

## NOTICE BOARD by Mavis Ridgard

Our Year end braai has been confirmed for Monday 17 December. Come and enjoy the day with us. Bring your friends and family, also your own meat and refreshments and eating utensils. Fires will be provided, and the raffle and prizes as usual.

Thanks to Mr Halkett for not only renewing his membership but also giving a generous donation. It is very much appreciated.

More good news. The Trans Oranje is once again up and running. As railway enthusiasts we should support it.

Atlantic rail. The next trip will be 18 November, then the Santa Specials will be on the 9th and 16th December with Santa on board.

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## PRESERVATION OCTOBER 2012

The Site : Ed wishes to thank Mr Con, Mavis and Malcolm for the work done at the site. We do need a few more members to assist with the upkeep of the site. The site is



looking better but gardening is an ongoing task. Ed appeals to the Trustees to approve the appointment of regular garden services to cut the grass and weeds north of the last coach. This has not been cut for a very long time and is looking very untidy.

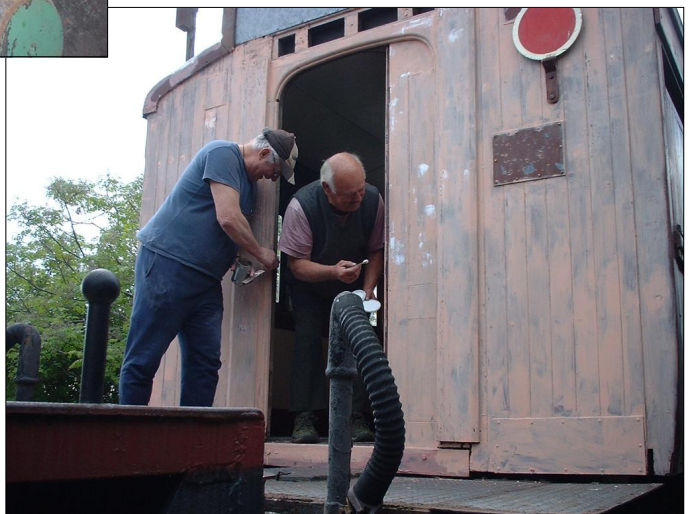


**YOUR  
SOCIETY  
NEEDS  
YOU**

PUG : Denton Smith is continuing with repairs to PUG.

Coach 290 : Mr. Connolly, Diana Lester and James Hopkins are busy with restoration to this coach and progress to the balcony end side is progressing nicely. Mr. Con has made new trim panels and James Hopkins is painting them with special material for protection.

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**



### **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.

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

**641** : Dawie Kuyler has completed fitting the linking rods between the wheels. The rods between the pistons and the wheels will be fitted at a later stage. Other odds and ends that were removed for rust treatment will now be fitted back. Thanks to Daniel van der Westhuizen for cleaning up the linking rod cranking pins 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 more rotten hardboard window covers with planks. **EC Rees** : Rust treatment is ongoing. Keith managed to find a company that will do the re-wiring for the locomotive. A representative visited the site on Saturday and indicated that work will start on Saturday 10 November. They have also donated some thick cable that will be needed to do the rewire task. **THF Locos** : Bay Steamers are waiting for HRASA to give go ahead for their locos to be moved to their new site.

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**MALCOLM'S THIS AND THAT** . :

A railway accident is always big news. They attract more attention than accidents on our roads. The causes of road crashes are more obvious, usually driver error or vehicle failure. Whereas those on rail are more diverse. It is often caused by a break occurrence, a loose bolt or even the weather. We must not, of course, dorger human failure or sheer carelessness on the part of the railwaymen themselves, which is well illustrated in the following case.

This happened in the recent past. A Baggage trolley was standing on the platform with its wheels facing the rail tracks. Due to a slight uneven surface of the platform, it started moving and fell onto the tracks, just as an express passenger train was approaching the station. Two porters jumped onto the line to nove the trolley, but had to scramble out of the way of the oncoming train. It was just bad luck that there was another passenger train waiting in platform two as the oncoming train ploughed into the trolley, derailed and smashed into the waiting passenger train. The coaches were flung in all directions, two smashing into the buildings on the station, killing three commuters in the process. Wreckage was strewn in all directions and a total of fourteen people lost their lives, some in the waiting passenger train. The entire disaster was caused by a baggage trolley that had not been properly stored!

