

RAILWAYS OF SOUTHERN AFRICA - LOCOMOTIVE GUIDE 2002

Combined Amendment List 4 – January 2009

Incorporates and updates all previous amendment lists

Any additional observations would be much appreciated to; Dr John N. Middleton, 1709 Valley Ave, McLean, VA 22101, USA or e-mail to jmiddleton1@ifc.org

SOUTH AFRICA

- p.5 **Transnet Heritage Foundation** (THF) was renamed as **Transnet Foundation Heritage Preservation** (TFHP) in early 2003.
Dates of first railways should read Cape Town (1861) and Durban (1860).
SPOORNET was renamed **TRANSNET FREIGHT RAIL** (TFR) in 2007
- p.6 **ROVOS:** Website: www.rovos.com Tel: + 27 (12) 315 8242 (Fax unchanged) E-mail: marielle@rovos.co.za
FRIENDS OF THE RAIL: Website: www.friendsoftherail.com E-mail: sales@friendsoftherail.com
Tel: + 27 (12) 548 4090 Fax: + 27 (12) 462 5988
Address: PO Box 35965, Menlo Park, 0102
From July 2008 all FOTR special trains depart from Hermanstad Station located in the old Hercules Goods Yard about 6 km west of Pretoria City Centre. During 2008 locomotives and Stock are in the process of being moved to the new site.
REEFSTEAMERS Germiston: Address: Reefsteamers, PO Box 15083, Riverfield 1559: Website : www.reefsteamers.co.za
E-mail: elize@reefsteamers.co.za
Tel: + 27 (11) 956-6409 Cell + 27 (76) 371-7608
OOSTERLIJN: Operations ceased. Locomotives stored in old Waterval Boven steam shed.
- p.7 **APPLE EXPRESS:** AES has been disbanded and the operator of trains is now the Port Elizabeth Apple Express (PEAE). After some years of uncertainty and periods with no steam operation trains ran again during 2008 with NG 15 No. 119 available or a TFR Class 91 diesel.
Website: www.apple-express.co.za E-mail peter@freemail.absa.co.za
Address: Tel/Fax :+ 27 (42) 233 0619
GEORGE-KNYSNA BRANCH: This branch closed in August 2006 after severe washaways and landslides, it looks unlikely that it will be rebuilt. THFP now operate steam along the 50 km section **MOSSSEL BAY – GEORGE** but are trying to sell it to a private operator. The Mossel Bay – George section climbs from the coast up the coastal Littoral to George and includes the spectacular Maalgaaten Bridge. Train times are
George: 10.00 - Mossel Bay 12.00 / 14.15 – George 16.15
2008/09 Schedules: **Summer** - SuX 1 Sept 2008 – 30 April 2009 and **Winter** - FO 1 May 2009 – 31 August 2009. Motive power is usually Class 19D but vintage Class 32 diesels are sometimes used. The service only runs if there is sufficient support. Trains depart from the Outeniqua Transport Museum in George and from the Diaz Museum Complex, Santos Beach in Mossel Bay.

- E-mail: Kobus.Volschenk@transnet.net or Debbie.uys@transnet.net
- p.8 **HENNIE TRAIN** (see Amendment List 1) has ceased operation
UNION LIMITED. Ceased operation from 1 April 2004. Dal Josafat shed has been closed and stock dispersed elsewhere.
- p.9 **SPIER VINTAGE TRAIN** has ceased running but the operation has been taken over by **ATLANTIC RAIL** who have 24 Class 3655 available (other locos are stored at Monument Platform, Cape Town Station). Address: ATLANTIC RAIL, Monument Station, Old Marine Drive, Cape Town 8001.
 E-mail: info@atlanticrail.co.za Website: www.atlanticrail.co.za
HELDERBERG VINTAGE RAILWAY: have not run any steam trains since 2004
PATONS COUNTRY RAILWAY (New operator) has two new steam operations in Kwa-Zulu Natal. Contact PO Box 87, Ixopo 3276.
 Website: www.futurenet.co.za/pcngr E-mail: kznrail@futurenet.co.za Tel: + 27 (39) 834 2963
Eshayamoya Express. Operates 3'6" gauge excursions based on Creighton (TFR Pietermaritzburg-Donnybrook line) usually on the sections Donnybrook – Riverside or Donnybrook-Underberg but also further afield to Kokstad, Franklin and Matatiele. A Class 19D is normal power. Trains operate roughly one weekend a month.
Patons Country Narrow Gauge Railway. Operates a section of the 2'0" gauge former SAR Ixopo-Madonela branch between Allwoodburn (Ixopo) and Carisbrooke. Operable are an NGG11 Garratt as well as ex Sugar Estate steam locos and diesels. Trains normally run every Sunday (and certain other days during holiday periods)
UMGENI STEAM RAILWAY USR have now taken over the old Masons Mill (Pietermaritzburg) steam depot and workshop and a number of locos and stock have been moved here. The Natal Railway Museum at Hilton has closed (although some locos remain stored there)
Pinetown Centre: This has closed and all locomotives and stock moved to Inchanga or Kloof. The service continues to run on the last Sunday each month (plus some other days) Kloof-Inchanga-Kloof departing at 08h30 and 12h30 and Inchanga-Kloof-Inchanga departing at 10h30 and 15h00. Longer trips such as Pietermaritzburg-Nottingham Road also run from time to time.
 Website: <http://www.umgenisteamrailway.co.za>
 E-mail Robbie@umgenisteamrailway.co.za
Tel: + 27 (31) 303 3003 or + 27 (82) 353 6003 Fax + 27 (866) 990 239
- p.11 **SANDSTONE HERITAGE TRUST (SHT) (correct name)**: Plans to operate the Bloemfontein-Bethlehem line have been shelved but SHT have co-operated with Reefsteamers in the running of specials with steam from time to time. The 2'0" gauge line has been considerably extended and several more locos restored to working order. Note that Sandstone is NOT a public site and the collections can only be viewed by special arrangement or on open days.
 E-mail: heritage@sandstone.co.za
 Website: <http://www.sandstone-estates.com/>
Cape Western Railway Museum Trust:
 E-mail: trainmanager@absamail.co.za

Tel: + 27 (21) 797 1125 or + 27 (84) 477 7934

ALFRED COUNTY RAILWAY: This railway is now completely closed and washed away in places, although locos remain at Port Shepstone and Paddock and plans to re-open a small section continue to be discussed. The coastal section was badly damaged by storms in 2007.

