

# Steam News From The Eastern Free State



## HIGHLIGHTS OF THE WEEK

- 1.) Class 6C Restoration
- 2.) Class 6C Shed
- 3.) Wedding Train
- 4.) New Light Railway
- 5.) AY Wagon from Port Elizabeth
- 6.) Outlook for next week.
- 7.) Blast from the Past

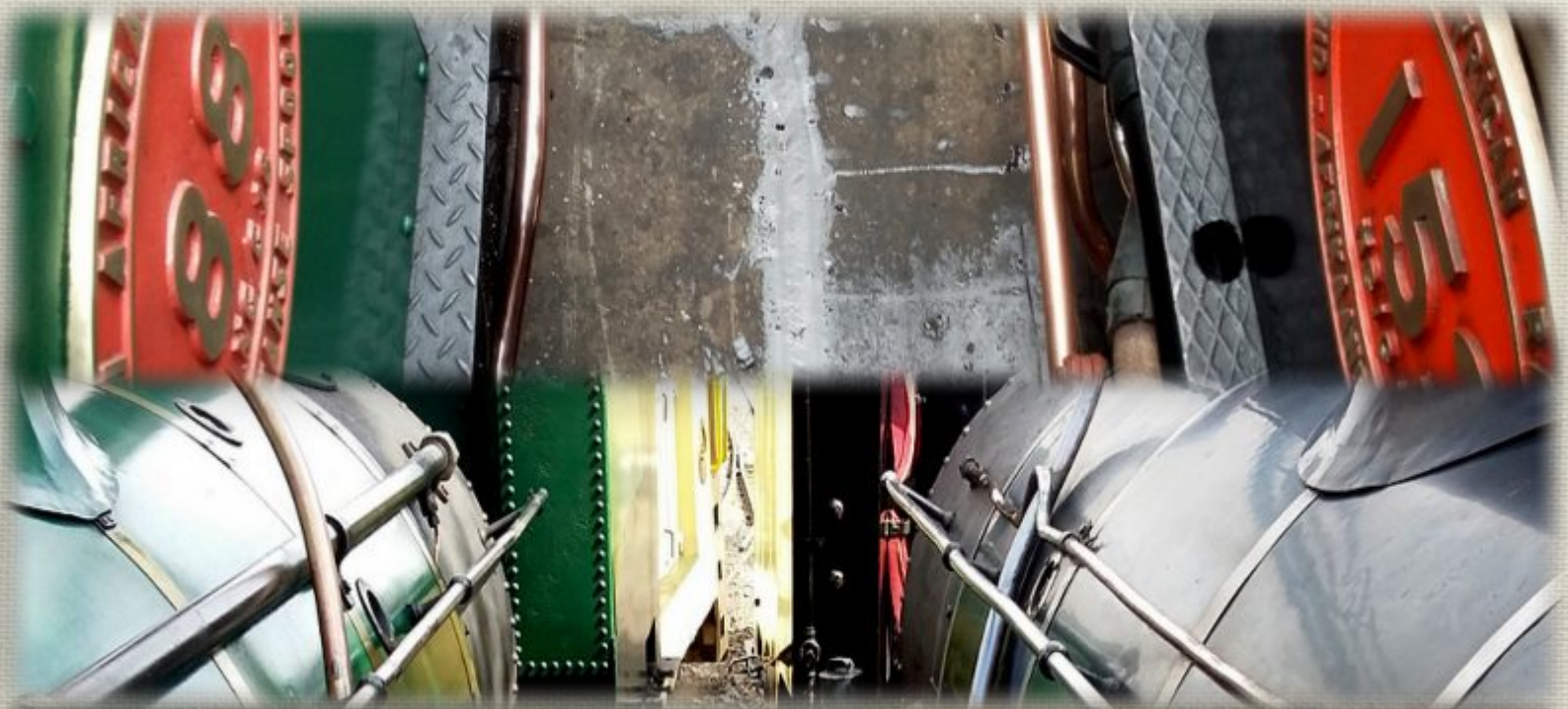














# 1) CLASS 6C RESTORATION



**Class 6C number 544 - Credit to Transnet Heritage Library.**

This week we made huge progress with the cosmetic restoration of the Class 6C locomotive. Gauge column corks, new Doors, roof and headlight were fitted and we are in the final stages of sanding her down and will soon start painting The locomotive.



