

SANDSTONE STEAM RAILWAY



Train Tours
Locomotive repairs
Track Maintenance
General upgrading
From the past



TRAIN TOURS



NEWS



We were quite busy with Train tours the last couple of weeks since the previous report. Preparations for each train trip are huge especially because we do not operate on a daily basis and everything, from the track to the wagons and locomotives must be carefully checked to ensure safe operations. The consist is shunted first and then brought to the Inspection pit for under frame inspections, brake adjustments where needed and then a brake efficiency and leak off tests were done. This time we fitted a new vacuum nylon bush, new neck ring and a new vacuum cylinder piston rod to a Guards van and a PE coach. We changed a few chamber pipes that was worn and fitted a new release valve to one of the Ratanga wagons. The locomotives we use are no different and have much more to check than with the coaches. The last and very important thing are the tracks, crossings must be cleaned and track inspections done on the section of line we are going to use. Wouter and Joseph sprayed the weeds on the entire line this month and we will need to spray again late December.



TRAIN TOURS



Image 1: A new piston rod fitted to the PE coach

Image 2 : The new piston rod fitted after the nylon bush and neck ring were replaced.

Image 3 : The NGG11 being steamed up for the Fouriesburg Country Club.

Image 4 : The NGG 11 leaving the Hoekfontein shed.

Image 5 : The NGG 11 on her way to couple up to the passenger train.

Image 6 : The Hunslet on her way with the consist.



TRAIN TOURS



Image 1: The NGG 11 seen here at Hoekfontein south gate.

Image 2 : Crossing being cleaned prior to departure.

Image 3 : The crossing at Grootdraai being cleaned.

Image 4 : The NGG 11 in Hoekfontein Station.

Image 5 : A cylinder view of the NGG 11

Image 6 : Clear skies.



TRAIN TOURS



Image 1: The NGG 11 ready to depart to Grootdraai.

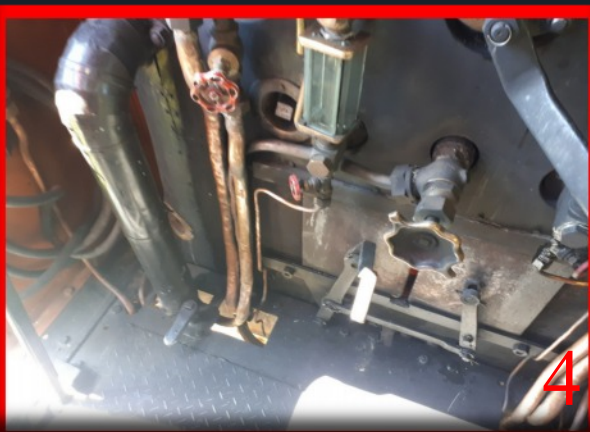
Image 2 : Our guests arrived and we were ready to set sail.

Image 3 : Through the eyes of the NGG11.

Image 4 : The NGG 11 footplate.

Image 5 : The Fouriesburg Country tour train on her way to Grootdraai.

Image 6 : Steaming towards the airstrip.



TRAIN TOURS



Image 1: Steaming through the field on route to Grootdraai.

Image 2 : Near Grootdraai level crossing.

Image 3 : A cab view image.

Image 4 : Steaming into Grootdraai.

Image 5 : Our train made a brief stop at Grootdraai where our passengers could appreciate the majestic Maluti Mountains.

Image 6 : Time for a group photo.



TRAIN TOURS



Image 1: Francois Rossouw, the Tour organizer for the Fouriesburg Country club in front of the NGG11.

Image 2 : The NGG11 showing of her beauty at Grootdraai.

Image 3 : The return journey.

Image 4 : Running down towards Hoekfontein Station.

Image 5 : The NGG11 back in Hoekfontein.

Image 6 : Our guests had a last opportunity to take a few photos of this great locomotive.



TRAIN TOURS



Image 1: The NG 15 was next in line to be used for a number of train tours. The Kindies, Haasbekkies and the Cherry Festival

trains that were on the 16 and 17th of November.

Image 2 : The NG 15 on the ash pit where we drained the boiler and filled the boiler up again.

Image 3 : The consist on the Inspection pit again.

Image 4 : Thinus repaired the speedometer of the NG 15.

Image 5 : Wouter fitted a new release valve and chamber pipes

Image 6 : The new release valve and chamber pipes.



TRAIN TOURS



Image 1: The new chamber pipes and release valve fitted.



Image 2 : The Class 91 was prepared as a standby loco.

Image 3 : The water column in Hoekfontein station flushed.