This accident illustrates that no amount of innovative technical advances in railway safety can prevent rail disasters from happening.

Like all technical progress by personalities in history, I wonder whether George Stevenson envisaged the impact that this invention would have on the development of all the countries of the world.

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## THIS MONTHS CHUCKLE

We live in a society where pizza gets to your house faster than the police

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**TRANSNET AWARDS LOCO TENDER TO CHINESE LED GROUP** : State-owned logistics group Transnet has awarded the tender for the supply of 95 electric locomotives to a consortium comprising Chinese manufacturer China South Rail (CSR) Zhuzhou Electric Locomotive and local black economic-empowerment (BEE) consortium Matsetse Basadi.

Speaking at the official signing at Transnet Freight Rail's (TRF's) Capital Park depot, in Pretoria, on Monday, Public Enterprises Minister Malusi Gigaba said the R2.6-billion contract could lay a platform for South Africa to become a significant locomotive original-equipment manufacturer (OEM) and further develop trade and investment relationships with foreign countries. The agreement marked the first time Transnet would procure locomotives from a Chinese OEM.

Transnet's minimum local-content level of 60% stipulates that the majority of the manufacturing and assembly of the locomotives would take place in South Africa. Engines and some components would be imported from China.

The first 10 locomotives would be assembled in CSR's factories in China. The remaining 85 would be made in South Africa, with minimum supplier development targets of 60.5% of the total value of contract. This was in line with Transnet's commitment to the Department of Public Enterprises-led Competitive Supplier Development Programme, which aimed to localise the manufacturing of imported equipment.

The contract would enable skills development and knowledge transfer within the domestic manufacturing sector, as well as create jobs, capability and capacity, and enable South Africa to establish itself as an OEM hub, exporting regional and internationally. Zhuzhou Electric Locomotive, in a 70:30 joint venture with Matsetse Basadi, would deliver the first of the locomotives to TFR's general freight business by December 2013. The final batch would be delivered by September 2014.

The newly ordered locomotives, which would be configured to operate using both 3 kV DC and 25 kV AC power supply, are more energy efficient and use less power on TFR's DC drive technology. They are also capable of regenerating back to the power grid and have longer maintenance cycles of 90 to 120 days, *compared with the current 36 to 60 days.*

Transnet issued tenders – in line with its market demand strategy and R300-billion seven-year investment programme – to add 465 diesel locomotives and another 599 electric locomotives to its general freight business fleet by 2019.

*From : Engineering News*

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**PIETERMARITZBURG-DURBAN FAST COMMUTER RAIL** : According to Passenger Rail Agency of South Africa (Prasa) chairperson Sifiso Buthelezi, speaking at a New Age/SABC business briefing in Durban on 28 September, work on introducing a "rapid rail" service between Durban and Pietermaritzburg is to begin either late in 2012 or early in 2013. An impressive number of prominent office-bearers attended the function, the main speaker being KwaZulu-Natal Premier Zweli Mkhize. Buthelezi said Prasa had identified the need for rapid train services during the mornings and afternoons, to ease congestion on the roads. He was quoted saying: "The work will start as soon as possible. What is good is that we will not be starting from scratch because there is a rail link running between and beyond the two cities." Prasa is to spend more than R1.8bn in expanding the rail system in KwaZulu-Natal, Buthelezi reported.

[The service now proposed has been mooted many times over some six decades. The project has never come to fruition because the nature of the existing route is such that adaptation for high-speed operation was found to be impracticable.]

*From : Railways Africa*

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**NATURAL GAS FUELLED LOCOMOTIVES ON TEST** : Canadian National is testing two Electro-Motive Diesel locomotives which have been converted to use natural gas for 90% of their fuel needs, with diesel used for ignition. CN is also working on a long-term project to develop a natural gas locomotive and a standardised gas tender.

