



Locomotive Maintenance

We are currently doing extensive maintenance on all our Locomotives and we only have 5 locomotives left and will Continue the same maintenance on our Traction and Stationary engines.



Gauge glasses are renewed on all the boilers, all turret spindle packing nuts are packed, all regulator glands were Packed as well. Handbrakes and reverser's are serviced and tested. Clack boxes are serviced.



The time to prepare for Boiler Inspections is short and this makes part of the required maintenance. Once this Is done then we will repack all the valve and piston glands on all the Locomotives and Traction engines to ensure Steam tight joints.

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All the gauge glasses are renewed, new rubbers are fitted as the old ones became as hard as rock and have to flexibility left to ensure a leak tight joint.
The old packing ropes are removed at all the glands and are packed with new packing rope.



All injector steam spindle packing nuts are packed as well. All gauge glass cutoff valves are serviced and tested.



We use a little bit of water and soap when fitting new gauge glasses, we spray it on the glass tube and rubbers and this makes it much easier
To fit.



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We packed all the valves, even the little whistle valves.
The most time consuming task is to remove all the old packing ropes that were in most cases
So dry and hard that it came out like powder instead of rope.



Below: Regulator gland of 153 being packed as well as all the turret spindle packing nuts.



Below: Number 153



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Below right: Small ejector spindle packing nut being packed.



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Below left: Old packing ropes removed.
Below right: 113 Regulator gland showing signs of serious leaking. We however did pack
All regulator glands even if not showing signs of leaking.



Below left: Old rope being removed.
Below right: Reversers lubricated.



Below left: 113 regulator gland after packing.
Below right: 113 turret spindle packing nuts being packed.



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Below left: The NG 15 turret spindle packing nuts being packed.
Below right: all spindle hand wheels removed to access packing nuts on 113.



Below left: The NG 15 regulator gland being packed.
Below right: Little Bess injector steam spindle packing nuts being packed.



Below left: The NG 5 regulator gland showing signs of leaking.
Below right: The NG 4 blower valve spindle packing nut being packed.



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Below left: NG 4 Left injector steam spindle packing nut being packed.
Below right: Class NG 4 regulator gland being packed.



Below right: O&K 4102 injector steam spindle packing nuts packed.



Below right: The Barclay gauge glasses replaced. Deep below is seen rubber and silicone blocking the port.
All this was cleaned and new gauge glasses were fitted.



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Below left: The old gauge glasses are broken to remove them.



Below left: The Barclay's injector spindle packing nuts being packed. Seen here is the removal of Old packing rope. Some is easy like this one that winds out but most of them are not easy and needs To be scraped out with a sharp needle tool.



Below: New gauge glasses fitted to the Barclay.

