

Steam News From The Eastern Free State



HIGHLIGHTS OF THE WEEK

- 1.) Class 6C Restoration
- 2.) Class NGG 16 Number 153 repairs
- 3.) Class NG 6 Repairs
- 4.) Baldwin Tender
- 5.) Passenger coaches servicing.
- 6.) New line
- 7.) Track Maintenance
- 8.) Mooihoek new loop line
- 9.) Tamping machine
- 10.) Blast from the Past
- 11.) Outlook for next week.









1) CLASS 6C RESTORATION



Class 6C number 544

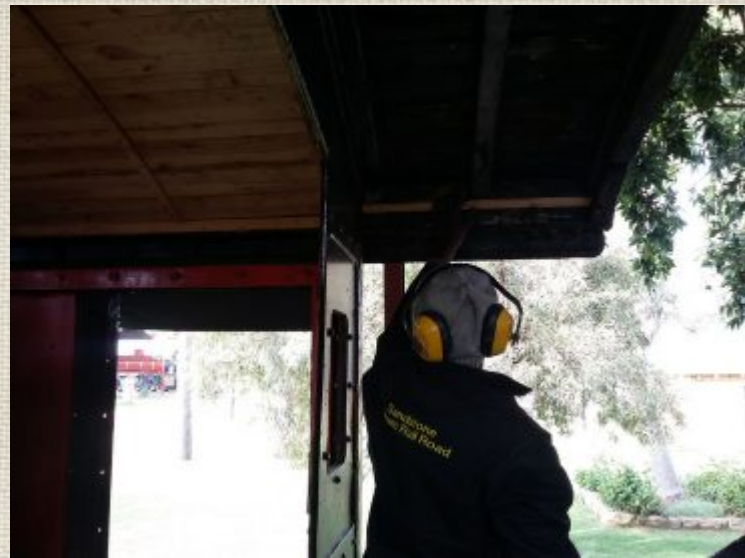
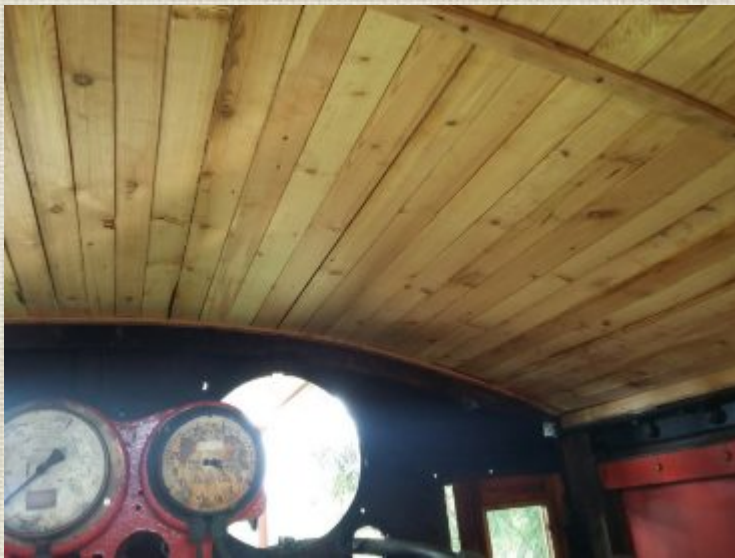
The Cosmetic Restoration of the Class 6 C number 544 is almost complete and Brian will finish the last paint Work needed during next week. Ernest, our new Carpenter finished the building of the new cab roof inside and Will now varnish it.

The newly made window frames are almost complete and will also be fitted in next week.

Below: A team effort to complete the sanding of the locomotive.



Below: The new wooden cab roof.



Below: Wouter fitted the new cylinder cladding and cylinder covers on the 6C and fitted back the cylinder drain corks.



Below: The new cab doors made with Origin Pine.



Below: Brian painting the undercoat on the class 6C.



Below: The cleaning of the 2 round brass windows of the cab.



Below right: The old rotten wooden window frame in the Woodwork Shop.



Below left: The newly made window frame



Below: The Class 6C being dressed in a new livery.



Below left: The smoke box wheel and handle being de scaled in the shed.

Below right: Tamara, her new name being fitted.



Below left: The new dark green livery with black on the shaped sides of the tender.

Below right: A photo from above, a view over the tender.



