

NEWS LETTER AUGUST 2017

SANDSTONE

STEAM RAILWAY



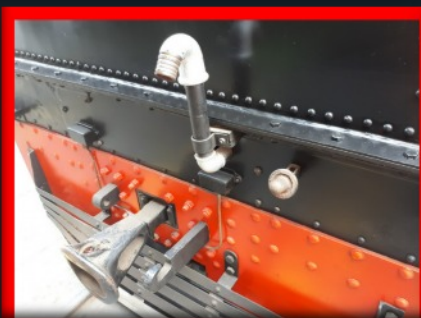
- . Locomotive News
- . Coaches, Ratanga, Otavi, Carlswald and Tanker wagons.
- . Soul Travellers Tour
- . Track Maintenance
- . From the past



LOCOMOTIVE



NEWS



Our class NGG 11 was chosen to work a special passenger train in August and we steamed her up prior to the event to insure that she is in good running condition. She has been standing for quite a while and did not need much attention at all.

We fitted 2 new vacuum hoses and vacuum couplers and changed the gauge glass rubbers that became hard over the years.

The turret spindle packing nuts and the regulator gland was packed as a normal procedure after a restoration.

The NGG 11 was steamed and tested and found to be such a lovely locomotive indeed. Lukas Nel and his team can feel very proud because this locomotive is a Train Drivers dream.

Good brakes, very good steamer and just a mechanical wonder by herself.



LOCOMOTIVE



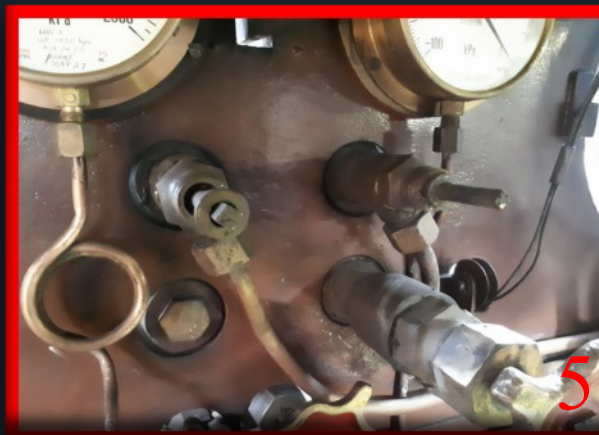
Image on the left shows the very old dynamo and still in very good working condition.

Image 3: The gauge glass rubbers renewed.

Image 4: The cab cleaned, the wood ready for the lighting up of the locomotive for the special passenger train.

Image 5: The turret spindle packing nuts being packed.

Image 6: The regulator gland being packed.



LOCOMOTIVE



NEWS



The Hunslet suffered from a defect in one of her airbrake cylinders and Wouter and Thinus removed the heavy cylinder, cleaned it and then rectified the problem.

The cylinder was fitted back and the brakes were adjusted and tested.



LOCOMOTIVE



NEWS



In the last report we refitted back the Feldbahn boiler. Wouter the continued with the assembly of all the parts on this locomotive.

The cab and left side tank were fitted back and Wouter is almost finished with this task.

The next step will be to give her a good cosmetic upgrade, Bryn is just the right person for this task.



COACH



NEWS



The second and last Ratanga we have was only a skeleton when we started with the restoration and it was needed to rebuild the entire wooden roof.

Wouter then fitted the steel roof plates over the wooden roof and sealed it.

The Ratanga also received a final touch up of paint, 2 new vacuum hoses and vacuum couplers were fitted and the brakes were adjusted.

Joseph is now busy with the seating of this Ratanga and once he is done with this one he will make the same seating for the first Ratanga coach.

We are making use of real SAR passenger coach seats for these two coaches and this will make for a more comfortable ride.

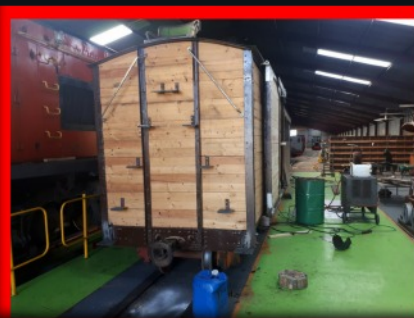
Wouter also fitted 2 bell type couplers to this coach.



COACH



NEWS



The restoration of the Otavi coach is now complete and the wagon was shunted to the 150M shed.

Wouter did all the steel work required on this wagon while Bryn did the paint work.

The inside and outside of this wagon then received a coat of Wooddoc varnish.



COACH NEWS



Images of the restoration of the Otavi wagon.



COACH



NEWS



The restoration of the Carlswald coach is well on the way and should be finished soon.

