

1). INTRODUCTION :

Reefsteamers is instigating a program of offering naming rights for THF locomotives currently in their care. These naming rights are to be offered for a period of five years and the purchaser can name a locomotive after an individual of their choice. (Within reason.) The money earned from this venture is much needed to help resolve our current financial situation, as well as helping funding heavy repairs to various locomotives. When the five years are up, the locomotive's name plate, refurbished if necessary, will be given to the purchaser.

After this concept was initially proposed by the board, Reefsteamers regular, Andre van Dyk, quickly took up the offer on the then-unnamed Class 15F No.3046. He has since paid a substantial amount for the privilege of naming the locomotive after his young daughter, Janine. Little Janine was not informed of this and she was totally caught by (pleasant) surprise at the naming ceremony.

We had a casual naming ceremony on Friday 28 August 2010, with the loco in light-steam, and we had a good turn-out of supporters. Everyone enjoyed the event. The champagne bottle turned out to be tougher than expected! The photo essay that follows, covering the naming ceremony, is a non-technical one – and focuses more on the people than the machine.



BOARD DECISION : The Reefsteamers board is still to finalize which of the others of the THF steam locomotives are to be re-named under this scheme and then to make a formal announcement. The emphasis is likely to be on the running locomotives first. Locomotives that are selected under this scheme will continue to operate under their existing name plates until a new name is purchased and is applied.

A formal offer for the names will probably be made via Steam in Action and the offer will be made to overseas supporters and enthusiasts as well.

The privately owned Sandstone Heritage Trust locos will not fall under this scheme as they are named by their owners.

This name plate idea is done by certain groups in England to raise funds and represents one of the newer ideas we are trying to adopt to carry us forward into the future. Quite apart from our current debt crisis – conventional volunteer-based weekend heritage steam operations in South Africa don't appear to have a viable future unless the financial and business models can be substantially changed and updated.

HISTORY : A valid concern is the frequency at which the names will change. But a 5 year interval name change is actually pretty slow. In the SAR&H days, naming of locomotives after wives, girlfriends and family members was often done on a seemingly arbitrary basis anyway, by whoever the current regular driver was for that engine. Many of those names have since been lost. At least the Reefsteamers era-names will be recorded, as well as the person after who they will be named.

3046's HISTORY : Class 15F No.3046 was proposed to be called 'Elizabeth' after HRH Queen of England, who was on board the royal train hauled by this locomotive (amongst others) back in 1947. This was a proposal made during the first phase of her restoration as the first Reefsteamers project back in the early 1990's. However, the proposal recently caused some friction amongst some current Reefsteamers members. Funnily enough, 100% of those who responded to an email poll conducted by myself agreed to the name. However, that is now a moot point. We still intend to ask permission from the British Royal family for No.3046, now called 'Janine' to bear the British Royal Arms to commemorate her 'royal history.'

So that's how this naming ceremony came about. To Janine and her family, I hope you enjoy this locomotive. May the iron Janine have many thousands of miles of trouble-free running and bear her new nameplate with pride.

Lee Gates

**N01 – Under Wraps.**

No time to rig up an elaborate curtain and draw-string, but a military-looking 'Nutria' coloured towel hides the new name plate. It had to be tucked down at least once as the wind was flirtatious and kept flipping the loose ends over.

**N02 – Shoulda swept the stage.**

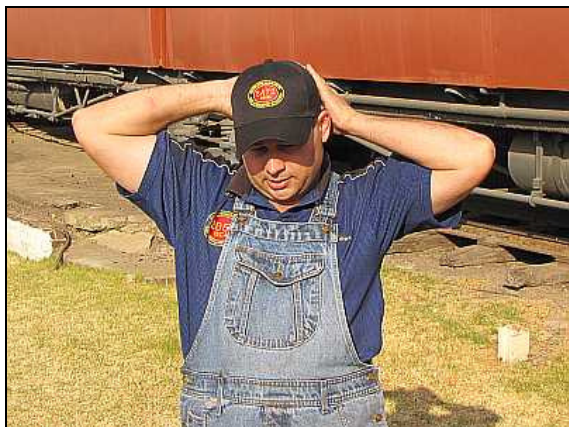
The traction sand laid down by Mr. Hunslet during the week's coach shunting is still scattered on the stage. This picture shows the upgrade section from the Reception Track to the rest of the Germiston Depot's track work.

