



## Highlights of the Month!



Track Maintenance



NG 15 Repair



Lawley Repair



NG 15 testing



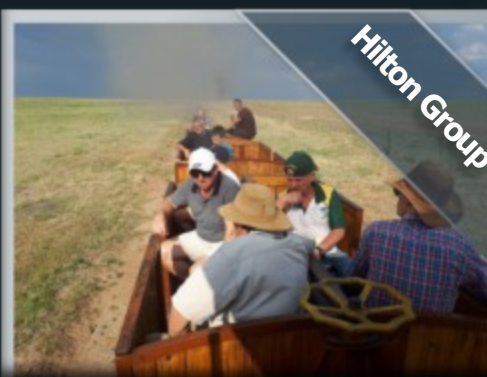
Fouriesburg Country  
Tours



NG 15 cosmetics



Wagon news



Hilton Group

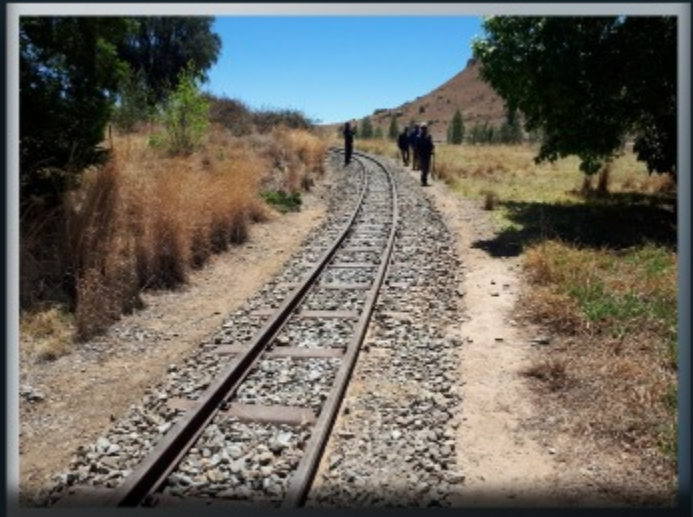
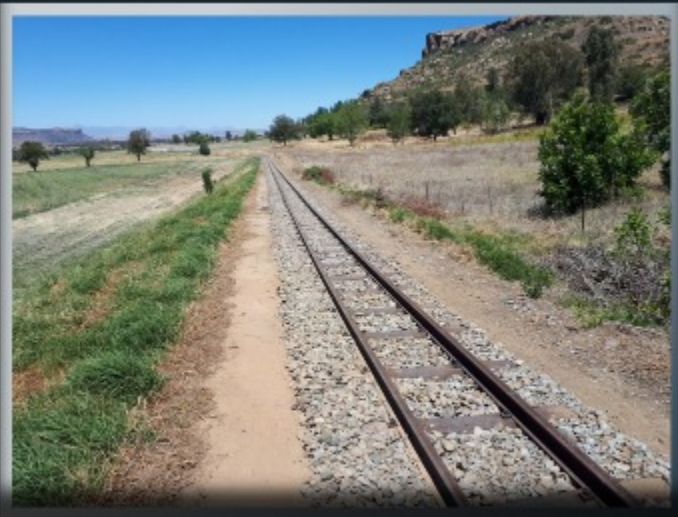


Blast from the  
Past

# Track Maintenance



The last couple of weeks our Track gang worked on the gradients of the Pandora embankment. They screened the ballast and lifted the track, making it level again. We then moved over the Mountain to the Vailima Siding.



Below left: At Pandora.

