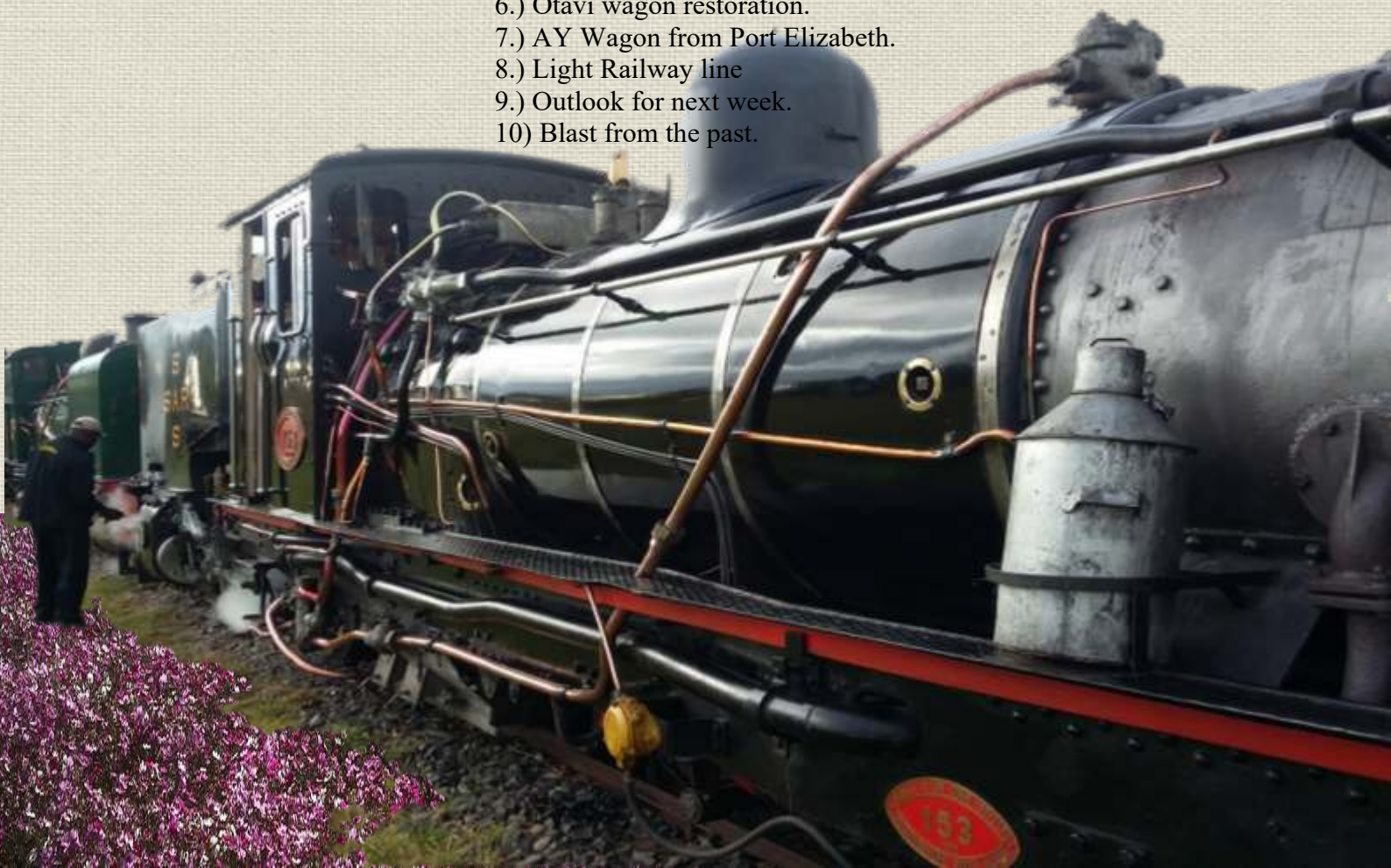


Steam News From The Eastern Free State



HIGHLIGHTS OF THE WEEK

- 1.) Workers day event.
- 2.) Preparations for event.
- 3.) Steam test Xanthe
- 4.) Washout NGG 16 number 88
- 5.) Class 6C Cosmetic Restoration.
- 6.) Otavi wagon restoration.
- 7.) AY Wagon from Port Elizabeth.
- 8.) Light Railway line
- 9.) Outlook for next week.
- 10) Blast from the past.















