan Thomas***

NEWSLETTER MAP

Each Newsletter will have for the time being a map of interest!!



RAIL PASSENGER SERVICES MAP OF SOUTH AFRICA



- Gautrain (under construction)
- Blue Train Route
- Blue Train Charter Routes
- Premier Classe Route
- Tourist Service
- Economy Service
- Kei Rail
- Public Service Obligation (Economy Trains)
- metrorail Services
- Freight only
- Lines with no service / abandoned
- Dismantled lines
- Railway Heritage / Preservation ① Rovos Rail ② Friends of the Rail
- ③ Reefsteamers ④ Sandstone Heritage Trust ⑤ Paton's Country NG Railway
- ⑥ Ingwe Municipality "EshayaMoya Express" ⑦ Umgeni Steam Railway
- ⑧ PE Apple Express ⑨ Outeniqua Choo-Tjoe ⑩ Hexpos Ecotrek ⑪ Atlantic Rail

For schedules of services log on to the following websites:

BLUE TRAIN: www.bluetrain.co.za

PREMIER CLASSE: www.premierclasse.co.za

SHOSHOLOZA MEYL: www.spoornet.co.za/ShosholozaMeyl/index.jsp

METRO RAIL: www.sarcc.co.za

DISCLAIMER
The information portrayed on this map is presented "as is" and should not be relied upon for making travel arrangements. No liability is accepted for the consequences of errors or changes in the detail given, or for any inconvenience, injury or loss sustained by any person using this map.



BLUE TRAIN SERVICES

- Pretoria - Cape Town - Pretoria
Selected Mondays, Wednesdays & Fridays
- CHARTER SERVICES**
- Pretoria - Shakaskraal (Zimbal Lodge) - Pretoria
- Mpumalanga Route (Kapama River Lodge)
- North West Route (Bakubung Bush Lodge)
- PREMIER CLASSE LUXURY TRAIN**
- Johannesburg - Cape Town
(Sundays & Thursdays)
- Cape Town - Johannesburg
(Tuesdays & Saturdays)
- Cape Town - Port Elizabeth
(Fridays)
- Port Elizabeth - Cape Town
(Sundays)
- Johannesburg - Durban
(Tuesdays & Fridays)
- Durban - Johannesburg
(Sundays & Wednesdays)
- Johannesburg - Hoedspruit
(Thursdays)
- Hoedspruit - Johannesburg
(Sundays)

SHOSHOLOZA MEYL SERVICES

TOURIST CLASS (sleeper accommodation only)

- Johannesburg - Cape Town
(Sundays, Mondays, Wednesdays & Fridays)
- Cape Town - Johannesburg
(Sundays, Mondays, Wednesdays & Fridays)
- Johannesburg - Port Elizabeth
(Tuesdays & Fridays)
- Port Elizabeth - Johannesburg
(Sundays & Wednesdays)
- Johannesburg - Durban
(Thursdays)
- Durban - Johannesburg
(Saturdays)
- Cape Town - Durban
(Wednesdays)
- Durban - Cape Town
(Fridays)
- Johannesburg - East London
(Fridays)
- East London - Johannesburg
(Sundays)

ECONOMY CLASS (sitter accommodation only)

- Johannesburg - Durban - Johannesburg
(Daily except Tuesdays)
- Johannesburg - Komatipoort - Johannesburg
(Daily except Saturdays)
- Cape Town - Durban - Cape Town (via Kimberley)
(Mondays from Cape Town; Wednesdays from Durban)
- Cape Town - East London - Cape Town (via Springfontein)
(Sundays from Cape Town; Tuesdays from East London)
- Johannesburg - East London - Johannesburg
(Daily except Saturdays)
- Johannesburg - Musina - Johannesburg
(Daily except Saturdays)
- Johannesburg - Port Elizabeth - Johannesburg
(Daily except Saturdays)
- Johannesburg - Cape Town - Johannesburg
(Daily)
- Johannesburg - Kimberley - Bloemfontein
(Sundays & Fridays)
- Kimberley - Bloemfontein - Johannesburg
(Sundays & Fridays)

GAUTRAIN RAPID RAIL

- Johannesburg - Pretoria - Hatfield
- Sandton - O R Tambo International Airport
- (*Expanded completion May 2010)

METRO RAIL SERVICES metrorail

- Business Express
- Tshwane (Pretoria)
- West Wits / East Wits
- Durban
- Cape
- Port Elizabeth
- East London
- Pretoria - Johannesburg
- Soweto - Johannesburg
- Cape Town - Khayelitsha
- Cape Town - Strand
- Cape Town - Hugenot

Kei Rail

- Ama Bhele - Mthatha
(Daily & overnight Fridays)

PUBLIC SERVICE OBLIGATION

- (Economy trains)
- Johannesburg - Bloemfontein
(Fridays)
- Bloemfontein - Johannesburg
(Sundays)
- Johannesburg - Kimberley
(Fridays)
- Kimberley - Johannesburg
(Sundays)
- Johannesburg - Mafikeng - Johannesburg
(Month ends only, Fri from Johannesburg, Sun from Mafikeng)
- Kimberley - Mafikeng - Kimberley
(Daily)
- Johannesburg - Hoedspruit
(Fridays)
- Hoedspruit - Johannesburg
(Sundays)
- Kaapmuiden - Hoedspruit - Kaapmuiden
(Mondays to Fridays)

RESTORATION NEWS!

