

1). THE LOCOMOTION COACH NO.25282: (AND SOME HISTORY!)

The 'Locomotion Coach', along with her long time friend and partner, the 'Sandstone Sleeper', have quite an interesting history. They were once coupled together on a plinthed set of rails and formed a railway-themed restaurant, bar and a hotel complex at Weenen. Ahead of the two coaches on their Cape Gauge rails, was the 2ft narrow gauge NGG11 Garratt that once worked the Weenen-Escourt line. The locomotive was driven by a fellow called Billy Bester (Deceased) who, with other local people, had a passion for the railway scene that was passing away. The hotel was Porky Cunha's dream but other people were quite enthusiastic and poured much of themselves into the project. In return, they were remembered in the décor and with the menu – back in the days when R25 could buy you a full steak dinner! (I have the menus to prove it!)

The two coaches and the little locomotive were part of a large complex which had a land-based kitchen, a garden and the original railway goods shed. The goods shed was still intact and was often used as a community sports center. The complex was known as 'The Locomotion', although the script actually appears on the side of the Restaurant Coach.

The complex was hugely successful, especially during the relative infancy of the internet and of electronic communications. Unfortunately, the political changes in the country brought about much violence – which kept people away out of fear.

The coaches had to be removed and were later put up for auction. During this time, the interior of the restaurant coach was stripped – leaving just the tables, a partition and the carcass of the long but narrow bar. The sleeper coach, which would later become 'The Sandstone Sleeper', fared much better and the interior SAR-era fittings remained intact.

Along with two day sitters purchased from the Lorraine Gold Mine, these two coaches were purchased to be part of the Sandstone Estates Cape Gauge collection. They only ran a few times on behalf of Sandstone, behind David Shepherd's Class 15F No.3052 'Avril'. They then spent several years in open-air storage at Kommandonek and then within the now-dismantled Sandstone storage shed at Ficksburg – before being relocated to Reefsteamers, along with several locomotives.

The 'Sandstone Sleeper' needed a bit of wiring but otherwise minimal attention before going back into service. It acts as a staff coach on long distance trains and as a compartment coach on the day-trip runs. 'The Locomotion' wasn't as fortunate. The Ekurhuleni Town Council were keen to run steam trains as a tourist venture and sponsored Reefsteamers with some funds and staff to try and put the Restaurant Coach into service, but with their brand. They didn't see the job through and in the process, removed a few more of the coach's unique features. We are now preparing the coach to work on our day trip trains, right alongside the Sandstone Sleeper again. The interior needs much work – and the running gear wasn't in good shape either. Here are a few photos of the coaches, both past and present. (Archive pics all courtesy of Sid Cunha.)



L01 – C.O.D. (Coach on Delivery.)

The 1972-built UCW 2nd class sleeper coach No.28332 (Foreground) and the 'Locomotion' coach, are being shunted on the tracks in front of Sandstone Heritage Trust's storage shed at Ficksburg. (Since dismantled and moved.)

This picture was taken 7th October 2007. The coaches had been repainted and the roofs 'silvered' as the paint work had degraded before coming into Sandstone's possession.

The Sleeper has since been repainted to match the old SAR scheme but the 'Locomotion' has not. Since the old restaurant coach will likely as NOT be used on photographic tours and trips, we are not in a hurry to repaint the coach to match the rest of the rolling stock.



L02 – Bunking History.

This is a typical interior shot of No.28332, the coach we now call 'The Sandstone Sleeper.' The interiors of the coach compartments are in very good condition with the SAR-era fittings intact – including the mirror, the shaving plugs, the night-light circuits in the cabin lamps, the coat hooks, ashtrays and the sliding hooks in the luggage racks.

Like most of our coaches, the center bunks usually run reclined flat against the wall. Seeing a six-bunk set up like this is rare, even at Reefsteamers.

One thing railway writers don't note is that the window seat in an SAR coach is somewhat uncomfortable because of the location of the steam-powered heater under the sink!

**L03 – Bar in Bits.**

The Ekurhuleni Council made a half-sewn pig's ear out of this coach when they removed the bar's partition wall and half the bar. This bar was called 'The Puffing Billy Saloon.' They gave up when trying to move the massive insulated shell of the under-counter fridge. Ex-bar man Sid Cunha recalls that the custom-built fridge (for the narrow doors) was installed first and then the bar was built around it!

