

## **1). FROM THE EDITOR**

On the 17th October, Reefsteamers held its end of year function at the Ekudeni Lodge in Muldersdrift. This was a get together of 90 or so Reefsteamers members and their spouses/partners. The event was held so the Reefsteamers board could say 'thanks' for all the effort and hard work that was put in during the year. The Reefsteamers board also presented a few awards to those whose dedication was particularly appreciated.

Muldersdrift is a long way from Germiston, so two busses were hired from Shongololo Express to bring the members from that area to the venue. Of course it rained and the busses got lost, but the Bulls won the Currie Cup, so nobody minded.

Entertainment was provided by the George Faber Band, where we had our very own Piet Labuschagne on the drums.

The evening started off with presentation of awards and then came the food, to be followed up with dancing to the band's music.

### **Awards :**

Our dear chairman, Elize Lubbe, compeered the evening and the awards were made as follows.



Andrew King accepts a gift.



Attie de Necker accepts the Vice-Chairman's Award.

The Chairman's award went to Andrew King for his dedication in keeping all the locomotives and rolling stock in great working condition and also to Leslie (Les) Smith for marketing and selling our trains. Without Les there would be no trains and thus, no Reefsteamers. Well done, guys!

The Vice Chairman's award, from Shaun Ackerman, went to Attie de Necker for his commitment to supervising the depot site every day of the year as well as acting as a driver in both the depot and on the road, and not forgetting his role as train manager. During his idle time, he is a font of information for the youngsters about how locomotives should be handled well and safely, as well as hilarious stories of the old days on the SAR.

The Best Staff Performer 2009 award went to Saki Kekana for his unceasing cheerfulness, his hard work in doing any job around the depot from firing, driving the Hunslet Taylor shunter, chopping firewood, polishing the locomotives and any other job one can think of. We are all most grateful.



Leslie Smith accepts his Chairman's Award.



Chairman Elize Lubbe accepts her bouquet.



### **Driver Trophies**

Trophies were handed out for Drivers for fantastic effort and another safe year.

Shaun Ackerman  
Coen Pretorius

Attie de Necker  
Piet Mollentze

Frans van Dyk  
Chris Saayman

For Fireman to say 'Well done in keeping the coal trimmed for another year.'

Andre van Dyk  
Dawie Viljoen

Johann Breytenbach  
Michael Thiel

Saki Kekana

It was then the turn of our Chairman to be presented with flowers and chocolates to say thanks for a wonderful year of leadership and friendship. We would never be the premier steam club that we are without her.

After a short break for those smokers to have a nicotine shot we went for a very nice buffet of braai-ed meat and all the salads imaginable, then it was down to the serious matter of the evening, chatting, dancing and drinking. I know working with trains is thirsty work and it showed with the bar bill at the end.

Your editor does not know when it ended as he went home at 11pm but a great time was had by one and all.

Thanks from the members to the board for organizing the function.

(All function photos provided by Diana Sanderson.)

### **2). DEPOT REPORT :**

We have a new resident at the depot, a Thick Knee (Dikkop) is nesting just along our fence. Attie is keeping an eye on the nest to see when the chicks hatch.

Below are some images of the nest and eggs from Diana Sanderson.



### **3). MOTIVE POWER REPORT :**

Class 25NC No.3472 'Elize' passed her boiler test with flying colours at the end of October. The locomotive was then used on the Magaliesburg train on the 7th November, which it handled with only minor problems (slight steam leaks) and is being cleaned up for use on the Cherry Festival Train. (At the time of writing.)

Class 12AR No.1535 'Susan' continues to be her usual reliable and economical self with just the injectors needing some attention. This has been a perennial problem and Andrew King is doing some research as to what are the correct settings of the cones that combine the steam and water to force the water into the boiler.

Class 15F No.3046 now looks like an almost complete locomotive. Most of the external pipes are in place and the cab is complete, apart from the brake ejector, which Piet has under overhaul in his work shop. The smoke box needs to be reassembled and the tender still needs to be rejoined to the engine.

