

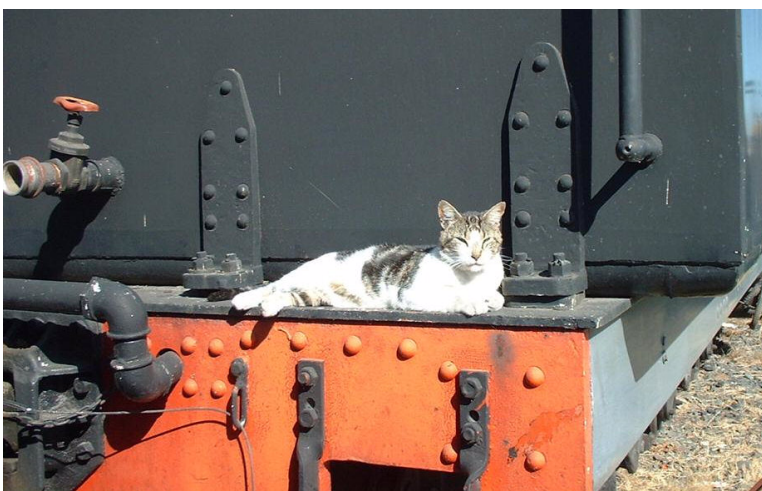
AUGUST
2012

information

Newsletter of the Cape Western
Railway Society.
(Branch of the Railway Society of
Southern Africa)

Notice Board by Mavis Ridgard

Goodbye Buddy : 12 Years ago a kitten not more than a few days old staggered down the yard at Epping Site. Fortunately Keith Robertson was on site, and seeing this went to investigate and discovered the rest of the litter dead. Keith fed and nurtured him and named him Buddy. He survived and grew strong and later fathered many off spring. If one visited the site, this white tabby was always to be seen. Buddy survived many of his offspring and fought some serious illnesses, but old age caught up with him and he died a few weeks ago. We will miss you Buddy.



SA Rail : SA Rail, a well compiled glossy magazine is a must for all railway enthusiasts. We would like to encourage our members to support the RSSA by subscribing to the magazine. It costs R320.00 and produces four copies per year. Application forms are available from Ashley Peter. His e-mail is : apeter@metrorail.co.za. They need our support.

Atlantic Rail : The next trips are on 19 August, 9 September and 23 September. To book, phone Sarah-Jane at (021) 556 1012. You must produce your valid membership card to qualify for a reduction.

Preservation July 2012 by Keith Robertson

The Site : The site will need a general cleanup once winter is over. PUG : No work done on this loco recently but D.E. Smith has assured me that he will start as his workload ease's off.

Coach 290 : After almost a year since 290 was badly vandalised - new wooden air vents have been refitted in position. I would like to thank Mr Connolly for making up new frames for us - he also made new word mouldings for us.

Coach 1825 : Work will start on this coach soon as 290 is finished - also need a lot of work on the roof. 6J

641 : Work continues on this loco, mainly rust prevention. Windows still to be fitted as well as motion to wheels.

OZ Wagon : No work done on this wagon lately. Still needs a few planks fitted.

Coach 1555 : No work done for some time. EC

Rees : Work is in progress on this engine. A lot of



NEXT BRANCH MEETING : TUESDAY 4 SEPTEMBER 2012

Opinions expressed or information supplied, are given as accurately as possible and producers and subscribers of this newsletter do not hold themselves responsible for any misinformation or errors whatsoever.

Chairman : Jeremy Hutton - 084 517 7480
Secretary : Diana Lester - 021 531 5998
Treasurer : Roger Smith - 021 558 8659
Events : Mavis Ridgard - 021 559 4282

Cape Western Railway Society,
P. O. Box 491,
Goodwood, 7459

rust has occurred in the last 2 years - Fred handling this job. **THF Locos** : Bay Steamers are waiting for HRASA to give go ahead for their loco's to be moved up to their new site.

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Malcolm's' This And That . :

The time is somewhere in the Nineteen Fifties and you are on your way to Johannesburg on the fast train from Cape Town. You are at the window seat of your compartment absorbing the endless Karoo landscape when there is a slowing down in speed. You lean out the window and ahead is a cluster of pepper trees with signs of human habitation next to the line. It is a siding with a crossing loop and a short low platform with a signal box and a name board in black and white with the elevation and distance from Cape Town in miles. There is also a brick cooling structure for milk and other perishables.

