

Steam News From The Eastern Free State



Sandstone Estates Steam Railway News 15 April 2016



HIGHLIGHTS OF THE WEEK

- 1.) Lawley Washout
- 2.) Class NGG 16 Number 153 Washout
- 3.) Class 10CR Cosmetic Restoration.
- 4.) Class 6 C Cosmetic Restoration.
- 5.) Armour Museum Train Ride.
- 6.) Bethlehem School Train Ride
- 7.) DZ & C wagon Restoration.
- 8.) Otavi Wagon Restoration.
- 9.) VIP Coaches maintenance.
- 10.) 3'6" Goods Wagon Restorations.
- 11.) Tamping Machine Construction.
- 12.) Old Railway Crane.















1.) LAWLEY WASHOUT



Our Class NG6 the Lawley number 106 was next in line for washout and she was shunted out from the Wagon shed to the Steam Shed. We aim to washout at least 2 boilers a week till we know that all the boilers Are washed and in good condition.

Below: The Lawley on her way to the Steam Shed!



The procedures are the same on small and larger boilers and it is a very important task.



The lawley's boiler was not so dirty but now we know that she is washed.



We then cleaned all the tubes after the boiler was washed out to ensure that she will be steaming freely again.





After the washout we did a hydraulic test to look for leaks and found the R-Hand branch steam pipe to be Totally rotten through.



Next week we will shunt her to the Inspection pit where the pipe will be removed and repaired. Once this is done We will steam test her on the next available train tour to make sure all is in order. A branch steam pipe leaking Like this will have a huge effect on her steaming capabilities.

2.) CLASS NGG 16 NUMBER 153 WASHOUT



This week we washed out 153 again after she did 5 trips from last washout. We treated the water and wanted to test The effect of the chemicals on the hardened scale inside the boiler.



We keep record of how many times a locomotive is used after washout and normally we wash them after 6 Trips but we noticed that the water in the gauge glasses became very milky and knew that the chemicals were doing the job, softening hardened scale.



Below: Only a little bit of hardened scale came out, the rest was a milky brown sludge that was washed out Easily. The chemicals are now doing the hard work and washouts will become easier as we keep treating The feed water.





Below: The softened scale, evidence of a very good chemicals that we use. This scales is the same colour as the Sludge that we are washing out and it literally de solves in water.



Below: When the scale gets in contact with water it dissolves, making washout easy and also it will soften all The remaining hard scale in time, thus keeping our boilers clean and healthy.



Finally we washed the water space between the inner and outer fire box and was surprised by the amount Of mud that came out, proofing that the chemicals are spot on and well worth it.



We left the treated water in the boiler to allow time to react and did not drain the water after each trip. The chemicals First must be allowed a time to work before water is drained. Once the boilers are clean and hardened scale Dissolved then we can go back to normal boiler drying processes.



Our Class NGG16 number 88 is showing the same signs and the dissolved scale is making the boiler to foam Now which is very dangerous. She will also be washed out again in next week to get rid of the accumulated



Dissolved salts in her water because of the hardened scale being dissolved called the TDS inside The boiler water.



3.) CLASS 10CR COSMETIC RESTORATION



During the week Brian started with the cosmetic upgrade of the cab and he removed all the old paint, repaired the Broken planks of the roof and started with painting. This will take him another 2 days to complete.



4.) CLASS 6C COSMETIC RESTORATION



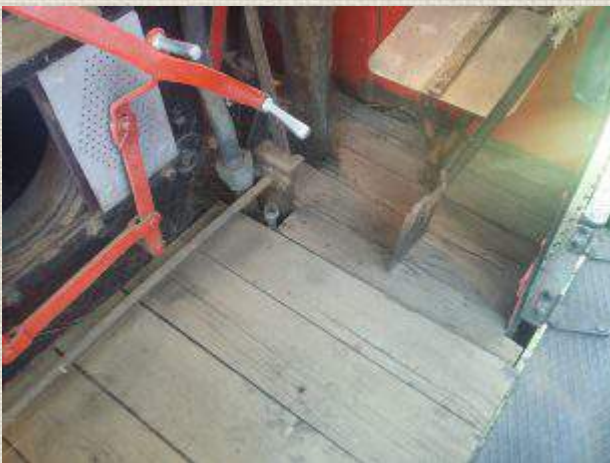
On Friday we started with the cosmetic upgrading of our very pretty and elegant locomotive, the Class 6C. First we Had the Ladies there to do a good cleanup inside the cab and tender and then we removed the rotten cylinder cladding.



This is by far one of the most interesting locomotives ever made, bearing in mind her age and the Technology of her time.



The bar fence was removed to give access to the smart cab, just love this locomotive.



Below: Joseph removed the cylinder drain corks and the rotten cylinder claddings. All the brass parts will Be cleaned down at the shed.



Salt River, 1923. Class 6A,6B and 6C patent cylinder castings.



She will need a new wooden roof, wooden window frames and cab doors will be made new again.



Below left: In a modern world in the year 2016, is this even possible to have the same standards and Craft of those years?



Below right: The tender plate, number 536.



Below left: The old paraffin lamp.

Below right: The number plates were taken off and will be made like new again.



Next week Wouter will make new cylinder claddings and covers.



The locomotive now will be sanded down before we will start with painting her.



5.) ARMOUR MUSEUM TRAIN



This week we had the honor of a visit from the Armour Museum in Bloemfontein. On this very special occasion The team had to light up their own locomotive and service it as well as part of a team building seminar.