Sandstone Estate's GMAM Garratt No.4079 'Lyndie Lou' is being worked on so a hydraulic and steam test can be done - so she can get her next three-year boiler certificate. It is hoped to have this impressive locomotive running for the New Year's Train to Magaliesburg.

#### **4). OFF-LOADING ELGIN VALLEY RAILWAY CLASS 19A NO.691**

On Saturday 14 November 2009 several Reefsteamers members off loaded Class 19A No.691 from low bed trucks and then shunted her from the off loading point near the Transnet Germiston Diesel depot next to our yard for storage. (It is opposite us across the goods lines.) The locomotive was transported from Umgala Colliery mine in the Utrecht area to Germiston by Transcor low bed trucks. The locomotive is destined eventually for use on the Elgin Valley Railway in the Cape. She is currently stored in our depot, but hopefully she will be restored to full operating condition in the future. Another job well done by Reefsteamers.

No 691 was built in 1929 by the Swiss Locomotive Works and was one of an order for 36. The 19A differed from the 19 Classes subsequent to this batch (Classes 19B,19C & 19D) by having smaller driving wheels of 4ft 3in diameter as opposed to 4ft 6in of the other Class 19 series. The original 19A also has a smaller boiler to give it a lighter axle load so it could operate on lightly laid branch lines. During the Watson regime of the 1930s a number of the 19As were re-boilered with a standard no 1A boiler which increased the weight of the locomotive, but not its power. However 691 still has the original boiler.



An open fronted Class 19A No.691 arriving on a Transcor low bed.



Starting the very careful descent off the low bed.





Safely back on the rails again.



Being towed into our yard by our Class 12AR No.1535 'Susan.'  
The locomotive is still on the RS siding, and would eventually be pushed into the coach yard after a switchback move to the unelectrified headshunt.



Safe in her new home.

## 5). TRIPS

The trips for the rest of the year are

- Saturday the 28th of November 2009. SANRASM train.
- Sunday the 29th of November 2009. SANRASM train.
- Saturday the 5th of December 2009. Reefsteamers train.



- Sunday the 6th of December 2009. SANRASM train
- Saturday the 12th of December 2009. Reefsteamers trip to Magaliesburg.
- Sunday the 13 of December 2009. Private charter for the Crescent Haven orphanage.
- Wednesday the 16th of December 2009. SANRASM train.
- Saturday the 19th of December 2009. Private charter for the West Rand Christian care.
- Thursday 31/12/2009 to Friday 01/01/2010. New Year's Eve Dinner/Dance train to Magaliesburg. (Overnights at Magaliesburg)

From a marketing point of view things are running smoothly, as all our remaining day trips to Magaliesburg are fully booked. There is still plenty of room however on our New Year's Dinner/Dance train, if any members are interested in joining us. (Sorry freebees do not apply to this trip.

Kind regards, Les.

## **6). ROLLING STOCK REPORT**

Much work was done on our set of sleeper coaches in the last month. They were totally checked for operation of all facilities such as showers and toilets, etc, and Fred Sewell converted 3 of the coaches that were still 24 volts to the more reliable and convenient 220 volts. The passageways of a number of coaches were repainted from the rather off salmon-pate pink to a more neutral light creamy green. The power car was finally finished off (just some flooring to be done) with all the doors being fitted to the compartments and Diana sealing the shower, a hot job on a hot day.

## **7). NOTICES FROM THE BOARD :**

Reefsteamers is currently experiencing problems with the 'Freebie' Rides policy as well as the Train Crew Rostering. Please read this carefully and address all queries ONLY to Chairman Elize Lubbe. These can both be emotive issues and we don't want people's feelings to get hurt or to be embarrassed because they didn't know the rules. You all form part of a very special family and play an important role in our organization. Help us to make Reefsteamers an even better organization.

### **FREEBIE RIDES – Problem :**

It has once again come to our attention that some Reefsteamers Members are making make use of "freebees" (free rides) on our Reefsteamers or Corporate trains, without requesting the necessary authorization to board the train.