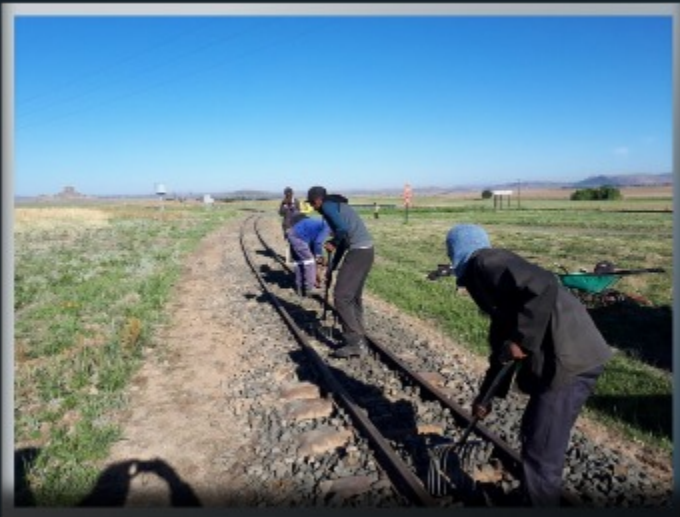
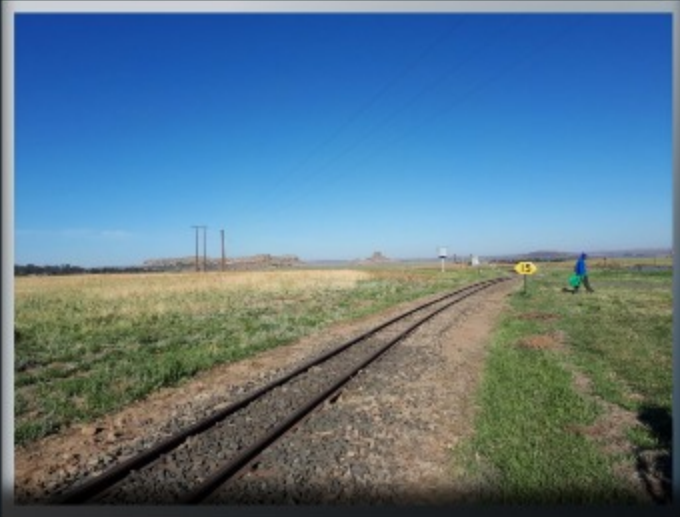
Below right: Starting at the Vailima crossing working their way up to the new culvert.



On this section of line we had to do the curve alignment and also screened the ballast. The slacks were removed and our Team is currently working down from the Vailima crossing into Vailima siding.

# Track Maintenance

Below: Images of the track work between the Vailima siding up towards Pandora Junction points.



Below: Lifting out the Vailima crossing and working down towards Vailima siding.



# Track Maintenance

Below: More images of the section Vailima Crossing to the new culvert near Pandora Junction points.



Below left: The section that was covered with soil, perfectly screened.  
Below right: At 36 degrees Celsius we attended to kick outs on Seb's line.



It was the perfect temperature to finalize the track alignment by the use of the Jim crow.



# Track Maintenance

We spent a day on Seb's line and then moved the Team back to Vailima siding where they are currently busy with the levelling work needed in Vailima siding.



Below: Vailima Crossing to Vailima points section is now done.



Our Team will finish Vailima Siding and then we will move down the line towards the Farm School. This is the section of line that is desperately in need of levelling and curve adjustments.

# NG 15 Repair



During the last few weeks we have completed the work needed on Sandstone Estates class NGG 15 number 17. The springs were adjusted and new fire bars were fitted. The tender and locomotive axle boxes were packed with new soaked wool and the tender brakes were adjusted.



Above left: A spring was fitted on the front pony wheel.



Above right: The tender axle boxes inspected.



Above left: Showing the tender brakes were in desperate need for adjustment.



Above right: The NG 15 tender outside the shed on the ash pit. Wouter packed all the axle boxes with new wool.

