



Waybill No 9 Reefsteamers Newsletter April 2010

Message from our Chairman

Dear fellow Reefsteamers,

Firstly, I wish to congratulate the new Board of Directors for 2010 elected at the AGM on Saturday 17 April 2010 –

Chairman – Lex Wehmeyer
Vice-Chairman – Elize Lubbe
Secretary / Logistics– Dennis Edgar
Finances – Andre van Dyk
Marketing –Les Smith
Engineering – Stewart Currie
Safety – Coen Pretorius

The following members have been co-opted –

Alet Lubbe – Finances
Andrew King – Engineering
John Wiggell – Training in conjunction with Coen Pretorius

I would like to make use of this opportunity to specially thank Elize Lubbe for the excellent work done as Chairman over the past few years. Although Elize was undoubtedly in line to be re-elected as Chairman, she asked not to be considered for this year as she would like to have a break. Elize will represent Reefsteamers at HRASA and also fulfil other duties. Elize, you are a star and your input into Reefsteamers is invaluable. Thank you very much.

Reefsteamers has gone through a tough patch and inter relationships between members were not as it should have been.

My plea to every member is let bygones be bygones. Let us forget the bad happenings of the past and reach out to each other, taking hands and make Reefsteamers the leading Steam club in the world. We have all joined Reefsteamers for one purpose only –and that is to ensure that steam will survive and our children and grand children will have the privilege to also become members of such a prestige club as Reefsteamers.

I would like to see monthly club meetings where all the members can be updated on the activities of the Board, to share new ideas, to socialize and in general have good fellowship.

I invite any member to feel free to discuss problems or new suggestions or anything that is of a concern to you, with me – you have my undertaking that if you confide in me, it will remain between us.

The only way to build good relations between us is if we trust each other, never gossip about a fellow member. I will most definitely not tolerate gossiping between members. There is no time or place in Reefsteamers for personal prejudices and conflicts.

Please, trust your Board and trust each other. We are all adults with one joint purpose and that is to see Reefsteamers flourish.

Let us set an example so that the outside world can look up to Reefsteamers as the leading steam heritage club in the world.

From my side, I pledge my undivided attention to Reefsteamers during my year as chairman. There are very capable members serving on the Board and I feel honoured to serve Reefsteamers with this great team of steam enthusiasts.

Let us all focus on why we are all here - our rail heritage and what an honourable goal it is!!!
But make no mistake, we are facing difficult times. Therefore, working together as a team is imperative so that we can overcome the hurdles and prove our bona fides to the outside world.

The way forward is not an easy one but that is why we have each other.

I am proud to be part of you.

Yours in steam,

Lex Wehmeyer

Chairman – Reefsteamers Association

From the Editor

Reefsteamers is looking forward to a successful year under the leadership of the new board, but we are only going to be as successful as the support the club receives from the members. Your input and commitment to the club is vital. Can this start with a commitment by each and everyone to give up a day per month of your spare time to come to the depot and help by doing some work.

There is always jobs to be done from heavy work on a locomotive, using a really man sized spanners to light jobs such as tightening small screws on a coach where the screw has worked loose. Don't forget the buildings; typically there are windows we need to fit.

The running of trains and the income from them is the only way the club can go forward so what about volunteering to become a coach controller and those who do ride the trains have a great day out.

Do you want to achieve that childhood dream of firing and driving a steam locomotive on the main line with a passenger train in tow? Sitting at home and watching television won't achieve it. So please join the Reefsteamers family and let's see a lot of new faces at the depot. There are work crews at the depot most Saturdays and Sundays.

Any body has any questions or needs help please feel free to contact me.

Mobile 082 654 0208 or e-mail scurrie@metroweb.co.za

Depot Report

Lee Gates has been brilliant in putting out recent photo essays to all and showing the progress that is being made with getting 15F 3046 and the GMAM Garratt 4079 (on loan from Sandstone

Heritage Trust) back into operation. Both have now got their boiler certificates and will be run very soon as soon as one or two minor external problems have been attended to.

