

From: "Andy Selfe" <aselfe@mweb.co.za>
To: "Dylan Knott" <dylan.knott@hvrmanagement.co.za>, <vincentlward@gmail.com...>
Date: 3/19/2010 10:44 PM
Subject: Blackie safe!
Attachments: Blackie Safe.doc

CC: "Fraser Howell" <howell@telkomsa.net>, "Kerry Young" <kryoung@paradise.n...>
Hello all,

With a huge sigh of relief, I can report Blackie is safe, see att.

Regards
Andy

'Blackie' Safe!

Following two distress calls recently about the first locomotive in South Africa, Hawthorns & Co Leith Engine Works No. 162 built in 1859, otherwise known as Blackie, it was decided to investigate. The 0-4-2 locomotive was until recently displayed in the concourse of Cape Town Railway Station, which is being re-built.



Some of us remember her in this Cape Town Station, which was demolished in the early 60s as the 'new' Station was gradually built wider. Certainly I have put a penny in the slot of the loco under the glass. On the subject of locos under glass, read on....!

It suddenly disappeared, leading a concerned Johan Janse van Rensburg to write in to Steam in Action:

From: Johan janse van Rensburg

> Sent: 20 February 2010 12:56

> To: joannewest@btinternet.com

> Subject: Scrap Metal

> Importance: High

> Sensitivity: Private

>

> Good day Joan,

>

> Shocking was my surprise when I had to learn that the powers that be has

> cut up the old steam engine that used to grace the passenger hall on Cape

> town Station for scrap,

- >
- > Was there nothing that we could do to prevent this from happening as
- > that was a piece of history that had nothing to do with politics.
- >
- > Please let me hear from you soon.
- >
- > J.H.Janse van Rensburg

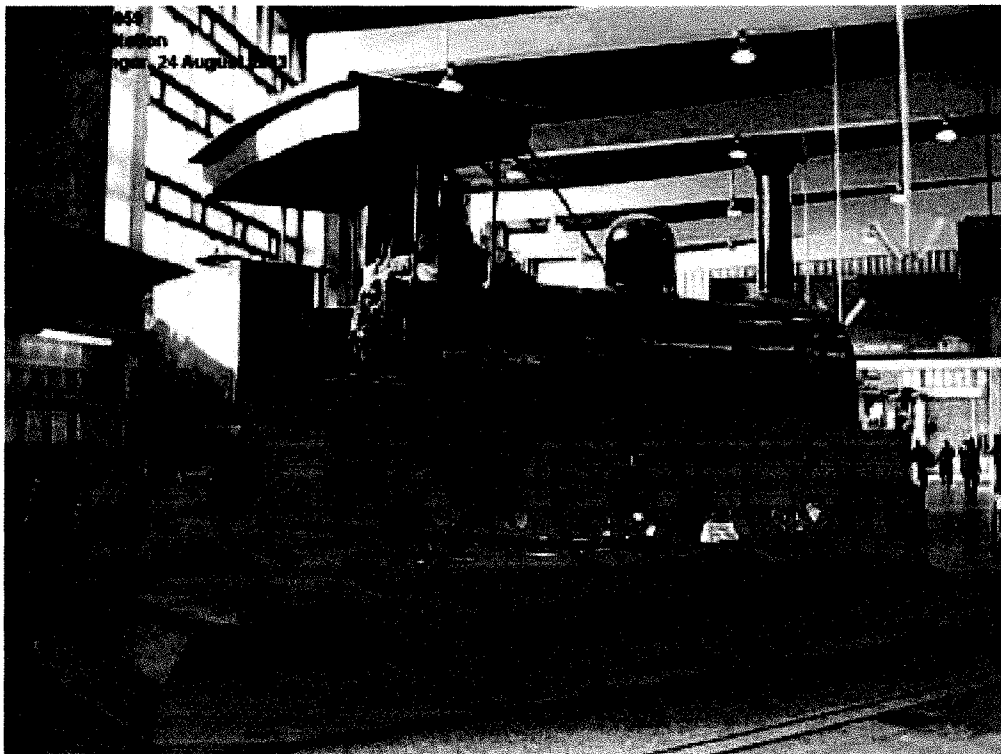


Photo by Andre Kritzinger, from the website mentioned below.