They aren't coming through with the rest of their deal – so we're taking over. The shell of the old bar has been removed and has been replaced with the full set of laundry cabinets from the ex-Setimela Tours Generator Van. They still need to be fastened down. These units come with a full set of fitted doors, which saves valuable time which would have been wasted trying to recommission the old bar.

This coach end is to run as a combination tuck shop / kitchenette unit, as well as a primitive bar when necessary. It will eliminate the inconvenient and potentially dangerous queuing that occurs in the narrow side-corridor of No.127 'Kango' the Kitchen coach – which was designed as a catering coach and not a tuck-dispensing chuck wagon.

**L04 – (Above) The Puffing Billy Saloon.**

Here's the 'Puffing Billy' in it working days. The bar end was connected to the coach that we nowadays call 'The Sandstone Sleeper'. It was a great idea as people could drink themselves silly at the bar, weave drunkenly through the gangway and flop straight into bed to snooze the booze away! The Puffing Billy Saloon was actually marketed as a Ladies Bar – but the males frequented the stools too. ☺

L05 – (Below) The drunk-tank.**L06 – Tables.**

This section of the coach had tables fitted on both sides for meals, but those on the long seats had been removed. We will probably be refitting them, or converting this area to sofa-style seats. The extra curtain rails have survived.

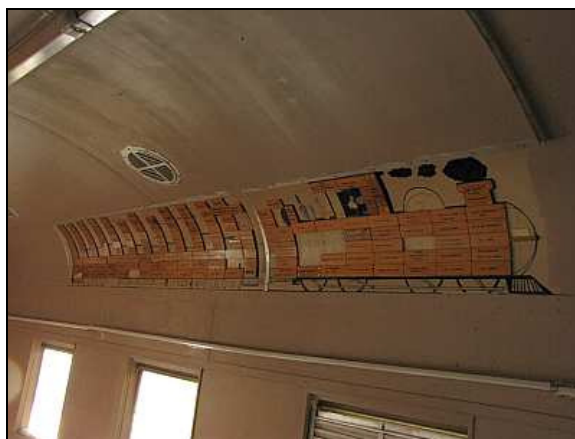
Historical Fact : The original tables and the old bar were made in a COFFIN factory owned by a fellow called Taffy!

**L07 – Restaurant.**

Here is the restaurant in full operation during an Italian-themed evening. While the whole complex was called 'The Locomotion', the restaurant section was called 'The Lilliputian', after the Class NGG11 Garratt No.55 that Billy Bester used to drive. The NGG11 used to haul Weenen's 'Cabbage Express,' the local daily fresh produce train, to Escourt. Food was delivered from a land-bound kitchen.

**L08 – (Above) Plinthed.**

Here is the future 'Sandstone Sleeper' on the Cape Gauge plinth and coupled to the 'Locomotion's' Restaurant and Bar Coach. Behind the photographer's right shoulder would be the 2ft Gauge Garratt NGG11 No.55, 'Lilliputian.'

L09 – (Below) Locomotion Decals.**L10 – Small-scale Preservation.**

The décor and signs from this coach's days on the plinth as 'The Locomotion' restaurant have either become degraded or were roughly painted over, including a nicely done cursive sign. However, this 'woodblock' graphic, with named-emblazoned wooden plaques, has survived.

It is going to be purposely kept intact as a reminder of this coach's rather interesting past before she passed into Sandstone's hands. (The restaurant's fittings had already been stripped by then.) Those names on the plaques are reminders of the people who established the unique hotel as well as their friends and regular patrons in Weenen.

The titular Billy Bester, who's plinthed Garratt 'headed' the little two-coach train, has since passed away. But Sid Cunha is still around. He used to operate the bar and he's on our mailing list – and he gave me all these pictures

**L11 – Penniston. (Pic by Personality Magazine)**

Another picture of the bar. The 'Puffing Billy Saloon' opened late 1992 and the 'Lilliputian' Restaurant shortly afterwards. The complex was a great success, but had to be closed in 1995. The Weenen area became a hot spot for political unrest and the SAR goods shed on the grounds was often used by political parties and their rowdies – an early post-1994 example of how Africa builds and nurtures.

The fellow on the left is Stuart Penniston, a farm manager, who was murdered shortly after this picture was taken. His name remains in memory on a door in the 'Sandstone Sleeper.' The fellow in the middle, a game ranger called Ivor Matthias, was shot on a payday and ended up paralyzed while two other local farmers were murdered. The resulting security fears closed this unique venture.