Motive Power Report

The plan is when completed 3046 is ready to be fired up again that the loco will be run up and down the depot tracks to free up the motion as it will be very stiff from when the motion was overhauled many years ago. Once freed up a test run can be made, possibly to Springs with a short train for members to finally iron out any problems before the loco will tackle a passenger train to Magaliesburg.

Reefsteamers members will be kept fully informed of progress.

Work has started on the rebuild of 12R 1947 (Rosie). This loco was the prestige engine on the shunt at Germiston in the late 70s and kept in super shine condition. As can be seen it deteriorated over the years until today. Some years ago it was pulled off the display line at the depot to ensure it was not cut but the then scrappers who may thought it was in their contract. Now the boiler cladding has been stripped of so the boiler can be assessed.



Please look at the picture at the end of this newsletter to see what she looks like today

THE TO-BE-EXPECTED ISSUES IN RESTORING ROSIE:

- Most pieces of the sheet metal boiler cladding will need to be re-fabricated due to rust damage. However, the originals are still intact enough to be useful as patterns from which to make the new sheets.
- The crinoline bars that support the boiler cladding, while basically intact, are badly corroded and will be completely replaced. Luckily this is simple straight and rolled bar.
- The original fibreglass type insulation that goes between the actual boiler shell and the external boiler cladding all needs to be replaced. It can be replaced with either fibreglass or rock-wool. Thankfully this work doesn't involve asbestos which would have required hazardous material procedures.

- The boiler needs an internal acid wash to eliminate the heavy scaling that has been discovered within. (Boiler scale is alkaline.)
- All the fire grates are missing.
- The studs for the boiler fittings are generally in poor shape due to deep rust on the studs and within their holes. Some of the seized studs were cut off with an acetylene torch when the boiler's fittings were removed.
- The cab's wooden floor needs to be completely re-fabricated.
- The power reverser needs a complete overhaul and the power valve and cataract valve sourced and refitted. Both the locking and actuating cylinders, as well as the scotch yoke are present.
- A brake vacuum ejector needs to be sourced and rebuilt.
- The traction pistons and valves obviously need to be withdrawn and refurbished if necessary.

MORE MAJOR REPAIRS REQUIRED :

- Six of the boiler tubes need to be replaced as they have been bodged. Somebody had put ferrules as patches inside the boiler tubes and expanded them – so the tubes are probably rusted or damaged.
- The patched tubes also show evidence of being double-beaded – which is probably hiding cracks in the original beaded ends.
- The chimney pot is essentially scrap due to severe corrosion and thinning at the petticoat end.
- The steam delivery pipes from the superheater chest to the cylinders both need to be replaced due to thinning and rust – to the extent that one of the pipes is holed.
- All the spark arrestor gear is missing and the table plate is too rusted for service.
- The cab needs to be overhauled and refitted. It had been mounted on non standard plate work around the base. However, the cab is essentially intact. The entire foot ring needs to be replaced.
- Most of the brake gear on the tender is missing.
- In the cab, the reverser's quadrant and lever is missing.
- The tender's plate work is in poor condition and will require extensive patching.
- The driver axle lubrication needs to be assessed as it appears the system or components currently fitted are not the originals for the locomotive and if they were a conversion job, it was very poorly done.
- The front coupler has a cracked shank casting in the buffer beam.

