

# Sandstone Estates Steam Railway News 11 November 2016



## Highlights of the week!





## Sandstone Estates Class 91 Diesel Locomotive

The past week we have attended to the cosmetic upgrading of the Sandstone Estates Class 91 Diesel Locomotive. Minor repairs are being done to have her back in Spoornet livery for now.



Brian is our Master painter and he really know how to colour in the picture. We first painted it orange, then Brian said No, we have to get her little bit darker, so he added red till we found a deep dark orange perfect for this Locomotive.



# Class 91 91-010

Wouter is attending to the body work and he removed both doors that were rusted through.

He soon will fit them back and then Brian can paint it again.



Below left: A Roof view

Below right: The radiator louvers that opens automatically when the heat sensors tell it to.



Below left: Brian painted the roof black.

Below right: The light orange colour that we later made darker orange by adding red.



# Class 91 91-010

Below: Brian applying the darker colour while Petrus and Johannes painted the bogeys  
And buffer beams after they de scaled it.



Below right: A view from the inspection pit as we were working on Class NGG 16 number 153 on the Inspection Pit.



# Class 91 91-010

We have shunted the Class 91 to the Inspection pit where it was inspected by one of Sheltam's Chief Fitters Theo Rodgers. A list of all the small parts were made and we await the quotation for The mechanical restoration of the Class 91.

Below left: A Cab view of the 91 Class.



We then shunted the Class 91 back onto the second line where Brian started painting the cab inside. The floor Was treated with Cobra polish.



Brian mixed white, brown and a little bit of yellow to match the cream colour originally painted with. The Roof will be painted in light gray again.



# Class 91 91-010

Below: Images of the cab in new cream livery. We soon will paint the cab roof again.



Below right: Wouter fixing the running board.



We await quotations for the new Spoornet and numbers that will be pasted on the loco when we are done with All the body and paint work.

# Hunslet Diesel Locomotive



## Repairs

This week we had to attend to repairs that were needed on the Hunslet Diesel Locomotive. Firstly there were a air leak  
So we found the leak and repair the pipe. We also fitted 2 new fan belts on the Cooling fan and alternator.



The air pressure safety valve also was leaking through so we removed it, cleaned it and faced the seat again.



# NG Wagon Restoration



## New Guards Van

Ernest our Carpenter is making good progress with the woodwork needed on the new Guards Van.  
See Images below.



# NG Wagon Restoration



## 2 x O Wagons

These 2 O wagons were recently restored mechanically and Johannes is at present busy painting them. Once he is Done we will shunt these 2 O wagons to the 150M shed and will have a total of 13 x O wagons restored.



13 of these wagons on a consist will be a photographers dream, seeing all together in silver livery.



# NG Goods Wagons



## Maintenance

We are continuing our maintenance on the goods wagons and have shunted 1 GV and 4 B wagons away, completely Serviced. The next 2 B wagons then were shunted to the shed for the very same maintenance schedule.



Below: The next 2 B wagons in line for servicing.



We will continue till we have done all the B wagons and then will start with all the DZ wagons. Each wagon Is lifted from the bogeys, centers are greased and the shunted to the Inspection pit where brakes are adjusted And vacuum leaks sorted. A leak off test are done with a brake efficiency test thereafter.



## Repairs

We have shunted Number 153 to the inspection pit and Wouter removed the blow down cork spindle handle and pipe To enable us to pack the spindle packing nut that were leaking. We also did inspect the locomotive under the same time



## 3'6" Dining Saloon



## Restoration

Brian finished the brown paint on the 3'6" Dining Saloon this week. We now will paint the 3'6" Dining saloon At the Waenhuis.



# Railway Line



## Weed Spraying

This week we sprayed the weeds on the Railway line on the section Hoekfontein to Vailima and Pandora Junction. We also sprayed some of the sidings that we could, we now will swop the wagons onto sprayed lines to spray



The siding occupied by wagons.



We soon will spray the line from Hoekfontein to Grootdraai and then we will be okay till mid January.



## Track Maintenance

Joseph and his team finished the maintenance on the section Hoekfontein and Mooihoek and they moved on to The Hoekfontein to Grootdraai section.



# Track Maintenance

Below: Joseph and his team lifting out slacks on the section Hoekfontein towards Grootdraai.



This week Petrus and Johannes painted all the points at the shed, the 150M Wagons Shed and Hoekfontein Station. All this is part of our Railway line upgrading.



# Diesel Locomotive



## Restoration

Our Mechanical Workshop guys are currently restoring a Diesel Locomotive. It has a Gardner 3 cylinder engine so is more likely from the UK (50's or 60's).



The entire locomotive was stripped down to the bone and Henry and his team is doing a great job restoring it back to operational condition all before Stars 2017. Des is the expert on the mechanical side and got this old engine



Running in one afternoon. The main frame was painted and they now will assemble the rest of the parts.

