

Report on NG10 number 61, May 2017 from Lukas Nel.

The locomotive and tender have been completely stripped. And both the locomotive and tender need extensive repairs due to rust and as the locomotive was used as an exhibit in the museum at Humewood Road, most of the spares like the chimney and boiler mounts, as well as a lot of other parts were fabricated from wood and steel plates or hollow within. We have started with some repairs to the frames but needed to assemble the wheels into the frames before we could finish the repairs to enable us to move the locomotive.

Work completed at the moment:

Tender tank body and the locomotive spring gear as well as the complete refurbishment of the front bogie center.

We have started to weld and replace most of the belly brackets and frame stretchers that were badly corroded.

The photos show the stripped spares of both the locomotive and tender plus work in progress on the buffer beam and frames.



The refurbished front bogie center.



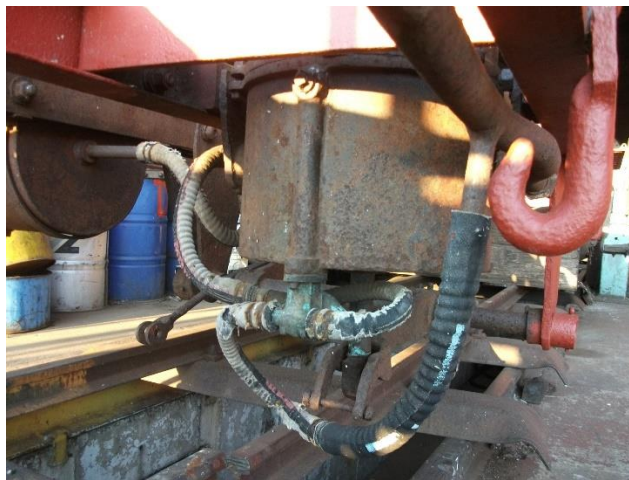
The new tender tank.



The boiler belly plate.



The front bogie.



The tender vacuum cylinder and brake gear.



The tender draw gear.



The rear bissel frame.



The NG10 boiler saddle casting.



The wasted interior of the old tender tank.



Setting up the alignment of the buffer beam.



Another view of the buffer beam.



The buffer beam after being re-aligned.