

OCTOBER
2012

information

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

NOTICE BOARD by Mavis Ridgard

New Member : We welcome a new member to our ranks, James Hopkins. James hails from the garden province of KZN and was an active member of railway enthusiasts in Durban. His expertise and experience is very welcome.

Atlantic rail Trips To Simonstown : Atlantic Rail is running a Christmas special on Sunday 16 December, so bring along your grand children and enjoy the festivities of this train to Simons' Town. I was on the train to Simons' Town on the last trip and can report that the 24 class ran like a dream The old lady still has plenty of life in her! The next trips are :

07 October 2012 and 21 October 2012.

Annual Braai : We have tentatively set the date for our annual braai on Monday 17 December 2012, which is a public holiday. A good time to note it in your diary.

PRESERVATION SEPTEMBER 2012

The Site : The site is in need of general maintenance and Ed wishes to appeal to members to assist in this matter. If only four members can each come and do some gardening one Saturday



morning per month, the site can be kept neat and tidy. This will allow those members that are involved with preservation to spend their time more productively. **YOUR SOCIETY / TRUST NEEDS YOUR HELP.** PUG : Denton Smith has started with preparations to PUG for a boiler inspection and test.



**YOUR
SOCIETY
NEEDS
YOU**

Coach 290 : The new wooden air vents have been refitted in position, sealed and painted.

Mr. Connolly, Diana Lester and James Hopkins are busy with restoration to this coach. Coach 1825 :

Now that the pressing repairs to coach 290 has been completed, work will start on this coach. It needs a lot of work on the roof. 6J 641 : A piece of canvas was placed over the tender to keep the rain out.

Dawie Kuyler started to put the linking rods back in place. Daniel van der Westhuizen is doing some work cleaning up parts of the rods and making new brass bushes. OZ Wagon : No work done on this wagon lately. Still needs a few planks fitted.

Coach 1555 : Keith Robertson have replaced some

NEXT BRANCH MEETING : TUESDAY 6 NOVEMBER 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.

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rotten hardboard window covers with planks.
EC Rees : This loco was vandalised a while ago and a lot of copper wiring in the engine compartment stolen. She will need serious



rewiring to be done. Rust treatment is ongoing.
THF Locos : Bay Steamers are waiting for HRASA to give go ahead for their locos to be moved to their new site.

MALCOLM'S THIS AND THAT . :

It is a question that is asked over and over until we are all tired of hearing it. And yet it is as relevant today as it was when I joined way back. What is the state of railway preservation in South Africa today? In fact, there is no easy answer. One thing is for sure, the degree of enthusiasm among railway preservationist is high. One just has to read the reports from various clubs to see how much we all care. It is there for all to see in the latest S.A. Rail.

Friends of the Choo-Tjoe in Knysna have just completed the renovation of their rail-car. Umgeni are in the process of renovating the sleepers on the line between Kloof and Inchanga as well as restoring their 3BR. Friends Of The Rail are also busy with the work of repairing their fleet. On our own doorstep, Atlantic Rail hope to bring the 16DA back into rail worthiness to use as an alternative to our 24 class. Bay Steamers are renovating their site in Epping Industria in the hope of one day restoring engines and coaches.

The intent has been established by us to run a rail-car on the Epping line in conjunction with an all embracing market on our site every first Sunday of the month. So the will is there, the clubs are ready to go. There is of course one giant hurdle to overcome - the intransigent attitude of Transnet.

All the future projects depend to a great extent on two bodies, the Rail Safety Regulator and the custodians of our rail network, Transnet Freight rail.

Just a gentle reminder to our members and others out there to support Atlantic Rail on their trips to Simon's Town. By supporting them you are benefiting us!

FIRST 208-WAGON MANGANESE TRAIN : On 13 September, a 208-wagon manganese test train left the Tshipi Borwa mine in the Northern Cape, bound for Port Elizabeth. It included four test coaches and 208 loaded CR wagons. Nett cargo mass was 13,104 tons. Total train length overall was 2.23km, with a gross mass of 16,640 tons.

The 18 diesel locomotives – grouped at the head, middle and rear of the consist – were controlled from the leading unit using radio distributed power (RDP) technology, previously employed exclusively on

the heavy-haul Sishen-Saldanha iron ore line. The standard train length for manganese traffic to the Eastern Cape comprises 104 wagons.

