

Railway History Group

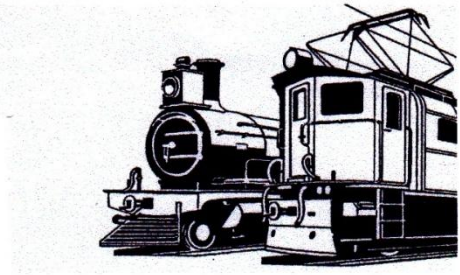
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This photo was taken between Albert Falls and Cramond in April 1968. The GCA was piloting a GMA. The GCA was returning to its home depot at Greytown from where it worked the Mt Alida branch. The Greytown line had become so busy by the 1960s that doubleheading was common and engines from outlying depots were usually put to work in this way.

Charlie Lewis

Editorial

Starting with this issue, we are going to devote space to "Queries and Answers" If you can shed any light on the Queries or if you have a Query, please forward them to us.

Membership has risen by five; there are now 37 members. The bulletin is posted on the Steam In Action website and the new members are people who have read the Bulletins, on S I A, and have join the R H G.

Queries and Answers

Query from Eric Maxwell

I was browsing the internet for information when I came across RHG Bulletin No.118 and the interesting comments on the two Black Hawthorn locos in Swaziland.

I'm researching Tyneside built locos such as Black Hawthorn and Hawthorn Leslie as well as being involved with preserving them.

I'd be grateful to hear if you know of anyone who could help get details of Hawthorn Leslie loco No.2537. I've attached details from the maker's records and information I've got in the UK of some of its final years.

I'm working on a series of book 'Illustrated Guide to Hawthorn Leslie locos', part one is the 14 inch 0-4-0 locos of which 423 were built between the 1880s and the 1950s. 2537 was the first 3'6" gauge version.



Hawthorn Leslie 2571, seen in 1959 working for the National Coal Board at Isabella Colliery, Blyth, in Northumberland, England. It was the fourth 14" 4w loco built after 2537. 2537 should appear very similar apart from narrowing modifications for a 3'6" gauge railway.

Hawthorn Leslie No. 2537
14inch x 20inch cylinders, 3'6" diameter, four wheeled loco.

Customer order 3Mar1902, first 14" 4w 3'6" gauge loco, fifteen extra drawings including boiler, smokebox and cab, made between 7th Mar and 28th May; cost £1057-15-8, price £1035-0-0, delivery 7Jul1902 as [TYNE VALLEY COLLIERY] to Alexr Secretan & Co Ltd for Tyne Valley Colliery, Springs, Transvaal, South Africa. New boiler supplied 26Nov1934, order no.9754. It went from Vereenging Consolidated Mills, via Dunne in 1959, to Hunt, Leuchars & Hepburn Ltd, at Lourenco Marques, Mocambique. (ILoSA, Union Publications)

Railway Medical Officer's Coach Part one By Lionel Penning

For many years one of the private coaches, part of the 'Museum collection', stood on display at the South end of De Aar station, so that passengers travelling from Cape Town to Port Elizabeth via Noupoot or to Johannesburg via Bloemfontein would have had two chances to see this rather unique vehicle which was coupled to a Class 6A locomotive, No 462, also part of the 'Museum Collection' as, shown in the photograph below.