St Helena Gold Mines: Dieselised October 2002.

p.12 **SAPPI SAICCOR** – Remains steam on a 3 shift / 24 hour basis

LOCOMOTIVE LIST - STEAM

Note: All locos at George (ORM) and Voorbaai should be province WC not EC, All locos shown Durban: USR Pinetown now moved to USR Inchanga near Hillcrest, All locos shown as Sandstone Steam Railroad (SSR) should be Sandstone Heritage Trust (SHT)

p.15 **A class** 134 - is on permanent loan from ESCOM; 196 – now moved to KN Pietermaritzburg: Masons Mill Shed

p.16 **H2 class** 329 - should be shown as (THF-D)

6 classes 439 – status is **Os** ; 482 – moved to Workshops Gate; 544 – moved to Ficksburg: SHT (THF-D); 579 - status is PP and loco is at King Williams Town, Station Forecourt (THF); 641 – moved to Cape Town: Epping Market (CWRMT) (THF-D)

p.17 **10CR class** 771 - status is P, loco moved to Ficksburg: SHT Hoekfontein Farm
16CR class 816 (Heidelberg Museum closed 12/03 – loco stored on site); 821 – status is P – moved to Ficksburg: SHT Hoekfontein Farm; 817 and 819 status both S

16D/DA classes: 870 and 879 status both P and moved to Cape Town: Epping Market (CWRMT) (THF-LL); 876 status now **Os**

p.18 **11 class** 945 – Scrapped

7 classes: 1007 and 1056 status both P

p.19 **8DW class** 1219 now preserved at Getaway Farm, Van der Merwe near Rayton

1 classes 1276 - should be shown as (THF-D); 1443 - still stored at CG Smith, Gledhow Sugar Mill (for USR)

19B Class: 1412 status now **Os**

3R class 1453 - moved to Krugersdorp: SANRASM South Site

3BR class 1484 - never at SANRASM, possibly still at Utrecht: Umgala Colliery, KN Province (no recent reports); 1487 - add (for SANRASM)

Add additional 3BR class loco:

1488 NB 19692/12P GP Krugersdorp: Millsite Shed (Private Owner)

p.20 **12R class** 1865 - amend footnote, loco was Middelplaats SLO 003

14R class: 1718 status S, 1745 status P

p.21 **15AR class** 1840 – moved to site next to Main Road in Klipplaat; 1850 status now **Os**; 1857 - loco scrapped, delete footnote **; 1963 - amend (THF-LL) to (private owner); 1970 status P - moved to Cape Town: Epping Market (CWRMT); 2016 moved to Queenstown: Queens Casino (THF-D).

p.21-22 **15CA class:** Scrapped 2046/48/50/54/57/59, 2808/13/23/27/35/38
2838/46/49/52 (Note 2057/59 were never at Jan Kempdorp, they were scrapped 1994 in Witbank)

- 2056 status **OM**; 2828 status P - moved to Vink: Gospel Express (THF-D)
- p.22 **GCA Class:** 2621 moved to Waterval Boven: Loco Shed (THF-LL)
GF class: 2378/2386 – one of these locos scrapped; 2387 believed this loco was never plinthed and may have been scrapped; 2401 – status **Os** – moved to Voorbaai: Shed (THF); 2416 moved to KN: USR Masons Mill Depot Pietermaritzburg for restoration to working order for the PCR Eshayamoya Express;
- p.23-24 **19D class:** Scrapped: 2538, 2628/34/48/61/92, 2703/04/08/15/27/48/53/55/68, 3335/39/40/52/65.
 2506 – amend location to Cedara (stored south of station); 2637 - amend status to P and location to Pietermaritzburg: USR Masons Mill; 2649 - delete \$, add *, moved to Voorbaai: Shed (and converted back to coal fired); 2654 - amend status to **Os** and location to Bloemfontein: Shed (SHT) [under restoration to working order]; 2669 - amend location to Pietermaritzburg: USR Masons Mill (usual loco on PCR Eshayamoya Express workings); 2685 - add *, delete (THF-LL); 2695 - amend status to P and location to NEW ZEALAND: MLST, Parnell, Auckland; 2697 add + and (blue livery); 2734 - amend status to P and location to Valima near Ficksburg (SHT); 2749 (now black livery); 2769 - amend status to P and location to Valima near Ficksburg (SHT); 3321 – delete *, amend location to Voorbaai: Shed (oil burner); 3322 - add \$; 3323 - add * and amend location to Voorbaai: Shed; 3328 now at Coligny Wagon Works (plinthed); 3334 moved to Voorbaai: Shed (now coal burner); 3369 - amend status to P and location to Valima near Ficksburg (SHT)
- p.24 **23 class:** Scrapped 3286 and 3311. Amend status of 3300 to **Os**
GO class 2575 amend location to Voorbaai: Shed
15E class: 2878 amend status to **Os**
- p.24-26 **15F class:** Scrapped 2904/06/07/11/21/22/31/33/43/48/51/52/55/57
 2960/62/63/68/74/75/78/83/87/88/92/95, 3006/18/24/26/38/45/54/62
 3070/73/76/80/81/82/83/86/88/90/92/95/96
 3104/05/08/09/13/16/18/19/23/26/29/32/36/40/41/46/47/50/51/52/55
 (Note: 2918/19/46, 3020/33/42 (at Germiston) were sold for Scrap in 2006 but abandoned when the scrap dealer left the site for reasons unknown. 5 of these 6 are reported now cut up during 2008).
 2916 moved to Cape Town: Atlantic Rail, Monument Station; 3007 moved to SCOTLAND: Glasgow Museum of Transport (currently stored); 3052 - add *, amend status to **OM**, province to GP and location to Germiston: Reefsteamers; 3094 status P, 3117 status **OM**, 3149 - add *, amend location to Pietermaritzburg: USR Masons Mill (THF-D) ; 3153 moved to Cape Town: Epping Market (CWRMT) status P; 3156 moved to Worcester: PX Depot.
- p.26-28 **25NC class:** Scrapped: 3401/03/08/12-15/18-21/25-27/31/35/39
 3443-49/56/59/60/62/64/66/69/74/75/77/78/81/83/85/86/89-91/93/95/99,
 3500/02-05/13/14/16-21/24-27/29/31/34/35/39
 3432 and 3508 – add location – MLST, Parnell, Auckland; 3407/17 moved to Worcester: PX Depot status S; 3422/50 moved to Cape Town: Atlantic Rail, Monument Station status P; 3442 status **OM**, 3453 should be shown as Jan Kempdorp: Army Depot; 3488 moved to Germiston: Reefsteamers status **Os**;

