



Highlights of the Month!



Seb's Railway Line



The last couple of weeks we experienced very warm days and it came in time for us to work on the expansion Joints on the Seb's Railway line. We also re laid 3 curves and widened the radius slightly to rectify crawling of the Curves at some places.



We have removed the old Mooihoek steel sleeper curve at the coal stage and laid new track using Seb's cement sleepers on this curve. We also have widened the curve slightly and it is now perfect.



Seb's Railway line

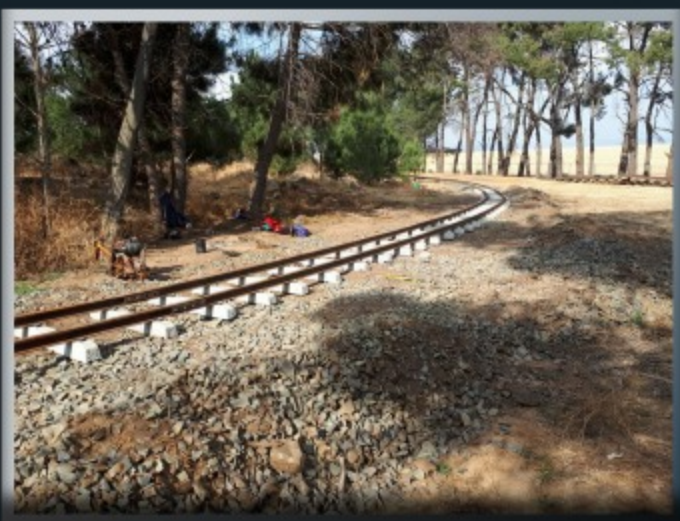
Below is the construction of this curve using cement sleepers and 45LB rails like the rest of Seb's Railway. The ballast then was sifted and the curve was lifted out and the super elevation was done.



This is the curve that gave us problems during the event and is now fixed the correct way.



Below right: Lining up the curve with the straight towards the Seb's junction points near the silo's.



Seb's Railway line

Below: The ballast back on the track.



Below: A much better curve.



The old track panels were moved to the track storage in the salvage yard.

Seb's Railway line

We used one of our AY wagons to load ballast that was offloaded on Seb's line. We still need to order more Ballast to complete Seb's line.



Below right: Working on the second curve near the dam wall. This curve also was widened and the radius eased to eliminate excessive crawling during warmer days.



Below: The second curve being eased.



Seb's Railway line

We did this curve and the dam wall together and then lined up the straight between them. The Seb's line was built quite rapidly and we had to go back and do minor adjustments on the curves of the line.



Below left: Cleaning up the ballast siding, loading ballast into a coco pan.

Below right: The straight line between curve 2 and 3.



Seb's Railway line

Below right: Tamping the curve at Seb's points.



We then moved on to the 150M shed where we have removed 3 sets of points for Seb's line. These were the better points and we now have to lay back the lower standard points on the storage lines.



Above right: Filling up the culvert Len built on Seb's line. We still need a TLB there to widen the embankment we built when laying the tracks.

Seb's Railway line

Below left: We did track alignment over the entire Seb's line to finish it off.

Below right: The first set of point being fitted near the 150M shed.



Below right: Sifting of the points ballast.



Below right: Almost done.



Seb's Railway line

Below: The first set of points fitted.



Below: The next place was the 150M shed and our team is currently busy with the connection of the lines into the 150 m shed.



Seb's Railway Commissioning



We continued with the testing of locomotives on the Seb's line as part of the commissioning phase of the line. During this time we steamed little Miss Brakpan and tested her around the Seb's Railway line.



Below: Little Miss Brakpan at Seb's halt near the dam wall.



We did find that she is just a little bit more difficult to operate on this line and will need more than just skill to get her around with one coach attached. She rather should have her own 400M track in the shape of a rugby field but it was worth it to try her on the line, seeing her perform is just something that cant be told over in words.

Seb's Railway Commissioning

The next locomotive we tested was the Avonside Sezela and she did just great on Seb's line.



Seb's Railway Commissioning

We also have tested the little black O&K on Seb's, also no problems at all.



Below: O&K 4102 over the dam wall and at Seb's halt for a photo stop.



Below: 4102 on her way back to the shed.