**N03 – Back Stage.**

Class 15 No.3046 was lit up this Friday morning, the usual time for a Saturday day-trip run. We always light the fire almost a full day before we actually run the train, to allow ample time for mechanical inspection and for any latent faults to become apparent under steam pressure.

**N04 – Rail Dancer.**

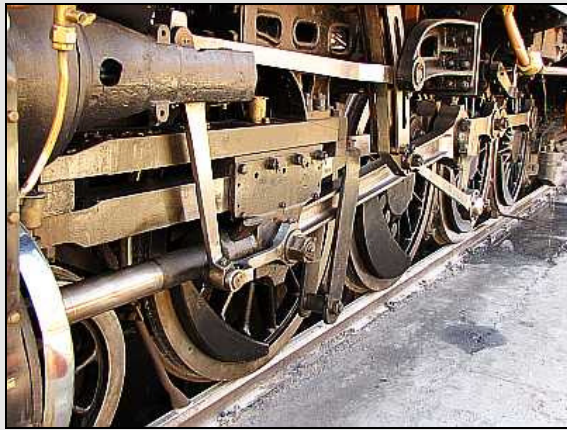
Janine van Dyk, the girl of the hour, doesn't yet know that the steam locomotive is to be named after her. She's a bit nervous about getting close to the black, ominous-looking, machine, but is quite happy running around on the tracks and trying out her balance on the railheads. Typical girl. ☺

**N05 – Beating Brain.**

Proud Pappa, Andre van Dyk, is a Kool Koal Kat and rarely shows stress. But he is beating a few neurons right now and going through a mental flip-list of the arrangements. People were coming a bit late because of the usual Friday afternoon snail-hour. Notice the burnt arm.

**N06 – Two Janines.**

Two Janines – both dressed in black but one slightly lighter and more graceful than the other. But the other one has a tad more tractive effort and a slightly higher top speed. The little Janine is obviously not nearly as concerned as her father at this very moment.



N07 – Drive Train.

The motion, valve gear and bare steel wheel rims were polished up for the event. It looks great but isn't good for running – not a bit of oil anywhere. Where's that oil feeder?



N08 – Not chuffed.

'Why is no one paying any attention to me?' ☹ Class 15F No.3046 'Brown Towel' catches the first of this Friday afternoon's lowering light with no trace of smoke or steam.



N09 – Big Sister.

Big sisters can actually be pleasant creatures and useful to have around ... sometimes. (Usually, they're just a curse.) Janine helps her little brother along the railheads of the crossover tracks.



N10 – Framed.

This was a fairly low key occasion but three of the four usual Reefsteamers shutter-flies were present. Diana Sanderson, in the background, takes a snap of the chrome capped cylinders. In the foreground is Oom Frans, grandfather of one Janine and today's driver of the other.



N11 – Good sign.

Something is happening at last as the audience 'sheeps around.' Andre runs through his ceremonial speech with Chairman Lex Wehmeyer. Lex is a rare sight at the depot in daytime, especially in 'civvies,' (except for board meetings) as he's usually busy amongst the train staff as a trainee Train Manager.



N12 – Capped.

Janine is wearing a standard Reefsteamers cap which we sell as souvenirs and also use amongst the crews.

Notice that she is wearing the badge of the appropriate locomotive Class 15F No.3046. Pappa Andre swapped her cap for his a little earlier – she originally had 25NC No.3472



N13 – Culture.

An elegant serving of celebratory champagne, in polystyrene cups! Only at Reefsteamers! But fluted long stem glasses would last roughly 5 minutes in this environment. Alan Lawton (Right) doesn't object and will take shampers in any form as long as it's cold and wet.



N14 – Awkward moment.

Andre planned to give his speech standing in front of the locomotive but little Janine would have none of it and firmly put both of her pint-sized anchors down. She is not the first youngster that I have seen genuinely frightened of a full-sized locomotive from ground level view.



N15 – Compromise.

A compromise was found without getting too close to the big n' scary iron monster. You can see by the length and the angles of the shadows that Andre and Janine were now facing directly into the sun. But Andre was inscrutable, as always. (Probably used to the glare of the firebox.)



