

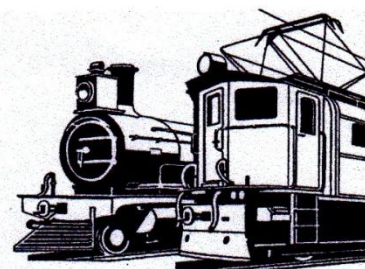
# *Railway History Group*

of Southern Africa,

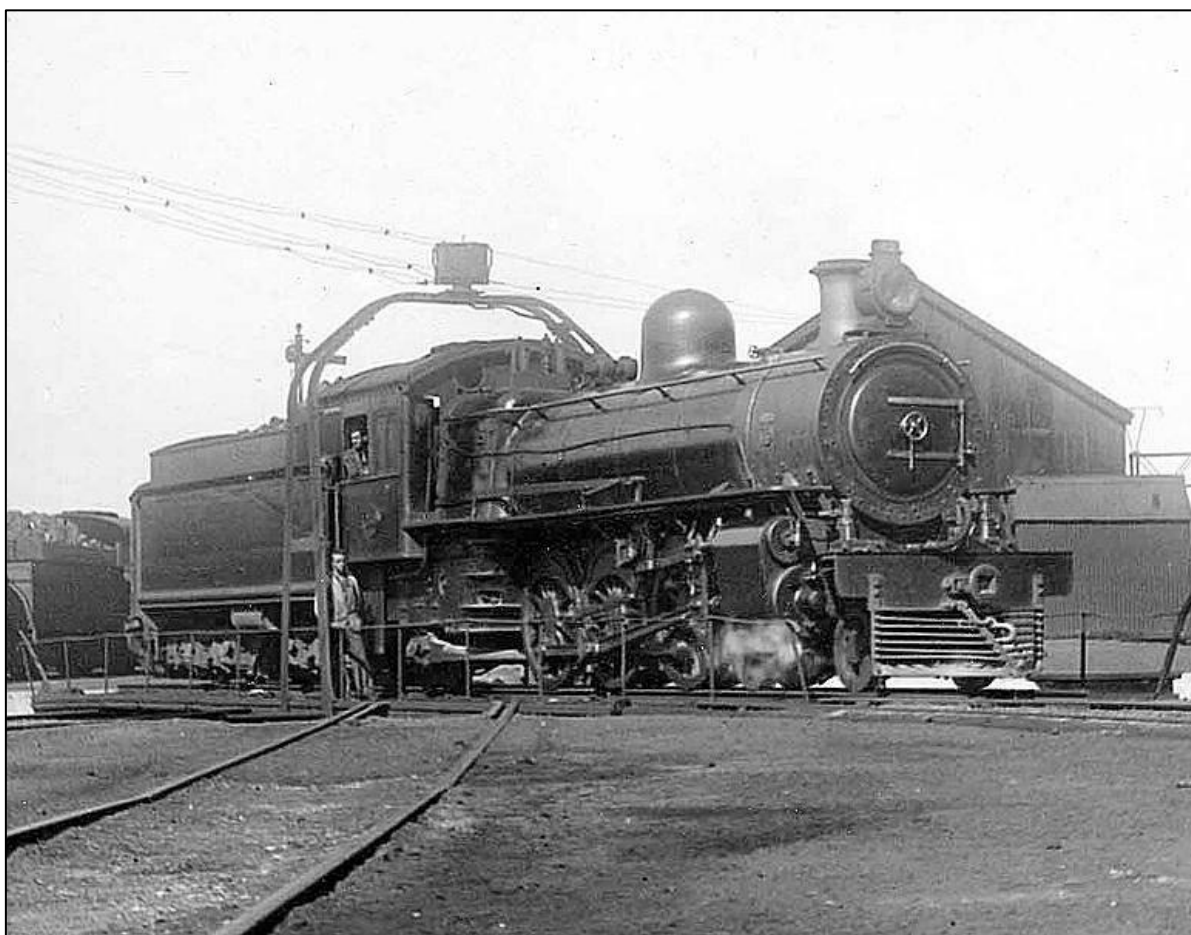
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## Bulletin No. 114 January 2013



*Unidentified Class 10C on the turntable, at Cape Town, early 1930's.*

*Railway Circle Record via Pierre de Wet*

## Editorial

With effect from this issue we are changing the appearance of page 2. Traditionally, there has been a photo at the top of page 2. Our stock of historical photos has dwindled and we are saving those that we still have for page 1. Furthermore, we have a large supply of articles and the extra space will help us to publish them. Another change, which has occurred, is a slight reduction in font size and in the space between the lines.

