

**THE HISTORY OF
THE STEAM LOCOMOTIVES
THAT HAVE SERVED
THE ELECTRICITY
SUPPLY INDUSTRY IN
SOUTH AFRICA
(ESCOM/ESKOM)**

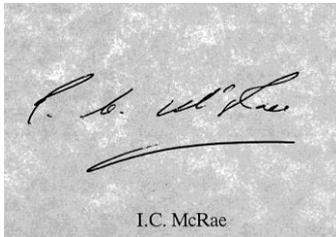


FORWARD BY DR IAN McRAE

“I have often asked how it is that Eskom has maintained its unique collection of steam locomotives in such a noticeable state of excellence. The answer is: the quality of the people in Eskom, and the pride with which each driver, each fireman, each handyman, each journeyman and even clerks and managerial staff treated our steam locomotives, lies close to the heart of every Eskom employee. They were driven and maintained in almost the same manner as a mother cuddles her infant.

The locomotive maintenance crew at the Rosherville central workshops are an example of dedication, enthusiasm and doing the job properly. Dave Parsons headed this crew for many years and it was he who really mothered these locomotives and set a standard which has contributed to this monument of excellence.

It is gratifying to know that this symbol of excellence, built up over so many years, will not be dismantled. I am privileged to say that these workhorses of yesteryear will be preserved in a manner which ensures that future generation will be able to experience them exactly as they were when they were still hard at work. “



I.C. McRae

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Abbreviations Used



VFP

Victoria Falls and Transvaal Power Company 1913-1948



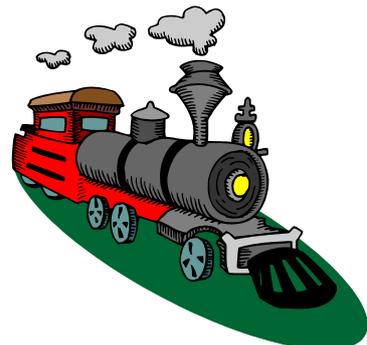
The VFP was established in Rhodesia in 1906 as the Victoria Falls Power Company with the intention of supplying power to the Witwatersrand mines from the Victoria Falls. The falls idea was abandoned on 1909 and the VFP became the Victoria Falls and Transvaal Power Company which then proceeded to erect coal fired power stations in the Transvaal, three being on the East Rand and one in Vereeniging. In partnership with ESCOM the VFP built and operated three large power stations, all of which mainly served the Witwatersrand gold mines. The VFP was taken over by ESCOM in 1948.

The VFP purchased "C" class locomotive No 62 from the SAR in 1913. This locomotive, now known as the Kitson, was used to haul coal trains from Modrea station to Brakpan power station to Rosherville power station (1920-1948)

RCEW

Rand Central Electric Works

In 1894 Siemens and Halske (one of the world's leaders in the manufacture of electrical equipment) obtained a concession for the ZAR (Zuid-Afrikaansche Republiek) Government for the generation and transmission of electricity to the gold mines of the Witwatersrand. In 1895 this concession was ceded to the Rand Central Electric Works who proceeded to erect a power station at what is now the town of Brakpan. This was the first commercial power supply undertaking in South Africa. The RCEW was taken over by the VFP in 1906. The latter then erected a large new power station on the site which became operational in 1907.



SAR

South African Railways 1910 -1913



Established in 1910 when the Union of South Africa was formed. The CSAR, the CGR and the NGR were merged into a single railway system. The three systems functioned separately until they were finally consolidated in 1914. The name of the SAR was changed to S A Transport Services (SATS) on 1 April 1981 whilst SATS was privatised on 1 April 1991 becoming TRANSNET with a subsidiary, SPOORNET which operates the rail network and METRO being another subsidiary which operates the various suburban assenger services.

The SAR changed the K&S class into the “C” class and renumbered the locomotives 47 to 62. The “C” class locomotives were used mainly for harbour shunting.

ESCOM

Electricity Supply Commission 1948 - 1983



Established in 1923 as a public utility corporation. ESCOM took over the VFP in 1948, and continued using the Kitson locomotive at Rosherville power station. When the power station was closed in 1966, she carried on hauling light loads between Jupiter station and ESCOM's central workshops at Rosherville. ESCOM reinstated the locomotive's original NGR number (No 13) and christened her “Kitty”.

CSAR

Central South African Railways

Established in 1902 to take over from the IMR (Imperial Military Railway). Became part of the SAR in 1910.

SANRASM

South African Rail and Steam Museum



In 1962 a group of steam train enthusiasts formed the Railway Society of Southern Africa (RSSA) with the objective of promoting an interest in steam trains and the gathering of historical data in connection therewith. With the demise of steam in the 1970's a group was formed with the objective of ensuring that a representative collection

of railway equipment is preserved for posterity. This branch of the RSSA called themselves the Preservation Group, but with the acquisition of a large collection of railway memorabilia it was found necessary to create a separate body to keep these in trust. Thus the South African National Railway and Steam Museum was formed, sited at Krugersdorp. Similar bodies were formed elsewhere namely the Umgeni Steam Railway Trust based at Hilton and the Cape Western Railway Trust based at Cape Town. The old SAR established the Transnet Heritage Foundation to look after its collection.

NGR

1879 - 1910



Natal Government Railways (NGR)

Locomotive No 13 is one of seven locomotives built by Kitson & Co in 1879 for the main line service of the NGR. They were the first locomotives in South Africa with the 4-6-0 wheel arrangement and the most powerful in service until 1888. Renumbered 47 at some stage.



National Monument

In 1979 Kitty became the first steam loco South Africa to have completed a century of continuous service. In 1983 it was the oldest working steam locomotive in South Africa. For these reasons ESCOM, together with the National Monuments Commission, decided to declare this unique machine a National Monuments Commission, decided to declare this unique machine a national monument on 29 April 1983. It is the first moveable, working machine to receive this distinction.

DETAILS OF ESCOM STEAM LOCOMOTIVES

<u>NAME OF LOCOMOTIVE</u>	<u>TYPE</u>	<u>WHEEL FORMATION ARRANGEMENT</u>	<u>WORKS NUMBER</u>	<u>TRACTIVE FORCE (POUNDS)</u>	<u>YEAR BUILT</u>	<u>OBTAINED BY</u>	<u>MAIN WORK PLACE</u>
Avonside	Side Tank	4-8-2 T	2 009	26 504	1927	ESCOM	Transvaal & Free State
Brakpan		0-4-0 T	2725		1896	ESXOM	Transvaal & Free State
Congella	Fireless	0-8-0 F	2 191	31 830	1945	ESCOM	Natal
Crane		0-4-0		12 544	1911	VFP	Transvaal & Free State
Dubs	NGR Type 104	4-8-2 T	3 480	18 600	1897	ESCOM	Transvaal & Free State
ESCOM	Fireless	0-6-0 F	2 571	14 000	1937	ESCOM	Natal
Fireless	Fireless	0-8-0 F	2 099	31 830	1942	ESCOM	Natal
Henschel (Vierfontein)	Side Tank	2-6-2 F	28 382	14 600	1950	ESCOM	Transvaal & Free State
Hunslet	Port Elizabeth Harbour Board Type	2-6-0 ST	790	11 700	1902	VFP	Transvaal & Free State
Kitson	NGR – K&S Class No 13	4-6-0 T	2 269	11 080	1879	VFP	Transvaal & Free State
Komati	Side Tank	0-8-0 T Later 0-6-2 T	1574	22 300	1926	VFP/ESCOM	Transvaal & Free State
Kracht	NZASM 46 Tonner No 197	0-6-4 T	2 855	16 580	1897	VFP	Transvaal & Free State
La Moye	Jersey Island Railway	2-4-0 T	1 105	13 728	1907	VFP/ESCOM	Transvaal & Free State
Pieter Both	NZASM 46 Tonner No 220	0-6-4 T	3 881	16 580	1912	VFP	Transvaal & Free State
Roos	NZASM 46 Tonner No 61	0-6-4 T	2 589	16 580	1893	VFP	Transvaal & Free State

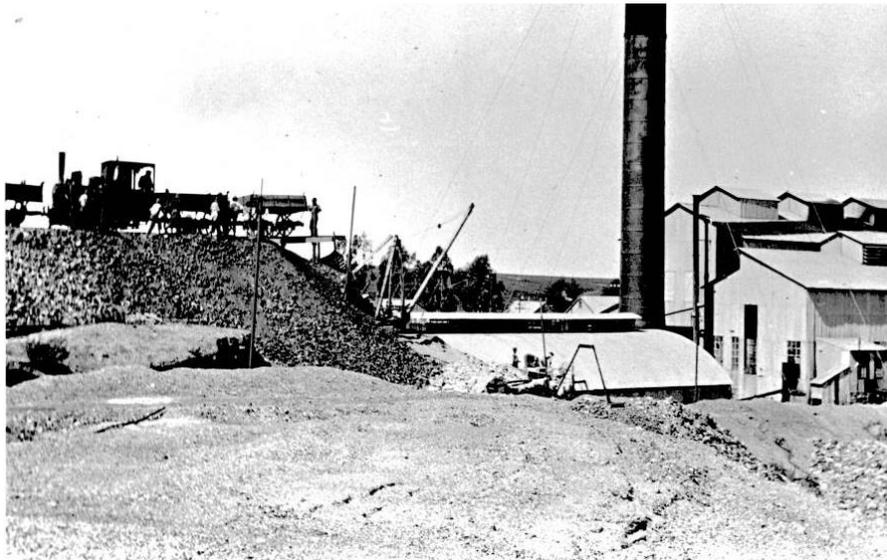
Salt River	Saddle Tank	0-4-0 T	3 056	13 060	1953	ESCOM	Western Cape
Stephenson	Saddle Tank	0-4-0 ST	7 677	1 2 705	1951	ESCOM	Transvaal & Free State
Tsitsa	Fireless	0-4-0 F	11 979	7 100	1927	ESCOM	Western Cape
Tugela	Fireless	0-4-0 F	3 858	11 950	1 935	ESCOM	Natal
Umbilo	NGR – Dubs Type No 88	4-8-2 T	2 967	18 600	1892	ESCOM	Natal
Umgeni	Fireless	0-6-0 F	7 686	14 794	1952	ESCOM	Natal
Volta	Side Tank	0-4-2 T	2 468	7 438	1904	RCEW	Transvaal & Free State

LOCOMOTIVE MANUFACTURERS

A Barclay, Sons & Co – La Moya, Congella & Fireless
A Borzig - Tsitsa
Avonside Engineering Co. – Avonside
Brooks Locomotive Company – Brakpan
Dubs & Co – Dubs, Umbilo
Emil Kessler – Pieter Both & Roos
Henschel & Sohn – Vierfontein
Hudswell, Clarke & Co - Komati
Hunslet Engineering Co - Hunslet
J A Maffei – Volta
Kitson & Co – Kitson “Kitty”
Manning Wardle & Co - Crane
R Stephenson & Hawthorn – Umgeni & Stephenson
R W Hawthorne, Leslie & Co – Tugela
W G Bagnall & Co – ESCOM & Salt River

BRIEF HISTORY

The Victoria Falls and Transvaal Power Company (VFP) was established in 1906 and the Rand Mines Power Supply Company (RMPS) in 1908. Their primary objective was to supply electricity to the gold mines of the Witwatersrand. However, the very first commercial undertaking to supply electricity to the gold mines was the Rand Central Electric Works (RCEW) which was established in 1895. RCEW built a power station at what is now the town of Brakpan. It was at Brakpan that the very first steam locomotive connected with the electricity supply industry of South Africa saw service. No details of this locomotive are known. The locomotive, with 20 trucks was shipped from Europe in 1897 and was used to transport coal from a nearby colliery to the power station. In 1904 the RCEW acquired a second locomotive which came to be known as **Volta**. Trains hauling coal were brought by the railways to points near the power stations. Each power station was then responsible for the haulage of the coal trucks to its coal staithes. Eight steam locomotives were obtained by the VFP for this purpose between the years 1910 and 1924.