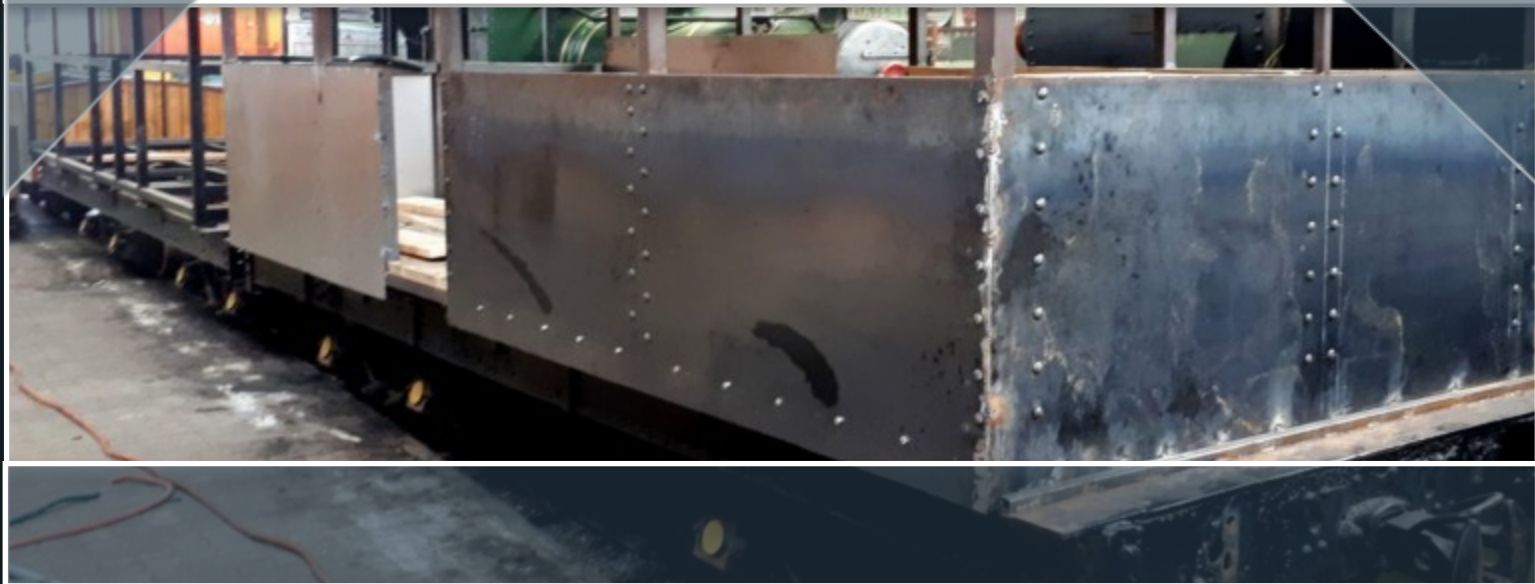
Tamara Repair



The last time we tested Tamara but she had valve setting problems. We did the valve setting and then tested her light engine in front of the steam shed. We also had to do minor repairs to her and had injector failures to attend to.