# NG 15 Repair

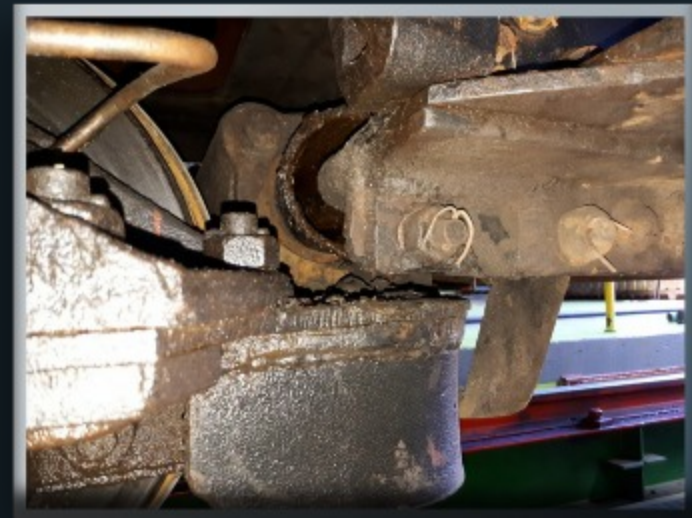
Below: Images of the NG 15 being lifted to enable us to do the necessary work on the spring system.



With the weight lifted off the wheels it is an easy task but to lift her up was quite a job, she is a very heavy lady.



Below right: The main frame is now way above the pony frame and this eliminated the possibility of the main frame preventing the pony frame from moving which could easily lead to a derailment on curves.



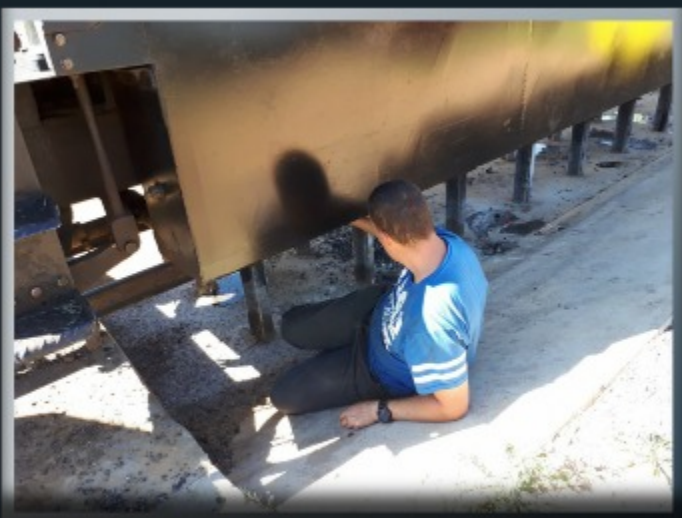
Above left: The NG 15 standing high and level again. She was always running with her nose was pointing down.

# NG 15 Repair

Below right: The driving wheel springs are also standing more level now.



Below left: Wouter busy packing the tender axle boxes.



The NG 15 has a difficult to reach ash pan and if the proper cleaning of the ash pan is neglected then the fire bars burn. Thus removed two burnt and broken fire bars and he had to make new ones and refitted it.



# NG 15 Repair

Below left: Burnt fire bars

Below right: Making new ones and extending them to fit the fire box.



It took Thinus three days to modify 2 ex Class 16CR fire bars to fit the NG 15 fire box.



Below left: Wouter inside the NG 15 frame securing the spring saddle pin brackets.

Below right: Packing the locomotive axle boxes.



# NG 15 Repair

Below: The axle boxes being packed with soaked wool and oil.



The tender then was shunted to the inspection pit, the brakes were adjusted and the brake gear safety chains were refitted.



The tender then was prepared to be reconnected back to the locomotive.