**THE FIRST LOCOMOTIVE AND TRUCKS OF THE RAND
CENTRAL ELECTRIC WORKS**

In 1919 the South African Railways and Harbours Administration (SAR&H) had decided to electrify the Natal main line as well as the Cape Peninsula suburban lines. The absence of an electricity supply to these areas caused the SAR to provide for its own power stations. Consequently, the SAR commenced with the construction of a power station at Colenso in 1922. When the Electricity Supply Commission (ESCOM), (named changed to Eskom in 1987) was established in 1923, it was arranged with the SAR that ESCOM would acquire the Colenso power station upon its completion. Furthermore, it was arranged that ESCOM would build power stations at Durban and Cape Town, mainly for supplying power to the railways. Colenso power station was taken over in 1927. Congella, in Durban, and Salt River,

in Cape Town, both came into operation in 1928. ESCOM acquired steam locomotives to transport coal to these power stations.

But why all the fuss and bother about old steam locomotives, or for that matter, about any of these noisy and smelly old things? Perhaps Gordon Watson who spent a lifetime working with them, came close to the answer when he wrote a short article under the title "The Romance of Steam" in which he says the following:-

"In the realm of sound the steam locomotive possesses attributes which have the power to stir the souls of men. The rhythmic beat of the exhaust is the basis of music, its tempo denotes urgency, power, brutality when working hard; contentment tranquillity and even ethargy when running easily. Men have spent months of patient work to provide it with a warning cry which is at once penetrating, melodious, characteristic. It has become the most widely recognised sound in the world.

The men who work with steam locomotives and indeed many who do not, have often endowed the machine with human attributes. Experienced and completely normal locomotive men may be heard talking to their engines in a manner that makes the uninformed observer question their sanity. But it is these men who, by being one with the machine, have demonstrated time and again that the steam locomotive is capable of almost incredible feats of power and performance when it is understood and sensitively handled.

But, as with the introduction of modern machines which always have the maximum power available at the mere flick of a simple lever and therefore no longer requires to be "nursed" before making some extra demand of it, so it is that as from that time the human feeling towards these machines has gone for ever."

There is no doubt that these little steam locomotives stirred many souls in a very modest way.

AVONSIDE – circa 1927



Avonside with Kitson at Rosherville

Avonside was built in 1927 by Avonside Engine Company, for Union Steel Corporation (USCO). In 1932 Avonside was bought by the VFP for Witbank power station where she worked up until the end of the war in 1946. During the war years she was overhauled by Spencers in Witbank which closed down after the war. At the end of the war Avonside was towed to Rosherville workshops for overhaul and towed back again. When Witbank power station closed down in 1970 she was brought

back to Rosherville by Thorntons road transport on a low-bed trailer. In 1954 she was offered for sale to South Witbank Colliery. When the sale fell through she went to work at Rosherville Central Workshops, collecting cement dust from Pretoria Portland Cement. In 1979 she was taken into the workshops and stripped down cleaned and boiler re-tubed. She then went on to Grootvlei power station to haul coal from 1980-1982. In May 1983 she went to Camden power station and worked there until 1984 when she returned to Rosherville and was stored until 1989.

In 1990 she retired and joined her ESCOM sisters at the South African National Railway and Steam Museum in Randfontein.

In March 2011, Avonside returned home to Eskom from SANRASM to retire with her sister locomotives.

Type:	Side Tank
Works No:	2009
Wheel Arrangement:	4-8-2 T



Avonside at Witbank Power Station



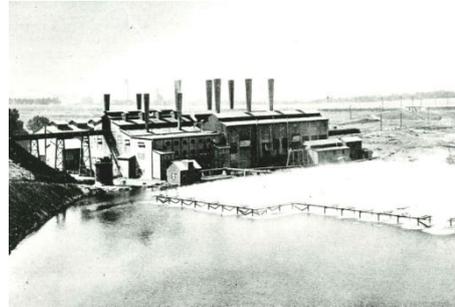
Avonside working at Grootvlei Power Station

Tractive Force (lbs):	26 504
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BRAKPAN – circa 1896

In 1897 Brakpan power station was completed and mention was made that the works had received a locomotive and trucks. The power station obtained coal from the Apex Colliery, which was situated about two to three kilometres from the power station. The locomotive and trucks were obviously used for the conveyance of the coal from the colliery.

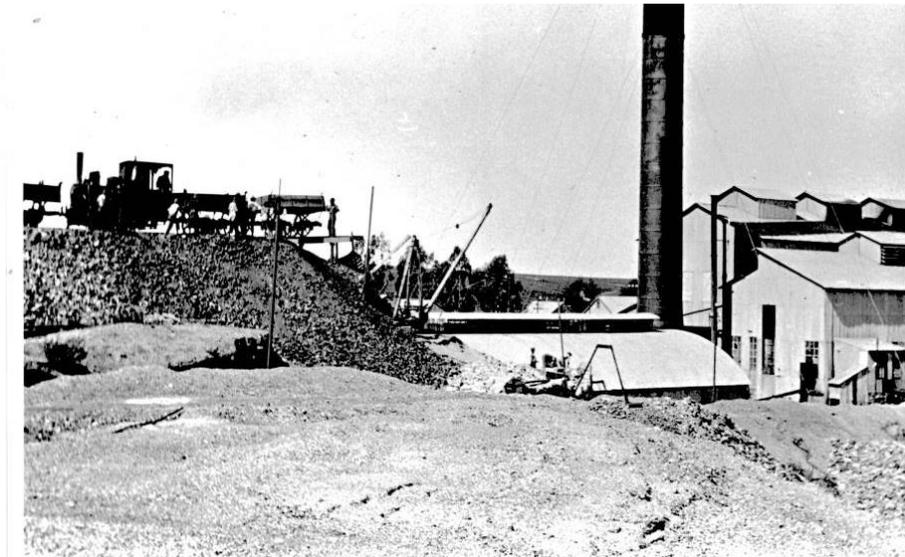
In the authoritative work “Industrial Locomotives of Southern Africa” by Hardy, Spit and Lucas it is stated that the Transvaal and Delagoa Bay Colliers obtained a 0-4-0T side tank locomotive new from Brooks Locomotive Company in 1896 under works number 2725. It is significant that the author states that this locomotive went to the Electricity Supply Commission (ESCOM). We know that ESCOM as such did not obtain such a locomotive.



Brakpan Power Station

Be as it may, this locomotive and trucks are of considerable historic interest as they were the first of such equipment to come to South Africa specifically for the electricity generating industry.

For identification purposes ESCOM has named this locomotive “Brakpan”.

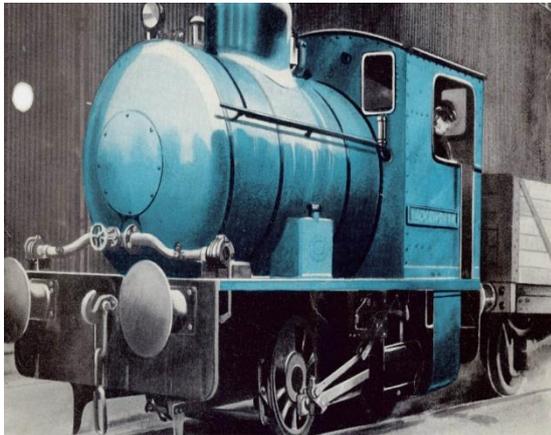


**Brakpan the first locomotive and trucks of the
Rand Central Electric Works**

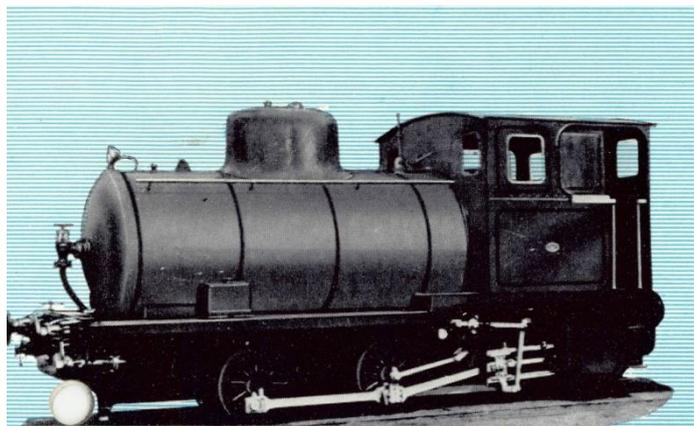
HISTORY OF THE FIRELESS LOCOMOTIVES

The Fireless steam locomotive is a steam locomotive in every sense of the word except that it has no boiler to generate steam. Instead, it has a large insulated pressure vessel holding hot water which has been boiled in another vessel. These locomotives were suitable for short trips in areas where large steam generating plants were installed. Their advantage was low maintenance costs as well as their particular suitability for operation in areas where explosives were manufactured or where pollution-free motive power was required.

South Africa did not make much use of these fireless locomotives. The first fireless locomotive was brought into service in 1909 and the last in 1958. The last locomotive was withdrawn from service in 1996 and belonged to ISCOR. ESCOM was the second largest user of fireless locomotives in South Africa (ISCOR was the largest) and employed these machines at its power stations for almost sixty years.



This means that for many years these useful but little known machines proudly puffed around the major industrial concerns of South Africa.



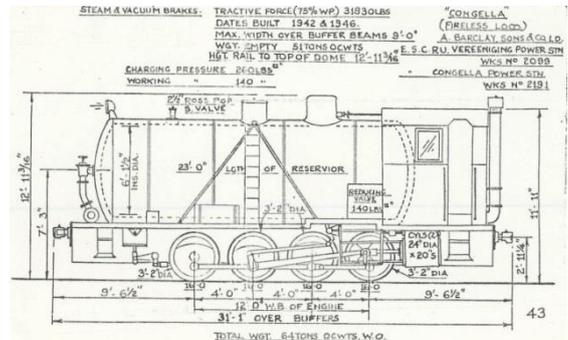
CONGELLA – circa 1946

Congella was built by A Barclay, Sons & Company Limited, in 1946. She worked at Congella power station in Durban (Kwa Zulu Natal) until the station was closed down in 1979. She was then transferred to Umgeni power station where she worked until 1984. Fireless and Congella were the largest fireless locomotives to see service in South Africa. In terms of tractive force these two locomotives were most powerful of all the ESCOM Locomotives.



Congella Power Station

Type:	Fireless
Works No:	2191
Wheel Formation:	0-8-0
Tractive Force (lbs):	12 544



Congella was an identical locomotive to Fireless

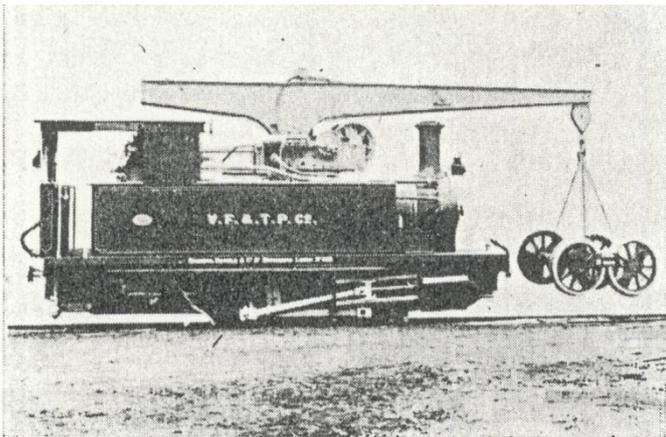
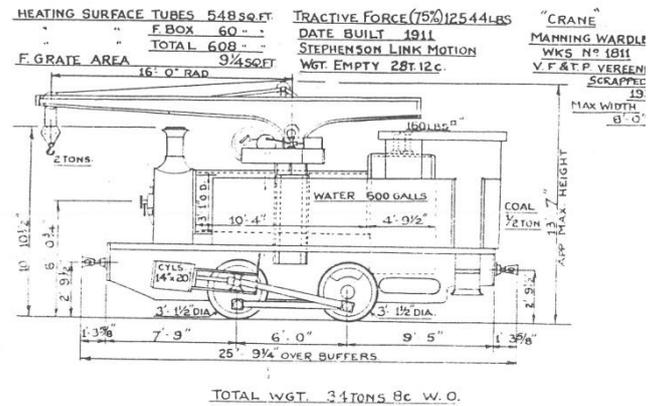
CRANE – circa 1934

Maning Wardle and Company, built a Crane Locomotive in 1911 for the VFP. It was placed in service at Vereeniging power station until 1936, when it was scrapped.

Crane worked at Vereeniging during the construction of the station and also used to haul coal trains from Vereeniging Railway Station to the power station over a distance of about 1 km.