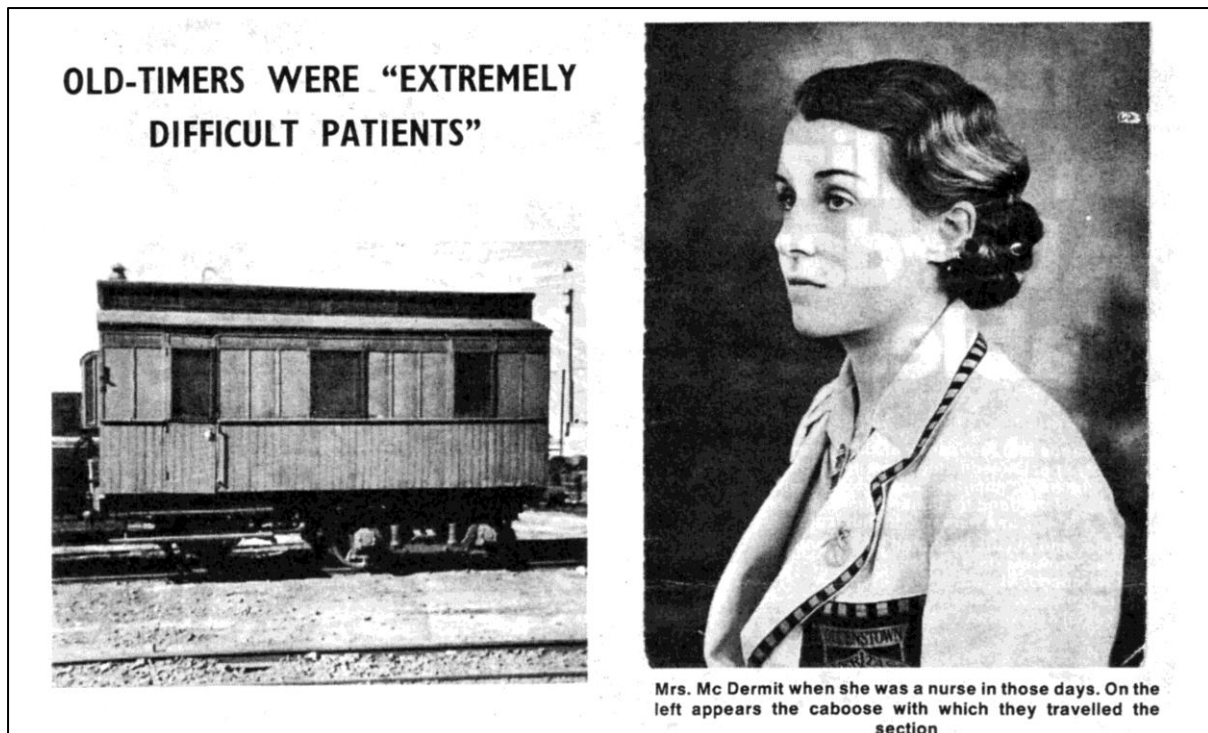


What was unusual about this vehicle was that it appeared to be a four wheel coach that



had the single axle at the one end replaced by a four wheel bogie! Most interested people considered this vehicle to be a 'Preachers' or 'Mission' Coach as there was a considerable

amount of photographic evidence of 4wheeled carriages being used for this purpose. What put an end to this speculation was an article that appeared in the SASSAR magazine of December 1977 (and discovered many years later) which is shown below:



Mr. M Foster, Operating Assistant at De Aar, forwarded these interesting photographs which recall the time when Railway Medical Officers (RMO'S) periodically visited patients along the line by caboose.

Mrs. McDermitt, formerly MISS Veronica Dye, and now a resident of De Aar, was a qualified nurse when she accompanied the doctor on his rounds on the section between Beaufort West and De Aar in the early 1930's. ***The three axle caboose they used is incidentally also stabled at De Aar.***

When Miss Dye decided to resign as assistant at the Beaufort West Railway Surgery in 1935 to advance her career in nursing, the RMO, Dr Harold Lee, and his assistant, Dr Walter Kluge, both from Beaufort West where periodical rail trips were being operated, issued her with highly recommendatory and appreciative hand written testimonials. A Doctor's handwriting was in those days probably not much more legible than today, but we try to quote a paragraph from one of the references: "At all times I have found her most capable and willing and extremely efficient; so much so that gradually more and more of the responsible work was entrusted to her. During the two years she has been here, I have never received a single complaint about her work (we have an extremely difficult type of patient to deal with)" "Our thanks go to Mrs. McDermitt for the self-sacrificing role she played in the well being of our Railway people of a previous decade."

When the Steam shed at De Aar was closed, most of the Museum Stock was moved to a storage area at Millsite outside Krugersdorp. The following photograph taken during 1987/8 show the vehicle loaded on a DZ wagon as it arrived at Millsite and as it was reassembled.



(Photo S A Brown)

Some years later, in 1993, when gathering information to build a DJH GCA Garratt kit, I visited Millsite to photograph the prototype stored there and I came across the railway Medical Officer's Coach (we still thought it was a "preachers" or mission coach) already in an advance state of decay as can be seen in the photograph I took at the time.



Recently, we received two fine photographs of what almost certainly is the vehicle in question from Charlie Lewis. These are shown on the next page.



Other information on this vehicle was found, but so far, no diagram or drawing of this particular vehicle has been found. In fact we did not even have its number. From the diagram in our possession we assumed that it was similar to this coach

(No. 8038) which is described as a Railway Medical Officer's coach. Has anyone out there got the diagrams for this 8000 series (non-revenue?) vehicles?

So now we can say with reasonable certainty that the vehicle in question is No.8041, and there were more than one Railway Medical Officers' coaches in service, some with three axles, and others with two.

Part two by Peter Stow

Referring to your interesting article on "The Railway Medical Officers Coach" in RMIG 228 I am pleased to add the following information. However, rather than confirm what has been said, it raises just more questions.

I can obviously only comment on specific coach numbers but regarding 8041, which Charlie Lewis so beautifully recorded, its history, as far as I can trace it, is as follows:

It was placed in service in 1902 by the CGR as a 4 wheeled vehicle number 417 and rebuilt in Uitenhage in December of that same year. It could have been a victim of an accident or the Boer War but this is purely conjecture.