The other was from Vincent Ward

From: Vincent Ward
Sent: 06 October 2009 03:25
To: Mike Myers: joannewest@btinternet.com
Subject: "Blackie" display at New Cape Town Station Concourse

Hi Mike and the Sandstone Team,

I was surfing the web and found artist drawings of the new Cape Town Station Concourse. From the drawings, it appears that the steam loco "Blackie" will be **displayed uncovered and outdoors**. Given the age and importance of this locomotive, it seems a recipe for disaster. Can Sandstone as a member of HRASA please inquire as to the plans for display?

http://www.xchange.org.za/index.php?option=com_content&task=blogcategory&id=13&Itemid=29 maybe of help, as would <http://steam-locomotives-south->

africa.blogspot.com/search/label/%22BLACKIE%22 (with reference to the last two pictures).

It was been stated that there is plans for a "transportation museum" at the site and it would benefit from the input of the South African steam preservation community.

Keep up the amazing work and fighting the good fight.

Vincent Ward

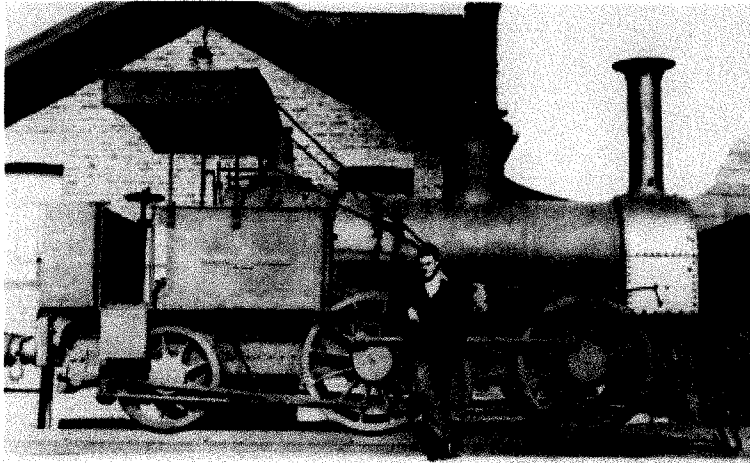


Photo from the same website: *South African Railways*. The doyen of South Africa's locomotive enthusiasts, D.F. Holland, poses in 1929 at Salt River works next to the country's first locomotive - the Pickering contractors' engine, built in 1859 by Hawthorns & Co Leith Engine Works. The engine was declared a national monument in 1936, and was later preserved in the Cape Town station concourse.

It seemed that a full investigation was necessary, and HRASA member Ian Pretorius of Atlantic Rail was asked to look into the matter. Blackie is a National Asset, so it falls under the wing of the South African Heritage Resource Agency (SAHRA). Ian wrote:

Hi all,

I Find this difficult to believe, but if true it is a national heritage disaster.

My last correspondence with Regina Isaacs of SAHRA regarding "Blackie". Was that the developers of the new Cape Town station were to consult SAHRA as To an acceptable position for the loco to be replaced in the new station complex.

I reported this to both HRASA and SIA.

Is possible to verify this scrapping information.

Ian Pretorius

Then soon after that:

I received this reply from Regina Isaacs last week, nothing has changed and according to her the loco is safely in storage in a shed in Paarden Island. She is awaiting the dates for the official visit to the shed.

Regards,

Ian Pretorius

-----Original Message-----

From: REGINA ISAACS

Sent: 03 March 2010 09:44 AM

To: Ian Pretorius

Subject: RE: blackie?

Hi Ian

I am still waiting for suitable dates from the consultant. My experience is that it takes a while.

I shall keep you posted.

Regards

Regina

The locomotive was tracked down, being in the hands of an international firm, ALE Heavy Lift <http://www.ale-heavylift.com/> based locally in Firgrove, just outside Somerset West. They have just moved into brand new premises.

