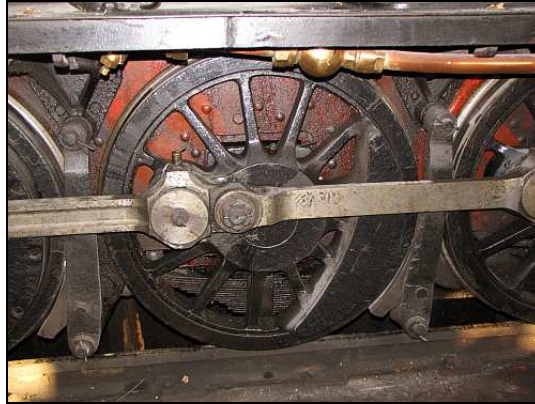




## 1). INTRODUCTION:

Here is the third of the new Reefsteamers Waybills.

This one was fun to do with lots of little jobs that need photographing and recording. We actually have quite an amazing team looking after the ol' depot and the amount of work that gets done is impressive.



Keeping the wheels a' rollin'!

There are a number of announcements and requests in this Waybill so please go through it carefully.

- Lee.

## 2). VOLUNTEERS NEEDED FOR OPEN DAY:

Please don't forget to sign up to assist us on the Annual Reefsteamers Depot Open Day to be held on the 27<sup>th</sup> July. Apart from the jobs to be done on the day itself, there will be extra preparation to be done beforehand although our depot is already fairly clean at the moment.

However, the ol' depot always needs a bit more fettling to make it safer and friendlier for visitors that generally have little or no 'train sense.'



Scene at the 'East End' with the 15F No.3046 uncoupling to run around the coaches that had just returned from their first trip to Rhodesfield – 2012.

And of course, there are a few big fiery dragons that need to be woken up from their slumbers and fed. Don't forget that we'll need extra footplate crews and coach staff as well – so circle that date in your diary. Email Lauren Ackerman at [marketing@reefsteamers.com](mailto:marketing@reefsteamers.com) and tell her some good news!

She's a bit ill at the moment and could do with some cheering up!

**3). NOVEMBER STEAM TOUR:**

Don't forget to sign up for a working position on the November Steam Tour running between the 16th and 26th November 2013. I don't know what positions are still open, but if you contact Shaun Ackerman at [engineering@reefsteamers.com](mailto:engineering@reefsteamers.com), or speak to him at the depot, he would be happy to let you know.

**4). VOLUNTEERS NEEDED FOR COACH PROJECT:**

The Sleeper Coach Upgrade Project is now underway with some fitment work finally starting up after Hurricane Maurer mercilessly went through stripping out all the old stuff. There are quite a few pictures of this work in the photo section of this Waybill, to show the extra thought and care going into this project. (Installation of bathroom floors at the moment.)

After having coach interiors messed up by two sets of so-called 'expert' contractors, we're going to do this ourselves, although we might hire some of our own handymen towards the end of the project, especially to do the painting.

What is especially infuriating is that even after the 'professionals' had done their work, we have had to do rectification and repair work on the sleeper coaches EVERY SINGLE TIME that we have run a long distance or overnight trip since. What a waste of money and time! It's one of the reasons why we have been a bit reluctant to run those exciting, cool long distance trips over the last year or so. Of course, those that are most vocal about the lack of long distance trips generally won't be found in the vicinity of the aforementioned sleeper coaches with paintbrushes and screwdrivers in their hands!

The work we are doing now is hopefully 'for keeps', although we do have ideas about upgrading the coaches even more in the future once they are bringing in money. But that work will be improvements, rather than trying to repair shoddy work and prematurely failed finishes.

We are making a special appeal to those that have volunteered for the November Steam Photo Tour to come and get their spatulas into the pan this Saturday – if you are not rostered on this Saturday's Beer-Tasting train. We are going to do the work in Noah's Ark style – doing the coaches two by two <<... and they all went into the shops, to get outa the rain!>>

We are going to keep asking for volunteers for this project as the usual 15M workshop grunts simply cannot maintain the locomotives, get Uncle Wilfred's steam crane going and keep the depot in one piece – and then overhaul a sleeper train as well.