THE GOOD POINTS :

- Luckily, all of the original boiler cladding sheets, including the complicated ones around the firebox, back head and the wrapper plates are still present.
- The firebox stays appear to be in reasonably good shape.
- Both of the tube plates appear to be OK.
- Apart from the 6 bodged tubes, the tube and flue ends look good from what can be seen.
- The petticoat was missing but a spare has been found that suits the existing chimney stack. However, the petticoat needs to be matched to a replacement chimney otherwise the locomotive, while she'll steam and operate, will never be a great performer.
- We have about 90% of compatible boiler fittings in our brass store. The majority of these have been rescued from various locomotives including locomotive retired from mine service.
- We already have a spare turbo-dynamo in stock. James Thomson will rebuild another dynamo when we get the stage of needing to use this one.
- There was external corrosion detected on the boiler shell, due to water getting under the sheet boiler cladding and being retained by the thermal insulation.

Luckily the corrosion on Rosie's boiler is still within safe limits.
The locomotive was originally built as a Class 12B (for Baldwin) at about 1921.
The present boiler was fitted in 1936.

- The regulator chest and associated valve gear appear to be intact.
- The regulator's pull rods, the relay rod, quadrant and the back head's cross shaft are all still present.
- The locomotive brake rigging and links is complete except for the tensioners.
- The brake vacuum system is still intact. No guarantees on the leaks though!
- The wheels appear to be in good shape with decent flanges and plenty of 'meat' on the tires.
- The valve motion is complete on both sides.
- All coupling rods and both connecting rods are present.
- The motion bushes appear to be in surprisingly good condition with not much more required than to polish out scuffing on the journals caused by being moved with dry bearings.

Thanks to Lee Gates and Andrew for this information.

The reason in returning Rosie to working order is that she is a most useful little engine for Reefsteamers operations and was rated to pull a train of 1400 tons on the Witbank line. She can handle our standard Magaliesburg trains where she will be very efficient and inexpensive on coal and water, as well it will be a great addition to the history of S African railways operational locomotives.

Rolling Stock Report

One of the day sitter coaches 25206 has nearly been completed and just needs a few things screwed back on to complete it. A nice Saturday job for someone.

This is quite important to get this coach completed as it will allow coaches that are currently in use on the day trains to be replaced so they can be properly serviced.

Library

We are still looking for donations, books, films, and memorabilia for the library. Please if any one has anything please contact the editor.

Trips

The currently advertised train scheduled for Saturday the 4th of September 2010 needs to be changed to read the following:

Saturday 04 September 2010 - "Country Music" special. This trip includes a three hour Country show at the picnic grounds. Prices for this trip: Adults: R225.00, Children aged 4 to 12: R170.00 and Children under 4 go for free. Departure time from Magaliesburg for the return trip (for this trip only) is at 15H30.

The following changes have taken place:

1. The World Cup Soccer Games earmarked for the period 11 June to 12 July 2010 have been removed.
2. Provisional "Soccer specials" for the following dates have been added: 12 June, 19 June & 26 June 2010.
3. An additional Reefsteamer's train has been added for "Youth Day" Wednesday the 16th of June 2010
4. An additional Reefsteamer's train has been added for Sunday the 27th of June 2010
5. An additional SANRASM train has been added for Sunday the 20th of June 2010. (Father's day)

6. An additional Reefsteamer's train has been added for Saturday the 18th of December 2010.

The May Trips are on the Saturday the 1st May Reefsteamers to Magaliesburg and the Sunday 9th May SANRASM to Magaliesburg and on Sunday 23rd May the Geoff Cooke's tour to Vlakplaas. S

Appeals

Reefsteamers Class 15CA No.2056 – Boiler Flue Replacement Appeal:



Class 15CA No.2056 'Dorothy' is sprinting home after a winter's day out in the countryside- the first of the mine dumps of the Great Gold Reef making a dramatic milepost marking the way home.

Reefsteamers Association is raising an appeal for donations to assist in funding the re-flue of our Class 15CA locomotive No.2056. She was recently restored to working order and has proven to be a well liked and reliable locomotive ... until one of her flues failed. After investigation by our Engineering Manager and Boiler Inspector, it was found that the old SAR-era 'safe end' welds on that particular flue had failed. The Boiler Inspector condemned them all and insisted on a full flue replacement. To prevent confusion, the flues are the large tubes that contain the super heater elements, rather than the more numerous, but smaller bore boiler tubes. (Which are the 15F No.3052's problem.)



