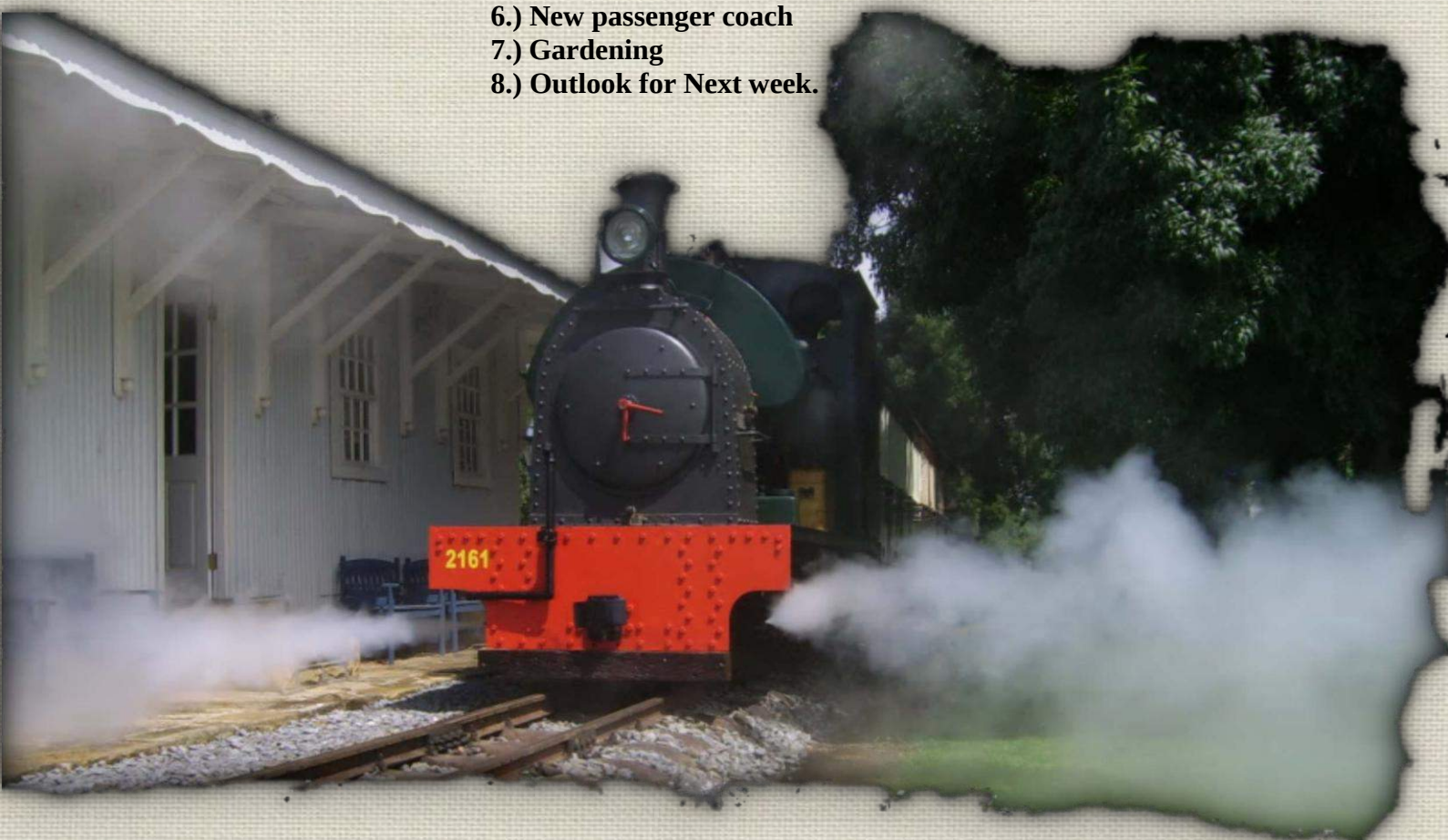


Steam News From The Eastern Free State

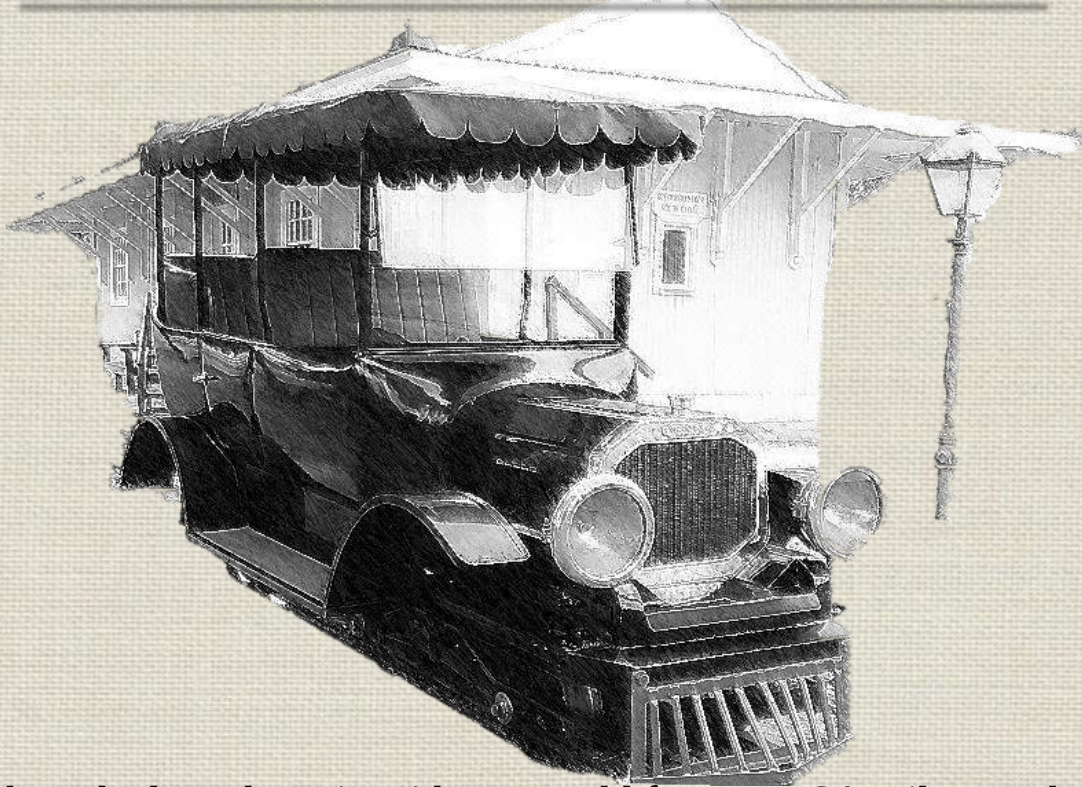


HIGHLIGHTS OF THE WEEK

- 1.) BSA Railcar Trip
- 2.) Locomotive News NG15 and NG 4
- 2.) Cleaning Steam Shed
- 3.) Cleaning of Locomotives
- 4.) The Bus
- 5.) Dining Car 3'6"
- 6.) New passenger coach
- 7.) Gardening
- 8.) Outlook for Next week.



