DECEMBER 2012

info-motion

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

NOTICE BOARD by Mavis Ridgard

The Chairlady of HRASA, Nerina Skuy, has had an accident in which she broke her leg. She is at the moment recuperating. We all wish her a speedy recovery.

A reminder to our members that there is no Branch Meeting in January.

The Committee of the Society wish all our members and their families a joyous time over the festive season and the new year. A time to recharge our batteries.

See you next year.

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PRESERVATION NOVEMBER 2012

The Site : As usual weeds are making their appearance even while the summer dryness is restricting their growing. Ed believes that an alarm/security system is to be installed at Epping in the next few days. This will greatly assist in our preservation activities as the risk of having restored parts stolen will (hopefully) be reduced or eliminated. Ed again appeals to the Trustees to approve the appointment of regular garden services to cut the grass. **PUG** : Denton Smith is continuing with repairs to PUG. **Coach 290** : Work on this coach is proceeding steadily thanks to Mr. Con and James Hopkins. The recent storm strength winds have left the kitchen under a cover of thick dust. The shutters on the Southern side will have to be repaired

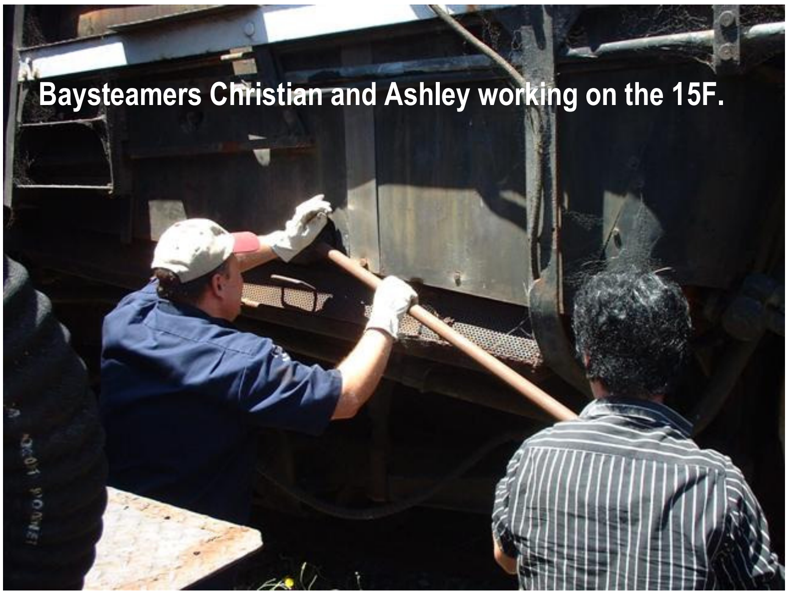
Dawie and Mr. Con working on coach 290

Dawie working on EC Rees

Next Branch Meeting : Tuesday 6 February 2013

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

soon else the kitchen is going to become a rather dirty place this summer. **Coach 1825** : No progress on this coach due to a lack of manpower and work on coach 290. **6J 641** : No progress on this locomotive the past month. **OZ Wagon** : No work done on this wagon lately. Still needs a few planks fitted. **Coach 1555** : Also no work done on this coach during November. **EC Rees** : Rust treatment and painting is ongoing. The folks at the company that will be repairing this loco is rather busy at this time and repairs will be delayed for a while. Dawie Kuyler is busy fitting metal strips to the side panels of the engine compartment. These will be will be secured with locks and it is hoped that this, together with the alarm system, will deter the "affirmative shoppers". **THF Locos** : Bay Steamers have been preparing the 16D and 15F locos for eventual moving to their site elsewhere in Epping.


Baysteamers Christian and Ashley working on the 15F.

MALCOLM'S THIS AND THAT . :


YOUR SOCIETY NEEDS YOU

As it is the festive season we should all be having a bit of fun, so lets put aside for now the concerns
Of railway matters. So here is a nice conundrum to contemplate - understanding the Theory of Relativity.