**5). VOLUNTEERS FOR 15M WORKSHOP LAMPS:**

Our workshop and running shed conversion to energy saving lamps has stalled due to the fellow who started the job not being available. It isn't his fault, as he works for ESKOM and gets posted to different locations around the country. Most of the lamps are already done, but there are still about 15 to 20 left to do. We wish to finish replacing the old discharge lamps with CFLs.



Some of the old lamp fittings awaiting conversion. Essentially, the old ballasts and extra wires need to be removed as the new 'twirly' CFL lamps operate directly from the mains.



The lamps are accessible via a purpose built man-cage on the fork lift truck so, there are no rickety ladders or scaffolds involved, even though the work is high up.



The forklift with the man-cage firmly bolted to the tines.

Acrophobic Diana Sanderson need not apply!

We have some extra lamps available for the recommissioned Fitter's Work Shop and would like to have them installed, as well as some extra plugs for the work benches. Extra lighting is especially needed around the tall, long tool racks facing away from the windows.

If you have electrical skills, please consider stepping up and giving us a hand with the wiring work!



The recommissioned fitters shop and tool store.

There is some ladder work needed outside, as we have some yard flood lamps that have failed. We do have a proper insulative-fibreglass electrician's ladder available.

## 6). **2013 MEMBERSHIP RENEWALS:**

Your Reefsteamers Membership will need to be renewed if you haven't done so yet.

Membership Liaison Lauren Ackerman says to remind you that the 2013 Reefsteamers Membership renewals are currently open. You will find the forms on Reefsteamers' FaceBook page and on the Reefsteamer Website.

Apart from possible issues with people missing out on members-only communication, the security protocols are being stepped up in the depot from June onwards. Soon, those who do not have current memberships will not be allowed onto the premises without an escort if they are checked by the security officers.

Also, those without current memberships cannot make use of the freebie train rides scheme that we offer.

Please send all membership queries to [membership@reefsteamers.com](mailto:membership@reefsteamers.com).

**7). GARDENING MATERIALS:**

Coen Pretorius is continuing upgrading the gardens during the week, especially around the formal club house.

He has mortared his way through his initial stock of used bricks while making up two flower planters around the front porch and a paved area around one side. We are requesting a donation of R500 to go towards a fresh batch of face bricks so Coen can continue. Otherwise, if perhaps some of our members and friends have a useful quantity of surplus face bricks that they would like to pass on to be put to good use ... we could take them off your hands and driveway!



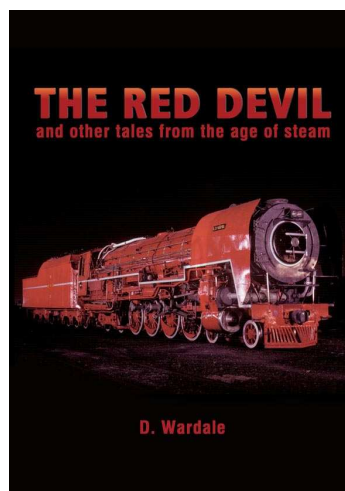
One of the new planter boxes made from re-used bricks.

If you can assist, please contact Depot Manager, Gordon Bennett at [gjbennett52@gmail.com](mailto:gjbennett52@gmail.com) or at 083 442 4437. He gets his emails at his office at the depot and can contact Coen if necessary. He would also be able ask around for transport and arrange for the interim storage.

Any donations or assistance would be much appreciated. In fact, I am quite sure that Coen would not say 'no' to other similar offers such as paving slabs, slasto, cement, lamp fittings and other garden type fixtures. However, please phone/email through before just bringing stuff onto the Reefsteamers premises and offloading, otherwise we might not have a place to store the unused items.