BSA RAIL TRIP TO GROOTDRAAI



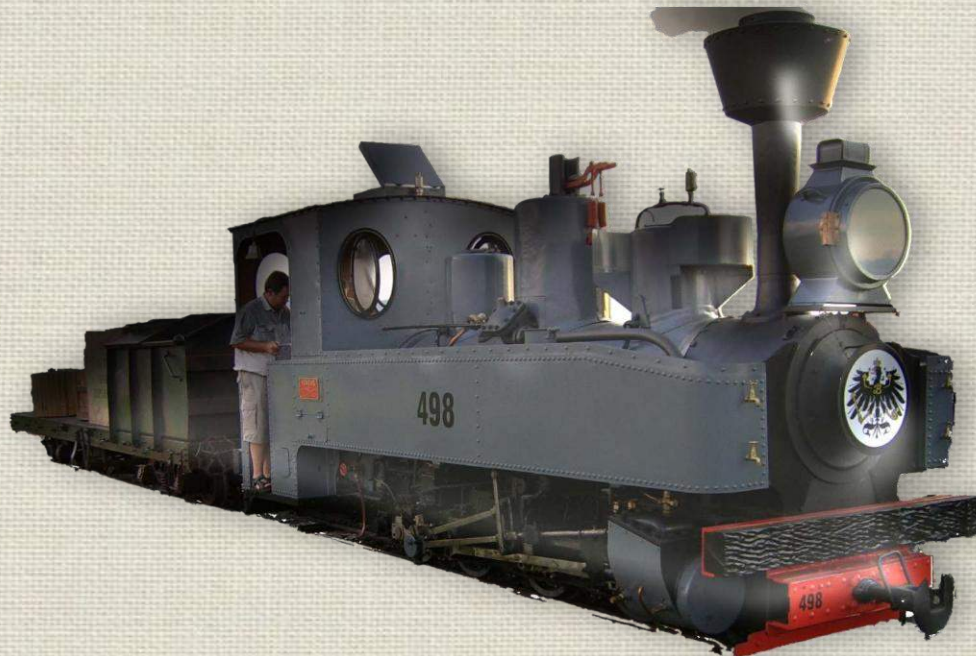
This week we had another trip with our world famous BSA railcar to the foothills Of the Majestic Maluti Mountains of the Eastern Free State



This time we had a walk further down closer to the cliff and from here we could view The river lands and the tree line following the Caledon River



LOCOMOTIVE NEWS



CLASS NG 15 Number 17

Our NG 15 Number 17 is due for more heavy repairs and the side and connecting rods
Are being removed and new bushes will be machined



While this is scheduled we decided to service all the boiler joints. This week the
Water gauges were removed as well as the regulator gland.



Signs of leaking gauge glasses is evident in the pictures.

First of all we removed the gauge glasses and then removed the steam, water and test Corks on the left and right side.



Below left: Gauge glasses removed



Below right: Steam port



All these corks were opened and old hardened asbestos packing were removed

This is the perfect time to inspect steam and water ports into the boiler and it is very important that these ports must be open and clean for accurate water level in the boiler. A blocked steam port is very dangerous, it will show more water in the boiler than there is. This is why it is important for crews to test steam and water ports before departure from the shed.



Below Left: Water port on the right side. A special tool will be made to clean the Mud out of these ports. Sometimes it is little things on a Steam Locomotive that Needs the most attention to ensure safe operations



Below: Gauge corks being stripped and old asbestos removed.



Removing the old hardened asbestos is quite a time consuming exercise and special Care taken not to damage these corks. All these corks are now soaked in Diesel to Loosen all the asbestos I could not get out with my needle.

Below Left: Removed water cork
Operating handle.



Below right: The left side gauge corks
Being removed



Below Left: The left side gauge glasses
Being removed.



Below Right: The left side steam port



Below: The left side water port.



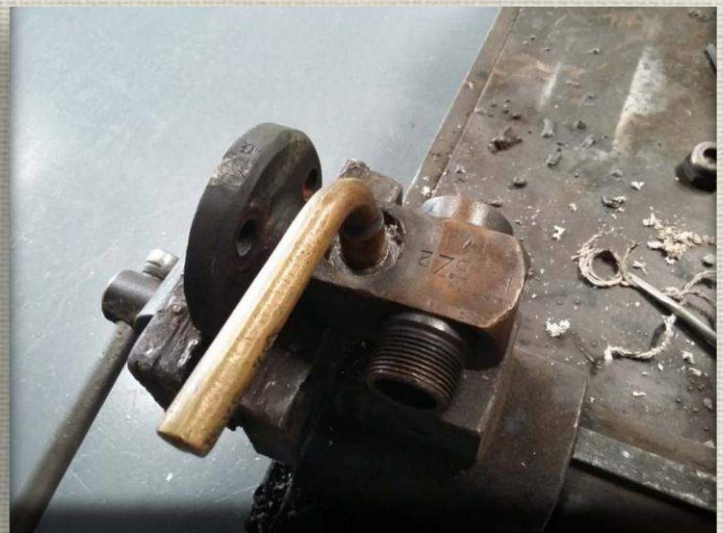
Below: All steam and water ports



Below Left: The regulator gland removed.
The old asbestos rope will be removed
And repacked with new asbestos rope.