The tender for new Prasa coaches has been won by a consortium led by the French Company Alstom, despite bids by three Chinese firms. See the details at:

<http://www.railwaygazette.com/news/single-view/view/alstom-wins-prasas-20-year-fleet-renewal-programme.html>

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Follow Up on Bulletin No. 113

As with any exercise, I knew I would probably manage to miss some OK's from my list and Robin has picked these out, so maybe you could add a note in the next RHG Bulletin

### O&K

### Locomotives

-

### Addendum

The OK locomotive list published in RHG113 unfortunately managed to omit a couple of locos, one of which still survives. Many thanks to Robin Lake for pointing out my error

D 2905 1908 30 PS Bt 600 .06.1908 Colonel C. B. Addison, Empangeni  
*Col Addison was a Director of Zululand Sugar Millers & Planters and the loco may well have gone there although the Addison family did have other sugar interests.*

D 4103 1910 50 PS Bt 610 .07.1910 Van Rijn, G. M. Estates Comp  
*This loco survives today preserved in the USA having been bought from Zimbabwe where it spent time at various locations after having been sold by Van Ryn Estates to the Selukwi Peak Light Railway where it was No. 2.*

Sandy Buchanan wrote:

John Middleton's excellent article on Orenstein & Koppel locomotives refers.

I point out one fact which may help solve some of the questions raised in this article, and that is that there were five (not three) two foot six inch gauge railway lines in South Africa, viz the three mentioned by John ( colloquially the "Namaqualand Railway", being the Cape Copper Co, Namaqua Copper Co Ltd & O'okiep Copper Co Ltd, the Sub Nigel Mine, UCOSP) plus the Sheba Mine and the TGME Mine at Pilgrim's Rest. The TGME operation was an extensive tramway which to the best of my knowledge never operated a steam locomotive, but the Sheba Mine did. Confusingly the Sheba Mine railway is sometimes referred to as "The Sheba Tramway". It was not so & definitely did operate at least one steam loco. I have photos of it in service. Was this an O&K loco? I don't know.

To which, John replied:

Wally / Sandy - thanks, 2'6" is a confusing gauge in SA and I should have been more careful in how I phrased it.

There was also 2'6" in Kimberley until DBCM phased it out around 1900 in favour of 1'6" with several locos from Appleby and JF that we know of. Some were rebuilt to 1'6". We have never seen a photo of any OK there.

Sheba - was actually referred to as a tramway in most contemporary documents, it had 5 steam locos, two Robey, two BH and a MW. There was an abortive attempt to electrify and two Milnes tramcars were purchased. I think is unlikely for the OK. It closed in the 1920s. There was a nice article by Frank Jux and I in an SA Rail in the 80s - worth reprinting Wally ! ( reprint coming up – Wally)

The De Beers explosives plant at Somerset West had (still has at Denel) a 2'6" gauge system with Porter steam locos (today GB battery locos).

I think we can discount TGME unless steam was used for construction, 7 electric locos are known there (3 Siemens and 4 GE).

Sub Nigel is a possibility as is UCOSP as the original equipment (never delivered) was ordered from OK.

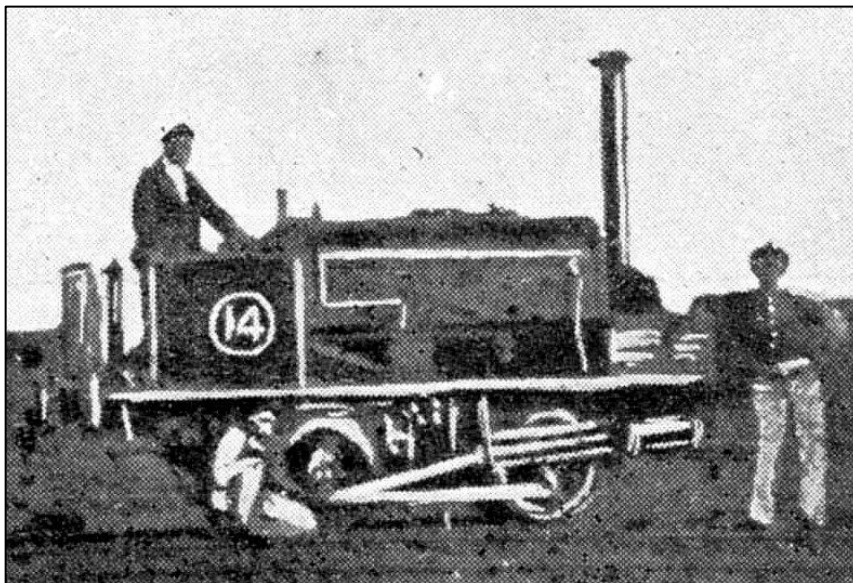
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## Is This 'Mliss'?