Spacey and Homer are twins. Spacey goes off is a spaceship travelling nearly the speed of light. Homer stays behind on mother earth. Years later Spacey returns. Relativity predicts something called time dilation. Which says that time runs slowly for moving objects. Relative to Homer, Spacey is moving, so time slows down for him. When the twins are reunited, Spacey should be younger. But The paradox comes about when you consider Spacey's point of view. From his perspective, it was Homer who shot off, so Homer should be the younger one. Both can't be true,

Resolve the paradox by understanding that time dilation only happens when considered froma vantage point that moves at a constant speed. This us Homer's situation, but not Spacey's. When Spacey turns around and heads back to Earth, His speed, and with it his vantage point, changes radically. That's when, from his point of view, Homer appears to age massively. When they are reunited, Spacey is younger and the paradox is resolved. Got it?

The Theory of Relativity also tells us that if it were possible, living in the centre of a black hole in space would be timeless. Therefore one would never age. Of course the conclusion to be drawn from this, is that one would live forever.

Me thinks that I would stay with Railway Preservation.

THIS MONTHS CHUCKLE

If pro is the opposite of con, is progress the opposite of congress?

OUTENIQUA CHOO TJOE : On November 6, 2012, Western Cape MEC for finance, economic development and tourism Alan Winde is still optimistic about the future of the Outeniqua Choo Tjoe, which he sees as “part of a whole iconic tourism experience in the Southern Cape.” However, he explains, a successful outcome can only be reached “once a multi-stakeholder partnership is formalised.” His department is talking to all potential stakeholders who might contribute, but the crux of the matter is that the Choo Tjoe remains the property of Transnet, on whose position the ultimate outcome depends. Winde is of the opinion that the national Department of Tourism should be involved. Consideration of cost estimates and operational matters can only start once an agreement has been reached with Transnet, he points out.

Transnet’s Mboniso Sigonyela is quoted saying that various options are being explored. An announcement will be made “after all consultation and governance processes have been concluded.”

The scenic steam-hauled excursion trains came to a standstill following disastrous floods in 2006, which washed away parts of the infrastructure. Initial estimates for restoring the line came in under R100 million, but current talk is of a very much higher figure.

From : Railways Africa

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TRANSNET PLANS NEW COAL EXPORT TERMINAL : South African logistics group Transnet plans to build its own coal terminal at Richards Bay to break the export stranglehold of major miners and open up capacity for new market entrants. The existing Richards Bay Coal Terminal (RBCT), the world's largest coal export facility, handles output from established major mining companies.

But would-be exporters complain it is difficult to acquire capacity from its owners - Anglo American, BHP Billiton, Xstrata, Exxaro and Glencore .

"Transnet is busy investigating an open-access coal terminal for the unlocking of emerging or junior miners in the coal industry," said Sudesh Maharaj, programme director for Transnet's Richards Bay port expansion projects. "This is mainly due to the situation that we have had up to now, where smaller miners can't mine until there is export capacity."

He told Reuters that state-owned Transnet planned to build a terminal capable of exporting 14-million tons a year which could be expanded to 32-million tons. The facility could begin exporting by mid-2020 if approved by the Transnet board and would be able to stockpile four to eight grades of coal.

"It has started as being a Transnet driven initiative and once marine infrastructure was in place, a private operator may be sought through the company's procurement processes," Maharaj said on the sidelines of an African ports conference.

Maharaj said the new coal terminal would be developed alongside an expansion of the port's general freight terminals, which are operating at near full capacity of 24-million tons a year.

Besides its main commodity coal, Richards Bay also handles liquids and dry bulk as well as minerals including chrome, ferrochrome, magnetite and ferromanganese and other break-bulk commodities. Maharaj said fluctuating global prices for coal would not deter Transnet from building the new coal terminal. "Long-term projects must continue irrespective of cyclical shifts in markets and economies," he said.

South Africa exported 5.56-million tons of coal from RBCT in October, slightly up from the previous month.

From : Engineering News

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FIRST TRANSNET DRIVER-ONLY FREIGHT : On 20 August 2012, when Train 1102 left Polokwane at 12 noon and arrived on schedule at 20:18 at Pyramid South – Pretoria’s voltage change-over point – it was making history. With Patricia Mangau at the controls of the class 7E electric locomotive, the 35-wagon consist was the first scheduled main-line trip on Transnet Freight Rail to operate without a driver’s assistant in the cab.