This shows where the faulty tube has been removed



Here is a flue tube 2056 needs 29 of them

The locomotive was fully re-tubed in 2007 and much other boiler work was carried out, as well as much mechanical work to get her running again. We were quite proud of having the only restored and operating Class 15CA in South Africa. The flue failure really took us by surprise. We now have all the money and man-hours that we invested into this locomotive 'locked' into an otherwise excellent machine that cannot be used. This particular appeal has been created to raise as much as we can of the R200 000-00 required to do a full flue replacement of all 30 flues. We are asking anyone who can help with any donation possible to come forward and assist Reefsteamers. Please help us to get this unique locomotive back out on the high-irons again. Details of the appeal process are to be found below.

Appeal Processes – General:

The appeal processes will work as follows:

- 1) The donation is to be paid into the Reefsteamers Bank Account. (Details following.)
You will need to fax or scan the deposit to us.
- 2) We will contact you and ask for your email and/or postal address details if we don't have them yet.
- 3) For each donation that is received, you will receive a personal appeal number and a letter of thanks from Reefsteamers Association for your support.
- 4) Each individual flue for the Class 15CA No.2056 costs R4904 from our supplier, Surtees Railway Supplies.
- 6) Donations do not need to cover the exact amount for a flue or a tube – partial amounts will also be gratefully accepted.
- 8) Once enough has been raised for either locomotive, the tubes or the flues (as a batch) will be purchased from Surtees Railway Supplies.
- 9) The boiler will be prepared and the flues or tubes installed as appropriate.
- 10) We will inform the donors by personal letter that the funding level has been reached and the project has started on 'their' locomotive.
- 11) Photographs will be taken during the progress of the project and an article written for both the SIA and Reefsteamers newsletters, again thanking each donor for their support.

Completion of projects:

- 12) On completion of the locomotive - when it first steams, the locomotive's donors will be invited to attend a special function at the Reefsteamers Depot in Germiston.
 - 13) A brass plaque will be made with each donor's personal unique appeal number recorded, as well as their name. This plaque will be mounted on the locomotive's cab.
- For any further information on the appeal please don't hesitate to contact:

Lex Wehmeyer, the Chairman of Reefsteamers Association via
chairman@reefsteamers.co.za

Or

Dennis Eager, the Club Secretary of Reefsteamers via
Clubsecretary@reefsteamers.co.za.

You can otherwise SMS Stewart Currie (+27)82 654 0208. (Local – 082 654 0208)

No voice calls please.

Reefsteamers Banking Details :

Bank Name = First National Bank
Branch Location = East Rand Mall
Branch No. = 253442
Account No. = 621 280 068 23
Account name = Reefsteamers
SWIFT = FIRNZAJJ
15CA Flue' - <<your surname>>

Please fax or email a scan of your deposit slip to finance@reefsteamers.co.za or 086 661 0461

Address the deposit notice to Andre van Dyk.

Also, please supply your contact details to Stewart Currie so we can easily keep in touch with you.

This is a dedicated bank account and the funds therein will not be used for other purposes. Reefsteamers Association was incorporated under Section 21 of Companies Act and is a non-profit company. Registration = 950259008

Members

Treinmal goes to the (steam) location

A letter received from Luca Lategan, who was with Reefsteamers at the depot for 6 months ate the end of last year.

What started as a two-hour long visit to the Reefsteamers depot at the start of my matric holiday ended as four months stay at one of the best places a steam lover could ask for.

My love for the railways goes back a long time. From my very first memory on board the Outeniequa Tjoo-Choo to a train themed cake for my second birthday, there was always a hint of the boyhood fascination for trains. Then in 2003 we went to Mozambique for holiday and in the whole 7 500 km travelled we were stuck behind the one truck after the other, but didn't see a single train. I was furious that things obviously suitable for rail transport caused us to be stuck on the road at 80km/h while we were hurriedly on our way to paradise!