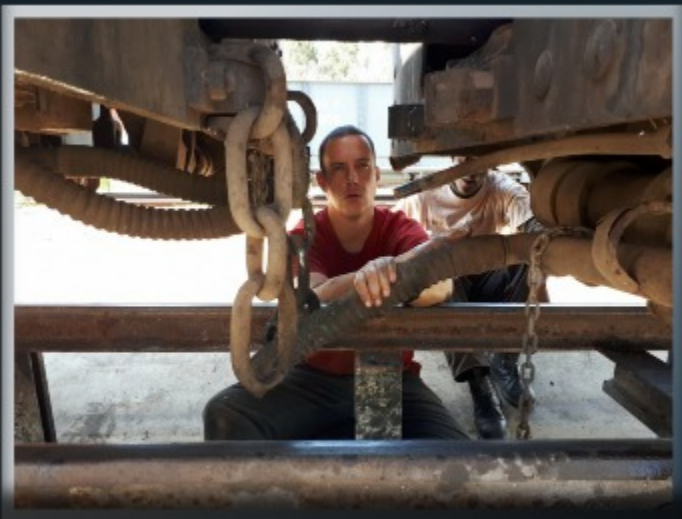


# NG 15 Repair

We made use of the Class 91 Diesel locomotive to press the tender back onto the locomotive. The tension springs are very strong and the tender had to be chocked to fit back the intermediate draw bar pin.



Wouter and Brian then fitted back all the pipes and connected the safety chains again. Some rubber hoses had to be replaced.



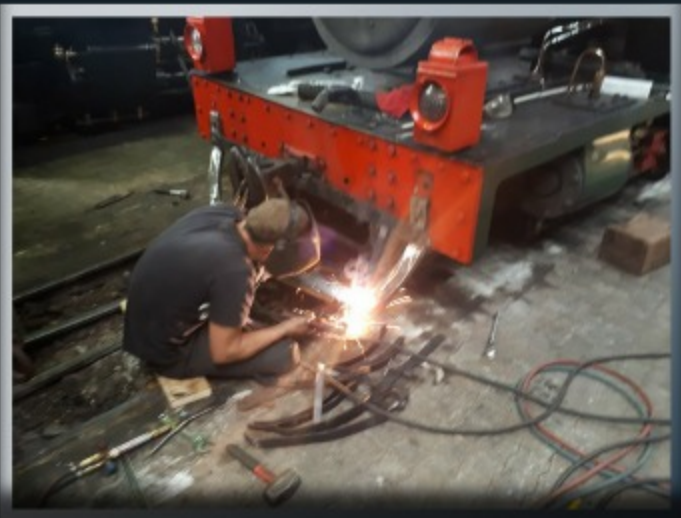
The spark arrestors were refitted back and Wouter filled the boiler to enable us to put the work done to test.