Between Ian and Regina, a meeting was set up at ALE's premises on 19th March, 2010. It was chaired by ALE's local boss, J Yatema; from the same firm was Johann van Zyl, who kindly later showed us around; Regina Isaacs from SAHRA; M Abrahams from Heritage Western Cape, Quahnta Jamie from VidaMemoria and Ian Pretorius with his HRASA hat on. I was there in the guise of Steam in Action's representative.

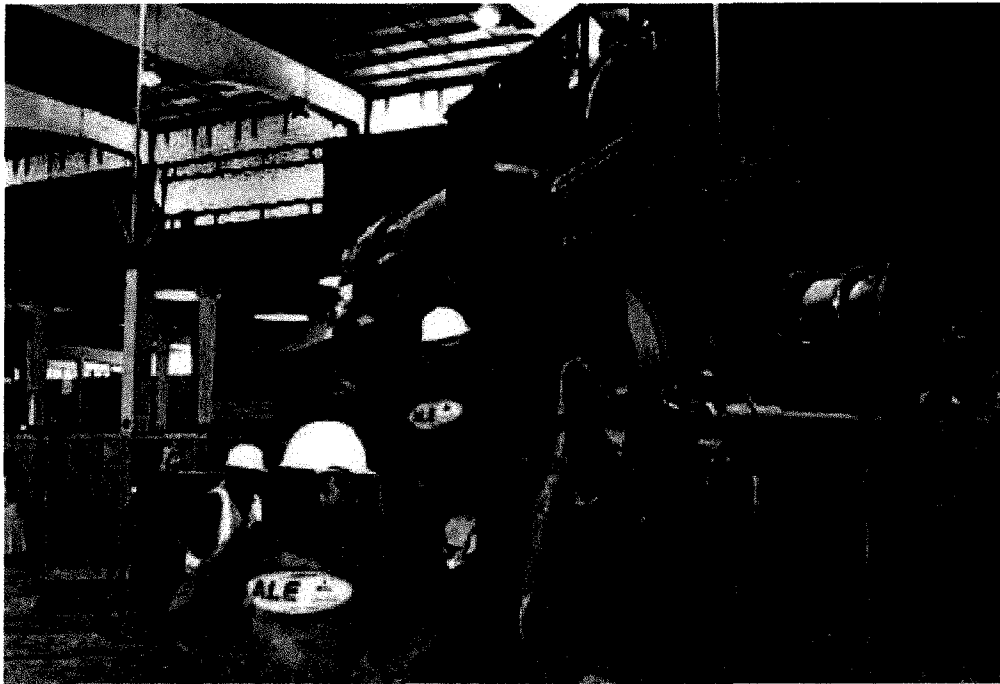


Photo from the PRASA gallery

A few points about the bodies represented, first **SAHRA**:

Vision

To provide for the identification, conservation, protection and promotion of our heritage for the present and future generations.

As custodians of our national estate our mission is:

To coordinate and monitor the identification of our national heritage;

To set a norm and standards and maintain the management of heritage resources nationally;

To encourage and facilitate the development of provincial structures;

To control export and import of nationally significant heritage resources;

To develop policy initiatives on the promotion and management of our heritage;

To nurture an holistic celebration of our history;

To set national policy for heritage resources management, i.e. formal protection, general protection and management;

To develop an integrated and interactive system for the management of the national heritage resources.

Heritage Western Cape is a provincial heritage resources authority. Established in January 2003, this public entity seeks to identify, protect and conserve the rich and diverse heritage resources of the Western Cape.

There are landscapes, sites, artefacts, buildings and structures that are of significance to the people of the Western Cape. Identifying, protecting and conserving these heritage resources will ensure that they are promoted and conserved for generations to come.

Heritage Western Cape was established in terms of the National Heritage Resources Act, Act 25 of 1999. It is mandated to promote co-operative governance between national, provincial and local authorities for the identification, conservation and management of heritage resources.

