

Steam News From The Eastern Free State



HIGHLIGHTS OF THE WEEK

- 1.) Class 10 CR Cosmetic Restoration.
- 2.) Bagnall Repairs
- 3.) Heokfontein tracks
- 4.) Otavi Wagon Restoration
- 5.) AY wagon from Port Elizabeth

Last week we did not do a variety of work, we instead concentrated on two major tasks, the Class 10 CR Restoration
And the building of the second mainline tracks in Hoekfontein.











1.) CLASS 10 CR COSMETIC RESTORATION



Last week we started with the cosmetic upgrade needed to have our Class 10 CR back to original condition. This Week we had the honor to start with the rebuilding of this exquisite Locomotive.

Below: The tender was cleaned and Johannes painted it with red oxide.



Below: The restoration began and Thinus and Wouter did a amazing job fitting back all the rods and spares.



Below right: The rusted crank pins was sanded with very fine sanding paper.



Below left: The boiler was painted with a new coat of Red Oxide.

Below Right: Sorting all the rods, left and right side.



Below right: The crank pins were greased before we fitted back the bushes and rods.



Below right: The bushes being fitted.



Below: The fire box door frame being fitted.



Below right: Thinus fitted back all the boiler mounts.



Below left: 2 Safety valves were fitted and Thinus fitted the clack box.

Below right: The sequence of the crank pins on one set of wheels were out and we then used a jack to move the Wheel.



Below left: Fitting back the braking gears.

Below right: Wouter turning the wheel with a Buda jack.



Below left: The heavy task, fitting back the rods.



Below left: The final small movement of the wheel was needed to fit back the leading coupling rod.



Below right: Fitting back the left Connecting rod.



Below: The left side was done and we had to move the locomotive to be able to fit the gudgeon pin on the Right side.



Below: The building back of various cab rods and fittings.



Below Right: Thinus crawling out after he connected some of the braking gears.



Below left: A set of old gauge column corks were fitted.
Below right: Thinus busy fitting the cylinder corks back.



Below right: Connecting the braking gears and finally the last brake blocks.



Below left: Thinus just fitted back the last brake block and he had no place to escape from under the Locomotive and took the “not so easy way out!” “:-)



The new 1,6mm steel plates for the boiler cladding will be delivered on Thursday and we then will Finish the last work needed to complete the restoration of the Class 10 CR.



Below right: In the next week we will move the cab to the Class 10 CR and will fit it back. A new wooden floor Will then be build in and the roof will be fixed.



The locomotive will be painted in dark red livery and we then will fit a few pipes to give more detail to The locomotive.



2.) BAGNALL REPAIRS



This week Isak fitted back the main driving shaft of the Bagnall and he also finished the vacuum pipe work that Was needed.



3.) HOEKFONTEIN STATION LINE 2



Early on Monday morning we did the last earth moving and leveling that was needed before we could build back
The second mainline through Hoekfontein Station.





Below: Menasse did all the leveling and worked on a much smoother curve into Hoekfontein Station. The Problem we had is that the short sharp S curves is damaging the NGG 16 steam pipe Ball joints.



The very sharp S curve also was quite a huge brake on trains as the trains get stuck especially when
The train stops on the S curves.



Below Right: Our Ballast stockpile that was taken out under the old tracks.



Below left: Joseph did the last leveling at the ends by hand.



Below right: All the old track panels were one side and we could select the best ones to use for the building
Of the new second mainline through Hoekfontein Station.



Below: The moving of track panels into position.







Below right: A much smoother curve than before even though the tightest of this curve is at a radius Of 50 Meter.





The laying of the new track was completed and we loaded the ballast back into one of our AY wagons
And the ballast the new track. We have used 3 AY wagons of ballast for this line.









The one stock pile ballast was finished and we shunted a AY back to Hoekfontein North to load some More ballast to complete this task.



Joseph, Petrus and Johannes started lifting out the track and set the cant correctly around the curve. They will be busy all week to finish the tamping of this line and to have the line open for traffic.



Below: The biggest job now is the lifting and tamping of the line.



Below right: Another load of Ballast was delivered from Bethlehem and was loaded into 3 AY wagons.



Once they are finished with this line they will have to lift out the severe slack at Mooihoek old level crossing
All before the Easter train trips scheduled for 26 and 27 of March.

4.) OTAVI WAGON RESTORATION



Ben cut organ pine wood and is busy with the construction of the Otavi Wagon. This little wagon is really going To be very good looking when it is done.



5.) AY WAGON FROM PORT ELIZABETH



On Wednesday another AY wagon arrived from Port Elizabeth and was shunted to Hoekfontein where it will await restoration. This week we shunted another AY to the Steam Shed for restoration but we did not manage to start with her yet.



Outlook For Next Week!



- 1.) Extend 3'6" Track behind Class 10CR
- 2.) Class 10 CR cosmetic restoration.
- 3.) Fit back Class 10CR cab
- 4.) Lift out and tamp track in Hoekfontein Station.
- 5.) Steam Test O&K Anna
- 6.) Washout Class NGG 13 number 49
- 7.) Washout Fowler Sandsy
- 8.) Re lead lead plugs 113, 88 and 49
- 9.) Extend 3'6" Track at Waenhuis
- 10.) AY Restoration
- 11.) C wagon Restoration
- 12.) Otavi Wagon Restoration.
- 13.) Train trip on Thursday (School Children from Bethlehem)

Steam Greetings The Steam Team!

