



RAILWAY HERITAGE STATUS REPORT – 14 NOVEMBER 2013

1. WAY FORWARD

TF has drafted a copy a Heritage Asset Management Strategy (HAMS) and a Heritage Preservation Policy (HPP), with input from HRASA, both of which are currently under review by Transnet. It is expected that these will be approved early in 2014. The guidelines and principles will be communicated and implemented once approval is in place.

2. TRANSNET HERITAGE COMMITTEE

A Transnet Heritage Committee is currently being formed and it is planned that representatives from each Operation Division and Specialized Unit within Transnet SOC Ltd will serve on this body to ensure that all items, objects and artefacts that have heritage significance are identified and preserved.

3. MEMORANDUM OF AGREEMENT

Transnet SOC Ltd acting through the Transnet Foundation (TF) and the Heritage Railway Association of Southern Africa (HRASA) signed a new Memorandum of Agreement (MOA).

In terms of the MOA, the organisations have agreed that applications to the TF for the allocation of assets on lend lease may be filtered: via a joint sub-committee, consisting of equal numbers of representatives from TF and HRASA, specially convened for this purpose, as and when required.

4. EXPRESSIONS OF INTEREST (EOI) OF ROLLING STOCK AS PER SAHRA LIST.

The TF made available to HRASA the lists of locomotives in Category "A", "B" and "C" which was released by the South African Heritage Resources Agency (SAHRA) dated 27 May 2011. Unfortunately this was an outdated list and SAHRA has released an updated version dated 12 October 2013. The updated lists have been circulated to HRASA members with this report.

Although some changes have been made since, these will not materially affect the existing contents of the lists, except for the removal of locomotives that were scrapped and the movement of locomotives from the "C" to the "A" and "B" to "C" lists.

The TF called for an Expression of Interest (EOI) from HRASA members for locomotives in categories "A", "B" and "C" and coaches, as per coach list.

To support TF in the preservation of locomotives and rolling stock an EOI was sent out to HRASA. The objective of the EOI process is purely as an exercise, which will be used by the TF for future planning. Plans are in place to move several locomotives on the "A" list to the George museum.

Cognisance must be taken that the EOI to obtain locomotives and coaches does not necessarily mean that the applicant club, organisation or group will receive what has been expressed in their EOI.

It is important to remember that the "A" list locomotives have been declared "Heritage Objects" and are therefore protected by legislation. Consequently, it is imperative that these locomotives are placed in the hands of clubs/organisations/groups, with the dedication and means to preserve the assets either for operation or as static displays.

The identification of a suitable site to house locomotives on the "A" and "B" lists, that have received no interest by way of the EOI, is currently under way and the focus areas will be where the bulk of the locomotives are presently staged or in close proximity to their current location.

5. STEAM LOCOMOTIVE COMPONENTS

The TF has initiated a process whereby steam locomotive components in warehouses 329 in Voorbaai and 503 in Bloemfontein will be inventoried. This process will begin in early January 2014. The time-frame for the process to be completed is three months for both facilities. On completion of the inventory, the list of components, which will include quantities, will be made available to HRASA.

The locomotives on the "C" list are all basically in the same condition; therefore the components that remain are the same for each locomotive. Wheels, spring gear, motion, rods, valve gear, fire bars, piston and crosshead assemblies, etc. A spreadsheet has been drawn up of all components per locomotive. It is envisaged that clubs who require components from these locomotives will be afforded the opportunity to remove the components. Details of component requirements and usage must be submitted to HRASA, for their recommendation to TF for approval prior to the removal of components.

6. LEND-LEASE AGREEMENTS

The verification process is not designed to exclude or disadvantage any category of member, but rather to ensure that the best solutions are applied for the preservation and operation of heritage rail to professional standards.

Locomotives and rolling stock currently on lend-lease will be revisited. New "loan" agreements will be used for all existing assets on lend-lease and any future requests of assets. This will hopefully start to roll out early in 2014.

Brian Murison: Heritage Manager