

NEWS LETTER MARCH 2019

SANDSTONE STEAM RAILWAY



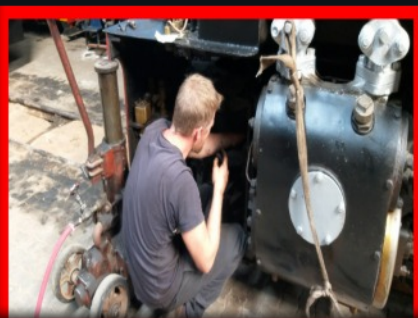
Locomotive News
Wagon News
Track Maintenance
From the past
Stars 2019 preparations!



LOCOMOTIVE



NEWS



The last few weeks before Stars 2019 were hectic for the Steam crew and we had quite a task on hand to ensure that all different aspects were dealt with to ensure a flawless operations during the coming Stars 2019 event.

This included the assembly of the NGG16's the NGG13 as well as the steam testing of all the locomotives to ensure safe operations.

The wagon roadworthies were done but we had to oil and pack almost 900 axle boxes.

All the water columns were drained and cleaned inside while the track team had to attend to the remaining track maintenance before the event.

Our Class NGG 16 number 153 was first in line and we removed her rear unit and fitted a good pony set under as well as changed two broken springs on her. The unit then was fitted under the boiler and we then finish the connecting of all steam pipes.



LOCOMOTIVE



Image 1: NGG 16 number 153 was lifted to remove the rear engine unit to fit the pony wheels and to replace the broken springs.

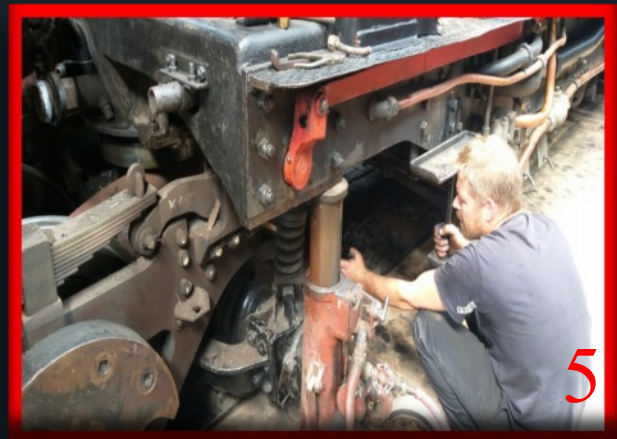
Image 2 : Number 153 rear unit ready to be moved back under 153 boiler.

Image 3 : The easy way to move a engine unit.

Image 4 : The rear unit moved in very slowly.

Image 5 : Thinus making sure nothing get stuck as the unit was pushed in slowly.

Image 6 : Lining up the pivot and making sure nothing is in the way.



LOCOMOTIVE



Image 1: Finally number 153 was fitted back onto the rear unit and all the relevant pipes were connected again.

Image 2 : Class NGG 16 number 113 was next and Thinus faced the regulator valve before he fitted and secured the dome.

Image 3 : 113 regulator.

Image 4 : The next was to fit back the heavy head plate at the smoke box end.

Image 5 : Normal window putty did the job

Image 6 : Wouter securing the head plate on 113.



LOCOMOTIVE



Image 1: The old vacuum hose replaced with a new one.

Image 2 : NGG 13 number 49 was next in line.

Image 3 : Firstly we fitted back the heavy head plate..

Image 4 : Next the smoke box door.

Image 5 : Thinus fitted back the fire bars that were removed for re tube purposes.

Image 6 : The NGG 13 then was moved to a suitable area where we could fit back the ash pan.



LOCOMOTIVE



Image 1: The heavy ash pan was next and not too easy to fit back because of limited space.

