



## Highlights of the Month!



150 M Shed



Track Maintenance



Class 91-04



Mooihoek Shunting



NG O Restoration



Little Bess Coaches



NG 15 Repair



Feldbahn Boiler



Blast from the Past

# 150 M Shed



Our Track team have finished the construction work at the main points towards the 150M shed and started the track construction in front of the 150M shed. They have fitted a left hand point and connected 2 lines into the shed.



Below: Images of the track building at the 150M shed.



# 150 M Shed

The tracks were re connected and the ballast was moved back to enable them to tamp the lines..



The 2 lines were finished and we could shunt back all the box wagons into the shed before the rain season starts.



Our Track team then started with track maintenance on the Pandora section of the line.

# Track Maintenance



Our Track team lifted out the slacks on the section of line next to where the old Pandora house use to be. The Cant was adjusted on the curves and the straight line was levelled again.



The straight line here had a severe cant on it and we needed to rectify it. The track alignment was also done on this Section of the line and the ballast was raked neatly.



# Track Maintenance

This section of line maintenance was completed this week and we now have moved on to the Vailima entrance points working our way up to Pandora Junction. This section has severe slacks and alignment problems.



Below: Images of the section near the old Pandora house.



# Track Maintenance



The maintenance on this section is now completed and we started on the Vailima side. We will first tackle the severe Sections and will later come back to do the maintenance on sections not so severe.

## Class 91-04



Sandstone Estates have acquired another class 91 from RRL Grindrod. Class 91-04 is seen below left in Bethlehem and A few hours later on the Farm.



Below right: The class 91 arrived at the offloading area on Sandstone Estates.



## Class 91-04

Below: Images of the offloading of 91-04. This 91 class is a 3'6" gauge and found a temporary resting place on a 3'6" storage line inside the 150M shed.



Below: Building a temporary track from the low bed connected to the existing 3'6" line inside the 150M shed.



# Class 91-04

Below: The moment arrived and the 91 Class was rolled down the ramp.



# Class 91-04

Our cleaning Ladies and Brian then cleaned the 91 Class inside and outside.



Below: The old oil was drained because of water leak into the sump and old oil was use to fill the engine that needs repair work to the head gasket.



# Shunting



Below: Class 91-010 at Mooihoek siding. The box wagons were shunted back to Hoekfontein Station and then into the 150M shed.



Below: The same day, 91-010 was used to do a reverse shunt to get 3991 to the steam shed for restoration.



## NG O Restoration 3991



O wagon number 3991 was shunted to the shed, the brakes were tested and the vacuum system found in excellent Condition, a very easy restoration for our team. Brian painted the wagon silver again.