**8). SPECIAL BOOK OFFER:**

David Wardale's classic and informative book 'The Red Devil and other tales from the age of steam' is back in print! Unfortunately it is only available in England and the publishers will not take orders for postage to South Africa because of the theft occurring in the Postal Services.



The new book's cover.

One of our younger friends, Luca Lategan, who is now with Atlantic Rail, is in contact with Chris Newman of the British 5AT trust. They will arrange for someone to bring up to 20 of these books through to South Africa on a plane flight, and then Luca will post the books out locally.





Furthermore, people using this deal can get a cash discount – the price will be R750 instead of over R1000. (And it will include the postage too.)

Luca says that this is purely a special deal that he is organising for the steam lovers in SA and no one except the Post Office is really making any money out of this. Luca's original notice is reproduced below

GREAT NEWS for all of us here in deepest. darkest Africa!

I have managed to work out a deal with Chris Newman from the 5AT trust to have 20 books sent to South Africa from where I will redistribute them. If you order this book through the 5AT website then you will pay more than R1000 and have to take the risk of the item not arriving in the post.

I (Luca) will import 20 books and post them to your address for R750, all inclusive and with much less risk. This is almost the same as you would have paid if you were sending it to the UK, so I reckon it is a very good deal.

I know that R750 sounds like a huge amount for a single book, but this one is really a gem. Only a very limited amount of copies ever made it to South Africa. Even though there is a huge demand worldwide, reprints are done VERY seldom ... so grab the chance while you can!

More information on the book is available at:

<http://5at.co.uk/index.php/references/printed-reference-material/red-devil-book.html>

For all queries or if you are interested, please send me an email at [reddevil@luca.la](mailto:reddevil@luca.la).

DO NOT place an order on the website as the special deal will not be available there!

If, however, you want to validate the authenticity of this deal, please contact Chris Newman at [reddevil@5at.co.uk](mailto:reddevil@5at.co.uk).

Regards  
Luca Lategan  
[reddevil@luca.la](mailto:reddevil@luca.la)

If you are interested in ordering one of these books, please contact Luca by the given email address to make arrangements. I (Lee Gates) am not involved in the arrangements, so please do not make enquiries of me!

## 9). DEPOT DOGGIES:

Taking of donations, we are requesting that people do NOT bring unwanted puppies or dogs to the depot for adoption. It has put us in awkward situations in the past.



We have reduced the number of the existing Depot Gravel Hounds down to two. In the near future, we plan to use professional dog patrols on the perimeter fence patrols and the semi-tame depot dogs might clash with the security dogs.

The dog food also becomes an unwelcome expense, not to mention the piles of dog putty that need to be scooped up daily.

No dogs, please!

**10). WINTER MORNING PHOTO SHOOT:**

Don't forget the special photo-shoot to be held at the Depot on 13<sup>th</sup> July, we will probably need some extra assistance to get the engines ready and the rolling stock shunted.

We have to ask that our members and friends NOT 'just sommer rock up' and join in with the photographers, as a part of the selling point for the event is that there will only be 30 people involved. It is so the photographers don't get into each other's line of sight and it also cuts down on the noise.

Again, I had been receiving queries about this event – all photo shoot queries are to only go to Aidan McCarthy at [photo@reefsteamers.com](mailto:photo@reefsteamers.com).

**11). LATE BREAKING NEWS:**

Shaun 'Smudge' Ackerman reports that both of the new steam delivery pipe gaskets have been fitted to the Class 12AR No.1535 'Susan' in time for her Beer-Tasting trip this Saturday. The new gaskets are flat copper rings like oversized washers. We are trusting that none of the boiled beer will foam up into the smoke box otherwise a tipsy Susan will not only have a beery exhaust but might be too giddy to hold onto the rails.

