

APRIL  
2013

# Information

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

## NOTICE BOARD

Membership subs of R100.00 became due on 1 April 2013..

## PRESERVATION MARCH 2013

**The Site** : Winter is almost upon us and weeds will be becoming a problem again. Mr. Con made a heavy duty "weed cutter" available to control weeds and grass. It needs a bit of repairing but Dawie offered to see if he can oblige.. **PUG** : No progress on this project. **Coach 290** : Work on this coach is proceeding steadily with Mr. Con and James Hopkins having started to paint with the light cream colour paint. Dawie helped out doing



some of the brown painting. Two repaired shutter panels have been refitted to the roof on the "south:" side of this coach using the newly made "narrow scaffold". Dawie also installed piping and there is now running water in the coach.. **Coach 1825** : No progress during the past month. **6J 641** : The boiler, cab front, tender top and rust prone

areas have been given a good coat of oil in preparation for winter. . **OZ Wagon** : No work done on this wagon lately. Still needs a few planks fitted. **Coach 1555** : Keith panelled up yet another window with some solid wood to replace the previous rotten hardboard panels. **EC Rees** : Rust treatment and painting is ongoing. **THF Locos** : Bay Steamers continuing to prepare the 16D and 15F locos for eventual moving to their site elsewhere in Epping.



## **NEXT BRANCH MEETING : TUESDAY 7 MAY 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.

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Cape Western Railway Society,  
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**REVIVING THE MUSINA-BEITBRIDGE LINE :** Preparations for the soccer World Cup in South Africa in 2010 included a project that would have revived traffic on the Musina-Beitbridge line, the specific objective at the time being to convey football fans from Zimbabwe. Security concerns resulted in the scheme being aborted.

New moves to revive passenger traffic north of Musina are aimed mainly at relieving serious congestion at the Beitbridge border post. If customs and other formalities could be completed on the trains, pressure on the border post could be substantially reduced. At the same time, it is hoped that lessening road traffic would help reduce the accident rate. Authorities involved in current talks include the Zimbabwean Public Against Traffic Accidents Bureau (Patab), the National Railways of Zimbabwe, the Zimbabwe Revenue Authority, the Passenger Rail Agency of South Africa (Prasa) and Cross-Border Services.



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NEEDS  
YOU**

Patab managing director John Manjengwa, who is optimistic about early implementation, says the Beitbridge Town Council has agreed to make land available. This will be used in providing facilities for buses loading passengers disembarking from trains, for onward travel into Zimbabwe. At a later stage, it is hoped that passenger train service can be reinstated north of Beitbridge

*From : Railways Africa*

**BOMBARDIER AFRICA ALLIANCE WINS R1.1Bn PRASA SIGNALLING CONTRACT :** The Bombardier Africa Alliance consortium had won a R1.1-billion contract to complete a conventional mainline resignalling project for the Passenger Rail Agency of South Africa (Prasa) in KwaZulu-Natal, said rail specialist Bombardier Transportation on Wednesday 27 Marcg 2013.

Bombardier Transportation was the lead member of the consortium, with its share of the contract valued at around R318-million. The consortium's other members were ERB Technologies, Basil Read, Bakara Engineering, R&H Railway Consultants, SIMS and Tractonel.

The consortium would deliver the Bombardier Interflo 200 rail control solution to Prasa, set for commissioning in 2017. This was the first major delivery of Bombardier signalling technology to Prasa, said Bombardier in a statement.??The new technology would be delivered at 42 stations and across 120 km of double-track.

It would enable a 2.5-minute headway between trains, eliminating bottlenecks, while increasing safety and availability, promised Bombardier. The upgrade would also introduce the latest-generation, high-capacity Bombardier EBI Lock 950 computer-based interlocking Release 4 and EBI Screen 900 local central traffic control systems to the market and included replacement of all wayside equipment.

Associated telecommunications equipment (fibre-optic backbone and voice radio) was also on the menu, while the civil works included modifications to existing platforms, track and overhead equipment, as well as new pedestrian bridges.

The project aimed to create around 270 new jobs. ??“Supporting South Africa in modernising and strengthening its rail control systems is a very exciting project and an important milestone in creating a long-term local presence in South Africa,” said Bombardier Transportation Rail Control Solutions president Peter Cedervall.

