



Waybill No 10

Reefsteamers Newsletter

May 2010

Club Meeting

On Saturday 15th May we held the first of the now to be regular club meetings. It was decided at the end of the meeting that a member's meeting would be held every 3 months on a Saturday that was not a train running day.

For an hour before the meeting a short board meeting was held and the board reviewed the budget as prepared by our treasurer Andre van Dyk. It unfortunately was not a rosy picture as the income from running trains was not quite enough to pay for the fixed costs in running the depot.

At 10h00 about 30 club members convened in the upper clubhouse and were addressed by our chairman Lex Wehmeyer, who detailed our financial problems

A discussion took place as to how our income could be increased; various ideas were put forward such as new trip destinations which would not be limited by the ban on steam on main lines. This could be eastward to Springs and Nigel but a marketer for this area is needed.

Any volunteers?

A possible run to Cullinan was under investigation, as well as offering our steam services to haul the Rovos trains to and from Capital Park.

Other suggestions were made to increase the income on our current trains by improving our selling of club branded clothing etc.

Again volunteers are needed.

Dennis Edgar requested more volunteers are needed as coach controllers and those that have done the duty in the past are requested to make themselves available one day a month to help out on a train.

The Coach Controller is a vital part of the train crew of Reefsteamers.

What do Coach Controllers do on the train?

The Coach Controller is the person to whom passengers turn when they need information or assistance.

There are the mundane jobs of ensuring that their coaches have black refuse bags and that there are toilet rolls in the toilets.

At the embarking station the coach controller ensures that the passengers are in the correct coach and assist those who need help in boarding.

On the trip the passengers are made aware of the safety regulations and other information about the train and the trip.

When the train stops at an intervening station the coach controller must ensure that passengers do not get off the train.

At Magaliesburg assistance will be given to passengers to alight from the train.

After everyone is off the train and we are headed back to Germiston the coach controllers must ensure that windows in the coaches are closed. If there is another train the next day then they need to sweep the floors and ensure that all rubbish is put in the black bags.

Another aspect of the duty is to handle difficult passengers. When a passenger will not listen then the Train Manager and the Train Safety Officer must be called.

Should there be an emergency, then the Coach Controller will look after the passengers in his / her coach. Instructions will be given by the Train Safety Officer.

Training is given to prospective Coach Controllers.

More coach controllers are needed so please will you volunteer by contacting Dennis Edgar dennis@concor.co.za or 083 647 0569

Motive Power Report

The big news is that on Friday the 21st May our long term project to return 15F 3046 to operation was achieved as the locomotive complete with smoke defectors was steamed up and under the supervision of the boiler inspector had the newly overhauled safety valves set at the prescribed release pressure and thus was issued with a 3 year boiler certificate to enable 3046 to operated on the Transnet and Metro Rails.

Once the boiler certificate was issued just one or two minor details had to be attended to, in order that the locomotive could be moved from the 15M (lower) shed to the upper yard. This involved fitting drain valves to the steam reverser so as to enable forward and reverse to be selected and the main vacuum pipe to the vacuum ejector had to be undone, realigned and tightened so as not to leak and voila there were brakes.

It must be remembered that it is more important to be able to stop a train than it is to make it move.

The engine was then moved for the first time after 18 years of on and off restoration.

The club must give a big thank you to Peter Labuscagne (Lappies) in all the work and commitment that he put in to getting this great locomotive completed and ready to be alive again on the rails.

She or he, the as yet unnamed, was moved up to the top yard, where in between some minor adjustments, was run up and down to run out some of the stiffness in her motion.

Geoff's Cooke Tour

Well like the entire nation we were affected by the national rail strike and the planned trip for the tour party with photographic opportunities to Magaliesburg could not be run. So at short notice an early morning photographic section at the depot was organised with three locomotives in steam and a mix of freight and passenger trains.

This was not like a Rogers's tour of hardened railway photographers, Geoff's people were more touristy and at 10am they went off to Cullinan mine for a mine tour to come back later for a Braai.



Trips

- 1) Saturday 05 June 2010 - Reefsteamer's trip.**
- 2) Sunday 06 June 2010 - SANRASM's trip.**
- 3) Wednesday 16 June 2010 - Reefsteamer's trip.**
- 4) Sunday 20 June 2010 - Reefsteamer's trip.**
- 5) Sunday 27 June 2010 - Reefsteamer's trip.**

Appeals

We all have contacts and friends that are in business and we ask that if you can please approach them and see if a donation can be elicited. Money is often very difficult for businesses to part with but often they will quite happily give goods. To run Reefsteamers we need all sorts of goods from cleaning material to tools to welding rods to paint and dog food. So please will you all make an effort to see if someone you know will do this for us and at the same time please sign them up for membership.

Smoke Deflectors

I would have been very nice to run 3046 without smoke deflectors as the locomotives were first delivered, however due to the fact that in operation the smoke drifting down over the passenger coaches, they were soon fitted with smoke deflectors.

Here is a mail that was posted some time ago on the SAR List by that fine South African Railway historian Les Pivnic.

Some time ago, I posted an email regarding the evolution of smoke deflectors on the bigger SAR locos.

As a brief reminder, I mentioned that smoke obscuring the driver's vision on locos with type 3A (class 16E) and 3B (class 15E, 15F and 23) boilers was soon evident after those locos were placed in service.