The chaps also cold-pressurized the boiler and the steam circuits up to mains water pressure (about 1000kPa) and report that there were no more leaks found in the aged super heater elements. (For now!) A few more of the Header T-Bolts were found to be loose and so they were dunbopped nice and tight again. Susan's front steam circuit is now leak-free and she's ready for the weekend once Jeandre puts the spark arrestors back in.

**12). UPDATED TRAIN SCHEDULES:**

The Train Schedules have been updated for the remainder of the year, thus:

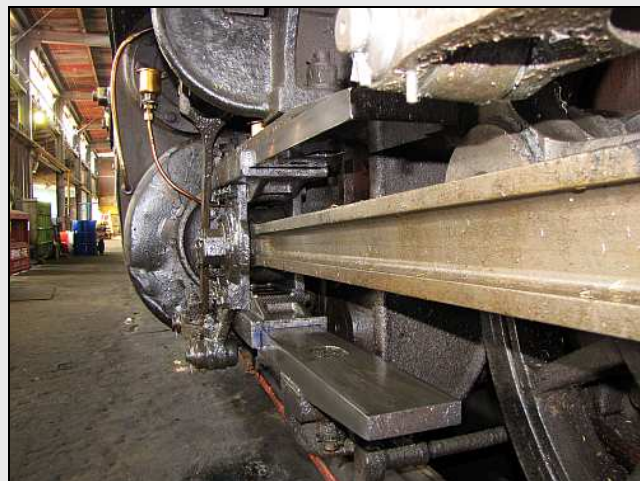
| DATE                       | TRIP                  | TRIP ITINERARY          |
|----------------------------|-----------------------|-------------------------|
| 25th May                   | Magaliesburg          | Beer Tasting – De Garve |
| 17 <sup>th</sup> June      | Short trip around JHB | Lunch                   |
| 29 <sup>th</sup> June      | Magaliesburg          | Magaliesburg Express    |
| 13 <sup>th</sup> July      | Depot                 | Winter Photo shoot      |
| 27 <sup>th</sup> July      | Depot/Park Station    | Open Day                |
| 9 <sup>th</sup> August     | Magaliesburg          | Women's day special     |
| 7 <sup>th</sup> September  | Magaliesburg          | Magaliesburg Express    |
| 22 <sup>nd</sup> September | Short trip around JHB | Lunch                   |
| 5 <sup>th</sup> October    | Magaliesburg          | Magaliesburg Express    |
| 26 <sup>th</sup> October   | Magaliesburg          | Magaliesburg Express    |
| 30 <sup>th</sup> November  | Pretoria / FOTR       | Lunch                   |
| 7 December                 | Magaliesburg          | Magaliesburg Express    |
| 16 December                | Magaliesburg          | Magaliesburg Express    |

**13). WORKSHOP PROJECTS FROM SAT, 11 MAY:****W01 – She’s a keeper!**

Susan the Class 12AR received some running repairs, which took a little longer than expected. Pictured is the left trailing axle keep just above the old-fashioned under-slung leaf springs. The axle keep on this engine is the slotted bar under the square shape of the axle bearing’s oil box.

The little old lady has a persistent tendency to pound the axle keep nuts loose on the left rear trailing driver, even though that stud and its hole had been remanufactured before. And yet we aren’t picking up excess vibration.

Dr. Smudge did some investigation and thread cutting work on that stud (In rather cramped situ) and put a better nut on. The wedges were taken up on the leading axles on this side as well.

**W02 – The sliders are gliders.**

After inspection, the recent work done on re-shimming the crosshead slide bars to reduce excess clearance has been deemed successful. This was in spite of the fact that the bars have worn concave. (As they naturally do.) Setting the crosshead slipper (the blue stained part) gap correctly midway would result in binding at the ends of the strokes.

Class 12AR No.1535 is now running with a minimum of knocking at the front end. Eventually though, all four of those white metal coated slide bars will need to be removed and cut flat on the Thule Shapers and then re-shimmed.