1) WORKERS DAY EVENT



On Saturday we had our Workers day event, a open day to the public to come and enjoy a day out on the Sandstone Steam Railway. We again steamed our Class NGG 16's numbers 88 and 153 and Xanthe for the Lesotho Meander Train. We were up very early on a very cold morning steaming the little Giants. At first it looks like a very cold Rainy day but soon the skies opened and we had 2 seasons in one day and the skies were so clear.

Below left: Number 153 gleaming in the Shed lights.





Our class NGG 16's were ready just before 7 and we coupled our consist and stood clear of little Xanthe to Depart for Hoekfontein Station.



Derick van Zyl also visited us on Saturday morning for a refresher and he soon will join us on open days again.



Below left: Derick van Zyl.
Below right: Our shed crew cleaning the locomotives just before departure.





Below right: Topping up the water just before departure for Hoekfontein Station.



Below left: Two Class NGG 16's thundering pass the Hoekfontein Silos on the way to Hoekfontein Station.



Below right: Our Train Controller Dave Richardson doing foot patrol between the points of a now busy Railway Station.



Below left: Class NGG 16 number 153 and 88 ready to depart with Driver Les labuschagne behind the controls
Of the leading locomotive.



By this time it was very cold and raining but this did not keep our Passengers away, they could not wait
To travel over the mountains no matter what.



The Mountain wonderer was ready to depart and we waited for the line to clear by little Xanthe and driver
George Shields, better known as :” Old George”



Below left: Driver George Shields running into platform 2.
Below right: The line was clear and the green flag waved by our guard Wouter Jubileus.



Below: A cab view from 88 as our train gently left a cold steam trail behind as we approached the foothills Of the Majestic Maluti Mountains.



Below: The Mountain wanderer on the way back to Hoekfontein.



Below right: We departed again after a brief stop in Hoekfontein Station and headed for the Vailima Mountains.



Below: Taking water at Hoekfontein Yard column.



Below: Running through Hoekfontein yard on our way to Vailima and above.



Below right: Running down from Mooihoek towards Pandora Junction.



Below right: Running down towards Vailima siding.



Below: The section between Vailima and the Farm School.



Below: Rain poring down as we approach Pandora Junction.



Below right: Running into Hoekfontein and the pressure on the steam gauge is indicated on the Brian's face :-)



Our Passengers were very excited and could not wait for the next mountain trip but for now it was almost time For lunch while we went and cleaned the fires and prepared for the 14H00 mountain train again.



Below: Our friendly visitors were very curious about the footplate and some just wanted to defrost a little
But luckily the day turned around in a very warm day with clear skies.



Below: Old George on his way to Grootdraai just before lunch.



Below right: Number 88 on the ash pit and a quick drink from the column in Hoekfontein South.





We departed at 14H00 for the second trip over the Mountain and the day just turned out to be one in a million.
Below: Driver Les Labuschagne leaning out of his cab on the Grootdraai section.



Below: The double header running into Grootdraai.



Below: A total different sky as we departed Grootdraai on the way to Hoekfontein Station.



We again made a brief stop in Hoekfontein before we departed for the Vailima Mountains.



Below: Our 2 class NGG 16's taking water in Hoekfontein South yard.



Below left: The final climb towards Mooihoek points.
Below right: Running down towards Pandora crossing.



Below: Climbing the severe gradients of the Pandora embankment.



Below: Running down towards Vailima Siding.



Below right: Running into a slight delay.



Below: Running down Pandora embankment on the way back to Hoekfontein Station.



Below: Running down from Mooihoek towards Hoekfontein with a late afternoon train.



We were back at Hoekfontein Station and the last train towards Grootdraai was about to depart.



No one wanted to go home, it was really a very special day and visitors walked around even after the last train
Have returned. They followed us to the ash pits just to have more time on Sandstone Estates, what a day!





The Station building was empty, the train controller was gone and it was time to go home!



2.) PREPARATIONS FOR EVENT



The preparations started days before the weekend event. Locomotives were prepared, repairs were done and brakes were adjusted. All the passenger coaches were shunted to the inspection pit where their brakes were adjusted and vacuum leak tests were done. Locomotives were coaled and the Railway line were prepared, crossings were cleaned and so many more.