The Union Steel Corporation, whose works were adjacent to the site of the old power station had a similar locomotive in service until 1950. This locomotive was built by Andrew Barclay and Son in 1916.

Type: Side Tank
 Works No: 1811
 Wheel Formation: 0-4-0
 Tractive Force (lbs): 12 544



Crane a 3ft 6 in gauge locomotive built in 1913 for the Victoria Falls & Transvaal Power Company

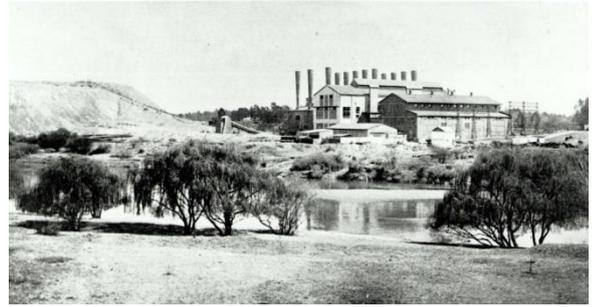


DUBS – circa 1897



Dubs being off loaded at Hendrina Power Station

Dubs NGR 4-8-2T works no. 3480, was built in 1892, by Dubs and Co Glasgow, Scotland SAR No 150, NGR No 104. It was just prior to the outbreak of World War II in 1939 that ESCOM had decided to build a new power station near Viljoensdrif just over the Vaal river from Vereeniging. However, construction of the power station, named Vaal, was seriously handicapped by the war and it was not until 1947 that work could be started.



Vereeniging Power Station

A steam locomotive was required during construction and for this purpose a Dubs type was purchased from the SAR in 1947. This was SAR number 150 (NGR number 104) and was built by Dubs & Company in 1892. When Vaal

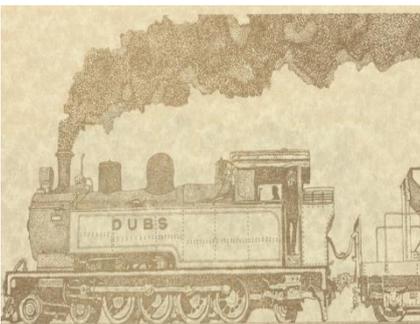
power station was completed in 1953 Dubs was employed at various other power stations namely Vierfontein, Taaibos, Hendrina and Rosherville but it was at Witbank power station that she

spent most of her working life with ESCOM. In 1974 ESCOM sold her to

Dunn's Locomotive and Boiler Works. Here she was employed as their yard shunter until the firm closed down in 1994. She was then donated by Dunn's to the Transnet Heritage Foundation at Witbank.



Dubs at Rosherville workshops after an overhaul



On 1 December 1985 an interesting event occurred. On this day a spectacular steam gathering and ceremony was held at the Southern Section railway depot of the old Witbank Colliery.

The highlight of the day came when Dubs, assisted by a former SAR class 3 locomotive belonging to Landau Colliery, headed the full length passenger train back to Witbank station. The significance of this was that there were two historic classes double heading a passenger train and up front was the very first "mountain" class followed by its successor.

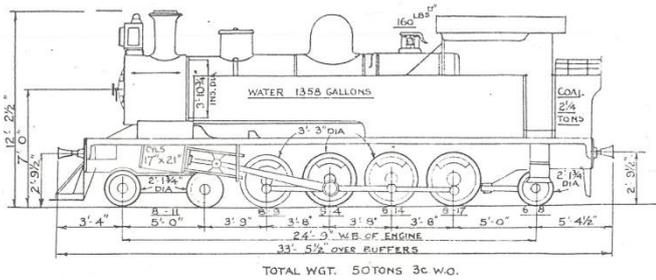
Dubs was sold to Dunn's in Witbank who went insolvent in 1994 and she was given to Transnet where and is still there today.

Type: Side Tank
 Works No: 3480
 Wheel Arrangement: 4-8-2 T
 Tractive Force (lbs): 18 660

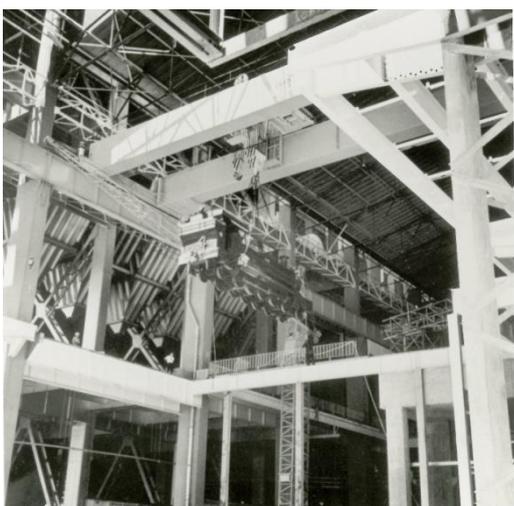


Hendrina Power Station

HEATING SURFACE TUBES 320 560FT	TRACTIVE FORCE (75) 18660 LBS	DUBS "A" BELFAIRE
F BOX 52 0 " "	DATES BUILT 1898 1915	(SAR CLASS 5 "A")
TOTAL 331 5 " "	WGT EMPTY 33100 LBS.	3 KYF ROLLER BEARINGS
FIREGRATE AREA 23 5 " "		ON RODS.
187 TUBES 1 3/4 " O.D.		
10' 10 1/2" BETWEEN TUBE PLATES		



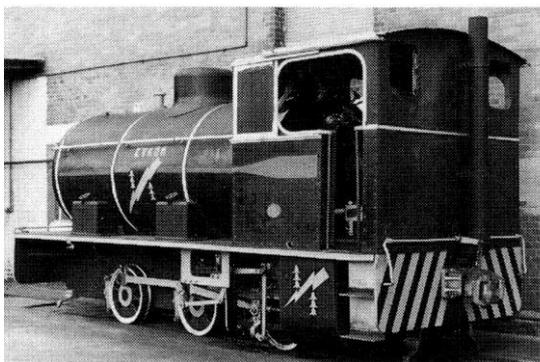
Dubs working at Witbank



Dubs at Hendrina Power Station in 1970. She was used to clean the tubes of No 1 boiler

ESCOM – circa 1937

This aptly named locomotive with a 0-6-0 wheel arrangement was considerably larger than the 0-4-0 Tsitsa and Tugela. It was obtained from W G Bagnall and Company Limited and worked at Colenso power station until the station was closed in 1984. In 1999 she went on display at the municipal offices in Colenso where she is still today.



Type:	Fireless
Works No:	2571
Wheel Arrangement:	0-6-0 F
Tractive Force (lbs):	14 000



ESCOM on display at the municipal offices at Colenso

FIRELESS – circa 1942

Fireless was a large locomotive with a 0-8-0 wheel arrangement, weighing 64 tons. Fireless was built in 1942 by A Barclay Sons & Company to serve at Congella power station Durban (Kwa Zulu Natal). However, she was commandeered by the then Director General of War Supplies to work at the Lentz Filling Factory near Johannesburg. In 1946 Fireless was transferred to Vereeniging power station where she worked until 1970. She then went to Umgeni power station in Pinetown, Kwa-Zulu Natal until she was withdrawn from service in 1984 when the power station closed.

She was then moved to the South African Rail and Steam Museum (SANRASM) in Randfontein and was finally scrapped.

Type:	Fireless
Work's No:	2099
Wheel Formation:	0-8-0
Tractive Force (lbs):	31 830



Fireless at Umgeni Power Station



Fireless at Vereeniging Power Station

HENSCHEL – circa 1950

(ALSO KNOWN AS VIERFONTEIN)

Henschel, also known as Vierfontein, was built in 1950 by Henschel & Sohn for Vierfontein power station, which was under construction. She arrived at Rosherville from Germany in September 1950 and was delivered to Vierfontein on 21 December 1950. She came through Rosherville again in May 1959 prior to delivery to Komati power station in June 1959, which was also under construction. Her driver at Vierfontein, Mr Viljoen, followed her to Komati. She subsequently had two overhauls by Dunn's Locomotive and Boiler Works in Witbank. After the second overhaul in 1969 she was delivered to Hendrina power station in July 1969 and was kept as a spare engine. In 1979 she went to Dunn's once again for overhaul. Of interest Vierfontein's frames are all welded construction which made her lighter on maintenance. She worked at Hendrina power station until the early 1990's and remained there until 1995 when she joined her ESCOM sisters at the South African National Railway and Steam Museum at Randfontein.



Henschel also known as Vierfontein at Hendrina Power Station

Type:	Side Tank
Works No:	28392
Wheel Arrangement	2-6-2
Tractive Force (lbs):	14 600



Henschel at Komati Power Station



Henschel (Vierfontein) working at Hendrina Power Station



Henschel loaded onto a low bed trailer for her journey home to Eskom to join her sister locomotives

On 3 February 2011 Henschel (Vierfontein) finally returned home to Eskom to her Eskom family where she worked and will retire with her other sister locomotives.

HUNSLET – circa 1902 **(Mitzi)**

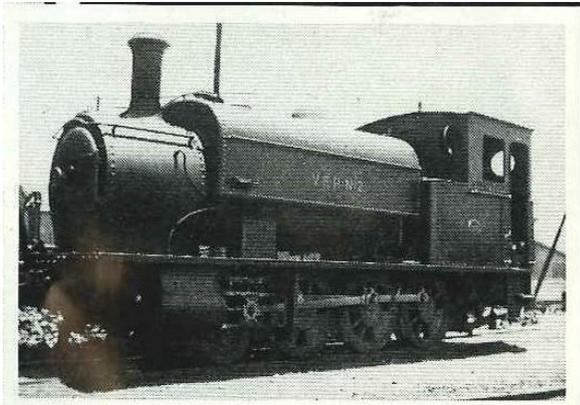
Hunslet, a 2-6-0 saddle tank locomotive, was built in 1902 by the Hunslet Engineering Company, Leeds, England. It is uncertain as to who ordered the locomotive but it is known that she was shipped from the factory to Durban for Roger Jenkins a firm of mechanical and electrical engineers who were agents for Hunslet. The VFP bought Hunslet in 1912, the previous owner is unknown. Together with Kitty, she was put into use to haul coal hoppers from Modrea station to Brakpan power station. From 1922 she worked at the Vereeniging power station until it closed down in 1967, when she was transferred to Rosherville for overhaul. As Kitson had the nickname “Kitty” Hunslet’s nickname was “Mitzi”. In May 1953, while stationed at Vereeniging power station, she was loaned to Vaal power station while Vaal’s DUBS locomotive was being repaired. She returned to Vereeniging power station in January 1954. In 1958 Hunslet was loaned to Grootvlei power station, then under construction, to serve as a stationary boiler for steam-cleaning the boiler tubes and steam pipes of the power station’s No 1 boiler. She was returned to Vereeniging power station until the station closed down in 1969. Hunslet was then sent back to Rosherville power station where she again shared duties with “Kitty”.



Kitty and Hunslet working at Rosherville

Hunslet originally had her coal boxes on each side of the cab but as these proved to be inadequate a new coal bunker was built and the old coal boxes became tool boxes. A problem experienced as a result of her saddle-tank construction was that in the summer the water in the saddle tank became heated causing the two injectors to dribble as the water did not condense the steam quickly enough. No such problem was experienced in the winter.

Hunslet has joined her sister locomotives on permanent loan at the (SANRASM) South African National Railway and Steam Museum in Randfontein.



