



Highlights of the week!



Class 91-010



NG Wagon
Maintenance



NG Diesel
Locomotive repairs



Steam Shed
Upgrade



Little Bess
Coache



Seb's
Railway Line



Blast From
The Past

Class 91-010



We spend quite a amount of time on the Class 91 the past few days. Thinus made the new air vent pipes and fitted them. He then fitted all the flexible air hoses.



Below: The new flexible hoses fitted.



Class 91-010

The old marker lights were removed and Thinus fitted new LED marker lights.



Below left: New led marker lights. Below right: 4 new vacuum hoses and couplers were fitted.



Below: A new HS4 duplex gauge was fitted.



We then drained the engine oil and replaced the oil filters. The engine took 235 L oil.

Class 91-010

Below left: The oil filter housing.
Below right: Thinus busy changing the oil filter cartridges.



Below right: new oil pumped into the Cat engine.



Below left: The headlights were fixed and tested with the new LED marker lights.
Below right: A new axle alternator was fitted and the wiring was done. The wires will be connected to the speedometer this week.



NG Wagon Servicing



Wouter and George Shields did maintenance on quite a few goods wagons the last 2 weeks. Ay's, XC's and DZ wagons were serviced. New vacuum hoses, chamber pipes and a few release valves were replaced.



Below right: George Shields firing up the glue before the new pipes were fitted.



NG Wagon Servicing

The brakes were adjusted and vacuum leak tests were done. There are quite a number of Cape couplers that will be replaced by Natal couplers soon.



Our Military train will come in next for brake adjustments and pipes will be renewed where needed.



Diesel Locomotive repairs



This week we fitted the new reverser and air brake valve to the Hunslet. The one air brake cylinder was removed and is in need of a new seal that was ordered.



Below left: The new valves fitted and Brian touched up the paintwork inside the Hunslet.
Below right: The air brake cylinder seal that needs replacement.



We also have fitted the new batteries to the Hunslet and Thinus made brackets to lock them. The batteries are locked now.

Steam Shed Upgrading



Below: The shed floors being scraped and painted.



Below: The Inspection pit was cleaned and painted with a fresh coat of battleship grey paint.



Little Bess Coach



Below: The construction of the first Little Bess coach.



Seb's Railway Line



We battled a bit with the construction and earthmoving work on the Seb's Railway line because of a very wet rain season. In a way it is good because the water helps a lot with the compacting of soil and also shows us potential culverts that will be needed.



Below: the construction of the line just below the big balloon points.



Seb's Railway Line

Below: Laying track towards the first dam.



Below: laying track between the first dam and Seb's dam.



Below right: The earthmoving at the new culvert being done.



Seb's Railway Line

Below: The culvert near the Seb's dam almost completed.



Below: Two more truck loads of rail and sleepers were delivered from Johannesburg last week.



Below: The new rails being offloaded 2 x 2 in a row down next to the road.
Below right: The embankment being constructed over the newly built culvert.



Seb's Railway Line

Below left: Rails being offloaded.

Below right: The big balloon junction points fitted and we start laying track down the short way to Seb's halt.



Below: Building the embankment over the new culvert.



Below left: The new culvert wing walls being built.



Seb's Railway Line

Below: The earthmoving work just in front of the Seb's dam. A slight embankment is made with a smooth curve towards the dam wall.



Below: Our track workers on the heels of the earthmoving machines as we try to win the battle against time.



Below right: A mirror of photo opportunities at Seb's dam.



Seb's Railway Line

Below left: The laid track nearing the last 2 curves before Seb's dam.
Below right: Mr.Mole and Lukas Nel keeping an eye on the earthmoving work being done at the huge cutting near the forest.



Below left: Jackhammers being used to break through the rocks in the cutting. The entire line is laid on a bed of sandstone not very deep below and this should give us a very good foundation.



Below left: Earthmoving work near the Seb's dam wall.
Below right: The TLB in the cutting, breaking up sandstone.



Seb's Railway Line

Below left: Laying of track on the last curve before the Seb's dam.
Below right: Curving in towards the Seb's dam wall.



Below: The smooth curve in front of Seb's dam.



Below right: The last curve before the dam where we will stop for a while until the dam wall construction and soil compaction is completed.



We will now continue and lay the track anti clockwise towards Seb's halt up to the Seb's dam wall where we will stop again till the dam wall is completed. Once the dam wall is completed we will connect the line over the dam and start with the ballasting and alignment of the track.

Seb's Railway Line



Below: The Wickham inspection trolley on the Seb's line.



Outlook for next week!



Tasks

- 1.) Wagon Maintenance.
- 2.) Little Bess coach restoration.
- 3.) Hunslet air brake cylinder repair.
- 4.) Washout NG6, Fowler, 88 and 153
- 5.) Coupler change on goods wagons
- 6.) Seb's railway construction.
- 7.) Fit Bagnall batteries and service
- 8.) Bag coal for Stars 2017
- 9.) Prepare boilers for boiler inspections.
- 10.) Fit back James Hall Lawley boiler.

Next Steam Report Date: 6 March 2017!



Blast from the past!



By Dave Richardson

Sandstone's NG10 Number 61 is now under restoration in Bloemfontein. This picture courtesy of Leith Paxton shows her in Humewood Road Yard, Port Elizabeth prior to withdrawal.