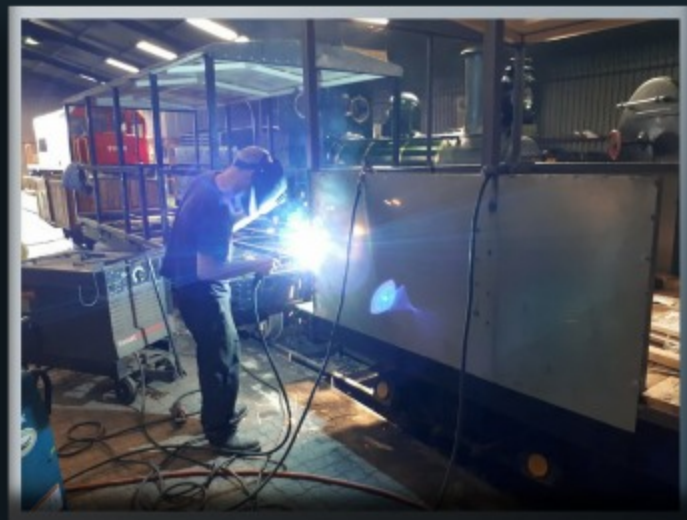
Little Bess coaches



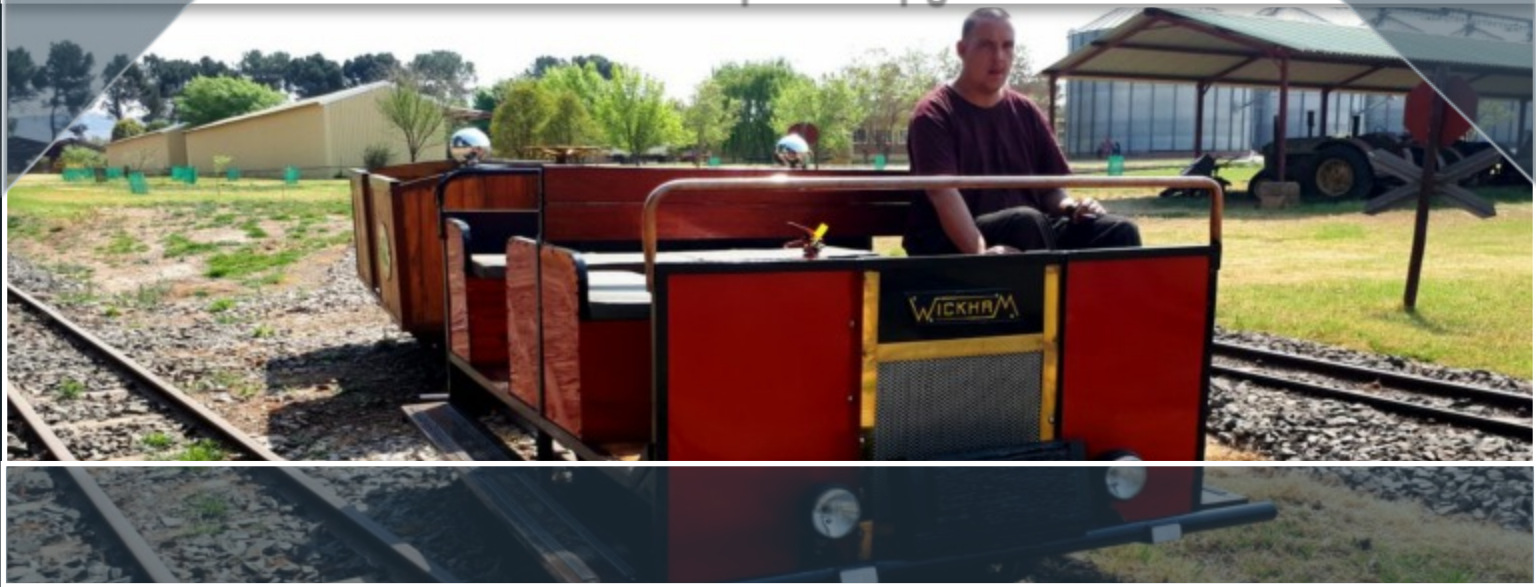
Thinus and Wouter are now full time working on the restoration of the two Little Bess coaches. Both will be finished within the next 2 weeks.



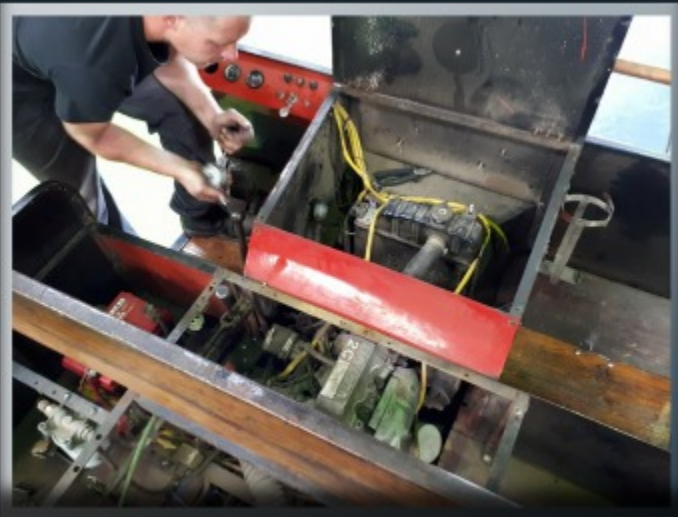
Thinus is doing the main construction while Wouter is making the new seats for them.