It is four o'clock in the afternoon and the heat still shimmers off the veld as far as the distant Karoo hills. You sit at your window seat (with the faint smell of varnish on wood) and absorb the sights and sounds around you. The 15F in front is quietly hissing while taking on water, and the signalman with tablet in hand for the next Block Section is talking to its crew. His black surge uniform with a pwak cap is quite incongruous in the late afternoon heat.

There is a timeless silence across the veld in spite of train noises and muted distant conversation. It is broken only by a farmers bakkie (with sheep on the back) raising a cloud of dust on the adjoining road, There are two railway staff houses behind the station with the inevitable mealie patch on the side of the house.

It is time to go. The south bound goods train has pulled into the loop and the road ahead is clear. The signal is green, the Guard blows his whistle, waves his green flag and the 15F slowly takes its load into the distant Karoo veld, billowing smoke.

This is an experience that is sadly part of history and can only be remembered by us "oldies".

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Class 43 Loco Celebration : On 27 June, Transnet Rail Engineering (TRE) and GE South African Technologies (Gesat) introduced the 50th locomotive produced at TRE's Koedoespoort plant in Pretoria. The completion of the locomotive was celebrated in Koedoespoort at an historical event attended by TRE chief executive Richard Vallihu, GE chief executive Lorenzo Simonelli and Mineworkers Investment Company chief executive Mary Bomela, together with management and employees of the companies.

The event also marked the completion of more than 50% of the first contract involving the supply of 100 locomotives to Transnet Freight Rail (TFR). These locomotives will significantly improve TFR's hauling capability, at the same time reducing fuel consumption and greenhouse gas emissions. "By using three new locomotives to replace four older models on coal and general freight traffic, these units will save 600,000 litres of fuel a year," Vallihu explains.

Part of the agreement was that General Electric (GE) would assemble the first 10 class 43 locomotives at its plant in Erie, Pennsylvania, USA with the balance of 90 handled at TRE Koedoespoort. The locally manufactured class 43 locos maximise the use of local material. This forms part of TRE's strategy to develop local capabilities and qualifies the product as being Proudly South African.

The C30ACi is the first AC diesel electric locomotive to be introduced in Sub-Saharan Africa and the first to meet UIC2 emissions standards. These locomotives, which are used to haul freight and coal, will effectively decrease life-cycle costs in the fleet. A substantial portion of the manufacturing, including assembling, testing and commissioning is performed by TRE.

After the intensive training of employees abroad and locally, Koedoespoort Bay 1 was identified as the main line assembly where the bulk of all operations for the class 43 production is taking place. At the beginning of 2012, the contract was increased by a further 43 locomotives, bringing the total order to 143.

GE's model C30ACi Locomotive is a product of "ecomagination". Ecomagination is a GE-wide initiative to help meet customer demand for more energy-efficient products.

These locomotives enable customers to haul the same amount of freight with fewer locomotives thereby reducing fuel use and greenhouse gas emissions.

GE's C30ACi will be the first locomotive in the South African region to meet stringent UIC2 emissions standards.

The addition of these new locomotives, to be used to haul coal as well as general freight, will decrease life-cycle costs, improve fuel efficiency and reduce emissions.

A South African customer using GE's C30ACi can deploy three units to haul a load that would require four older locomotives, reducing annual diesel fuel consumption by 600,000 litres under typical operating conditions. A reduction in emissions can be achieved of some 1,500 metric tons of CO₂ annually, equivalent to eliminating the emissions from 310 cars on South African roads.

GE's C30ACi is first AC diesel-electric locomotive to be introduced to sub-Saharan Africa. Its engine delivers 3,300 gross horse power (GHP) using an electronic fuel injection system that automatically supplies the exact amount of fuel needed for optimal engine efficiency.

These locomotives also feature GE's unique AC propulsion technology and dynamic braking.