Below left: Number 88 and 153 on the way to the coal stage.

Below right: Our cleaning ladies have spend days to make sure all brass and copper parts were shining.



Below: Coaling the locomotives at the coal stage near the Steam Shed.



Below: Number 153 on the Inspection pit where she was inspected with a hammer and brakes were adjusted.



Below right: Isak repaired a leaking flange on the vacuum exhaust pipe of number 153.



Below left: The leaking vacuum exhaust pipe.

Below right: The Hunslet on the inspection pit with a broken brake block key pin. Her brakes were adjusted as well.



Below right: The passenger consist on the way for brake adjustment and under frame inspection.



Below: The Passenger train on the Inspection Pit.



3.) STEAM TEST XANTHE



We steamed Xanthe on Friday to test her for Saturday's event. The locomotive was coaled and tested light locomotive to Grootdraai and back with Driver George Shield behind the controls.



Below left: Old George and Dave Richardson in front of Xanthe after her return from Grootdraai.



4.) WASHOUT NGG 16 NUMBER 88



We have noticed that the water in the gauge columns were very milky because of the chemicals dissolving the Scale inside the boiler and we decided to wash out Class NGG 16 number 88.



Below: Removing the washout plugs.



Below: Dissolved scale was washed out of the boiler.





Below: Brian cleaning the fire box.



We removed the spark arrestor plates and covered the blast pipe cap before we washed out the smoke box
And tubes.



Below: All the washout hole and washout plugs threads were inspected and the washout plugs were wire brushed
And the threads coated with black lead grease before we secured them again.



We then filled both 153 and 88's boilers with water and added our water treatment again. In time the boilers
Will be free from hardened scale, just takes a lot of patience.

5.) CLASS 6C COSMETIC RESTORATION



The cosmetic restoration of the Class 6C went on this week and Van der Walt Sweiswerke is currently building a Shed over the locomotive to protect her from the elements of nature.

Below: The number plates being painted yellow out side and the inside will be red.



Below: the new shed being build over our Class 6C locomotive.



Below: Joseph finished the two new doors and they will be fitted in next week when we want to fast track the Cosmetic restoration of this very special locomotive



6.) OTAVI WAGON RESTORATION



Petrus and Johannes finished the restoration of the 2 bogeys for the otavi wagon this week. The bearings were fitted and The axle boxes were packed with new wool. The side controls were greased and the wagon will be lifted onto the Bogeys in the coming week. We then will fit back the brake gears and will continue with the restoration.



