



Highlights of the week!



Washouts
Traction Engines



Locomotive
washouts!



Sleeper coaches
Restoration



Caboose Cosmetic
Restoration



DZ Wagon
Restorations



Track
Maintenance



Railroad
Signboards



General
Maintenance



Blast From
The Past

Boiler Washouts



Stationary and Traction Engines.

During the last week and a half we have pulled out all the Stationary Boilers and Traction Engines from the Vintage Shed for washouts and same time preparing them for Boiler Inspections.



We have washed out the following boilers: Fowler Steam Crane, Ransomes Portable, Marshall portable, Britania Portable, Marshall roller, Robey portable, Fowler roller and the McLaren Steam Tractor.



Stationary and Traction Engines

The tubes were cleaned with a tube cleaner and the fire boxes and smoke boxes were cleaned with a wire brush and Then we washed out the boilers inside. The larger mud hole covers make accessibility to all the areas within the Boiler so much easier.



Below left: Tubes cleaned with a special tube cleaner.
Below right: The smoke box being wire brushed.



Stationary and Traction Engines

Below: The washout being done and larger scale is removed by water force and the use of a 6 mm copper rod.



Below left: Washout through the large mud hole cover



After the boiler inside is washed then we wash the smoke box, fire box and tubes.



Stationary and Traction Engines

The fire box and smoke box are then left to dry and then we wipe them with oil and diesel mix to prevent rust.



Stationary and Traction Engines

Our cleaning lady then follow and clean them in and outside. All mud hole cover doors are then cleaned with A wire brush and then coated with oil and diesel mix and placed neatly inside the clean smoke box. These cover Doors will now remain there till after internal inspection by the Boiler Inspector.



These mud hole covers will then be fitted back with new rope near Stars 2017.

Below: The mud hole covers being cleaned with a wire brush.



Below left: The covers inside the diesel oil wiped smoke box.



Stationary and Traction Engines

The washout procedures of all the boilers were the same.



Below: Washing out the Robey Portable.



Below right: Cleaning all soot from the tubes with a tube cleaner.





Below: Washout of the Marshall Portable.



Stationary and Traction Engines

Below right: Our cleaning lady performing the final and most important task.



Below left: Different sizes of mud hole covers.

Below right: The McLaren and the Marshall Roller was next in line.



Stationary and Traction Engines

The 2 steam Rollers and the McLaren were washed out following the same procedures.
Images below of the washouts.



Below right: "Split pin" cleaning the tubes.







Stationary and Traction Engines

The last 2 boilers to wash were the Fowler Steam Crane and the Marshall Colonial tractor.



Below right; Preparing the boiler for washout. Wouter took out all the washout plugs and mud hole covers while Split pin cleaned the tubes.



Below right: The smoke box tube plate wire brushed.



Stationary and Traction Engines

Below left: loose scale laying all around the water space above the foundation ring. These scale only comes Out with the use of the copper rod but this will be eliminated with the use of the new chemicals that we Are going to use in the future.



With the use of these chemicals we will never need to do a washout again, just regular blow downs will keep the Boilers clean but we still will do washouts just to set the mind on ease and to flush out all the scale that are adhering The tubes and stays at the moment. These scale will be broken up by the chemicals and easily be washed out.



Stationary and Traction Engines

Below: The Fowler B5 being washed out.



Below left: A view down the water space between the inner and outer fire box. These spaces are very important to be kept clean to prevent boiler explosions. Another critical place sometimes neglected is the barrel and the front tube plates. These are just as important to keep clean.



Stationary and Traction Engines

The washout of all the boilers are now complete and we have washed out 35 boilers over the year. The cleaning Of the boilers are a ongoing task and as we steam them we will treat them with chemicals to prolong the life Of our boilers.



The Sentinal Steam truck is the only boiler that we still needs to do but it is quit different to all the other boilers. We Soon will attend to it with the use of chemicals to do the cleaning.



All the Stationary and traction engines are now being cleaned and the smoke boxes and chimneys are treated With graphite oil mix to protect and to make it look smart again.



Boiler Washouts



Locomotive Boilers.

This week we also washed out the last Locomotive Boiler, Tamara number 4063.







This however is not the end yet, we now will attend to the servicing of boiler joints and replace all old gauge glasses. On these boilers over the time to come. Steam and water ports on the gauge columns will be cleaned when the gauge Glasses are renewed.

3.6" Sleeper Coach restoartion



Sleeper Coaches.

Ernest our Carpenter went on with the restoration of our 3'6" sleeper coaches. He did some minor repairs on the Chief Engineer coach and then varnished the inside.



He then went on to the next sleeper coach and fitted 2 new windows and fixed the ceiling that were falling in.
Below: Before and after.



He also replaced broken wood sides and the varnished this wagon completely inside. He have now started with the Third sleeper coach in line for restoration.

Sleeper coaches

Below: The restoration of the second sleeper coach.



Below left: Securing the windows.
Below right: Ernest busy with the new ceiling.



Below: Difficult to take picture here but the shining look of varnish is shown.



3'6" Caboose restoration



Caboose

The caboose outside the Steam Shed is due for a good cosmetic upgrade. Brian cleaned the under frame and painted it light gray. Johannes is now scraping the old paint and preparing the caboose for a quick upgrade.