Below: A steam cork being attended to.



Below: Old asbestos



Below: Gauge glass rubber being removed



Below: Test cork being stripped and asbestos removed.



Below left: Some more asbestos removed
And the pile of old hardened asbestos
Evident in the right side of the photo



Below: Left and right side steam, water
And test corks ready to be cleaned in
Diesel over the weekend



All 4 choke valves were removed from the NG 15 and was stripped to clean the Little choke valves inside but once I had stripped it I found that these valves are Due to retire. These valves are so important and if they are worn out it prevents the oil to Flow into the steam chest and cylinders while the regulator is open and will only feed Oil when the regulator is closed and then it is of no use, we need a constant oil feed To the front end when the regulator is open. Also oil leaks on the oil feed pipes are evident, And this is very serious, lack of oil to the front end will lead to valve and piston ring failure

The choke valves will be renewed and oil leaks repaired.



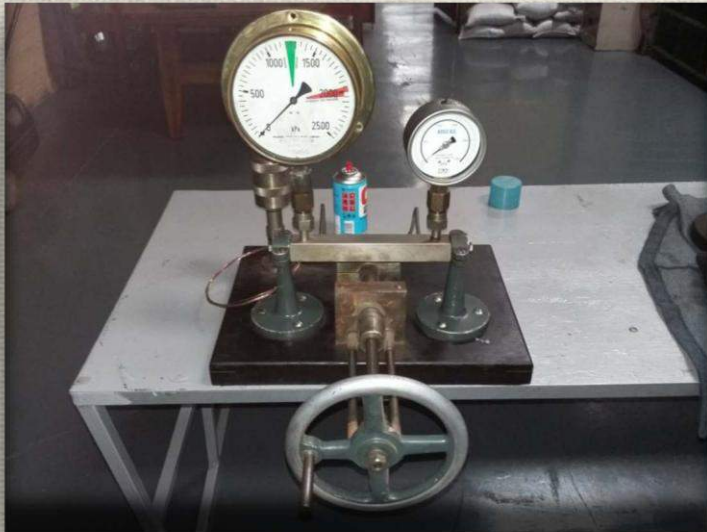
Below: The poor condition of the choke valves.



Both Steam gauges were removed as well and both calibrated, cleaned with brasso
And will be fitted back after our NG 15 is washed out.



Each gauge will receive a unique number and calibration results will be logged.



The steam gauges will be fitted back after washout and also will the steam pressure
Cutoff corks on the boilers be inspected and cleaned as part of our washout.

Below Left: Our Calibrator, what a
Fine piece of equipment that can do
Pressure and vacuum calibrations.

Below: The fine clockwork of a steam
Pressure gauge.



Below: The calibration of the Steam Gauges. The pressure calibrations is done every 100kpa and only by doing it this way it is possible to see that a slight difference at 100kpa Can result in a large difference at 1500 kpa. All these gauges were adjusted to be Correct at all readings.



Below: After calibration these gauges were cleaned with brasso and the glasses washed With soap.



Below: The Steam Pressure Gauge of our NG 4 was also removed and calibrated and cleaned



Our NG 4 is also due for some heavier repairs to bushes and will undergo the Same treatment as our NG 15.