The correct clearance is about 1 mm. You can see the gap above the top slipper in the photo. It’s still a bit too large as a compromise in the half-way, most worn part of the slides.

**W03 – Can you get a ruler in there?**

The leaking flanges for the steam delivery pipes were mainly caused by incorrect gasket material, which didn’t help on a new joint that was still settling into service for the famous Viljoen & Thiel Co. 12hr or 12 000 mile guarantee!

Due to the then-time pressure, these gaskets was fitted with the full knowledge that they would need reworking soon, but they failed much quicker than expected.

The right type of modern gasket for this hot, dry application would be a non-asbestos Klinger Rite™ packing but it would cost us several thousand rand! Shaun Ackerman decided to make customized gaskets made from copper sheet, in a similar fashion to the steam dome ring gaskets.

**W04 – Heavy Weight Paper Weight:**

Here you can see the initial plans drawn up for the new gasket material, helpfully wedged under one of Susie’s cute little driver wheels to stop it from blowing away.

The new copper gaskets will resemble oversized 4mm thick flat washers with a 168mm outside diameter and a 128 mm hole. (Thus, the ring section will be 2cm wide.)

We scrounged around for copper material, but Shaun would have to make up the new gaskets from copper stock from home and planned to fit them during the week. It’s not a major job to fit the final product and it should last a long time. The new gaskets will be heated and quenched in the standard way to anneal (soften) them before service.





### W05 – Bums and Bobtails Up.

Class 15F No.3046 'Janine' has passed visual boiler inspection and now the big bean boiler is being sealed up for the coming hydraulic tests. Every boiler fitting that can possibly leak and create a false boiler leak indication must be sealed or blanked off – including the blow down valves, water columns, the clacks, safeties and here, the regulator.

Andreas Matthee is spending a rare Saturday off from Transnet Work and is pictured removing the Watson-style regulator chest cover with relatively cute little spanners and a dainty ballpeen hammer.

Notice the flat-ish 'dome' cover safely stored away on the chimney and keeping the front works dry. (The 'dome' is actually just a manhole on the 15F.)



### W06 – Sloggin his way through.

In the evening of the same day, Aidan McCarthy gets to work on the individual spool covers that were exposed that morning by Andreas. Using somewhat heavier tools, he was 'slogging' the individual nuts loose. He wasn't removing the covers yet though, just loosening the nuts to make things easier for the next person to commence work on the project.

You can clearly see the smaller pilot valve cover on the far left and then the four spool valve covers.

The individual regulator spools are usually sealed with silicone sealer and the regulator disconnected for the boiler test. (If someone is fiddling in the cab and pulls the regulator open, the test seals would need to be re made.)



### W07 – Shiftn' Safeties.

Madame 15F has four Ross-Pop type safeties, which tend to obstruct one another in terms of getting the bolts out. It isn't feasible to seal the safeties and temporarily set them to the higher test pressure, so off they must come and gasket-equipped blanking covers are bolted down instead.

You can see Aidan's awkward mixture of ring spanners, shifters, tube sockets and a slogger mallet. The obstruction problem is also often compounded by odd nuts fitted having differently sized hexagons for the same threaded bores.

The safeties need to be recalibrated and signed-off upon recommissioning, no matter what their condition or spring settings were upon removal.



### W08 – Are you Covered?

Here are four covers that were retrieved to blank off the safety valve mounting pads. In fact, three of them still had their gaskets attached from the last time they were used.

Aidan later fitted one of our new high pressure ball valves to one of the plates with a pipe, while the other plate was plugged.

The ball valve is connected to a hose leading down to ground level. It will act as an air vent while filling the boiler. It would also allow the initial pressure to be gently released when emptying the boiler after a test. The initial release involves flexure of the steel work and can cause damage if the entrapped pressurized water is released too quickly.





**W09 – Upshot.**

Not a typical view of a safety valve – this is the lower end that is normally recessed into the boiler's steam space. The tri-braced guide yoke for the valve can be clearly seen.