HUNSLET 1902 LOCOMOTIVE



Hunslet at Grootvlei Power Station



Hunslet and La Moye working at Rosherville



Hunslet full steam ahead



Hunslet at SANRASM in Randfontein



Kitty and Hunslet having a steam chat

Technical Data

Type: Port Elizabeth Harbour Board

Work's No: 790

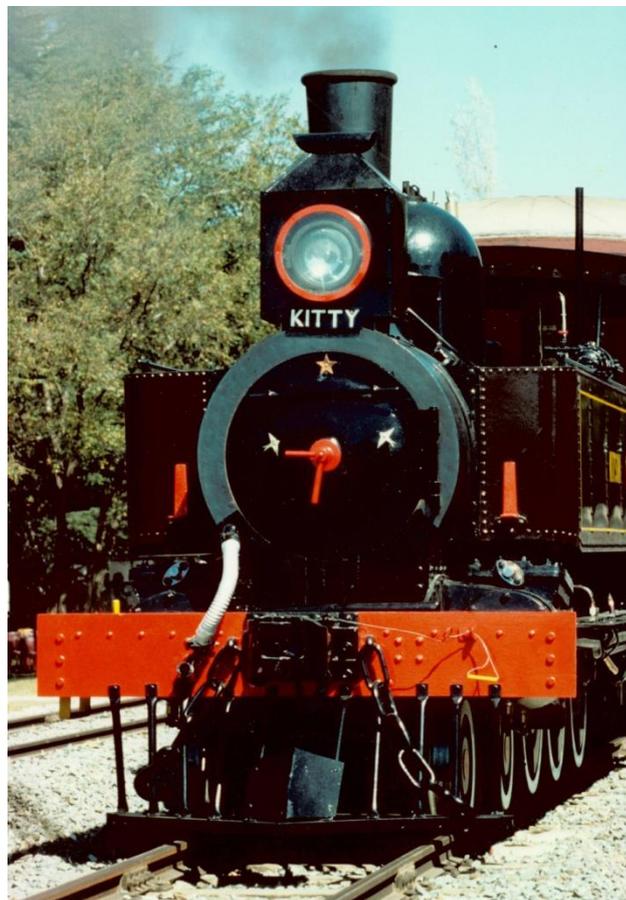
Wheel Arrangement: 2-6-0 T

Tractive Force (lbs): 11700

Year of Manufacture: 1902

On Monday 20 December 2010, Hunslet returned home with her sister Kitty to Eskom from SANRASM to Rosherville where they will finally retire together just as they worked together all their life and where they belong to the Eskom family.

A CENTURY AND
MORE OF CONTINUOUS
SERVICE & STILL
GOING STRONG



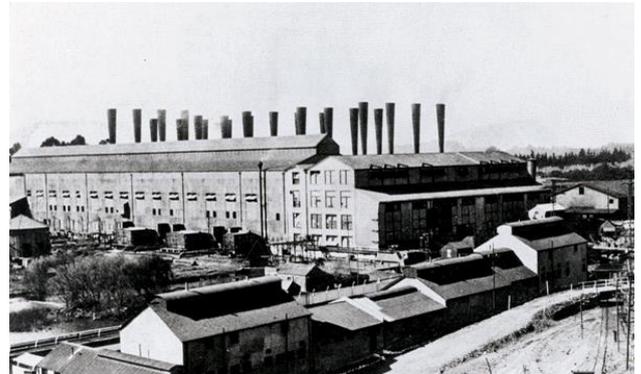
1879 – 2011
132 YEARS OLD
KITSON
AFFECTIONATELY KNOWN AS “KITTY”

“A chunk of steel which has become a symbol of inspiration”

Kitty, the 6th engine of a total of seven class “C” 4-6-0 tank engines, was built in 1879 for the Natal Government Railways (NGR) by Kitson and Co of Leeds in England at a price of 3 596 Pounds



Sterling. Works number 2269 was allocated to her and



Rosherville Power Station

the NGR (Natal Government Railways) designated her to be number 13. She was landed in Durban either late in 1879 or early in 1880. No further information is available on her life up to 1913, except that she was renumbered from number 13 to number 47 at some stage by the NGR and to number 62 in the “C” class of the SAR following the incorporation of the NGR into the SAR in 1910.

In 1913 the Victoria Falls and Transvaal Power Company (VFP) was looking for a locomotive to haul coal hoppers from Modrea station, on the Witbank to Germiston line, over a distance of 2,5 miles (4 km) to the Brakpan power station. The Assistant Maintenance Engineer at Rosherville Central Workshops Mr T R Fenwick was sent to the Durban workshops of the



Kitty, La Moye and Roos at Rosherville with Grand Tram

SAR to inspect a Kitson engine in the “C” class which was for sale. He found the engine acceptable and recommended the purchase at a price of 600 Pounds Sterling. ESCOM instated her original number (No 13) and christened her “Kitty”. The original type paraffin headlamp was refitted. Kitty was hauled by rail to Modrea station in 1913 and became the “locomate” of a Hunslet locomotive which the VFP had bought in 1912. Between the two of them they hauled all the coal from Modrea station to Brakpan power station until 1920 when the VFP bought two ZASM locomotives. Kitty was sent to Rosherville power station. From 1920 to 1966 Kitty

worked on the 1,5 mile (2,4 km) line between Jupiter station and Rosherville, hauling coal to the Rosherville power station.



Kitty working at Brakpan Power Station



A very proud little engine waiting for her coal trucks to arrive

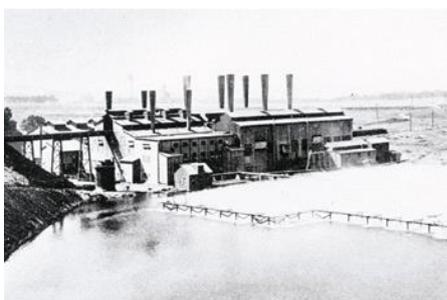


Kitty on her way to collect the coal trucks

After the closure of the power station in 1966, Kitty was used to haul light loads to the central workshop and stores at Rosherville. In addition to the improvements made by the NGR, the VFP and ESCOM had also made some useful modifications over the years. The rear portion of the frame was extended, the coal bunker moved to the rear of the cab, the custom built toolboxes removed and the discarded coal bunker converted into a toolbox. The front portions of the side water tanks were lifted away from the frames and were extended towards the front of the engine. This necessitated some modification to the steam chests. The vacuum brake ejector was replaced by a Dreadnought ejector and the bottle type lubricator was replaced by a Eureka



Kitty's Headlamp



Brakpan Power Station

converted into a toolbox. The front portions of the side water tanks were lifted away from the frames and were extended towards the front of the engine. This necessitated some modification to the steam chests. The vacuum brake ejector was replaced by a Dreadnought ejector and the bottle type lubricator was replaced by a Eureka

lubricator. The oil headlamp, which had been replaced by an electric headlamp, was restored except for the replacement of the wick by an electric globe. The original bell type buffers were replaced by standard SAR knuckle couplers. Kitty was re-boilered in 1927 and again in 1952.

Despite these changes, Kitty was still resplendent in ESCOM's familiar brown and gold colours and still closely resembled her original design.

A CENTURY OF SERVICE 1879 – 1979

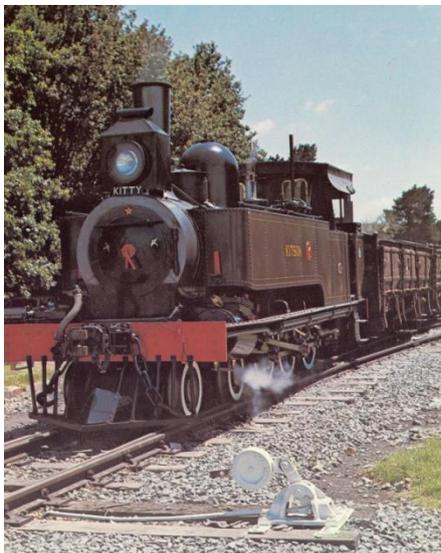
In 1979 Kitty became the first steam locomotive in South Africa to have completed a century of continuous service.

Dave Parsons, then charge-hand of the locomotive maintenance team at the central workshops, recalls the following:-

“I have been on the footplate when Kitty pulled 20 loaded coal hoppers, more than 50 times her own weight, from Jupiter station to Rosherville power station. Many ten shilling bets were won by ESCOM men when SAR drivers bet that Kitty could not pull such loads”.



A young lady visits a venerable, yet still dapper old lady, on her hundredth birthday. The driver is Dave Parsons



Kitty puffing along on her hundredth birthday pulling her coal trucks

Dave, fired and drove Kitty for forty-three years. He was first introduced to her as an apprentice fitter in 1935 and they were “married”. According to Dave, Kitty and her sister engines used to pull loads of approximately fifty-five tons on a 1-30 gradient in their first years of operation.

However, in later years he managed to move eighteen loaded coal hoppers, each weighing seventy-three tons, with Kitty while the bearings were warm. Kitty is not only the oldest locomotive in South Africa, but also the oldest locomotive with a 1.08 m (3ft 6 in) gauge in the country.

Our story of Kitty would hardly have been possible had it not been for Dave Parsons, the man who as a child bunked Sunday school to go and admire her. Not only was he destined to keep her in prime working order, but he also did what few people care to do – he recorded her history, but he also went a step further and recorded the history of all the ESCOM locomotives. Therefore this story of Victorian Kitty, mainly because it so aptly breathes the spirit of the post Victorian era on the Witwatersrand.



The following forward was written by Dr Ian McRae:

“I have often been asked how it is that Eskom had managed to maintain its unique collection of steam locomotives in such a noticeable state of excellence. The answer is shortly: the quality of the people in Eskom. The pride with which each driver, each fireman, each handyman, each journeyman and even clerks and managerial staff treated our steam locomotives lies close to the heart of every Eskom employee. They were driven and maintained in almost the same manner as a mother coddles her infant”.

Kitty is still going strong after 100 years

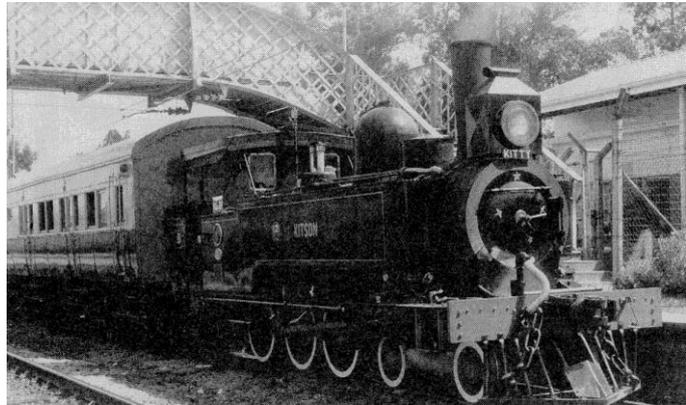
Kitty and two other locomotives made history when they became the first steam locomotives ever allowed into the new Johannesburg station.

On 22 March 1990 an excited group of steam enthusiasts and the museum fraternity gathered at Johannesburg station to watch the Emil Kessler along with the 46 tonner NZASM locomotive No. 61 called Roos, chuff their way in. They are normally kept out because the low roof prevents smoke from escaping into the atmosphere.

Huffing and puffing at a steady pace, with the coal dust flying in our eyes and people reminiscing about the good old days, we eventually reached Germiston station. Even those uninitiated into the lore of the old locos, could not help but be excited.

Then Kitty was coupled up to the carriages, taking the place of the Emil Kessler and Roos, and took us to Kaalfontein station at Esselin Park. It was the first time in a century that she worked on a main line hauling a passenger train.

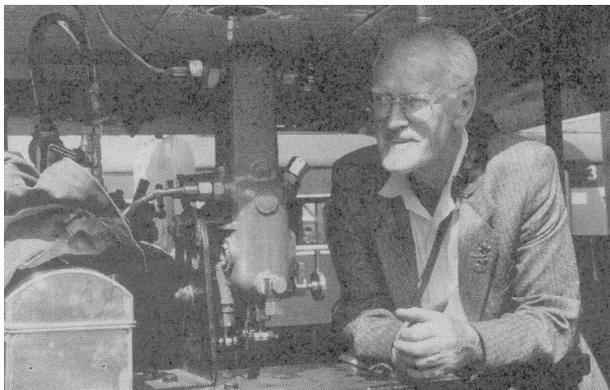
From Kaalfontein Station we were taken by bus to view the original Park Station. This beautiful steel and glass structure served as the Johannesburg Station from May 1897 to mid-1952, and is destined to return to Johannesburg as the core of the new Transet museum.



Kitty at Kaalfontein Station

The Emil Kessler was built in 1889 by the German firm Emil Kessler of Esslingen. She was one of the five locomotives imported by the Nederlandse Zuid-Afrikaanse Spoorweg-Maatschappij (NZASM), and was proclaimed a national monument of 6 April 1936.

Kitty is the oldest working locomotive in South Africa and probably the oldest in the world that has never been taken out of service, and is, also the oldest locomotive with a 1,08m gauge in the country.