This was also the first train to use Tshipi's newly commissioned siding. The facility features a long loop accommodating three 122-wagon trains to be parked without blocking the main line.

From : Railways Africa

CHINA TO SUPPLY LOCOS TO SOUTH AFRICA : CSR Zhuzhou announced on 11 September that it is to supply 100km/h, 3.1MW, dual-voltage electric locomotives to South Africa. A figure of \$US400 million was mentioned, with delivery starting as early as 2013. The four-axle units will be able to run on both 3kV DC and 12kV AC supply. The company said it won the contract – its first for electric locos on the African continent – in competition with eight other bidders, both SA and international. A local content requirement of 60% was specified by Transnet. CSR, which says it has invested in 1,067mm gauge technology, hopes to establish a base in South Africa from which it can supply other potential customers in the region. It also has its eye on possible contracts with the Passenger Rail Agency of SA (Prasa) for the supply of multiple-unit electric commuter stock.

South Africa's newest electric locos currently in service, the class 19E, also have dual-voltage capability, as do the earlier class 14E.

From : Railways Africa

THE CHOO-TJOE: SLOW TURNING WHEELS : The Outeniqua Choo-Tjoe steam train operation between George and Knysna has been out of action for over six years, thanks to devastating flood damage. The Western Cape Province, specifically its Department of Tourism, is keen to revive the line which used to be a leading tourist attraction. "The transfer of ownership [from Transnet] of the train is a priority issue that needs to be addressed quickly if we are to preserve the train as a heritage icon. The longer it lies idle, the harder it will be to get it back on the tracks," Western Cape finance and tourism MEC Alan Winde said in January 2011. However, he is still waiting for a decision by Transnet on whether the assets of the Outeniqua Choo-Tjoe can (and are to) be transferred to the province. According to reports late in 2011, a Transnet task team was investigating "various operational models", and Winde was supposed to get a firm answer from Transnet by November 2011.

The Heritage Rail Association of South Africa (Hrasa) wrote to the national minister of tourism some months ago, but was told that heritage rail is not his responsibility but that of the Department of Transport.

From : Railways Africa

NEW TFR ROLLING STOCK TO BE BUILT IN DE AAR : De Aar, for many years a key South African junction and base for a large fleet of powerful steam locomotives, is to get a new lease of life. In the course of seven years from 2013. Transnet Freight Rail (TFR) plans to have 2,500 new wagons running. Transnet Rail Engineering is to construct the rolling stock at workshops in De Aar as well as Uitenhage in the Eastern Cape. De Aar will also handle maintenance of long manganese consists headed for the port of Ngqura. This traffic is to see a significant increase, with 200-wagon lash-ups moving 16 million tons of the mineral annually through De Aar.

From : Engineering News

FULL STEAM AHEAD FOR THE APPLE EXPRESS : DESPITE numerous setbacks, plans are on track to have the Apple Express train in operation in early November, and this tourist attraction might possibly even be used for normal passenger services.

The legendary Apple Express train, which has been running since 1903, hasn't been operational since

2010 due to various financial issues.

Chairperson for the Heritage Railway Association of Southern Africa (HRASA), Nerina Skuy, said that it all goes according to plan the Apple Express should be chuffing along its railway line in time for the busy December holidays. Skuy is also the spokesperson for the Eastern Cape Narrow Gauge Rail Development Initiative.

“We cannot give a final answer on precisely when this will happen as it is up to Transnet Freight Rail (TFR) to get the line in an operational state and then declare it open and available for the train to run. There is flood damage where the line passes Walmer, but TFR is in the process of repairing the section,” she said.

She added that there is also some minor maintenance work to the locomotive and refurbishing of the coaches still to be done.

“The future of the Apple Express train is very promising because of the reality that this line has more to offer the communities it serves. The plan is that it will not be limited to tourism and freight, but also normal passenger services along certain sections of the line and a community services train. The latter two are in the study phase, but we are very optimistic.”

The fact that the train had suffered acts of vandalism recently, should not put a spanner in the works of having the train operational again.

Some of the items that were stolen or damaged include solid brass door stops and handrails, which would probably have to be replaced with modern fittings. The offices were also ransacked and a PC, heavy duty power cables which are used between the coaches to secure the train when on an overnight stop, tools and other items were stolen.