NG Goods wagon restorations



DZ wagons

During the last week Ernest have cut wood for one of the DZ wagons. The wagon then was shunted to the shed
And Wouter secured the wood and it was then painted.



Below left: The DZ on the way to the shed to secure the angle iron brackets.
Below right: Brian busy to spray paint the DZ.



DZ wagon restoration

Brian then painted 4 DZ wagons with a final coat of red oxide and then painted the yellow lining in that make these DZ wagons really looking pretty.



Another 3 DZ wagons the were shunted to the coal stage and were sandblasted.



Below left: The DZ with fitted angle iron brackets on the sides.
Below right: The second DZ being sandblasted.



DZ wagon Restoration

Below left: The completed DZ looking like new after being sandblasted.
Below right: Brian then started to spray paint the DZ wagons as they came from the sandblasting.



Below left: The third DZ wagon being sanblasted.
Below right: A nice line of DZ wagons in Hoekfontein yard.



DZ wagon Restorations

Below left: The DZ's were then shunted to the inspection pit where we stripped the braking gears.
Below right: The third DZ being painted.



The 3 DZ wagons then was shunted to the front of the shed where we took the wagons from the wheels.



DZ wagon Restorations

The 6 bogeys then was moved to the sandblaster and was sandblasted.



Below: The 6 bogeys being sandblasted.



The bogeys then were moved back to the shed and was spray painted.



DZ wagon Restorations

Below: The Bogey restoration in progress.



The centers and side friction plates then were greased and we now are going to fit the wagons back onto the bogeys.



We have shunted another DZ wagon from the 150M shed and offloaded it to enable us to give the DZ a cosmetic Upgrade. First our cleaning lady washed the wagon.



DZ wagon Restorations

Ernest fitted wood floor to the flat wagon a while ago. We have shunted this wagon to the shed and Wouter then Fitted angle irons on the sides.



The flat wagon then was spray painted.



The Flat wagon are now in the shed where we will re paint the yellow parts to make it stand out.



DZ wagon Restorations

Wouter the de scaled the other DZ wagon and Brian spray painted it completely and now also awaits the filling in Of yellow on certain parts and hand brakes.



Below left: The flat in line for yellow paint.

Below right: Agnes painting the yellow parts on the DZ wagons outside the shed.



Below: Brian busy painting the yellow parts on the other side of the line of DZ wagons.

Below right: Agnes painting the yellow on the last 3 DZ wagons.



Track Maintenance



Section Hoekfontein to Mooihoek

Joseph and his team is still hard at work on the section Hoekfontein toward Mooihoek and it takes time to lift the tracks And do the screening. They are now at the dam just more than half way to Mooihoek. This week we had 2 ballast Trains on this section to fill the gaps where needed. A total of 3 AY wagons were offloaded till now.



Hoekfontein to Mooihoek

Below: A windy day indeed when we offloaded the the first ballast train on this section this week.



Below: The second ballast train this week being offloaded.



We have shunted one AY wagon to Mooihoek to be loaded with ballast that were recovered from the old siding.

Hoekfontein to Mooihoek

Joseph and his team is doing a great job here, they also clean both sides of the track and uses the screened soil To fill in holes on the gravel road. They are really a team to be proud of.



It is difficult to say how much longer this section will take but at least it is well done by this team.

Track Maintenance



Railroad Signboards

This week Wouter have made 3 new speed posts for our Railway line. One at Grootdraai, one near the Security gate On the section Hoekfontein to Mooihoek and one for just over the Pandora crossing. All 3 are double sided and shows Different speeds for both directions.



Wouter also made a new whistle signboard that will replace the one near the speed post in the image one the left side Below. Joseph and his team fitted all the signboards.



Wouet also made a new crossing signboard that were fitted near the Security gate.

General



Agnes treated all the wooden poles in front of the shed and Brian painted the Shed office doors.



Below: Images of the Steam traction engines being cleaned.

Johannes emptied all the coal bunker of these engines into bags. They will be coaled again with fresh coal at Stars 2017



Outlook for next week!



Tasks

- 1.) DZ Restorations
- 2.) Track maintenance section Hoekfontein - Mooihoek
- 3.) Sleeper coach number 3
- 4.) Clean all Stationary and Traction Engines
- 5.) Class 16 CR cosmetic upgrading
- 6.) Weed spraying on the line
- 7.) Caboose cosmetic upgrading.
- 8.) Railroad Signboards.
- 9.) Heritage day preparations and Train trips.



Blast from the past!



By Les Pivnic

On the 10th of July 1967, I visited the Loco Depot at Bloemfontein and I photographed this 16E on shed. Like all her 5 sisters in the Depot, she had a regular crew that kept her smart as well as mounting a few brass ornaments on her smokebox door.

At this time, the 16Es were used on main line passenger trains with an occasional goods working. When all the 16Es were withdrawn from service in the early 1970s, we in the SA Railway Museum requested the number and name plates off the engines that were going to be scrapped. This excluded engines 857 and 858 which were to be kept - 857 mounted for a while outside Bloemfontein Station and 858 for the National Collection.

The number plates off engine 856 in my photo, did not reach us in the Museum. They must have been removed by persons unknown before they could be sent to Johannesburg.