Bryn painted the coach while Thinus did all the construction work needed as well as the woodwork.

This coach was also fitted with original SAR seating, very comfortable indeed.

The next step in the restoration will be the brake adjustment but Thinus will first finish all the woodwork frames around the coach.

These wooden frames soften the image of this coach. The wood will be sanded and then we will varnish it.



COACH NEWS



Images of the exterior and interior of the Carlswald coach with the original SAR passenger coach seating.



WAGON



NEWS



The cosmetic upgrading of all our XC tanker wagons has commenced and Bryn finished the first two XC wagons and is currently busy with the painting of the third XC wagon.

The sun has really faded the paint during the years and the paint does not last very long before it become dull.



WAGON

NEWS



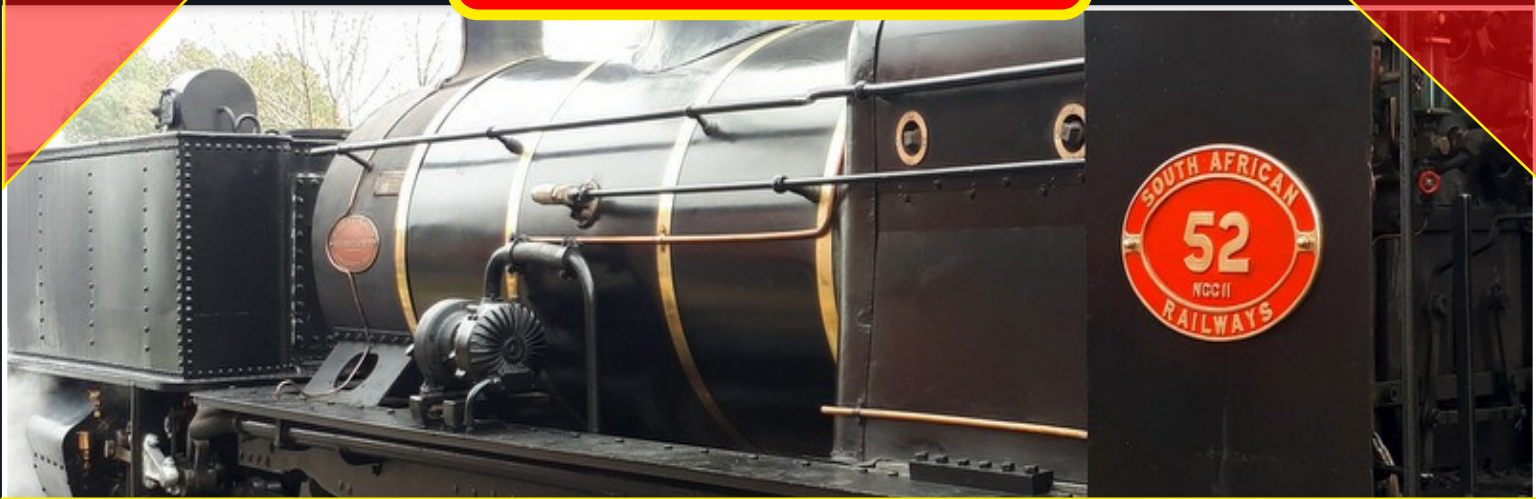
We also shunted a Guards van down to the shed and we also will give it a fresh coat of paint to be a part of a XC tanker consist at Stars 2019.



Image on the left: The third XC wagon being painted.