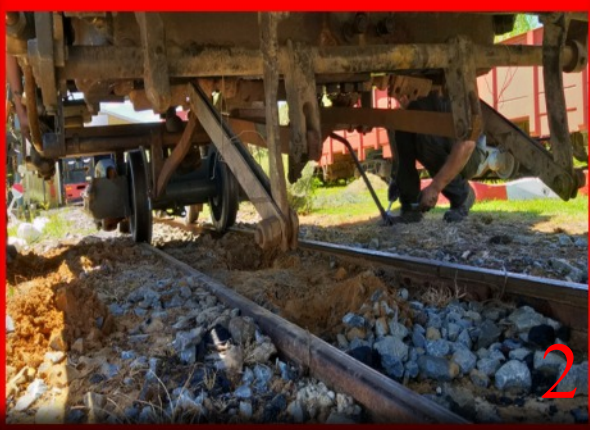
Image 2 : The delivery pipes were removed to allow more space to move in the heavy ash pan.

Image 3 : The small forklift was the best way of doing this.

Image 4 : The small space even became smaller and we carefully had to move the ash pan through the space.

Image 5 : Finally the ash pan was in place and needed to be jacked up into position to secure it.

Image 6 : The ash pan secured..



LOCOMOTIVE



Image 1: The next step was to fit 49 back onto her engine units.

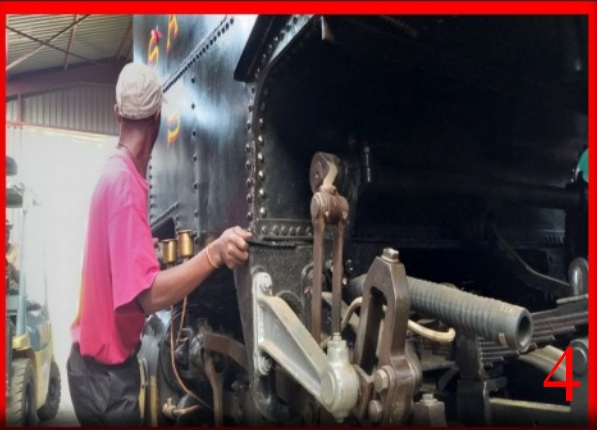
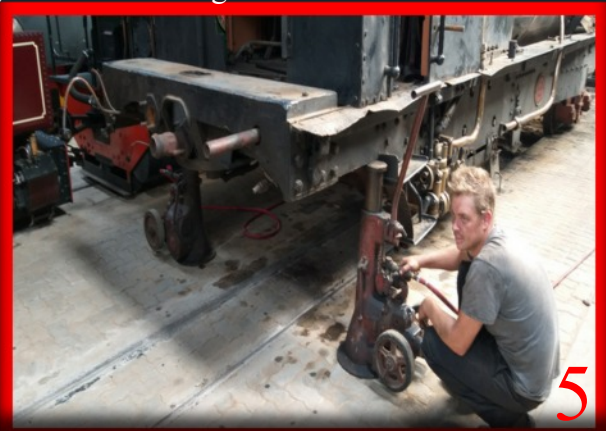
Image 2 : The boiler was lifted to remove the bogie.

Image 3 : The rear bogie out and the rear unit ready to be fitted in under 49 boiler.

Image 4 : The track team help was needed and they helped to push the unit in under the main frame.

Image 5 : The rear end of the boiler was lifted high enough to ensure that nothing hooked when the unit was pushed in.

Image 6 : The rear engine unit almost in.



LOCOMOTIVE



Image 1: The rear unit was in and the front bogie removed.

Image 2 : The front unit then was pushed in under 49's boiler.

Image 3 : Lining up the pivot.

Image 4 : Time to let her down.

Image 5 : Finally 49 was back on her own wheels and ready to be moved to the inspection pit for the connecting of various pipes.

Image 6 : Number 49 shunted to the inspection pit.



LOCOMOTIVE



Image 1: The regulator was fitted back and the dome fitted.

Image 2 : Thinus securing the dome.

Image 3 : The blow down cock being serviced before it was fitted back.

Image 4 : The blow down cock fitted back

Image 5 : Connecting the main steam pipes and exhaust pipes.