At Union in 1910 it was renumbered A417, the renumbering list referring to it as an Officials reserved coach (not a RMO vehicle). The letter A before the original Administration number indicated it being deemed as obsolete and was thus not considered worth renumbering into the SAR numbering system. In fact, however, it was later renumbered into the SAR system, like many others at some unrecorded date, in this case 8041, the 8000 series being reserved for 4 wheel non-revenue passenger type vehicles. By 2 December 1929 certain modifications were undertaken and completed by the Salt River works which included the fitting of a steel underframe, a bogie at one end and improvements to the interior arrangement. It is recorded as being allocated to Officers in Port Elizabeth and later the Bridge Foreman in Cape Town. It was removed from the asset register by the Chief Mechanical Engineer's office in March 1978, implying that it was not physically scrapped by a workshop. I can find no record of it ever being used by Railway Medical Officers although there were a number of others which were used, including 8038 as illustrated by the drawing in your article.

I would imagine that vehicles used by the RMO's would be specially fitted out with a consulting chamber, dispensary and accommodation for the doctor, nurse and attendant. I have not come across many drawings of these vehicles and certainly there was no diagram book illustrating them that I have ever seen. The reasoning was probably that the vehicles were considered obsolete and would be scrapped soon after Union, which turned out not to be the case. In fact some of these 4 wheel vehicles lasted until the early 1960's, more than 50 years after being deemed obsolete in 1910.

Drawings that were prepared usually indicated changes that were made to a specific vehicle, as no known official drawings existed.

Regarding 8038 mentioned above, for those who may be interested, it was built in 1882 as a 4 wheel vehicle and numbered by the CGR as 408.

At Union it was renumbered A408 and at some later unrecorded date became 8038. Its wooden underframe was replaced by a steel underframe in Uitenhage and was released to traffic on 22 October, 1927. It was allocated to the RMO at Naaupoort and was finally scrapped in Pretoria in January, 1941.

The whole subject of coaches for RMO's is an interesting one and is probably more at home with the Historical Group than RMIG but it is interesting to note that at Union the CGR contributed some 22 RMO vehicles and the CSAR 5 to the SAR. These quantities changed over time as more obsolete 4 wheel coaches were added to the RMO fleet.

The fitting of bogies to one end of 4 wheel vehicles was not uncommon and was probably done to improve the stability and riding qualities of these vehicles.

At some later stage, if interest warrants it, I can compile a list of all the RMO vehicles and their allocation, as well as which coaches had bogies fitted to one end.

I hope the above is of interest to your readers.