Image 4 : The locomotives were cleaned.

Image 5 : Cleaned locomotives on display inside the shed.

Image 6 : The Station steps were repaired and painted for the Cherry festival trains.



TRAIN TOURS



Image 1: Thinus busy with the final adjustments on the speedometer.

Image 2 : The NG 15 cab view.

Image 3 : The boiler filled with new water.

Image 4 : The NG 15 in steam just before departure with the Kindies and Haasbakkies.

Image 5 : The NG 15 ready to depart with the Kindies and Haasbakkies school adventure.

Image 6 : A quick look at the locomotive before we departed.



TRAIN TOURS



Image 1: The Kindies children with the NG 15 in Hoekfontein Station.

Image 2 : Dave Richardson and the RSR Inspector Des Simms on the NG 15.

Image 3 : The Kindies and Haasbekkies train on the way to Grootdraai.

Image 4 : We made a brief stop at Grootdraai before we returned to Hoekfontein.

Image 5 : The NG 15 at Grootdraai.

Image 6 : Back in Hoekfontein Station.



TRAIN TOURS



Image 1: The Kindies children in the Waenhuis and sang a few songs for us and showed their appreciation.

Image 2 : Dave Richardson.

Image 3 : The smiling faces after a adventure of a lifetime.

Image 4 : The Waenhuis area.

Image 5 : Our next trains were on the Cherry Festival.

Image 6 : Cherry Festival passengers boarding the train before we departed to Vailima.



TRAIN TOURS



Image 1: On the second day we replaced the Ng 15 with the NGG11.

Image 2 : The NGG 11 just before departure to Grootdraai.

Image 3 : The Waenhuis area

Image 4 : The Cherry Express on her way to Grootdraai.

Image 5 : We made a brief stop at Grootdraai with every trip.

Image 6 : Our train on the way back to Hoekfontein.



LOCOMOTIVES



REPAIRS



During the last month we did assemble 3 NGG16's but this time it was to fit back all the main steam pipes under the locomotives. The Feldbahn also received love and care and Bryn painted her.

Wouter fitted back the branch steam pipes of the NG 4 and fitted back all the spark arrestors. He also fitted back the blast pipe, branch steam pipes and spark arrestors on our Class NGG 16 number 113.

Thinus stripped out the rotten floors of numbers 113, 153 and 88 and built new wooden floors.

The brake gear were coupled under the NGG 16's and we are almost done with all of them. We next will steam and test all 3 NGG 16's to ensure that all is well and to do the necessary repair work on them.



LOCO REPAIRS



Image 1: NGG 16 number 153 on the inspection pit. Fitting the steam pipes is not a easy task.

Image 2 : 153's rotten wooden floors removed.

Image 3 : New wooden floor for 153.

Image 4 : Wooden floor completed.

Image 5 : Easy access through the footplate to fit the steam pipes and to have light on the subject.

Image 6 : Difficult access to fit the steam pipes.



LOCO REPAIRS



Image 1: Class NGG 16 number 88 on the inspection pit.

Image 2 : We had the same tasks on this locomotive as with number 153.

Image 3 : We fitted a new vacuum cylinder piston rod, nylon bush and neck ring on number 88.

Image 4 : The brake axle was not aligned with the piston rod and this made the piston to get stuck when brakes are applied. We then aligned it so that the piston can use all its force to brake the locomotive.

Image 5 : The bad condition of the old piston rod.

Image 6 : Worn out nylon bush was replaced.



LOCO REPAIRS



Image 1: Fitting back the main steam pipes under 153.

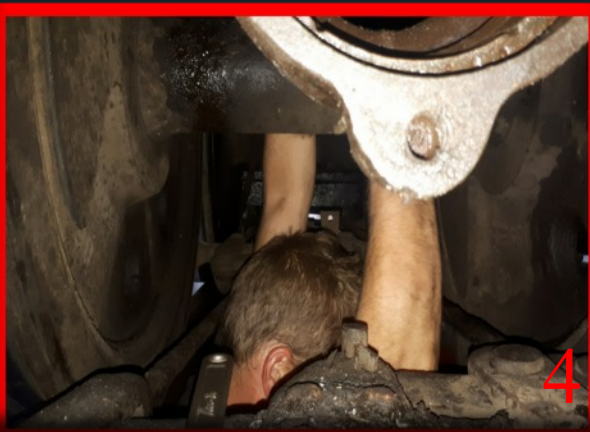
Image 2 : Steam shaker piston gland being packed under 88.

Image 3 : The steam ball joint.

Image 4 : A very difficult place to work.