The company claims only two other countries in the world have done this previously – Brazil and Australia. The concept is still in a testing phase in South Africa, to evaluate the implications before being adopted as standard procedure. The main objective is to make more productive use of existing staff, with the promoting of drivers' assistants to drivers, and in the process reduce the incidence of train cancellations on account of driver shortage.

From : Railways Africa

STEEL-COIL BACK ON RAIL : The main plants of ArcelorMittal South Africa (Amsa) are at Vanderbijlpark, Vereeniging, Saldanha and Newcastle. Until late October 2012, steel coil consignments between plants went by road. On 26 October, 1,700 tons of the commodity left Saldanha in a 39-wagon Transnet Freight Rail (TFR) train. On arrival at Vanderbijlpark on 31 October, the train was greeted by TFR chief operating officer Mlamuli Buthelezi and Amsa group executive Willem Nel, who announced that the load in future consignments is to be raised to 2,700 tons. TFR chief executive Siyabonga Gama sees the move as an important step forward in the group's determined effort to shift goods transport back to rail.

From : Railways Africa

TRANSNET DELAYS BIG LOCOMOTIVE BID PROCESS TO SETTLE LOCALISATION DETAILS :
The award of two tenders issued by Transnet for the procurement of 1 064 locomotives to be introduced into its general-freight-business fleet between 2014 and 2019 have been delayed to enable the freight logistics group and the National Treasury to work out the finer localisation details. Together, the supply contracts are estimated to be worth around R35-billion.

Transnet Freight Rail (TFR) CEO Siyabonga Gama says the requests for proposals for the supply of 599 new dual-voltage electric locomotives and 465 new diesel locomotives attracted significant interest with some 15 companies and consortia having collected the tender documentation.

But the tenders were now only likely to close at the end of February 2013, instead of on October 2, 2012, as initially advertised to enable Transnet and the National Treasury to come to terms on the nature of the Competitive Supplier Development Programme (CSDP) elements.

Three beautiful brand new diesels manufactured by RRL Grindrod in Pretoria awaiting the arrival of a ship to take them to Sierra Leone, having just made their way down to the coast (Durban) under their own power.

CFO Anoj Singh indicated that the discussions revolved around ways to "maximise" the CSDP benefits for South Africa and did not relate to the principle of localisation itself. In fact, group CEO Brian Molefe indicated that Transnet felt it could improve on the localisation thresholds contained within a CSDP instruction note that had been issued by the National Treasury.

Gama expected resolution on the issue during the course of the coming month, after which TFR would host a briefing session with the potential bidders. "The actual tender will close sometime in the new-year, probably around the end of February and we will probably make an announcement in terms of the successful tenderers around June or July next year," he added.

The two tenders follow on from the recent award of a contract to China South Rail (CSR) for the supply of 95 new electric locomotives. The first 45 locomotives were expected to enter operation next year, with the

50-unit balance to be supplied by the end of September 2014. The first 10 locomotives would be assembled at CSR's factories in China, while the remainder would be made in South Africa in line with a local supplier development commitment representing 60.5% of the total value of the contract.

Transnet was currently achieving local-content levels across all of its railways acquisitions of around 40%. But the group had started to ramp up the local-content stipulations in its more recent procurement programmes and was currently achieving 67% localisation in a 'follow-on' agreement with General Electric for 43 diesel-electric locomotives. These Class 43-000 locomotives are being assembled by Transnet Rail Engineering (TRE) at its workshops in Koedoespoort, north of Pretoria.

The group was also aiming to re-establish TRE as a global locomotive manufacturing hub through the integration of work packages arising from the R123-billion acquisition programme being undertaken by the Passenger Rail Agency of South Africa (Prasa). The commuter-rail utility was hoping to procure 7 200 passenger coaches by 2035, but the National Treasury had set an affordability limit of R40-billion for the first phase.

Seven companies and consortia had submitted bids, where a 65% local content target had been set. The bidders include CAF, of Spain; Bombadier, of Canada; CSR, of China; China North Rail; Gibela Rail Transportation (a French consortium comprising Alstom and Actom); Dudula Rail (a consortium comprising ABB South Africa and Stagler, of Switzerland); and the CSR/Wictra consortium.