- 3496 and 3536 moved to Ficksburg: SHT; 3440, 3533 moved to Pretoria: Capital Park Shed (ROVOS RAIL), 3533 now **OM**
- p.28-29 **24 class** Scrapped: 3601/28/60/83/95
3606/32/60/75/83/89/93 all amend status to S, 3664 status **OM**; 3647 moved to Germiston: Reefsteamers; 24 3655 now moved to Cape Town Monument Station (for railtour use – see above), status **OM**; 3631/90 moved to Bloemfontein: Loco Shed (private owner)
- p.29 **S2 class** 3778 - amend location to Pietermaritzburg: USR Masons Mill (THF-D)
- p.29-30 **GMAM class** Scrapped: 4061/72/86/88
4056 - amend location to Waterval Boven: Oosterlijn; 4083 – add location – MLST, Parnell, Auckland; 4079 moved to Germiston: Reefsteamers status **OM**
- p.30 ZASM 14 tonner: 1 - status P
- p.31/32 All locos with status shown as **MP** should read **OP**
- p.31 **NG4 class** 16 - amend location to Ficksburg: SHT, Hoekfontein Farm status **OP**
NG10 class 61 – amend location to Ficksburg: SHT, Hoekfontein Farm
NGG13 class 49 - amend location to Ficksburg: SHT, Hoekfontein Farm status **OP**; 58 moved to Krugersdorp: SANRASM; 83 - correct name of location is “German Museum of Technology”
NGG11 class 54 – amend status to S; 55 - amend location to KN Ixopo: Patons Country Narrow gauge railway, status **OP**
NG6 class: 97 moved to Ficksburg: SHT Hoekfontein Farm status **OP**
- p.32 **NG15 class** 17, 19 and 136 – moved to Ficksburg: SHT, Hoekfontein Farm, 17 status **OM**; 119 status **OM**
NGG16 class 85, 86, 88, 110, 128, 141, 150 and 152 all moved to Ficksburg: SHT, Hoekfontein Farm; 112 now plinthed at Century City status PP; 87: now moved to Welsh Highland Railway status **OP**; 116 moved to Ixopo: Patons Country Railway status P; 127, 139 and 151 moved to Port Shepstone: ACR; 142 moved to Paddock: ACR
- Diesel Locomotives**
- p.35 New Maintenance Depot codes are being used XSK (Springs), XPG (Pietersburg), XWI (Witbank), XLD (Lydenburg). ZKP applies to KDS diesel depot as well as works.
- p.36 Rustenburg Platinum Mine amend province to North-West Province
Germiston based 33 class are now operating from Coligny sub-shed.
- p.38 Add: **NLPI Ltd**: This company specializes in private sector investments using the BOT (Build-Operate-Transfer) concept, whereby they develop, finance, build, manage and operate a project over a number of years at their cost before transferring it back to the local or regional government. NLPI has three key railway operations, the Beitbridge Bulawayo Railway (Pvt) Ltd (BBR) which operates the 350 km Bulawayo – Beitbridge line; Railway Systems of Zambia Ltd (RSZ) which won the concession to operate the former Zambian Railways and NLPI Logistics (NLL) which operates trains over the 470 km corridor between Bulawayo and Victoria Falls. NLPIs website claims that NLL owns 35 locomotives and RSZ 48 locomotives. Whilst the RSZ locos include former Zambian Railways locos, the others are TFR locos. The TFR locos are known branded as either BBR or LOG locos. The status of these locos is

unclear, whether they just leased or loaned to NLPI is not known, but they still appear on TFR locomotive lists and also appear to be used indiscriminately in South Africa on other TFR duties. TFR's involvement in NLPI is not clear (TFR was a partner in RSZ but pulled out).

The first batch of locos reported as NLPI were 34.209/12/14/38/40/42/44/45/46/47/48, 623/41/47/48/66/68/78/91 34.693/94/96/98, 818/34/35, 35.015/22, 431/32/34/36. However, in November 2008, some 21 supposedly NLPI "owned" Class 35 were with RSZ in Zambia (mostly stored) – these were 35.005/15/22/33/35/40/41/44/47/48/58, 401/02/05-07/29/34/36/61/63. Add New Classes

Class 39 (new) 39.001-05 Co-CoDE Complete rebuild of GM Class 34 Locomotives by Transwerk, Bloemfontein 2005-07, now 3000 HP with updated control systems and modified cabs. 39.001 (ex 34.635); 39.002 (ex 34.838); 39.003 (ex 34.674); 39.004 (ex 34.620); 39.005 (34.829). All on test from KDS 39.201-250 Co-CoDE Known by TFR as "As New" locomotives. Complete rebuild using reconditioned components by the **Electro-Motive Sibanye Joint Venture** (Electro-Motive Diesel Inc (EMDI). And Sibanye Trade and Services, a South African BEE (Black Empowerment Enterprise) company dealing with locomotives and spares.) They are classified GT26CU-3 and built in the EM-Sibanye Workshops (part of the former ISCOR steelworks complex) in Pretoria from 2008 onwards. 3000 HP.

39.251 Co-CoDE Believed to be the prototype EM-Sibanye locomotive rebuilt from 37.010 in 2008. On test at KDS. 3000 HP.

Unknown Class : Up to 220 new locomotives of types GT42CU (3000 HP) and GT46CU (4000 HP) may be ordered from EMDI Canada.

p.39-45 **Withdrawn: 33:** 33.003 (ZGD), 33.019/26/29 (ZCB), 33.028 (Sudan ?), 33.047 (ZKP), 33.052 (Scrapped), **34:** 34.049 (ZBF), **35:** 35.317 (ZCB), 35.604 (ZDK), **36:** 36.076 (ZGD)

Transfers: (only new codes shown):

33: 33.001/02/06/07/16/32/64 (XGD-BBD), 33.033/42/44/51/59/61, 486/97/99, 500/03/06 (XGD-GMR), 33.501 (XBL-BLE).

34(GE): 34.005/12/13/81 (XBD-BEC), 34.010/14 (XSW-SWS), 34.011/17/46/92/94, 123, 417/21/31/37/41/47/59/65 (XGD-GMR), 34.104 (XBX-ZSW), 34.402/04/05/64/87 (XKG-KGR), 34.438 (XKG-ZDK), 34.469/71/74 (XGD-ZCB), 34.472/78-80 (XGD-ZBX, 34.475/76 (XGD-ZSW), 34.470/73 (XGD-ZBZ), 34.902/11 (XSD-SAZ); 34.417 amend ZSW to KGR, 34.436 and 34.482 amend to w ZKG, 34.437 amend to ZGD; 34.433 (Scrapped); 34.469-475/477-480 all returned from hire to SWS .