Not only is it an embarrassment and unprofessional, but this is against our club policy.

This is not a new rule – the club policy concerning 'Freebie' rides is clearly posted within the club canteen area and has been for quite some time.

### **PASSENGER LIST REQUIREMENTS :**

The crux of the problem is not just the obvious one of lack of space, and 'Freebie' passengers taking up seats that paying passengers can use. The potentially more serious issue is that Reefsteamers Members and their families or friends just casually boarding the train for a free ride are not entered onto the Passenger List. The Passenger List must be pre-filled and filed with the Rail Safety Regulator (RSR). This is a legal requirement with the RSR and they reserve the right to inspect our train at any time for compliance. The Passenger List is just one of the many legally mandated documents that are carried on board each and every train that we run.

In the event of an accident, fire or a criminal incident, emergency rescue teams or police will not be aware that extra people were on board and thus un-listed injured people may not receive timeous emergency medical care or rescue. There are also insurance implications too, not only for us, but your own insurance may decline payment if you were not authorized to be on board the train in the first place.

### **FREEBIE RIDES – Rulings :**

With immediate effect the following rules will apply to ALL trains leaving the depot:



- 1) No 'freebie' ride for any member will be allowed when Reefsteamers runs a charter train or a SANRASM train. (This is actually an existing rule.)
- 2) You may only request a 'Freebie' ride on a Reefsteamers marketed and booked DAY-TRIP train. (These are indicated as such on our schedules and on the website.)
- 3) If you don't form part of the crew, then only one 'freebie' ticket per member (family) will be issued by Les Smith with prior authorization. The authorization is also dependent upon your involvement in the club as the space availability is very limited in the power van, which is our crew coach for day-trips.
- 4) Only one 'Freebie' ride per quarter is permitted per Reefsteamers member.
- 5) Only Leslie (Les) Smith can authorize a Freebie Ride.  
Do not ask the Train Manager, Safety Officer, Crew Members, Board Members or anyone else.
- 6) Les Smith reserves the right to decline permission for a 'freebie' train ride for whatever reason and without prior prejudice or favour.

**TRAIN CREW ROSTERING – Problem :**

Aidan McCarthy is now rostering the footplate and technical crews, while Elize Lubbe rosters the coaching staff. In the past we have a problem in that Train Crew are not responding to requests for duty, whether by email or SMS. Not only is this very rude – it means we are uncertain how many Train Crew we have on duty on a particular day. However, should a Reefsteamers Member not respond to a Train Crew duty request, but turns up for duty anyway, there is STILL a problem as their names are not entered into the Passenger Lists as crews and they are classified as unauthorized passengers.

If you have written the necessary examinations you will receive a certificate issued by our Safety Director Coen Pretorius, and your names will be entered into the Reefsteamers Skills Register. These examinations are open to all Reefsteamers Members. Being a certified Train Crew member means that you will occasionally be requested to assist in your stipulated duty on a particular trip.

**COACH CREW ROSTERING – Ruling :**

Depending on the communications facilities that you have available, you will either receive an SMS or email notification requesting your services, sent well in advance by Elize Lubbe for the coaching staff and by Aidan McCarthy for the footplate and technical crews. The least you can do as a Reefsteamers Member is to respond and confirm that you will be available to assist on the trains or not. Aidan will not individually phone each person to request your assistance!

- 1) Please respond to a duty request by accepting or declining the duty request. It doesn't have to be a long communication and we at Reefsteamers understand that you may have other commitments on that particular day. We are volunteers after all !
- 2) Elize Lubbe then passes the names of the confirmed Train Crews to Les Smith (Marketing Manager) for inclusion on the Passenger List. Aidan McCarthy does the same for the technical people.
- 3) This Passenger List gets handed to the Train Manager rostered for that trip and is also forwarded to the Rail Safety Regulator (RSR) prior to a trip. The RSR has the right to inspect our trains at any given time so we MUST COMPLY!
- 4) As Train Crew, if you do not respond to a duty request but still arrive for duty, you will not be allowed to board the train as you will not be on the Passenger List.
- 5) Do not notify the Train Manager or anyone else that you will report for duty, but only notify Elize if you are a coach staff member, or Aidan McCarthy if you are footplate crew or support staff. (Including general service crew.)
- 6) To be rostered for duties on the trains, please contact Aidan or Elize if they do not already communicate with you for duties:
- 7) Contact Aidan at [logistics@reefsteamers.co.za](mailto:logistics@reefsteamers.co.za) or SMS at 082 804-3173. (Footplate and Technical.)
- 8) Contact Elize at [chairman@reefsteamers.co.za](mailto:chairman@reefsteamers.co.za) or SMS at 082 745 9078. (Coach Staff.)

