

AND



THROUGH THE SMOKE WE CAN SEE CLEARLY NOW!



Another perfect hectic week has passed in the Eastern Free State and even through a smoke screen of work we could see clearly our goal: Steam!

During this week we fast tracked the mechanical restoration of another 2 NG O Fruit wagons and in total we have 8 NGO wagons ready to be coupled on a box train consist. We finished

the cosmetic upgrading of the Dining car and two little Bess coaches. The XC water tanker was stenciled and side steps were welded onto the second XC wagon. All the Locomotive boilers were filled with water and we steam tested the NG 4 and old O&K locomotive number 4102 and did the repairs needed.



O&K NUMBER 4102

We wood fired the little O&K to test her running on wood. The test revealed that wood haven't the heat output same as coal but it is good enough to run it on wood. All the O&K repairs were done after steaming her.



A pure wood fire inside the hart of number 4102.



4102 covered her sister Locomotives with living steam!



Wouter filling the Barclay tender. All the Locomotive tenders were filled as well.

Just after 14H00 the little O&K was ready for her test run on wood.



The O&K leaving the shed at Hoekfontein.



A beautiful little locomotive on a perfect background.



More smoke when comparing coal to wood.

CLASS NG 4 NUMBER 16

The NG 4 Boiler mud hole covers were fitted back after it were removed for drying purposes and we then steamed to test her and discovered quite a lot of repair work to leaks on various parts on the locomotive. Luckily she was in steam and we could fix the leaks in steam and test it the same time. Both injectors failed but we discovered and repair the problems, she will be steamed again to test the injectors after the repair was done.



The mud hole covers on the boiler of the NG 4



A wood fire smoke just after we light her heart of fire.



The NG 4 gaining steam just outside Hoekfontein Steam shed.



Two sister locomotives showing their eager to steam again.



While the NG 4 was in steam we performed a list of tests to insure that she is okay, in the photo below we cleaned the lubricator by removing the valves and open the steam. All the blockages are blown out this way and it also cleans the bull eye glasses.



Both the piston and valve glands were blowing very bad.



While she was in steam we packed the valve and piston glands with graphite asbestos rope. We then tested the repairs done and all were 100% better.



Derrick busy removing the piston gland to repair the leak.



We hooked a load of locomotives to the NG 4 and tested the locomotive in front of the Hoekfontein Steam Shed.

At last she suffered from a non return valve problem on the right side injector. Derrick opened the valve and removed the hard little pieces of scale that prevented the clack to seat properly.



Derrick fitted a new gauge glass rubbers to the gauge columns that were leaking.



The left side non return valve was also opened and inspected



All the locomotives were shunted out in the sun and all the boilers were filled.



The little Decauville being filled.



Wouter greased all the roller bearings with white bearing grease.



NGG 16 number 153 boiler being filled with the 2 " pipe from the large centrifugal.



Double headed NGG 16's taking a breath in the sun while all their sister locomotives were shunted for Boiler refill.



The Decauville, Feldbahn and Fowler at a water meeting outside the Steam Shed.:-)



The NG 15 number 17 showing off with the new water tanker wagon.



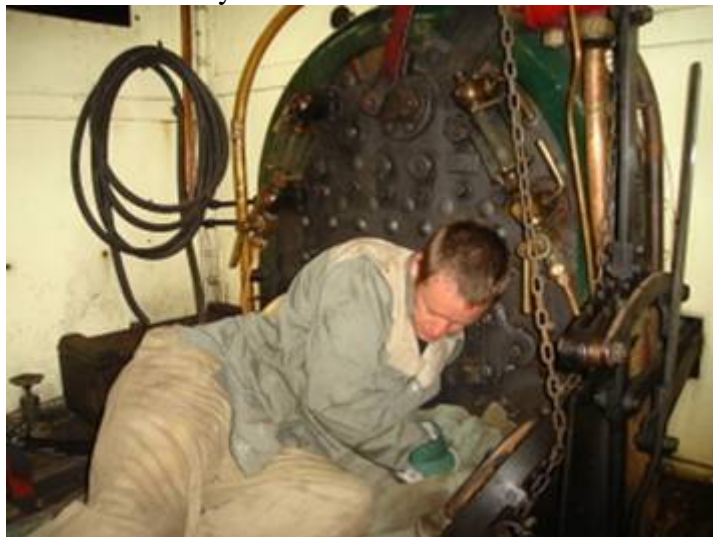
CLASS NG 6 number 106

The only locomotive that is not a free steamer is our NG 6 number 106. The problem is the flow of air through the firebars. Derrick removed the fire bars and made the space between the

fire bars bigger to allow that more oxygen can access the fire box from below. This also will ease the cleaning of the fire that usually was a big problem if the gap between the fire bars were too narrow.



Derrick busy to remove all the NG 6 fire bars.



The much wider gap between the fire bars after Derrick worked on it.



Packing the valve and piston glands on the new lawley number 97.

WAGON NEWS FROM THE SANDSTONE STEAM RAILWAY!

Another NG O arrived on the Farm last Thursday and both NG O wagons numbers 4048 and 3911 were shunted down to the shed where we fast tracked the mechanical restoration of both wagons.