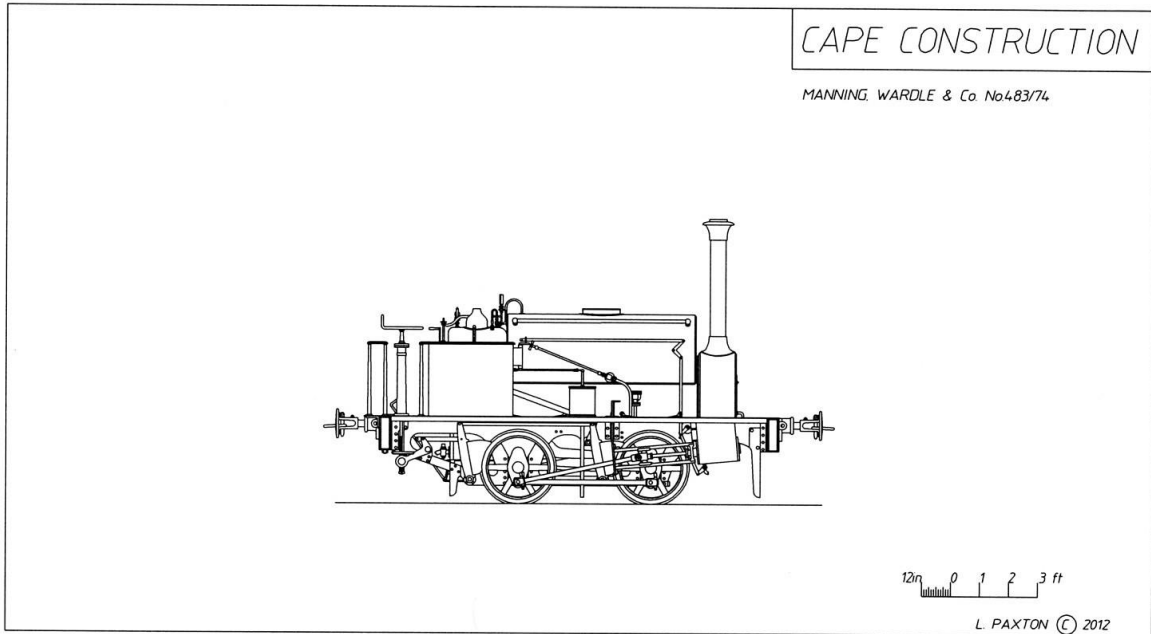
By Leith Paxton

In a publication of 1902, 'Uitenhage, Past and Present', reference is made to several locomotives by name: 'Little Bess', 'Pioneer' and 'Mliss'. The two former engines are accounted for and are Manning Wardle No. 434, 442 (see Holland Vol II page 117). These were used on the construction of the Port Elizabeth-Uitenhage line which commenced Jan, 1872. 'Mliss', however, has been far more elusive to account for.

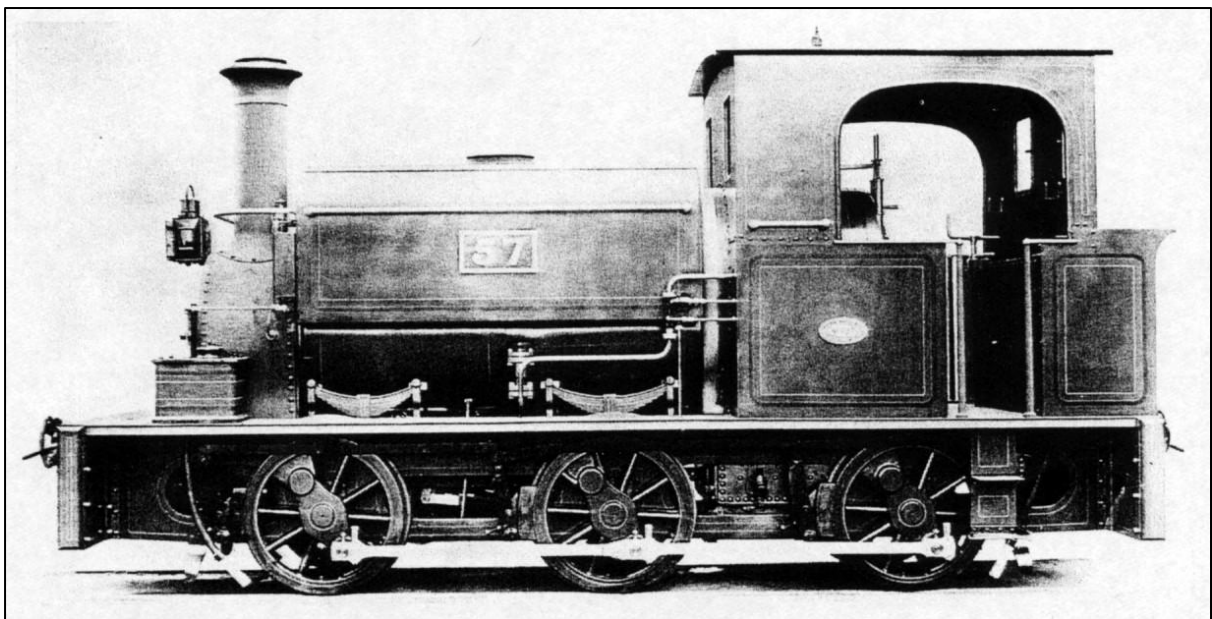
In the South African Railways and Harbours Mag of 1915, there is an overly touched up photograph of an 0-4-0ST, explaining how it was used on the construction of the Port Elizabeth mainline north of Alicedale. Besides the fact it didn't have a cab, it was also of a design that was not readily recognisable. An email was sent to John Middleton who suggested that it could be the errant 'Mliss' which could have been Manning Wardle No. 483 of 1874. Additional information also surfaced that stated, while MW 434, 442 and 494 were MW Class "E", 483 was a "Special Class "B". Armed with this information another email was sent to a very good friend in the UK who works as a part time archivist with the present holders of the Hunslet records, Manning Wardle being taken over by Hunslet in 1927. Proof returned in the form of a drawing of MW No.483. A copy of this drawing is attached and it compares well with the engine in the photo. Even down to the touching up around the tanks that shows the cylinder drain cocks and sanding gear. Conclusively MW 483 is the engine in the photo, but whether she is the phantom 'Mliss' we cannot say for sure. Although this engine appears in the Manning Wardle build list, Holland makes no mention of it.