Wickham repair & upgrade



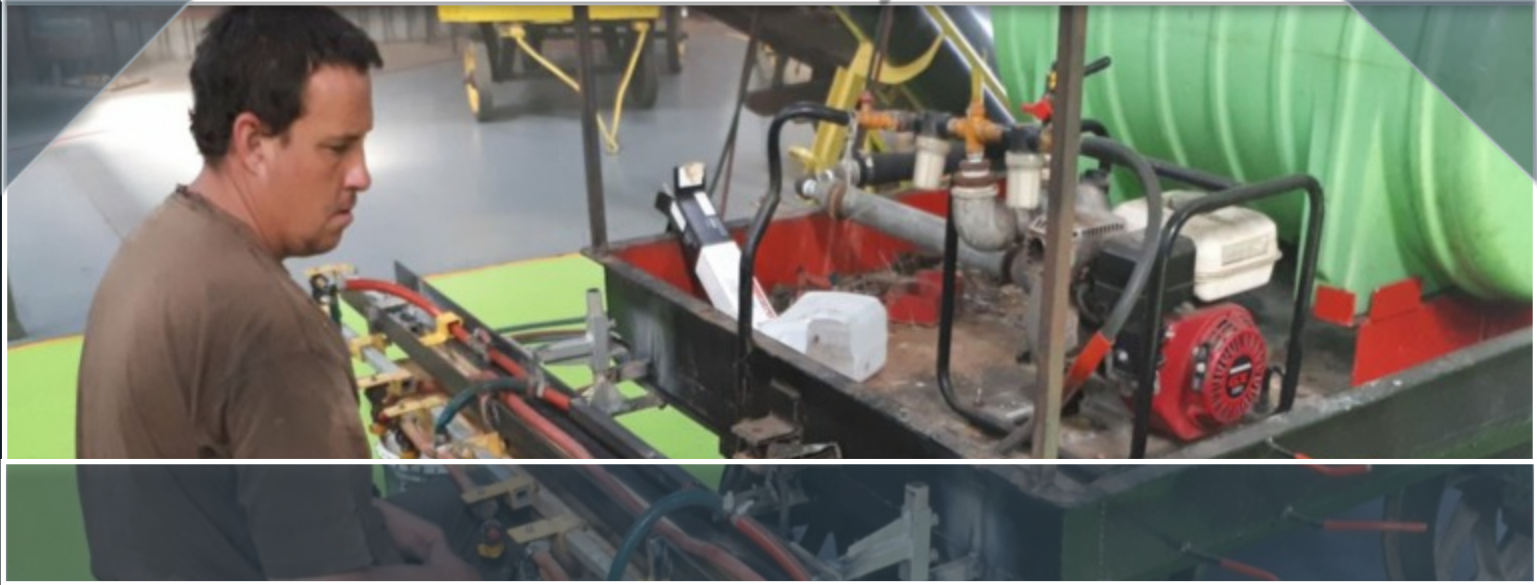
The Wickham came in for repair work as well, Thinus fitted a hand throttle to it and we fixed the gear changing problem. The brakes were adjusted and it was a good time to give her a slight cosmetic upgrade while we were busy. The BSA railcar will be next and we also want her to be in mechanically good condition.



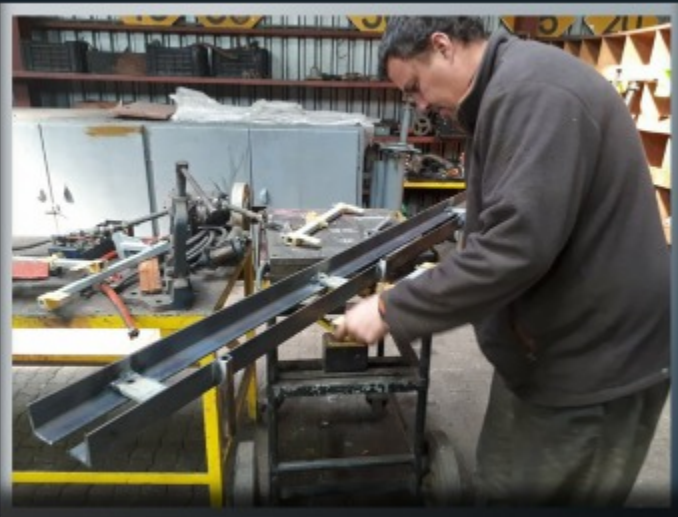
Wouter removed the wooden panels and planed it again, he then stained and varnished the woodwork on the car and touched up the paint.



