

SANDSTONE STEAM RAILWAY

Number 155 storming up the gradient...

Photo by Graham Black



LOCOMOTIVE



NEWS



The Management of Sandstone Estates recently went into a agreement with Phil Mortimer and his son Phil, owners of the second Class NGG16A number 141 to use the only surviving modified engine units for the restoration of number 155.

The modified engine units of number 155 were scrapped a while ago despite the attempts of Sandstone Estates to buy them and rendered the restoration of 155 with unmodified engine units somewhat useless in the sense of that she never would have been a real NGG16 A as modified by Phil Girdlestone and Shaun McMahon.

We are very grateful to Phil Mortimer for his generous support to use the modified engine units of number 141 for the restoration of number 155.

We are so fortunate to have people like Phil Mortimer who fully support us with the restoration of number 155 as well as for Shaun McMahon who will assist us with all the valuable information needed to restore 155 to the correct specifications.

CLASS NGG 16 A RESTORATION



LOCOMOTIVE



We spared no time and immediately started with the restoration work needed on the modified engine units.

Number 141 was shunted out and the boiler was lifted from the engine units. The engine units were then shunted down to the steam shed together with the boiler of number 141.

Number 141 will now be given a full cosmetic restoration and will be a static exhibit once we are done with her Restoration.



It is sad to think that the owners of the original 155 engine units did not want to sell the modified units to Sandstone Estates but rather wanted them to be scrapped. We could have had the opportunity to have both NGG16A's in complete condition although it is possible to rebuild normal units into modified ones, but at a huge cost.

The very first thing we did was to clean both engine units, then we removed the braking gear, horn stays etc and lifted the frames from the wheels. The frames then were moved to a open area where we stripped them bare to allow us to clean the main frames to inspect for any visible cracks.



LOCOMOTIVE



The images on the left and below will tell the story of a Phoenix rising from the ashes. A hard challenge ahead for the Sandstone Steam Team as we tackled each part and treated every bolt, nut and part as individual projects.

The springs and spring gear were removed, horn stays and shoes removed till only the bare frame remained.

The axle boxes were removed, cleaned and axle box journals inspected for any cracks.

We stripped connecting rods, coupling rods and side motion from the unrestored locomotives in the 150M shed.

All these were cleaned with the use of flapper disks.

Slow and very time consuming but also heart warming to see the engine units starting to take shape.



LOCOMOTIVE



In days the engine units parts were laying in 100 pieces and the engine units could be cleaned. Flapper disks were used to sand down the frames in and outside.

Below left: Wouter cleaning the 12 axle boxes with De-greaser soap.



LOCOMOTIVE



Images of the restoration progress on the Engine Units.

The re tubing of the Boiler is also almost complete but will be delayed because of the 21 day lock down announced this week.



LOCOMOTIVE



The second engine unit was moved to our restoration area, the wheels removed as well as the rest of all the parts.

The second image on the left shows how the bypass valves were blanked off.

Wouter cleaned all the driver wheels and axle boxes and had to remove hardened grease of many years ago.

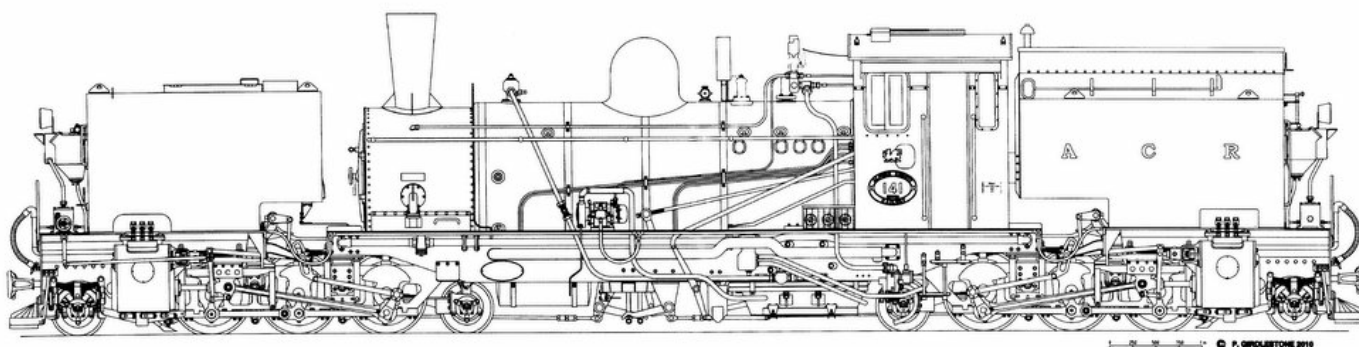
Adding a bit of colour to 155 as we painted the sand boxes and mechanical lubricator oil reservoir. Two GMAM mechanical lubricators were moved to the shed where it will be cleaned and serviced. The GMAM mechanical lubricator has 20 feeds and the modified units have more feed points than the normal modern Class NGG16's.