**L12 – The actual Lilliputian.**

Here is the titular NGG11 Garratt having just been replinthed at the new site before the two coaches arrived. There were 5 of these locos built, but this is one of only two built (April 1925) with piston valves and a superheated boiler. No.55 was retired in 1973. The coaches came by rail from Pretoria (Sleeper) and Welwerdiend (Restaurant) to Escourt and were then flat-trucked to the hotel's site.

Although there are many that mourn the passing of this unique and sadly short-lived enterprise, what is remarkable is that both the plinthed coaches AND the locomotive have returned to being resident on a railway again.

NGG11 No.55 'Lilliputian' was restored by Lucas Nel at Bloemfontein (Sandstone) and now works on the Paton's County line although she no longer bears the name.

**L13 – Clumsy!**

This particular lift was properly done with spreader bars and two 30 ton cranes. But at some time, probably when the complex closed, the coaches had been clumsily lifted.

The parts on the frame to which the chains were attached are actually jacking pads and were not designed to bear the weight of a suspended coach! One has turned away from the frame like a torn toenail and bent outwards through 90 degrees. It needs to be cut off and a new jacking pad fabricated.

Notice the strange angle of that bogie on the far end? Check out the following picture to the right.

**L14 – Shift.**

We have been working on the suspension and the brakes of the 'Locomotion' coach – to get it to main line standards

Here's one of the reasons 'the 'Locomotion' listed badly to starboard. During one of the lifting operations, the spacer washer had slipped off from the bolster pin, and got caught against the bearing pad by the descending coach. The spacer then popped out to the side instead of tearing or punching through.

This was found at the bar end. The restaurant end was worse because it had TWO such spacers, and both of them had popped out!

**L15 – Splitting stuff.**

The 'Locomotion' coach had to be lifted off its bogies for inspection because of the starboard list. And although not a problem on the coach itself, the bogies were fitted with 'outboard' brakes rather than 'inboard' brakes as our current coaching stock does. Outboard brakes are sharper but harder to modulate, so this coach would have tended to brake early in a Reefsteamer consist, or possibly even skidding its wheels, before the train manages to stop.

Aidan is pictured stripping the entire bogie brake system.

Aidan wasn't up to wrestling with a chewed-up split-pin and decided to just cut the head off instead, and improvising half-baked inverted hacksaw strokes. The brake rigging on a typical rail vehicle is literally held together with loose-fitted pins, which are retained by split pins a-plenty!

**L16 – Cut-Down.**

This bogie had been fitted with both inboard and outboard pivot eyes on the frames, so refitting the modified brake system wasn't such a big deal. However, the safety straps that are positioned to catch the rods and beams should their connections fail, all needed to be removed.

Andrew King is pictured removing one of the safety straps that originally protected a brake beam hanging outside the wheel.

The freshly cut-down material was reheated and re-bent to make new brackets for the new configuration, using the pit rails as an anvil and the blow torch as a forge. This particular strap ended up on the outboard pull rod.

2). THE CABOOSE :**C01 – Hup!**

After several years of standing idle, the last major trip being the Dave Rogers tour of 2007, the old Works Caboose is being refitted and tuned-up for regular service once more.

It will serve as the generator van and crew quarters for the day-trip train, and the existing Staff and Baggage (S&B) van, with generators, will then be allocated to the sleeper train. This will allow us to run day-trips and longer distance sleeper-train pics at the same time, or to hire out our sleeper train coaches.

Furthermore, the caboose is a bit lighter than the full lengthed S&B van, which saves a few scoops of coal. Crew quarters are for bunks for footplate crews and there is a full size table ideal for the Train Safety Officer and all his papers. There isn't much room for other staff and visitors but they shouldn't be in the Caboose anyway.

**C02 – Genny-rous.**

Here's the recently donated generator resting on its skids in the store room at the corridor end of the caboose. This machine was very kindly donated by Diesel and Electric and the arrangements were made by John Dunne.

The alternator, fuel tank and control panels have been installed. The wiring remains to be done, and the engine's exhaust system remains to be connected. (You can see the waiting silencer on the floor in the foreground. (The exhaust was connected 26 March)

The alternator is a 63kVA unit and will be more than ample for the day-train's pumps and lights, as well as the electrics of the bar/snack coach. The engine is a six cylinder turbo diesel with 1 litre displacement per pot. Governed speed will be a conventional 1500rpm for 50 Hertz output.

