



Highlights of the week!



Boiler Washouts



Wagons from PE



NG Wagon Restorations



3'6" Wagon Restorations



3'6" Dining coach restorations



Track News



Outlook For Next Week



Blast From The Past

Boiler Washouts



Class NGG 16 number 153

The past week we have washed out 6 Locomotive boilers, our Class NGG 16 number 153, the Barclay, Peckett, O&K 2510, O&K 4102 and O&K 10311.



Class NGG 16 number 153 is the most used locomotive for it has excellent capabilities on the heavy gradients on the Mountain line and most of our trains are round trips, thus she needs to be washed out more frequently.



The chemicals we use is making live much easier and it is only a matter of washing out the amounts of sludge from The boilers. We now will start using a extra treatment on feed water to speedup the de scaling process in our Boilers To ensure they can reach their full steaming capabilities as designed for.

Class NGG 16 number 153

We only have these boilers and need to take proper care of them to ensure a long life span. It is extremely important To keep them healthy and to keep them clean to minimize stress on the boiler due to scale and when the boilers Are completely clean then it will protect the stays and tubes also which can result in huge expenses if neglected.



Boiler Washouts



Barclay

During the last week we did some major rearranging of the NG wagon shed and used the opportunity to shunt out The locomotives due for washout. The Barclay came in first and received a proper washout.



The first washout here was not so easy because we had to wash and remove old hardened scale as this locomotive Did not run recently to allow us to do the treatment to brake up the hardened scale, however she is clean now and



Will be treated next time she is in steam. This is one of the boilers where we will do a shock treatment to remove Scale around all the surfaces inside the boiler.

Below: Images of the washout on the Barclay Locomotive.



We use straight and bend nozzles with a great force of water to reach all the spaces inside the boiler but unfortunately we can't get scale off when they've adhered to tubes and inner plates, thus the water treatment will do this task for us.





Finally the boiler was clean and tubes were cleaned as well.



Her gauge glasses will be renewed with general maintenance soon.

Boiler Washouts



4102, 2510, 10311

The 3 little O&K locomotives also came in for washout and were cleaned properly.



Some washout holes are big enough to take the 2" washout pipe but on some little locomotives we need to use a thick Hose to access the water spaces using the same force of water.



Below: Images of the 3 small locomotives on the washout bay.



Boiler Washouts



Peckett

The final locomotive we washed out this week was the very sexy Peckett locomotive and she kept us busy all day. There are a few washout plugs but mostly she have mud hole covers that needs to be removed to access the fire box Area.



We removed quite a large amount of hardened scale from the boiler and she will receive some shock treatment next Time she is in steam to remove the scale adhering tubes and inner plates.



Copper scraper rods are used to scrape out hardened scale from the foundation ring.



Finally her tubes were cleaned and the fine ash washed down from the fire box to prevent damage.



We now have washed out 17 Locomotive boilers so far and need to wash out another 7 in the coming weeks. After this We will start with the Stationary and Traction engine Boilers.

Wagons from Port Elizabeth



Ay's numbers 2807 and 2883

This week Mr.Mole send down 2 Trucks to Port Elizabeth and collected another 2 good Ay wagons. The wagons Were offloaded and will await restoration.



NG Wagon Restorations



DZ Wagon Restorations

The DZ wagon restoration was side tracked for a few days to enable us to boost the restoration of the second Dining Coach for Hoekfontein Station. Yesterday we lifted back 2 DZ wagons and sand blasted another 4 bogeys. These 4 Will be moved to the shed for for mechanical restoration and will be painted before we lift another 2 DZ wagons.



DZ wagon Restorations

This 2 DZ wagons will now be moved to the Steam shed for bake adjustment and final body work that is needed.



3'6" Dining Coach Restoration



Riet 218

During the last week we fast track the restoration of this exquisite Dining Coach number 218 called Reit. There are still A few items to attend to before this restoration will be completed. From now on we will spend a day each week to fast Track the restoration of sleeper coaches for Stars 2017.



Our team fitted back large and small windows and repaired the inside of the coach. Lamps were repaired and fitted Back while our cleaning ladies did a great job of cleaning carpets and windows.



Below left: A interesting kettle inside one of the Kitchen cars, fitted with gauge column glasses to see the level.



Below: Images of the restoration of the 3'6" Dining coach.





Below left: Brian just fitted 2 ceiling fans and then tested it :-)



Below right: Side panels being fitted back.



Below right: Ernest busy fitting the doors.



Below right: Brian and Agnus then started and varnished the interior of the Dining coach.







Below: The new origin pine doors fitted.



Ernest will now finish the final work needed on this coach as well as the last work needed on the outside.

3'6" Wagon restorations



In between the tasks we tackled the cosmetic restoration of the 3'6" goods wagons in Hoekfontein Station. This past Week Petrus and Johannes finished the painting of the Elephant wagon and another orange wagon down the line At the stop block.



Track News



The past week our Track Team has worked on the points near the Steam shed removing the rough edges of the check rail. They also are working on the section Hoekfontein towards Mooihoek, lifting out slacks and aligning the line.



The work on this section is taking longer because Joseph and his team have to do lots of screening.



This section of line is in need of ballast and we will ballast this part of the line in next week. Enough ballast is essential As ballast is the foundation and suspension of the track and also ballast plays a important part of drainage on the track.



Excessive soil in the ballast promotes corrosion of the sleepers, fishplates, T bolts and track.



This section will take us some time but at the end it will be properly done.



Once we are done with this section we will move on to the first part of the Pandora embankment and above all the way To the Farm School.

Outlook for next week!



Tasks

- 1.) DZ Restorations
- 2.) Track maintenance section Hoekfontein - Mooihoek
- 3.) 3'6" Dining coach restoration.
- 4.) 3'6" sleeper coach restoration.
- 5.) Washout another 2 Locomotive boilers
- 6.) Hoekfontein small locomotive watering facility.



Blast from the past!



By Les Pivnic

This is the interior of a dining saloon used by the Central South African Railways and taken over by the South African Railways in 1910.

This type was placed in service by the CSAR in 1907. The CSAR was the civil Administration that controlled railway services in the Transvaal and Orange Free State from 1902 - 1910.

