

Hi guys

Before and after pics of 454. We just painted the boiler and smokebox, rest OK.





Above 6 Class 473 before and after. We did complete boiler, cab and tender, looks pretty smart now. The smoke box front and smokebox door are missing, we have a door, pin and mountings, will need to fabricate a new smokebox front. With all these we haven't done below the running plate or inside the cab as there is a lot of grease around and we don't have sufficient water supply for a pressure washer.









Three pics above are of the Wardale modified 19D, We've done one side and top of the tender, a long job as there is a lot of flaking paint and surface rust. We'll carry on and finish the repainting as this is a well known loco and it will be good to show it off properly.





Pics above are of the jacks, which have a 50 ton capacity and 14" lift, and the North British tank jacked up. I had hoped that we could rerail the front bogie but it doesn't want to know. If you get the front bogie wheels on the rear ones derail and vice versa. As it's going out by crane I intend to leave it where it is and lift it from where it stands.

I've been thinking that once we have got a few items looking better we could have an Open Day one Saturday at the site. Obviously there won't be anything working which will limit the interest but we will be able to show that SANRASM is going ahead. Once the Wardale is finished first impressions of the site will be good as everything in first view will be painted or tarpaulined up.

We are finding that all paints are not equal. Bitumous Aluminium paint is best from Builders Warehouse, Red Oxide from Witpoortjie Hardware and QD Gloss Black from DIY Depot. These vary in price but provide the best value in terms of covering power. Work is much easier now we can use power tools fed from the generator. We are storing materials in the 'shop' it having been vacated by the scrap contractors staff and we changed the locks as a precaution.

Rovos Rail collected some bogies during the week, and FOTR's hired truck arrived about 7am on Saturday morning when things were pretty wet. They loaded some machines, a couple of compressors, the drop pit jack and other bits and pieces. The track, a large lathe, and fire bricks still need to be collected. I'll arrange with Mogale Gold to use their crane to load the large lathe.

We didn't have use of the crane on Tuesday as it blew its clutch hydraulics on start up on Tuesday morning. I'll reschedule it for later. Then we'll move all the small and medium stuff using a hired 8 ton truck. This is probably going to be after house to keep trucks costs down



Once this is done major things to move will be the container, EE shunter and Grafton steam crane, finally the track. I've had a chat with Eddie from Santana Cranes and they can provide a crane for about R 40 000. We will have to remove a large tree stump and grade the area flat so that rails are flush with the surface. So we'll have to pay for the TLB work plus hire of a Transcor lowbed for R 9500 per day. My plan is to ask Eskom if we can use their crane when it comes to load the fireless for Umgeni Steam Railway in Pietermaritzburg. Even if we go halves on it there will still be a considerable saving in crane costs. We haven't been able to do this with previous loco removals as the crane has had to go to Rosherville to unload the locos collected from SANRASM. With the fireless it will have finished its work so we should have time to use it to load at North site and unload at South site.

There have been some resignations and dismissals amongst the security guards, there are now none left from the time we started on the project! There have been some more things that have disappeared but I'm sure the culprits have now gone.

I've saved this in Word as well as a pdf, let me know which you prefer/need.