Below: Gauge column corks being fitted.



Below: Sanding down all previous layer of paint.



Below right: Joseph cut new glass and fitted them into the new doors specially made for the pretty Lady



Below left: The very old way of making window handles.



Below: The tender was cleaned inside and Brian started painting it with red oxide.



Below left: The gauge column corks fitted.  
Below right: A old new seat for the driver side.



Below: It took days to sand down all the layers and layers of paint and we are almost ready to paint her.



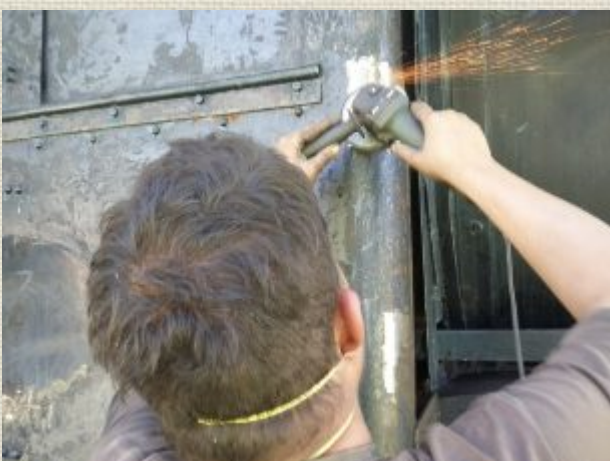
Below right: The shining smoke box door.



Below : Cleaning the smoke box head plate.



Below left: The cab being sanded down with a flapper disk.



Below right: The new doors fitted.  
Below left: Looking much lighter after all the paint was removed.



Below: The cab sides after sanding it with the flapper disks..