34 (GM): 34.208/11/35/37/41/48 (XRB-EMG), 34.245, 641, 810/18/19/40/45 (XLD-LDR), 34.610/23 (XWP-WWH), 34.626/29/49/53/58/65/79/89/96/98, 803/06/09/13/15-17/20/21, 825/26/28-33/35-38/41-43/46-48/51/52/54/55/57 (XPG-PTG), 34.633 (XRB-ZWP), 34.647 (XKP-BBD), 34.853 (XKP-ZBF).

35 (GE): 35.011 (Scrapped); 35.002/52 (XBL-ZBL), 35.057/58, 412-17/19/98 (XGD-GMR), 35.067/68, 410 (XBL-BLE), 35.438 (XGD-ZDK), 35.466 (XGD-ZBF), 35.442-44/46/47/50/51/58-63/65/67-75/82/93-96/99, 500 (XSK-SPR).

- 35 (GM):** 35.201/03 (XKP-KDS), 35.204-07 (XRB-EMG), 35.208/09/86/89/92/97, 302/30/31/36-38 (XWI-WIR), 35.221/53/87/88/90/91/93-96/98, 300/09/26/28/29/39/40/44-46/49, 631/32/38/47/82-87/93/94 (XNS-NLP), 35.263/64/66-68 (XBD-BEC), 35.270-72/75, 614/18/19/28/60/61 (XKP-KDS), 35.301/10/25 (XKP-ZBF), 35.616 (XWP-ZDK), 35.657 (XRB-ZDK). 35.224/25/27/29/43/44 leased to Sudan Railways until June 2007, numbered Sudan Railways 3601-06 in order.
Seven Class 35 are reported sold to RRL Solutions
- 36:** 36.025 (XBL-BLE), 36.040 (XGD-GMR), 36.050 amend location to w ZKG. 36.095/96, 100-24 (XSK-SPR), 36.250 (XRB-ZWP), 36.257 (XWP-WWH), 36.260 (XRB-VYD), 36.261/74/82/86/87/89-92 (XPG-PTG), 36.262/88 (XKP-KDS), 36.272/75/83/94/98, 300 (XNS-NLP). **37:** 37.087/96 (XRB-EMG).
- 38:** 38.017 (XKG-KGR), 38.021/24/27/30/33/36/39/42/45 (XGD-GMR).
- 91:** All locos now XHW
- p.45 Industrial ECL LS90.101 at George Museum has been Scrapped
32.202 moved to PPC Lime: Saldanha (province WC)
Sheltam locos: Class 33 have been renumbered in 20XX series – details unknown
33.436 amend province to NW and location to Kumba Resources, Grootgeluk Colliery, Ellisras No. 7 (33.456/471 - amend owner from ISCOR to Kumba Resources)
33.462 sold to RRL Solutions (stored at UCW Nigel)
- p. 47: Several FCA (Brazil) locos have been sold to America Latina Logistics (ALL) Central Division (former San Martin Line) in Argentina and regauged to 5'6" gauge. Known are ALL 9401-9405 (ex FCA 8237/27/30/29/28, ex SAR 34.669/83/88/59/32). Further locos (possibly 35's) may also be moved to ALL in Argentina. FCA 8204 (ex SAR 35.235) sold to ALL Urquiza, Argentina (Standard Gauge) No. 7951
The ex-SAR / Namibia FCA U20C have been mostly withdrawn or sold Four - believed FCA 2662/68/77/79 – SAR 33.482/52/39/81 were definitely sold; 2662 went to FC Oriental in Bolivia (their 2009); another believed rebuilt by Casagrande Motori, Chile and sold to SQM FC Tocopillo, Chile (3'6" gauge) No. 4 (identity not confirmed)
Correction: COMILOG is in Gabon not Congo
- p.47 Congo: 32.087 now CFM Maputo Shed, Mozambique in May 2008 (stored); 32.056/57 now RSZ, Kabwe Workshops, Zambia in Nov 2008 (stored). Consortium ARZ believed bankrupt and locos passed to CFM and RSZ by way of debt payment.
- p.48 Add new loco: 4WDH Fun 2006 (KN) Richards Bay Coal Terminal C&W.
Locos HE 9232, Fun 8228 and Fun 8240 sold to Power Plant Hire Ltd, Vanderbijlpark (loco leasing and hiring agent)
Fun 8203.6 moved to Bayhead C&W
- p.49 Add loco under 2'0" gauge Service Stock
4wDM RH 392101 1955 (WC) Beaufort West: Municipal Park
ECL L5054.132 moved to Patons Country Narrow Gauge Railway (preserved). L5054.133 has been scrapped.