Image 6 : Fitting back the ash pan cooler pipes.



LOCOMOTIVE



Image 1: The big struggle with the main and exhaust pipes on 49.

Image 2 : Hawkin packed the regulator gland.

Image 3 : A perfect joint.

Image 4 : 49 and 113 needed new brick arches and Thinus built the steel framework to build the bricks on.

Image 5 : The locomotive was water tested and then prepared for steam test.

Image 6 : Thinus fixed the smoke box door arrow and wheel.



LOCOMOTIVE



Image 1: The steam test of the Class NGG 13 number 49

Image 2 : After two years she slowly raised steam again.

Image 3 : Coaling number 88 and 49.

Image 4 : The coaling of the locomotives.

Image 5 : The connecting of the reverser.

Image 6 : 49's shining number plate.



LOCOMOTIVE



Image 1: Number 49 was then steamed to work a special passenger train to Vailima.

Image 2 : Number 49 with the Mercedes club headboard on ready to depart Hoekfontein Steam Shed.

Image 3 : 49 on her return trip from Grootdraai.

Image 4 : Taking water in Hoekfontein just before departure to Vailima.

Image 5 : Number 49 leaving a cloud of smoke as she depart from Hoekfontein on her way to Vailima.

Image 6 : A clean crossing at Pandora crossing.



LOCOMOTIVE



Image 1: Number 49 on the last stretch at the end of Pandora embankment.

Image 2 : Run around at Vailima and on her way back to Hoekfontein.

Image 3 : Number 88 was next for a test on the section to Grootdraai with a tanker consist.

Image 4 : Number 88 departing Hoekfontein Steam shed.

Image 5 : Taking water at the coal stage column.

Image 6 : Number 88 on her way to Grootdraai on a test run.



LOCOMOTIVE



Image 1: The Class NGG11 was booked for the Fouriesburg Country club.

Image 2 : The locomotive was cleaned by our cleaning team before she left the shed.

Image 3 : Shinning star indeed.

Image 4 : Bryne, our fireman for the day.

Image 5 : The class NGG 11 on her way to pickup her consist.



LOCOMOTIVE



Image 1: The Class NGG 11 taking water in Hoekfontein before departure.

Image 2 : On her way to Grootdraai.

Image 3 : The Class NGG 11 near the crossing at Grootdraai.

Image 4 : On her way back to Hoekfontein after brief photo stop at Grootdraai.

Image 5 : The next locomotive to steam was the little green O&K Anna.

Image 6 : The restored Carlswald coach was used for this day.



LOCOMOTIVE



Image 1: Anna coupled to her coach for the day.



Image 2 : Leaving the shed on her way to Hoekfontein.

Image 3 : Anna on her way towards the Silos near Seb's Halt.

Image 4 : Driver Hawkin Hansen oiling her before departure.

Image 5 : A brief photo stop on her return journey.

Image 6 : Mr.Mole and Carl Gootzen in the Carlswald coach.



LOCOMOTIVE



Image 1: Mr.Mole, Anne and Carl Gootzen in front of Anna.

Image 2 : Washing out the water tanks on the green O&K.

Image 3 : All the small locomotive water tanks were washed out to remove any mud and rust from the tanks that could lead to injector failures.

Image 4 : The three little O&K's outside the steam shed.

Image 5 : The little Funkey diesel locomotive was used on a workers train hauling coco pans of soil to the dam wall.

Image 6 : The Funkey on her way with a fully loaded coco pan load.



LOCOMOTIVE



Image 1: The little Funkey on Seb's dam wall.

Image 2 : Offloading on the dam wall.

Image 3 : The coco pans came in very handy with tasks like this.

Image 4 : Filling up work on the dam wall.

Image 5 : A total of 70 coco pans was tipped here and worked down by hand.

Image 6 : The empty train of coco pans on the way to load again.



LOCOMOTIVE



Image 1: The nice curve as it swings into the forest.

Image 2 : Another load on the way.