N16 – Speech.

Andre van Dyk is a lot happier chucking chunks of carbon than speaking in public – even if it was only in front of us steam-loving misfits. Still, he looks fairly confident here and at least you don't pick up blisters doing this. (The paper cuts can be a problem though.)



N17 – Smooth operator.

'Who loves ya, baby?'



N18 – Smoothed Out.

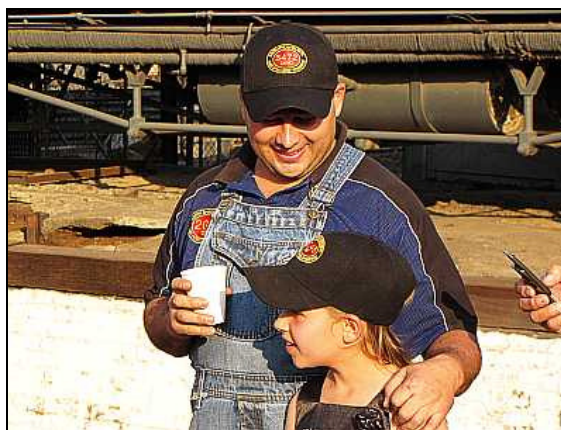
'Sheesh, Dad, I know-w-w-w-w!'

'Why am I here and just what ARE you up to?'



N19 – Janine is unveiled.

Brand new, as yet unscarred, unblooded and unburnt Reefsteamers member George Hoddinott, still holding a champagne GLASS, whips off the wraps to reveal Class 15F No.3046's new name.



N20 – Surprise!

Oh, cuu-wool !

Although Janine was holding the champagne bottle and knew something was up, she was STILL totally unaware that the locomotive was to be named after her.



N21 – Check it out!

In this three-generation shot, the previously inattentive little guy twigs on and points out what everyone already knows. In the background, checking his cell captured photo, is 'Oupa' (Granddad) Frans van Dyk.



N22 – Neck Punch.

Maybe the little skirting-scurfer was right to be nervous of the great engine – she doesn't even cap the buffer beam with her cranium. But she is at least relaxed enough now to stand right in front of that ominous-looking coupler.



N23 – The Fam.

Here's the van Dyk family all together. Also constituting a rare photo of the notoriously camera-shy Lydia van Dyk. (Right.)



N24 – Relaxed.

Another photo of Andre, Janine and Janine.

This one had me chuckling ... the little Janine is already so relaxed around the locomotive that she has actually started POSING for the camera. Girls are amazing creatures.



N25 – Misfire.

Grenadier she ain't. The first attempt at the traditional champagne smash was a dud and the bottle survived being thrown against the coupler. The bottle is actually still airborne in this picture.



N26 – Benediction.

The second attempt was a smashing success although the way our luck has been going lately with these old clunkers, it's probably bent the draft gear. That white oblong shape is the bottle's label which is holding broken glass together



N27 – Matched Pair.

The Smidge quietly passes a comment to The Smudge. (Who is actually strangely 'Smudgeless' today, being 100% oil, grease, graphite, sealer, paint, tar, creosote, primer, plaster, paraffin, petroleum & associated by products and coal-dust free .)



N28 – The Press.

A rarely-photographed Stewart Currie is in attendance today, loading up his cerebral soft-drive with details for that legendary newspaper ; the *Reefsteamers Waybill*. Another rarely-photographed steam-sniffing character, John Rennie, foils the camera yet again.



N29 - Banner.

The name plate is fixed to the forehead rail rather than from the more convenient headlamp bracket above. It means a larger and frequently shadowed gap but the name plate will swing with the door rather than obstructing the door's swing as the headlamp bracket-mounted plates do.



N30 – To splat or not to splat.

The dangerous combination of mischievous Reefsteamers and creamy cakes arises yet again. Evil personified in silverside colours (pink and grey), Lauren 'Smidge' Edgar considers sneakily 'decorating' Aidan McCarthy with granadilla cream and sponge. But how fast can she run?