Image 5 : Thinus busy with the fitting of the rear engine steam pipe.

Image 6 : 113's smoke box with the elements tested, fitted and ready to fit back the blast pipe and spark arrestors.



LOCO REPAIRS



Image 1: The Class NGG 16 number 113 after re tube.

Image 2 : Wouter fitted back all the pipes and arrestors.

Image 3 : Thinus repaired the speedometer on the Class NG15 and had to solder on new wires.

Image 4 : Final adjustments to the speedometer before we tested and calibrated it.

Image 5 : The steam pipe fitted into the steam ball joint.

Image 6 : The Class NG 4 also needed work inside the smoke box.



LOCO REPAIRS



Image 1: Wouter fitted back the branch steam pipes inside the smoke box of the NG 4 and then fitted back the spark arrestors.

Image 2 : Gauge calibrations.

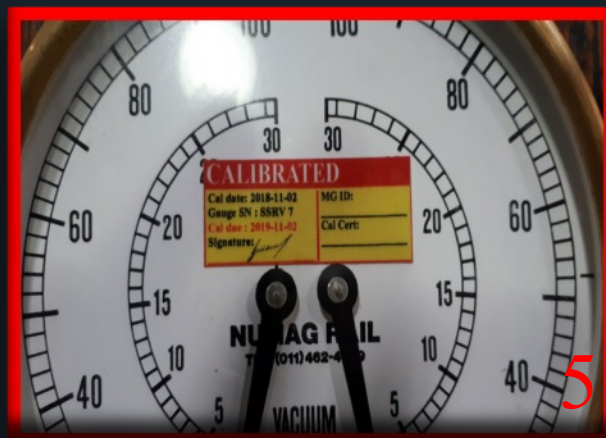


Image 3 : The pressure and vacuum gauges of all the locomotives are being calibrated. We will soon start testing all locos and will calibrate the gauges as we steam them up.

Image 4 : A digital master gauge is used and we find it to be much more accurate than the mechanical ones. This gauge is a dual gauge that can test pressure and vacuum.

Image 5 : Only gauges that pass receive a calibration sticker.

Image 6 : All gauges are cleaned before it is fitted back.



LOCO REPAIRS



Image 1: Thinus made us a stick grease maker as we needed stick grease for the NG 15.

Image 2 : Pieces of grease pads were used.

Image 3 : The grease pieces inside the grease press.

Image 4 : Perfectly shaped grease sticks.

Image 5 : The longest piece of stick grease ever made.

Image 6 : We made one box full of stick grease and this should last us a few years.



TRACK MAINTENANCE



NEWS



Our Track gang finished the lifting out of the slacks between the Grootdraai crossing all the way to the level crossing near the Hoekfontein South gate. The ballast was boxed and the curves aligned.

Our Track gang then serviced all the points and fitted 46 new speed posts and 40 new whistle posts. All the damaged level crossing signboards were removed, taken to the shed and were repaired by Thinus and Wouter.

A total of 21 new clearance marks were fitted and were white washed.

The old recovered tubes from our Class NGG 16 number 113 were used as poles for all the new signboards.

Our Safety permit will now include night working and this is the reason we had to replace all the whistle posts that were not reflective.



TRACK MAINTENANCE



Image 1: Track work done on the section from the airstrip curve towards the level crossing near Hoekfontein South.

Image 2 : A view towards the South Gate.

Images 3 to 6 : Track work on this section of the line.



TRACK MAINTENANCE



Image 1: Track work on the section Hoekfontein to Grootdraai.



Image 2 :Removing the last slacks towards the level crossing.



Image 3 : The road signs being painted.



Image 4 : The road signs being painted at the Military shed.

Image 5 : New clearance marks fitted.



Image 6 : New clearance marks fitted and then white washed.



TRACK MAINTENANCE



Image 1 & 2 : More clearance marks.

Image 3 : All the points were painted

Image 4 : Clearance marks and points painted.

Image 5 : Road signs painted.

Image 6 : Thinus and Wouter made all the new whistle and speed posts and repaired all the road signboards.



TRACK MAINTENANCE



Image 1: The new whistle posts.

Image 2 & 3: The new whistle posts fitted.

Image 4 : Clearance marks white washed.

Image 5 : Whistle posts fitted on the Grootdraai section.

Image 6 : More new whistle posts made.



TRACK MAINTENANCE



Image 1: New speed posts were made.