**W10 – A bit bare on the backhead.**

The water glass columns and their cocks has already been removed and their flanges all blanked off with standard sealing plates.



**W11 – Four for Storage:**

Before the day was out, all four safeties valves were carefully locked away for safety. We trust no one with theft, especially with chunky non-ferrous components lying around.



**W12 – Missed a few.**

The washout plugs were tightened and marked with a white stripe as per our standards, But the arch tube plugs hadn't been done yet. The deeply winged firebox door of the 15F was removed to facilitate the visual inspection within.



**W13 – Some attention.**

Here's the old girl happily submitting to being worked on. That is Andreas up on top removing the Regulator Cover while Attie supervises from behind the smoke deflector.



**W14 – The Mark. (Or not.)**

All the external washout plugs have been installed, but this one still needs to be confirmed as tightened and then marked. The blow down valve outlets still need to be blanked off.





### W15 – The base matter.

This is a longitudinal 'basement ceiling' type view along the ashpan of the modern(ish) welded 'trough' type foundation ring of the 1953-built Class 25NC. This method to be implemented for the Class 15F No.2914 project. This section is actually slightly elliptical in shape, whereas 15F 2914 will have a circular section cut from the stock pipes.

Notice the washout plug mounted low down – that half-pipe is hollow and is thus subject to collecting scale and 'mud'. The lowest section of a conventional firebox has the foundation ring which is solid forged steel and thus doesn't need washout plugs quite so low. This is one of the locations in which Hott-Nutts George will have to design new washout points for on 15F 2914 – and it need to be accessible from the ash pan too.



### W16 – In for the chop.

Here is the equivalent iron on Class 15F 2914's firebox. The metal 'bar' protruding from behind the side 'wrapper' sheet is the lower face of the foundation ring. It is held into place with two rows of rivets. It is also taller than it is wide.

The entire firebox will have the lower few inches cut away to just above the double row of rivets. The half-round pipe will be welded in on that line and would basically occupy the space that rows of rivets currently take up.

A new row of holes will need to be drilled for stays to brace the space between the lowest row of stays (the domed 'rivet heads') and to the cut-line just above those two rows of rivets. As the bottom of the new section is circular, it will not require internal vertical bracing.



### W17 – Mr. Green:

Our tough little six-banger finally has his new engine covers back on – albeit painted in 'Emerald Green' instead of the original Hunslet colour. They are bolted on as we don't have the handles, and so they have been put on to the end of the engine hood that doesn't need much attention.

The rearmost panels are often opened to access the starting battery and also to access the fuel cock under the diesel tank. So, they still have the original covers with handles to facilitate repeated removal and re-latching.

We are sure the missing 2 engine covers will turn up some day, but these will keep the feathered pests from roasting, er, roosting in the engine compartment in the meantime.



### W18 – A bigger jigger puzzle.

Senior Machinist James Thomson has been pulled away from his beloved steam-driven feedwater pump project to do some wheel lathe work instead. Some slightly heavier work, just to keep his biceps and forearms in training.

He has started to dismantle one of the tool carriers for the wheel lathe. It has two sets of screws – one set being used as a chain-driven auto feed to advance the tools.

It needs to be cleaned up and then assessed for wear, but we don't expect to find too much wrong. That's the 25NC tender in the background along 15M Road No.1.





**W19 – Grinder.**

The wheel lathe's tertiary gearbox has been loosely put together to check the gears for meshing and the newly lined bearing shells for fit. The original bronze bearing shells were relined with Vesconite to suit the re-machined shafts.

The output shaft that drives the lathe itself is the cowed shaft at the lower left. (Bear in mind that the gearbox is pictured upside down and the tender-side is facing away.) This gear set is a four speed reduction box with the mechanically shifting gears being on the shafts to the left and the right – with the center shaft being the intermediate.