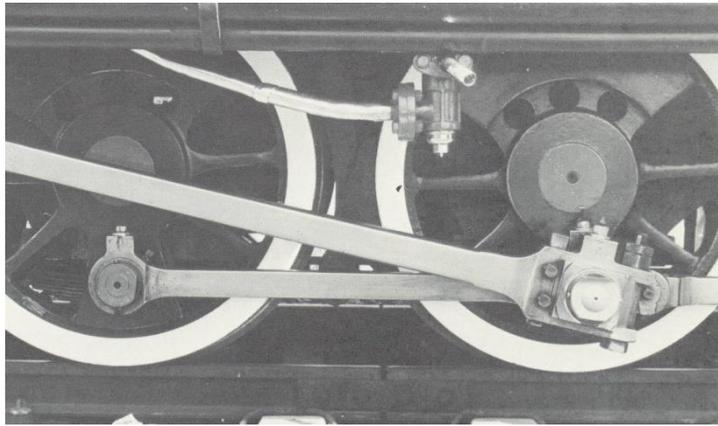


Kitty has covered more than a million kilometres and outlived many of the men that drove her.

A large 16 DA locomotive took us back to Johannesburg Station after a wonderful lunch at “platform 7”. It was a day that I am sure was enjoyed by all.

Dave Parsons received a commemorative medal for 45 years of dedicated service.

Of the 100 medals presented to various people on the day, he received number 61 – the number of the NZASM Roos, one of the loco’s he spent a lot of time working on



The coup-led wheels of 3 ft 3 in diameter seen here with the water injector in the top centre part of the photograph

INTERESTING STATISTICS

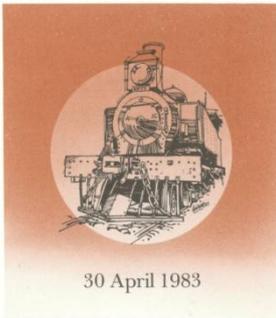
Imperial weights and measurements are used at Kitty was designed and manufactured according to this system.

Weight in working order	29 $\frac{3}{4}$ tons
Length over couplers	26 ft 1 inch
Overall height top chimney	11 ft 7 $\frac{1}{4}$ inch
Fire grate area	11 sq ft
Total heating surface of boiler	630 sq ft
Boiler tubes and outside diameter	124 x 1 $\frac{3}{4}$ in
Between tube plates	10 ft 3 $\frac{1}{8}$ in
Boiler barrel (inside diameter)	3 ft 2 $\frac{7}{8}$ in
Water tank capacity	700 gallons
Coal bunker capacity	1 ton
Boiler pressure	140 lb per sq in
Cylinder diameter and stroke	14 in x 21 in
Coupled wheel diameter	3 ft 3 in
Bogie wheel diameter	2 ft 1 $\frac{3}{4}$ in
Tractive effort at 75 % B.P,	11 080 lb
Engine wheel base	16 ft 8 $\frac{1}{4}$ in

A NATIONAL MONUMENT – 29 APRIL 1983

Acting on an ESCOM's proposal the National Monuments commission declared Kitty a national monument on the 29 April 1983. History was made at Rosherville on that day when Kitty became the first working steam locomotive to be declared a national monument (possibly in the world). It is the first moveable, working machine to receive this distinction. This locomotive was one of the oldest operating steam locomotives in the world.

UITNODIGING · INVITATION

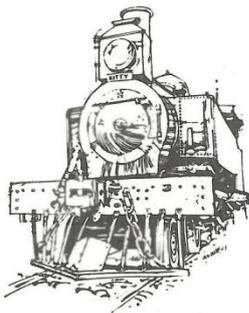


MR JAN H. SMITH
Chairman of the
ELECTRICITY SUPPLY COMMISSION
and Mrs Smith take pleasure in inviting

to the unveiling of the steam locomotive
KITSON
as National Monument on
30 April 1983 at 10h00
at the Old Power Station Property Rosherville

Buffet luncheon to be served
RSVP before 22 April. Mrs J.J. Joubert Escom PO Box 1901 Johannesburg 2000 Telephone (011) 800-4199

PROGRAM



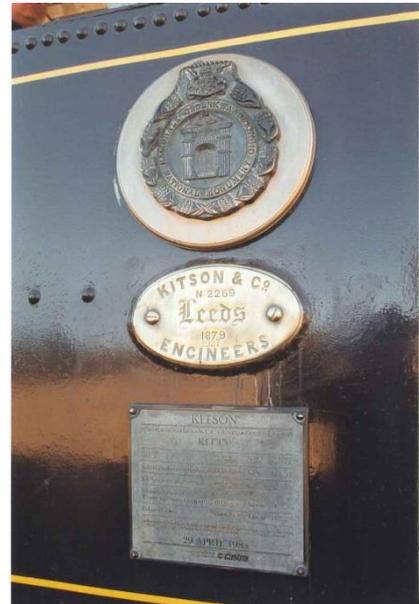
30 APRIL 1983

PROGRAM OF CEREMONY FOR UNVEILING 'KITTY' ON SATURDAY 30 APRIL 1983

- 10h00 Arrival and viewing of 'Kitty'
- 10h30 Welcoming by Mr R.E. Duplessis,
Public Relations Officer, Escom
- 10h35 Speech by guestspeaker Mr I.C. McRae,
General Manager (Operations) Escom
- 10h50 Speech by Mr Jan H. Smith, Chairman of Escom
- 11h00 Unveiling: Mr Jan H. Smith
- 11h05 Steam past without railway coaches/coupling to railway
coaches/guests board coaches
- 11h15 'Kitty' with guests on board steam in the direction
of Jupiter Station and back
- 11h45 Train stops in park and coaches are uncoupled/'Kitty' still
steams up and down on track for photographs
- 12h30 Buffet luncheon



**Kitson's National Monument
Plaque**



**The bottom plaque was
donated by CASTROL to
Kitson on the occasion of
her being made a National
Monument**

The ceremony culminating in Kitty's unveiling began at 10:00 when guests arrived and took their seats in a shady area adjacent to the ESCOM railway line to Jupiter station. At 10:30 Mr Etienne du Plessis, PR Officer of ESCOM welcomed guests and initiated the day's proceedings. Mr Ian McRae General Manager (Operations) followed recalling his days as an apprentice under Dave Parsons, Kitty's driver for 44 years. Dr Ian McRae, former Chief Executive) was the main speaker. As part of his speech he told the following little story with some relish against himself:



Dr Ian McRae

“During my early years at ESCOM I was indentured as an apprentice under Mr Dave Parsons. Kitty’s charge hand and maintenance fitter at the time. Mr Parsons was a strict taskmaster who stood no nonsense from the apprentices who worked on Kitty. I was a very enthusiastic soccer player in those days and could not bear to miss a training session. One afternoon Mr Parsons came around to inform me that I would have to work overtime. I was highly upset, so much so that I protested in his face.

Well Dave did not say anything but when it came to knock-off time he gave me a special task to do in Kitty’s smoke box.

Once I was inside the smoke box it was closed and locked, and water was poured down the chimney. When it was much too late to go to the training session Dave calmly and innocently let me out – wet, bedraggled and covered in soot. That was the very last time I grumbled about working overtime”.

When Mr Jan Smith gave his speech he had the following comment to make on this little episode:

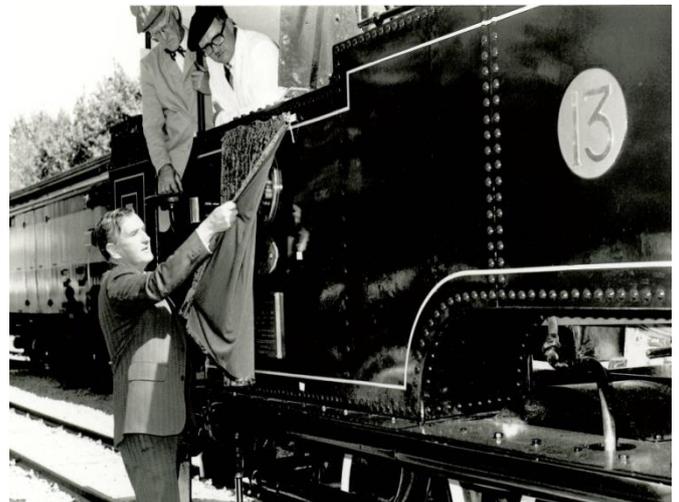
“I wish I had heard this story before. Then I would have known earlier what to do with a General Manager who jibs at work”.

Mr W H Tennant, from the Department of Manpower Utilisation, then gave technical details of Kitty’s boiler and general condition.

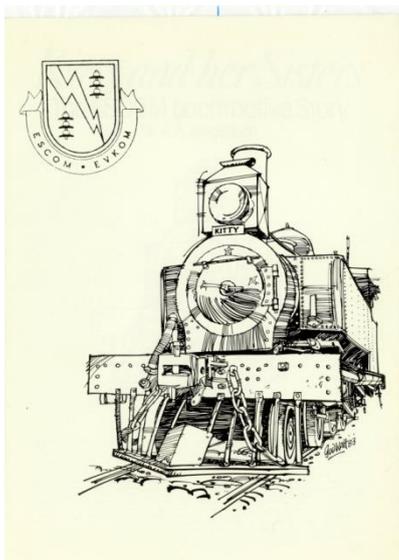
Finally Mr Jan H Smith, Chairman of ESCOM, presented his speech and unveiled the commemorative plaque while Dave Parsons (left in the cab) and driver Jan van Rensburg looked on. He gave the following apt description of Kitty:



Mr Jan H Smith delivering his speech



Mr Jan H Smith unveiling her commemorative plate as Dave Parsons and Hannes van Rensburg look on



Commemorative booklet printed for the occasion

“To me, Kitty has always been a link between the past and the future - an example of how dedicated maintenance and the will to preserve can make a chunk of steel a symbol of inspiration which motivates both the young and not so young”.



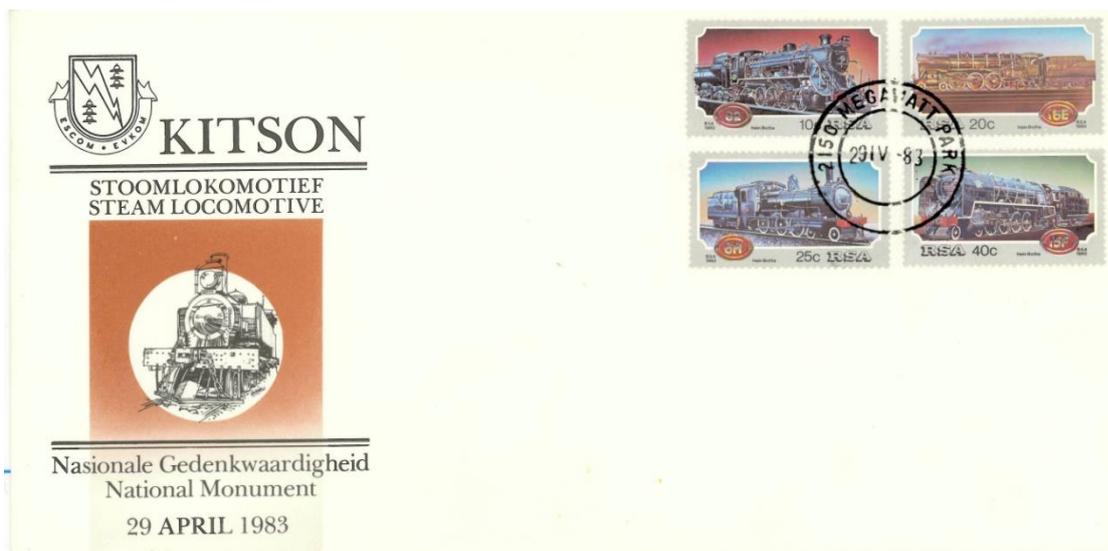
Guests seated under the trees on what was a perfect autumn day



Moving forward and reversing to couple up four coaches

A proud moment when Kitty then moved forward and reversed to couple on to four coaches supplied by the S A Transport Services. She then came forward again to enable guests to board the train where a reception was held. Kitty then pulled the train to Jupiter Station perhaps the first time that century she had pulled a passenger train!

A special first day cover was issued for this auspicious occasion





A very proud little engine with all her VIP guests on board full steam ahead to Jupiter Station for the reception

Kitty has been used in various film productions over the year's one being ("The Ghost and the Darkness")



Kitty making her debut in "The Ghost and The Darkness" starring Val Kilmer and Michael Douglas that was filmed at Badplaas

To the S A National Railway and Steam Museum

From the time of the Old Rand Central Electric Works (RCEW) through the Victoria Falls Power Company (VFP) to the Electricity supply commission (ESCOM), this combined electricity generating undertaking had owned 25 steam locomotives. By the mid 1980's there were still 18 of these locomotives in existence. By 1989 steam locomotives had become redundant due to the closure of the old power stations and the shift from rail to road traffic. It is gratifying to know that ESCOM decided to loan these locomotives out to various museums, which was done in 1989.