First they coaled the locomotive, then filled the side tanks with water and then prepared the fire. Every now and then they had to hurry down and build the fire layer for layer till she was in steam, breathing on her own.





Later the afternoon we departed for Grootdraai with the Fowler and 2 Ratanga coaches.



Below: The Fowler called Sandy was at the head of the train with our special guests relaxing after a hard days Work.



Below: The Sunflower train running towards the border of Lesotho with a late afternoon train.



We made a half a hour stop down at Grootdraai relaxing under the foothills of the Maluti Mountains.





The day was gone and it was time to head back to Hoekfontein Station.



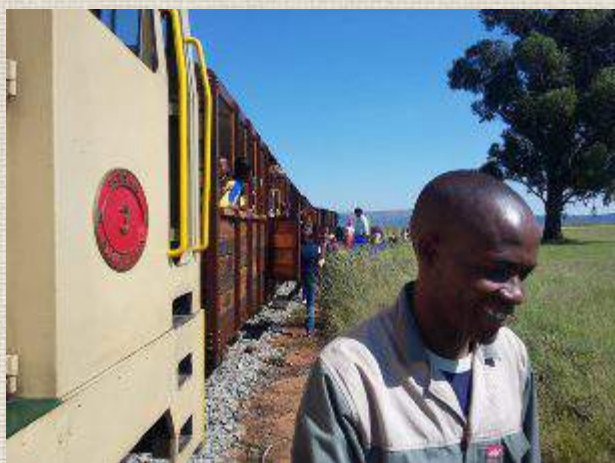
6.) BETHLEHEM SCHOOL TRAIN



On Thursday we had a special passenger train for 300 children and we did 2 trips with the Hunslet Diesel Locomotive To Grootdraai and back.

Steam or Diesel, they must shine!







7.) DZ & C WAGON RESTORATION



This week we spray painted the DZ and C wagon that were sandblasted recently. These 2 wagons now will come to The inspection pit for under frame restoration and will be stenciled as well.



Below: The very first C wagon on the way to full restoration.



8.) OTAVI WAGON RESTORATION



The restoration of the Otavi wagon is slowly coming together and this week we lifted her onto temporary bogies That we restored for use under a DZ wagon. We want to have her mobile to move to the shed for further restoration.







In next week we will start with the restoration of the original bogeys and we will shunt this wagon to the Steam Workshop to fast track the restoration work still needed. A brake system will be fitted and new 2" vacuum brake pipe Will be fitted.

9.) VIP COACHES



This week we shunted our 2 VIP coaches to the Steam Workshop. All the bearings on these 2 wagons were damaged And were replaced by new bearings. The Axle boxes were also packed with new wool.



10.) 3'6" GOODS WAGONS COSMETIC UPGRADE



Johannes started with the cosmetic upgrade needed on the 3'6" goods wagons in Hoekfontein Station. All the rotten Planks are replaced and the first wagon is sanded down and will be completed by next Friday.



11.) TAMPING MACHINE CONSTRUCTION

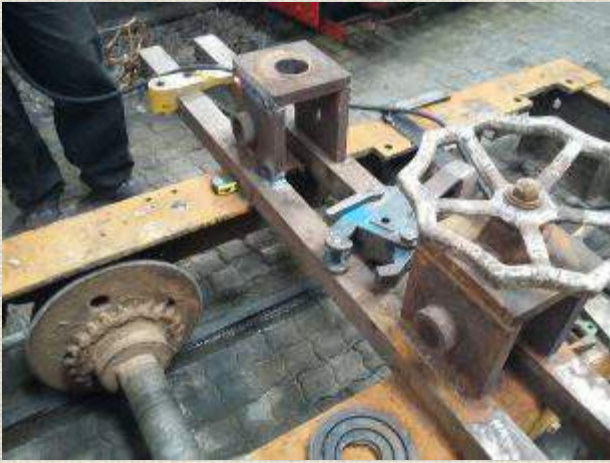
The construction of our little Tamping machine is in progress again and Wouter went on where Thinus stopped some time ago. Thinus and Isak is back in Bloemfontein again working on the Class NGG11.



The 2 hand brakes in the middle will work the rail tongue grabs and the 2 handbrakes on the sides will lift the Tamping machine and track and will act as the main rail jacks.



Below right: The 2 rail grabs.



Wouter is almost finished with the construction of the side end jacks and will make the tampers next.

The Tamping machine then will go to the Sandblast bay and will be spray painted with a yellow livery. This little machine will make tamping a easy task and will move 10 times faster than hand tamping can go.

12.) OLD RAILWAY CRANE



This week Des, Henry and Menasse erected the very old Railway crane near the Coal Stage and what looked like A pile of steel became a very interesting construction indeed.





Massive Sandstones were offloaded as part of the exhibit.





Well done to Des and Henry for erecting this exquisite old Railway Crane, not a easy task at all.

Outlook For Next Week!



- 1.) Class 10 CR Cab restoration
- 2.) To complete Washout of NGG 16 number 153
- 3.) Class 6 C Cosmetic restoration.
- 4.) DZ and C wagon mechanical restoration.
- 5.) Otavi Wagon Restoration.
- 6.) Repair Lawley Branch Steam pipe.
- 7.) 3'6' Goods wagon restoration.
- 8.) Washout Barclay Locomotive
- 9.) New 1 km Light Railway line construction.
- 10.) Tamping Machine
- 11.) Washout Class NGG16 number 88



Steam Greetings The Steam Team!