The Board of Reefsteamers trust that you will comply and respect the above rules and we thank you for your co-operation and understanding.



## **8). MEMBERS FOOTPLATE :**

Question : What do Reefsteamers members do on their days off?

Answer : They play trains!

Here are some of the board and members with their live steam models at the Rand Society of Model Engineers at the Florida running track one Sunday in October, when there were no Magaliesburg trains running.



Mighty mini-steam power – a quadruple header thunders through the Florida Landscape!  
Drivers from front to rear : Lee Gates, Michael Thiel, Andrew King, Shaun Ackerman.  
Passengers - Aidan McCarthy and Luca Lategan.

Shaun Ackerman writes :

*A few of us guys and girls at Reefsteamers have another interest in steam, just in the scale miniature live steam form! On the odd occasion when we can find a gap in our busy Reefsteamers schedule, we spend the day out at the Rand Society of Model Engineers located in Florida, and we run the scale live steam models owned and built by the Ackerman family. Lee Gates, the Reefsteamers Secretary, recently bought an SAR Class 10BR model from a lady whose doctor husband had passed away a year ago. The irony was that he had purchased the class 10BR from Patrick and Shaun Ackerman's late grandfather who built the loco more than 22 years ago! This was just one of more than seventeen (17) scale steam and electric models Pat Ackerman (snr) built in his 45 years in the hobby. His grandsons, Patrick and Shaun were ecstatic when Lee purchased the locomotive back from the lady and it was reunited with the Ackerman family.*



Front row left to right : Lee Gates, Patrick Ackerman Jnr, Aidan McCarthy, Shaun Ackerman, Pat Ackerman.  
2<sup>nd</sup> Row left to right : James Thomson, Diana Sanderson, Luca Lategan, Andrew King, Michael Thiel, Cathy Ackerman.

*Sunday the 1st November 2009, the 1 year anniversary of their late grandfather's passing, saw Patrick and Shaun take down three of the four live steam models that they still have, all built by Pat Ackerman. (snr) The locomotives in question in the lineup (Pictured above) are from left to right, the Class 10BR with Lee Gates the new owner, second in line a freelance class "springbok" with Patrick (The model is based on a British Railways class B1), third in line is a very unique American narrow gauge logging "Shay" locomotive with Shaun and fourth in line stands a British Railways Class 7P (Britannica) with Pat Ackerman, Patrick and Shaun's father, son of the late Pat Ackerman. (snr)*

*All of the locomotives were built by Pat Ackerman (snr) and spent the day running together with the Ackerman Family, Lee Gates and a number of keen Reefsteamers supporters. A fun day was had by all and the Reefsteamers team enjoyed the opportunity to drive live steam model locomotives.*



Engines from left to right, SAR Class 10BR No.750 'The Empress', British Railways Class 7P (Britannia) No.70005 'John Milton', Semi-freelanced Springbok (based on British Railways Class B1) No.700 'Maria', Two Truck Narrow Gauge Shay No.1.

All photos provided by Diana Sanderson.

#### **9). APPEALS :**

See attached document for details of our appeal for funds to restore the 15F 3052 and 15CA 2056.

#### **10). NAMING OF CLASS 15F NO.3046**

To clarify the statement in last month's Waybill regarding the naming of 15F 3046.