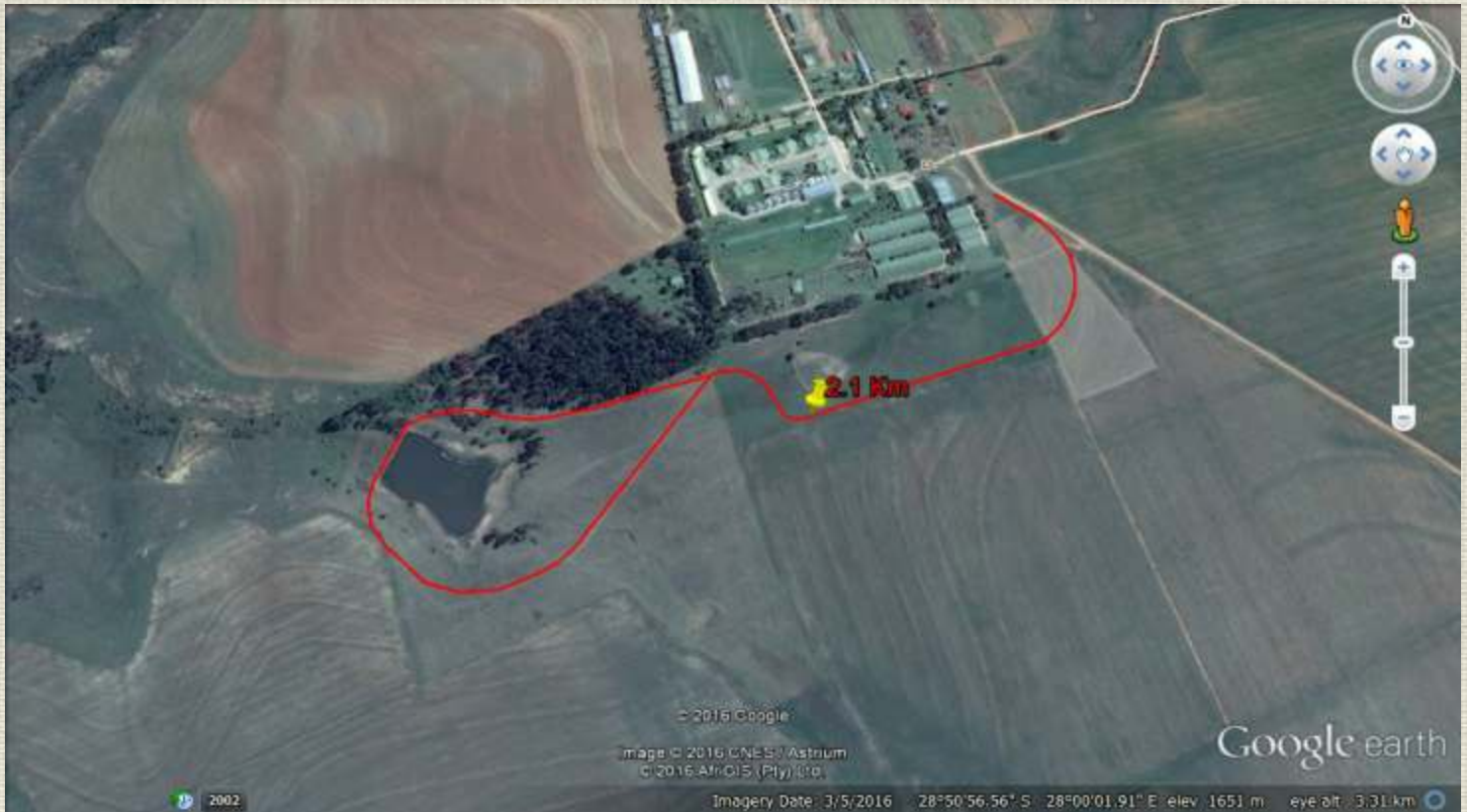
7.) AY WAGON FROM PORT ELIZABETH



Another AY ballast wagon was collected this week and arrived from Port Elizabeth on Thursday morning. The wagon was offloaded and was shunted to the Steam Shed for restoration.



8.) NEW LIGHT RAILWAY



The new Light Railway project has commenced and the line will branch off from the Grootdraai section to the dam. As illustrated in the image above. A total distance of 2,1km will be added to the Sandstone Steam Railway network.

This line will only be used for small locomotives.

Below left: The dam wall will be widened slightly and the tracks will traverse over it.



The cleaning up has begun and Seun and his crew is busy removing all the dead trees and will also cut away a track bed of 4m between the forest trees.



Below left: The track will come through the trees as shown with the red arrow. The picture on the right is taken from the opposite side. From here the track will curve down to and over the dam wall.



Below: The cleaning progress



Below: Seun and his crew cleaning and cutting away dead trees. We will start with the earthmoving work as soon as Thabiso returns from Port Elizabeth.



