



Federation of Heritage Railways of Southern Africa

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Dear FEDRAIL SA member,

FEDRAIL NEWSBRIEF No: 20

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Welcome to our latest News Update of 2017 with more news from FEDRAIL SA and our members, in these frequent bulletins we shall be updating our members and friends on matters relating to rail preservation and tourism in Southern Africa. We invite all our readers to submit any comments or information that could be beneficial to the growth of rail preservation and tourism for future issues. In this issue we concentrate on the restoration of two of the pioneer locos in South African Preservation in which FEDRAIL SA played a large part by managing the assets of SANRASM and placing them back into active restoration projects.

News

Pioneers of preservation under restoration.

As part of a FEDRAIL SA initiative the now defunct South African Railway and Steam Museum (SANRASM) signed an agreement with SANRASM for the disposal of its remaining assets. To date a number of coaches have been placed with Friends of The Rail on a lease lend agreement together with a 1951 Ruston diesel shunter. The two stalwarts of SANRASM's open day trains, 6th Class 454 and CGR 194 (SAR 473) were sold to Reefsteamers members Shaun Ackerman and Clive Holliday. Clive having already named 194, "Charlotte" after his wife. Although 454 had suffered severe damage to its frames and lost its front bogie and chimney, Shaun in conjunction with John Middleton purchased some components including the bogie and chimney from the now scrapped 524 at Bloemfontein.



454 at Millsite before hauling the ESKOM "Avonside" loco to the SANRASM site and at Reefsteamers after the vandalised loco was transferred from Krugersdorp. Pictures by Dave Richardson.



Lifting the boiler from 454.



Many years of accumulated ash!

Repairs have now begun at Germiston with the boiler being lifted on 454 so that the frames can be placed upside down for the necessary repairs to complete a rolling chassis. The boiler will also be refurbished as time goes on. Our pictures from Reefsteamers show the lift with Reefsteamer's Booth crane. The amount of debris and ash was immense after the cab was removed. 454 was the first loco taken into the then RSSA Preservation Group in 1981 and was in working order. However it is likely that this is the first time the boiler has been lifted for over 50 years and probably the first private boiler lift in South African Preservation.



The boiler awaits attention. Pictures from Reefsteamers.

Sister loco 194 was fairly intact and most fittings that were missing have now been sourced. It was donated by Blinkpan Colliery to SANRASM in 1984 and as it still had the original type boiler and 6 wheel tender it was decided to bring it back into traffic as Cape Government Railways 194.



194 at Krugersdorp after restoration in June 1988. Picture by Dave Richardson.

Initially restored at SANRASM in 1988 the loco was last used in Namibia in the Walvis Bay area during the making of a film, *Running Free*, in 1999 telling a story on the wild horses of Namibia. The late Johan Cloete spent a wonderful three months driving up and down the line from Walvis Bay to Swakopmund. The loco however did not fare as well as the boiler water available was of poor quality and caused damage to the tubes. These were replaced by the film's insurance but the job when done at SANRASM was a poor one and was condemned after inspection at Reefsteamers. The loco has now had the tubes removed and the boiler crack tested in preparation for retubing.



The tubes from 194 after removal and crack testing the boiler. Pictures from Reefsteamers.



A view of the tube plate of 194 Picture by Reefsteamers.

The tender tank will also be replaced. Before restoration in 1988, 194 was fitted with the correct 6 wheel tender but this was changed around that time to a bogie tender with more coal and water capacity. The tender tank was found to be badly rusted on the outside at Reefsteamers but when removed it was discovered that an inner tank had been fitted at some time with a concrete (!) lining between the two adding

some significant weight. A new chimney, firebox grate and brake blocks will be cast from 6th class patterns held by SANRASM, originally donated by Dunns of Witbank.



The 6th class chimney pattern originally from Dunns. Picture by Dave Richardson

We will follow the restoration of these two preservation pioneers with great interest and are proud of FEDRAIL SA's contribution to bringing these locos back into the preservation arena.

Members News

Atlantic Rail

As Cape Town has been suffering from extreme water shortages and subsequent restrictions on water use over the past few months, Atlantic Rail has been forced to suspend its operations until further notice. Given the winter rains experienced recently in Cape Town the operator hopes to be back in action in the early spring.

Calendar

As we approach our winter season in South Africa there are less steam hauled trains running for fire risk reasons but our members are still active before the summer season begins in a few months' time.

Reefsteamers

29 July Depot Photo Shoot

5th August Depot Open Day

26th August Magaliesburg Express

<http://www.reefsteamers.com/>

Friends of the Rail

6th August Tshwane Explorer circular trip of Pretoria and Car Boot Sale at Hermanstad

<http://www.friendsoftherail.com/joomla/>

Umgeni Steam Railway

31st August Kloof to Inchanga by steam.

<http://www.umgenisteamrailway.com/>

Ceres Rail

18-20 August West Coast Flowers

<http://www.ceresrail.co.za/trips/>

Web Site

Membership

We urge all our readers who are non-members to join FEDRAIL SA especially now with our recognition by Transnet Foundation. If you belong to a private railway club or operator you might like to use the opportunity to promote your club. In other words, we would like members to know what other members do so we can provide an opportunity for dialogue and cooperation. We would really like to hear from you. Readers are invited to share this newsletter and non-members are invited to join FEDRAIL. Full details can be found on our website, www.fedrail.co.za under membership applications. You can also pick up the latest industry news on the site.

Join FEDRAIL SA now and add your voice to Railway Preservation and Rail Tourism in Southern Africa.

Tailpiece.



Class 6C number 544 at the head of a passenger train in early SAR days. The locomotive is now in the Sandstone collection. Picture courtesy of the Transnet Library.