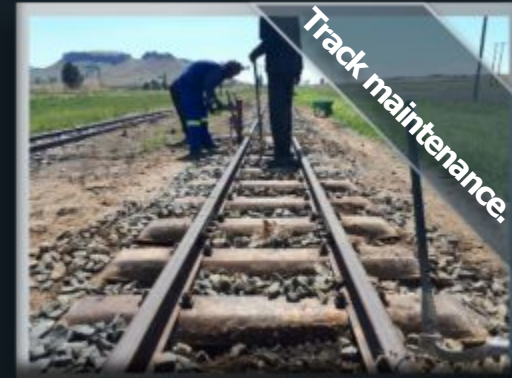




Class NGG 16 number 88



In the previous report we took Class NGG 16 number 88 apart. We removed 3 sets of wheels which were loaded with the wheels of Class NGG 16 number 153 wheels for transport to Surtees Railway Supplies to be re tyred.



The engine units and loose spares were cleaned and were stored aside till the wheels return early next year.



Class NGG 16 number 113



The next locomotive in line for heavy repair is our Class NGG 16 number 113. We removed the engine units and the locomotive boiler was loaded for transport to Bloemfontein.



The boiler will receive brand new tubes which will be done by our Master restorer Lucas Nel at the Bloemfontein restoration workshop.



We used our class 91 diesel locomotive to pull number 113 to the triangle where we could load her and run around her to enable us to pull the front and rear units out under the boiler while the crane holds the boiler for us. The boiler then was lowered onto special modified bogie wheels and was secured onto the bogies. The boiler then was shunted to the loading dock where we could push her onto the low bed with ease.

Class NGG 16 number 113

Below: Follow the images of the lifting the boiler.



Below right: The front unit out.



Class NGG 16 number 113

Below: The special wagon bogie then was pushed in under the front end of the boiler.



Below right: The crane had to lower the boiler exactly centred with the bogie below.



Below: A bit to the left, a bit to the right till it was centred and could be secured before we could lift the fire box end.



Class NGG 16 number 113

The front unit was turned on the triangle and the 91 class could couple up to the rear unit.



Below: The front unit baking in the sun, relieved off the weight of the heavy boiler.

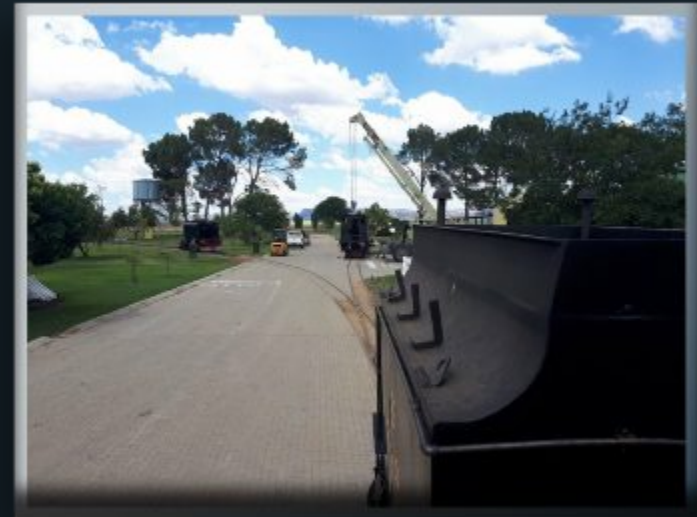


Below right: The crane getting ready to lift the fire box end of the boiler and the 91 class standing ready to pull the rear unit out from under the boiler.





Below left: The crane gently lifted the boiler and the rear unit was pulled out.



Below right: The second bogie was moved in under the boiler to support the fire box end.



Class NGG 16 number 113



Below: The Class 91 coupled both units together and took them down to the shed.



Class NGG 16 number 113

Below: Thinus and Bryne removed the heavy smoke box head plate.



This time we used our Hunslet to push the boiler onto the low bed.



Finally the boiler was loaded and Thabiso could secure his load for his journey to the Bloemfontein works.



Below: Securing the load.



Below right: Joseph, very proud of a task well done.



Class NGG 16 number 113

Below: The new tubes were loaded and everything was double checked, ready to go!



The 2 units were shunted out where our team could clean them thoroughly.



We did find that the old water hoses are in bad condition and new ones will be fitted. At least it will be much easier to get it done while the boiler is off.