**C03 – Cool? Not.**

C03 – The 'new' genny is a Ford Ind. Turbo Diesel. I rather like Ford Turbo Diesels for some reason. This one is a bit primitive with an ambient cooled turbine housing, although the engine does have a separate oil cooler. The turbo spindle's bearings are pressure lubricated. That chunky exhaust manifold is gonna be great for trying out engine-cooking ideas from the 'Manifold Destiny' recipe book!

All that bare-baked metal is going to give off a lot of heat, which, as well as the radiator, oil cooler and silencer, will make this room rather warm.

**C04 – Springing the bogie.**

The work caboose had always been riding a bit low at this end, but the sagging problem was exaggerated by the weight of the newly installed generator set.

These fellows had just boosted the suspension by installing an inner springs into the double coil springs of the primary suspension. The caboose will now run with triple concentric coil springs on this end, as do full sized coaches with this bogie design. However, where the coaches have four sets of leaf springs, the caboose only has three.

**C05 – Bolsterless.**

Front the point of view of jacking the bogie frame up and away from the equalizer beams to swap out the coil springs, the steel-clad wooden bolster beam did not really need to be removed.

However, with the nasty surprises that we found lurking under the Sandstone Ex-Locomotion Restaurant coach, the entire suspension was checked here anyway. It was also rather dry and the springs appear to have gone a bit soft – but nothing untoward was found.

We took the opportunity to grease up everything anyway. I went through two oil cans of MH on the links, pivots and the axle horns

**C06 – Roll Back Plan.**

We couldn't get the leaf springs to engage the bolster spring-pads without weight on the pivot, as the bolster beam just kept moving sideways with the displaced springs.

So we rolled the bogie back, settled the caboose and then realigned the elliptic springs with an angled hydraulic jack. The job was done in less than 15 minutes, excluding reconnecting the brake linkages.

The ride height was much improved although still about 1.5cm low. Longer springs were found from stock and so the caboose's bogie tediously rolled out to be 're-sprung' all over again. The longer springs worked to bring the ride height to specs and only two concentric coils were needed per set.

3). PROGRESS - LOCOMOTION COACH SPRINGING :

The shorter triple coil springs that were fitted to the Caboose on Saturday and then removed, were fitted to the bogie at the restaurant end of the 'Locomotion' coach to bring the excessive ride height down. The short-spring exercise worked and both the coach and caboose are now in spec and able to couple in safety. The shorter but triple coil spring sets have the resilience to support a 40 ton coach.

The 'Locomotion' coach now needs to have the brake rigging replaced and the vacuum cylinders need to be stripped, inspected and serviced if necessary. As per the rest of our stock, the coach will then need to be put on the books, and the frames + cylinders marked with the inspection dates. Mechanically then, the Locomotion coach should be complete.

4). LATE BREAKING NEWS – GENERATOR :

The new exhaust system has since been fitted to the caboose's engine room and the generator set has been started up. The engine appears to be slightly worn as there is some blue smoke being emitted – but it's not at all serious and the engine runs well. We are not yet certain whether the oil burn-off is from the rings n' bores, or from the seals within the turbo charger. The speed governor works and the generator is electrically functional – it was generating electricity on float and the output was around 52Hz. Not bad for an unloaded generator.

The engine was claimed to have been recently serviced before being retired by a more modern unit. The claim appears to be true as the oil was clean, as well as the various filters. The engine will run on a light load as the estimated power consumption on the day trip train is only about a 1/3 of what the generator can supply when 'maxed out.'. When the generator runs unloaded, the engine actually runs too cool. This engine and generator combo should have long, trouble-free service.

The fan caught us by surprise as it pushes air through the radiator instead of pulling, as we were told. No ducting is to be fitted initially. For ventilation, the double side-doors will be fitted with tie-back hooks, and the open doorways will be gated with expanded mesh, just as was done in the existing Staff and Baggage van.

This generator set was built a stand-by generator rather than being intended to provide plant power. Thus, the control box has quite a complicated mains-to-backup change over and monitoring system, none of which is needed. Most of it will be bypassed and removed. We're going to ask John Dunn to help us connect up the wiring.