Below: Joseph preparing to fit the new wood roof of the Class 6C



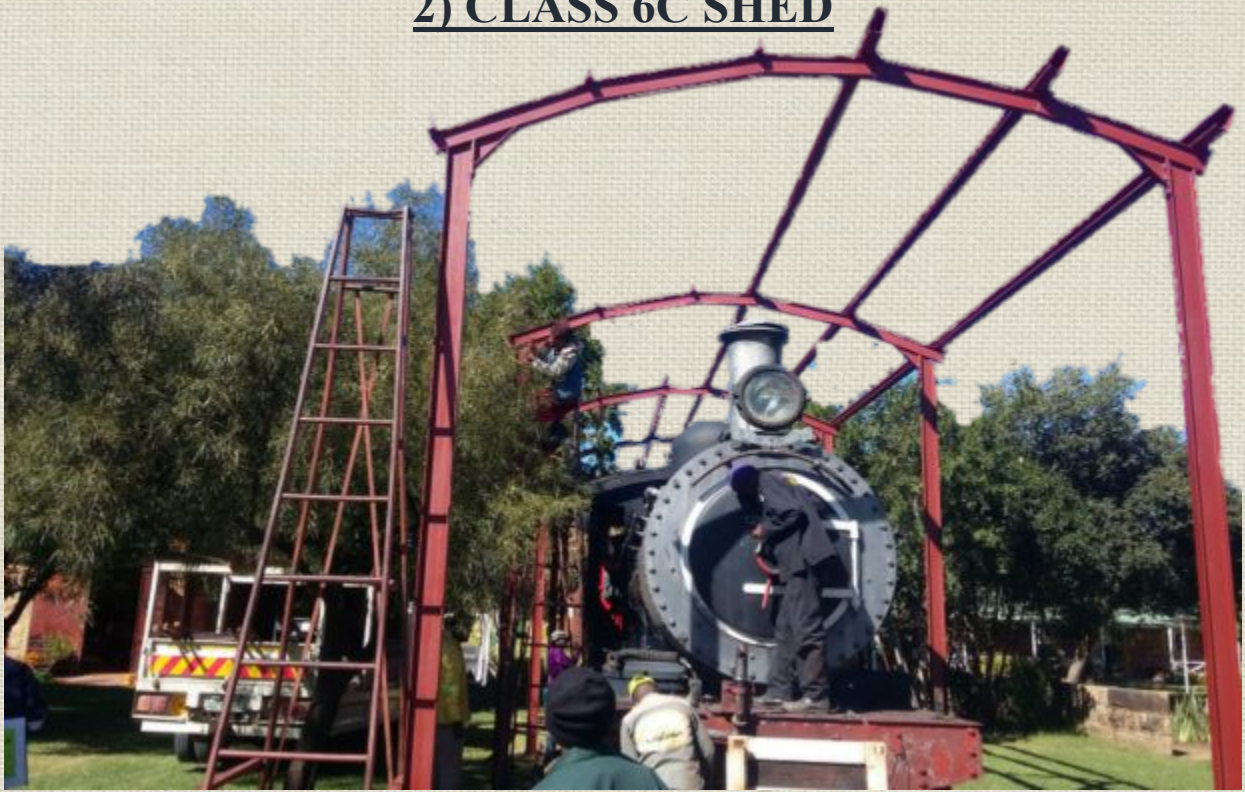


Below: The new wooden roof being fitted.



Next week we will finish the woodwork needed on the Class 6C and will fit the newly made cylinder cladding and Cylinder covers. The Locomotive will then be painted and we cant wait to see her in her new livery.

## 2) CLASS 6C SHED



Sandstone Estates contractor “ Van der Walt Sweiswerke” also build a shed over the Class 6C this week. These People really move when they work and now our Class 6C will be safe and under cover against the elements of Nature.

Below: The Construction.





The locomotive now will be moved back and will be coupled to the wagons behind her.



### 3 ) WEDDING TRAIN



On Saturday we had the Wedding train for Magdel vd Walt. The Train departed on 14H00 to Vailima where we Made a half hour stop for the newly wed to take photos between the beautiful sunflowers.

On Thursday we prepared the train, shunted the consist and cleaned all the coaches.

The Coaches and locomotive was shunted to the inspection pit where a under frame inspection was done.



Below: Cleaning and shinning the coaches in the special consist.



Below: Our 2 exquisite VIP coaches were prepared for this special occasion.



We had just the right jewel for the wedding and steamed up our class NGG 16 number 88 to haul the wedding Train.



Below: Derick van Zyl on the footplate as our fireman for the day.



Below: The wedding train just before we departed to Vailima.



Below left: A very interesting picture of the newly wed.

Below right: The weather did not play along very well and it was a very cold dripping day.



Below: Getting her ready just before we departed.



Below left: Leaving a trail of smoke as number 88 slowly steamed out of the station.  
Below right: Number 88 at Vailima Siding.



Below left: A wet view over the front unit of number 88 and Soutkop in the far distance.  
Below right: Before we go, I also want to get married. :-)



Below right: A late afternoon train towards Grootdraai for a final photo session, this time with number 88.



Below left: Number 88 at Grootdraai.

Below right: Departure from Grootdraai on the way back to Hoekfontein Station.



For us it was the end of the day and we stabled number 88 after a very exciting day.

#### 4) NEW LIGHT RAILWAY



This week we started with the new Light Railway and first of all we have to get all the levels and curves right. The most time will be spend making a road through the forest on the North side of the dam.

Below: The south aside of the dam and the earthmoving work done.



First of all was to make a road through the bushes and curve it slightly to go over the dam wall.



Below: Finally the road was open and we could carry on through the forrest.