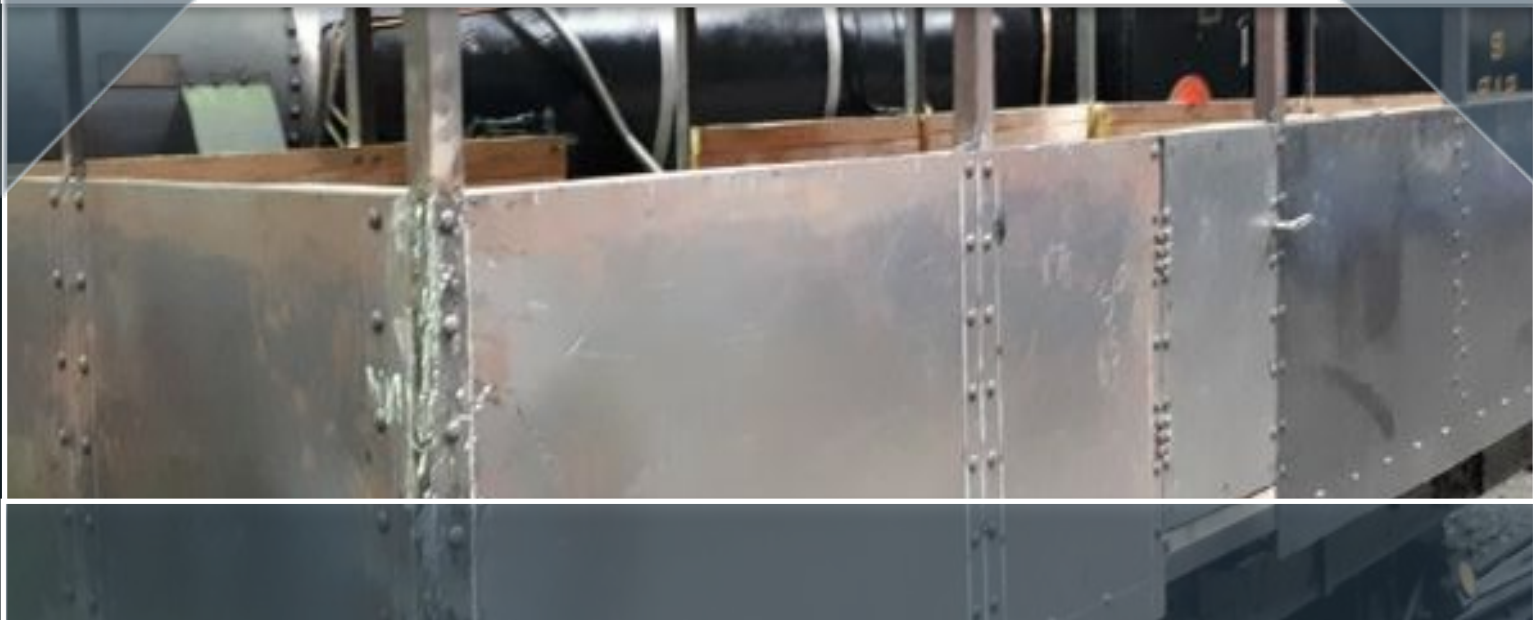


Wouter will now service the handbrakes and change the couplers to the normal bell type. The wagon will also be fitted with new chamber and vacuum hoses with couplers and washers.

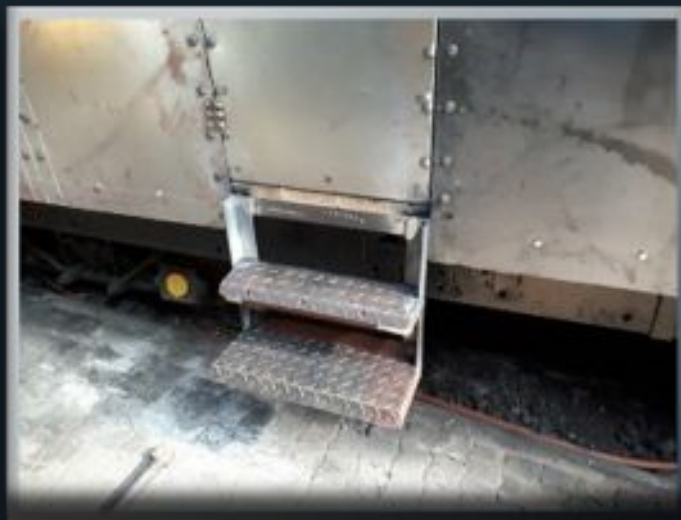


The NG O wagons are really something very special and are also very attractive on a consist.