5). THE THOMSON DEPARTMENT :**T01 – Brass**

James Thomson is the Stokmo specialist, now primarily working on Dynamos and Stokers these days, as we try to keep one of each ready as a spare. He's been having some extra some fun with this S Stone-built machine though, as he has gone to some effort to polish back to the naked brass.

Ironically, we have since gone for an all-black colour scheme on our collection of old fire irons (or fiery old irons ... whatever) – this distinctly non-ferrous dynamo would look much more at home on FoAR's flashy 24 Class.

**T02 – A new start.**

James starts a new game, stripping down a spare coal mincer for a rebuild. This is according to our established spares components policy.

What looks like a set of Cylon bagpipes is the crankshaft, complete with the two connecting rods and the two eccentric-driven valve rods.

James is wrestling with getting those old studs out of the drive pulley ... with vice grips. New studs will thus definitely feature on the parts list.

6). OF GARRATTS... :**G01 – Big Girls.**

Big Girls are more fun! Our Big Girls quietly watch James at work as the day's weak sunshine defuses through the skylight and gradually fades away as the day moves on.

The rather tricky ex-Rovos Rail green on Sandstone's Garratt No.4079 shows up to advantage in this picture.,

There is little to be done on the four-strong running steam fleet as we're up to date on the major repairs. Minor repairs are being tackled by Peter Labuscagne during the week ; although the footplaters are being reminded that it is THEIR responsibility to report the faults they may find.

**G02 – Tea Tray**

The caboose bogie team have the best looking tea tray in the whole of Gauteng ... self propelled too! However, I lie not, Uncle Wilfred, for it was I who put the cups there. Notice how 'Lyndie Lou's' tricky green has turned almost black under an overcast sky.

The GMAM No.4079 is likely to run again in the middle of the year when we hold our next depot open day. The slightly high running costs (due to incorrect economy of scale with short trains) are offset by the convenience of not having to turn this locomotive around at the destination.

**G03 – Golden Garratt**

I thought I'd have some fun with this portrait of ex-REGM GMAM Garratt No.R4 'Barbara.' I had accidentally mis-set the ISO values on my camera and the original photo came out with a bad case of the fuzzies. So I went for the goldies instead.

This bombed out GMAM, was hauled on the following day to her new storage place at Friends of the Rail.

Although not very clear in the photo, there is still a lot of piping, lubrication gear and boiler fittings remaining.

**G04 – Waiting for the end.**

This poor stripped out old Garratt is not so fortunate. Ex-Tweefontien Collieries No.6 (SAR No.4148) has been set aside by her private owner for scrapping. In fact, the locomotive will have been cut up by the time you read this.

This locomotive was actually brought as spares. She just wasn't economically feasible to store and then restore, and then ship out, especially as there is another GMAM resident in New Zealand already.

**G05 – Indecent Burial.**

A late picture – the torched-and-quartered remains of the privately owned GMAM 4148 (Tweefontien Colliery No.6) in the corner of the western coach yard on Saturday morning, 26 March 2011. There is actually still a thin strip of the boiler barrel holding the two halves together.

Although this stripped locomotive was uneconomic to store and repair, it is still sad to see even a bombed-out wreck finally go down to the torch. But if you catch a scrapping operation in time with the camera, you can catch some educational real-life cross-sectional views.

**G06 – Educational.**

Here's one of those educational views of the sectioned firebox and its hundreds of stays. Closer examination shows the special riveting and the foot-braces for the boiler shell where it joined the firebox. Unusually by this stage in scrapping, the fire arch tubes are still intact.

I hadn't realized that the GMAM has sharper corners at the crown sheet rather than the taped 'eaves' of the 15F. Just look at that commodious steam space! And the narrow water spaces at the sides – compressed in width due to the characteristically wide boiler barrel.

7). SOME MODEL STEAM FUN :**F01 – Rummage.**

Pride of the Ackerman mini-fleet. The mighty (relatively speaking) Britannia Class 'John Milton' had just rolled in to a halt past the Edgeman family patch for a quick grate scratchin' and some lubin' – if the rangy driver can extract his oil can from the coal n' tool wagon.

No wonder the conductor looks a bit stern from her perch above the back marker. She does have a schedule to keep – to extract the maximum amount of fun from the rapidly diminishing afternoon.

**F02 – Heading for the light.**

We traverse the inner bore of the twin-bore tunnel with our intrepid driver, Patrick Slightly Junior, already whistling the stray homo semi-sapiens off from the station throat curving just ahead of the sun-lit portal.