Image 3 : Easy tipping.

Image 4 : Little Bess was then steamed up to assist the Funkey with the coco pan trains.

Image 5 : Little Bess on her way to load again..

Image 6 : Loading soil at the top dam.



LOCOMOTIVE



Image 1: The TLB was used to load the coco pans.

Image 2 : The loading.

Image 3 : A stock pile was made here and it speeded up the loading a lot.

Image 4 : The dam wall repair.

Image 5 : Another load of coco pans on the way.

Image 6 : A view from beneath the dam wall.



LOCOMOTIVE



Image 1: The Little Bess storming up the gradient towards the loading area.

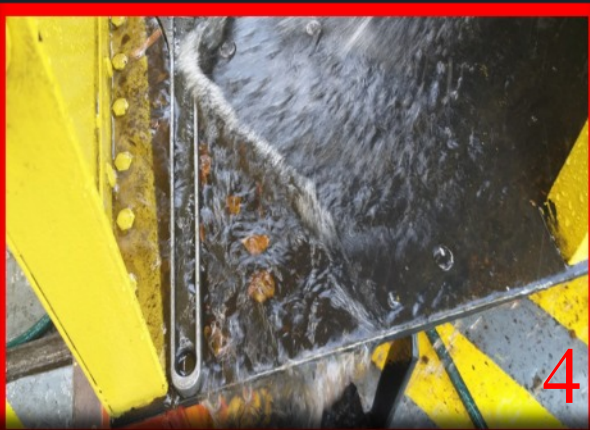
Image 2 : The dam wall repair.

Image 3 : The yellow O&K was next to test and she was steamed and tested to Grootdraai.

Image 4 : First we washed her out.

Image 5 : Soon she was in steam and ready to run.

Image 6 : Ermyntrode departing Hoekfontein Steam shed.



LOCOMOTIVE



Image 1: Ermyntrude on her test run.



Image 2 : On her way back to Hoekfontein.

Image 3 : The injectors gave problems but we cleaned them and it tested okay.

Image 4 : The third Class 91, number 91-019 also arrived at Sandstone during this time.

Image 5 : The Class 91 passing the security gate at Sandstone Estates.

Image 6 : The offloading place needed widening for the large load



LOCOMOTIVE



Image 1: The Class 91 almost home.



Image 2 : The TLB had to dig out some more soil to allow the Transcor truck to be at the correct height for offloading.



Image 3 : Slowly moving in.

Image 4 : The track workers built the bridge strong enough for the weight of the Class 91.

Image 5 : The Class 91 was coupled to a DZ with the Hunslet on the other side.

Image 6 : The Class 91 on her way down.



LOCOMOTIVE



Image 1: The offloading was completed and we towed the class 91 down to the shed.

Image 2 : Number 91-019 in Hoekfontein Station.

Image 3 : On the way down at the Silos.

Image 4 : The Class 91 was shunted into the Steam shed.

Image 5 : The two sisters reunited again after years.

Image 6 : A cab view of the two class 91's.



LOCOMOTIVE



Image 1: The next locomotive to arrive was the Class NG10.



Image 2 : The Class NG10 awaited her turn to be offloaded.



Image 3 : We offloaded the class NG10 at the loading ramp.



Image 4 : The building of the bridge between the lowbed and the railway line.

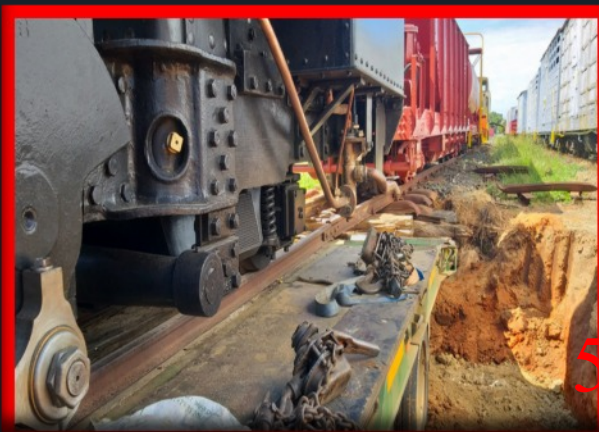


Image 5 : The NG 10 ready to be pulled off from the lowbed.