“The previous thefts have had their impact and all-in-all the most challenging part is to find the money to replace what has been taken if the train was running then we would have some disposable cash to plough back, but we have not and hence we are relying on donations and/or sponsorships,” Skuy said.

The Apple Express is not exclusive to tourist groups, and will be available to the general public, which is why the decision was made to keep the fares a lot lower than other heritage steam train operators. Skuy said that prices will most likely remain as they were in December 2010, at R160 per adult and R100 per child aged 3-10.

The booking venue, full running schedule with destinations and information will be published closer to the time.

MOZAMBICAN RAILWAYS ARE REGAINING THEIR PLACE IN SOUTHERN AFRICAN LOGISTICS

Investments by Mozambique's railway company, the Caminhos de Ferro de Moçambique (CFM), in the rehabilitation of its Ressano Garcia, Goba and Limpopo railway lines are bearing fruit, company board chairperson Rosário Mualeia has reported. The Ressano Garcia line runs to South Africa, the Goba line to Swaziland and the Limpopo line to Zimbabwe.

As a result, Mozambique is regaining a large part of the transit freight traffic that, before the country's civil war (1977-1992), ran from the landlocked States of Southern Africa to Mozambican ports, such as Maputo and Beira, for export to the wider world.

However, these three lines are still operating below capacity because, while the lines themselves (tracks, sidings, signal systems and so on) have been rehabilitated and reconstructed, there is still a shortage of locomotives and wagons to run on them.

To try and deal with this, CFM set about retrieving wagons abandoned at stations and on sidings when the lines were cut during the civil war, and refurbishing them in its workshops. However, the number of refurbished wagons has proved inadequate to meet the rising demand.

Nevertheless, CFM recently promised its South African and Swazi counterparts (Transnet Freight Rail

and Swaziland Railways respectively) that it will increase both the quantity of freight it will be able to transport and the quality of the service it will provide.

Mualeia reported that CFM was simply waiting for permission from the Mozambican government to establish lines of credit with already identified banks, to finance the purchase of new rolling stock.

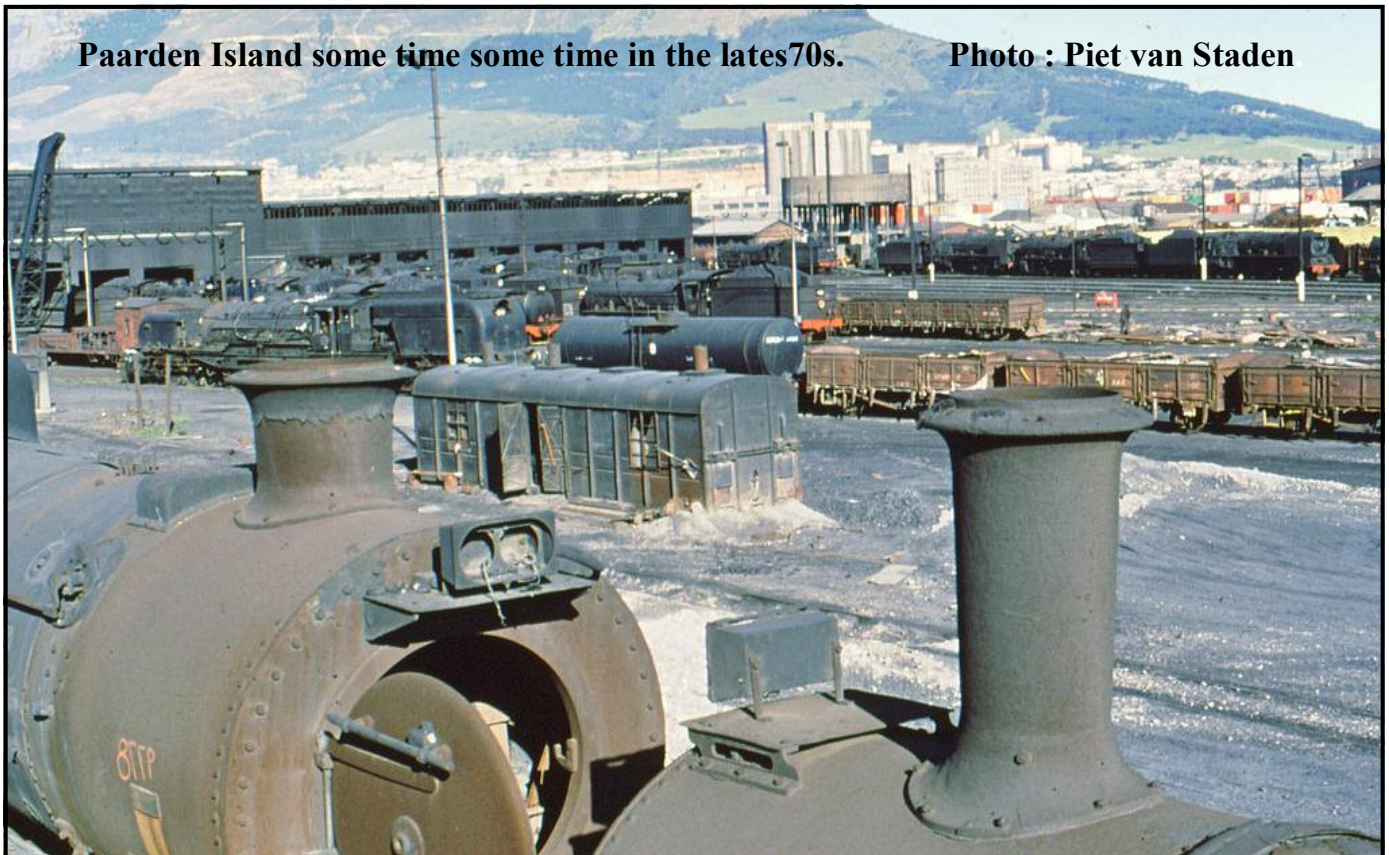
In addition, mining companies had also indicated their willingness to finance locomotives and wagons. (Brazilian mining group Vale already has the concession to run CFM's northern network and is operating the Sena line and refurbishing the Nacala line.)