# Lawley Repair

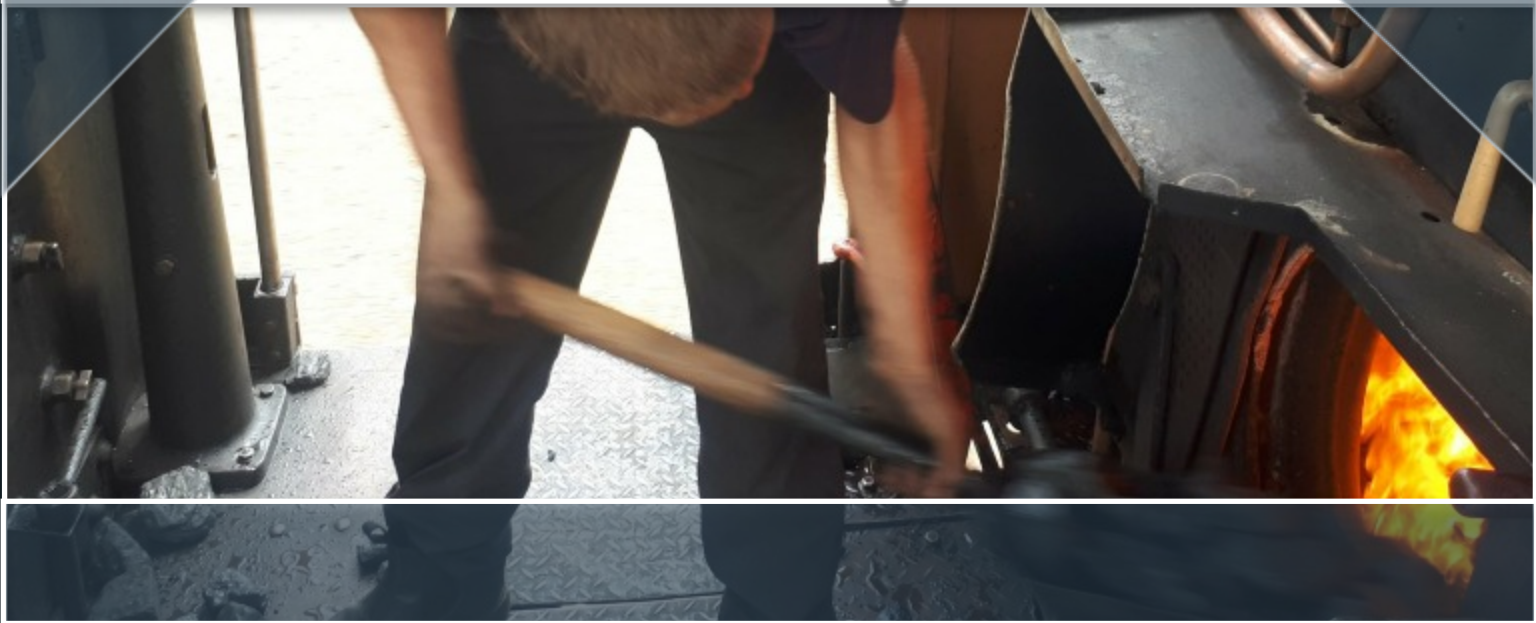


A while ago Thinus made a new branch steam pipe for the Lawley and we did a water test to ensure there are no leaks. The Cowcatchers on the Lawleys are bit to long and this results in the cowcatchers pushing against each other during shunting or double heading and we decided to make the cowcatchers a bit shorter to eliminate this problem.

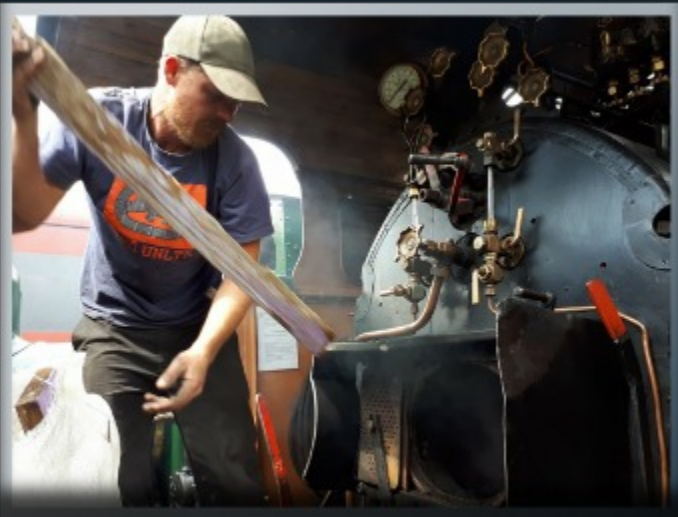


Above right: The shorter cowcatcher.

## NG 15 Testing



We then steamed up our class NG 15 to test her on the gradients out of Grootdraai and Vailima with a load of 8 passenger coaches to evaluate the grip of the driver wheels on the tracks.



A storm was approaching and by the time we reached Grootdraai the rain was coming down, excellent to test her on wet rails as well.



# NG 15 Testing

Below left: a Soaking wet fireman.

Below right: Grootdraai.



Below: We stopped at the points and the Ng 15 picked up her 8 wagons with no problems.. We then headed over to the Pandora embankment and tested her twice on the gradient.