At that stage the fate of the twenty five locomotives was as follows:

Scrapped	7
Staged	1
With Transnet Heritage Foundation	3
Placed with Umgeni Steam Railway Trust	5
Place with Cape Western Railway Trust	1
Placed with SANRASM	7
Retained (Kitty)	1

Kitty steaming at Rosherville before leaving for SANRASM

KITTY

1879 - 1910 Natal Government Railways (NGR)
Locomotive No. 13 is one of seven locomotives (Nos. 2-8) in the S.A.S. class built by Kitson & Co in 1879 for the main line service of the NGR. It was the first locomotive in South Africa with the 4-foot wheel arrangement and the most powerful in its class until 1888, when it was superseded by the 4-4-0 class.

1910 - 1913 South African Railways (SAR)
The NGR, together with the other railway systems, merged with the SAR in 1910. The SAR changed the S.A.S. class into the 'C' class and renumbered locomotive 47 to 13. The 'C' class locomotives were used mainly for harbour shunting.

1913 - 1948 Victoria Falls and Transvaal Power Company
The VFP purchased 'C' class locomotive No. 13 from the SAR in 1913. This locomotive, now known as a Kibson, was used to haul coal trains from Medunsa station to Brakpan Power Station (1913 to 1916) and from Jupiter station to Matieland Power Station (1916-1948).

1948 - 1983 Electricity Supply Commission (ESCOM)
ESKOM took over the VFP in 1948 and continued using the Kibson locomotive at Rosherville Power Station. When the power station was closed in 1966, she carried on hauling light loads between Jupiter station and Eskom's central workshops at Rosherville. Eskom's central workshops renumbered the locomotive's original NGR number (No. 13) and christened her 'Kitty'.

National Monument
In 1973 Kitty became the first steam locomotive in South Africa (and possibly the world) to have completed a century of continuous service. At present (in 1983) it is the oldest working steam locomotive in South Africa (and possibly the world). For these reasons Eskom, together with the National Monuments Commission, decided to declare this unique machine a national monument on 23 April 1983. It is the first movable, working machine to receive this distinction.

SANRASM
On 12th February 1993, Dr. Ian McRae will officiate at the handing over of Kitty (No. 13) from ESCOM to the South African National Steam and Railway Museum for the continued preservation of her for future generations.

PROGRAMME
Saturday, 13 February, 1993

9h00 Arrive
Steam crane in operation with lady driver.

9h10 Welcome

9h15 Short history of Kitty
Mr. Rick Searle *R. Searle*

9h25 Hand over
Dr. Ian McRae *I. McRae*

9h35 Short ride with Dr. McRae & Mr Semark on foot-plate, Kitty only without any carriages.

9h45 Acceptance (including background to SANRASM and its vision)
Mr. Paul Semark, President of SANRASM *P. Semark*

10h00 Welcome of part of Eskom's Heritage Collection to Krugersdorp
Mayor of Krugersdorp-Councillor I.B. Nel *I.B. Nel*

10h10 Short ride
Kitty, two carriages and all VIP guests

10h30 Short tour of site, highlighting some historic items in our collection
Mr. L. Posniak *L. Posniak*

10h45 Light refreshments served in "Phantom Pass"

11h00 VIPs depart

11h00 Rides behind Kitty and Hunslet for other guests

-13h00

Programme for the handover of the Eskom locomotives to SANRASM

In 1993 ESCOM decided to also place Kitty with SANRASM, this step having been necessitated by the lifting of the private sidings at Rosherville. On Saturday 13 February 1993 Dr Ian McRae, that very same man who had been locked in Kitty's smoke box by Dave Parsons many years previously and who had by now become ESKOM's first Chief Executive, handed Kitty over to SANRASM.

“Dr McRae requested the museum to preserve her for future generations so that they may also be able to appreciate her and to continually be reminded of these dapper little workhorses who hauled the coal that fired the giant boilers of South Africa's mighty power house”.



Kitty pulling passenger coaches



Kitty and Hunslet having a chat at SANRASM

In 2010 unfortunately SANRASM had been forced to close its museum site and move its assets to other locations. In addition, the museum site, which was on gold/uranium mining property, was deteriorating rapidly due to the appearance of sinkholes which were threatening the assets standing on the site. A decision was made to return all Eskom locomotives on loan to SANRASM back to Eskom.

On Monday 20 December 2010 Kitty returned home to Eskom from SANRASM with her sister locomotive Hunslet, where they will be joined by another three of her sister locomotives early in 2011 to enjoy their retirement where they worked and belong to the Eskom family.



Kitty loaded onto a low bed trailer for her journey home to Rosherville to join her Eskom family

KOMATI – circa 1926

Komati, a 0-8-0T locomotive, was built in 1926 by Hudswell Clarke Company Limited, for Eskom's Witbank power station, where she remained until the station closed in 1969. She was overhauled by Spencers in Witbank during World War 11. In 1946 she came to Rosherville workshops for the first time to be overhauled. On her way back to Witbank from Rosherville a side rod bush on the trailing rod siezed at Modrea station. The rod was removed and the engine completed the journey as a 6 coupled.



Komati at Rosherville



**Komati after conversion to a 0-6-2
from 0-8-0 1954 conversion done at
Rosherville workshops**

The trailing coupled wheels or axle was removed in 1954, and a two wheeled pony truck was fitted to make the engine a 0-6-2T so that she would negotiate curves more easily.

Komati together with Dubs an 1897 SAR class A 4-8-2T, was sold to Dunn's Locomotive and Boiler Works in Witbank in 1974, from where she was hired out to various private firms.

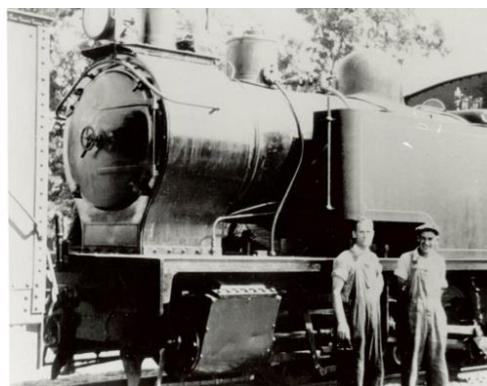
In 1995 Komati was bought back from Dunn's in return for scrap metal, and following the theft of axleboxes was finally scrapped in October 2010.

Type:
Works No:
Wheel Arrangement:
Tractive Force (lbs):22 300

Side Tank
1574
Originally 0-8-0 T later converted to 0-6-2 T



Komati working at Witbank Power Station



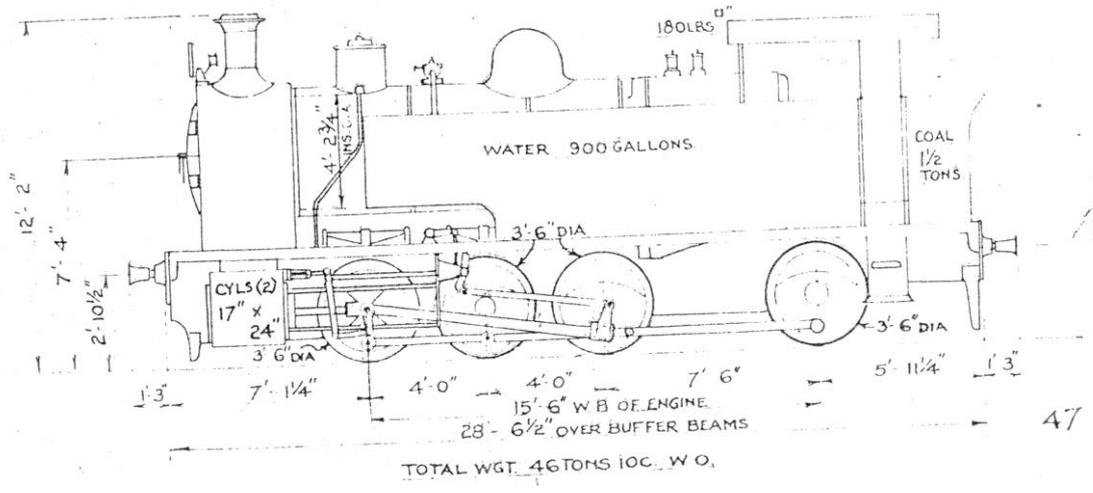
Komati at Rosherville with Dave
Parsons

HEATING SURFACE TUBES 1378.5 SQ. FT.
 " " F/BOX 85.6 " "
 " " TOTAL 1464.1 " "
 F/GRATE AREA 18.5 " "
 209 TUBES 1 7/8" DIA.
 13' 3 5/8" BETWEEN TUBE PLATES.

TRACTIVE FORCE 5000 LBS
 DATE BUILT - 1926
 WALSCHAERTS VALVE GEAR
 WKS. NO. 1574

HUDSWELL, CLARKE
 & CO LTD
 E S C. WITBANK
 POWER STN.

*Converted to
 0-6-2
 1950. Escom Rosburgh*



KRACHT - circa 1897

Another 46 tonner ZASM locomotive was obtained during 1921 to share duties with ZASM 4 at Brakpan power station.

This locomotive was severely damaged during 1924 in a head-on collision with a State Mines ore train on the Modrea railway line shared between the VFP and the mine. The collision was so severe that both the VFP driver and fireman were killed. The VFP subsequently built its own line to Modrea. The locomotive had to be scrapped and its records were consequently not retained.



Kracht and La Moye at Rosherville workshops

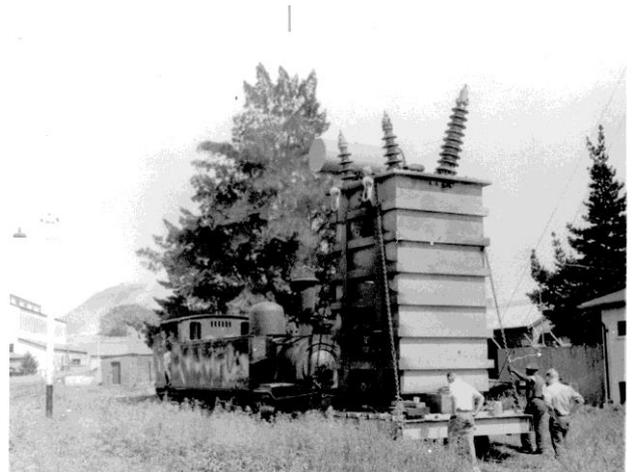
Type:

Side Tank

Works No: 2855

Wheel Formation: 0-6-4

Tractive Force (lbs): 16 580



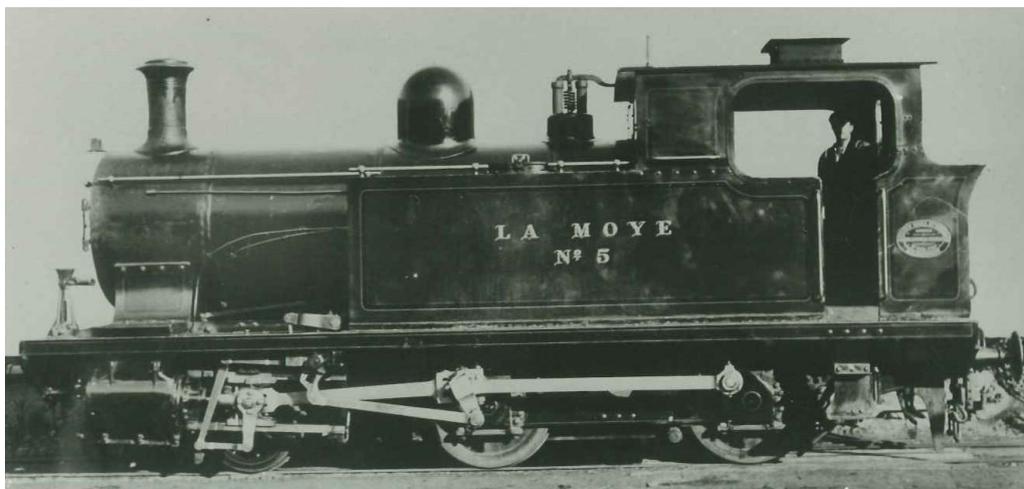
ZASM 5 at Brakpan Power Station shunting a Transformer



