

FUNDING REQUIRED FOR REFURBISHMENT OF EX S.A.R. LOCOMOTIVE No. 879 (CLASS 16DA)



16DA No. 879 at Panpoort

Funding Requirements

The initial amount of an estimated R10, 000.00 to move the loco has been raised.

The full cost of what is required to restore the loco will only be determined once the loco is moved and a thorough inspection is made.

Preliminary inspection has been done and the boiler seems in good condition. If this is correct the loco can be put back in service for an estimated R200, 000.00.

“No. 879 will be the only preserved passenger type loco running in South Africa.”

About 16DA No 879

The 16D / 16DA locos were an improvement on the classes specially designed for passenger train workings in the the1920s. No. 879 was the last of the 16 DA locos built by Henschel & Son that were delivered in 1929.

In an attempt to improve the steaming properties, CME AG Watson designed a wide fire box for these locos comparable to the later 15E, 15F, 16E and 23 classes. No. 879 was also fitted

experimentally with Capriotti Rotary Cam Valve Gear to test this gear for the 15E and 16E locos to come. This valve gear was later removed and standard gear restored. The Class steamed very well and they were fast and reliable locos.



Why and How

No. 879 will be the only one of its class and only preserved passenger type of loco running in South Africa should it be placed in service. The loco is very versatile in that, with its wheel arrangement of 4-6-2, it will be able to travel on the Simon's Town line and all the Metro lines around Cape Town, haul a heavy load and be able to run on the main line should Transnet eventually lift its ban on steam Main line running

DONATION DETAILS

Bank: FIRST NATIONAL BANK
Bank account name: Atlantic Rail
Account No: 6230 608 1647
Branch Code: 203 809 (Bayside)
Ref: 16DA Fund/Donor Name

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No 879 at Witbank – AE Durrant