As you see, no sissy extras such as synchromesh, dog clutches, synchro-cones or baulk rings – this is a proper old cog swapper. Much of the original damage was done by changing gears before the lathe was brought to a full stop.



**W20 – Sucked in from Obscurity.**

Here is a little bonus something that was dimly remembered and recently squirreled out from the now-overcrowded 'Millsite Store.'

It is a centrifugal-blown electric vacuum pump.

Our electrical boys are going to see what they can do to rig this pump up to a rubber brake line to make a portable vacuum brake pumping station. That way, we can test the vacuum brakes of our stock AND locomotives on demand, rather than having to wait for one of the steam locomotives to be fired up.

Unfortunately, our Hunslet Taylor Diesel isn't fitted with vacuum brake gear.



**W21 – Ramping up the standards.**

The main entrance ramp into the 15M shops has had the worst of the holes in the concrete apron filled in with fresh concrete the previous week. You can see some of the patches alongside the rain water trench along the wall.

As a part of our ecological drive, we have left exit ports in the tread plates so the depot rats have a fair place to hide from the owls. (The rodent use the trenches as run ways.)

Speaking of ecology, the guinea fowl and wild hare population are reported to already be increasing within the fenced off turning balloon area.



**W22 – Scalped Steel.**

The de-weeding project in the 15M approach yard and the head shunt is just about finished in time for winter, and the labour was paid off with bags of aged coal! That's a good deal all around! (The ladies who did the weeding broke the coal down to smaller sizes and sold it on in the recent cool weather – entrepreneurship!)

The next project in this area is to replace the squatter-stolen points tumpers and rodding. It is worthwhile doing now that the boundary fence is up and running. It will be quite a luxury to be able to use this points ladder without having to use a crow bar to throw the blades over.





### W23 – The Lavender Special.

Oom Attie de Necker polished the entire day sitter train last week, using domestic type Cobra polish. (With fresh lavender scent!) The end coaches especially get a bit faded as they park in the weather all day and every day. You can see the difference in colour between the polished coach and the slightly faded caboose.

The S&B Power Van has developed a grease leak behind one of the axle boxes and has been removed from service for inspection. We are hoping that it's just a faulty seal but it could also be over expanded grease from a hot bearing situation. All the extra work that went into converting the lil' caboose into a small power van is now paying off!



### W24 – Coaching the Gantry.

In between polishing, Oom Attie also shunted the Gold Class and one of the Silver Class coaches down into the 15M shops to facilitate commencing the Coach Upgrade Project. This is the Silver Class coach awaiting her turn.

As the head shunt is too short for two coaches and a certain little diesel, the operation involved doing a 'short stop' and a double shunt. Young Jeandre did the shunting and it's reported that he's getting quite good at it! With the train-eating weeds recently removed from the head shunt area, it is a lot safer now with improved visibility, which is desirable even if radios are used.

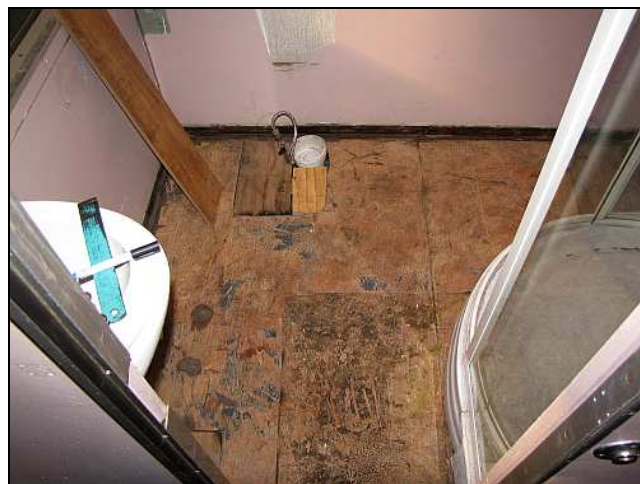


### W25 – Wotta Combo!

Now here's a photo combination that not many line-siders could get – a heavy steam crane parked next to an illuminated main line coach, in an original and still-functioning steam locomotive workshop.