**N31 – First Puff.**

Driver Frans van Dyk opens cylinder cocks and the drifter while D.I.L. Lydia van Dyk mounts the cab side. This would be a 'family shunt.' There would be no celebratory run as there was still coaling work to be done as well as the mechanical inspection of the locomotive.

**N32 – Trundle.**

With steam effects heavily attenuated by the warm spring evening, the Class 15F uses her 16.7 ton axle load to good effect to trundle upgrade to the crossover tracks. All that sand is from the 20 ton Hunslet Taylor shunter trying to shift a 38 ton coach containing 2 tons of coach fittings.

**N33 – Fists of steel.**

Here's the business end of a 15F, caught at almost full front TDC. You can see how the vertical(ish) combination lever has already pulled the valve spools back to allow steam at the front end. This effect is used to achieve a cushioning affect on the decelerating pistons at high speed as well as providing extra lead time to fill the cylinders with steam.

**N34 – Playful.**

In a playful mood, Class 15F 'Janine' tries to hide behind a tree. The track the locomotive is facing used to be a bypass track for westbound locomotives to be able to leave the eastern yard (where the water tower is) without having to get through a congested running shed.

**N35 – Docked Delay.**

Lappies and August (Right) battle to get the coaling dock gate unlocked. They both remember this area as the busy supplies dock for the entire depot in the good ol' days.

**N36 – Cheerful.**

Another refugee from the SAR&H narrow gauge, Frans van Dyk takes the delay cheerfully. He's a good old biscuit. ☺

**N37 – Spindle Job.**

One of the most frequent running repair jobs, Peter is on top and is having a look at a turret valve with a sheared universal joint pin. We use conventional split pins in the die blocks as a deliberate mechanical weak link to help protect the bronze-to-bronze valve seats from over-tightening.

**N38 – Docking.**

Andrew King, standing on the loader, is hand-directing the locomotive in. The fireman is relaying the signal. Normally this isn't recommended practice but the driver is not backing up to couple and can see the end of the inset dock. They are positioning 'free couplers' for the coal loading.

**N39 – Canted Communication.**

Who needs radios anyway? Andrew leans over to confirm that the crew is ready. Before loading the kibble, both of the tender's coal gates need to be closed and latched to avoid an avalanche into the cab, and the stoker slides need to be pushed to the rear to feed from the front-most slot.

**N40 – Cab Crab.**

Steam locomotives are not ergonomic machines. However, the Class 15F has a full set of extra overhead handrails and cab-side steps that allow a crew member to exit the cab and mount the running board without having to dismount, especially when in motion. Peter hangs on in conversation.

**N41 – Pulling Coal.**

Andre has just taken a generous scoop of coal and is pulling the shovel back, handle down, correctly using the heel of the shovel as a bearing. Although a fireman needs some strength, it is the technique that brings endurance.

**N42 – That's where they come from!**

A 'coal moustache' is born. Andre rubs an itchy nose. The cab and coal hadn't been sprayed recently and there was coal dust in the air from the loading work.

**N43 – Hot stuff!**

It's all happening here – you can see the new fire arch still looks fairly crisp. Note the neat brass deflector plate handles on either side of the stoker housing, each with a two-winged brass locknut. Nice detail touch by Mr. Labuscagne, who performed the detailed final assembly.

**N44 – Do not disturb/**

Andrew King might look quite grumpy at the moment but this is just his concentrating face, even more 'grumpified' especially as he is looking into the evening sun. Because of the close quarters, even an experienced operator needs to concentrate when using the Yumbo-built Grab.

**N45 – Splitting Pins.**

Peter has just returned from the stores and is now replacing that sheared split pin. You need to check the pressure gauge before working in that area on a live loco because if those safeties pop – hearing damage may result. She's in safe range with another 250kPA to go.

**N47 – Evening Meal.**

Typical sunset-lit Reefsteamers coaling scene. Andrew still needs to do the train paperwork and mechanically inspect the locomotive for road worthiness. The sun will be long gone by the time he finally gets to head home.

This Depot Report was compiled by Lee D. Gates on behalf of Reefsteamers
For observations, corrections and suggestions – email me at leeg@leaf.co.za

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MOTIVATION : The Reefsteamers Depot Reports and associated Photo Essays are created on an unpaid volunteer basis in my leisure time, for the love of steam.

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