*This rather heavily touched up photo, is the only known photo of Manning Wardle No. 483 and it is shown working at "Swallows Cutting" Eastern Cape. SAR&H Magazine 1915.*



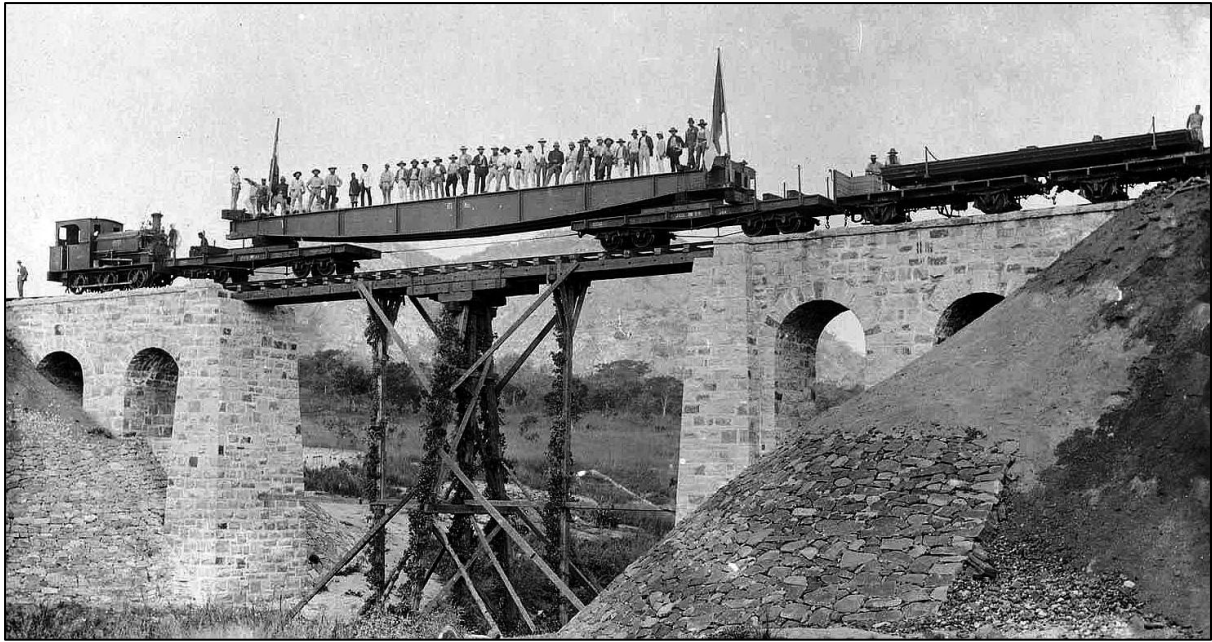
While on the subject of engines not mentioned in Holland, Fox, Walker, the manufacturers of the 4'-8 1/2" Port Alfred engine 'Aid' also built a 3'-6" version for the Port Elizabeth Harbour Board. She was Fox, Walker No.330 of 1876. John suggests that she became PEHB No. A. Unfortunately neither a photograph nor drawing of her survives.



