

**SUMMARY:**

Saturday, 20 May was an unusual work day in that 15F 3046 was cooling down from being in use on the previous day (Friday) to transfer David Shepherd's Class 15F 3052 from Friends of the Rail west of Pretoria, to our own facility in Reefsteamers. We still have three coaches to go in our 2017 Coach Lifting program. The coach program and the recent contracted work to reprofile the Class 24 Driver Axles has delayed locomotive restoration work for a few weeks. However, we had a skilled person (Dawie) available to lead a team in terms of annealing boiler flues for the 15CA 2056 project – so progress was made.

CLASS 15F 3046 'VRENI':

- We normally let boilers depressurise naturally and the slower, the better. But a feed water clack valve needs attention, which meant the boiler needed to be depressurised completely and the latent heat of the water discharged. We let it simmer down very slowly through a slightly open blower valve.
- The front RHS Bypass valve was removed and re-seated as it had developed a leak at the lapped metal-to-metal base. The joint was cleaned, checked and resealed with high-temperature lock tight as a liquid gasket and with careful attention to using a diagonal torquing sequence of the four bolts.
- A compressed air line coupling and valve have been added to the blower lines which means we can use the locomotive's built-in blower ring during fire lighting, instead of the hook & ring blowers that must be lowered into the chimney. (The latter are clumsy and can be hazardous to use as they involve climbing) It was successful and we now plan to bring the line lower to be reached from ground level.
- 15F 3046's beauty treatment continued with Wally cleaning shiny parts with polish and steel wool.

CLASS 15CA 2056 'INGE':

- Another batch of super-heater flues were heated in the anthracite-fueled forge and left to air-cool for annealing. Each flue tube must go through the process twice. The cut-down end need to be done and then the processed end must be done again after it has been swaged.

CLASS 15F 3052 'AVRIL'

- Class 15F 3052 has been moved from Friends of the Rail's Hermanstad facility to Reefsteamers for inspection and repair of derailment damage on behalf of her custodian, Sandstone Heritage Trust. Initial issues found are the cow catcher, and the ash pan and chute. However, the locomotive must be inspected for further hidden damage. Discussions are still underway concerning the future of this locomotive, whether it be placed in storage, moving to Bloemfontein or to be put back into Reefsteamers' service as a stand by machine.

SANDSTONE COACH 25282 'LOCOMOTION':

- The replacement bar frame bogie (from a derelict line inspection coach) has had the partially incomplete brakes consolidated and converted from the old 8-shoe cast iron brake shoe pattern, to an inboard 4-shoe pattern. This is standard practice to match the braking effort of modern coaching stock fitted with four inboard composite brake shoe assemblies.

SERVICE CABOOSE:

- The electrics failed during the 15F 3052 transfer run. The issue was a mis-wired neutral causing tripping at an RCD. ('Earth Leakage') While repairs were made and panels opened, all power sockets and lighting were connected to the 'Earth Leakage' Unit.
- The Ford Industries Generator starting batteries were serviced and recharged.

CLASS 6A 473 'CHARLOTTE' (PRIVATE RESTORATION):

- The project of pulling out the boiler tubes has commenced. The entire boiler was re-tubed by SANRASM and those tubes have never actually seen service. However, the tubes have been safe-ended (Joined with an annular weld) and we cannot certify the quality of the weld. So, they are going to ALL be replaced any to be on the safe and professional side.



TRAINING:

- 13 May was a well-attended, enjoyable and productive loco preparation and fire lighting training session, as we had a rare light-up session on Saturday for a Sunday Mother's Day run.



P01 - 15F 3046's new external compressed air connection for the built-in draft ring blower. (Here it was being used for a slow, controlled boiler depressurisation.)



P02 - The 15CA's new boiler flues being heated in the forge for annealing. These would be left alone to air cool. We had four youngsters moving these with woven slings



P03 - A donor bar frame-style bogie being serviced and upgraded to be used under Sandstone's Locomotion Coach. (Which will be moving to Bloemfontein soon.)



P04 - Class 6A 473 'Charlotte' with the first few boiler tubes having been withdrawn. The other tubes had already been split and crushed at the front end.

FACEBOOK LINKS: Use these links to see the photo albums posted on Facebook over the last 2 weeks.

Fire Lighting Training Day - Part 1 13 May. (29 Pics)	https://www.facebook.com/media/set/?set=oa.10154723824268737&type=1
Fire Lighting Training Day - Part 2 13 May. (29 Pics)	https://www.facebook.com/media/set/?set=oa.10154726698508737&type=1
Fire Lighting Training Day - Part 3 13 May. (40 Pics)	https://www.facebook.com/media/set/?set=oa.10154729413888737&type=1
Fire Lighting Training Day - Part 4 13 May. (28 Pics)	https://www.facebook.com/media/set/?set=oa.10154743332238737&type=1
Depot Work Day Overview 20 May. (22 Pics)	https://www.facebook.com/media/set/?set=oa.10154746222268737&type=1
Scenes around the Depot 20 May (26 Pics)	https://www.facebook.com/media/set/?set=oa.10154752054388737&type=1