Weed Trolley



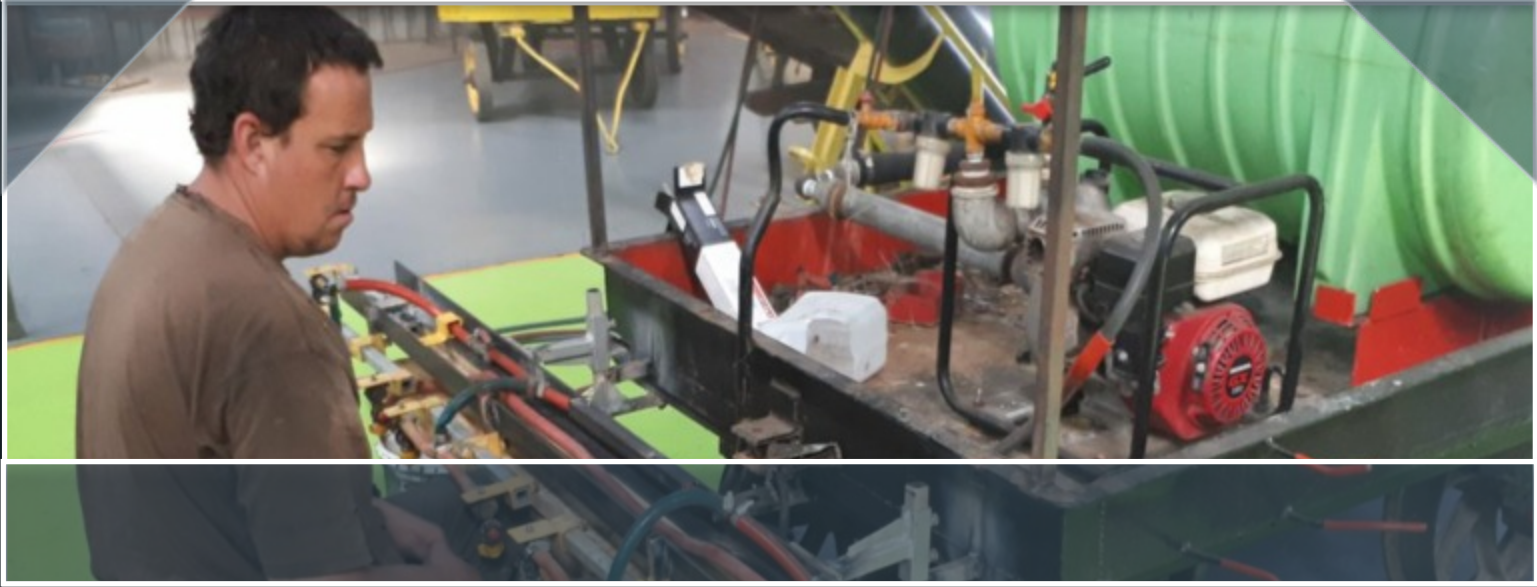
Our rainy season is very near and the weeds already started growing again. Wouter serviced the weed trolley and build a new sprayer system for it.



Wouter and Thinus then went out with the trolley and sprayed the railway line from Hoekfontein to Vailima around the balloon up to Pandora junction points.



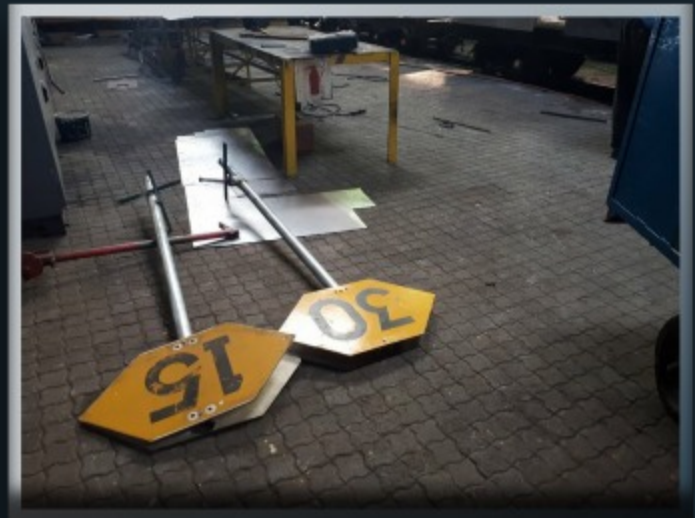
General



Janki spray painted the BSA cowcatcher and it was refitted back.
The two pony wheels of 153 were removed and are ready to be taken to be re tired.



Below left: Seb's passing loop is temporary used as storage space to clear the lines in Hoekfontein for weed spraying.
Below right: 2 new speed posts were made and will be fitted soon.





Tasks

- 1.) 150 M Shed line construction
- 2.) Little Bess coach restorations
- 3.) Track Maintenance
- 4.) Water column lids