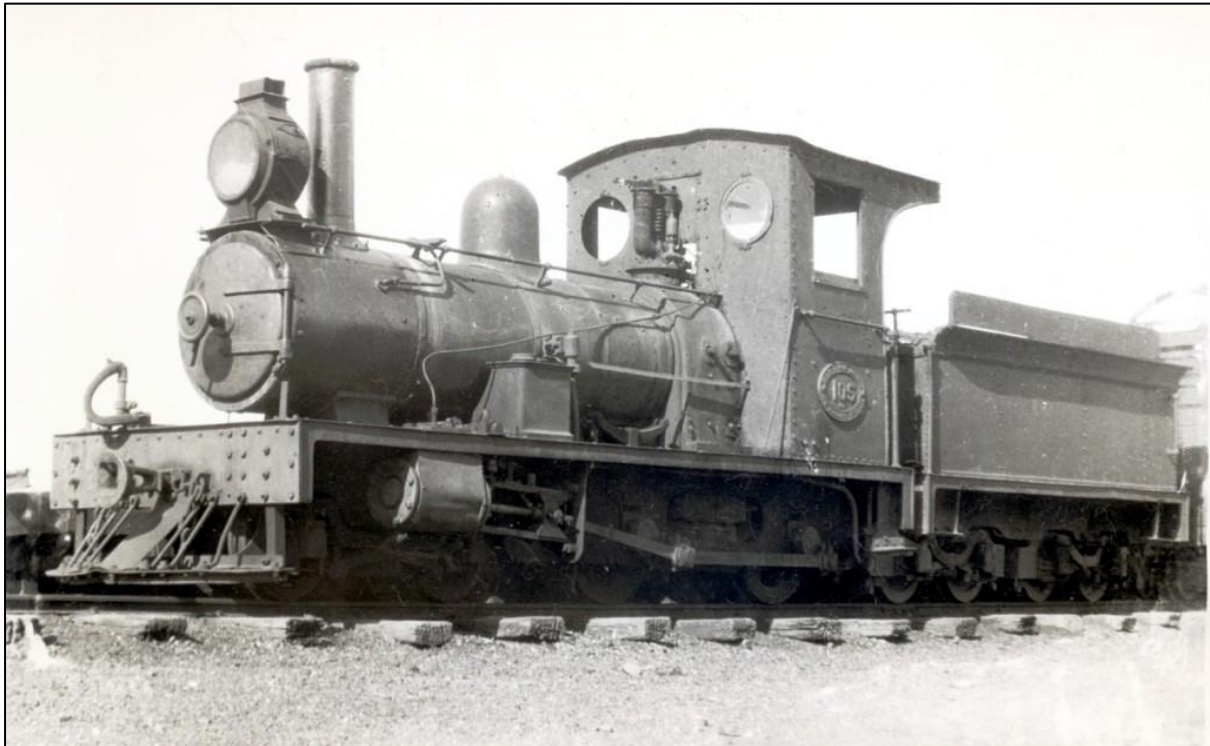
From the Railway Circle Record

By Wally Greig

The Railway Circle was a group of Railway Enthusiasts, who were active in recording railway events, in Southern Africa, during the 1930s. They published a quarterly newsletter called "The Railway Circle Record; we have copies of these newsletters from March 1932 to September 1934. Below is an extract from the December 1932 issue:

The Fort Beaufort – Seymour Narrow Gauge line.

By S. H. Carter.



Class NG6 (Lawley) 4-4-0 No 105. There were three Lawleys on this line. S. H. Carter

One seldom hears anything pertaining to our Narrow Gauge (2ft.) lines, presumably they are regarded as "toy" railways, and, therefore are meant for children. But such is not the case with regards to the N.G. section of railway which stretches its length from

Fort Beaufort to Seymour, a distance of 33 ½ miles. For a number of miles the track follows the course of the Kat River, with orange groves on either side of the line. The train has to wind its way through the mopuntains and hills, consequently the curves are of short radius, and steep grades are the rule rather than the exception.

This railway works in full swing during the citrus season, which on several occasions has necessitated the running of two trains in one day, whereas the usual runs made by these trains are four or five a week.

A few years ago, much difficulty was experienced when tender engines (dinky little 4-4-0 types were in use. These little "Lawleys" were capable of hauling light loads at slow speeds, so a Garratt (Class NG.G.14) was introduced to this section of N.G. railway in 1927. This engine proved to be an unqualified success and four years later a second Garratt was placed in service, on this line. One of the "Lawleys" was sold by the Administration. At present the locomotives stationed at Fort Beaufort are two Garratts, type 2-6-2 2-6-2, numbered 57 and 84, respectively and one little No. 105, a 4-4-0 "Lawley" with an eight wheeled tender. The "Lawley", that was sold, had a six-wheeled tender. Engines 57 and 84 work the trains at all times, whereas No. 105 is kept spare in case of emergency, and is, consequently, seldom used. Engine No. 105 was built in 1895 by the Falcon Engine and Car Works, Loughborough, England, and has a working pressure of 140 pounds per square inch.

Narrow Gauge Garratt No. 57, the first Garratt engine to work the Fort Beaufort – Seymour section, was built in 1927 for Beyer Peacock and Co. Ltd., Manchester, by the Societe Franco-Belge De Materiel De Chemine De Fer, La Croyere and has a working pressure of 180 pouns per square inch. Narroe Guage Garratt No. 84 was built ny Hanomag, Hanover in 1930. Both these Garratts are superheated. As the speed is restricted to 15 mph, no remarks need be made in that direction, but praise is due to those little Garratts, for the loads they haul. On one occasion I witnessed a train of 17 bogies being hauled into Fort Beaufort during the citrus season. Three of these bogies comprised the van and two passenger coaches, leaving 14 trucks loaded with oranges. On several occasions I saw 16 bogies being hauled into Fort Beaufort station, with apparent ease.

All the rolling stock, on this line, is comprised of bogie stock – there are no four-wheeled vehicles on that section.

The Garratts are housed in a shed which comfortably accommodates both of them. There is a pit, in the shed and the ash pit stands in front of the shed. A few yards further and the coal stage is reached, with the water tank on the opposite side of the track. The Loco Shed and yards, at fort Beaufort are well laid out and the loco shed is kept as clean as a running shed can be. The engines are well looked after and cleaned, especially the

boiler, brass work and running gear. Here and there the engines are touched up with red paint, which gives them a smart appearance.

As the Garratts run in either direction, without having to be turned, a turntable is unnecessary, but there is a triangle at Fort Beaufort and at Seymour which were laid out when the “Lawleys” were in regular service.



Class NG G6 No. 57, which saw service on the Fort Beaufort – Seymour Branch



Class 15CA No. 2821 leaving Monument Station on Monday 29 February 1932, with 105 Down “Rhodesia Express”. The periodicals van is next to the loco. It is not known whether this was a Rhodesia Railways train, or an SAR train. Can anyone clarify this?
Photo: A. H. Croxton