"I can therefore affirm that the phase of lethargy has now passed and that soon we will be able to count not only on the mining companies' assets but also on our own equipment," he stated.

From : Engineering News

PRASA'S REAL ESTATE ASPIRATIONS : Real estate owned by the Passenger Rail Agency of SA (Prasa) totals about 4,200 hectares of land including 374 stations. Formerly known as Intersite, Prasa Corporate Real Estate Solutions (Cres) holds and manages this vast property portfolio. Much of it, notably that located in prime locations, is ripe for development. Cres is currently looking into the possibilities of developing its holdings – new office blocks and shopping malls being some of the projects it has in mind.

From : Railways Africa



This Months Chuckle : Two Irishmen playing Bingo :

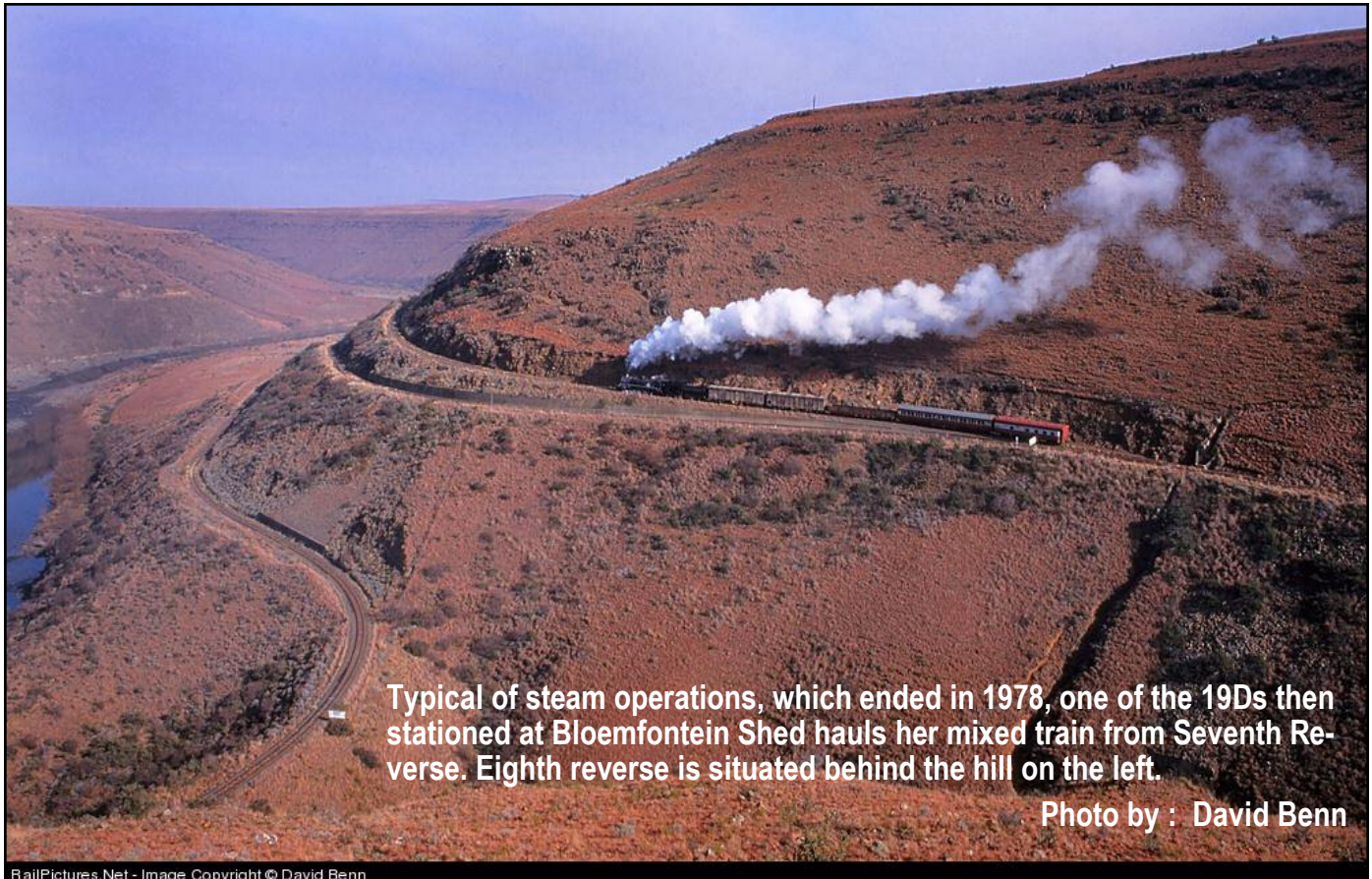
Paddy : They just called 21 Liam, mark it on your card.

Later

Paddy :They just called 35, mark it on your card Liam.

Liam : I don't see you marking them on your card.

Paddy : I can't, my one's full.



Typical of steam operations, which ended in 1978, one of the 19Ds then stationed at Bloemfontein Shed hauls her mixed train from Seventh Reverse. Eighth reverse is situated behind the hill on the left.

Photo by : David Benn

RailPictures.Net - Image Copyright © David Benn

PRASA BEGINS EVALUATION PROCESS AS IT RECEIVES SEVEN BIDS

State-owned commuter-rail utility Passenger Rail Agency of South Africa (Prasa) confirmed on Monday that a total of seven companies and consortia had submitted bids to build and supply modern commuter trains, to be delivered over a 20-year period from 2015. The bids were submitted in line with a request for proposals, which was issued on April 19 and closed on September 30.

