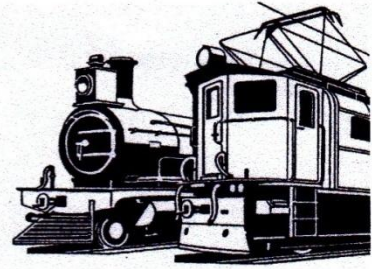


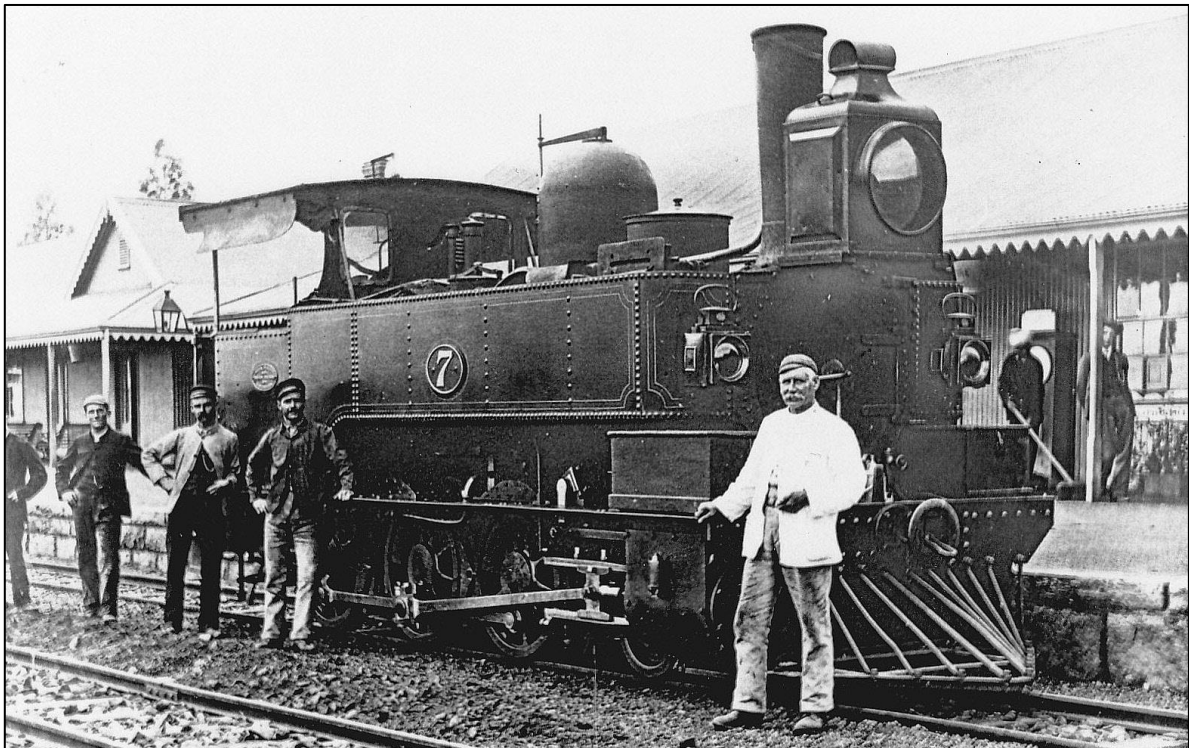
# *Railway History Group*

of Southern Africa,  
10029 Howard's End, Pinelands 7405  
Tel. (021) 531-1388  
E-mail: [wgreig@mweb.co.za](mailto:wgreig@mweb.co.za)



Editor: Wally Greig

## Bulletin No. 125 July 2014



*Natal Government railways No. 7. Beyer Peacock built 7 of these locos, in 1877/78. They were later re-numbered 501 to 507. Does anyone have more information on these 7 locos? Dave Rhind Collection*

## Editorial

Subs for 2014

Subs for this year are now due. The rates are as follows:

Printed Bulletins: R110 for S A Residents and R160 (\$ US 11.00£6.50) for Foreign Residents.

E-mail Bulletins: R30 regardless of where you reside. (\$ US3.00 £1.85).

Foreign residents are required to pay via PayPal. This is the cheapest and most secure means of making payments if you are a Foreign Resident . Local Residents can pay by cheque, direct deposit into the RHG account or by Internet Banking. Banking details are:

Name of account: Railway History Group.

Bank: Standard.

Bank Code: 036309.

Type of Account: Savings (Plus Plan).

Account Number: 274 709 635.

Early payment will be appreciated.

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## Queries and Answers

John Middleton has sent the following reply to Eric maxwell's query:

"The query by Eric Maxwell was interesting. By coincidence I have two photos of HL 2537, which are rather poor copies of prints I was given by Dunns Engineering in 1994 just before they closed. It appears the photos may be of the loco (ex works) being taken from Dunns to Vereeniging in circa 1948. I have no record of it after arrival in Mozambique, it never seems to have been reported there but must have lasted into the 1960s. HL&H were of course a large company and had many sites.