Electric Locomotives

- p.50 **THF Heritage Fleet:** With the demise of the UNION LTD operation, all THF locos (3E, 4E, 5E and 5E1 at Bellville) are now stored
- 50,000 v OREX Line:** Capacity is being expanded with new Class 15E locos on order. GE Locotrol (distributed power) has been introduced which now enables trains of 342 wagons (35500 tonnes) to be operated.
- p.52 **New locos: Class 19E.** 19001-19110 Dual Voltage 3 kv DC / 25 kv AC Bo-BoE UCW / Mitsui (single ended). First locos delivered and on test August 2008 for delivery until 2011. Primarily intended for Richards Bay Coal Line traffic.
- New locos: Class 15E** 15001-15032 50 kv AC single-ended Co-CoE on order from UCW / Mitsui for Sishen-Saldanha Bay Iron Ore line expansion. Due for delivery between March-November 2009.
- Class 5E1:** All locos are now withdrawn, but during 2007 a handful were still used as depot shunters at DSL, UBO and Springfield EMU depot in Durban. E1101 and E1102 were completely refurbished (and painted corporate blue livery) as a trial for a large scale rebuilding programme but this never progressed and the two locos saw little service and are also now withdrawn. Most 5E1 have being sent to Danskraal PX depot in Ladysmith for scrapping but there are also stores at some other depots (eg: UBO)
- Scrapped: E492/95, 596, 600/05/14/16/20/22-25/33/43/47/62/88/95
E697, 711/23/26/29/31/34/36/44/56/57/60/63/69/71/78/89/96/98/99,
804/14/15/23/25/27/28/36/40/46/71/84/86/90/97, E908/13/42/50/61
E963/69/73/76/78/80/88/92/96/98/99, 1001/05/06/13/16/19/21/22
E1024/25/53/54/57/59/65/67/74/80/90/92/95/98, E1113/17/20/29/32
E1135/38/42/45. Many further locos are expected to be scrapped during 2009.
- The grounded body of E1077 is in use as a clubroom at BLE depot.
- Class 6E:** Scrapped; E1150, 1216. Transfers: E1154 (withdrawn ZKP), E1164/65/90/93/96/98, 1203/04/17/19/24 (BLE-STQ).
- Class 6E1** – many locos rebuilt to to 18E class (see below)
- Scrapped: E1233/40/42/71/85/91, 1309/34/50/60, 1462/65, 1523, 1645, 1852
- Transfers (new locations only shown): E 1348 (w ZKP). E1234, 1387, 1530 (ZBL), E1239 (ZKG), E1248-50/52-55/57/59-61 (KGR), E1251, 1365/99, 1741 (STQ), E1258 (ZGD), E1289, 1563 (ZTQ), E1319 (KAZ), E1545 (ZBZ), E1546, 1629 (WED), E1566 (BEC), E1630/40/41/44/81, 1707/09/31/33/35-39/44/45, 1807/11 (DNR), E1634, 1755 (ZKP), E1688 (CPK), E1753/54/56-59/61-63/66-68/71/73/79/81/86/91, 1820/96/98, 1927/77 (WWH),
- Note: Amendment List 1a incorrectly showed E1817/18 as E16415A+B at ZDK, E1818 is still in service at XBL-BLE (1817 is now an 18E). E1607 stored ZKP carries only numbers E16335A and should be shown under 16E class
- Class 17E:** None now in service. Only survivors are E1778, 1803, 2035 dumped at DSL, all other locos converted to Class 18E.
- Class 16E:** E16227 and 16410 remained in service in 2007, 16411 dumped ZDK, 16335A (E1607) dumped ZKP. All others converted to Class 18E.
- New Locos: 18E** Originally 400 locos were authorised from 6E1 series 6 to 11. All of Series 9-11 have now been rebuilt. Late in 2008 a new batch has

been noted up to 18405 in "Shoshaloza Mehl" (Main Line Passenger Services) livery. Former identities for those above 18391 not yet known.

18059-E2093	18115-E2137	18171-E2168	18226-E1984	18281-E2064	18336-E1993
18060-E2112	18116-E2146	18172-E2177	18227-E2042	18282-E2062	18337-E1979
18061-E1909	18117-E2141	18173-E2169	18228-E2076	18283-E1827	18338-E1840
18062-E1946	18118-E2182	18174-E2096	18229-E2051	18284-E1906	18339-E1841
18063-E1918	18119-E2151	18175-E2103	18230-E2039	18285-E2003	18340-E1913
18064-E1949	18120-E2176	18176-E2091	18231-E1797	18286-E1923	18341-E1921
18065-E1999	18121-E2130	18177-E2108	18232-E2016	18287-E1694	18342-E1861
18066-E2183	18122-E2120	18178-E1966	18233-E1837	18288-E1908	18343-E1814
18067-E1919	18123-E2133	18179-E2098	18234-E2043	18289-E1777	18344-E1826
18068-E2149	18124-E1687	18180-E2097	18235-E2082	18290-E1947	18345-E1684
18069-E1948	18125-E2156	18181-E2080	18236-E2007	18291-E2069	18346-E1701
18070-E1962	18126-E2094	18182-E1704	18237-E1998	18292-E1775	18347-E1718
18071-E2162	18127-E2079	18183-E1876	18238-E2045	18293-E1938	18348-E1720
18072-E1958	18128-E2139	18184-E1790	18239-E2050	18294-E1810	18349-E1679
18073-E2075	18129-E2172	18185-E1730	18240-E2057	18295-E1910	18350-E1714
18074-E2038	18130-E2090	18186-E2107	18241-E2040	18296-E1983	18351-E1683
18075-E2153	18131-E2127	18187-E1788	18242-E2063	18297-E1690	18352-E1732
18076-E2124	18132-E2136	18188-E1796	18243-E2073	18298-E1901	18353-E1895
18077-E1914	18133-E1854	18189-E1697	18244-E2077	18299-E2017	18354-E1787
18078-E1915	18134-E1765	18190-E1656	18245-E2067	18300-E1691	18355-E1722
18079-E2056	18135-E1842	18191-E2115	18246-E2033	18301-E2032	18356-E1875
18080-E1885	18136-E2147	18192-E2065	18247-E2036	18302-E2068	18357-E1721
18081-E2109	18137-E1782	18193-E2025	18248-E1943	18303-E1989	18358-E1795
18082-E2126	18138-E1860	18194-E2020	18249-E2018	18304-E2031	18359-E1846
18083-E2184	18139-E1769	18195-E1899	18250-E2060	18305-E1994	18360-E1847
18084-E1940	18140-E2178	18196-E2026	18251-E2081	18306-E1922	18361-E1789
18085-E2122	18141-E1747	18197-E1944	18252-E2019	18307-E1832	18362-E1886
18086-E1831	18142-E1646	18198-E1878	18253-E2058	18308-E2005	18363-E1863
18087-E1904	18143-E1693	18199-E1959	18254-E2034	18309-E2000	18364-E1864
18088-E2138	18144-E1710	18200-E1941	18255-E2011	18310-E1990	18365-E1833
18089-E2088	18145-E2148	18201-E1969	18256-E1976	18311-E1905	18366-E1748
18090-E1871	18146-E2185	18202-E1931	18257-E2054	18312-E1985	18367-E1743
18091-E2152	18147-E1673	18203-E1939	18258-E2048	18313-E1696	18368-E1853
18092-E2154	18148-E2145	18204-E1972	18259-E2024	18314-E1883	18369-E1817
18093-E2053	18149-E2100	18205-E1894	18260-E1805	18315-E1996	18370-E1888
18094-E1934	18150-E2160	18206-E1750	18261-E2015	18316-E1965	18371-E1892
18095-E2163	18151-E2113	18207-E1945	18262-E1900	18317-E1838	18372-E1698
18096-E2118	18152-E2161	18208-E1752	18263-E1967	18318-E1881	18373-E1665
18097-E1822	18153-E2140	18209-E1652	18264-E1848	18319-E2027	18374-E1879
18098-E2175	18154-E2143	18210-E2028	18265-E1849	18320-E1933	18375-E1692
18099-E2116	18155-E2117	18211-E2022	18266-E1889	18321-E2059	18376-E1973
18100-E1669	18156-E1997	18212-E2066	18267-E2023	18322-E1716	18377-E1764
18101-E2158	18157-E2181	18213-E1873	18268-E2047	18323-E1685	18378-E1970
18102-E2105	18158-E2086	18214-E2085	18269-E1971	18324-E1987	18379-E1799
18103-E2123	18159-E1746	18215-E1986	18270-E1843	18325-E2006	18380-E1675
18104-E1686	18160-E2104	18216-E1937	18271-E2046	18326-E1776	18381-E1655
18105-E2155	18161-E1893	18217-E2084	18272-E1982	18327-E2029	18382-E1772
18106-E2174	18162-E2159	18218-E2052	18273-E2012	18328-E2071	18383-E1897
18107-E1780	18163-E1742	18219-E2044	18274-E1936	18329-E1964	18384-E1734
18108-E2114	18164-E2092	18220-E1960	18275-E2008	18330-E1907	18385-E1774
18109-E2173	18165-E1785	18221-E1932	18276-E2041	18331-E1801	18386-E1705
18110-E2170	18166-E2101	18222-E1968	18277-E1647	18332-E1749	18387-E1830
18111-E2142	18167-E1699	18223-E2030	18278-E1992	18333-E1792	18388-E1740
18112-E2164	18168-E2171	18224-E2070	18279-E1995	18334-E1924	18389-E1760
18113-E2121	18169-E1700	18225-E1991	18280-E1835	18335-E1770	18390-E1751
18114-E2135	18170-E2179				

