



**1). PROJECT – INSPECTION WORK 12AR 1535**



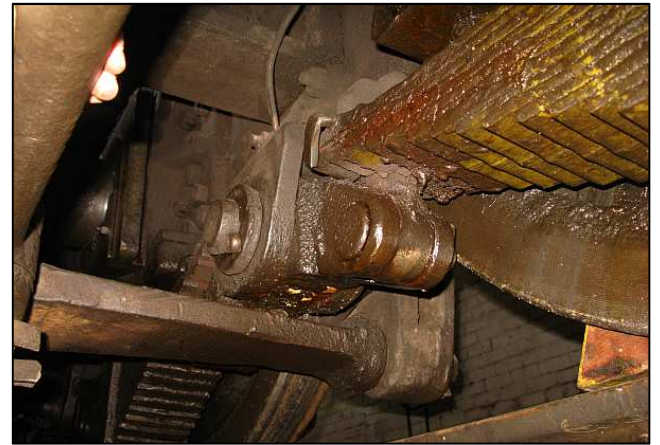
P01 - This 1919-built machine with a 1955 boiler is reasonably reliable for what she is – but that reliability doesn't come without regular inspection and maintenance.



P02 - Smudge in da box. Shaun checks apprentice steam fitter Jeandre Gordon's boiler washout work before authorizing the baffle plates and spark arrestor grids to be refitted. (Which would obstruct access to the tube plate.) He is checking the front tube plate washout plugs here.



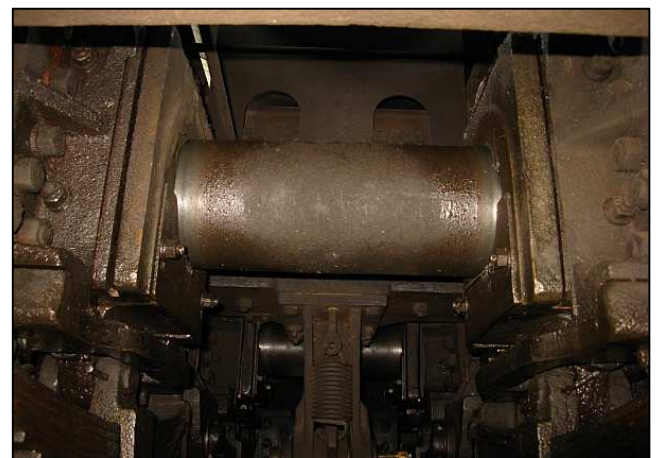
P03 - After the compensating beam was attended to, Susan the 12AR got an extra early underside inspection, including checking the clearance on the brakes (routine) and tapping for loose fittings. You can see a cotter pin (US terminology) in the foreground – which functions like a wedging split pin.



P04 - Here is one of the pivoting compensating links that connect the springs in between the driver axles. When one axle moves upwards over an irregularity in the trackwork, the link swivels and tugs the adjacent spring downwards. It keeps all the driver wheels pressed against the tracks but does tend to impose a rolling motion to the engine.



P05 - Here is an axle box, with the correct safing wire. The 12AR's axle wedges need regular checking as this small-wheeled locomotive is prone to knocking her axle boxes loose (fore and aft movement) if the locomotive driver isn't handling the cut-off properly or is a bit too speedy.



P06 - The main driver axle from underneath. Further back you can see the tension spring that biases the center rods to eliminate slack in the joints and to help pull the brake shoes off when the brakes are disengaged. This spring's coils can close up if the brakes aren't adjusted regularly.



**2). AROUND THE DEPOT:**



P07 - Now that Feedem Pitseng service our trains for catering, we will be departing from the awning for the boiler washout area as this is easier and safer to access for loading. The lead coaches catch the autumn sunset nicely.



P08 - With the depot being closed for two months over a hot, wet summer because of permit issues, the weeds have taken over the entire site and we are still battling against their head start. This is the overgrown coaling dock.



P09 - The axle stock for Shongololo Express's long distance coaches were moved over to the inner track of the old washout shed – lined up neatly in front of FotR's Class 25NC 3404 'Elsabe.' The recent blue structure in the background is the Security Forces' dog cage.



P10 - This is where the axles came from. This track is to be lifted back to the garden and buffer wedges welded on the ends. This means that a bakkie or a truck can now drive along over one rail of that track and stop opposite the clubhouse from unloading for special functions.



P11 - A j(Y)umbo-sized extension lead. Aidan is pulled a bit off balance taking the heavy lead out to the electric-powered Yumbo grab. The lead is now detachable, as the previous fixed lead was stolen several times for the copper.



P12 - James enjoys a 'Look at life' documentary from 1964. It featured traffic congestion and scenes full of 105E Anglias, 100E & 109E Prefects, Vauxhall Crestas & Victors, Austin 1100, Cambridge and A35s, Minis, Consul Cortinas, Morris Minors and Oxfords, Wolsleys, P Series Rovers, Vanguards, Humbers, Jags and a brand new Ford Corsair.