Pictures and news items of interest!



Restoration is alive and well in Natal!

As part of the preparation for their 150th Commemoration Train, Umgeni undertook quite a bit of restoration work – including on this dining car.



Peter Goodburn, visiting from Canada in 2009 works on 'Maputo'. He was back again for the 150 Commemorative train. (A Anderson)



A22 Dinning Car "Maputo" completed and being shunted into correct order on the "150 Years" train. (A Anderson)



Dignitaries & guests enjoy the ambience of Wooden Dining Car Maputo, No. (A Anderson)

The tender seen under restoration is no. 2737 and has been given a complete overhaul in preparation for use with Class 3BR 1486 – first trip scheduled for Sunday, 28 November. (Marc Bouchier).



Nice and shiney! (Marc Bouchier).

CORRESPONDENCE FOR NOTING.....



The following letter was received from Mike Cottrell on 1 October:

Chairman: Heritage Rail Agency of South Africa

Dear Chris

As we reflect on the Commemoration of the First Railway in South Africa here in Durban, we have to thank you for your two fold, very large contribution to its success:

Firstly, for your part in getting Transnet to move the Umgeni Steam Railway train from Inchanga to Durban and back. With out this, the function would never have been as impressive. Secondly, our hand out which The Mercury was doing, failed to get sponsorship. We were therefore so pleased to have your excellent HRASA rail map, which you also got Transnet to sponsor, to hand out to the participants at the Commemoration. Ashley slotted in the programme and a write up that I had done previously.

The function was enjoyed by many. I believe we owe this to being able to run the steam train and the fact that it travelled through to the harbour as well as the excellent venue and lunch at the International Convention Centre. We were pleased that Jean Dulez and some folk from Friends of the Rail travelled down to join us. We do hope that your function with a train running to Cullinan was a success.

Kind regards

Michael Cottrell

Convenor: Railway History Society in association with the Ethekwini Municipality Museum and Heritage and Architects Departments and TRUMP.



**2 x Cl. 34s provided free of charge for the 150th Commemorative Train haul the "150 Train" through the Harrison Horse shoe on 1 : 30.
(A Anderson)**

HRASA INFORMATION AND REMINDERS FOR MEMBERS



This Newsletter we provide a current list of HRASA Members.....!

MEMBERS REGISTER 2010-11 AS AT OCTOBER 2010

A. MEMBERS SERVING ON BOARD OF DIRECTORS AND CO-OPTED

MEMBER	NO/CAT	REPRESENTED BY	WORK	MOBILE	FAX	E-MAIL ADDRESS
Atlantic Rail Co. 10 Sprigg Road Table View 7441 CAPE TOWN	035 / A	Pretorius, Ian Director/ Vice-Chairman	021 557 1749	083 275 5141	086 672 4387	ian@atlanticrail.co.za
Friends of the Rail PO Box 1077 0120 PYRAMID	003 / A	Janisch, Chris Director/Chairman	012 545 9401	082 781 3285	012 545 9401	janisch24@gmail.com
RSSA PO Box 325 6875 DE DOORNS	011 / C	Smuts, Len Director/Treasurer	023 356 3394	-	083 530 1692	lensmuts@telkomsa.net
Skuys Communications PO Box 28519 6008 SUNRIDGE PARK	030 / C	Skuy, Nerina Director/Secretary	041 368 4649	082 921 8512	086 685 8251	hrasa@skuys.co.za secretary@hrasa.co.za Skuys@worldonline.co.za
Umgeni Steam Railway PO Box 31 3600 PINETOWN	001 / A	Peter, Ashley	-	083 777 7728	-	apeter@metrorail.co.za
Rail Safety Regulator Rep		Coen Pretorius Rail Safety Rep	-	-	-	coenpre@mtnloaded.co.za

B. MEMBERS NOT SERVING ON THE BOARD OF DIRECTORS (in alphabetical order):

MEMBER	NO/CAT	REPRESENTED BY	WORK	MOBILE	FAX	E-MAIL
Bay Steamers 47 Macon Road Lorraine 6070 PORT ELIZABETH	044 / A	Glenz, Jens	- -	072 569 1460	-	flosse_za@yahoo.com
Brinkman, Ndayi & McAll P O Box 12376 6006 CENTRAHIL	018 / C	Robinson, Mark	021 556 2626	083 671 4843	021 556 2626	crea@telkomsa.net
Elgin Valley Railway 28 Kalden Drive 7130 SOMERSET WEST	036 / B	Hart, Jamie	021 855 1207	084 220 0082	021 855 1207	jamie.hart@kingsley.co.za