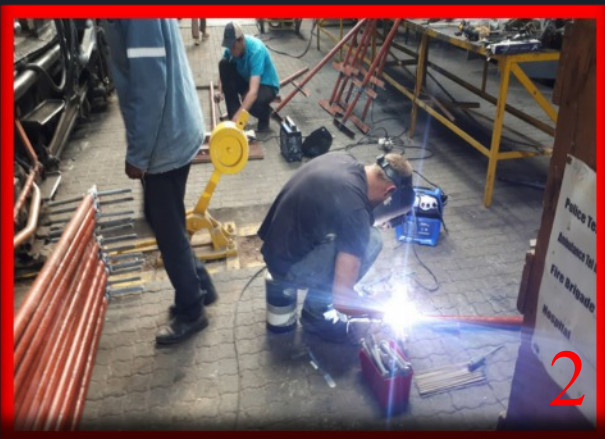


Image 2 : A busy signboard factory.

Image 3 : New speed post.

Image 4 : More clearance marks.

Image 5 & 6 : Whistle posts fitted.



TRACK MAINTENANCE



Image 1: All the whistle posts at the airstrip crossing were planted on the opposite side so it will not bother the planes.

Image 2 : Speed posts fitted in the Hoekfontein area.

Image 3 : Speed post fitted in Hoekfontein North.

Image 4 : Speed post fitted at the Bean plant.

Image 5 : Speed posts at Mooihoek was removed and a T welded on the bottom to prevent it from turning.

Image 6 : Speed post fitted below Mooihoek.



TRACK MAINTENANCE



Image 1: Speed post fitted near Pandora crossing.



Image 2 : Speed post fitted near Pandora house.



Image 3 : Speed post fitted at Pandora Junction.



Image 4 : Crossing signboards fitted at Pandora Junction crossing.



Image 5 : Road signboards repaired.



Image 6 : 5 km/h speed post at the Steam shed fitted.



TRACK MAINTENANCE



Image 1,2,4 and 5: All the points were serviced.

Image 3 : All the points were numbered again but this time we stenciled the number on the sleeper.

Image 6 : All the road signboards at Mooihoek crossing were removed, taken to the shed, repaired and were fitted back.

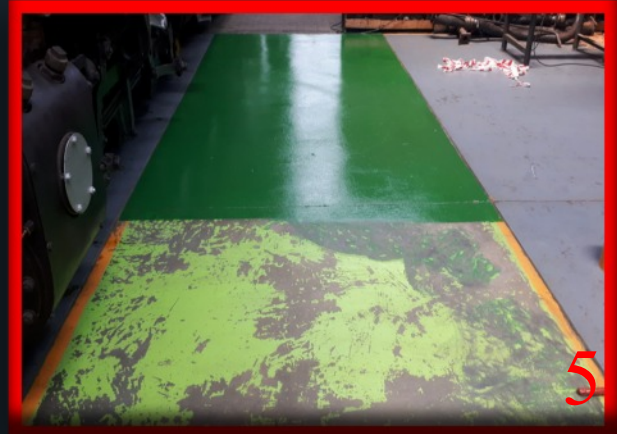


GENERAL UPGRADING



Image 1&2: All the Station steps were take to the shed where we fixed them and all were painted.

Image 3 to 6 : The old paint on the shed floors was scraped and Bryn then painted the shed floors again with rapid drying paint.



GENERAL UPGRADING

Image 1 to 6 : The shed floors were painted.



GENERAL UPGRADING



Image 1 to 6: The shed floors were painted and the paint work outside was attended to.



GENERAL UPGRADING



Image 1 to 3: The outside view of the shed.

Image 4 : The shed office area.

Image 5: The pedestrian crossings in Hoekfontein were also painted.

Image 6: The Inspection pit painted.



Outlook for next month!

Tasks

Safety



1. To assemble NGG 16 number 153
2. To assemble NGG 16 number 113
3. To assemble NGG 16 number 88
4. To steam and test 153, 113 and number 88
5. To do repairs needed on the NG 15
6. To overhaul 2 bogies for GV 3175 and fit it.
7. To overhaul 2 bogies for RV and fit it.
8. Track maintenance at Pandora house curve - clean - grease fishplates and fix kick out.
9. Wagon maintenance.

ON TRACK



SAFETY FLASH

Railway Safety Flash

Sandstone Estates Railway Safety Improvement

INSPECT YOUR LOCOMOTIVE !

**No job is so urgent...
No Train Service so Important...
that we cannot take the time
to perform all work
SAFELY**

Safety comes First !

Safety!

Comes!

First!



Safety is a Culture !

Railway Safety Improvement Poster 10

From the Past



A picture of Class NGG 16 Number 88 at Izotsha on the PE-Harding line by RL Bucher, April 1987 for Blast from the Past.