Images below of the second unit being cleaned.

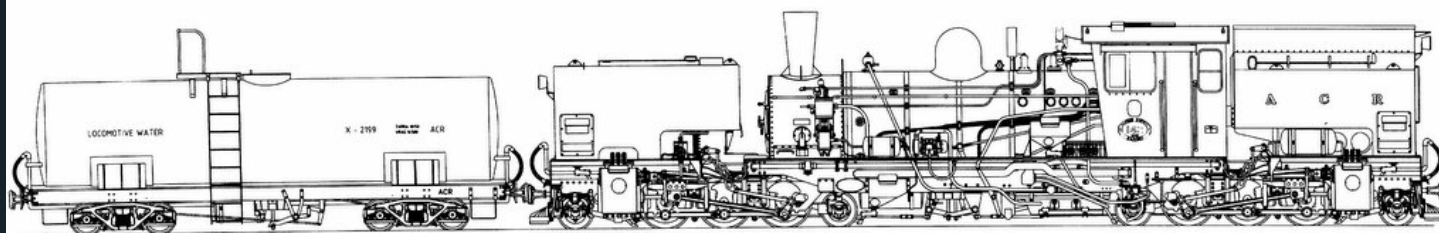
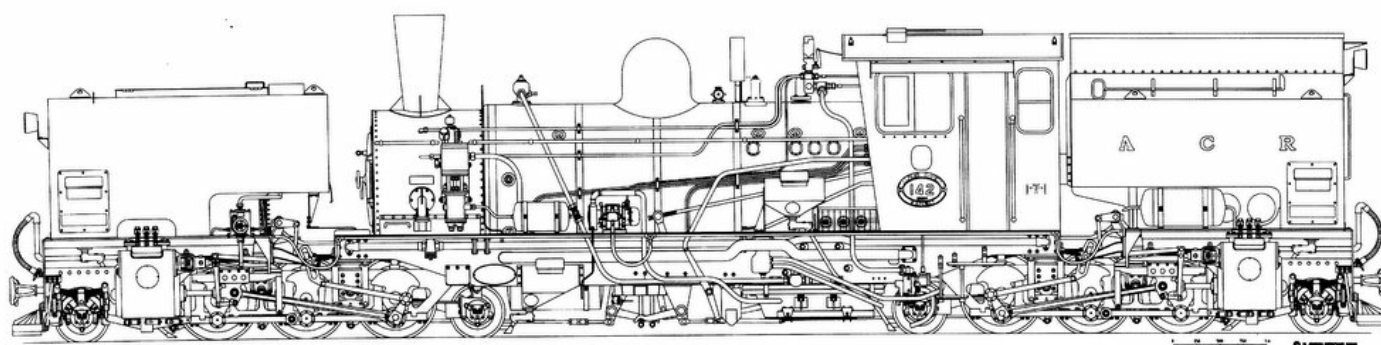


LOCOMOTIVE

CLASS NGG 16 A DRAWINGS BY PHIL GIRDLESTONE



CLASS NGG 16 B DRAWINGS BY PHIL GIRDLESTONE



Credit for drawings: Shaun McMahon

SANDSTONE
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RAILWAY
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Nostalgia !



ACR Assistant CME Shaun McMahon (right) discusses the performance of 141 with ACR's senior driver George van Niekerk. On this very hot day (mid 30s °C) Shaun was the locomotive's fireman due to a shortage of operating staff. 1998. © Nigel A.H.Day



CVR COACH



NEWS



The construction of the first of eight Carlswald Valley Railway coaches has commenced and Thinus is making huge progress on the new coach.

The Coach will be built in a Victorian style and the colour will be green and gold and not maroon like in the picture above.

These coaches will be fully equipped with a vacuum brake system and the seating will be back to back allowing the passengers to have a direct view to the outside to appreciate views of the scenic Carlswald Valley Railway line.

The Architects are hard at work and the designing phase will soon be completed.





Tasks

Safety



1. Carlswald coach restoration.
2. Class NGG 16A restoration.
3. Railway bridge restoration.

ON TRACK



SAFETY FLASH

**Safety is the measure
taken before a accident
happens !**



From the Past



Class NGG 16A number 155 in her good old days on the Port Shepstone to Harding line in Natal.
Photo by Graham Black.

Below: Number 155 on the drop pit after running hot box on the leading driver wheel.
Photo by Graham Black.

