NEWS LETTER APRIL 2020

SANDSTONE STEAM RAILWAY

Number 155 Port Shepstone…

Photo by Dave Richardson









LOCOMOTIVE



NEWS





CLASS NGG 16 A RESTORATION

The restoration of the Class NGG16A is slowly making progress and the same time setback because of the National lock down.

Our team went on with the restoration work needed on the second engine unit.

All the springs and spring hangers were removed and the frame was sanded to the bare steel. The buffer beam needed straightening and Thinus was just the right guy for this task.

The cleaning of connecting rods and side motion went on as we stripped these from other locomotives to get number 155 in complete condition.

The wedges and shoes were cleaned and the frame prepared for painting.

Bryne painted the frames with red oxide while Thinus went on de scaling the bunker while Wouter cleaned the wheels and all the various parts.



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Images on the left and below shows the restoration progress on the second engine unit.

A lot of hard work went into the removing of years of old grease and rust from life at the South Coast.





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Bryne is someone with very high standards and quality control is part of his way of working. He spend days of preparations before he started with the paint work on the bare frames on both engine units.

The sand boxes on the front unit were removed, cleaned and painted but we still need to get sand boxes for the bunker unit or maybe manufacture new ones.

Finally it was time to add colour to the restoration and Bryne painted both engine units.





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Very interesting was the oil pads used on the main driver axles, spring loaded to ensure the oil pad have constant contact with the axle journals keeping them well oiled.

The coal bunker was de scaled completely but will need a complete rebuild on the inside. Thinus next will attend to the bunker and will cut out all the rotten steel to allow us to build a new floor and inner bunker floor.

Image below: Wouter cleaning the brake hangers of the engine units.





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Image on the left: A view inside the steam chest of the modified valve head. After all the years of standing it was evident how well the lubrication was on this locomotive and how it preserved the heads and rings from rusting.

This was very good news to find that the valve heads, piston heads and sleeves were still in a very good condition and well preserved.



Image on the left shows the cleaning of the reverser axle.

The two cowcatchers were next and needed some pipes replaced and serious panel beating in some areas.

Image below shows the cleaning of the steam chest inspection caps.











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Nostalgia !



Image above: Number 155 Rebuilt number plate. Photo by Dave Richardson.

Below: Number 141A rear view of 141's cab on the drivers side. Note the bottle of water and the movable seat both outside of the cab to help the water and the driver stay cool in the very hot operating conditions.
The curve in the cab side is the accommodate the screw reverser handle. 1998. © Nigel A.H. Day.



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IMAGES FROM SANDSTONE



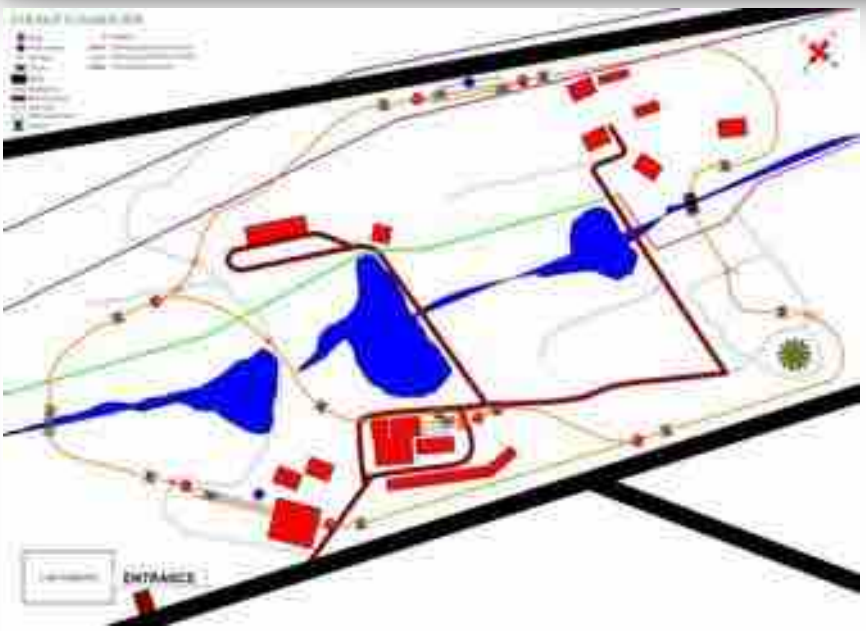


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Carlswald Valley Railway



NEWS





The final planning documents for the Carlswald Valley Railway line were completed last week and we now await the drawing done by Engineer Robert Forbes to submit the application to the Rail safety Regulator for approval of the new works.

The construction work will commence as soon as we have the necessary approval From the RSR and the JHB City Counsel.

The drawings of the railway line on the left side is the final draft.

The relevant paperwork and documents needed for a project like this are quite huge and a lot of work went into the preparations for approvals needed.

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Outlook for next month!



Tasks

1. Carlswald coach restoration.
2. Class NGG 16A restoration.
3. Railway line weed spraying.

Safety

ON TRACK

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SAFETY FLASH

Safety.
Be a example and not
A statistic !

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Class NGG 16A number 155. Serving the Port Shepstone to Harding line. Photo by Dave Richardson.

Below: Number 155 number plate in her Alfred County years. Photo by Dave Richardson.



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