Gospel Express PO Box 150 6705 ROBERTSON	034 / C	Kuiper, Lionel	023 626 1430	072 378 0958	023 626 1431	gospex@lando.co.za
Ingwe Municipality P O Box 62 3263 CREIGHTON	022 / A	Smith, Dudley Director	039 833 1038	079 495 6434	039 833 1539	dsmith@futurenet.co.za
KGM Pratley P O Box 3055 1745 KENMARE	048 / C	Pratley, K.G.M	011 955 2190	-	011 955 3918	pratley@pratley.com
The Kimberley Big Hole Trust 36 Stockdale Street 8301 KIMBERLEY	040 / C	Scheepers, Ian N	053 839 4224	-	053 839 4281/ 4210	ian.scheepers@debeersgroup.com
Mainline Steam SA 82 Seaview Road Paremata Wellington NEW ZEALAND	038 / C	Welch, Ian	-	-	0064 4233 1072	Mainline.steam@xtra.co.za
National Locomotive PO Box 665 Emerald, Victoria AUSTRALIA 3782	049 / D	Mclennan, Gregory 46 Taylor Road Mount Burnett Victoria	+61 359 688 306	-	-	National-Locomotive@gmx.com gmm@deakin.edu.au
North West Transport Museum PO Box 1666 2570 KLERKSDORP	026 / C	Van Rensburg, Daan	018 462 6699	084 880 6757	018 462 6699	northwesttransportmuseum@telkomsa.net
Paton's Country Narrow Gauge Railway P O Box 87 3276 IXOPO	024 / B	Pereira, Julian	039 834 2963	082 374 1417	039 834 1461	kznrail@futurenet.co.za
Reefsteamers P O Box 15083 Riverfield 1559	009 / A	Lubbe, Elize Director	083 461 7314	011 763 6113	011 763 6113	elizel@finsettle.co.za
Rovos Rail PO Box 2837 0001 PRETORIA	002 / A	Mensing, Wolf	012 315 8178 012 315 8242	082 550 3411	012 315 8317	marielle@rovos.co.za
Sandstone Heritage Trust PO Box 6785 BRYANSTON 2021	047 / B	Myers, Michael C	011 805 4692	082 901 1492	011 805 4692 eFax 0866 148 453	mikem@sandstone.co.za
SA Armour Museum Private Bag X40004 9318 TEMPE	045 / B	Lt. Col RR Hohls	051 402 1700	083 303 9865	051 402 1701	armourschool@mweb.co.za

SA Railway & Heritage Consultants PO Box 12968 6006 CENTRAHL	028 / C	Ndayi, Elliot	041 585 2125	-	041 585 2127	info@sarhc.co.za
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Steamnet 2000 PO Box 2534 8300 KIMBERLEY	010 / C	Odell, Peter	-	082 856 2277	-	s2000@vodamail.co.za
Trains Planes & Automobiles 13 Frere Road Flamingo Vlei 7441 TABLE VIEW	041 / C	Smith, Greg	021 556 4176	-	-	tpa@telkomsa.net
Travel Route 62 The Boardwalk Beach Road, Summerstrand 6001 PORT ELIZABETH	043 / B	Lawrence, Pam	041 583 3761	082 692 3000	086 645 4491	info@appleexpresstrain.co.za
Umgeni Steam Railway PO Box 31 3600 PINETOWN	001 / A	Peter, Ashley	-	083 777 7728	-	apeter@metrorail.co.za
Victoria Falls Steam Train Co.	027 / B	Steel, Philip	092 631 342 778	082 294 4684	086 634 1913	info@steamtraincompany.com philsteel@mweb.co.za
Western Tvl Plumbers & Engineering Works P O Box 20054 MATLOSANE 2575	042 / C	Charles Phillips Co-opted Member: Sub-Committees	018 462 7646	083 449 9918	018 462 8122	airtrans@yahoo.com
Individual member P O Box 238 Fourways 2055 JOHANNESBURG	046 / D	Appleton, Stephen	011 280 3552	083 254 2806	011 280 3808	appletons@avusa.co.za
Individual Member PO Box 665 Emerald, Victoria AUSTRALIA 3782	049 / D	Mclennan, Gregory 46 Taylor Road Mount Burnett Victoria	+61 359 688 306	-	-	National-Locomotive@gmx.com gmm@deakin.edu.au
Individual member PO Box 734 2123 PINEGOWERIE	031 / D	Currie, Stewart	-	082 6540208	-	scurrie@metroweb.co.za
Individual member PO Box 325 6875 DE DOORNS	032 / D	Smuts, Len	-	083 530 1692	-	lensmutts@telkomsa.net
Individual member P O Box 2578 Bedfordview, 2008	039 / D	Wilson-Smith, Kevin Co-opted Member: Sub-Committees	011 723 5143	079 524 4206	011 723 5400	Kevin.Wilson-Smith@ricoh.co.za