

FEB - APRIL 2010 SISONKE STIMELA GMAM PROGRESS REPORT No.6
(From the pen of Andy Anderson.)



Part of the full set of brand new super heater elements built by Benni Pieterse and Duys Engineering. (20 Feb 2010)



Some of the many element bolts with new sealing Washers ready for fitting of the elements to the boiler



You won't find GMAM fire bricks on the shelf at Checkers, so you have to make your own Mould and Bricks.



The Cab of the GMAM, 90% completed 06 Mar 2010.





12 MAR 2010. In steam & setting the safety valves after a successful hydraulic test





The last 3 coaches delivered ex Rovos Rail at Masons Mill 17 APR 2010. R to L Dinning Car, Full Lounge, Lounge / Observation



Observation end of 2nd Lounge Car



Saturday 06h10, 17 April 2010 Masons Mill shed. Preparing to depart to Creighton.



Passing through the improvised loco wash for wash down.



08h47 17 APR 2010 – Departing Masons Mill Yard for Creighton



09h32 - Between Edendale & Henley



11h16 - Departing Taylors after reversing the two front water bottles for the climb to Elandskop.



11h27 – Climbing towards Hemu Hemu



12h27 Hem Hemu – Attending to Auxiliary water tank hot box necessitating axle box bearing change.



12h48 – Having departed hemu Hemu 4074 blasts up the grade to Elandskop





13h13 – Coasting through Elandskop. Then it's down hill through Ohlangonek to N'qwadi and water!



13h45 – N'qwadi : note the recently re-instated water column originally from Winterton on the Estcourt – Bergville line.



14h03 – GMAM 4074 arrives at N’qwadi for a service stop. Marc Bouchier is seen busy helping the loco crew to “spot” the auxiliary water tank under the water column.



14h18 - For the first time since the 1970s, a GMAM replenishes her auxiliary water tank under a water column at N’qwadi!





16h16 and GMAM 4074 passes through Deepdale for the climb up to Voyazana (3 arches bridge), Sizanjana, Inglenook, Comrie, Donnybrook & Creighton.

Unfortunately beyond Deepdale we would not be in time to reach Voyazana due to the condition of the road out of Deepdale and the distance to travel. By the time we reached Comrie, the light was all but gone when the train came through.

Final arrival at Creighton was around **19h20 Saturday 17 April 2010**. End of a great journey from rebuild to Delivery in 10.5 months!



SEE YOU IN NO. 7 (Part 2)

