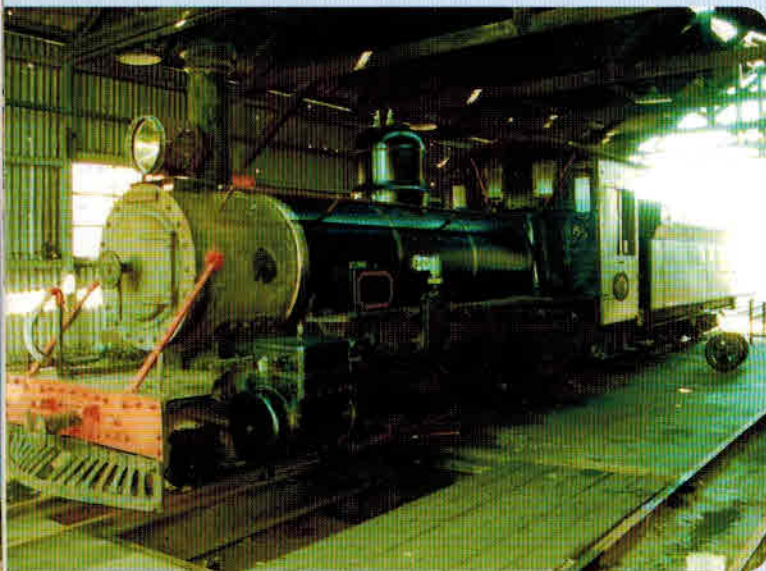
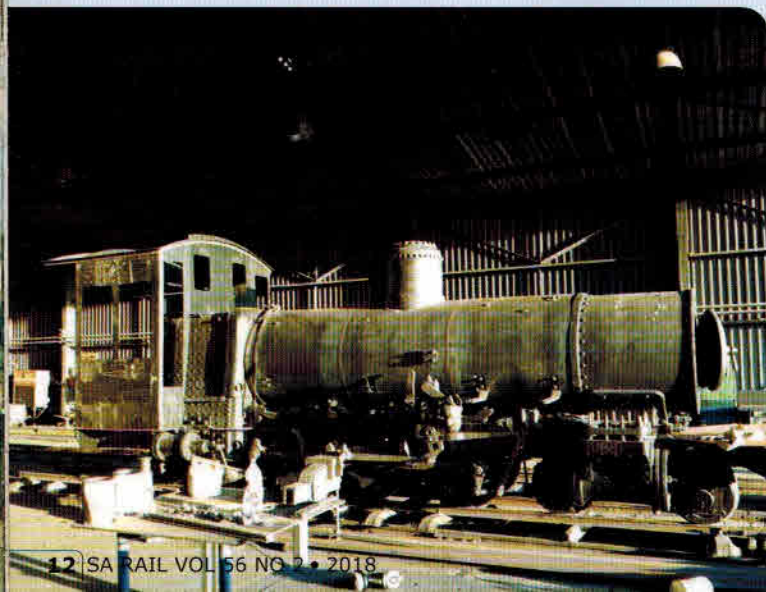


Sandstone NG10 Restoration Report



Narrow gauge Pacific NG10 No. 61 is being rebuilt for the 2019 extravaganza on the farm – here No. 61 is pictured at Humewood Road, Port Elizabeth in 2002 and a progress photo at Bloemfontein Shops in 2018. Photographs: D Green & L Nel



The sole surviving Class NG10 narrow gauge Pacific locomotive has been in the Sandstone collection for a number of years, and is envisaged as being the star loco in the Stars 219 extravaganza in April next year.

One of only four ex-SAR narrow gauge tender locos (along with the two "Lawleys" and the NG15 in the collection), NG10 No. 61 has a tractive effort of 12 302lbs – compared with the Lawley BR7 at 3 000lbs and an NGG16 at 18 850lbs – which makes it a very useful locomotive.

During World War 1, the Avontuur line suffered a shortage of motive power and, due to the war effort, no British builder could supply the locomotive requirements of the line – Baldwin therefore supplied two classes of locomotive. The NG9 Class was a 4-6-0, while the NG10 was a 4-6-2. Baldwin was not a stranger to the South African narrow-gauge railways, having supplied three locomotives in 1902 with a further one in 1911. These are generally referred to as Class NG7 and were of 2-6-0 wheel arrangement. Unlike the NG9 (which had a tendency to derail at over 10mph in reverse), the NG10 (with its rear pony truck) was much more stable in reverse, and could operate at a higher speed making its usage much more flexible.

No. 61 was at Humewood Depot before withdrawal. Having been exhibited at the Narrow Gauge Museum at Humewood Road, after the Museum's closure, No. 61 was finally moved to the Humewood Road diesel depot. Some 40 years in the corrosive sea air had a bad effect on the *Pacific*. To prevent further deterioration, the locomotive was moved to Sandstone's facility at Bloemfontein in 2006, where it was stripped for assessment. Initially, the boiler was seemingly beyond repair, but further examination revealed that it could be rebuilt, and in August 2016 the boiler was sent to Keith Stevens' facility in Howick for just that.

The Class NG10s were typically American in appearance, even to having the number on the smokebox door, although the sand dome was moved to the conventional British position as sand boxes on the running plate. They also had a huge cab, which found favour with the engine-men of the day. In the previous Baldwin locos the firebox and ash pan was kept clear of the rear driving wheels and extended almost to the tender draw bar, positioning the driver and fireman on either side of it.

Five locomotives were delivered in 1916 – numbered 61 to 65, No 61 being Baldwin Works No. 42633. Put to work as bankers on the Loerie Bank and Patensie Branch, the class survived until 1962. No. 61 is a significant part of South Africa's narrow-gauge history, and its return to the rails in 2019 will be another milestone in Sandstone's preservation achievements.

At the time of this report being compiled, the boiler cladding had been completed and fabrication of the cab floor and running plates was underway. The new cab frame has also been placed in position. Production of No. 61's number plates has been set in motion, together with the Baldwin works plates and the unique smokebox number plate originally fitted to this class in true American fashion.