When the locomotive was first being worked on in the early 90s, research was done on her history and it was discovered that Class 15F No.3046 was one of the locomotives that hauled the royal train in 1947. This train had on board the then Princess Elizabeth, now HRH Queen Elizabeth of England.

A poll was taken of the members at that time and it was voted that the locomotive should be named 'Elizabeth' and if permission was granted by the Royal Family, it would carry the Royal Coat of Arms.

However, that was many years ago, and the committee and membership of Reefsteamers has since changed and it is thought that the locomotive could be given another name.

So, paid and registered Reefsteamers Members are invited to give their opinions on this and suggest alternative name(s). Should other names be proposed, a proper poll of members will be taken to determine the most popular and suitable name

Please put your suggestions to the club secretary by e-mail (see the end of this newsletter) or leave a note in the clubhouse at the depot.

#### **11). PERSONAL NEWS :**

##### **Birthdays :**

November is a big month for birthdays of Reefsteamers members.

On the 4th it was Joey de Beer, on the 16th it was Stewart Currie, Hennie van der Merwe and Pieter Labuschagne, on the 17th it was Fred Sewell, on the 20th it was Elize Lubbe and on the 21st it was Clifford Mathee.

##### **Rotary Association Presentations :**

Our chairman made a presentation on Reefsteamers and what they do to the Boksburg Rotary Association on the 26th of last month and a lot of interest was generated and the club will make a booking for a future trip.

From this presentation, Elize Lubbe has received an invitation to give a similar presentation to Benoni Rotary Association.



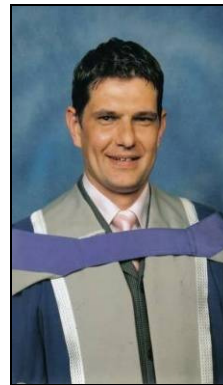
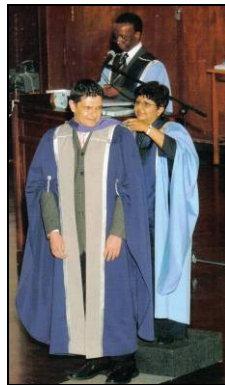


### **Wedding Bells :**

Pieter Labuschagne has got engaged to Joyce, the wedding will be on the closest date to the 14th February next year and as 15F 3046 will be complete by then Joyce will be taken around the balloon on the footplate. Attie you had better make sure the coal is well damped down as we are sure the bride wants a white not a coal black wedding.

### **Congrats**

The board and members of Reefsteamers would like to congratulate Coen Pretorius' son Rian on his graduation as a trauma Specialist. The graduation ceremony is pictured below.



### **The Cherry Festival :**

In recent years Reefsteamers has completed 6 trips to Ficksburg. The one over the weekend of the 21st November is number 7.

The train was a roaring success! Everybody went home happy.

Though the train ran late due to operational requirements, nobody was concerned and heaped compliments on the crew and the management for the quality of the train and the enjoyment of the journey.

We were delayed for several hours at Bethlehem on the outward journey due to a diesel hauled train failing in the section ahead of us. So, unfortunately, the anticipated steam hauled section from Bethlehem to Ficksburg was run in total darkness and in pouring rain, eventually arriving in Ficksburg at 22H00. Our Chairlady organized a super meal of curry & rice to feed our hungry passengers at Bethlehem station, knowing that we would only arrive at Ficksburg after everything had closed down in town.

The weather on Saturday was far kinder, and all of our passengers enjoyed visiting the Cherry Festival show grounds.

The return journey on Sunday morning commenced at 04H00. We did have a slight problem with binding brakes on our DZ coal wagon – the friction-warmed wheel triggered a line-side hot box detector and we were 'pulled over' before any damage was done. With a little bit of Reefsteamers magic we were on the move again after about another hour's delay. As we neared home, we passed our 'Comments' book around to our passengers and got only positive comments; with many expressing a desire to join us again on next year's Cherry Festival train.

It is to be noted that both locomotives performed very well.

The board of Reefsteamers would like to thank Transnet for their cooperation in providing the authority, haulage and pilots that made this trip possible and bringing pleasure to so many people.

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