From : Engineering News

More Angolan Stations Inaugurated : On 23 July, Angolan minister of transport Augusto da Silva Tomás inaugurated seven new stations on Caminhos de ferro de Moçamedes (CFM) in Angola's Huila Province. These were at Mapunda, Arimba, Chanja, Dongo, Tuntum, Jamba and Carvalhais, within a distance of 318km extending from Lubango, capital of Huila Province, to Jamba. *(Compare this to South Africa where the authorities are demolishing stations. Ed)*

From : Railways Africa

New Book : The Great Railway Revolution

Great Railway Revolution

The Epic Story of the American Railroad

Publisher: Atlantic Books (10 May 2012)

ISBN: 978-0857890351

Pages: 336 pages (hardcover)

In the 1830s, The United States underwent a second revolution. The opening of the Baltimore & Ohio line, the first American railroad, set in motion a process which, by the end of the century, would enmesh the vast country in a latticework of railroad lines, small-town stations and magisterial termini, built and controlled the biggest corporations in America.

By the middle of the twentieth century, however, as the automobile and the aeroplane came to dominate American journey-making, the historic importance of the railroads began to be erased from America's hearts and minds. In *The Great Railway Revolution*, Christian Wolmar tells us the extraordinary one-hundred-and-eighty-year story of the rise, fall and ultimate shattering of the greatest of all American endeavours, of technological triumph and human tragedy, of visionary pioneers and venal and rapacious railway barons. He also argues that while America has largely disowned this heritage, now is the time to celebrate, reclaim and reinstate it.

The growth of the US railroads was much more than just a revolution in mode, speed and convenience. They united the far-flung components of a vast and disparate country and supercharged the economic development that fuelled its rise to world-power status. America was created by its railroads and

the massive expansion of trade, industry and freedom of communication that they engendered came to be an integral part of the American dream itself.

1880 - 93,000 miles of rail

1916 - 230,000 miles of rail

2010 - 94,000 miles of rail

2080 - ????? Interesting to speculate.

From : Ray Hattingh [ray@saarp.co.za]

Transnet Expects To Haul Up To 75Mt Of Export Coal In 2013 : State-owned freight logistics group Transnet expects to haul between 73-million and 75-million tons of export coal during its 2012/13 financial year, notwithstanding softer market conditions for the energy mineral.

CE Brian Molefe said on Tuesday that the group would have breached the 70-million-ton level in 2011/12 had it not been for the fact that a number of trains had been cancelled by miners during the period. In the event, Transnet Freight Rail (TFR) moved 8.8% more export coal in the year to March 31, 2012, resulting in volumes rising to 67.7-million tons from 62.2-million tons in the prior year. The performance consolidated a turnaround in the Ermelo-to-Richards Bay corridor, which began during the 2010/11 period. Prior to that, the line had repeatedly reported declining volumes, which slumped to 61.8-million in the 2009/10 financial year.

TFR CE Siyabonga Gama said it had not yet seen a fall-off in demand from coal mining customers during the current financial year, which would run until March 31, 2013, despite some price weakness. Coal prices had been recovering recently and were trading at around \$90/t. However, during the early parts of 2011, the price of South Africa thermal coal was trading at above \$125/t before retreating to below \$90/t in June.

Gama said TFR anticipated that it would rail 7.7-million tons during July, well above the tempo required for the corridor to meet its volumes target for the year as a whole. But he stressed that the line's performance was never "linear", as it was prone to seasonal factors. Nevertheless, Molefe said that it was not "unthinkable" for the corridor to meet its budget for the year.

STRATEGIC RESOURCE? : Molefe was also not overly concerned by the current discussion about declaring coal a "strategic mineral" in the interest of shoring up domestic supply for Transnet's fellow State-owned company, Eskom.

Eskom had signalled its concern about a growing competition for coal that had previously been designated as 'Eskom-grade'. There was demand for such low-quality material particularly from Indian utilities, which had reduced Eskom's bargaining power and had led the utility to suggest that some coal resources should be declared 'strategic' so that it could be dedicated to the development of the local power generation market.

The utility wanted first right of refusal on coal that would previously have been considered domestic grade and there were even some suggestions of asking government to hold back Transnet in developing additional export capacity until such guarantees had been secured. However, South African coal miners continually warn that any move to restrict exports could have adverse consequences on domestic supply security, owing to the fact that the incentive to develop such capacity was based on their ability to earn a higher return through exports.

