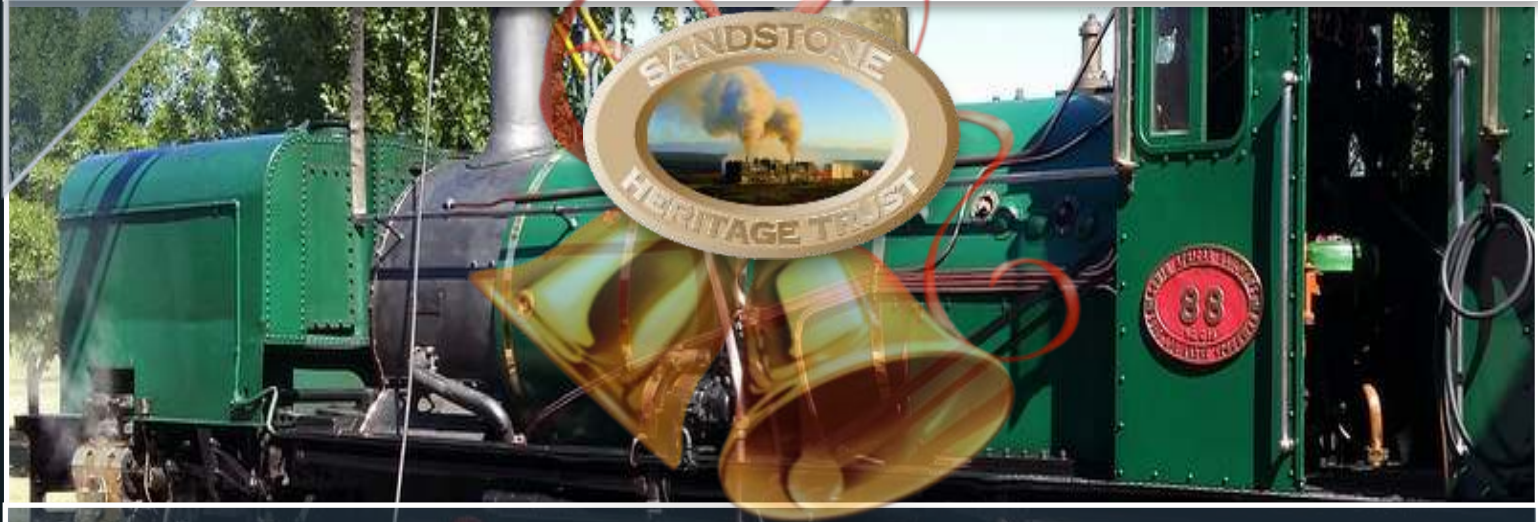




Highlights of the week!



Santa's Train



Today we had our Santa's Steam train ride for all the staff and their children. We specially steamed our Class NGG 16 Number 88 for this occasion. She was brilliantly cleaned and ready to haul Santa's Train to Grootdraai.



Below left: Our very neat and tidy fireman Brian getting her ready to depart for Hoekfontein Station.



Santa's Train

Below left: Brian with his daughter posing for a photo.
Below right: A very special guest Theuns Moorcroft joined us on Santa's train.



Below left: Charl Malan our new Manager on Sandstone Estates excited to go on Santa's train.



Below left: Departing at Grootdraai.
Below right: On route to Hoekfontein Station.



Class 91 -010



Since the last report Wouter went on with the cosmetic restoration of our Class 91 Diesel locomotive. The last was to make new doors for the compressor compartment.



Below left: This rounded end on the compartment frame was completely rusted away and Wouter then fitted New steel to ensure a proper door hinge support on this side.



Brian and Johannes then touched up the paint and she now is ready for mechanical restoration that will commence Early 2017.

NG Locomotive Boiler Maintenance



The maintenance on the Locomotive boilers are now completed and we have replaced all the gauge glasses, serviced the boiler mounts and packed all the regulator glands. This is quite a huge exercise and is very time consuming.



All the gauge glasses and rubbers were in pretty bad shape and were replaced. All the turret spindle packing nuts as well as gauge column test and cut off cork packing nuts were repacked with new Rope.



NG Locomotive Boiler Maintenance

Blow down corks and clack valves were serviced and packed with new rope.



Below left: New gauge glasses being fitted.

Below right: Old rope being removed from regulator packing bushes. We also oil all the boiler studs to prevent corrosion.



Below left: Another regulator gland being packed.

Below right: Clack box cut off cork packing nut. All the old rope was removed by a small sharp prigger.



NG Locomotive Boiler Maintenance

By now, after all the packing nuts done I feel like a dentist, first clean the hole and then Fill it up again. The removing of old rope takes lots of patience and one needs to dig in deep To remove all of it.



Below left: Old gauge glass being removed.



Below: The signs of leaking is evident in all the pictures, the white is all leaking joints and glands.



NG Locomotive Boiler Maintenance

Below left: Removing the old gauge glasses to replace with new ones and new rubbers.