VidaMemoria is currently conducting Heritage Impact Assessments for proposed developments within the Cape Town City Centre, ranging from sites located in the Bo-Kaap to District Six. Community driven involvement presently includes the Statement of Significance for the Tana Baru Muslim Cemetery located in the Bo-Kaap, District 6, Bo-Kaap and Kramat Route National Heritage Site Nominations for the South African Heritage Resources Agency (SAHRA), community surveys for IZIKO museums in the Bo-Kaap and heritage related surveys in Khayelitsha and Mitchell's Plain for the City of Cape Town.

HRASA (Heritage Rail Association of Southern Africa) is the representative body to interface with Transnet and Transnet Heritage, representing:

1. Commercial Heritage operators and parastatal organisations who operate on National lines and who maintain rolling stock and locomotives.
2. Heritage companies not for gain who operate on National lines and who maintain rolling stock and locomotives.
3. Municipal and Provincial Authorities who own and/or lease Heritage rolling stock for operation on private and/or National lines.
4. Organisations which own or lease heritage rail equipment and rolling stock and which operate on private and National lines, and are directly involved in the promotion of the Heritage rail industry.
5. Associations, Clubs, Companies and Museums who supply relevant services, goods and support to heritage operators.
6. Individuals equipped with the relevant expertise pertaining to the Association's aims and activities.



Some line-up!

Blackie is presently in safe storage inside the buildings of Faure Engineering, but we were told she will be moved to a shed we were shown within ALE's new complex, before the end of this month.

Talk also revolved around Blackie's future position in the new Station, and it appears, Vincent's fears mentioned above have already reached the ears of those making decisions, and it is certainly being considered to enclose her in a glass structure. More discussion went on concerning the make-up and contents of the proposed museum area, and we were assured that this would be handled sympathetically, and that it would not be just a technical exhibition.

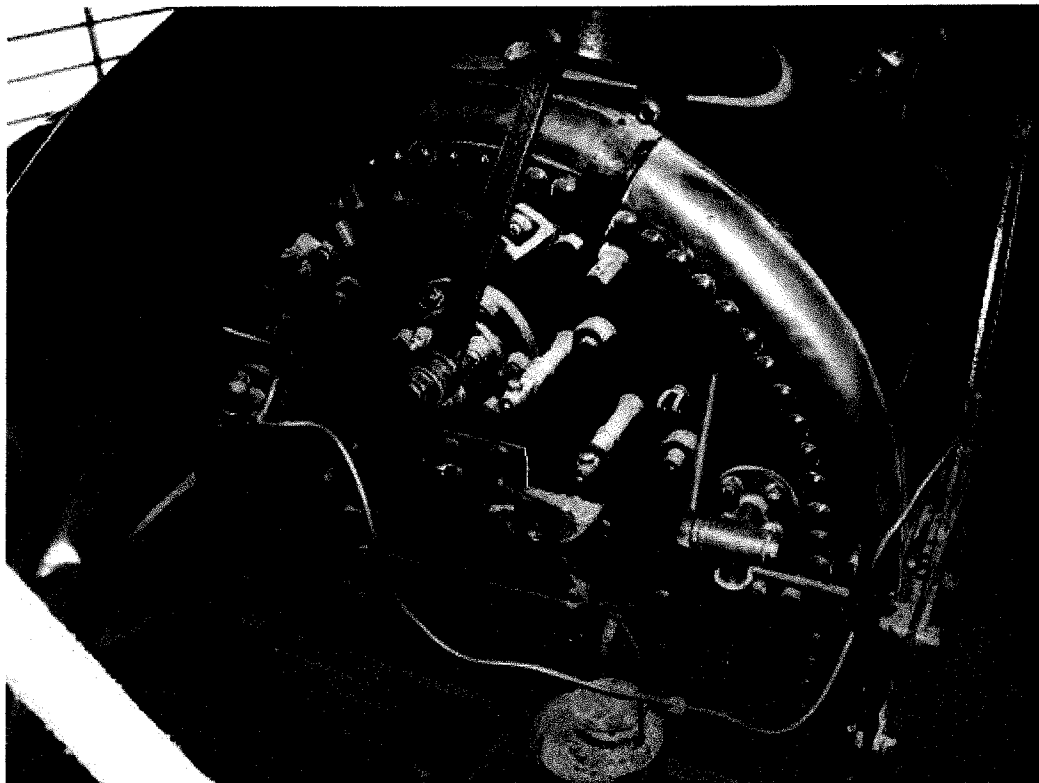
After about an hour, we proceeded to Faure Engineering, a mecca for people interested in Old Iron; I have always been fascinated by the contents of the yard, from travelling past by train in the 60s! However, Blackie is safely inside the building!