“Prasa is in a process of modernisation of its entire network to provide a first-class level service to commuters in the largest metropolitan areas in South Africa,” added Prasa signalling and telecommunications GM Sorin Baltac. “The new signalling and telecommunication system will ensure the safety level, the frequency of the trains, and the traffic coordination required in a world-class rail commuter environment.”??

Interflo 200 signalling solutions were typically used in busy, mainline networks, where headways were reduced and higher safety levels required. It had been installed in countries such as Brazil, Russia and Thailand and across Europe.??

\* Bombardier Transportation was established in South Africa in 1995. As the lead member of the

Bombela consortium, it had been responsible for the core electrical and mechanical design and equipment for the Gautrain project. Bombardier Transportation is headquartered in Berlin, Germany.

*From : Engineering News*

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**SA INVESTIGATES CHINESE LOCO DEAL** : A South African corruption watchdog is investigating a train contract awarded last year by state logistics group Transnet to a Chinese manufacturer for 95 electric locomotives, an anti-graft official said on Thursday.

The deal with Zhuzhou Electric Locomotive company, a subsidiary of CSR Corporation Ltd, is part of a R300-billion upgrade to Transnet's railways and ports to overcome freight bottlenecks in Africa's largest economy.

A spokeswoman for the Public Protector, an independent, state-appointed anti-corruption body, said the deal was under investigation but offered no details.

A complaint was lodged in December by a Cape Town-based Marxist party, which compared the Transnet contract with a similar Chinese train tender in neighbouring Namibia that also drew the attention of graft-busters.

In the complaint, the Workers International Vanguard Party said trains supplied by CSR to Namibia in 2005 were so fault-prone they were withdrawn from active service soon after delivery.

"Transnet management must have been well aware of this history. This raises the question as to how did it come about that the tender was still awarded to them," party secretary Shaheed Mahomed said.

Officials at Transnet said they would respond as soon as possible.

*From : Engineering News*

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**CoAL WEIGHS MAPUTO ALTERNATIVES : DELIVERIES** : Coal of Africa weighing alternative options for thermal coal deliveries after derailment closes Matola terminal. MINER Coal of Africa (CoAL) said on 28 February 2013 that it was weighing alternative options for thermal coal deliveries to the Matola terminal in Maputo after Transnet informed it that a derailment had closed the line for at least the next seven weeks.

CoAL's share fell as much as 9% and closed 7.9% lower at R2.21 after it issued a force majeure notice because Transnet had been unable to establish alternative routes following the derailment, which occurred last week.

The JSE-listed and Australia-based miner is developing thermal and coking coal finds in Vhembe, Limpopo with the aim of supplying thermal and coking coal for the domestic and international markets. "We already have alternative options on the table, we could look at supplying the local market ... or we could find a buyer for the export market that could be delivered through the Richards Bay Coal Terminal," CoAL's CEO John Wallington said. Measures would be put in place across all of its operations in order to mitigate the commercial and operational effect of the derailment and closure of the line. Mr Wallington said Mooiplaats, the company's mine in Mpumalanga, was being ramped up to full production following last year's disruptions because of labour unrest.

Production would run concurrently with that at Woestalleen, which is coming to the end on its life-of-mine, until stockpile capacity was exhausted. The company's take or pay obligations would be appropriately adjusted because of the force majeure.

CoAL said stockpiles at Vele Colliery were at full capacity and had resulted in the temporary suspension of production. Vele's essential services would continue and a contingency plan was in place to enable output to restart within 24 hours of Transnet Freight Rail resuming operations on the Matola corridor.

CoAL reported that it produced 1.15-million tons run-of-mine coal during the second quarter of its 2013 financial year, which ended in December. Of this, 194,495 tons, or 16.86%, was produced at Vele.

*From : Engineering News*

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**R450 MILLION FOR JOHANNESBURG-MTHATHA LINE** : "The Johannesburg-Queenstown-Mthatha Rail

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project of R450-million has been committed over the next three years, which includes the construction of eight stations". This item was reported in a Sunday Times supplement on 17 March. Entitled "BUILDING SA", a footnote explains it was "produced by Times Media in conjunction with Government Communication and Information Systems (GCIS)".