Below left: The tender bogeys being painted with a special graphite look paint.



Below: Looking like a Lady again in her new livery.





Below right: The last part of the roof being covered with new wood.



Below right: Brian busy painting the chimney and smoke box with the same graphite look paint of the bogeys.



Below: A brand new look for a very special Locomotive.



Below left: The roof almost completed.



2.) CLASS NGG 16 NUMBER 153 REPAIRS



This week our Class NGG 16 number 153 received some attention after it was booked that the locomotive did Not steam well. We found 10 blower ring holes blocked and the blower steam pipe binding nut loose.

Below left: The blower ring holes were opened and the nut on the right side picture was secured. The binding nut Resulted in steam being blown all over in the smoke box so it wont steam well when using the blower at times.



We also sealed all the leaks from the outside destroying the vacuum in the smoke box.



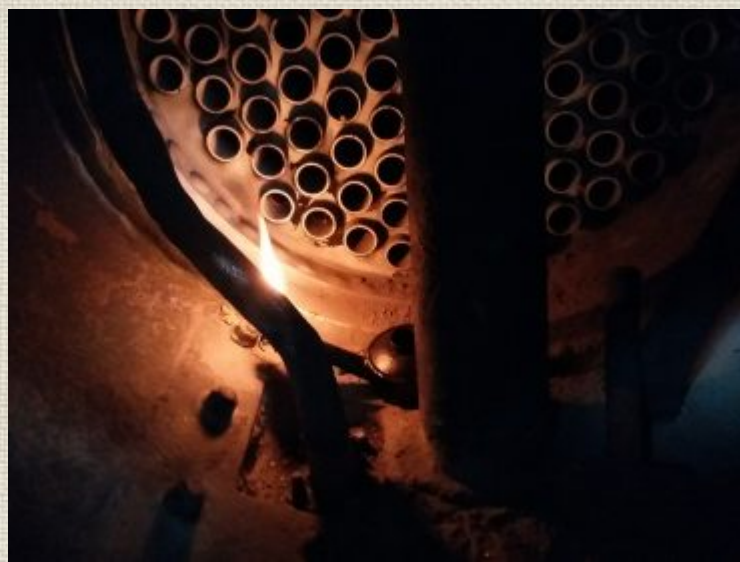
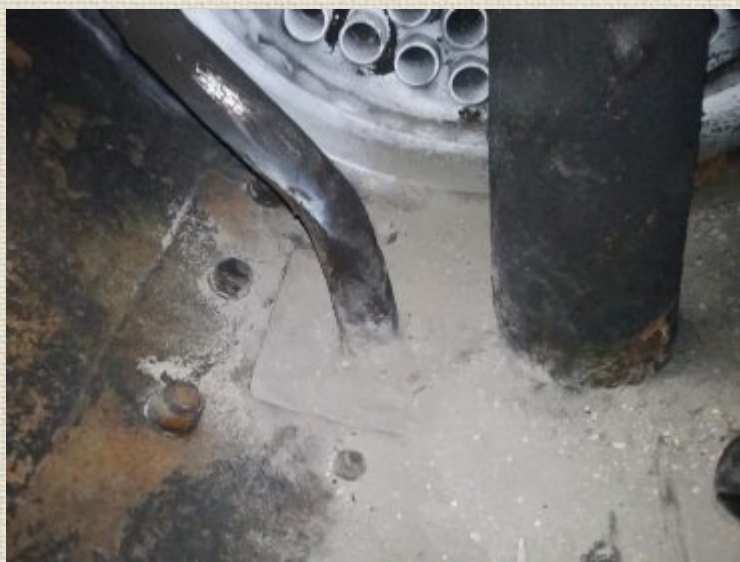
Below: The chimney and ejector exhaust pipe elbow was sealed so that no air from the outside can enter the Smoke box.



3.) CLASS NG 6 REPAIRS



This week we finally had a chance to remove the leaking branch steam pipe in the smoke box of our Class NG 6 the Lawley. First of all we had to break up the cement covering the flange joint in the smoke box. This was the hardest Part of all and it almost looked like building a new Lawley would be quicker. :-)



We finally managed to remove the right side branch pipe and it was fixed and it will be put back in next week.
The Lawley will then be tested to see if all is okay.