This month's query comes from Paul Fisher:



The 5" gauge 0-6-0 Simplex my grandfather was building was based on a tank engine that was standing outside ISCOR works in Newcastle. The loco is no longer plinthed at the entrance and hardly anyone I have asked knew it existed. I would like to know if anyone has further information or pictures of this loco and if it still exists?

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## Where have all the guard's vans gone?

By Wally Greig

This article was written in 1990. It is not a definitive article on South African guards' vans. Rather it is about the vans seen and photographed, by the writer, from 1988 to 1990.

Many South Africans will remember the wooden bodied guard's van that used to herald the end of every goods train, in this country. When did you last see one? Chances are that you haven't actually seen one on the end of a train, lately? Not that there is a shortage of them (not yet at any rate). The vast majority now spend their days, immobile, on a stretch of track, in one of the many goods yards across the length and breadth of South Africa.



*Long bodied guard's van V-6, converted to VL-1; first air braked guard's van.*

*Leith Paxton*

The rot set in when South African Transport Services (as they were then known), in their quest to reduce operating costs, realised that the vast majority of their goods trains did not need a guard. What happened to all of those thousands of guards, waving their green flags, by day and paraffin lamps, by night, is not known, but it was quite obvious that if a train did not need a guard then, it also had no need for a guards van. Exit the guards van. As they were withdrawn from service, so the lines of disused vans, in surplus sidings, grew longer. Take Cape Town, for example. Paarden Eiland goods yard has been all but hidden from view; all that has been visible, for about two years, has been two long lines of guard's vans, and the sidings outside the container berths have also provided convenient accommodation for hundreds of these tail-end charlies. Travelling into the country, one encounters small groups of guard's vans, wherever there are sidings that are surplus to requirements. The majority are due to be scrapped, the fires dead in their coal stoves, which once brewed countless pots of coffee and kept thousands of guards from freezing in the biting cold of a winter's night.

Guard's vans played another role, for they provided humble means of transport for the poorer members of South African society; in fact they were often the only public transport available in rural areas. How else would one have travelled from Swarts to Konstabel?

All Spoornet goods vehicles are classified by type by a system of code letters and numbers, guard's vans being identified with the letter V. Most common, these days are the V-8, a wooden van with four passenger compartments and the V-7 with two compartments. Over the years, certain changes have occurred that have impacted on the wooden bodied guard's van. Air braked trains required air braked guard's vans. Initially, the simple expedient was to convert the vacuum brakes, on a wooden bodied van, to air brakes, and van type VL-1 was born. In time, the all steel, air braked guard's van was to make its appearance. The VL-9 has a rather incongruous appearance; built on a standard bogie chassis, there is neither passenger accommodation nor a baggage compartment. The guard's compartment, complete with coal stove is located amidships, with a covered verandah at each end. An uncommon variation is the VL-10 which has an enormous yellow arrow painted on both sides. This arrow indicates the end of the van, where the "rotating coupler" is located. The VL-10 saw service on the coal and ore lines. The rotating coupler, which was also fitted to each truck, in the consist, made it possible to empty trucks by rotating them, over a pit, without the need to uncouple them from the adjacent truck. For this to work, all of the arrows, on the sides of the trucks had to be pointing in the same direction.



*A steel bodied V-3 van with 2<sup>nd</sup> and 3<sup>d</sup> class accommodation.*

*Wally Greig*

However, there was still further room to reduce accommodation and costs, and the VLJ-11 has a very small "cabin for the guard, mounted off-centre on a bogie truck, with a compressed air cylinder placed on the truck's upper surface. Despite all of these changes, the one constant is the coal stove which remains a feature of all guard's vans. An essential piece of ancillary equipment is a coal bunker, which will be found inside every van.

One other feature, common to all guard's vans is the look out, also known as a ducket. Each side of the van had one of these, located on the outside of the van, next to the guard's seat and close to the door to the guard's compartment. The lookout contained two mirrors at forty five degrees to the van's side, thereby enabling the guard to see outside, in both directions, without leaving the comfort of his seat.

The V-3 is a steel bodied van of more conventional design, with baggage compartment, guard's accommodation and three passenger compartments. Identical in construction is a variant which is painted in SAR passenger coach livery and is classified as a passenger coach, complete with serial number.





*A VL-10 van. The arrow indicates on which end the rotating coupler is located*

*Wally Greig*

Looking ahead, further changes are in store. There are already some steel bodied vans in Spoornet's new grey livery, with the Spoornet logo in white. Doubtless the passenger coach version will be seen in the new passenger coach colours, in due course.



*A VLJ-11 van, the "smallest" van.*

*Wally Greig*

## Class 2E Locomotives

The **South African Class 2E** of 1937 is a South African electric locomotive from the South African Railways era.