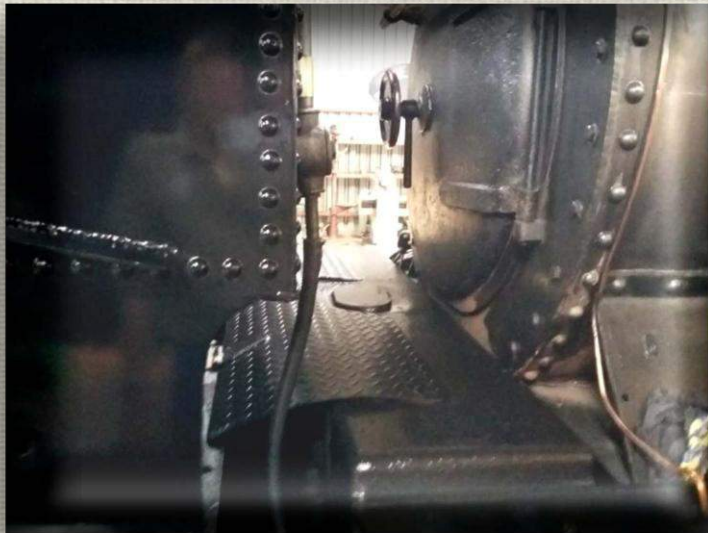
Below: The NG 4 Steam gauge after cleaning and calibration.



CLEANING OF LOCOMOTIVES



The cleaning of our locomotives is a ongoing task and nothing is clean till it is super Clean.



After all the major cleaning up of the Steam and Wagon Shed it was needed to clean our Locomotives Again. This time we attended to the smoke boxes and are treating the smoke boxes with a special mix Of graphite powder with valve oil. This prevents rust and also looks great



Below: The cleaning of NGG 16 number 113. Includes cleaning all brass and copper pipes



Below Right: The graphite effect of the smoke box of 113.

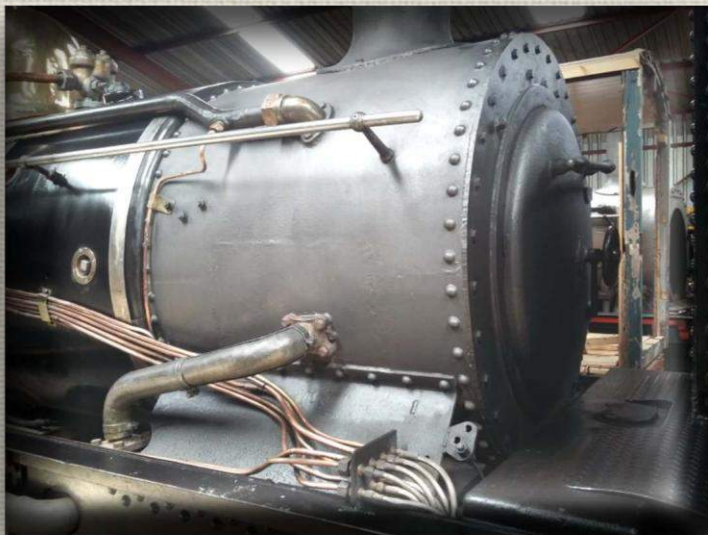


Below Left: The graphite effect of the smoke box of Number 88.



Below: Cleaning started on the Locos In the Wagon Shed.





Below Right: The Graphite Mix to the rescue!



On Monday Wouter will be back from leave and then we will be doing some shunting to Free up space in the Steam Shed. We then will shunt all 15M locomotives onto one line In the Steam Shed and we also will move some of the locomotives from the Wagon Shed To the Steam Shed.

CLEANING OF STEAM SHED



The cleaning and reorganizing of the Steam Shed is now almost completed, only a few More moves and this will be completed.



Our oil bay was moved to the back of the shed so that it can be out of the eye and Also will it be much easier to bring in new 220L drums of oil. We will also build a New oil drum stand which is a very good suggestion from Oom Lukas Nel.



Below left: The cupboards moved out Of the walking way after the oil bay was Moved.



Below Right: The setup of the oil bay In the back of the shed.



Below right: Signboard that were recovered will now be part of the display till we need them in Future.



LEYLAND BUS RESTORATION



This week Ben finished the restoration of his part on the Leyland Bus and the Bus Is now ready to be moved to the modern Workshops on sandstone Estates.



Below: Ben finishing the woodwork on the Floor of the Leyland Bus





Below: The final result of the Floor



DINING CAR RESTORATION



This week ben continued with the restoration of this exquisite Dining Car. He fitted new Shelves and made new tables.



Below Left: Ben is also repairing one of the pillars inside the Dining car.



Next week we want to vacuum and clean this coach inside. All the woodwork will Be treated with wood oil as well.