I was wincing a bit and waiting for the flange-notching derailment to come – but forgot that this is NOT a elfin little 3 ½ inch gauge engine like my own. This one doesn't have to gingerly tip-tire over the evil cluster of facing points.

**F03 – Blow Down.**

Even the little engines are capable of making quite a steamy fuss when being decommissioned. This one is being blown down in dramatic fashion on the clinker, er, ash track.

Other fellows, including myself, fill the boiler as much as we can (or until the injector fades out into prostate-strangled dribbles.) and let it cool down naturally over the dropped fire. It is more gentle in terms of de-stressing the boiler, albeit, not so visually interesting. But if that practice is adapted, you need to remember to do a blow-down on steam-up.

It has to be admitted that this method is a LOT more fun!

**F04 – Seriously Clean**

I'm a good foot-plater and really like a nice clean loco!
<<Humble cough!>>

It appears that I've recently gained a reputation at the RSME for liking the paraffin spray gun perhaps a little too much. But I'll freak put if I ever find any rust on the Class 10BR 'Little Empress.' This bling-job is the result of the final lick, being a sprayed coat of paraffin pre-dosed with some EP90 gear oil.

I wonder how much paraffin it would take to spray-n'-shine one of the 1:1 scale beasties? It would probably be a lot shinier than Oom Attie's usual Cobra Wax™ based 'muti', but probably not lasting nearly as long.

8). A FEW LOCO MINDING PICS – CLASS 15F NO.3046 ‘JANINE’ :**M01 – A bit too much atmosphere.**

It looks as if the Sellar's valves need lapping as both injectors exhaled steadily through the night. Coupled with the steam leak on the left side, it didn't do the water level much good. But it did add much to the atmosphere – especially as 'The Fitter' didn't pay me a visit this night.

**M02 – Pointing out.**

Pointing the way out into a cool damp night. I had arrived late at the depot with flood waters up to my side-steps on my hi-trail bakkie, passing taxis stalled with water nearly covering their wheels. The depot's power went out but was reenergized at about 6pm. The clubhouse partially flooded.

**M03 – Morning mist.**

A tanker brimming over-full of sunshine waits in the light mist that settled at about 4:30am.

**M04 – Ivory and Gold.**

The Shongololo Express coaches, protected by a red flag (Do not move) stand on road #5 instead of the more usual #7 or #8.

**M05 – Dawn Roll-out.**

5:45 and No.3046 has just been rolled out over the ash pits for cleaning. Due to a late, rainy handover with a nearly dead fire and only 920kPA, I had to spread the first fire and re-bank during the night. You can't catch up on steam with a small coal bank in a plain Wooten firebox – not on the bloody 15F anyway. Fireman Andre van Dyk wasn't too impressed with the thick fire. But he had a full head of steam and ample hot water – so what was his problem? ☺

**M06 – The Wake-Up Shake-Up.**

The great grate shake-up is almost done. The thick fire had burned down to a soft ash, but Andre was making a combination training and economy exercise of salvaging the unburnt coal at the front end – with trainee Hott-Nutts Hoddinott on the cooler end of the pricker. The cab was getting a bit crowded with that pricker swinging around, and I was tired and bit discouraged, so I just walked off to photograph the post-mortis remains of GMAM 4148.

9). PICS AROUND THE DEPOT :**K01 – Elegance.**

You can't beat Reefsteamers for interior décor and design. Witness this beautifully compact door stop, the svelte form of the handbrake wheel making a subtle décor statement.

**K02 – More Elegance.**

Continuing with the décor theme, this is the 'King Concept' solution to (dis)organized storage. In reality, it is his mess and he loves it ... AND he knows where everything is.

**K03 – Meter.**

One of the few surviving facilities in the yard where so much was cut down, the diesel fuel dispensing meters still stand. That's the GMAM 4148 in the background, and behind the doomed machine is the plinth where the local diesel tank once stood – which is now the site of our library.

**K04 – Artwork.**

Some examples of artwork created by Coenie Gildenhuys for Reefsteamers documents and promotionals. This was done in Corel X5 and as it is vector-based artwork, it can be resized without losing quality. I've got a set which I still need to laminate and post up in club-house.

**K05 – Brake Wagon.**

This is one brake wagon that has no braking power whatsoever! It carries a choice assortment of 'precision engineered' coach brake rods, adjustable links and relay rods, gradually building up from the recent bogie mods and swap-outs. These will go safely into the parts store.