Several types of experimental smoke deflectors were tried and eventually the standard type that we all know so well was adopted from Germany.

It might be of interest to mention that class 15E no.2885 was the very first SAR loco to have the standard type smoke deflector fitted BEFORE shipment to South Africa from Henschel in Kassel.

It is curious that in spite of this, several smaller deflectors wrapped around the chimney on the smokebox were tried on other 15E's that were delivered with the standard handrails from the running boards down to the front footplate. It is also curious that sister 15E's and the German 15F's and the 23's were still delivered with handrails and not the deflectors as on 2885. To further complicate the issue, a few class 23's were ALSO delivered with the standard German smoke deflectors that would become the SAR standard as well.

So much for smoke deflectors but in the mid-late 1930's, another interesting development occurred with SAR steam locos.

Several locos from various classes were fitted with stove-pipe chimneys. Photographic evidence exists showing examples of the following classes so fitted - 16DA wide firebox, 16E, 19A and HF.

Without re-checking existing published works on SAR locos, I can't recall reading anything about these stove-pipe chimney tests. I'm open to

correction on this - in fact, I would welcome any information on these tests - anyone?

I have been in contact with Charlie Lewis regarding the stove-pipe tests and he also cannot recall anything specific but he suggests that the SAR Mechanical Department was probably busy testing multiple exhaust nozzles on the blast-pipe cap.

In more recent times, a class 25NC no.3427 was fitted with a Giesel Ejector which included that ghastly chimney that is part and parcel of the Giesel system.

A subjective comment: - I'm so pleased to say that neither the stove-pipes or the Giesel were adopted - they were SO UGLY!!! They would have ruined the appearance of our beautiful steam locomotives.

Another subjective comment: - I thought that the class 26 as originally out-shopped with Wagner smoke deflectors and the large plate from the front footplate to the running boards looked very smart - the whole package looked good. Then came the modifications - the Wagner smoke deflectors gave way to hideous massive elephant-ear deflectors AND the front plate was removed altogether! In its later form, I thought that the class 26 looked quite ugly.

By the way, during the period after David Wardale had left, and the de-modifications were well under way (to the class 26) in Beaconsfield - removing bit by bit of the rebuilt loco, I became personally involved because if much more was removed, we wouldn't have much of a class 26 to show. We (SAR Museum) had reserved her for the National Collection - releasing the Wardale 19D to SANRASM. I contacted the Loco Supt, Kimberley and explaining that we had reserved the 26 for the Museum, could he please instruct the Loco Foreman, Beaconsfield, to stop removing bits off the loco. I was never much of a fan of that double-chimneyed 25NC at Beaconsfield either - I'm too much of a traditionalist - if something looks good - don't spoil it!

Returning to the late 1960's, the Loco Superintendent, Cape Town was a certain Mr Barnard (a brother of the famous heart surgeon) who was involved with tests to reduce spark emissions from locos working through the wheat fields of the Western Cape.

Barnard came up with what MUST be the most hideous modification EVER to an SAR steam locomotive. He tried his artistry on a class 19C and a class GEA Garratt. They were nick-named "Takbok" and "Renoster", respectively. I actually felt that if our steam locos are going to look THAT UGLY (!!) then I would rather see diesels take over and let us remember our steam locos as they were!

Fortunately, Barnard's monstrosities were not successful and the hideous pipe extensions to the chimneys were removed.

So, over the years and going as far back as the 1930's, we very nearly saw our beautiful steam locos ruined by hideous stove-pipes, Giesels and Barnard.

Regards

Les Pivnic



Here side by side are pictures of 3046 with and without smoke deflectors. You decide which one looks the best

Letters

A mail from our member and driver from Switzerland Philipp Maurer

Good day my friends Shaun and Pat,

I hope you are well end enjoying the steamy life!

Last Sunday I was on the rails with one of the bigger engines. A beautiful day, with a perfect sunrise, lovely girls along the track (track followed a lake :-)) and an engine who was a bit oversized for only 3 coaches: I had my problems to keep safety quiet, only a thin, really thin fire was requested.



The breakfast for the crew: Vienna sausages and bread. Perfect for the lunch time the plan was to cook a spicy Thai curry with basaltic rice. All was perfect and the loco-minder and driver

exited, but the rice: I will need to try out other ways to get it to perfection.



After a 12 hour day and 10 hours shift I went happy and tired to bed.
With the best greetings from warm and sunny Switzerland
Philipp

New Members

Our memberships are now being controlled and managed by Laurene Eagar and we thank her very much for taking over this very important task.
We would like to welcome as new members

Johan Coetzee
Lian Carter
Alan Lawton

And welcome back to previous member who has rejoined

John Rennie

We hope to see you at the depot or on the trains remember we are a family and want to see you frequently.

Contact Details

This newsletter was compiled by Stewart Currie on behalf of Reefsteamers.

Editor. scurrie@metroweb.co.za

Postal Address = PO Box 15083, Riverfield 1559

Depot Mobile = 076 371 7608

Web Master = webmaster@reefsteamers.co.za

Web Site = www.reefsteamers.co.za

Enquiries Email = elize@reefsteamers.co.za

Bookings and Marketing: Les Smith

Bookings: bookings@reefsteamers.co.za

Marketing: marketing@reefsteamers.co.za



A rare picture of the Sandstone Heritage Trust GMAM Garratt in the open as it was moved from one road to another in the M15 Shed