The following was done to get them roadworthy:

- Vacuum overhaul
- New vacuum release valves
- New chamber and vacuum rubber hoses were fit.
- Brake blocks were fitted
- Brakes adjusted.
- Vacuum brake tested.
- Boxes packed with new soaked wool.



Wouter fixed both the NGO wagons and they are now ready to be coupled on a box train consist.



Number 3911 just after she was offloaded.



Number 3911 on the Inspection pit for mechanical restoration that was needed to get her roadworthy.



Wouter stripping the vacuum cylinder release valve to fit a new one.



A new overhauled release valve and good second hand piston rod was fitted.



The brake efficiency test was performed.



Number 4048 on the pit for restoration work needed.



To very good conditioned NG O wagons outside the Steam Shed.



The old axle box wool was removed and new wool soaked with oil was used to pack the boxes again after the bearings were fitted.



Two NG O wagons ready to roll!



Wouter fitting back the axle box covers of 4048.

3'6" COACHES

The cosmetic restoration of the 3'6" coaches is marching on and all the coaches are almost ready to be painted again.



TWO LITTLE BESS COACHES

Both our Little Bess coaches received a cosmetic upgrade this week. The wagons and bogeys were painted. The plate roofs were also painted black with visible yellow steps on the sides.



Victor painting the two little Bess coaches



XC WAGONS

The second XC wagon side steps were welded onto the second Xc this week and now only needs to be painted yellow.



The new made XC wagon steps.



THE WATER TANKER NUMBER 2196

We stenciled the new XC water tanker wagon this week " For loco use only" with the normal SAR and wagon numbers on.



The Stencilling





The stenciling of " for Loco use only"





All the oil can were cleaned this week and were stenciled V and E, V for valve oil only and E for engine oil only.



All the oil feeders were cleaned as well and ready for use.

Petrus bagged more than 100 bags of coal plus 80 bags of wood for the little locomotives this week.



Bagging wood and coal



Victor completely painted the admission block floors on the Men and Woman side so that it can look clean and fresh again.



THE RAILWAY LINE

Flint Constructions made good progress during the last week in the Direction of Vailima halt and Pandora Junction. Another 3 days in next week will all that is needed to have the Railway line in a very good condition again.



Flint near the Farm School at Vailima Halt



Jankie and his team aligning the curve at the Farm School.



A much better aligned curve near the horse shoe curve between Vailima and Vailima Halt.



The northern side of the horse shoe curve.



The perfect aligned S curves just further below the horse Shoe curve.



Flint climbing the last stretches towards Vailima Halt.



I did not have a chance to take photos on the section of line between Vailima Halt and Pandora Junction but Flint are also almost finish on this section of line too. The next will be the section between Hoekfontein North points and Mooihoek South Points and this will complete the work on the Railway line.

The ash pit beams in Hoekfontein were removed and the new beams were fitted. The rails were fitted back and the supports were welded. Len Hudson will now throw the new concrete blocks around the supports.



The old beams removed.



One of the old bended beams.



The rails being fitted back with the new beams in place.



Henk and Petrus securing the rails on the beams, now only needs the concrete blocks around the upright beams.



WEED SPRAYING

It was essential to spray the weeds on the Railway line for the last time this growing season.



The weeds were slowly crawling back.



The Wickham and the weed trolley near Mooihoek points.



Spraying the weeds in Mooihoek siding.



Spraying the weeds on the Pandora embankment.

CLASS NGG 16 NUMBER 88

The front Unit and the Boiler of 88 arrived on the Farm this week. The rear unit is on its way and will be offloaded today.



The front Unit of 88 arrived just as we were coming down with the weed train to Vailima.



Number 88 Unit being offloaded at Vailima Siding.



The Unit on its way to Hoekfontein Steam Sheds.



Shining brass cylinder covers.



The Hoekfontein Home Signal welcomed the return of number 88 as the first unit rolls into the Station.



On her way to the Steam Sheds.



Number 88 first Unit safe and sound in the Steam Shed at Hoekfontein.



The Boiler arrived yesterday and was offloaded at Vailima.



A shining number 88 just before we offloaded her at Vailima.



The low bed in line with the offloading tracks at Vailima.



A side view of number 88's boiler as she slowly crawls around the curves.

Everything not always works out so smooth and the rear bogey derailed because of the weight of the locomotive on the bogeys that really can't turn very much under the stress.



Fixing the dilemma in Pandora cutting.



Facing the challenge, a hour later she was back on track.



Number 88 on her way to Hoekfontein Station long after sun down.

OUTLOOK FOR NEXT WEEK!



- To offload the rear Unit of 88.
- To assemble 88
- To build a brick arch in 88
- To steam test number 88.
- To coal all the locomotives
- To pack valve and piston glands on locomotives.
- To steam test the NG 4 again.
- To shunt consists ready
- To clean Rolling stock.
- To paint 3'6" coaches
- To load consists.
- To clean all level crossings
- To fit new column socks.
- Wedding train on Saturday
- To finish ash pit repairs
- To finish repairs on railway line
- To fill all water columns
- Absa train tour next Saturday.

**STEAM GREETINGS
FROM THE STEAM TEAM!!!**