Kracht working at Brakpan Power Station

LA MOYE (ALSO KNOWN AS “BARCLAY”) – 1907 (MOGGIE)

The island of Jersey, the largest of the Channel Islands, had a number of railway systems. Barclay a 2-4-0T was built in 1907 by Andrew Barclay & Co Ltd, of Kilmarnock, Scotland for the Jersey Island Railways as their No 5 and was named La Moye. She was used in general service from 1922-1928. The VFP (Victoria Falls and Transvaal Power Company) bought Barclay from Jersey Island Railways in 1928 for 550 Pounds Sterling and had her shipped to South Africa in September 1928. Her movements from then on were many:-

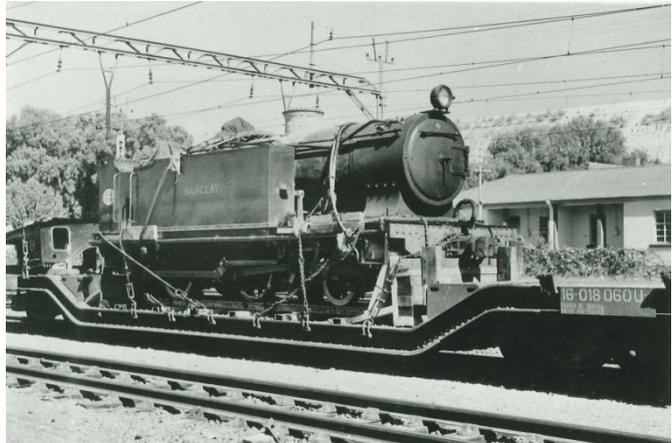


LA MOYE BRAND NEW PHOTOGRAPHED AT THE JERSEY ISLANDS OWNED BY ST AUBINS RAILWAY AND GRANITE QUARRIES CO LTD

1928-1947	Vereeniging power station
1947-1951	Rosherville power station
1952	Largo colliery, Welgedacht
1953-1959	Rosherville power station
1960	With locomotive Roos hauling coal hoppers between Coalbrook station and Taaibos power station
1961-1965	Rosherville power station
1966-1968	Ingagane power station
1969	Hired to Dunn's at Witbank for a brief period
1969-1971	Rosherville workshops
1971-1973	Van Eck power station near Windhoek
1974	Rosherville workshops
1975-1976	Taaibos power station
1977	Vierfontein power station
1977-1981	Rosherville workshops
1982-1983	Grootvlei power station
1984-1993	Rosherville workshops
1993	Retired

It can be said that she was ESCOM's most travelled locomotive. La Moye (Barclay) like her sister locomotives that were based at Rosherville, was given a nickname originating from a cat. Her nickname was "Moggie" a name taken from a cat who lived in the locomotive workshop at Rosherville Central Workshops. Moggie gave birth to four kittens in Barclay's cab.

She is the only locomotive which was built for and operated by an overseas railway before she came to South Africa. In 1993 Le Moye retired to join her sisters at the South African National Rail and Steam Museum in Randfontein



LA MOYE ON HER WAY TO WINDHOEK

Type:	Side Tank
Works No:	1105
Wheel Arrangement:	2-4-0 T
Tractive force (lbs)	13 728



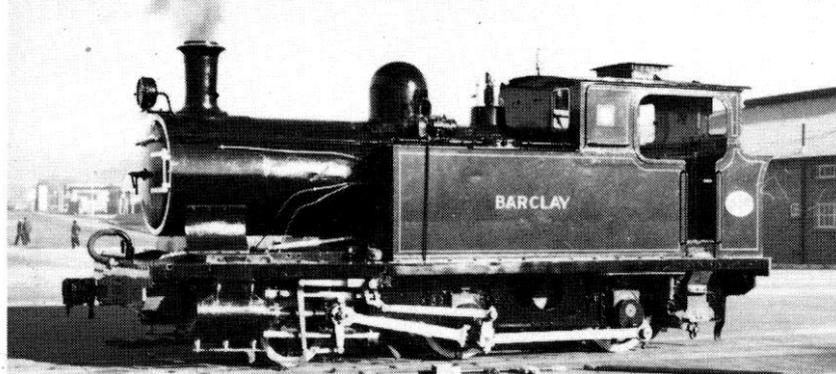
LA MOYE on the move again



LA MOYE and Hunslet working at Rosherville



LA MOYE pulling passenger coaches at Rosherville



La Moye (Barclay) at Rosherville

On 3 February 2011 La Moye (Barclay) returned home from SANRASM to Eskom to join her sister locomotives in retirement back with the Eskom family.

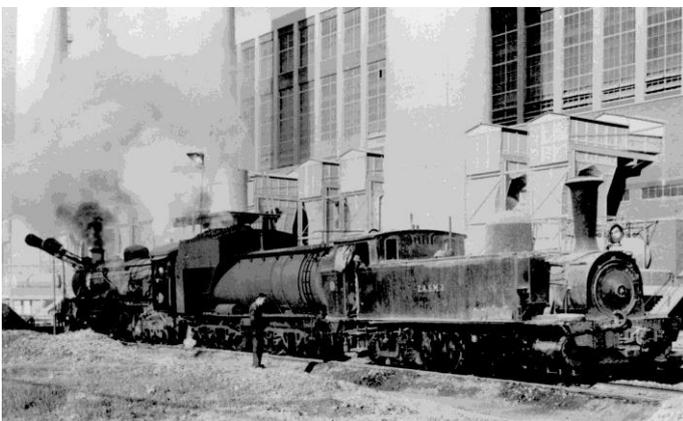
PIETER BOTH – circa 1897

This ex ZASM 5 locomotive was obtained by the VFP in 1912, probably direct from CSAR (Central South African Railways). It must be borne in mind that at that stage the VFP was in process of putting three large new power stations at Brakpan, Simmerpan and Rosherville respectively into operation. For Brakpan they obtained Kitty and Hunslet whilst Crane and Volta worked at Rosherville. At Simmerpan the SAR did the necessary shunting.. At some time the VFP had entered into a contract with Largo Colliery for the supply of coal to the above power stations. Part of the agreement was that the VFP would provide the colliery with a locomotive. The locomotive was ZASM 5 Pieter Both. Upon the closure of the colliery in 1959 the locomotive was transferred to Rosherville Workshops. From February to April 1960 she hauled coal from Coalbrook station to Taaibos power station. Following upon a head-on collision with a fully loaded coal train in April 1960 she was returned to Rosherville workshops. She was sold to Dunn's Locomotive Works in 1965 and remained there until she was scrapped.

Type: Side Tank
Works No: 3881
Wheel Formation: 0-6-4
Tractive Force (lbs): 16 580



Pieter Both working at Taaibos Power Station

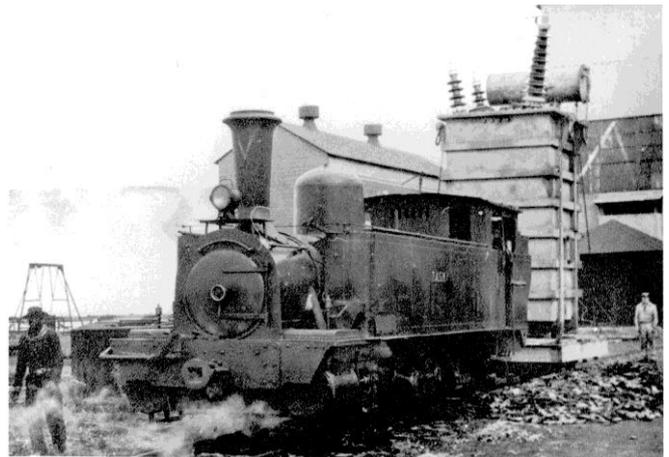


Pieter Both at Taaibos Power Station

ROOS – circa 1893

Roos was built in Germany by Emil Kessler in 1893. She had a varied career with various owners until she was bought by the VFP in 1919 and from then until 1948 she worked at Brakpan power station (where she replaced Kitty which then returned to Rosherville). ESCOM took the VFP over in 1948 and Roos continued to work at Brakpan power station until 1960 when she was transferred to Taaibos power station and was used there until 1961 to haul coal trains from Coalbrook station to the power station. This was necessitated by the collapse of a portion of Clydesdale Colliery. She went back to Brakpan power station in 1961 and worked there until the station was closed in 1963. She was then stored at Rosherville until sold in 1964 to Geduld Gold Mine where she worked until the mine closed in 1967. Geduld mine sold Roos in 1967 to SAPPI who used her at the Ngodwana pulp factory near Waterval Onder. The 75th Anniversary of the opening of the Delagoa Bay line was commemorated on 17 August 1970 with Roos hauling a special train between Waterval Onder and Waterval Boven, she was temporarily named “President Kruger” for the occasion. Six months after the commemorative trip Roos was acquired by the SAR. Roos was known as ZASM 4 whilst in ESCOM’s service. Currently at Waterval Boven loco depot

Type:	Side Tank
Works No:	2589
Wheel Arrangement	0-6-4 T
Tractive Force (lbs):	16 580



Roos working at Brakpan Power Station



Roos working at Rosherville Power Station

SALT RIVER – circa 1953



During the late 1940's and early 1950's the demand for electricity in the Cape Peninsula had increased considerably, this being due mainly to industrial development as well as the decision by the Railways to electrify the main railway line to the Transvaal (Gauteng). Consequently it was decided that ESCOM would build a large new power station adjacent to the existing one, the latter being designated Salt River 1 and the new one would be Salt River 2.

Salt River working at the Power Station

The power station enlargement meant that Tsitsa, the fireless locomotive, would not be able to handle the increased rail traffic. To help cope with the increased traffic, a new locomotive was ordered in 1953 from W G Bagnall & Company. It was aptly named Salt River.

Salt River 1 power station became redundant in the early 1970's with the result that the ageing Tsitsa was withdrawn from service in 1973. Salt River was left to marshall the coal hoppers by herself. This she managed admirably until Salt River 11 power station was withdrawn from service in 1989. The little locomotive then also became redundant and was placed with the Cape Western Rail Trust, where she probably still headed steam train trips for steam enthusiasts.

Type: Saddle Tank

Works No: 3056

Wheel Arrangement 0-4-0

Tractive Force (lbs): 13 060

STEPHENSON – circa 1951

Stephenson locomotive is one of the very few locomotives, bearing the name of the “father” of the railway.

Stephenson locomotive, was built in 1951 by R Stephenson & Hawthorne, Limited. Although she was intended for ESCOM’s Taaibos power station, in the Orange Free State (OFS), she was first sent to Hex River power station in the Western Cape, then also under construction.



I will send the locomotive to the Great Missionary among them.

George Stephenson

Stephenson was a very well-travelled engine especially by road

nearby Highveld power station.

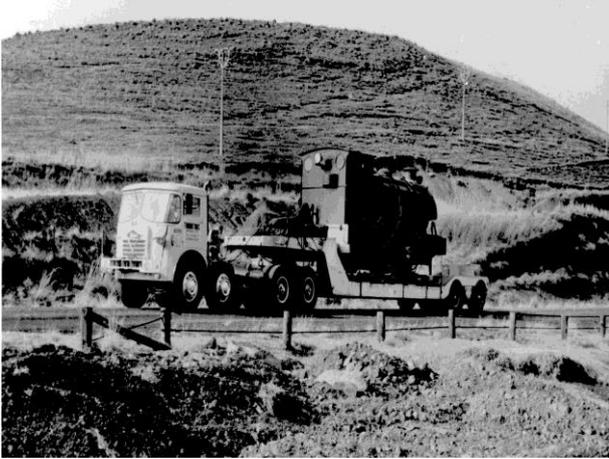
In February 1959 she came to Rosherville Workshops for her first overhaul and again returned to Taaibos where she remained until 1961. From 1962 to 1966 she was stored at Rosherville. In October 1966 she left Rosherville, this time on her way to Ingagane power station at Newcastle Kwa Zulu Natal. She made some claim to fame by becoming the first locomotive to go over Botha’s Pass by road. In January 1970 she went back to Rosherville workshops until April 1971 when she went to Witbank power station. She went on to Camden power station in 1972 and returned to Workshops in August 1974. Finally she went on to Vierfontein power station in 1976 and was temporarily named “Vierfontein” whilst working there. She stayed there until 1983 when she was transferred back to Rosherville. As you can see

Eventually in 1953 she went to Taaibos power station. During this time she also worked at the

Stephenson was a very well- travelled engine in her working life and in 1995 she retired to the Umgeni Steam Railway Museum in Pinetown, Kwa-Zulu Natal.