Ratanga 2818



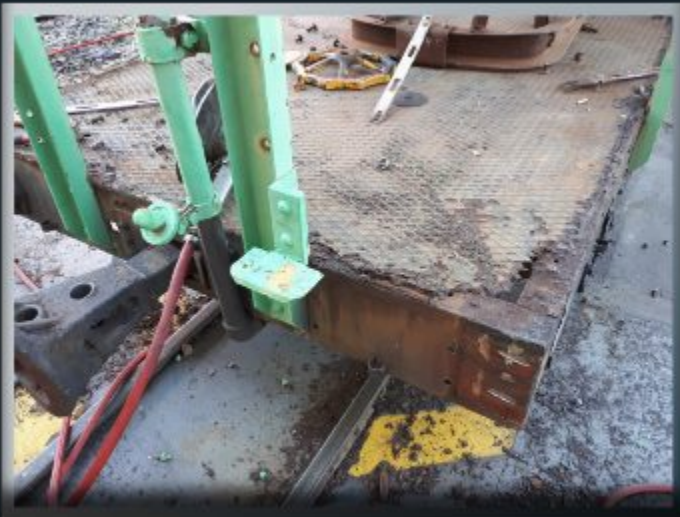
The restoration of a new Ratanga coach has commenced, even though it is in sad condition. The corner beams had to be replaced and Wouter started with this task and will complete the steel work while Bryne will do the wood work.



Below: The steel corner beams being removed.



Below left: The floor will need some patching.



Below: Wouter busy grinding away all the bad corners on the wagon.



Ratanga 2818

Below: Wouter cut new angle irons for the edges and also has patched the floor and fitted new corner beams. The rusted V hanger was also removed and will be cleaned, greased and re fitted.



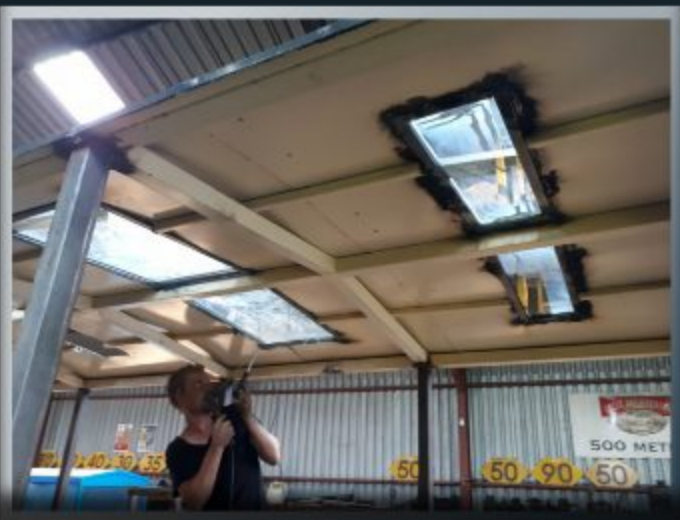
Little Bess coaches



Thinus finished his work on the first Little Bess coach, he fitted roof windows and Bryne then mixed green and black paint to give the coach a dark green coat of paint.



Below: The glass windows.



Little Bess coaches

Below: The dark green livery for the Little Bess coaches.



The next step is to sand down the interior wood and to varnish it. Wouter will then fit a handbrake to the coach
For safety purposes.

Little Bess coaches

Below: The second Little Bess coach taking shape.



Below: Bryne painting the roof the same colour that we mixed for the inside of the Class 91 cab.



Track maintenance



Our Track Team have finished the lifting and tamping through Vailima siding and have done up to 100 M beyond Vailima towards the Farm School. They now have moved on to the section below old Vailima halt.



Below: Images taken at Vailima.



Track maintenance

Below: More images of our track team working at Vailima siding.



Below: Images taken beyond Vailima on the straight section towards the first curve.



Track maintenance

Below right: Our team then moved on to the section just below old Vailima Halt working the way up and down To the Farm School.



This section of line has severe slacks and cant problems and all will be fixed soon.



Below right: Showing the amount of lifting the track out from the soil.



Our Track team is currently on leave till mid January when we will commence work on the Railway line again.

Line weed spraying



The weeds have taken over for a while but it is quite expensive to spray the weeds to frequently and therefore we have stretched the time frame we usually spray the line in.



Below: Wouter and Bryne busy spraying the line. They did the entire line and then sprayed all the sidings.



Outlook for the next 2 weeks!



Tasks

- 1.) Shed cleaning and upgrade
- 2.) Locomotive repairs
- 3.) Ratanga wagon.



Blast from the Past



25NC 3488 is seen approaching Orange River in July 1991 with her regular crew,
John Gilberthorpe and Richard Niven.
The locomotive is now in the Sandstone Collection and stored at Reefsteamers in Johannesburg.
Picture courtesy of John Gilberthorpe and Richard Niven



We wish everyone a happy
Festive Season
And a
Prosperous new year!!