Prasa confirmed that the following companies and/or consortia had made submissions: CAF, of Spain; Bombardier, of Canada, China South Rail; China North Rail; Gibela Rail Transportation, which is a French consortium comprising Alstom and Actom; Dudula Rail, a consortium comprising ABB South Africa and Stagler of Switzerland; and CSR/Wictra, consortium comprising CSR, of China, and Wictra of South Africa.

Prasa said it would “immediately begin” with the evaluation of the proposals from rolling stock manufacturers, adding that it anticipated “appointing the preferred bidder by the end of November”. Prasa’s 20-year fleet renewal programme was a R123-billion project to manufacture and supply 7 224 new commuter coaches to the Metrorail commuter service. Around R14.5-billion would also be spent on infrastructure upgrades and the construction of new depots.

Prasa CEO Tshepo Lucky Montana said at the launch of the process that bidders would have to adhere to government’s set localisation target of 65%. The preferred bidder would be required to set up a factory and supply chain in South Africa, employ local people and transfer skills to Prasa.

“The project will not only change the focus of public transport in South Africa to rail, but it also is the largest project of its kind in the country, with the potential to create 65 000 jobs over the next 20 years and revive the local failing rail engineering sector,” Montana noted.

The current timeline stated that the first trains were expected to arrive between July and December 2015.

From : Engineering News