Stephenson on her travels again



Stephenson going over Botha's Pass by road



Stephenson arrives at Witbank Power Station

Stephenson has inside steam chests and valve gear making it difficult to work on these parts. She was rather a rough riding engine, she hunted badly, side swinging kicked the track out of line.

Operating in a yard presented no problems but on a long run she was like a bucking bronco!



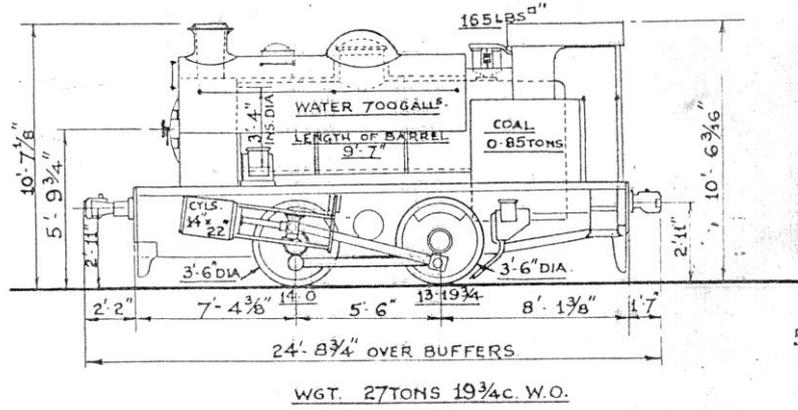
Stephenson at the Umgeni Steam Railway Museum in Pinetown Kwa Zulu Natal

Type:	Saddle Tank
Works No:	7677
Wheel Arrangement	0-4-0 ST
Tractive Force (lbs):	12 705

HEATING SURFACE TUBES 568 SQ.FT.
 " " F. BOX 55 " "
 " " TOTAL 623 " "
 FIREGRATE AREA 8.5 SQ.FT.
 124 TUBES 1 3/4" O. DIA.
 9' 10 3/8" BETWEEN TUBE PLATES.

TRACTIVE FORCE (75%) 12705 LBS.
 DATES 1946 - 1950 1952
 STEPHENSON MOTION
 INSIDE STEAM CHESTS
 MAX WIDTH 7' 6"
 WGT. EMPTY 21 TONS 13c.
 WKS No: 7398, 7677, 7685

R. STEPHENSON & HAWTHORNS
 JOH BURG MPTY
 ORLANDO POWER STN. 7398
 E. S. C.
 TAAIBOS POWER STN 7677
 SWARTKOPS " " 7685



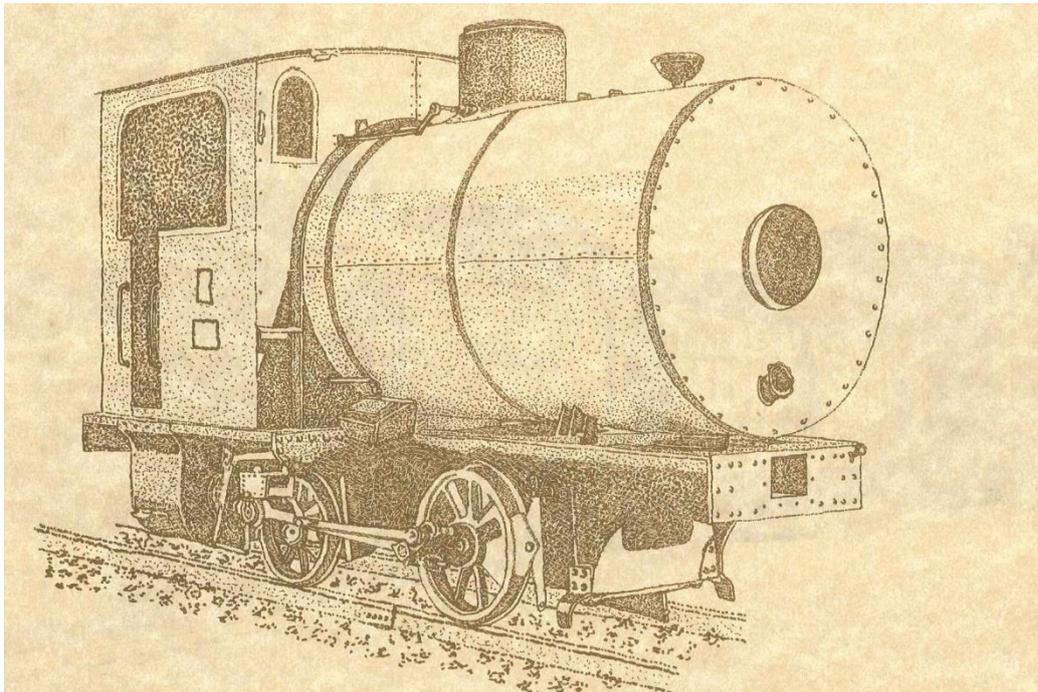
5

TSITSA - circa 1927

Tsitsa is a Xhosa word describing “something under pressure”. This is an apt description of a fireless locomotive. Tsitsa was ordered in 1927 from A Borsig LokoMotivfabriek in Berlin and spent her entire working life at Salt River 1 and 2 power stations where she shunted the coal hoppers until 1973. She was then transferred to a children’s play park in Cape Town where she is still today.



Type:	FIRELESS
Works No:	11979
Wheel Arrangement	0-4-0
Tractive Force (lbs):	7 100



ESCOM'S first fireless locomotive and one of the first to arrive
in South Africa

TUGELA – CIRCA 1935

ESCOM obtained its next fireless locomotive in 1935 from R W Hawthorne, Leslie & Company in the United Kingdom. She was almost identical to Tsitsa and worked all her life at Colenso power station in Kwa-Zulu Natal. It is rather appropriate that the locomotive was named after the river on whose banks the station was built and from which the station obtained its water. In 1984 the locomotive was withdrawn from service. In 1999 she went on display at the municipal offices in Colenso where she is still today.



Tugela on display at the municipal offices at Colenso

Type:	Fireless
Work's No:	3858
Wheel Arrangement:	0-4-0 F
Tractive Force (lbs):	11950



Tugela working at Colenso Power Station

UMBILO – CIRCA 1893

Umbilo is the name of a river that drains into the Bay of Natal fairly close to the old Congella power station.

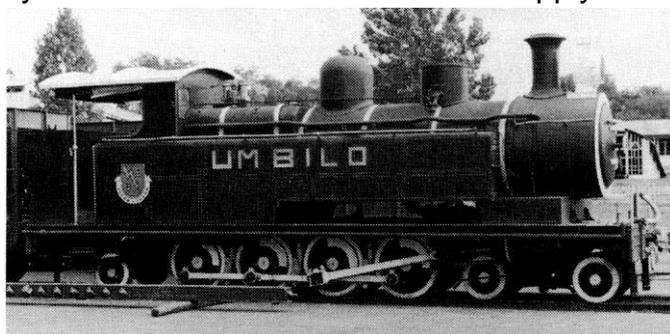
Umbilo was also the name of an 1893 built Dubs class steam locomotive which used to work at Congella power station.

ESCOM purchased this locomotive (formerly NGR number 88) from the SAR in 1956 to share the work load with the fireless locomotive Congella. When the power station was closed down in 1979 Umbilo was sent to Colenso power station where she stayed until 1982.

During 1982 Natal (Kwa Zulu Natal) suffered a severe drought and Umgeni power station was forced to shut down temporarily due to curtailment of its water supply.

The fireless locomotives stationed there (Fireless, Congella and Umgeni) could then not be used and Umbilo was sent there to come to the rescue. Umbilo stayed at Umgeni until the station was closed down in 1988 when she was handed over to the Umgeni Steam Railway Museum. During her stay at Umgeni power station she was restored to her original colour as it was when she came to the NGR in

1893 namely Brunswick Green. Her original NGR number was also restored.



Umbilo working at Umgeni Power Station

Saturday 22 June 1985 was a memorable day for steam enthusiasts. It was the day on which the opening of the first railway in South Africa, between Point and Durban on 20 June 1860, was commemorated. On this day, 125 year later, Umbilo was certainly the centre of attraction for she proudly headed the commemorative train which was run between Point and Durban.

It was most appropriate that Dubs and Umbilo, both having been on Eskom's railway roster, should have been the major players when history was recalled in 1985.



Umgeni Power Station

Type:	Side Tank
Works No:	2967
Wheel Formation:	4-8-2 T
Tractive Force (lbs):	18 660



Umbilo proudly heading the commemorative train on Saturday 22 June 1985



Umbilo pulling passenger coaches

UMGENI – CIRCA 1952

Umgeni was built in 1952 by R Stephenson & Hawthorne and although she was named Umgeni and meant for that power station she was used at Congella power station until 1954. She finally went to Umgeni power station and worked there until the station closed. Umgeni was appropriately loaned to the Umgeni Steam Railway Museum where she can still be seen today.

Type:	Fireless
Works No:	7686
Wheel Formation:	0-6-0
Tractive Force (lbs):	14 794



Umgeni was an identical locomotive to the ESCOM locomotive

From 1929 to 1984 fireless locomotives gave sterling service and it is gratifying to know that they are still in existence and are to be retained for posterity, and future generations

VOLTA – CIRCA 1904

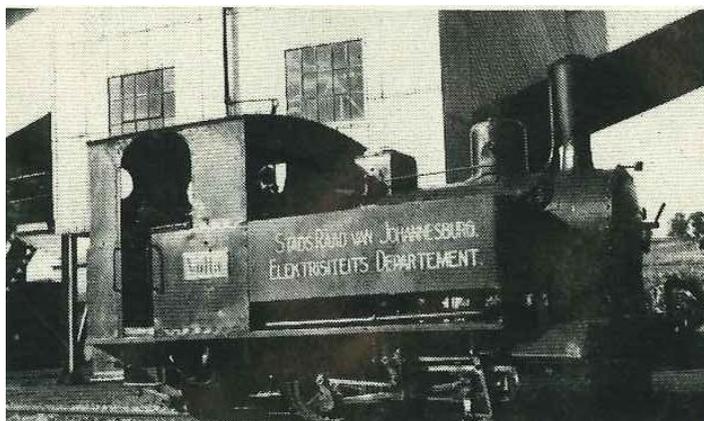
In 1904 the Rand Central Electric Works (RCEW) ordered a new locomotive from J A Maffei well known locomotive builders in Munich, Germany.



VOLTA (ALSO KNOWN AS BRAKPAN)
Working at Witbank power station

Volta, also known as Brakpan worked at Brakpan power station from 1904 to 1913 when she was replaced by Kitson and Hunslet. She was then transferred to Rosherville power station from 1913 to 1920. From Rosherville she went to Vereeniging power station from 1926 to 1935. She was sold to the Johannesburg Municipality where she worked at Orlando power station until she was finally scrapped.

Type: Crane Tank
Works No: 2468
Wheel Formation: 0-4-2 CT
Tractive Force (lbs): 7 438



Volta ended her days at Orlando power station of the Johannesburg municipality

THE END OF THE STEAM LOCOMOTIVE IN ESKOM

With the phasing out of the older power stations the workload of Eskom's steam locomotives were drastically reduced and they were relegated to light duties such as bringing in the occasional stores trucks. However, with the substantial shift from rail to road transport during the late 1980's the steam locomotives became redundant. Incredible as it may seem, all the steam locomotives, which were acquired by Eskom or were taken over from the VFP, were still in existence in 1988 and sixteen of them were still in excellent working order. All these locomotives were loaned out to various museums.

In December 2010 and early January 2011 six locomotives namely Kitson, La Moye, Avonside, Henschel (Vierfontein) and Hunslet finally returned home to Eskom from SANRASM. These five locomotives will spend the rest of their days in retirement where they worked and belong to the Eskom family, so that they would be preserved for future generations to appreciate and for these future generations to be reminded, continually, of these dapper and faithful little workhorses that hauled the coal that fired the giant boilers of South Africa's mighty power house.