Then the internet came and the realization that there was something 1000 times better than trains, STEAM TRAINS! Unfortunately my realization came too late and the big steam drought came to the Cape. I had no other choice but to become an armchair enthusiast. Through the website of Sandstone-Estates and Steam-in-Action I became aware of Reefsteamers and the wonderful work being done.

During my initial visit I had the opportunity to meet Shaun Ackerman. As I was looking for something *else* to do during the last six months of my gap-year, I contacted him and the assistance received was wonderful. That's how I landed up in the hart of Germiston, in the centre of three squatter camps, on a mine dump, behind electric fencing, protected by eight mongrels and staying in a train coach built when South Africa was still a colony. Crazy you ask? No! A ferronquilst as some call it, I just call it *treinmal*.

Learning about things that I could only read and wonder about in the past was now etching out black lines on my hands and filling my nostrils with strange smells. Each day I bombarded poor Oom Att and Sakki with a blizzard of questions and Mr. Gates started to call me, "*Mr. Luca, die man met die 1000 vrae.*" Nothing could stop me, learning was the reason I went to stay in 42 after all.

My cooking skills improved and every evening I asked myself, well, what will we make this time? Off to the kitchen and a peek into the deepfreeze usually revealed the answer. I never went to bed on an empty stomach, but my clothes became emptier. Nor could I think up exotic names for the dishes, like the SAR-menus of old. My Spaghetti Bolognaise, Fried fish with French stir-fry, Curry, Mealies and pap'n'sous definitely didn't stand back on the taste side.

What can beat the magic of a real 25NC and 12AR in steam and not rusting away at some *preservation* site? For me it was definitely the thrill to be on the footplate of 3472 between Ficksburg and Bethlehem. With Oom Piet and his headgear from the De Aar days and Michael cleaning the windows and wiping down the boiler like a good fireman should, I felt transferred into another era. A long forgotten one of course, but recreated by the magic of Reefsteamers. My excitement was nothing in compared to that of Oom Piet. I could see his mind going back many years and the expectation was almost too much. Finally the

time for departure arrived and he said, “Maak vuur! Vandag ry ek bo-oor At-hulle!” After that it was just, “Water!” or “Vuur! Ek gaan haar oopmaak!” in his unique way. Better handling of a steam engine you would have to search long and hard for. Not a trail of smoke, not a scream from the safety valves just true skill from years of experience. Bragger that the mighty beast is, there had to be the occasional wheel spin, just to show the driver just who the boss really is. After 25 hours of no sleep and loads of adrenaline it was time to call the footplate goodbye, hit the shower and let the gentle swaying of the coach take me into steaming dreamland...

Once again the only thing I have in regards to steam is dreamland and a mountain of Engineering Chemics. With my trip on the Transkaroo back to the Cape long forgotten and a holiday that turned out everything but that what we planned a thing of the past. I am no more Loekie, g-string or Morgery from Germiston, but now TC no 15738361 from Stellenbosch University. Steam is still nowhere in the Cape and every week Soekie has less and less of her copper veins, but for now that's the least of my problems. By the time you will be reading this, I will be getting ready for test week where the university will decide if I may continue Engineering or not.

Thanks a million to Shaun and ALL the other Reefsteamers for making this *Capie* so feel welcome, answering all my questions, making memories and being good friends. Onkruid vergaan nie maklik nie, so wees verseker dat julle my binnekort weer daar in die depot sal gewaar!