In 1937 the South African Railways placed three German-built **Class 2E** 3 kV DC electric locomotives with a Bo+Bo wheel arrangement in mainline service.

## Manufacturer

South Africa's second electric locomotive type, the Class 2E, entered service in Natal in 1937, intended for mixed traffic haulage. The electrical equipment was designed by Siemens Schukert and the three locomotives were built for the South African Railways (SAR) by Henschel and Son in Germany. Numbered in the range from E134 to E136, they were the only German-built electric locomotives ever supplied to South Africa.

The Class 2E was very similar in external appearance and dimensions to the Class 1E, the main visual distinction being the difference in window and grille layout on the locomotive sides. The internal arrangement of their electrical components differed from that of the Class 1E and their four 402 horsepower (300 kilowatts) traction motors made them more powerful. Even so, only these three were ever acquired, after which the SAR reverted to the Class 1E, Series 5 to 7, for its subsequent acquisitions of similar electric locomotives.



*No. E136 being offloaded in Durban on 26 July 1938*

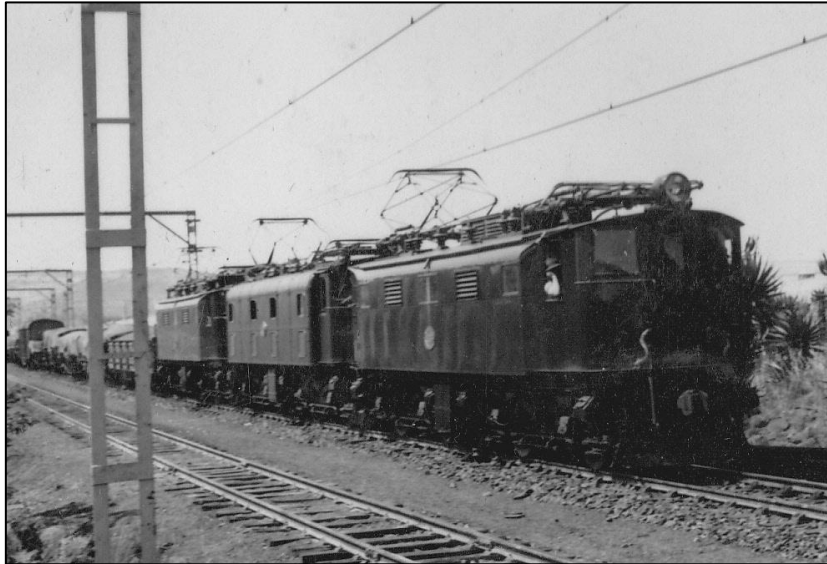
## Orientation

These dual cab locomotives had three windows with a grille between each pair of windows on one side, and a line of five grilles and two windows on the other side. When observing the locomotive from the side with the five grilles, the number 1 end of the locomotive would be at the left end.

Like the Classes 1E, 3E and 4E, the Class 2E had bogie mounted draft gear, therefore no train forces were transmitted to the locomotive body. It had a Bo+Bo wheel arrangement with an articulated inter-bogie linkage.

## Service

The three Class 2E locomotives spent most of their years in service on the mainline between Transvaal and Natal and only briefly served in the Western Cape near the end of their service lives. They were withdrawn from service in 1973.



*Goods train hauled by Class 2Es*

## Sides illustrated

The main picture shows a Class 2E locomotive, with its right side and no. 2 end visible, running consisted to a Class 1E.



• *A Class 2E locomotive with its left side and no. 1 end visible, Pretoria station, circa 1960.*



*A photo of the three 2E locos.*

This article was copied from an article by Col A Kritzing on Wikipedia.

It is not clear who the photographer was. One photo (not used here) was taken by Dr. O. H. Hahn, Johannesburg. Does anyone know anything about him?

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## **Blackie**



In 2008, Blackie was removed from Cape Town Station, when work commenced on the concourse improvements. Tenders have, now, been called for to return Blackie to the station.

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## **Bulletin difficulties**

I took on the job of editing the Bulletin in September 2011. Up until recently, I have had no problems with having articles for the Bulletin. Things have changed, and when the time came to compile Bulletin No. 124 I had nothing, on hand, to fill that Bulletin's ten pages. The article about Railway Medical Officers Coaches came from the Railway Modellers Information Group's Journal. The article on Lawleys on the Fort Beaufort-Seymour line was taken from an old Railway Circle Record, that I had.

This Bulletin, which is just eight pages long, has been cobbled together from an article on guards van, that I wrote in 1990, plus the article on Class 2E locos. I had some photos of 2Es, which I combined with an article on these locos, from Wikipedia.

We can't continue in this fashion. I have nothing, on hand, for the next Bulletin. I appeal to everyone who may have material, that I can use, to send it to me.

On page 2 we asked members to pay their subs. Please ignore this request. We will collect subs when we are on an even keel, again.

Wally Greig