We made a stop at Pandora crossing and the NG 15 could pick up her load at any place on the Pandora embankment without a slip, just as strong as a NGG 16.



# Fouriesburg Country tours

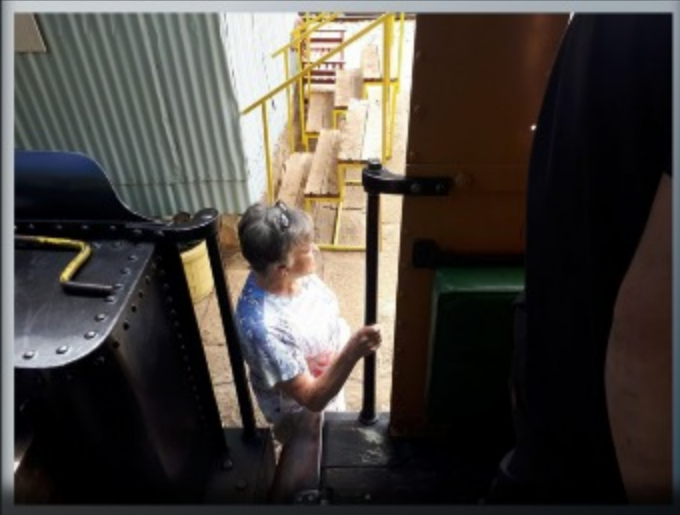


Last week we again had the famous Fouriesburg Country Tours with us and we steamed up our green Lawley, Hayley, for this special train from Hoekfontein Station to Grootdraai and back.



# Fouriesburg Country Tours

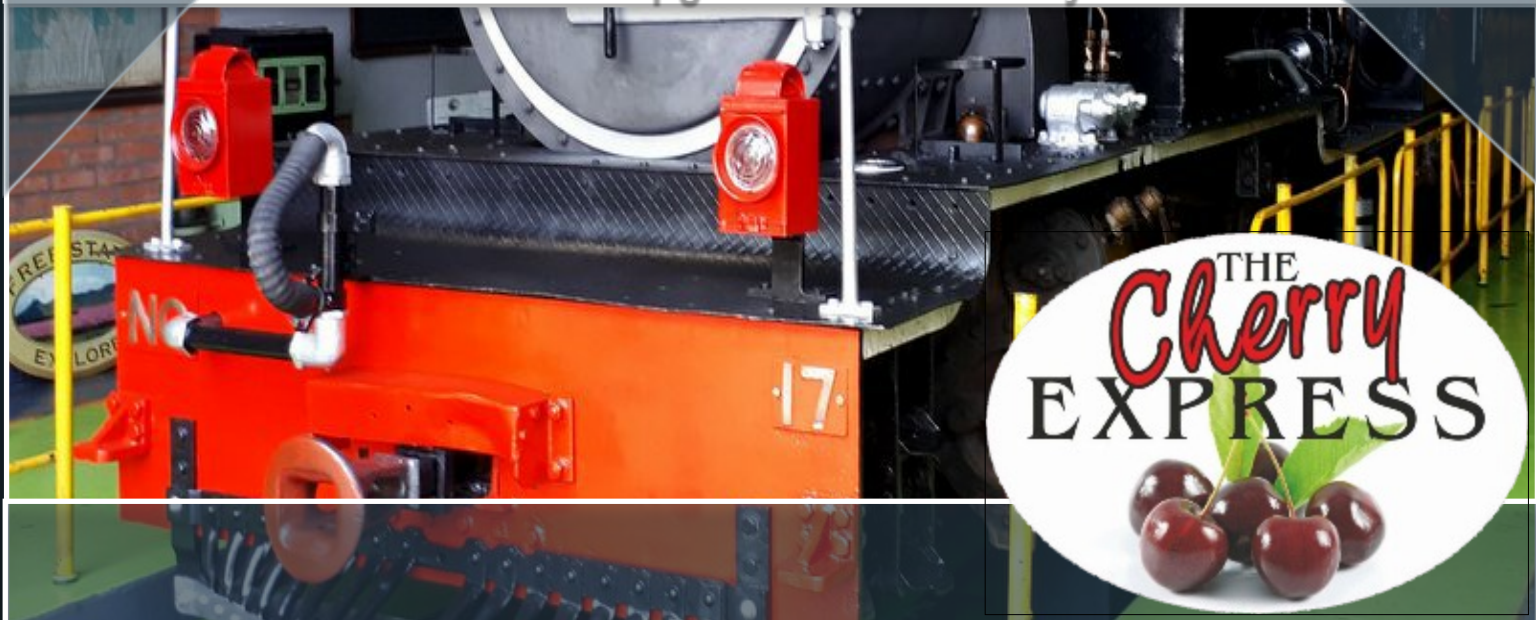
Below right: Leigh welcoming the tour group in the Hoekfontein station building.