18E Allocations as at August 2007 :

XNS-NLP : 18001-07/09/11-19/22/23/25/26/29-31/33-37/40/43-46

18049/50/52/54/56-62/67-69/72/75/76/78/80/83/84/87-89/91/95/96

18098-101/05/11/12/14/16/25/82, 18276-303/05/08-47

(18348-88 still under construction but also due to go to XNS)

XCP-CPK : 18008/20/24/27/39/41/42/47/48/51/55/63-66/71/73/74

18079/81/82/85/92/93/97, 18102/03/06/08/09/13/15/17/43/53/55

XTQ-WED : 18010/21/28/32/38/86/90/94, 18107/22/23/26/28

18133-42/44/45/48/51, 18229/30/33

XDK-NCS : 18053/70/77, 18104/47, 18250/57/61/64/66/69

XBD-BEC : 18110/18-21/24/27/29-32/46/49/50/52/54

XUB-KAZ : 18156-60/62-81/83-204

XUB-DNR : 18161, 18205-28/31/32/34-49/51-56/58-60/62/63/65

18267/68/70-75, 18304/06/07

p.59 **Class 8E:** Sold: E8005/06/19/26/42/50/60 (to Impala Platinum Mines) -
Correction to Amendment List No.2

Transfers: E8031 (ZTQ), E8043/47/49/51/52/77/78 (UBO), E8068 (ZDK),
E8081/83/84 (CPK), E8090/97 (ZTQ)

p.59-60 **Class 10E:** Transfers: E10002/12/21-24/40-42/45-50 (WED), E10014-19/25-
29/31-36/38/39 (KAZ), E10043/44 (BEC) **10E1:** E10051-56/61-65/67-
82/84/86/91-93/98-100 (CPK), 10066/94 (EML) **10E2:** E10101-25 (BEC)

p.60 **Class 14E:** Withdrawn: 14102 (after accident); Transfers 14001-03, 101/03-10
(BLE)

p.60-61 **Class 7E:** Transfers: E7001/16 (BEC), E7002/19-21/25/28/30/31/72/73
(PRZ), E7003/13/15/85 (ZCB), E7017/18 (CBE), E7022 (ZBH), E7053/56/58
(ZDY). **7E2:** Transfers: E7152/60 (PRZ), E7198, 7215 (ZDY), E7200 (ZBH).
7E3: E7260-7276 (rebuilt to NEW class **7E4** – Hitachi micro-processor control
with improved rheostatic brakes), E7286-7300 (rebuilt to NEW class **7E5** –
SPOORNET upgrade with improved rheostatic brakes). Transfers: E7296-7300
(RCB)

p.62 Preserved: E201, E258/59/62/63, E613/15 – all now stored.

Class **1E** E25 and **ES** E518 remain at Danskraal (corrects Amendment List 1a)

Industrial: Impala Platinum Mines (E 269/74/84/89, 318/20) is in NW Province

p.63 Impala Platinum Mines (8E Nos 11/12/14/15) is in NW Province

8E class locos E 8005/06/19/26/42/50/60 sold to Impala Platinum Mines (one is
No. 2)

Scrapped: Class 6E – ISCOR 1 and 2

Electric Multiple Units

p.64-65 Class 5M2A coaches 9740+17506+9708 converted 1996 to “Edutrain” based at
Salt River

The prototype for Class 10M3 was classified 5M2B (number not known)

p.65 Class 10M3 motor coaches numbered 10M3.0001M up and trailers
10M3.0001T up

Class 10M4 motor coaches numbered 10M4.1001M up and trailers
10M4.1001T up

NEW Class 10M5: Improved Class 10M3 rebuilt from 5M2A being introduced for Durban, Western Cape and Pretoria area services. Motor coaches numbered 10M5.0001M up and trailers 10M5.0001T up. 1600 vehicles to be rebuilt 2006-2009.

Preserved: **Class 4M2 8991** now at USR, Masons Mill. The following vehicles shown at Millsite depot (8970/71, 9200, 9628, 9010) scrapped.

NAMIBIA

p.66 **New Locos:** 0001-0004 Co-CoDE built Ziyang, China (type CKD8C) 2004 (2140 HP) (these locos had design flaws and were taken out of service for rebuilding in 2006)

SDD6.0001-0017 Co-CoDE built Sifang, China (type SDD6) 2007 (2200 HP)

New DMU: A new 4-car diesel multiple unit built by Sifang, China 2007 (Power Car + 3 trailers). It is un-numbered but named OMUGLUGWOMBASHE STAR

Further U20C rebuilds: 508 (ex 407), 509 (ex 425), 510 (Frame ex Zambian Railways plus parts from 484), 511 (frame ex Zambian Railways plus parts from 478). Locos 442/64/73/80 have reconditioned engines.

Locos 207/08 are stored, 430 scrapped, 478/84 are withdrawn

Loco 407 rebuilt and renumbered 508

p.67 Preserved Loco 9 (Jung 715/04) amend location to Tsumeb Museum

SWAZILAND

p.68 Delete loco 1857 and footnote (scrapped)

TFR locos allocated – these vary as required

BOTSWANA

p.69 All references to Selebi-Pikwe should be spelt Selebi-Phikwe

Botswana Railways

The following are withdrawn 005/010/012/337 all dumped Mahalapye (note 005/10/12 never renumbered). The shells of accident damaged 002/007 are also still there.

p.70 **BCL:** Delete LO801/811 both scrapped.