*Engine No. 1187, one of six "special" 3ft 6in gauge 0-6-0ST locomotives supplied to NZASM in 1890. Known as 18 tonners.*

#### Manning Wardle Locomotives for the N.Z.A.S.M.

Although Holland mentions, on page 110 of Vol 1 of his book, the purchase of six of these locomotives from Manning Wardle, No.1177-79 and 1186/88 in 1890, no photos were given. For completeness, two photos have surfaced and are given here.



*One of the Manning Wardle locomotives on the construction of the Drinkspruit bridge.*

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## **Notes on Cape Town Harbour Extension Contracts**

**By John Middleton**

Various schemes for the enlargement of Table Bay Harbour were put forward from 1934 onwards but it took until 1937 before it was decided to go ahead with a comprehensive scheme involving the construction of a deep water quay from the existing South Arm of the Victoria Basin right across the City front to Woodstock Beach. This created a large new basin which was known as the Duncan Dock with a water area of 290 ha. Behind the new basin 480 acres of land were reclaimed for industrial and commercial purposes.

The lead contractor for the work seems to have been Hollandse Aanneming Maatskappy of the Netherlands and although they certainly did the reclamation work it isn't clear if they did the other elements as well. Various locomotives were used on these contracts but ownership isn't clear in all cases.

The main part of the scheme required the removal of the earlier Random Block Mole which consisted of 6 ton blocks and rubble. The demolition started on 10 May 1938 and utilised a 3'6" gauge diesel electric crane which loaded the rubble into SAR bogie wagons hauled by a small Jung 4wDM loco of which two were delivered to the site. The new deep water quay was built using 15 ton concrete blocks and contemporary reports state that the concrete for the blocks was brought in by "miniature electric railway" before being poured into moulds. While no evidence of electric locos has been found, two photographs exist showing an old O&K 0-6-0PM hauling Jubilee "V" skips working in the block yard on what appears to be 2'0" gauge track. The two photos show locos in slightly different liveries but it isn't known if there were two locos or whether it was the same loco taken at different times. The block making yard was close to the Somerset Hospital. A further type RL1c O&K 4wDM diesel loco was also delivered to this contract but no photos of this have yet been found.

2'0" Gauge locos were also used on a cooling water pipeline contract for Salt River Power Station in 1938-39.

Sometime after this work was completed, Hollandse Aanneming Maatskappy imported a secondhand OK 140HP 0-4-0WT steam locomotive, its arrival date isn't recorded but it was removed from Dutch boiler records in October 1939. A second locomotive (one of the three well known Works Dept HC 0-4-0ST) was obtained from the SAR Public Works Department (possibly on loan). The duties of these two are unknown but photos exist of them apparently in sidings on the foreshore.

A further contract for works in the harbour was let to Christiani & Neilson in 1964-65 and further 2'0" gauge locos were used by them but details of this contract are unclear.

### 1938-1939 CONTRACT

#### Gauge: 3'6"

-	4WDM	(ZL114)	Jung	8471	1938	New*	s/s
-	4WDM	(ZL114)	Jung	8472	1938	New*	s/s
HNW 69	0-4-0WT	(140HP)	OK	3019	1909	(a)	(1)
STORMBERG	0-4-0ST		HC	687	1903	(b)	(2)

\* Supplied to H.E. Oving, Rotterdam , Netherlands for Cape Town (Dutch agents)

(a) Ex Holland 1938 (orig built to 900 mm gauge for Peter Fix Sohne, Contractors, Meiderich, Germany), removed from Dutch boiler registers 10/1939, no record of Dutch owner.

