

## **NGG16A number 155 under restoration**

After many years of debate Sandstone Heritage Trust has put the wheels in motion for the restoration of the modified 2ft narrow gauge Garratt Class NGG16 number 155. The locomotive was privately purchased some years ago after service with the now defunct Alfred County Railway (ACR) that ran from Port Shepstone to Harding in the KwaZulu-Natal province of South Africa. Along with sister locomotive number 141 (also in storage at Sandstone) number 155 was modified by renowned engineer, the late Phil Girdlestone along with Shaun McMahon. This involved boiler modifications as per the LD Porta principles used in Argentina and applied in South Africa to the Class 26 3450, The Red Devil, by David Wardale. Both locomotives were then classified (unofficially) as Class NGG16A.

The locos were rebuilt in 1989 using a Gas Producer Combustion System (GPCS), Lempor exhaust, improved spark arrestor system and modified valve system and lubrication.

The boiler has now been split from the engine units and despatched to Pretoria for an overhaul.

Our pictures show number 155 in service at the ACR together with number 141.



The original number plate of 155. Picture by Shaun McMahon.



Number 155 as Class NGG16A at Nqabeni. Picture by H Grover courtesy of Shaun McMahon.



Double headed Class NGG16As, number 141 pilots number 155. Picture courtesy of Shaun McMahon.



Number 155 stands at Harding. Picture by Peter Bagshawe courtesy of Shaun McMahon.



Split from its engine units, number 155 awaits loading at Sandstone for its journey to the boiler repair shop.



A slow push up on to the lowbed for transport to Pretoria.



Loaded for the journey north.

Watch out for future posts as number 155 returns to life.