The BPC Power Station is now closed and demolished, Funkey 417395 initially sold to BCL (never used) but later resold to ILS, Nigel, South Africa

ZIMBABWE

p.71 General: The deteriorating political situation has had consequences on NRZ which has limited resources for spare parts etc. Services have been affected with many locos and much rolling stock out of traffic.

Steam operations by late 2008 continued but were very erratic and depended on how many locos were serviceable, this has varied between 1 and 4 in recent times. Working locos have included 395, 414/16/22/24, 515/19/22/25, 611/13 plus Museum locos.

740 has seen use as Workshop stationary boiler.

Victoria Falls Safari Express is now known as the **Victoria Falls Steam Train Company** and operations continue with 12th class 204, 10th class 156 or 14A class 512. Various upmarket trips are operated, mostly catering to Groups from local hotels and therefore do not operate to a fixed schedule. Trains run from Livingstone (Zambia) across the bridge to Victoria Falls and from Livingstone along a portion of the Mulobezi branch in Zambia.

E-mail: info@steamtraincompany.com

Website: www.steamtraincompany.com

Tel: + 263 13 42912 Fax : + 263 13 42611

Cell: + 263 11 203688 / 203978 (Zimbabwe)

Cell: + 27 82 294 4684 (South Africa)

p.74 14A Class 509: amend status to P and moved to NEW ZEALAND: Auckland, Main Line Steam Trust, Parnell

p.75 UPC No. 1 - amend status to P and moved to NEW ZEALAND: Auckland, Main Line Steam Trust, Parnell

p.76 Botswana: Delete 19B 338 and 14A 511 (both scrapped)

p.78 DE7 class 1700-35: Add works numbers SGP 18402-13/34-57

DE10A class 1031/37 both wrecked in 2003 Dete accident

DH2A class 3201-04: Add works numbers SGP 18516-19 (3205-08 not thought to have been built by SGP, possibly locally assembled)

EL1 class 4101-30: Add works numbers SGP 77605-34

p.80 Preserved: 1200 moved to Mutare Works, 1207 moved to Reefsteamers, Germiston, SOUTH AFRICA.

DE7 1708 amend builders details to SGP 18410 of 1971

ZAMBIA

p.82 The concession to operate ZR was awarded to a JV consisting of New Limpopo Investment Projects (80%), SpoorNet (17 %) and ZR employees (3 %) and is known as RSZ (Railway Systems of Zambia). RSZ took over certain locos listed below (In January 2009 the NLPI website claims RSZ has 48 locos). SPOORNET subsequently pulled out of the JV but some 21 locos of TFR Class 35 have been brought in from South Africa but mostly remained stored at Kabwe Works in late 2008 (see above for loco numbers). The status of these is unclear.

Steam Operations: A new operation has started in Livingstone running over a short portion of the Mulobezi branch. Managed by the Victoria Falls Steam Train Company details are listed above (under Zimbabwe)

p.83 **Steam Locos:** 84# - amend status to PP and location to Kabwe North Yard. 113# moved to Kabwe New Works Yard, 197 - amend status to PP and location to Lusaka: Railway Station. Forecourt, 741 amend status to PP and location to Ndola Station Forecourt, 758 amend status to PP and location to Kitwe Station Forecourt.

Locos Scrapped: 23, 49, 96, 703/04/33

p.85 Class DS1: Five still dumped Kabwe in 11/06, rest presumed scrapped

U20C: RSZ took over 19 operational locos – 110, 231/38/42/46/51/54/57-64/66/68/70/71 plus 13 more stored at Kabwe 228/30/37/45/47/50/52/67, 402/03/05/06/09.

Also dumped at Kabwe in late 2008 were 111/12/21/23/25/26 plus others unidentifiable.

Two U20C frames sold to Namibia and rebuilt (see above)

Loco 254 was rebuilt with frames of 407

Delete reference to loco 110 used for static training – loco is in service

U15C: RSZ took 8 locos – 302/04-09/11 plus 301/12 stored at Kabwe

501 Class: 501 taken over by RSZ, 502 stored Kabwe

- GT36CU – RSZ took over 12 locos – 601/03-06/08/09/11-15
- p.86 TAZARA: The DE2 class are Dalian (China) type CKD8B built 1997 and are 2900 HP, allocated to Zambia – 2003/04/06 and Tanzania – 2001/02/05
The four Ziyang (type CK6) locos are Class DH1 2001-04 B-BDH of 1310 HP built 2001.
Class DFH1 – all now withdrawn. Class DFH2 – only 2 remain in service both in Tanzania in 2008.
- p.88 SAR 32.056/57 passed to ZR ownership, believed due to debts owed by ARZ, both are stored at Kabwe Works. 32.087 passed to CFM Mozambique and is stored in Maputo
The four U20C sold to Impala Platinum (401/04/08/10) have been re-sold to ARTS, Pretoria (Nos: 036/34/37/35 resp) and used as hire locos.
- MALAWI**
- p.89 The CEAR consortium Corredor de Desenvolvimento do Norte ("CDN") included RDC, ERL (Bermuda), MANICA (Mozambique), **Mozambican private investors** and CFM was restructured in September 2008 when RDC and ERL sold their interests in CDN to Mozambican investor group INSITEC.
Locos 105-106 are AB 521-522 of 1967, 110-113 are 388 HP, 504-519 were built by Bombardier, DRC1-2 are 1A-2 DMR are 210 HP.
New Locos: 4 locos were acquired secondhand from Taiwan in 2006 these were Taiwan Rlys R56-59 AIA-AIADE EMD (type G12) 31621-24 of 1966. Malawi numbers not known.
Locomotives: 100/01/05/10-13, 302-309, 400-402/05-09, 501 sold for scrap March 2002 at which time most stored at Limbe except 409 (Mudi) and 305/09 (Lilongwe). However 106, 301, 310 and 311 were purchased by CEAR for shunting whilst 1426-1428 were being considered for purchase.
Delete 516 (scrapped). 513 has been renumbered 520
- MOZAMBIQUE**
- p.91 In April 2003 the line from Maputo-Ressano Garcia was concessioned to the Ressano Garcia Railway - a JV owned by SPOORNET (now Transnet Freight Rail) (51%) and CFM (49%). The concession is for 15 years.
The Xai Xai, Inhambane and Quelimane lines are completely closed.
On the Beira Division, in September 2004, the Beira Corridor line was concessioned to the Beira Railway Co (CCFB) a JV owned by RITES of India (51 %) and CFM (49 %). The TZR and Moatize Sections are currently (2008) being rebuilt by RITES.
The Nacala corridor was concessioned in January 2005 to Corredor de Desenvolvimento do Norte SARL (CDN) owned initially by Railroad Development Corporation of the USA (RDC), Edlow Resources (ERL), MANICA, OPIC and CFM. However in September 2008, RDC and ERL sold their interest to INSITEC. CDN is now wholly Mozambiquan owned.
- Steam Locomotives**
- p.94-95 The following have been scrapped – 54/82/84/91/92/95/96, 14x (Nampula), 251/57, 511, 611-613/. '614 or 616', 703/04/07/08, 901/51/53/54/56/57/61/62/73/82/83/85/86/91 and 750mm gauge 013 and 081.
The three unidentified 2-8-2's at Nacala are from the 141-8 batch, one is 143