(b) Ex SAR Public Works Department c1940

(1) To SAR (Public Works Department) HNW 69 in 11/1940

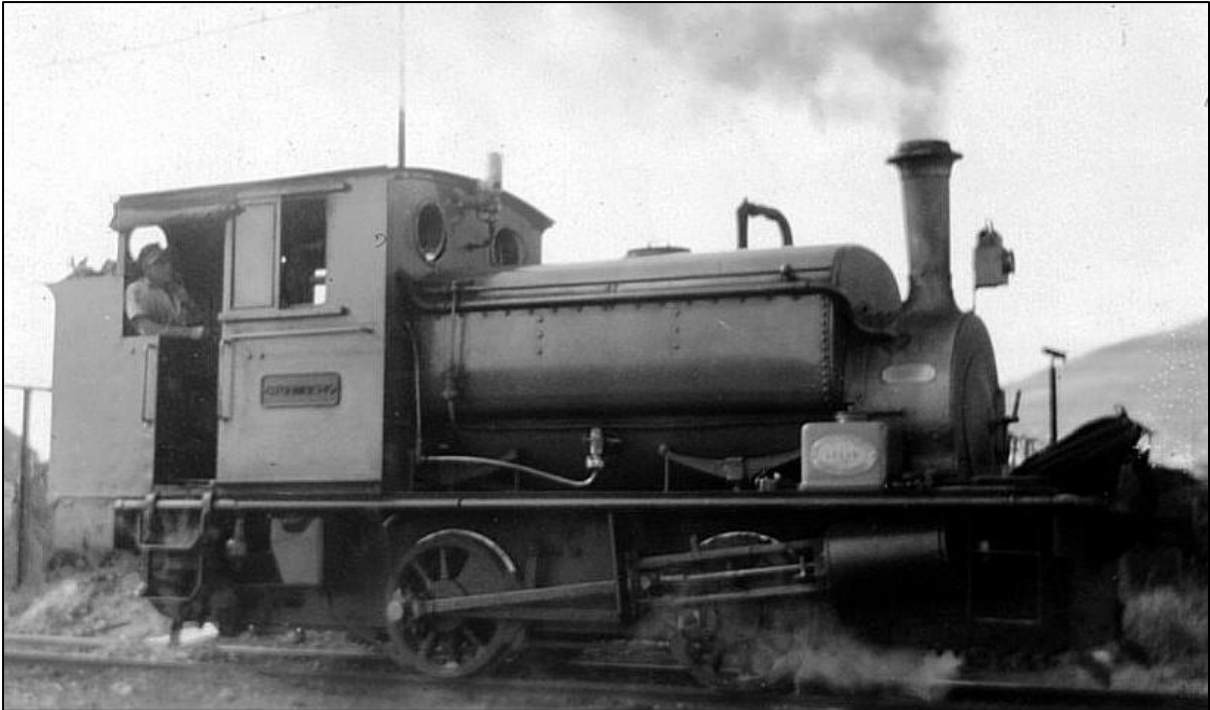
(2) Returned to SAR after 9/1946 (possibly to Dept of Forestry, Bellville Timber Plant)

#### Gauge: 2'0"

-	4WDM	(RL1c)	OK	8882	1938	New	s/s
-	0-6-0PM	(S30)	OK-Montania	c1925	(a)	(1)	

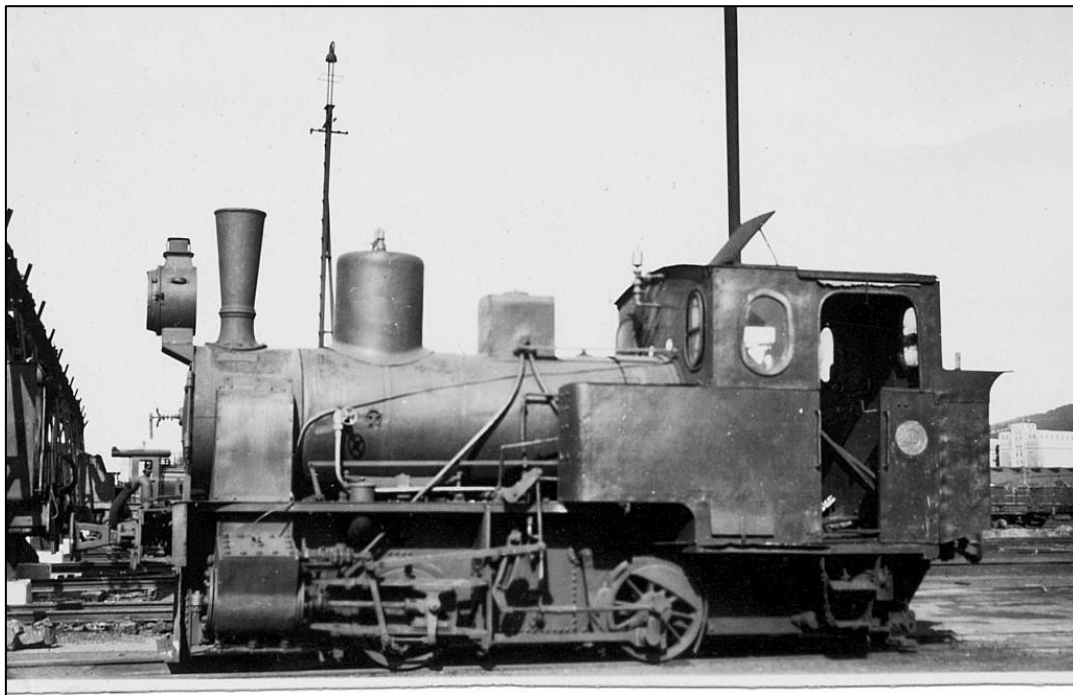
(a) Origin unknown (possibly secondhand from Europe), gauge not confirmed but likely 2'0". There may have been two locos of this type.

- (1) Disposal unknown but the chassis of an S30 was used by United Locomotive & Wagon Co. to build a new 0-6-0DM shunter for SAR (Plant No. K10882) in c1954. No other type S30 are known in South Africa and were quite a rare type.