Image 6 : Finally she was home.



LOCOMOTIVE



Image 1: The NG 10 over the ash pit in front of the Steam shed.

Image 2 : Thabiso then returned to Bloemfontein and loaded the tender of the NG10.

Image 3 : The offloading of the NG10 tender in Hoekfontein yard.

Image 4 : A muddy struggle.

Image 5 : The bridge was built and the tender coupled up.

Image 6 : The NG 10 tender pulled off from the lowbed.



LOCOMOTIVE



Image 1: The tender on the way to the Loco shed.

Image 2 : The locomotive and the tender then was connected.

Image 3 : The steam test of the Class NG 10 was next.

Image 4 : The unique cab style.

Image 5 : The Class NG 10 taking her first few steps in front of the Steam shed.

Image 6 : A real masterpiece of engineering art.



LOCOMOTIVE



Image 1: The NG 10 on her trial run to Grootdraai.

Image 2 : On her way back to Hoekfontein.

Image 3 : Passing the signal on her way back to Hoekfontein.

Image 4 : A very pretty tender, Thinus can be very proud of the rebuild of the tender and cab on this locomotive.

Image 5 : A top view of the NG 10 and NGG13.

Image 6 : The NG 10 on another trial run.



LOCOMOTIVE



Image 1: The NG 10 boiler was washed out after the trial runs.

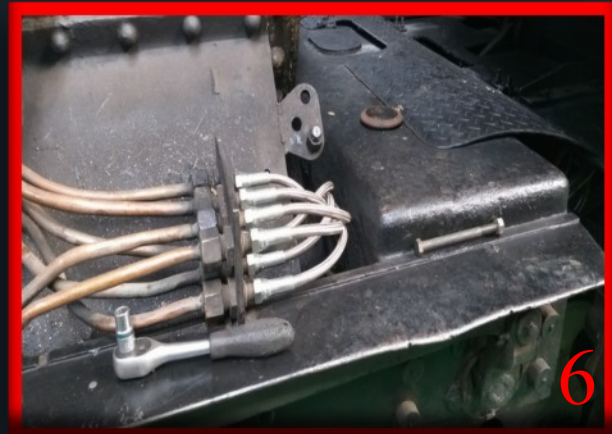
Image 2 :Getting rid of the impurities after re tube that resulted in serious priming.

Image 3 : The Class 91 was used to pull all the NGG's to the coal yard.

Image 4 : Coaling the locomotives before Stars 2019.

Image 5 : Four NGG's being loaded.

Image 6 : New lubricator pipes were fitted on 113 and 88.



LOCOMOTIVE



Image 1: All the locomotives were cleaned and the smoke boxes graphite treated.

Image 2 - 6 : All the portable steam engines and traction engines were cleaned and tubes and fire boxes cleaned as well.



LOCOMOTIVE



Image 1: All cleaned after they were steam tested.



Image 2 : We fitted back all the mud hole covers and filled the boilers.



Image 3 : We also were due for certification by Coen Pretorius and we spend a few days in class with him to get all of us re certified.

