



Reefsteamers Newsflash - Boiler Testing

Hi Everyone,

Happy Friday – the nice end of the work week. I trust we'll see lots of people at the depot tomorrow!

I am just about to send out the first half of the Cherry Festival Report – keep 10MB free in your inbox. (I know ... ouch!) The report is 40 pages with 194 photos but will be sent in four parts ! Maybe I should write a book sometime, as the Empress Justyna, 'Nomi and a few others keep hinting at. J

NOW FOR THE NEWS FLASH

Engineering Manager Andrew King reports that a triple boiler testing session was held at the Reefsteamers Depot yesterday.

BOILER HYDRAULIC TEST - CLASS 15F No. 3046 :

The Class 15F Locomotive No.3046 'No name yet' has passed her hydraulic boiler test. She now needs to undergo a full internal and external visual check. After this, she will have her baffles and spark arrestor gear re-fitted and the smoke box closed up, as well as finishing work in the firebox including rebuilding the fire arch. Then she can be tested under steam.

BOILER HYDRAULIC TEST - GMAM GARRATT No.4079 :

Sandstone Estates' GMAM Garratt No.4079 'Lyndie Lou' did not pass the test, unfortunately. While the boiler held the required test pressure and is in good shape, some small cracks were found on the tube end-beads within the firebox. The Hydro test will only be signed off by the inspector once he has inspected the repairs made to those tube beads.

BOILER VISUAL ASSESSMENT - CLASS 12R No.1947 :

The recently stripped-down Class 12R No.1947 'Rosie' underwent a visual inspection as a feasibility study for restoration. The boiler checked out fine, including the boiler shell which had some surface corrosion from years of damp boiler insulation under the cladding. However, the firebox inner walls are suspect in some areas and a thickness test needs to be conducted. This bombed out looking locomotive will be an excellent subject for restoration as her motion is complete and apart from some surface damage to the crank pins (from being moved with poorly lubricated rods) she

has little free play in the motion. The wheels are in good shape and most of the boiler fittings are available ex-stock.

NAMING OF CLASS 15f No.3046 :

Having just spoken to Andrew King – we are issuing a ‘last call’ for suggested names for the Class 15F No.3046. When the locomotive was first taken into Reefsteamers’ care and the hulk rebuilt, it was decided then to call the locomotive ‘Elizabeth.’ This is in honour of HRH Queen Elizabeth of England. This locomotive hauled the royal train in 1947, before HRH Queen Elizabeth took the throne and her title was then Princess Elizabeth. If we name the locomotive such, we will also make a formal application to have permission granted to have the locomotive permanently bear the British Royal Arms.

This naming suggestion caused some objection amongst a few club members a few months ago. Upon consultation amongst the Board of Directors, suggestions for a new name were invited via the Reefsteamers Waybill newsletter. Since then, literally only two suggestions have come in and one was confirmation for the name ‘Elizabeth’ anyway. So unless practical suggestions for naming the Class 15F No.3046 locomotive are forthcoming, she will be named ‘Elizabeth’ when she is recommissioned into service.

I will nail my colours to the mast and publically vote for ‘Elizabeth.’ I believe this is a valid choice based on the fact that this is a unique part of the locomotive’s history that needs to be preserved and presented.

Regards to all

- by Lee D. Gates -

On behalf of Reefsteamers Association – March 2010.