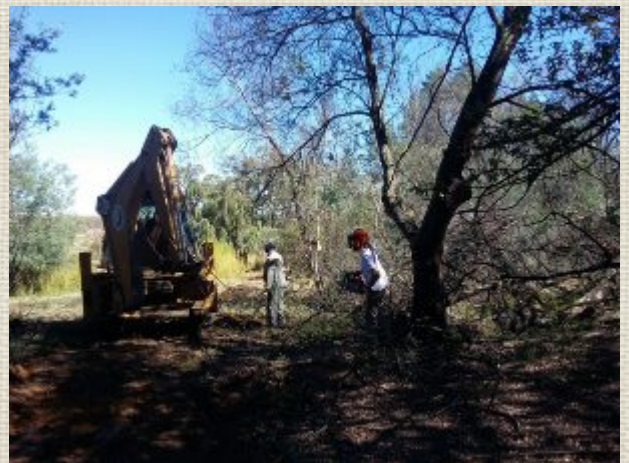
Luckily all the trees that we will have to remove is dead trees and we will plan the line to traverse through The forest and around the huge trees.



Below: Section A, the section through the forest.



Below: Seun cutting down dead trees that are in our way while the TLB pushes them aside.



Below right: The road just above the dam with 3 large dead trees in our way to continue into the forest on the Left.



Below left: Lowering the bank for a smoother run down to the dam wall.

Below right: More dead trees in the way.



Below left: It was time to start with Section B of the line while the people on section A fight their way through the bushes. Thabiso on his way to the grader.



Section B is the part of the line from where it will branch down from the mainline to Grootdraai all Down pass the South side of the dam.



Below: The first steps to a new and very exciting light Railway line.



Below left: Cutting the fence to go through the camp.

Below right: Following the existing farm road.



Below left: Here we will build a small bridge.





Below: Building up the dam wall with soil from the forest side.





Below: All dead trees will be removed and put through the shipper for the making of compost.



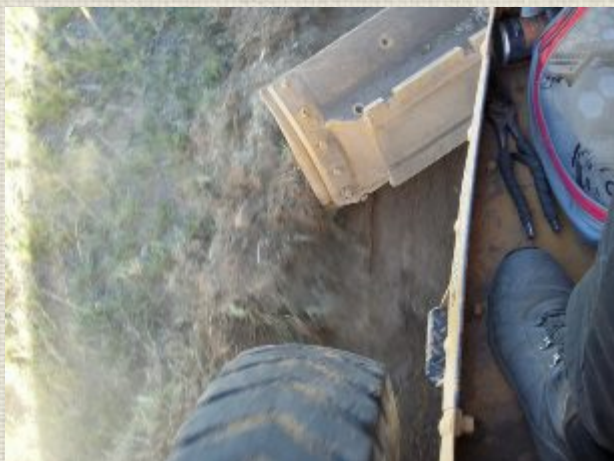


Below right: Thabiso graded the B section a couple of times to get the road smooth and level.



Below right: The last curve before the dam from the South side.





Below right: A RH points will be fitted in just pass the culvert and will connect the Light Railway line with The Grootdraai Mainline.



Below right: The curve towards the mainline.





Below: The first 100M into the forest.



# Section B of the new Railway Line



Photo by Des Clark.

During the next week we will continue our way on Section A and will fit culverts on Section B.

## 5.) AY FROM PORT ELIZABETH



This week another AY wagon was collected in Port Elizabeth and was brought to safety on the Sandstone Estates Steam Railway.

The wagon was offloaded and shunted to Hoekfontein North yard where it will await restoration.



Below: The AY wagon being lifted from the low bed onto the tracks in the tri-angle in Hoekfontein Station.



Below: The wagon being shunted into Hoekfontein North yard.



# 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.

# BLAST FROM THE PAST!



In 1961 the final working days of the Mallet locomotives on the SAR were being played out in East London. By this time the class MJ was the last surviving Mallet type on the SAR. Engine 1674 is seen here in this photo having returned to the Loco from shunting duty in the local Yards. The Mallet engines were very popular with the general public because they were relatively quiet engines on the shunt. When they finally went for scrapping, they were replaced by class 12ARs and the public wrote in to the System Manager, complaining about the noisy engines now on shunting duty. They wanted the Mallets back but unfortunately, this was not possible - the Mallets were becoming too costly to maintain.

**Photo and text: Les Pivnic**



# Steam Greetings The Steam Team!