4.) BALDWIN TENDER



We shunted out the Baldwin tender from the 150M Wagon shed and loaded it on our Low bed to be delivered
At our Bloemfontein Workshops.



Below: The loading in Hoekfontein Station.



The tender was secured and ready to depart early on Monday morning.



5.) PASSENGER COACH SERVICING.



Our Guards van number 2814 and our 2 VIP coaches was shunted to the Steam shed for servicing. All the brake pins Were removed and greased and also the brake gear guides were greased.

The V hangers axles and hand brakes were greased as well and the brakes adjusted again.
GV 2814 received a new neck ring.



Below: Peterus hard at work, greasing and oiling the brake gears for free movement. All the axle boxes were Inspected and oiled where needed.



Below left: The hand brake greased and tested.



Next week we will shunt the next 3 coaches to the Inspection pit and all will undergo the same servicing As these coaches.

6.) NEW RAILWAY LINE



This week we graded the second part of the new Childrens line as it runs down from the Grootdraai Mainline towards The dam and curves into the forest about 500m before the dam wall. In next week we will cut our way through The forest to connect to the road on the North side of the dam.



Below right: The entrance into the forest just below the Steam Shed.



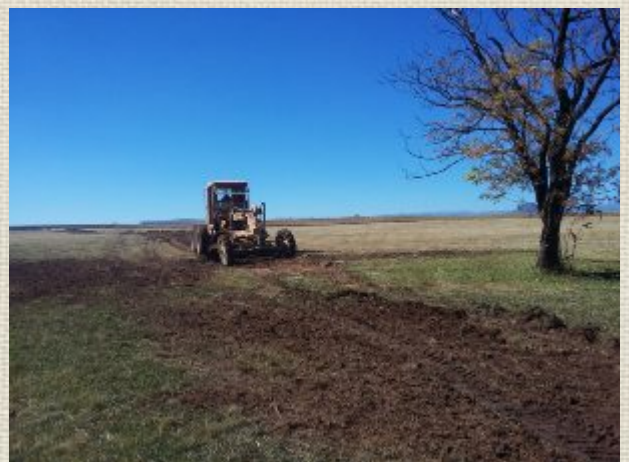
Below right: Running down towards the forest.



Below: Section A of the line running pass the electric fence below the Steam Shed.



Below: The road towards the Grootdraai Mainline where we will fit 2 sets of Right hand points.



NEW LINE MAP





Below: Section A and Section B of the line joining up just before the Mainline to Grootdraai.



7.) TRACK MAINTENANCE



This week we started with our track maintenance and first boxed the ballast opposite the Hoekfontein Station South gate.



Below: Boxing the ballast. We left out a small part where the right hand points will be fitted for the new Line down to the dam.



Below: Boxing ballast in Hoekfontein Station.



Below: Boxing ballast in front of the Steam shed and lifting out a severe slack at the coal stage points.



8.) MOOIHOEK NEW LOOP LINE



This week Des helped us to do the earth moving needed at Mooihoek to build in a new loop line where trains
Will be able to cross each other.

The construction of the new loop will commence in next week and we then will also move the water tank to be in
Between the 2 loop lines.