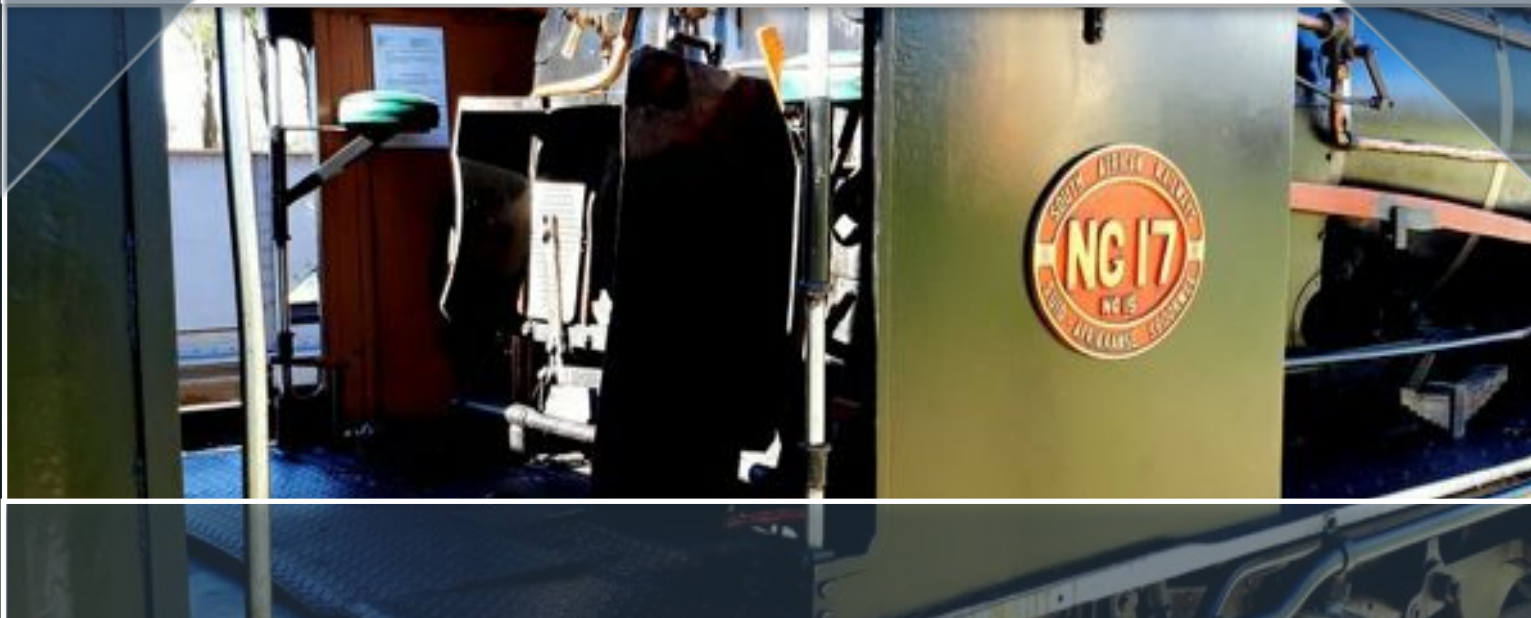
## Little Bess coaches



The restoration of the Little Bess coaches are still in progress in between all the other tasks we have. During the last Week or so Thinus made the one side door and the steps. He also fitted the steel frames for the seats.



## Class NG 15 Number 17



Our Class NG 15 number 17 was shunted to the inspection pit last week. The wheels were inspected and we Did find that the main locomotive frame is laying on the front pony frame. This is very dangerous as the front Pony wheel is the steering wheel of the locomotive.



The tender axle boxes were inspected and all the old wool was removed.  
Below right: Showing the locomotive frame riding on top of the pony wheel frame.



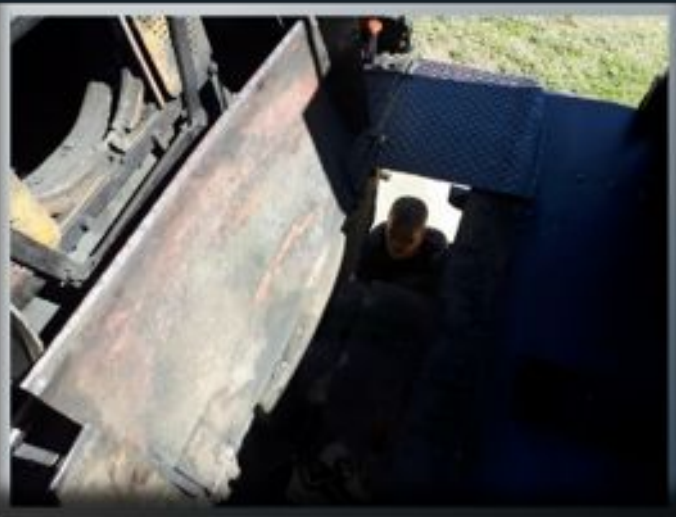
We then decided to split the tender from the locomotive to enable us to do the necessary repair on the NG 15 to free The pony frame from the main frame.

## Class NG 15

The left side of the locomotive driver wheels have some degree of hollow wear while the right side had no hollow wear, the weight of this locomotive was mostly on the left side with very little weight on the drivers on the right side. The paper below could be moved through under the right side wheels.



Below: Images of the tender being split from the locomotive.



The tender then was shunted back to the inspection pit for general maintenance and possible lifting from the bogies. New axle box wool is being prepared and the axle boxes will be packed within a day or 2.

## Class NG 15

The next step was to loosen all the locomotive wedges so that the wheels and axle boxes could move down when we jack her.  
We jack her.



The locomotive then was shunted to the back of the shed where we could lift her to take the weight off the springs.



The pony and the bissel wheels on the right side are carrying all the weight while the driver wheels on the right side  
Hardly carried any weight, this is also the reason why the locomotive was slipping so much.

## Class NG 15

We then jacked the NG 15 and it was very interesting because we hardly took the weight off the right rear side and All the springs on the right side fell loose without jacking the front part of the locomotive.



Thinus is making spring spacers and will fit and test them before Friday this week.



Below: A new spring was fitted on the right side of the pony wheels.



# Class NG 15

Below right: The new spring in place.



In the next report we will know if the spring spacing works, if not then we will have to send the springs for re tensioning or maybe use spares from another Ng 15.



# Feldbahn



The Feldbahn needs boiler repairs by Stevens Mechanical and we have shunted her to the shed to strip and remove the Boiler.



# Feldbahn

Below: Images of the stripping and removing of the Feldbahn boiler.





The cladding was removed and the boiler is now ready to be delivered to Keith Stevens for repair.



Below: Our cleaning team then cleaned the little Feldbahn and she will be stabled till her boiler returns.





## Tasks

- 1.) Track Maintenance Vailima siding
- 2.) NG O 3991 restoration.
- 3.) NG 15 repairs and maintenance
- 4.) Test Lawley for train trip 26 October.
- 5.) Little Bess coach restorations.
- 6.) Test of O&K's on Seb's line.
- 7.) Wagon maintenance





## Hoekfontein Station

Here's one of building the original Sandstone railway, outside the main house towards Grootdraai. About 1998/9

Courtesy Dave Richardson