Below right: The Lawley at Grootdraai, just before the return trip to Hoekfontein Station.



# NG 15 Cosmetic upgrade for the Cherry Festival



The NG 15 is the chosen locomotive to haul the annual Cherry Express trains and Brian is just the guy to do the beauty upgrade needed to have her in splendid condition for the coming Cherry Festival in Ficksburg.



Below: paint and polish!



The headboard for the Cherry express is on the top of this page, beautifully design by Sandstone Estates Designer Claire Nelson-Esch.

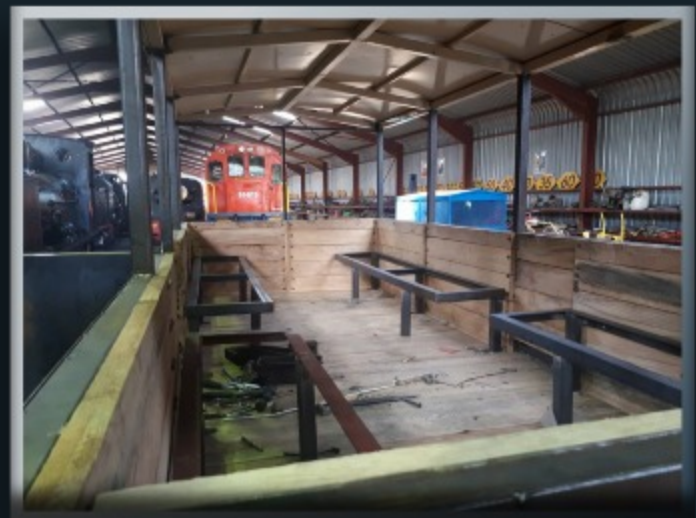
# Wagon News



Sandstone Estates recently acquired another Ratanga wagon that was delivered a while ago. This Ratanga will soon be restored. The O wagon 3991 came to the pit and the under frame restoration was completed.



Thinus is currently working on the two Little Bess coaches and we will keep him on this task to complete these two coaches.



# The Hilton Group



Last weekend we had the Hilton (HSHA) group with us and Mr. Mole organized a special trip for them on Seb's Railway line behind Avonside Xanthe.



Below left: Xanthe passing over the Seb's dam wall.  
Below right: We then had a short trip to Grootdraai behind the Class 91.



# Outlook for the next 2 weeks!



## Tasks

- 1.) Track Maintenance Vailima siding
- 2.) Hunslet repair to handbrake
- 3.) Line weed spray
- 4.) Little Bess coach restoration.
- 5.) Cherry Festival preparations - locomotives and coaches
- 6.) NGG 16 number 88 pony wheels remove for re tyre
- 7.) NGG 16 number 113 strip to move boiler to Bloemfontein for re tube.





## Hoekfontein Station

Here is a picture of the Sandstone Estates Feldbahn as Sena Sugar number 2 in 1975

Courtesy of Geoff Cooke