*Stormberg, at work, in Cape Town 29 Septemebr 1946.*

*John Middleton Collection*



*O & K Class HNW, No. 69, at Parrden Eiland 15 July 1951. It's fate is not known*

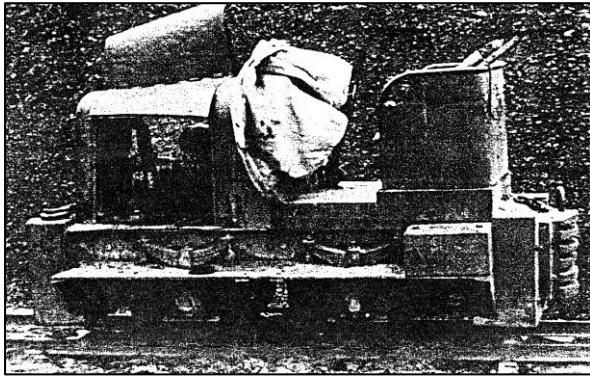
## 1938-1939 SALT RIVER Contract

Whether this contract was linked to the above work is not known but in 1938 a cooling water pipe line and jetty were constructed for Salt River Power Station by contractors Christiani & Nilesen. It is assumed that the Pedershab locos were used on this contract as at least two were delivered to C&N in Cape Town in April 1938.

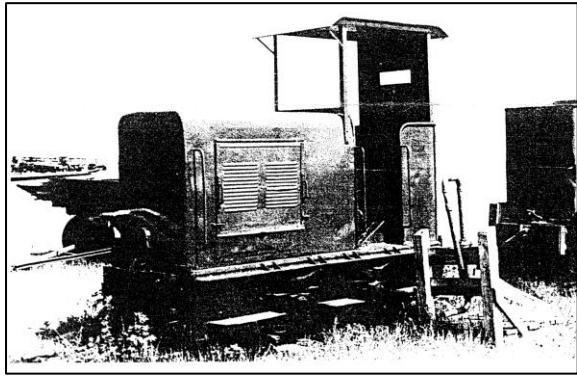
### Gauge: 2'0"

-	4WPM	(3ton)	Pedershab	193	1938	New*	s/s-
	4WPM	(3ton)	Pedershab	194	1938	New*	s/s-
	4WDM	(3ton)	Pedershab	206	1938	New*	s/s

\* All ordered by P. Christensen & Co, Cape Town (although at least two were delivered to Christiani & Nielsen)



*Pedershab Type PM-F*



*Pedershab Type D. John Middleton Collection*

## 1964-1965 CONTRACT

Exact nature of work unknown, but Christiani & Nielsen won a further contract for harbour works in 1964-65.

### Gauge: 2'0"

33	4WDM	RH	(a)	s/s-
	4WD	OK	(b)	s/s-
	4WDM	FH	(b)	s/s-
	4WDH	ECL	(b)	s/s

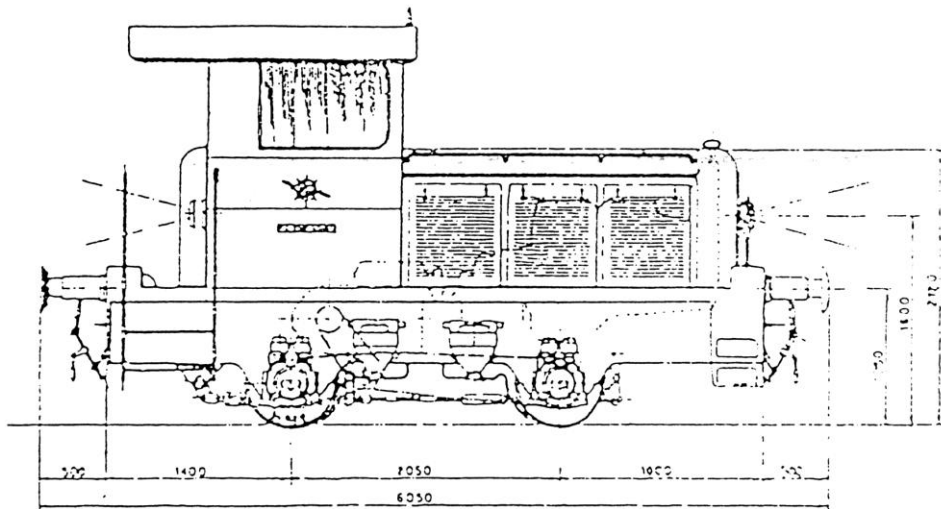
(a) Ex Consolidated Diamond Mines Ltd, Oranjemund

(b) Origin unknown. One report suggests two ECL locos associated with this contract which were reportedly repaired in Luderitz, Namibia and may have been ex Consolidated Diamond Mines. Possibly OK 8882 from earlier contract also used at this time and may have been the unidentified OK.