TRAIN TOURS



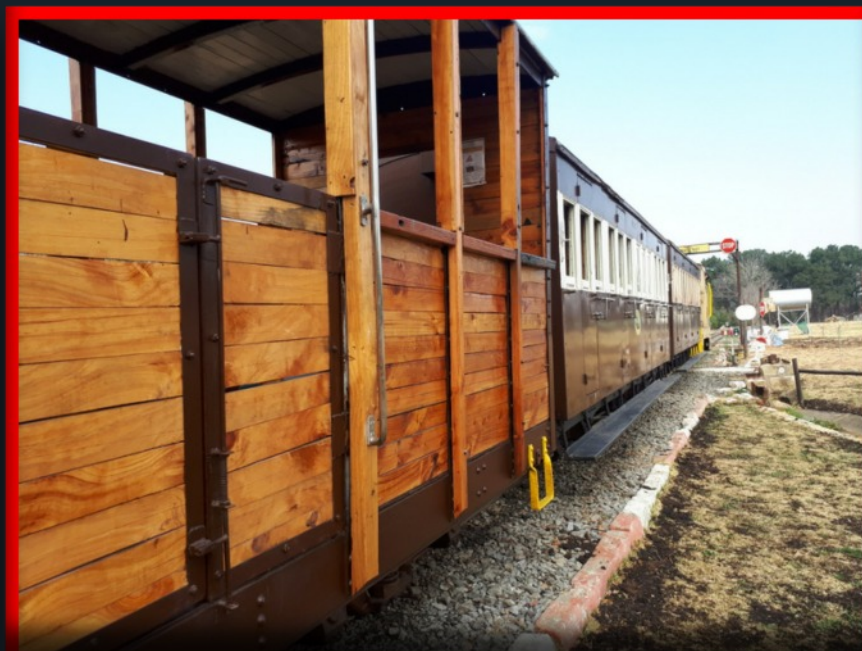
NEWS



On the 19th of August we had the Soul Travellers group here on Sandstone Estates and we steamed our Class NGG 11 for a passenger train to Grootdraai and back.

The locomotive was steamed and tested a few days before the event and the coaches were shunted to the inspection pit for brake adjustment and under frame inspection.

The locomotive was also inspected over the pit to ensure that all was okay.



TRAIN TOURS



We steamed up the NGG 11 early on Sunday morning and prepared her for this special train.

Our guests arrived just after 11h00 and firstly went on a walking tour through the Sheds before we departed for Grootdraai where our guests had their lunch.



TRAIN TOURS



The Class NGG 11 was a stunning performer and steamed very well.



TRAIN TOURS



After lunch it was time for a photo shoot in front of the NGG 11.

The whistle sounded and we headed back to Hoekfontein Station after a very enjoyable trip for both the crew and the passengers.

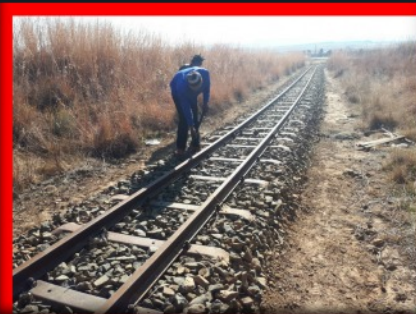
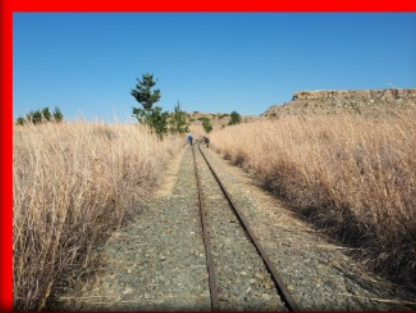
The NGG 11 then was stabled and the coaches shunted back into the Wagon Shed.



TRACK MAINTENANCE



NEWS



During the last month our Track gang has covered three sections on the main line, they finished the track maintenance on the Pandora Junction curve and then worked their way up to the second curve above the Pandora Junction curve.

The slacks were removed and the cant on curves were adjusted.

Our Track team then went on to the S curve near the Farm School, they started about 100 meters before the S curve, removed the slacks, screened the ballast and adjusted the cant around the curves. They then worked their way up all the way to the Farm School crossing.

Our Track team then proceeded to the section towards Grootdraai and started at the curve at the airstrip and are working their way towards the level crossing at Grootdraai.

Images Left: Our Team at the section above Pandora Junction curve.



TRACK MAINTENANCE



Images of the Track maintenance near the S curve and around the sharp curve.

Slacks removed, ballast screened and curve cant were adjusted.



TRACK MAINTENANCE



Excess ballast was moved from the track bed nearby and was used to fill the areas in need of more ballast.



TRACK MAINTENANCE



Our Track Team finished this section and went up all the way to the Farm School crossing, let us call this section the Ant section. There are a huge amount of red ants on this section of the line and it also contributes to traction lost.



TRACK MAINTENANCE



The images on this page are on the last stretch towards the Farm School crossing. This section was the worst of all regarding slacks and adverse cant on the curves.

Our Track team also needed to clean the level crossings.



TRACK MAINTENANCE



The images on this page are on the section towards Grootdraai. Our Track team will proceed all the way to the Grootdraai crossing and then will return to this curve and work their way down to the Hoekfontein Station.

There are quite a few severe slacks on this section of line but in time it will be fixed again.

Once this section is done we will return to Vailima to proceed on the section beyond Vailima towards the S curve. The plan is to remove the most severe slacks first and then we will tackle the less severe ones.



Outlook for next month!



