



## **RAISING FUNDS FOR REPAIRS**

**PLEASE HELP US GET OUR IRON LADY BACK ON THE RAILS**

Dear Reefsteamers and Friends of Steam,

We will be having another Class 15F No.2914 Locomotive work-sesh at the Reefsteamers depot this Saturday, 23 June. The game plan is to continue with de-rusting and sanding of the recently exposed boiler shell, and to start applying the red oxide primer. The primer will provide valuable long term protection of the boiler once the new thermal lagging and the cladding plates are fitted, and the boiler surfaces are hidden and inaccessible for the next 20 years!

At the front end of the locomotive, on the right side of the smokebox, we have discovered that there is a crooked patch that need to be repaired. It seems as if 15F No.2914 may have had a 'bit of a bump' in the past. The patch was so badly made that it was sealed with window putty and is now causing air leaks. Maybe the crew that bumped the locomotive 'sneaked in' a quick repair job in a quiet corner of a yard somewhere? Air leaks into a locomotive's smoke box destroy the vacuum therein and are very detrimental to the performance of the locomotive, as she then cannot maintain a hot enough fire to raise sufficient steam for the work she is doing. So the smokebox front cover plate (and door) will need to be removed as well, which will entail some winching work.

Poor old No.2914 wasn't a favoured locomotive in the 'golden years' of SAR steam preservation. It was partially because of her degraded paint job, partially for the need of hand firing, but mainly because of the performance issues. And we are finding that it is mainly just poor quality repair work. Apart from the firebox issues, No.2914 is basically sound. And the thinned firebox corner and the cracked foundation ring issues are 'symptomless faults' that don't actually affect the performance of the boiler until they finally fail. Reefsteamers has already experienced that simple, stupid faults that effect the locomotive's draft (Like that patch), or impede the exhaust path, can have quite a profound effect on the performance.

What all that guff means is that ol' No.2914 should turn out to be a good locomotive! She needs good quality repair work on the bodge jobs of the past, as well as those safety-critical repairs on the firebox, and numerous small repair and optimization jobs. When she's done, and the new, painted cladding and cab is fitted, she's going to be a stunner of a runner!

All are welcome to come along on Saturday. A lot of the work will involve sanding, descaling and hopefully, painting. Although there is a lot of area to cover, it won't be excessively hard work and doesn't require technical fitting skills. And you don't need to be there for the whole day. A couple of hours is fine. Come and join in and help us to get another Reefsteamers locomotive back onto the rails! It is high time that we Reefsteamers get another 14-wheeled stew-pot bunted out of the 15M workshops and back onto the high-line!



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There is a new depot report that has just been completed. It needs to be proofed and will be coming out tonight or tomorrow morning, depending on my day's work load. If you want to forward me email addresses of people who would be interested in reading the report, please do so. We are doing quite well on the 2914 donations drive. The Depot Report will have the latest figures and updates.

This 2914 project is to feature as a picture-article in this month's SA Rail, as well as the monthly Uloliwe on-line magazine.

A special thank you for all those who have donated thus far and to those are participating in this project.



*Lee Gates*