## RANZI LOCOMOTIVES

The Italian firm RANZI ceased to operate in 1978 after having built 138 locomotives and its records have been lost; however it is reported that five or eight of these locomotives were supplied for work in Cape Town and Durban harbours in the 1960's and further information would be appreciated.

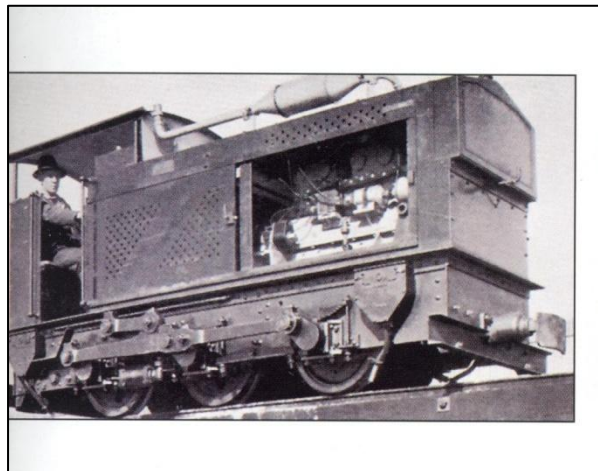


*Diagram of locomotive having starting tractive effort of 8,600 lb. and top speed of 15½ m.p.h.*

The RANZI locomotives were diesel hydraulic units which utilised a metallic powder instead of oil in their transmission.



*"Bulldog" loco of SAR.*



*O&K S30 Loco c1938.*

*John Middleton Collection*



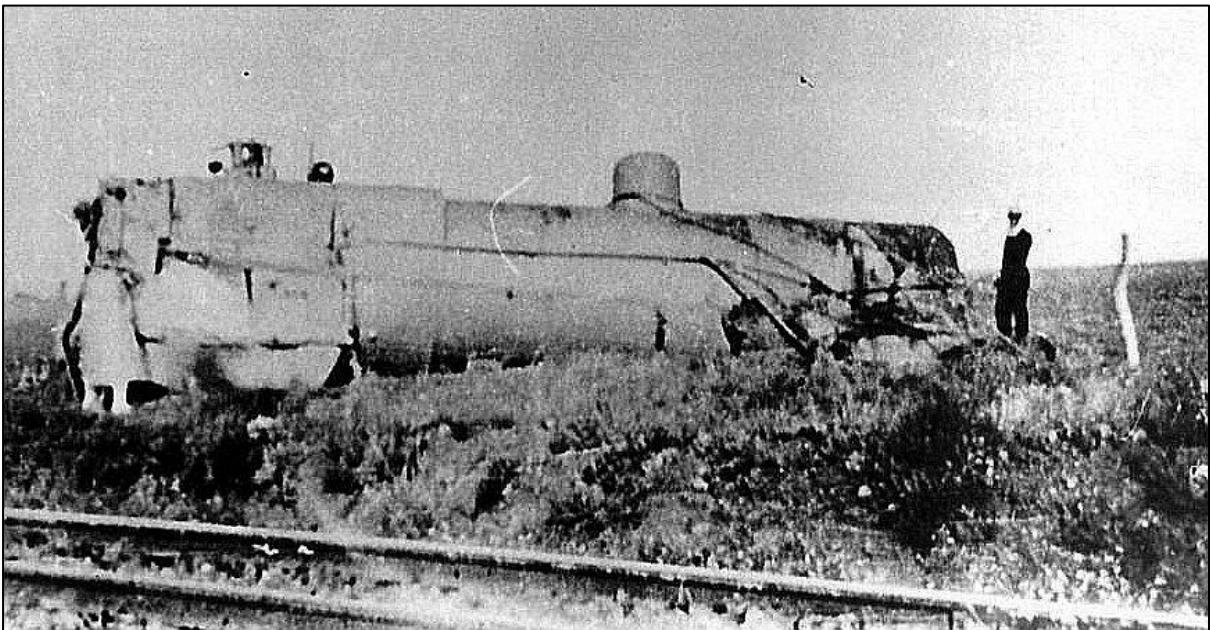
*Seldom photographed Harbour Board loco at work at the South Arm, Victoria basin, Cape Town.*

*SAR&H Magazine 1922 via Leith Paxton.*

## SAR BOILER EXPLOSION

By Leith Paxton

It is understood that only one catastrophic boiler explosion has occurred on the SAR. This occurred on a class 15A at Vetrivier in the Orange Free Free in 1929 when the crown sheet of the firebox was exposed due to low water. Although fusible plugs are installed to avoid such occurrences, these sometimes 'fur up' and are not always reliable. The force of the explosion was sufficient to lift the 20 ton boiler off the frames, and it landed in the veld several metres away.



*This photo shows the boiler some distance from the track.*

*Transnet photo via Eric Conradie*