The two 3000 hp SD40-2 locomotives are operating in revenue service on the 450 km Edmonton - Fort McMurray route. They have been retrofitted with natural gas conversion kits supplied by Energy Conversions Inc, which expects that gas/diesel hybrid fuelling will reduce CO2 emissions by 30% and NOx emissions by 70% over a locomotive duty cycle.

Chart Industries upgraded a tank wagon as a tender to carry the gas, which is provided by Encana Corp. Fuelling and maintenance takes place in Edmonton.

'CN launched this locomotive test to explore the use of natural gas as a potential alternative to conventional diesel fuel', said Chief Operating Officer Keith Creel. 'Natural gas has a lower carbon content compared with diesel fuel, so that locomotives using natural gas - if the railway technology employing this form of energy ultimately proves viable - would produce significantly fewer carbon dioxide emissions.'

CN is also developing a 'state-of-the-art' natural gas engine and standardised tender in partnership with EMD, Westport Innovations and Gaz Métro Transport Solutions. CN is to provide two 4 300 hp SD70M-2 locomotives, and EMD will integrate the natural gas engine and controls, including Westport high-pressure direct injection and gas technologies. GMTS will develop gas liquefaction and distribution systems, with a gas tender to be jointly developed by the project partners.



Laboratory Laboratory tests are planned for 2013, before trials with prototype locomotives in 2014.

*From : Railway Gazette*

**QUADRUPLING MANGANESE EXPORT TRAFFIC** : Transnet's firm resolve to route export manganese through the Eastern Cape rather than Saldanha faces one or two difficult realities. Unlike the Saldanha line, which is dedicated to heavy-haul freight consists, the route via Kimberley and De Aar is classified as "general freight". Not only must the line be shared with other goods trains – it is used by Shosholoza Meyl intercity passenger services too. Added to this, the section down to the coast negotiates some pretty uneven topography.

A manganese test train comprising 208 wagons (double the normal load) was operated recently with success, but this was a one-off working, with special arrangements in force throughout. There are long single-track sections, along which the length of crossing loops is a severely limiting factor.

Notwithstanding these problems, Transnet is seriously considering material increase in the throughput of manganese. Current plans envisage almost quadrupling the current traffic – from 4.5 million tons a year to something like 16, which is to be the capacity of the manganese loading terminal to be built at the new port of Ngqura, Manganese is essential in iron and steel production, and has important uses in industrial alloys, especially stainless steel. The provision of a high-carbon ferromanganese smelter is proposed in the Coega industrial zone adjacent to Ngqura.

An entirely new line along the route will clearly be indispensable, dedicated to manganese. Feasibility studies are being done but Cleopatra Shiceka, Transnet Freight Rail general manager in the office of the

CEO, says whatever is needed will not be finished before 2018.

*From : Railways Africa*

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**THE ORANGE EXPRESS IS BACK** : Following a protracted absence, the weekly Durban-Cape Town intercity passenger train – known for many years as the Orange Express – is running again.

Departure from Cape Town is on Monday evenings, from Durban late on Wednesday afternoons. The timetable still involves two nights on each journey, meaning that the best scenery, both in the Western Cape and Kwazulu-Natal, is missed.

*From : Railways Africa*

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**SWISS COACH MAKER EYES PRASA CONTRACT** : THE privately held Swiss passenger train company Stadler is looking to use South Africa as a base for expanding its business in the rest of Africa, should it succeed in its bid to supply coaches to the state-run Passenger Rail Agency of South Africa (Prasa) under its R123bn rolling stock renewal programme.

Companies competing with Stadler for this contract include Alstom, Bombardier, China South Rail, China North Rail and CAF.

"This is our first real opportunity to move into Africa. If we lose this one (bid), we will have to ride another one into Africa," Stadler's Felice Massaro, who is responsible for business development in southern Europe and Africa, said on Wednesday. For Stadler, the stakes are also high in a different way. Development dynamics within sub-Saharan Africa are such that it could be five years before another opportunity arises for the company to invest in Africa.

