



P01 – Taking a break before the busy June season, Class 12AR No.1535 ‘Susan’ is undergoing running repairs on the cylinder cocks and superheaters.



P02 – Fireman Johann Breydenbach discovers some stacked copper sealing rings, while realigning a cylinder cock. (The cocks were discharging inwards.)



P03 – Michael (L) and Dawie (R) confirm that they are to start with opening-up the Steam Delivery Pipe Flanges for inspection of the front-end steam leaks.



P04 – The RHS waist flange is being dismantled to inspect the blown gasket – note the thoroughly steam-cleaned smokebox barrel.



P05 – The 12AR gang are discussing removing the petticoat for better access to the holed superheater. Dawie is moving a shaker lever to hang a chain hoist within the chimney to support the loose petticoat.



P06 – Smudge (L) and Rekots (R) start undoing the long-cooked bolts holding the petticoat into the chimney. Dawie had spanned the chimney with the shaker lever by now and was fetching a chain hoist.



P07 – Michael holds the gwalan n' tube socket combination firmly onto the bolt, while a cheerful Shaun reaches for the lower end to give it a pull.



P08 – Dawie has a first attempt at untangling the loose-hanging looped chains of the hoist before looping them around the clench bars.



P09 – The LHS valve motion on Class 15F No.3046 'Janine' – just reassembled after replacement of three worn bushes with new ones that were custom-machined in Vesconite™.



P10 – Class 15F 3046 – A clevis-type joint at the leading end of the Union Link, still clean with a new Vesconite bushing installed. (This provides the valve event cross-head lead for the Combination Lever.)



P11 – The Coal Handling Wagon in the 15M shop after the bent, cracked clam-shell grab was repaired and reassembled, and a bent scuttle plate straightened and welded back on again.



P12 – 'Andrew' the little Hunslet waits for his newly primed engine covers to dry, before they could be painted and fitted. (Since done.) You can see one cover against the cabinets behind the buffer beam.



P13 – The incomplete Input Gearbox for the Wheel Lathe drive. It was being temporarily reassembled to check the meshing of the gears and the bearing fits.



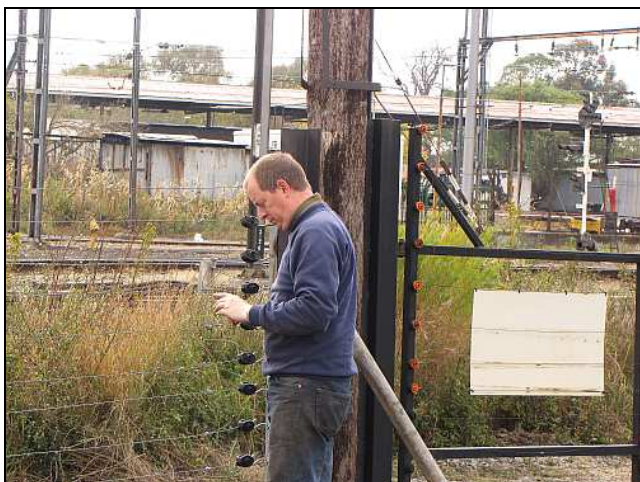
P14 – Shaun Ackerman (L) and John Gundry (R) had just withdrawn a keyed shaft before attempting to fit a sliding pinion gear.



P15 – John (L), James (R) and Shaun (C) discuss the action of the crudely designed gear selector yoke. There ain't no synchromesh on these big puppies!



P16 – Close-up of an oil cellar and one of the steam cylinder oil line choke valves on the Class 12AR. The latter could have done with a good cleaning!



P17 – While en-route to pick up a bakkie-load of coach upgrade materials, Philipp Maurer is waylaid by a passing quad-set of 18Es and a cement train. That fence is a nuisance for local line-side shots!



P18 – An unusually full club canteen during mid-morning tea. We normally only have between 5-8 people present and it is a struggle to keep upgrading and optimizing, while doing necessary repairs.



P19 – The name of Cowans is visible between a coal bunker and a storage locker on the Coal Handling Wagon. (Cowans Sheldon was the builder of the 60T steam crane in the background.)



P20 – Sometimes, our 15M workshop manages to look busy even though there is actually no one present within the picture! That is 15F 3046 'Janine' to the left and Steam Crane 578 to the right.



P21 – A pair of steel blanks (By James Thomson) that will become new steam-driven pistons for one of Steam Crane No.578 boiler feedwater pumps.



P22 – The recently donated fly press that is now waiting alongside the Gantry Crane's run. It was split into two pieces to facilitate transport.



P23 – Sandstone's DE2 Diesel waits amongst the coaches. It isn't coping well with the hail-damaged roof letting in the rain. We will cover the diesel with the wheel lathe's tarp before the next rainy season.



P24 – Where once the GMR locos underwent running repairs, the RS coaches now sleep. Note the details on the 'Monsoon' vents, with the side loops acting as rain shields for the actual vent apertures.



P25 – Oom Attie leans on the 12AR's brake pipe while watching the action within the smoke box. Being a short-ish chap, he is actually standing on the rail head for a better view and is bracing himself.



P26 – James isn't so agile and prefers to keep his meat plates firmly planted on the ground. He was in an exceptionally good mood this day and volunteered to make me a cup of tea as soon as I arrived.



P27 – When you are fixing lots of little bathrooms, you need silicone ... LOTS of silicone! This is just a small part of Herr. Maurer's recent shopping list for our current Sleeper Coach upgrade project.



P28 – A bakkie-load of booty in a tight-ish spot! You can see how close it is parked to the rails and Philipp had to leave room for the passenger (Me!) to get out. He is used to driving left-hand drive vehicles too!



P29 – A silver class corridor full of bunks that had been removed. Silver class compartments will now run with two bunks along one wall, but more widely spaced and using the foam mattress as a chair back.



P30 – The close-coupled toilets will be cleaned and reinstated. These will still discharge to trackside, which won't be so bad on a tour that is mainly moving and not using the train as a 'rolling hotel.'



P31 – Tacked up in a door glass is a 'basic' work list for the coaches. We have 6 months to go on this project but it will still be a squeeze, especially to get the detail work in after the major stuff is done.

The plan is to do the coaches 2 at a time now that all the Gold and the Silver Classes have been stripped. They will be lifted off their bogies once the interiors are done and before they are shunted back into the main carriage shed again.



P32 – When you want a professionally-made mess, just call Herr. Philipp Maurer and he will happily make a mess for you! Most of this stuff, except the aluminium strips, was tossed out of the windows while coach stripping work was in progress!



This Reefsteamers Waybill Newsletter was compiled by Mr. Lee D. Gates on behalf of Reefsteamers Association NPC.
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