Molefe was sanguine, saying South Africa could not consume all the coal it mined, "particularly if you take the Waterberg [coal resources] into consideration". He was, thus, aiming to directly influence the current policy debate, stating that Transnet's role was to adjust to the policy of the day. "If the volume of coal comes

down, we will have to adjust our business plan”.

But Gama stressed it was not an “either or” situation when it came to the issue of export and domestic coal. He said the power stations were effectively a “trash can” for the consumption of lower-quality coal and would continue to unlock export-quality resources. “You have to move both,” he averred.

WATERBERG PLAN : For that reason, TRF was pushing ahead with plans to provide the rail capacity required to unlock domestic and export coal resources from the Waterberg region of the Limpopo province, as well as resources that could be mined in neighbouring Botswana.

It was planning a phased introduction, with the first phase likely to facilitate the movement of 23-million tons and later phases raising overall capacity to as much as 80-million tons. But the immediate priority was to reduce congestion at Ermelo by diverting general freight through Swaziland, studies for which were progressing.

To open up the Waterberg, Transnet will first aim to maximise the use of its existing assets by adding some new link lines, before pursuing major new line development plans. The Waterberg developments are part of the group’s R300-billion, seven-year capital expenditure plan. But studies are still needed to determine the precise timeframes associated with the introduction of new capacity from the region.

From : Engineering News

This Months Chuckle : Remember the Italian cruise liner the Costa Concordia which sank in the Mediterranean?

1) What is the fastest way to get off an Italian cruise liner?

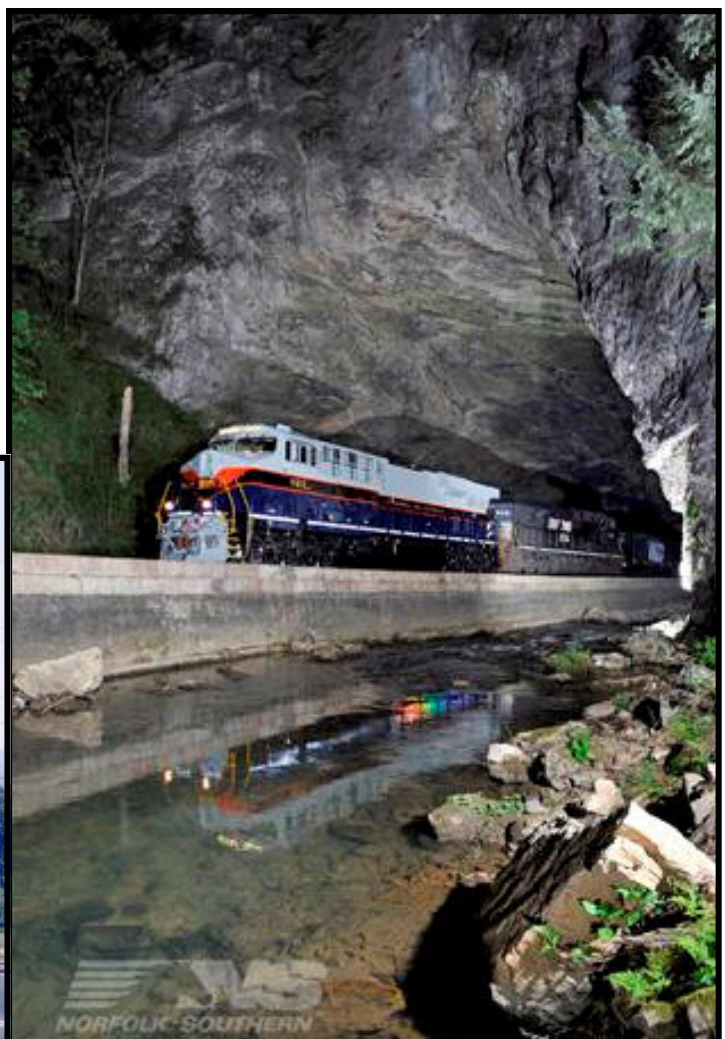
Follow the Captain.

2) What is the difference between the Italian economy and the Costa Concordia?

Nothing - the bottom dropped out of both.