Tasks

Safety



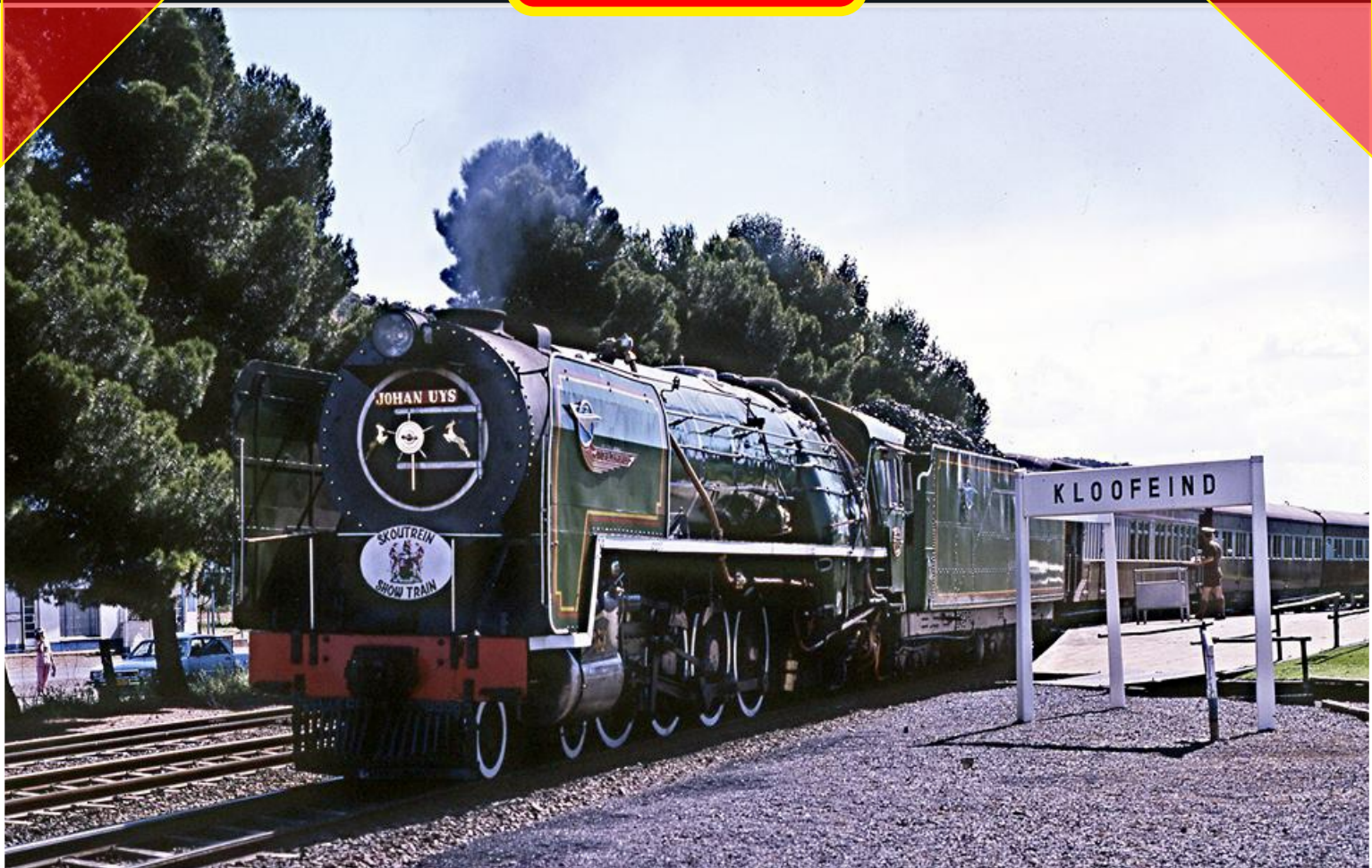
1. Complete the assembly of the Feldbahn.
2. Feldbahn cosmetic upgrade.
3. Paint all XC wagons.
4. Complete Ratanga seating.
5. Complete Carlswald coach.
6. Repair NG 15 element.
7. Fitting work on NGG 16 number 153.
8. Cosmetic and mechanical upgrade of GV.
9. Heritage day event.
10. Track maintenance section Grootdraai.



SAFETY FLASH

**Safety is a measure
to take before an
accident happens, the
greater the measure
the safer the Operations**





Class 15 F number 2928, once a demonstration of engineering art standing here at Klooffeind just outside Bloemfontein with the Bloemfontein Show Train way back in the early 90's. A masterpiece of one of the many locomotives restored by Lukas Nel.

There were only a few drivers who worked these Show Trains, Barry Parkin, Daantjie Dicks, Peet van der Merwe and not to forget the firemen, two Bloemfontein based brothers, Tom and Jurg de Wet.

Credit to the owner of this photo who had captured a glimpse of this unique locomotive while she was still breathing steam.

