



WORKDAY SUMMARY - 21 JANUARY 2017:

Class 15F 3046 had been specifically decommissioned for through December to sleep off our gruelling 16/17 Dec. weekend. She had to be made ready to be able to run the following week, as well as a few minor repairs to be done. Work done today was enlivened by a brand new batch of Africa Academy Apprentices who had never worked on a steam engine before!

Work done on 15F 3046 on Saturday included:

- Fabricate and fit a new locking pin for LHS Valve Gear Expansion Link Die Block.
- Re-orientate the Grate Shaker Valve and Lubricator assembly for better access to the lubricator.
- Refit various washout plugs that had been removed in December to dry and ventilate the boiler.
- Routine reassembly of the stripped-out smokebox diagram plates (baffles) and the spark arrestors.
- Repair a loose vacuum brake bracket on RHS.
- Realigned RHS Sellars Valve Actuating handle to reduce the clash with the Train Brake Lever.
- Failed Speedometer Drive was repaired. (Broken wire in the Calibration Box)
- A broken grease line was repaired and re-terminated

Other non-15F 3046 work included:

- New coupler cut cable installed to the 'Boss' Water Tanker.
- The T&P Tree got a hair-do as to not keep snagging the tops of the locos standing over the ash pits.
- A lot of shunting was done and a coach moved into the 15M shops to start the coach lifting project.
- A new submersible pump was fitted into the wheel drop trench.
- The Coachies did a refresher course to start their year.



P01 - The Coachies started their new Reefsteamers Year off with a refresher training session. They were discussing fire-fighting and how to prevent passengers from panicking – always a risk when the human-herd instinct takes over with lots of people in a confined space.



P02 - We have a new batch of Africa Academy Appies to torture ... I mean ... train up. This likely bunch were tasked to put 15F 3046's smokebox and arrestors back together again. It was dismantled and left partially open through the quiet months of December to dry out after cleaning.



P03 - 12AR 1535 and 15CA 2056 are both booked in for major repairs from the start of the year. But we had to put our efforts into this old 15F clanker to get her steamed-up for our first run of the year on Sat, 28 Jan 2017.



P04 - Several of 15F 3046's washout plugs had been removed as well to allow a gentle, healthy drying draft in the boiler's water space through December.



P05 - A little later and the Appies are seen busy cleaning and copper-greasing the conical threaded washout plugs to be put back in. They might be doing coach lifting next week!



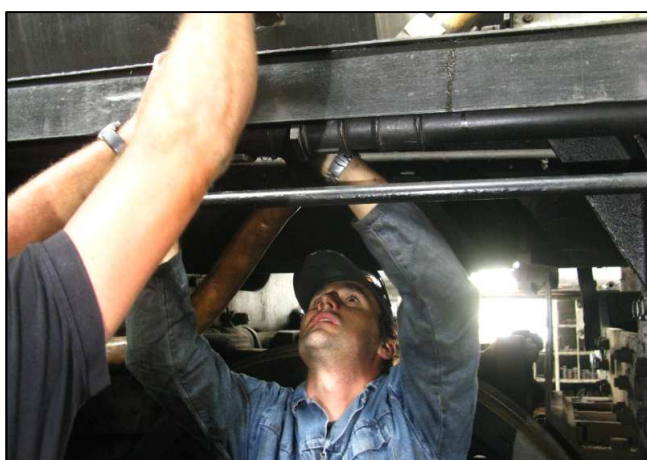
P06 - Bossy the Tanker got a new coupler cut cable fitted. The clevis bolt had seized, so after some fruitless battles with spanners, they 'cooked' the bolt off with alternate torching and then quick-quenching with cold water.



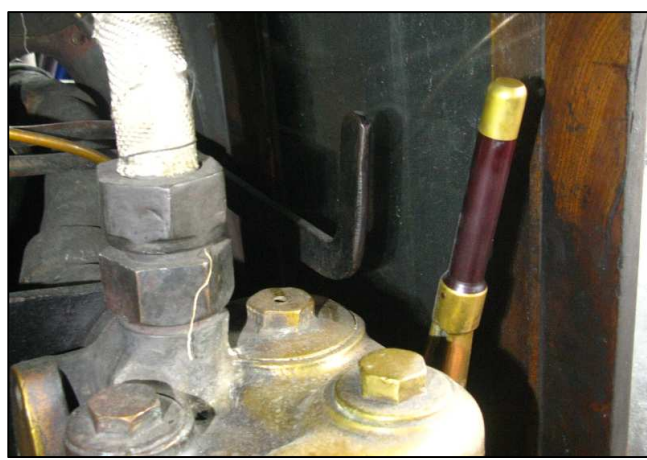
P07 - Work needed to be done on the left side die block. So the radius rods had to be manually shifted upwards to allow for access. This is how you 'change gears' on a stationary cold steam locomotive, and you have to disconnect the locking cylinder of the power reverser first.



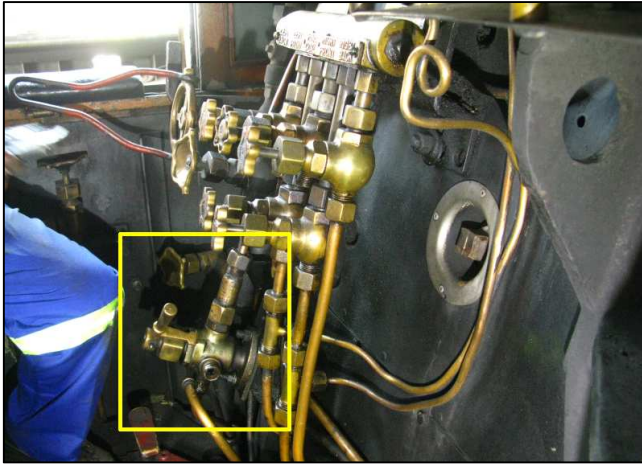
P08 - Meanwhile, Dawie is seen machining a new Die Block Locking Pin from rod stock that was slightly oversized. For some reason, Midas Motor spares don't stock 15F parts. Very inconvenient...