**K06 – Geared up for 'Bloemfontein.'**

Something not often seen; the gear drive of a roller destination board. That 45 degree helical drive pattern is normally engineered to reduce gear tooth contact pressure and for a quieter drive. Here, it is cleverly and compactly used to rotate the drive axis from the crank handle.

**F07 – A bad pump job.**

Here's a bad piping job discovered on the sleeper train while it is under assessment and tuning for service during the year. Those flexible pipes are not rated for the pressure of the receiver tank, and would almost certainly rupture if the pressure switch stays on.

It would make the trip fun for the passengers as the pump would then just continue to run and helpfully pump the coach's entire water supply out into the ballast, while their taps and showers remain dry and the toilets become rather fragrant.

**F08 – Flat Frog.**

Peter Labuscagne's old fashioned tool box tells a story as it sits innocently on a point-frog out in the yard. That's a blow torch in there – which means he has been working on copper piping with brazed joints. (e.g. Coach plumbing.)

On long distance trips, the most unreliable vehicles are not the 14-wheel clankers but rather the coaches. And on the coaches, it is the plumbing systems that give us the most issues. A part of the problem is that they only run a few times a year so the weak links, or perhaps areas of poor workmanship, are not put to the test.

We are hoping that with the sleepers running a bit more often, the weak points are gradually repaired and the plumbing system, apart from freeze damage or theft, don't keep 'tuning us grief' as the Afrikaans people say.

**K11 – Extremes.**

To cheer you up after looking at pictures of a dead Garratt, here is one nosing in to the frame, a GMAM that is very well alive, although nowadays a pampered lady of leisure.


I liked this shot (Nov 2010) because it shows our littlest and largest machine in the same frame. Sandstone's Beyer-Peacock-built 'Lyndie Lou' was only built in 1956, while the plucky little Hunslet Taylor shunter was built back in 1951 !

In the background is Johann Breydenbach adding adhesive effort to the shunter.

**K12 – Train-ing in progress**

On the same day as the pic on the left, a budding young steam enthusiast is watching something far more captivating than the Cartoon Channel on Satellite TV. That's little François van Dyk checking out the best show in the world!

His youthfully high-pitched mother tongue is Afrikaans. But all the train-related TV programs such as 'Thomas the Tank Engine' and 'Chugginton', are in English – so he's definitely getting a good grounding in train-related vocabulary that the rest of us can understand! It's funny and cute hearing him speak when he's in a steam loco cab – as he switches seamlessly between the languages within sentences.

RS ISSUE 77	- REEFSTEAMERS DEPOT REPORT - 28 MARCH 2011 -	
<div data-bbox="705 250 940 425" data-label="Image"> </div>		
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<u>CONTACT DETAILS :</u>		MOTIVATION : The Reefsteamers Depot Reports and associated Photo Essays are created on an unpaid volunteer basis in my leisure time, for the love of steam.
Postal Address : P.O. Box 1736, Germiston 1400 Depot Phone = (011) 025-4363 Depot Mobile = 083 651 5424 (Attie de Necker) Web Site = www.reefsteamers.com Enquiries Email = Chairman@reefsteamers.com Bookings and Marketing : Theunis van Wyk Bookings : bookings@reefsteamers.com Marketing : marketing@reefsteamers.com Web Master webmaster@reefsteamers.com		COPYRIGHT : This document may be freely distributed as it is. The contact details and copyright notice must remain intact. This document is not to be sold. This document is not to be included in whole or in part in any other media, whether optical, magnetic, printed – including forums, websites and newsletters, without the prior express permission of the Author or of the Board of Directors of the Reefsteamers Association. PUBLICATION CONDITIONS : As I have a intensive full time job, as well as being active at the Reefsteamers Depot, I cannot and will not make promises concerning the timing of releases. Reefsteamers Association will not accept accountability for regular releases and website updates of this material. Owners of locomotive(s), rolling stock, equipment and machinery will be given material for reports and photographs by me upon request and not necessarily through a Depot Report or a Photo Essay. DISCLAIMER : The views and comments contained herein are my own views and observations and not necessarily those of Reefsteamers Association. Due to the nature of this type of work, the Reefsteamers Association will not accept responsibility for loss, damage or mis-information due to the contents of Depot Reports, Photo Essays or other related Articles. Information included here is verified on a best-effort basis.
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