



P01 - Suzie-girl has just had her first boiler washout out for the year and the door was left open to draw the air through for drying. Jeandre was tasked to check the baffles, table plate, blast basket, petticoat and washout plugs as well.



P02 - Another view of the 12-bucket from the 15F's tender. On the left side you see the stack of perforated spark arrestor plates and on the right side, a small pile of baffles. All the extra fun items typical in a self-cleaning smokebox.



P03 - Properly scotched on both sides of the main driver axle as per our current standard. This is now a mandatory requirement for all standing locomotives at Reefsteamers, even if the tracks on which they stand is supposedly 'flat' and including all stock parked in the Top Shed and 15M shop.



P04 - On the boiler backhead within the dark cab, there is just a blank circular wooden patress where the boiler pressure gauge would be. Although not necessarily a task within a standard boiler washout, the gauge was removed for repairs and recalibration. You can see the rear corner of the crown sheet through the washout plug aperture.



P05 - A quick peek into the firebox shows that the relatively new fire arch isn't in bad shape. But there is a weep from the right front fusible plug and from one of the boiler flues as well.



P06 - By the following week after the boiler had been air-dried to perfection, the 12AR was shunted right to the back of the Top Shed. 'Andrew' the Hunslet would have to skedaddle before 15F 3046 got back that evening. This is where 12AR 1535 stands at the time of writing for the work on the crosshead slide bars.