952 amend status to **OM** (restored for specials)
972 and 750 mm gauge 082 amend location to M - Maputo Shed (stored for possible restoration)
1 (OK 6997) amend location to Maputo Main Yard Offices.
Amend status of 8, 20, 406/09/12/13, 502, 05/06 to D and 572 to PP

Diesel Locomotives

p.95-98 CFM Classes are as follows: 1a Class D11-26; 2a Class D27-42; 3a Class D51-72; 4a Class D73-97; 5a Class D98-117; 6a Class D118-132; 7a Class D301-10; 8a Class D401-15; 10a Class D501-6.

The DH201 class are 23 August type DH125 and are 1650 HP

TZR AB are numbers 150-152 (AB 518-520 of 1967) and are 355 HP. 152 is at Bei, another is dumped Inh

Amend entry for D128 to read;

D128-D132 Co-CoDE GE Brazil 2501280-1284 1984

(delete fn **)

Add new locos:

D601-D618 Co-CoDE DLW Varanasi, India c1981-90++

005-009 Co-CoDE DLW Varanasi, India c1981-90++

++ Second hand from Indian Railways YDM4 class in 2007-08, known previous identities are D618 (6448), 006 (6396), 007 (6517), 008 (6516), 009 (6434). 6440 is also reported in Mozambique. 005-009 are in CCFB blue livery but with CFM logo.

The CDN concession also acquired 4 Bo-BoDE of GE type U6B from the Bocas Fruit Co, Panama in 2007, one was Bocas 831, others not identified.

Add new Railcars

Three 3-car DMU sets acquired second hand from CP, Portugal (from 9401-06 batch) in 2007. Originally built by Duro Dakovic 1963-68 for Yugoslav Railways.

Allocations:

Tokyo Car: surviving loco is D103

U20C: Very few are still in service. Amend status – Withdrawn are D15/27/33/35/69/81, 100/01/03/04/08/10/12/13/16. Locations D30/89, 121/29 (Bei), D97/98, 100/01/03/04/06/13/16/25/28/30 (Mpo)

D601/03/04/18, 006-09 (Mpo)

Five Type U20C locomotives have been leased to ARTS Pretoria, South Africa who have overhauled them and are using them on hire contracts throughout Southern Africa for a period of 10 years. The locos involved are D52/54/65/80/95 (ARTS Nos 051/52/54/55/53 resp)

DH200: A couple may survive in use on the Nacala System, one was working at Nampula in 2005 and 227 was at Nacala in 2004. Confirmed withdrawn are 205/06/09/15/20 (all Mpo),

D401 class: Withdrawn are D402/04/07-09/11-13. D402/03/04/09 amend to Mpo.

D501 class: D505/06 amend to Mpo.

Railcars: ABY2 and AY 10 scrapped

Other Railways

- p.98 **Sena Sugar Estates**
Marromeu Estate & Mill (mill reopened but all rail systems closed);
3'6" Gauge: Add : - 0-4-ODM HT 5346 1957
 - 0-4-ODM ?
 These two diesels plus Pecketts 6 and 7 to Sandstone Heritage Trust (SHT),
 Hoekfontein, South Africa for preservation, diesels still at Marromeu late 2008.
3'0" Gauge: One other steam loco chassis (unidentified) exists derelict
 JF (16021-23) to Peter Nott (private owner) in California, USA
600 mm Gauge: Locos 4/5/15/17/24 all presumed scrapped
- p.99 Add: - 0-4-OWT Henschel ? (not identified)
 Diesels D6-D12 are BD 3721, 3725, 3722, 3724, 3748, 3798 and ? of 1976
 Locos 11/13/14, Henschel 0-4-OWT, D6-D8/10/11 all to SHT, Hoekfontein,
 South Africa Loco 12 and possibly loco 8 to Peter Nott (private owner)
 in California, USA
Luabo Estate & Mill (mill reopened but all rail systems closed)
 Only one 0-8-OT survives - dismantled and unidentified
 Add: - 0-4-OWT SLM 3854 or 3855 of 1944
 Steam locos plus D12 and two older diesels believed all to Peter Nott (private
 owner) in California, USA
 There were also 18 diesels as follows (all to SHT, Hoekfontein, South Africa but
 none yet moved as at late 2008);
 SSE1/2/3?/4/6-10 0-6-ODM BD 3524/59, 3549/60, 3516/59, ?, ?, 3636-
 3638/67, ?
 - 4WDM JF 3900010/47
 - 4WDM MR 9583
 SSE5 4WDM RH 487962/63
 - 4WDM RH 433486/58
 - 4WDM RH 444198/60
 Also four other unidentified RH but possibly including RH 244489/47,
 435400/59, 444197/60 which were new here. There are also ten Wickham
 4WPMR
Buzi Sugar Estates (mill reopened all rail systems closed)
 Two 600 mm gauge diesels dumped 2002: both 4WD (OK 25488/53 and one
 by HE). Rumours persist that one further Lawley 4-4-0 remains derelict in the
 bush on the Estate.
- p.100 Hen 13779 amend location to SOUTH AFRICA: SHT Hoekfontein (restored as
 DFB 498)
 Hen 14928 amend location to J, Rees, Shrewsbury.
 Hen 14968 amend location to Witney, Oxon (private owner)
 JF 18800 amend to 0-6-OWT, loco number amend to 23
 Hen 23148 amend to 0-4-OWT
 JF 13573 – identity confirmed, was previously plinthed in Quelimane
 Add: **Compamhia do Boro, Namacura (Gauge 600 mm)**
 0-4-OWT SLM 3854 or 3855 of 1944 ENGLAND: Unknown location