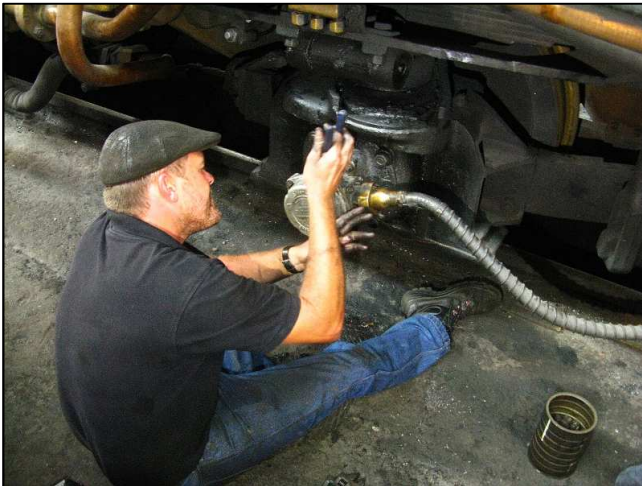
P09 - While working under the iron girders of the walkways, a loose vacuum brake pipe bracket was discovered. It had been badly fitted long ago with an overly-small bolt fitted through a torched hole in the heavy angle girder. It had since become a built-in rattle.



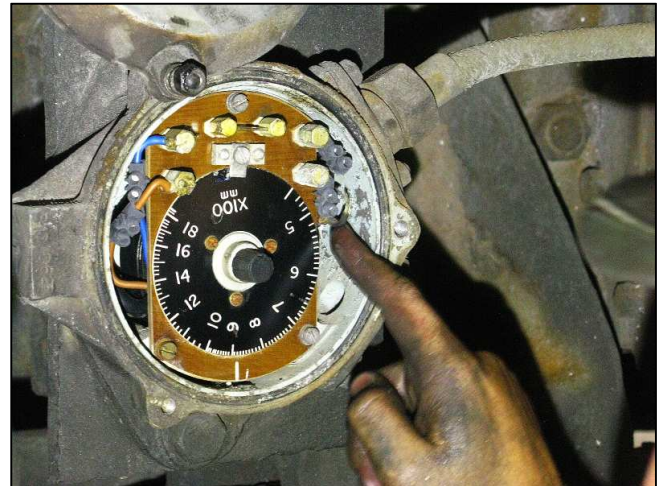
P10 - Kevin and Aidan worked on sorting out this ergonomic clash in the control gear. That's the RHS Sellar's Valve pull rod (Black) for the injector clashing with the brake lever in the 'Fast Release' position.



P11 - Kevin and Aidan removed the four-way Grate Shaker Valve and the attached Displacement Lubricator for re-alignment. It has long since been fitted misaligned, so people couldn't reach the bleed screws and awkward to work on the lubricator in general.



P12 - Class 15F 3046's electric-drive speedometer had stopped working. The transducer head was removed and tested. It was a rather awkward task with the overly high range multi-meters we had available - but we got a few pulsating twitches which seemed to be okay-ish.



P13 - Here's the fault. Inside the calibration box, one of the thin output wires had come loose. This box shunts a measured resistance across the galvanometer lines to calibrate the speedometer to compensate for the wheel diameter of the measured axle.



P14 - Cousin Rob got some outdoor exercise today - clipping away at the languidly overhanging branches of the T&P tree. It no longer reaches in cheekily through the cab windows, but it has grown so tall the debris snag at the top of the locos, among the turrets, spindles and the like.



P15 - The sump pump in the wheel drop pits had failed - someone had left it switched on and the dry pumping damaged the seals. (It is manually operated.) That's the magnificent Darryn doing the lower end of the installation with Donovan (not seen) doing the pipe work.



SEVEN YEARS AGO THIS WEEK:



P16 - Just over 7 years ago, 'Andrew' the Hunslet ran for the first time after his overhaul and open-engine surgery, including a repaired gearbox. He had been laboriously sanded down (By Dianderson) and repainted in a typical Hunslet green livery. Unfortunately, due to time pressure, one of the gears hadn't been case-hardened properly and so the gearbox job had to be repeated a little later. But barring abusive driving, the gearbox should now last many more years, although he presently needs a new paint job and attention to the drive rods.

Donovan and Darryn will be doing the next major service.

DID YOU KNOW?



P17 - When is a boiler's Fire Tube called 'A Flue.' The international convention is when it exceeds about 5 inches in diameter. A modern 'Flue' within a single-pass fire tube boiler (like this one on the 15CA) serves the same purpose as a tube, but also houses compact bundles of convection-type super heater elements. Non-super-heated engines (Saturated Boilers) just have a boiler full of tubes. However, not all superheated engines have the big flues. Up to the 1920s, some locomotives had super-heaters built into their smokeboxes and not the boilers. Some earlier designs would run one leg of a super-heater element down one tube and return it along a leg inside ANOTHER tube – so the tubes were only slightly different in diameter.



FORTHCOMING TRIPS

February 2017							March 2017						
S	M	T	W	T	F	S	S	M	T	W	T	F	S
			1	2	3	4				1	2	3	4
5	6	7	8	9	10	11	5	6	7	8	9	10	11
12	13	14	15	16	17	18	12	13	14	15	16	17	18
19	20	21	22	23	24	25	19	20	21	22	23	24	25
26	27	28					26	27	28	29	30	31	

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