NG Locomotive Boiler Maintenance



Finally we were finished with all the locomotive boilers and then went on the the Traction engines and portable Boilers. Once this is completed the we will start over again and do all the valve a piston packing's on all Locos.



Traction & Portable Boiler Maintenance



Below left: All the different sizes of ropes needed to service all the boiler mounts.



Below right: The gauge glasses on the Steam tractor. All these boilers were treated the same way as the locomotive Boilers and we are almost done with all these as well. Only need to finish the Sentinal and Fowler Steam crane to have All completed.



Traction & Portable Boiler Maintenance

All the pressure gauges were removed,calibrated and cleaned. It will be fitted back in next week.



Traction & Portable Boiler Maintenance

Below left: Brian checking and cleaning the steam and water ports of the gauge columns.
Below right: New gauge glasses being fitted.



Traction & Portable Boiler Maintenance



Below right: Pressure gauges being calibrated.





Traction & Portable Boiler Maintenance

The 4 portable boilers were next in line and received the very same treatment.
After this all the brass work will be cleaned to perfection.



Below right: A portable boiler hand water feed pump being serviced.



Traction & Portable Boiler Maintenance



There are quite a few different sizes of gauge glasses on these machines and will need to buy a few odd sizes In the next year.



Below left: Regulator gland being packed.
Below right: Test cork spindle packing nuts being packed with new ropes.

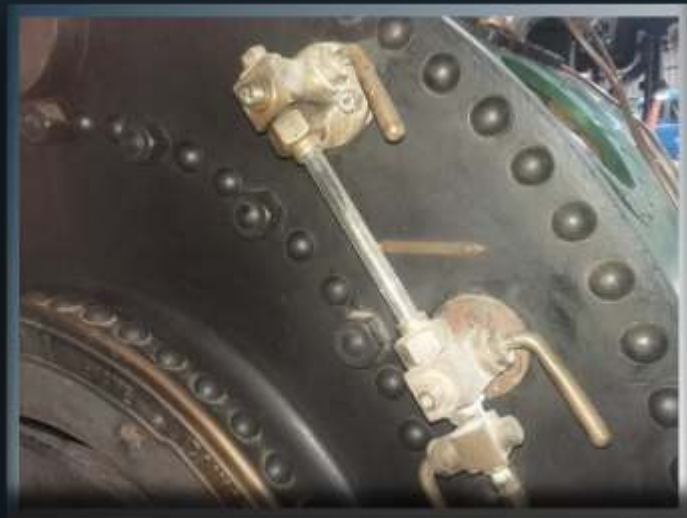


Traction & Portable Boiler Maintenance

Below right: New gauge glasses being fitted and the task being made easy with the use of Soap water.



Below left: Another regulator gland being packed. All these packing nuts will need slight adjustment when They will be steamed for the first time.



Traction & Portable Boiler Maintenance

Below left: Gauge column cut off cork packing nuts being packed.
Below right: A gauge that did not pass the calibration and testing and was replaced with Another gauge.



Below right: Calibrated gauges, now ready to be fitted back.



Below: The Sentinal steam lorry being attended to.



Traction & Portable Boiler Maintenance

Below left: Replacing the gauge glasses on the Sentinal.
Below right: The Fowler steam crane gauge glass and steam pressure gauge.



Below left: The Fowler steam crane gauge was cleaned and found not working at all. A new gauge was taken From our stores and will be fitted on the Steam Crane.



Below: The Sentinal steam pressure gauge fitted back after calibration.



Postal Wagon



The Postal wagon was on the our list of tasks for cosmetic upgrading. Brian and Johannes painted it again. We Ran out of white paint but will order again in the next year to complete it.



Wouter also have restored the coco pan from Orania and this will be featured in the next report.

Weed Spraying



Last week we sprayed the weeds on the Railway line between Hoekfontein and Vailima up to Pandora junction. We have noticed that the sifting of ballast on the sections have wakened dormant weeds. Now they grow like never before.



Below left: Spraying weeds beyond Vailima towards the S curve.

Below right: Vailima Siding.



Track Maintenance



Our track maintenance crew have worked on the section towards Grootdraai and also attended to the line in Front of the Steam Shed. The slacks were removed and the ballast was boxed.



Outlook for next week!



Tasks

- 1.) To finish the maintenance on Boiler mounts
- 2.) Locomotive maintenance
- 3.) NG wagon restorations.
- 4.) Track maintenance

Next Steam Report Date: 6 January 2017!



The Sandstone Estates Steam De vision wants to use this opportunity to wish the Sandstone Estates Directors and their families as Well as all our loyal Steam Supporters a Merry Christmas and a Happy new year!

May 2017 be a steaming year with safety valves blowing off all the time!



Blast from the past!



By Dave Richardson

19D 3339 and 15AR 2014. There were a large number of steam shunts in Port Elizabeth using 15AR, 19D and 24 Class locos. Here the crews of 19D 3339 and 15AR 2014 take a break between turns in the Docks. Above the locos is the 2 ft narrow gauge line to Humewood Road.