Class 6J on its way to Epping many years ago



NS 8101, the Central of Georgia heritage unit, is seen here leading its first train towards the southwest Virginia coal fields, thru Natural Tunnel, Virginia, USA. Casey Thomason photo, copyright Norfolk Southern Corporation. For more information, visit www.nscorp.com

MINUTES OF THE BRANCH MEETING OF THE CAPE WESTERN RAILWAY SOCIETY

DATE: 3 July 2012 VENUE: Live Steamers Clubhouse, Parow
TIME: 19:50 PRESENT: 11 Members

APOLOGIES: A. Thomson

ENTERTAINMENT: None (TV not working) (Malcolm Ridgard will donate a TV set)

MINUTES OF PREVIOUS MEETING: Proposed: R. Smith; Seconded: Malcolm Ridgard

CORRESPONDENCE: Railway Modellers' Information Group

SOCIETY

The Committee will be holding a meeting with L. Smuts, the date to be decided. This will be about the future of our Society and the RSSA constitution, the direction in which the RSSA is moving, and how to figure out the way forward. Malcolm Ridgard reported that he e-mailed L. Smuts, but the note was returned. He also e-mailed N. Skuy asking for Mr Smuts' proper address, & to date she has not responded. M. Ridgard will 'phone him after the Committee meeting on Monday.

EPPING SITE

The Chairman regretted having to inform the meeting that the burglaries here are continuing, that 2 new thieves are entering and stealing any metal; the only good thing being that they haven't entered any of the coaches as yet. K. Robertson and D. Kuyler have welded the back gate again and replaced the razor wire; however, our weakest point is the common wall between us and Fruit & Veg.

The shuttering on coach no 290 is still being replaced. This may help the leaking roof; Mr Conolly to have a look at the roof a.s.a.p. The torn tarpaulin also needs to be inspected with a view to possibly repairing it.

RAIL TROLRIES

J. Hart is overseas until the end of July. The Trustees will have a look at the trollies in the meantime.

RAIL SAFETY REGULATOR

At the recent signing of the new contract, I. Pretorius of Atlantic Rail was asked how to obtain this safety certificate. Apparently, in order to maintain a running permit, it would need a person working full time on the admin alone as each trip requires about 3 weeks of work! They ask all sorts of questions such as: How many Km of shunting and running have you done? They also insist on your using only a qualified driver, and keep shifting the goal posts. I. Pretorius has, however, offered us the use of his permit should we have an Open Day or when we want to run a train.

16DA, THEODORA

This engine has finished working at Nampak, but is still there as a back-up. It is standing inside the factory at the moment. Someone 'phoned up the Rail Safety Regulator and complained about this engine having been moved along an unsafe line, and now it is difficult to move it to Cape Town; however, I. Pretorius will probably bring the 24 Class to move it there, and he may well move Bay Steamers' Locomotives for them at the same time.

15A, MILLIE

The Trust is still trying to get this engine. The Trust has put in an application for it. N. Skuy as Chairman of HRASA has been e-mailed in regard to this by Malcolm Ridgard, but as yet she hasn't replied. I. Pretorius was asked how he got the 16DA so quickly. Apparently he had to submit a lot of motivation to get it so soon. However, it remains a fact that no one else has been allocated an engine as yet.

BAY STEAMERS

They are situated between the Fire Station and Murray & Roberts. The latter have assisted them in fencing their site, and it looks very smart; also Murray & Roberts' employees can park their cars there during the week. Bay Steamers have 2 very large engines which won't run at Epping; however they are preserving these 2 engines and are doing a good job.

ATLANTIC RAIL

As mentioned earlier, the new 24 Class lease contract has been signed. The Chairman reported that their trains are fully booked for the next few months, with some seats left for November and December. In August an MP will be travelling with them, and the bar coach will be out of bounds.

PICTURES

Someone at the recent Toy Fair at which we had an Information Table, saw the pictures of engines which were part of our display, and, assuming that these pictures were for sale, complained, as we hadn't paid the trading fee. It was stated categorically that NOTHING was sold from our table. We paid R25 for our table, whereas a trading table costs R75.

FRANSCHHOEK TRAM

The meeting was told this is scheduled to start running at the beginning of October, and that a ticket will cost R95. There are 8 wine farms on the route, but it will run to only 2 in the beginning. Members were invited to visit their website: www.franschhoektram.co.za

CLOSE

There being no further business, the meeting closed at 20:57.