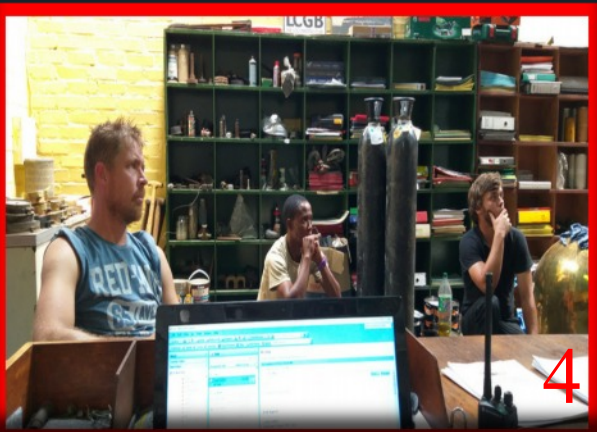
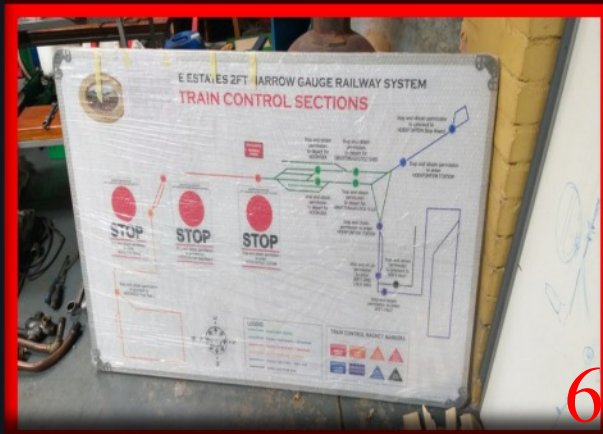


Image 4 : Everyone has learned a lot from Coen Pretorius.

Image 5 : The new Stop and Go signboards arrived and Wouter fitted them on poles..



Image 6 : Wouter also fitted the Station control magnet board in the Station building.



TRACK



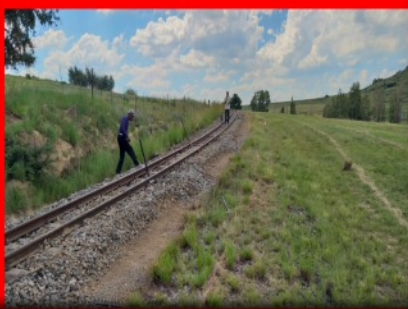
NEWS



For the track gang it was just as hectic to fast track the most important railway line problems before Stars 2019.

The first area was where we had the severe kick outs in November, all the fish plates were greased and we only secured them lightly to allow the tracks to expand during the warm season but we had to go back and secure them the correct way as well as to tamp the curves where the kick outs occurred.

We then moved on to Vailima and started at the curve working up towards Vailima on the straight line. All the slacks were removed and the ballast screened and boxed.



TRACK



Image 1: The curves near Pandora old house were tamped again.

Image 2 - 6: The track gang worked on the long straight beyond Vailima and removed all the slacks.



TRACK



Image 1 - 4: We then spent a few days on the Seb's line and removed a few slacks and also did some curve alignments.

Image 5 - 6 : The Stop and Go boards were ready and our Track team fitted them.



TRACK



Image 1 - 4 : The Stop and Obtain permission boards fitted.

Image 5 - 6 : Our Track team also had to clear away mud slides on the Vailima Halt to Pandora Junction points.



WAGON



NEWS



Bryne is really good with the cosmetic restoration of wagons and locomotives.

He finished the painting and varnish work needed on the Carslwald coach as well as painting 2 B wagons and 2 AY wagons with a new coat of Red Oxide.

He also did the last paint work on the two Little Bess coaches.



WAGONS



Image 1: Final touches on the Carlswald coach.

Image 2 : Paint and varnish work inside the Carlswald coach.

Image 3-6 : The Track gang helped us to pack close to 900 axle boxes on all the goods and passenger coaches for Stars 2019.



Outlook for next month!



Tasks

Safety



STARS 2019



SAFETY FLASH

**Be Sure
Be Safe
Be responsible
Safety is in your hands!**



Safety



Railway Safety Flash

Sandstone Estates Railway Safety Improvement

Always turn the points away?



Danger !

Warning !

Caution !



**Always turn the points away from
Your train while waiting for a crossing
With another train.**



Here's a nice picture of Class NGG16 number 88 at Izotsha on the PE-Harding line by RL Bucher, April 1987

Credit Robert L. Bucher.

Special Stars 2019 report to follow!