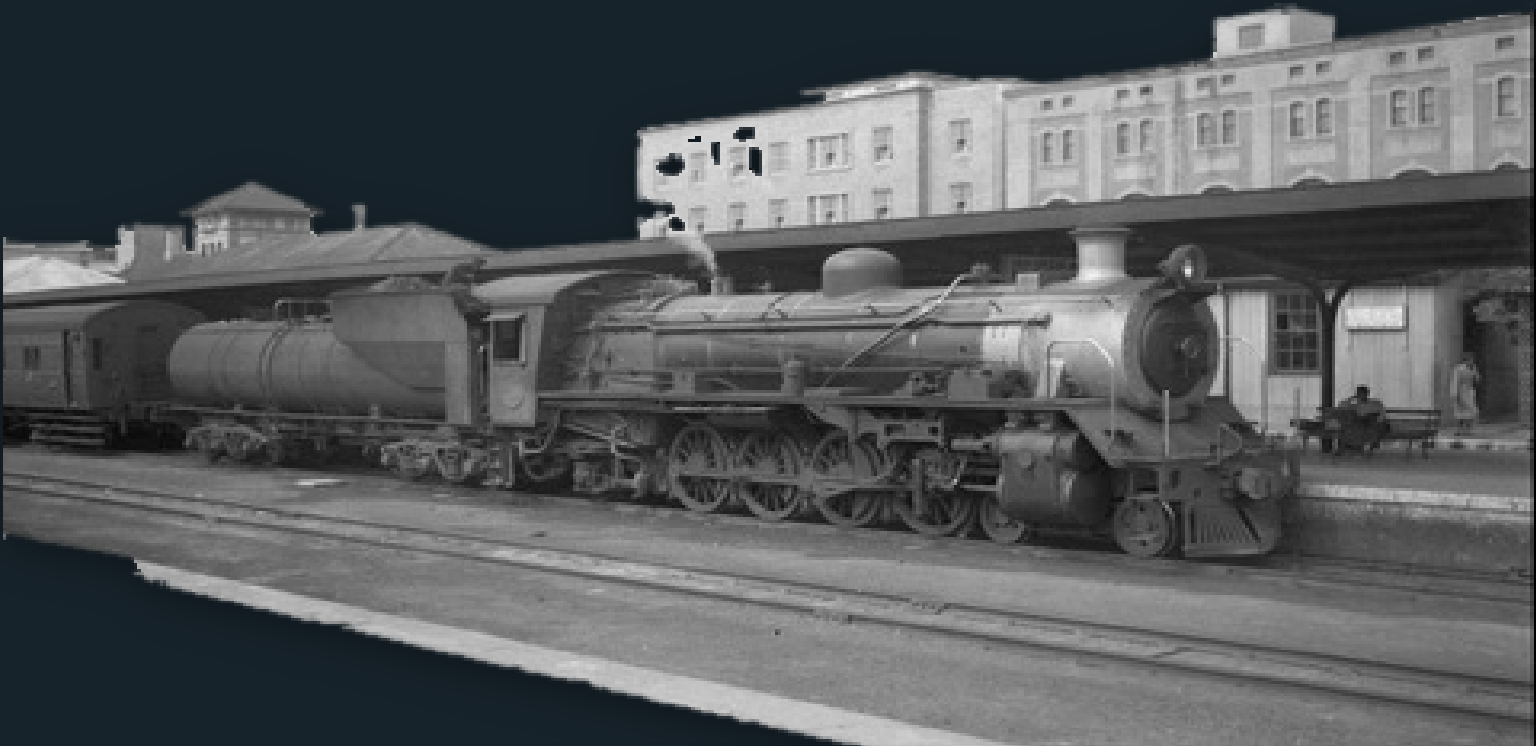
## Outlook for next week!



### Tasks

- 1.) Class 16CR Restoration.
- 2.) Goods Wagons roadworthy
- 3.) Preparations for Cherry Festival Trains 17-19 November
- 8.) Class 91 Cosmetics
- 9.) Paint of 2 x O wagons.

Next Steam Report Date: Monday 21 November 2016



## Blast from the past!



By Les Pivnic

Winburg: April 1970: Klas 8D nr.1196 with a mix train nr.59  
Ready to depart to Theunissen Foto: R.M.Perry. By Les Pivnic.

I grew up on this branch line and remember that in 1979 there were 19D's with Box tenders working this line. Numbers I remember are 3327 and 2692. Early in the 80's Theunissen received 4 Class 19D's with torpedo tenders working each a 2 week cycle and ran light engine to Bloemfontein for Boiler washouts. The numbers were 3338, 3341, 3347 and 3349. It was a real steady line, max speed was 30 Km/h with a load of 600 ton.



Oos-Londen 1950 : 19D nr.3341 by Les Pivnic