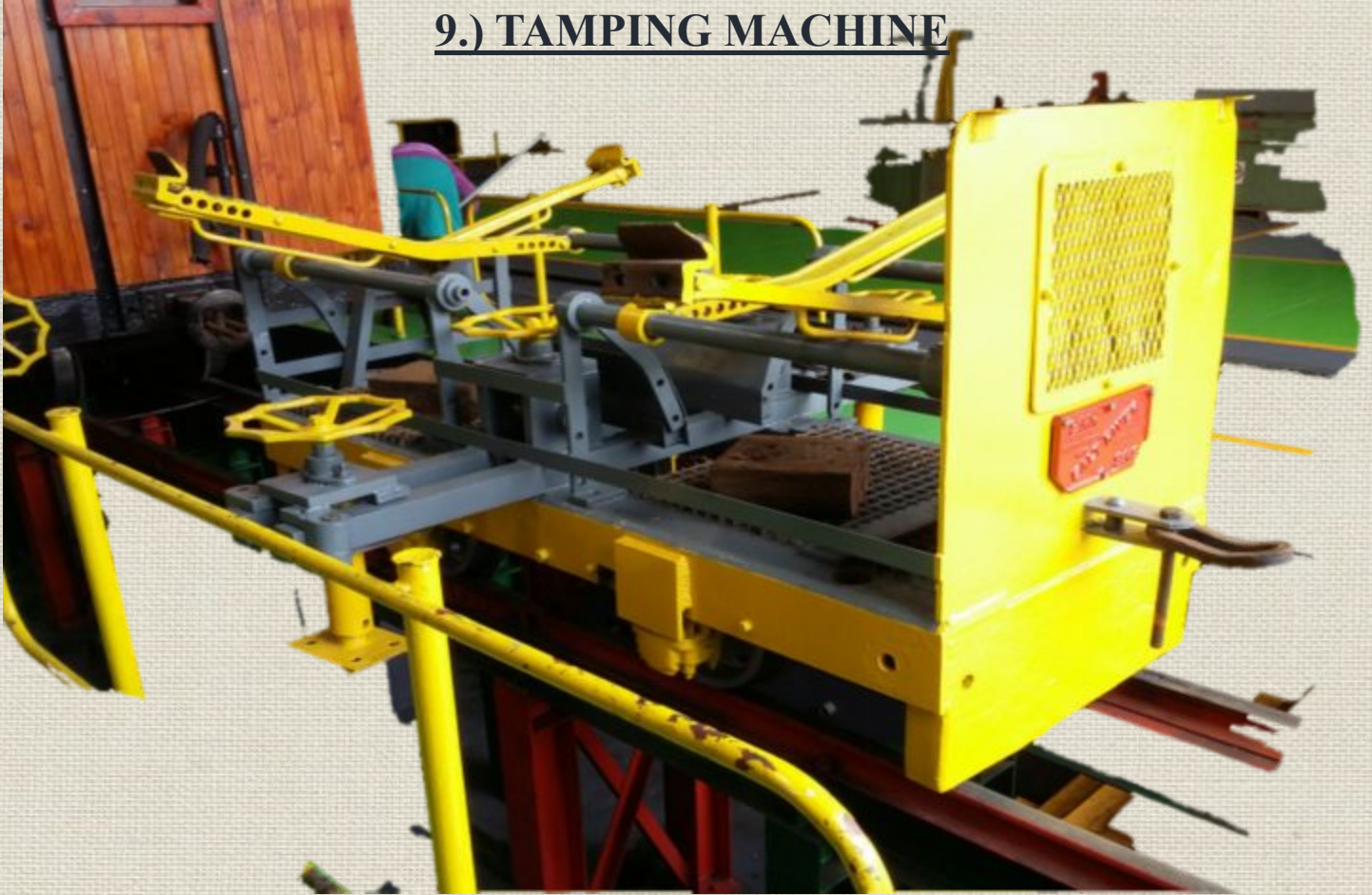
Below: The earth moving work being done at Mooihoek Siding.



Task well done Des!



9.) TAMPING MACHINE



This week Wouter made the last tamper that we needed and the Tamping machine will be out on the line next Week to speed up the track maintenance.

Wouter also made a 2,5m tow bar that is needed to keep the Funkey a certain distance behind the Tamping machine.



In next week we will put the Tamping machine to the test and edit functions if needed.

OUTLOOK FOR NEXT WEEK!



- 1.) Class 6C Cosmetic Restoration.
- 2.) Class NGG 16 number 153 repairs
- 3.) Lawley Repairs
- 4.) New Light Railway construction.
- 5.) Otavi Wagon Restoration.
- 6.) Coach 29 restoration.
- 7.) Track maintenance
- 8.) Mooihoek new loop
- 9.) Next 3 Coaches for servicing.
- 10.) New Tamping Machine in action.

BLAST FROM THE PAST!



The class 16, 16B and 16C were combined under the class 16CR when these engines were reboilered over several years from the 1940s to the 1950s. They were designed by Mr.D.A.Hendrie (CME SAR 1910 - 1922) for passenger service on main lines in the Transvaal and OFS. They worked all the top-link expresses including the Pretoria - Johannesburg Express. In later years when newer classes of passenger engine were placed in service, they were relegated to local passenger duty in the Transvaal, Cape Midlands and Natal.

In their later lives they also worked on general freight duties but were more at home on passenger trains.

At the end of their SAR service some were sold into mining service hauling ore hoppers to the reduction works.

Photo and text: Les Pivnic



Steam Greetings The Steam Team!