News of Members

I have just received the news that Sandy Smith's recent tissue sample tests have come back negative for stomach cancer. I asked Les if I could inform RS and he was happy for me to do so,

Sandy only had about 1/3 of her stomach and that portion which remains, for some reason, is grossly over producing stomach acid. The hydrochloric acid is badly burning the stomach lining, the duodenum and the lower part of her oesophagus (throat.) The tissue has become so damaged and swollen that they were unable even to pass a stomach tube through the damaged lower section of her throat to feed her. Not only is this condition life threatening – it is also an acutely painful condition to go through..

After observation, Sandy has been under a starvation diet for several days to empty out her system before undergoing tests. It was strongly suspected that she has cancer of the stomach lining, which is triggering the overproduction of the stomach acids. A sample strip of tissue was removed, analysed in Pretoria and has just come back negative for cancer.

In spite of the good news concerning the absence of cancer, Sandy still is to undergo some serious surgery on Wednesday – possibly even the complete removal of her stomach depending on the extent of the acid burns and related damage. It is very invasive surgery and Sandy is in a frail state having not had sufficient nourishment for nearly a week.

Please remember Les and Sandy during this difficult time and show them the love and appreciation that is due to them, not only as our Marketing People, but more importantly, as a part of the Reefsteamers Family.

Lee Gates
QA Manager
Product Development

Letter Received

Hi all.

We received the following from Hannes, one of our fellow passengers on our trip to Magaliesburg and we share it with you.

Congratulations John & Jacque,

The " Reef Steamers Trip" what a pleasure,& well organized trip, which started for us

" RIEBEECK-STAATERS" at 04h00 on Sat., we departed from Riebeeckstad at 0530 sharp, padkos packed, comprised of boiled eggs, miniature curried vet koek, spring-rolls, mince- jaffles & cool drinks .

On arrival at Maraisburg, we were escorted by Jacque closer to the station to make things easier for Esther. Once we were all settled down, we took some photos especially of Susan our 12AR No.1535 our steed for the trip, she inspired all, instantly taking one down memory-lane in a flash.

Her whistle heralding the departure, brought us back to the present, as we moved ever so grand out of the Maraisburg-station, with 10 coaches on line. Her en-suite was also in discussion, [i.e. .memories of the furnishings & different classes of travel, service & morning coffee." those were the days".

As we travelled, we, John, Jacque, Steven, Chantel, Damian, Morne, Elize, Lize-ne, my wife Esther & I, made acquaintance. The spirit & attitude was awesome, laughter & jokes were the order of the day. Now we decided to take a walk to the lounge, out comes the compartment door key with which Morne ever so grandly locked all our doors, & off we went. On arrival we heard music & much singing & dancing with good vibe.

Back in our compartment, with the bottle of wine Elize & Esther bought from the lounge pub & Windhoek lager which Steven & Jacque whipped out, the "spirit" was now getting even better, never once were we even concern, as Damian our very own "911" man was in attendance ! [Mom dressed him in a Para Medic suit, he is just over 2 years of age].

On arrival, Susan announced her entry at the Magaliesburg station. Wow, what a heart-warming welcome we were all met, by the " Magaliesburg Country Hotel Station" staff. Rina our hostess & owner, had it all well organized, the round table, the lunches & desserts, table maestro gently reminiscing us with " Unchained Melody ".

Rina, what a lovely attitude, showed us around to view her collection, regarding the good ole steam days, the ambience of the place was awesome. Thank you Rina, for taking Esther back to the station while the rest of us ambled back on foot to take in the view along the track & road.

As it is all good things come to an end, we departed from Maraisburg station, supposedly homeward bound, still in good spirit we decided to visit family at Alberton - said hello/goodbye & left, stopped at Mc Donald's, then left for home we thought, still in good spirit we decided to say Hi to some family at Sasolburg & did that. Almost home at 22h00,we all felt that a lekka cup of coffee would conclude this wonderful experience,& no better person to do this with would be the person we started with, " Jacque, but ,...after the shower Jacque was out of steam!!!!!!!!!!!!

Once again thank you all for a wonderful day.

Regards Hannes & Esther.

Contact Details

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