**Railways Africa footnote** : Extensive reconstruction of the existing line to Mthatha was completed in 2008 and passenger service was reintroduced with financial support from the Eastern Cape provincial government. The route leaves the main-line to Johannesburg at Amabele junction, 76km from East London. No connection to Johannesburg was provided at Amabele, but buses were run to and from East London. Trains ceased running for a period, due it is understood to funding problems. It then resumed but reportedly ceased again during the course of 2012.

Though the crow-fly distance from Amabele to Mthatha is only about 180km, the railway needs 282km to traverse the very difficult topography. A 392m, nine-span bridge crosses the Great Kei River.

Crow-fly to Mthatha from Queenstown is about 210km, Queenstown being 214km by rail from East London. Given that four stations and doubling about 6km of line at Greenview east of Pretoria is costing R400 million (reported in the same supplement), it does not seem that R450 million will go very far towards over 200km of new line from Queenstown through difficult terrain to Mthatha – and the cost of eight stations. Or are we missing something?

*From : Railways Africa*

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**BIG RAIL UPGRADE** : The following was reported in a Sunday Times supplement on 17 March. Entitled "BUILDING SA", a footnote explained it was "produced by Times Media in conjunction with Government Communication and Information Systems (GCIS)".

"Thousands of modern rail coaches are set to replace Metrorail's outdated and aging fleet of coaches — some of which are over 30 years old — while signalling systems and stations are being modernised.

"The projects form part of the seventh Strategic Infrastructure Project (SIP 7), dubbed the integrated urban space and public transport programme. The Passenger Rail Agency of South Africa (Prasa) is co-ordinating SIP 7.

"In July 2012, Prasa revealed plans to buy 7,224 passenger coaches over the next 20 years, most to be manufactured locally. In December, Prasa announced that it would partner with Gibela Rail Transportation in a R51 billion project to build new passenger coaches. New train sets are expected to be running in 2014.

"The consortium is led by French power and transport company Alstom, and the programme is expected to create over 8,000 direct jobs. Alstom will be required to manufacture 3,600 coaches between 2015 and 2025. A condition has also been set that 65% of components must be manufactured in South Africa, and about 75,000 jobs in total are expected to be created.

"The local manufacture of coaches will boost the number of artisan skills while a BEE programme for the building of new coaches will help boost black industrialists. Black businesses will have to participate directly in contracts in order to benefit.

**Projects under way by Prasa include :**

- A R400 million project to double the track at Greenview and Pienaarspoort east of Pretoria, and three new stations to be completed in 2013;
- The Johannesburg-Queenstown-Mthatha Rail project of R450 million has been committed over the next three years, which includes the construction of eight stations;
- The R1.2 billion Bridge City link in north Durban to connect the communities of Inanda, Ntuzuma and KwaMashu with existing rail infrastructure;
- The refurbishment of 530 coaches at a cost of R2 billion for the 2012/13 year;
- An investment of R7 billion in a modern signalling system."

[The sentence: "New trainsets are expected to be running in 2014" appears optimistic. Two sentences later, the date 2015 is given. – editor: Railways Africa.

*From : Railways Africa*

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Inside the heart of a steam locomotive: Well, maybe the boiler is the heart, but perhaps we can think of the firebox as where a locomotive gets her "life." The famous Union Pacific No. 844 gets some off-season work done at the Steam Shop in Cheyenne, Wyoming, on March 25, 2013. Quite a bit of work is being done around the mud ring area of the firebox, among other things. Here, inside the seemingly cavernous firebox, some grinding work is being performed by a member of the Steam Shop crew.



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**BRANCH MEETING ENTERTAINMENT** : The entertainment at branch meetings have been in decline for some time now. In order to spruce this up, an appeal is made to members who may have material that can be used for entertainment at branch meetings, to make this material available. This can be VHS (and maybe Betamax) video film, DVD, slides and possibly photos that can be digitized. If you have such material and are willing to share it with other members at branch meetings, please contact Freddie Rieger at a branch meeting or at 021 591 1878 or 072 225 8566. In this way notice can be given of what entertainment will consist of at the next branch meeting. South African emphasis is preferred but I am convinced that any interesting material will be welcomed.