

**1). REEFSTEAMERS DEPOT WORK ROSTER FOR JANUARY :**

Following is a list of projects that will be underway for the beginning of the Reefsteamers' New Year for 2011. These projects are listed in order of closeness of the deadline, rather than necessarily their priority or complexity.

We have much 'external involvement' this month as the SANRASM rescue project is also under way. Ian Welch's two Garratts are to be moved to Capital Park and it looks as if we will be doing the crash-damage repairs to Friends of the Rail's Class 15F No.3117. As items are still being lost at SANRASM – that project has the tightest deadline. But in between assisting in rescuing what we can, we have two of our own locomotives and a coach that we need to work on.

Details still need to be finalized for the moving, dispatch and reception of equipment – but we need to start preparing.

If you can assist, please contact me by return email or PM via Facebook and I will put you into contact with Engineering Manager Andrew King. It would be appreciated if you could indicate in which projects you would like to be involved. There is going to be lots going on and the more we can organize and match resources with volunteers, the more we can get done during these early months of 2011. There are no Reefsteamers day-trip trains running in January. While that is bad for our income, it does give us a chance to catch up on running repairs and projects on the depot itself.

Coach, Bar and Kitchen Staff, we invite you to join in with the workshop activities for a couple of weeks.

We have a mixture of skilled and semi- skilled work to be done so everyone can join in.

Lee Gates – Reefsteamers 2011.

**Needs to be done ASAP.**

**Class 15F No.3046 'Janine.'**

- 1) The RHS brake vacuum cylinder needs to be removed and stripped. It has been sticky because of rust on the interior of the bore caused by water ingress into the vacuum system.
- 2) The physical piping arrangement to the RHS vacuum cylinder needs to be checked. (Drainage.)
- 3) The oil cups for the Bissell swing linkages were not installed when the locomotive was commissioned. Spare oil cups need to be sourced and installed.
- 4) The wicks for the oil cups on the entire locomotive need to be checked and replaced if necessary.
- 5) The grease tube for the center bearing on the brake gear's way shaft is missing and needs to be replaced.



**3<sup>rd</sup> Class Day Sitter Coach No.25206,  
(Owned by Sandstone Heritage Trust.)**

**Needs to be done ASAP.**

- 1) Finish painting the interior to the new std dual-tone brown scheme.
- 2) Install the seats and the panel trimming.
- 3) The plumbing needs to be reinstated.
- 4) The coach needs to be converted to 220V AC and the lights recommissioned.
- 5) Running this coach will allow us to take one of the regular coaches out of service for much needed floor repairs, cosmetic work and attention to the bogies.



**Class 24 No.3647**

**Needs to be done by end of January.**

- 1) Uncouple the tender and move it to the 15M workshops.
- 2) The tender body and tank are to be removed from the frames.
- 3) Full access to bogies, brake gear and axles must be provided by the end of January.
- 4) The locomotive is to be worked on by Greg Mc.Lannan, and he will be starting at end of January by refurbishing the tender.



**Cowans Sheldon 60ton Steam Crane.  
(Sandstone Heritage Trust.)**

**Needs to be done by end January.**

- 1) Bring the spare crane boiler into the 15M shop.
- 2) The spare boiler is to be commissioned.
- 3) The crane needs to be checked and lubricated.
- 4) The crane is required to be in steam by end January/early February to be able to rescue machinery and heavy items from the SANRASM site.



**Ex-Tweefontien Colliery GMAM Garratt.**

**Needs to be done by end of January.**

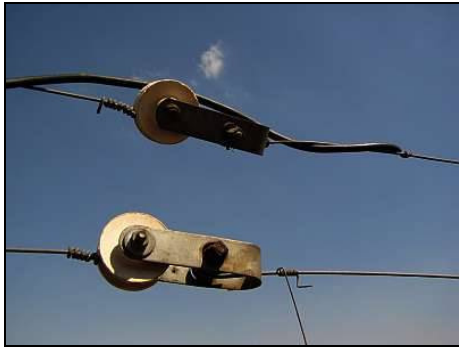
- 1) Prepare the two partially stripped GMAM's owned by Ian Welsch for moving to FotR premises.
- 2) They were shunted last year so they shouldn't require too much work to be made mobile again.
- 3) They should be moved by the end of January.
- 4) FotR should be conducting the move and will probably haul the Garratts on return from dropping their Class 15F 3117 at our depot for derailment damage repair.
- 5) Details and timings still need to be finalized.



**Class 12AR No.1535 'Susan.'**

**Needs to be done by end Feb for summer running.**

- 1) New valve rings need to be sourced from foundry stock and made to fit the actual bores. (The 'stock' rings appear to be have been slightly oversized which caused premature failure.)
- 2) The spool valve assembly needs to be reinstalled.
- 3) The valves need to be reset.
- 4) The front bogie has a ventral displacement. Its frame is lower at the trailing axle than at the leading. This needs to be investigated.



**Electric Fence.**

**Needs to be done by end Feb.**

- 1) The electric perimeter fence needs to be extended.
- 2) We expect to be receiving up to 22 items of ex-SANRASM rolling stock and locomotives, quite a lot more than that which was originally planned for. Thus the perimeter fence will need to be extended.



**Class 12R No.1947 'Rosie.'  
(19 Jan 2008)**

**Not a high priority.**

- 1) The boiler and the tube plates need to be de-scaled for closer detailed inspection for viability of restoration.
- 2) This job needs to be done as a long term project to enable us to have a second smaller, economical and mechanically simple locomotive available for our day trips.