It was also confirmed that TRE would provide the facilities for the production of the passenger coaches and had also been designated in the tender documentation as the conduit through which all technology transfer would occur. In return TRE would be expected to invest in a customised facility at which the preferred Prasa bidder would manufacture and assemble the passenger coaches.

TRE CE Richard Vallihu said TRE was offering all three of its workshops to the original-equipment suppliers. However, the eventual site selection would be decided once Prasa made a preferred-bidder selection. "Over the last decade, we've invested a great deal in our workshops, so we are not talking about a greenfields operation. We have facilities that are world class and I think it is a fantastic opportunity not just for Transnet, but for South African suppliers, which will also be participating in this capital expenditure by Prasa," Vallihu said.

From : Engineering News

UMGENI STEAM RAILWAY DELAY : Umgeni Steam Railway (USR) has not been able to reintroduce scheduled passenger train runs at the end of November as hoped. In a discussion with Transnet where the minimum requirements to resume using the Kloof- Inchanga line were discussed, it transpired that several issues remain to be resolved. One of these is a "serious shortage of ballast" in the Botha's Hill – Padleys Section. USR was asked to assist by hauling trucks of ballast to the site and offloading them. The original need to replace 4,000 sleepers has however been reduced substantially. It is hoped that work to replace sleepers and repair culverts will be completed in time to run trains on 9 December.

From : Railways Africa

KZN OLD MAIN LINE TO STAY : Transnet Freight Rail (TFR) has told Umgeni Steam Railway that although the old main line is not a priority route, it will help with the rehabilitation of the line where possible. It is surmised that keeping the line open may be related to having an alternate route available when passenger expresses are delayed. On 21 November, for example, the scheduled Shosholoza Meyl train from Durban to Johannesburg had to be cancelled because the new main line was blocked by a derailment.

From : Railways Africa

TRE DELIVERS 50 LOCALLY-BUILT WAGONS TO TRANSNET PIPELINES : The unveiling of 50 tanker wagons built by Transnet Rail Engineering (TRE) at its Germiston plant was a milestone and positions the country as a market leader in Southern Africa, Public Enterprises Minister Malusi Gigaba said on Friday.

“This technological advancement presents a massive innovation opportunity for the South African economy and demonstrates that TRE can act as both the original-equipment manufacturer (OEM) and prime contractor for the design and manufacture of complex and safety-critical rolling stock,” he said at the unveiling of the new wagons.

TRE Germiston invested over R20-million in equipment and technology for its plant to meet the specific requirements for the wagons, which it manufactured for Transnet Pipelines. This included the production line being equipped with custom jigs and fixtures for optimal manufacturing. The order was placed in 2011 and took 18 months to complete, with the last six tank wagons handed over in October.

“Transnet Pipelines decided to initially focus the market demand strategy (MDS) on the delivery of fuel from its Tarlton terminal facility near Krugersdorp to Botswana. These wagons will be used to ensure fuel security to our landlocked neighbour Botswana, with the service being instituted in earnest in October this year. Depending on the demand from other outlying areas, this services could see an increase in demand for fuel supplies and in that case more tank wagons are needed,” the company said in a statement.

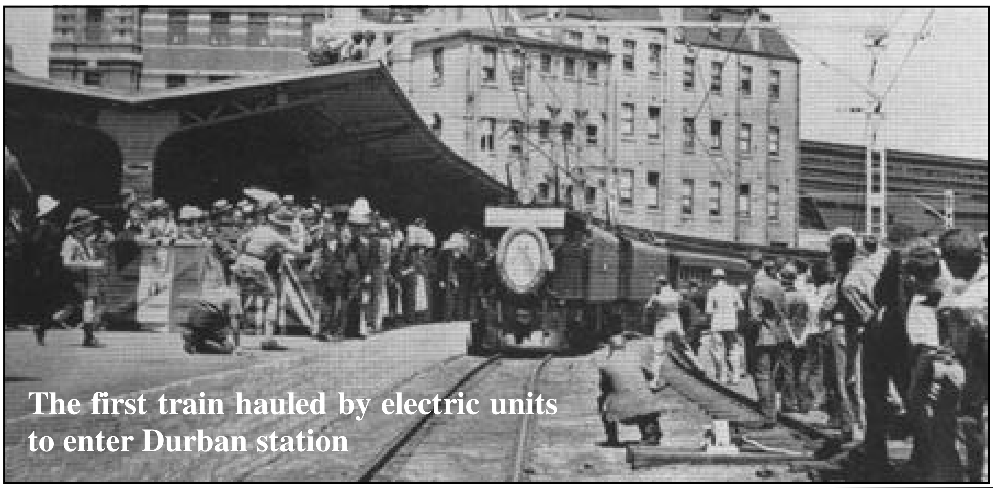
The Transnet Pipelines tanker wagons are capable of carrying about 74 000 l and have an axle loading of 20 t. The 17.38-m-long wagon has a maximum tank diameter of 2.6 m and a topspeed of 100 km/h. In developing rolling stock, TRE’s business and product development team worked closely with a number of shareholders, including the Railway Safety Regulator, to ensure that the tankers met the required standards. TRE is also the intellectual property holder.