No! Those are *not* 200 litre drums! The cylindrical stands are easily capable of supporting 200 tonnes each, Johann said! We unwrapped her:

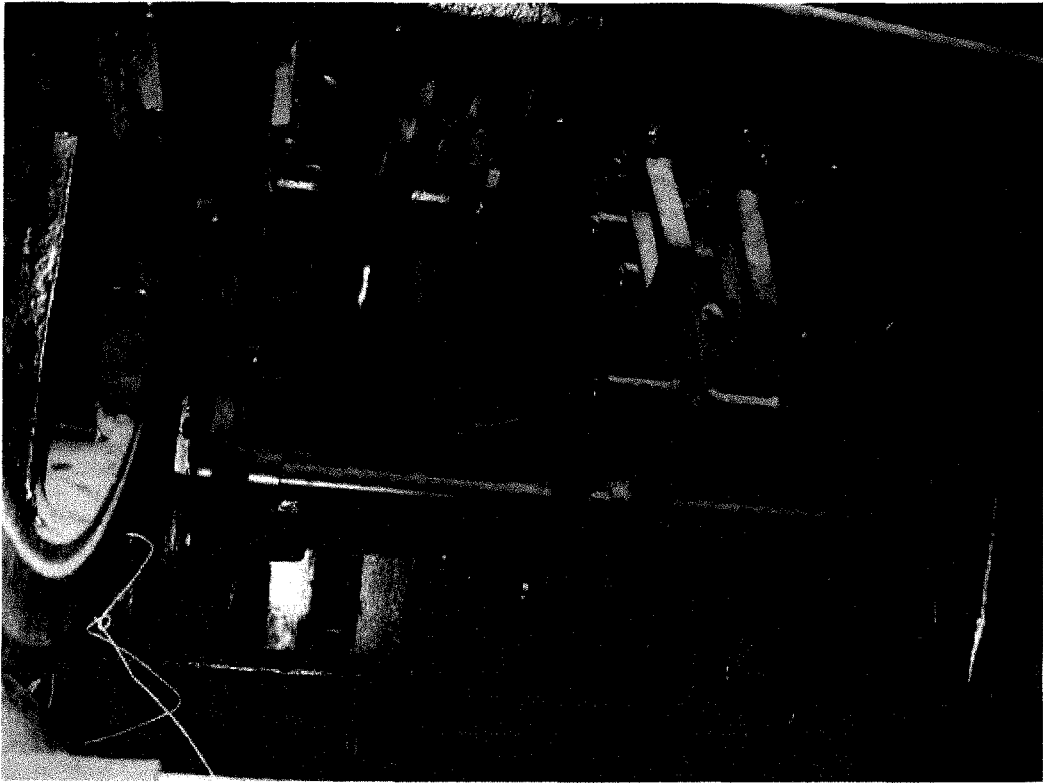


The canopy and chimney are on the floor next to the loco, and the two diagonal stays are tucked away behind the beam in front.