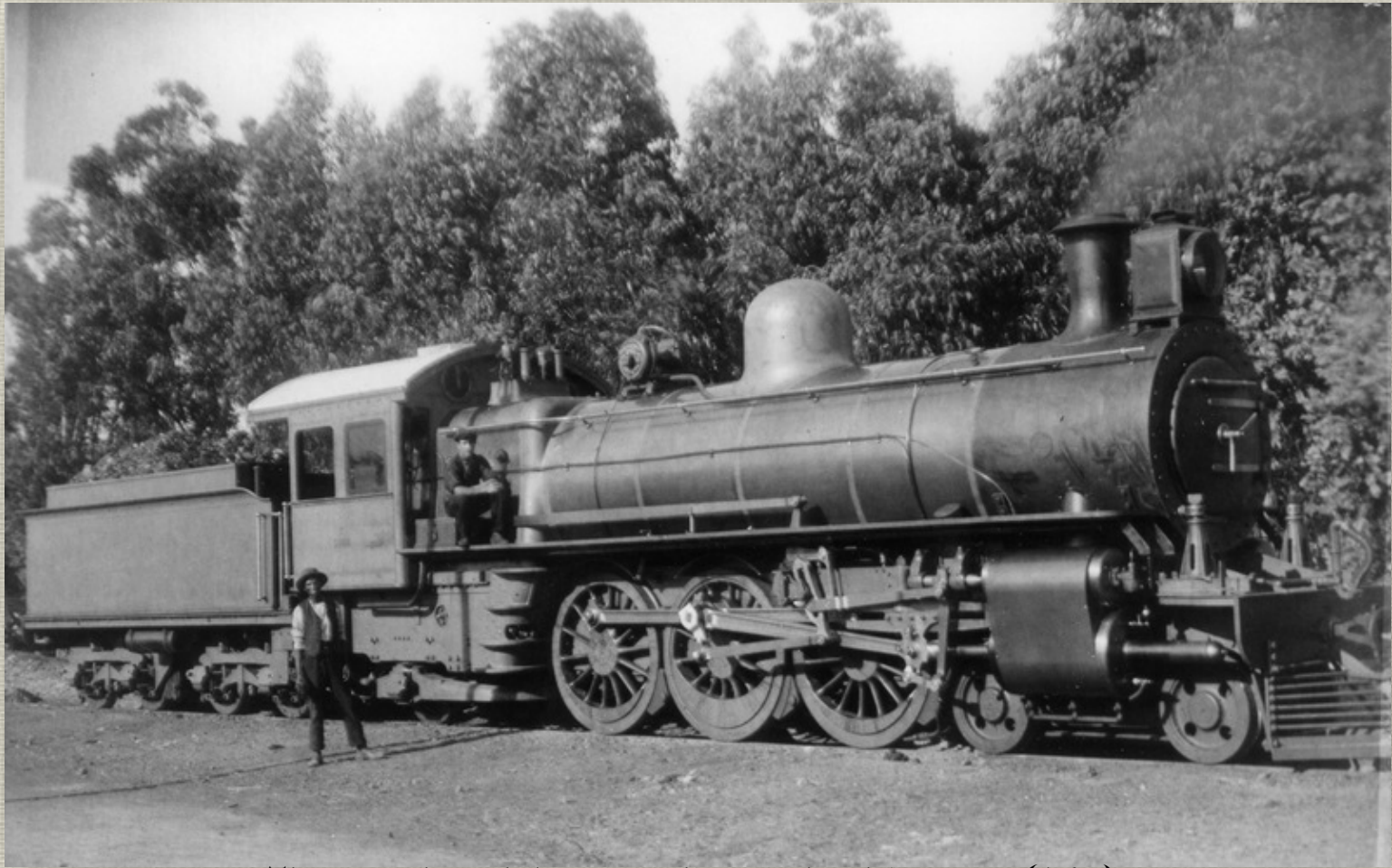
OUTLOOK FOR NEXT WEEK!



- 1.) Wedding Train Saturday.
- 2.) Washout Barclay Locomotive
- 3.) Repair Lawley Branch steam pipe.
- 4.) Class 6C Cosmetic Restoration
- 5.) Light Railway earthmoving.
- 6.) Otavi Wagon Restoration.



BLAST FROM THE PAST!



The Central South African Railways ordered 12 Pacific (4-6-2) locomotives for suburban services along the Reef (Witwatersrand). These engines were originally numbered CSAR 1003 - 1014 but they were placed in service in 1910/1911 by the newly-formed SAR Administration and renumbered 767 - 778. The SAR decided that they would be of more use on the main line between Klerksdorp and Kimberley which was still at that time, laid with light rail.

So the class 10C started out in main line service on the Cape Main Line.

In later years they were transferred to the Cape where they spent the rest of their lives working outer-suburban passenger trains on sections like the line to The Strand. Two class 10C engines (nos. 772 & 776) were never reboilered but the remaining 10 engines became class 10CR when fitted with standard Watson No.1 boilers. In the photograph, the locomotive is seen just after being placed in service but has not yet been fitted with SAR cab-side number plates - this would soon follow after the photo was taken.

Photo THL and text by Les Pivnic.



Steam Greetings The Steam Team!