Transnet CEO Brian Molefe noted that the support from the Minister, and the government was important. “We can have all these bright ideas and become an OEM, but without political support, it comes to nothing,” he said.

Gigaba added that he was looking forward to TRE receiving its first order for the tank wagons for customers on the continent, Asia and other emerging markets. “It is imperative that we build on these experiences. The more we complete and showcase projects of this nature, the more we must increase our research and development investment into rail technology to stay ahead of our competitors and further refine our products,” he stated.

The MDS, which is a R300-billion strategy that would be rolled over seven years, aims to expand and modernise railways, harbours and pipelines infrastructure in South Africa.

From : Engineering News



The first train hauled by electric units to enter Durban station

MINUTES OF THE BRANCH MEETING OF THE CAPE WESTERN RAILWAY SOCIETY

DATE: 6 November 2012 VENUE: Live Steamers Clubhouse

TIME: 19:45 PRESENT: Members as per register

ENTERTAINMENT: Silent steam train trips around the country

APOLOGIES: D. Rowley

CORRESPONDENCE: Railway Modeller's Information Group

MATTERS ARISING FROM PREVIOUS MINUTES

DIESEL LOCOMOTIVE

This engine was vandalized last month. Paul de Swardt who works on Transnet coaches and 4 ex railwaymen are prepared to repair this loco in return for 10 Atlantic Rail tickets costing about R2000. The Chairman told the meeting that there will be little else for us to pay for.

SHED AND EPPING MATTERS

We are waiting for the Council's approval of our plans. Someone from ADT is coming on Saturday morning to give us a quote on security matters. F. Rieger requested that the grass at Epping be cut on a regular basis. M.E. Ridgard suggested that we approach Fruit & Veg to do it for us, seeing they cut our grass outside our fence. The Meeting was reminded that the Market Manager, Julian, needs to be asked to do something about the floodlights that haven't worked for a month. M. Ridgard cautioned J. Hutton about offering to pay for the lights.

DINING CAR

This is coming on nicely. Mr Con, J. Hopkins & D. Lester were thanked for their work.

AGENDA

THEODORA

Robin Vice has started working on this engine. Transnet will move it soon, and it should be running in January. Maybe the first trip will be a double header. The question was asked if the bridge at Muizenberg was strong enough to carry such a train, and the Chairman replied in the affirmative. The Chairman to keep us informed. He will also share pictures of the 24 Class which were taken from a boat out to sea.

COACHES, 24 CLASS LEASED TO ATLANTIC RAIL

The windows on the swing doors need attention; however, there are some frames in the container at Epping. Mr Con to fix these up, exchange them, and bring the old ones back. The brakes on K. Robertson's coach and the rubbers on some of the coaches need replacing. The 24 Class will be having a visual inspection in January 2013 even though it has a boiler certificate.

FRANSCHHOEK TRAM

According to their web site, a journey on this tram includes a bus trip to some wine farms, because of a rickety bridge that needs assessing & possibly repairing before the tram can go over it. At the moment it runs every day for about 2 Km at an adult cost of R120, but Members were urged to look at their web site. Someone pointed out that there is an identical tram operating at Victoria Falls.

CERES LINE

This has moved to its next stage. A few companies have bid for the line, so that this line can once again be used, this time as a community project.

There being no further business, the meeting closed at 10:15.