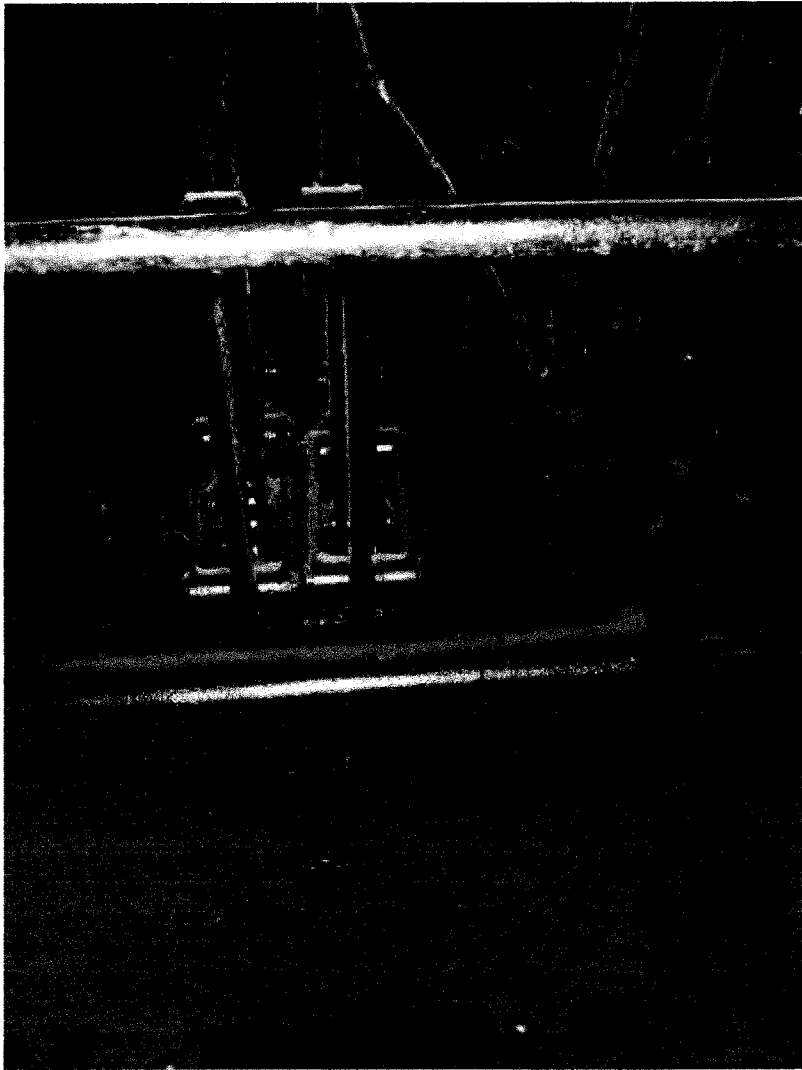


It looks as though she just needs a gauge glass! In front of the catch of the fire hole door is a lantern.

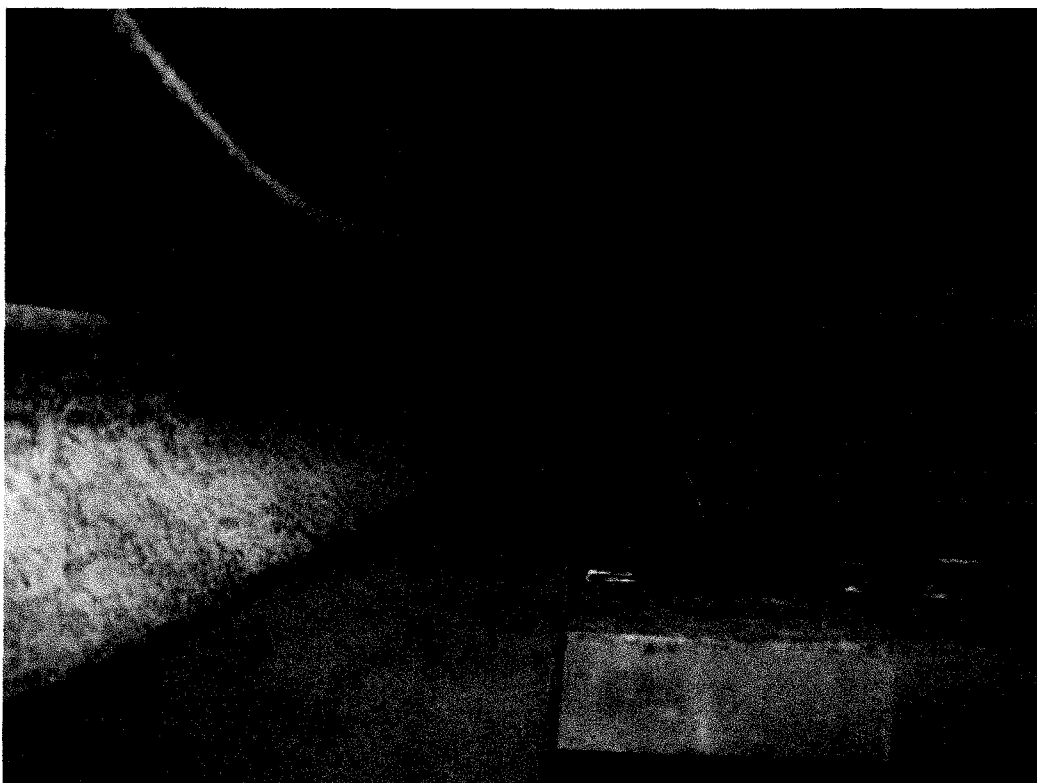
Being 'up on blocks' afforded us an ideal opportunity to photograph the motion:



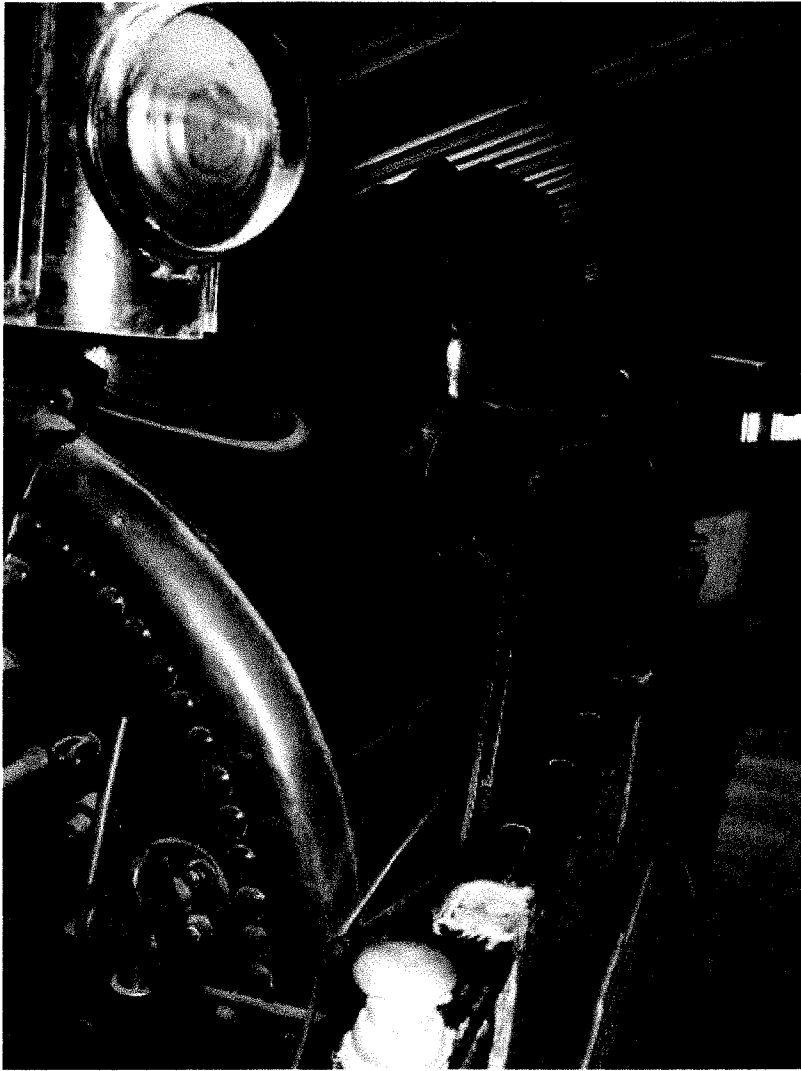
Looking backwards the inboard Stephenson's links and the crank webs on the rear driving axle can be seen.



Looking forwards, the cylinders and valve gear.



An interesting feature is the pressed rail. I tried to show in this picture how they sag with the weight of the loco!



We all came away happy that Blackie is in good hands for now and for the long term future! We wrapped her up again, and look forward to the next instalment, possibly the move to the new temporary home.

Andy Selfe
19th March 2010