Under Stadler's proposal to Prasa, the company will establish two companies in South Africa if its bid succeeds. One of these is a joint venture company called Dudula Rail. The second company would be a stand-alone Stadler business unit focusing on serving other African countries, Mr Massaro said. Dudula Rail is owned by Stadler and local companies including black-owned ABB SA and Naledi Rail Engineering, which is a 100% black-owned rolling stock service provider that started in 2008.

Mr Massaro declined to say what the shareholding split was in Dudula Rail as the black empowerment conditions for the Prasa contract have yet to be finalised. Prasa is running a parallel process to attract black investors to its 20-year rolling stock renewal programme.

Under the rules of the bid, which has been split into two 10-year portions, black investors are required to hold a minimum 30% stake in the project company that would be expected to deliver 3,600 metro coaches over 10 years from 2015.

Stadler focuses exclusively on passenger rail, which includes making trams, intercity trains and suburban coaches. This focus makes it one of the largest passenger rail manufacturers globally, Mr Massaro said. Markets that are attractive to the company include Angola, Kenya, Mozambique and Nigeria. "They all need this infrastructure, and we monitor all of these countries. It will depend on when they want to make these investments."

In the event of a successful Prasa bid, Stadler would be likely to need to build a plant "more or less" equivalent in size to its largest plant in Germany. That plant employs about 1,600 people,

Prasa's project manager for the Prasa fleet procurement programme, Piet Sebola, said on Wednesday there had been a steady flow of interest from black investors in the programme which, over a 20-year period, could be worth as much as R37bn based on the minimum 30% empowerment threshold.

Documents outlining the participation criteria for blacks are available from Prasa for R5,000. "They are still buying (the documents). People started buying on Monday and they will continue buying until next week Wednesday," Mr Sebola said.

So far 17 investor groups had purchased the documents, with more expected to be sold over the coming days, he

*From : BusinessDay Live*

**MINTES OF THE BRANCH MEETING OF THE CAPE WESTERN RAILWAY SOCIETY**

DATE: 2 October 2012

VENUE: Live Steamers Clubhouse

TIME: 19:50

PRESENT: 12 Members, 2 Visitors

ENTERTAINMENT: J. Hutton & J. Briedenhann's clips of Atlantic Rail's Simons Town trips

APOLOGIES: None

CORRESPONDENCE: Railway Modellers' Newsletters for June, July & August 2012; SA Rail; RSSA (Natal) Newsletters for June & August 2012; Postcard from CI Halkett

WELCOME: The Chairman welcomed our visitors, M. Robinson and J. Briedenhann

**AGENDA****EPPING**

The Chairman told the Meeting that last month there was a serious break-in there, when our diesel engine was badly damaged. The motor now needs rewiring, but we need a diagram of how to do this. M. Robinson said that there used to be 2 identical locos at Athlone; that perhaps the Council will still have the manuals. A discussion followed on how to do the job. The Chairman stated that the plans for our shed have been submitted to the city council & that we are waiting to hear from them. Once the shed has been erected, we can get a security system in place. Fortunately, the dining car was untouched by this latest burglary. D. Smith is busy working on Pug as & when he has the time.

**RAIL CAR**

J. Hutton informed those present that he, M. and M.E. Ridgard went to Elgin to view Jamie Hart's rail cars; that one of these had a better engine & looked good, but that Mr Hart wanted R50 000 for it & that this price would include an ancient VW microbus! It was suggested that perhaps we can put in a lower offer. Those who went also recommended The Shunting Shed Restaurant.

**END OF YEAR BRAAI**

Atlantic Rail will be running 3 trips in December, one being on 16/12, therefore, the Meeting decided on the 17<sup>th</sup> of December for our braai.

**ATLANTIC RAIL**

The Chairman reported that they are doing very well, that there is still space on their November trains, & urged Members to make use of the offer to travel at a discounted price. He mentioned that Alan Winde and the Metro Head of the Western Cape travelled on Atlantic Rail recently.

The Meeting stopped at 20:15 for tea.

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