The time and money spent on converting our coach sets to 220V power over the last few years really pays off in situations like these. (The lights originally ran on Dc-to-Ac inverters) That coach set's lights (and tools) are running on a three phase welding plug on a column-mounted distribution board right next to that track – no extension cords!

The coach boys worked until about 6:15pm on this winter day and it was already dark when we shinned off home, but we had the coach lights on all day.



### W26 – Prison Grade.

Inside the illuminated coaches, the bathroom flooring project had started. Pictured is the center of the three bathrooms in the Gold Class coach.

The original flooring on these coaches is laminated marine-grade plywood, but the patches installed over the years, including those seen here, are often of inferior grades. This floor had already been stripped and scraped clean.

This was once a 3<sup>rd</sup> Class Coupe. You can still see the blank paint in the corner where the center bunk bracket was. The failed Setimela Tours company just left them in place and painted around them. You can see that they did the same around where the toilet cistern was too.

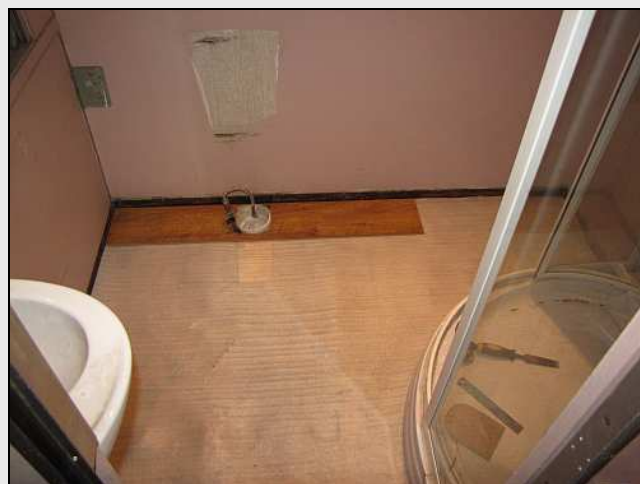


**W27 – Painstaking.**

Instead of trying to stick domestic grade vinyl to the floor boards, the new bathroom floors will be semi-floating tongue-and-groove laminated planks, laid on top of a foam backed insulative sheet. Alan Lawton is seen trimming some of the backing sheets for the corner.

This will give the floor some water proofing from rising damp, a bit of flexibility and render the bathroom warmer.

The bathrooms had been previously done with domestic vinyl sheets. The problem is that they get stiff and then crack at sub-zero winter temps when the coaches stand idle, and their adhesives dry out in the heat of summer. We have since had to repair many of the vinyl floors every single time we try to run a long distance or overnight train.

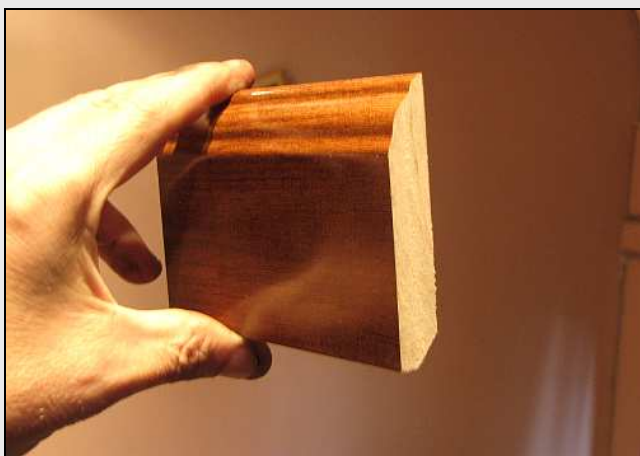


**W28 – Hiding a multitude of sins.**

The original poor quality installation had the vinyl sheets installed after the fittings were put in, and so the sheets had to be cut to fit. That left extra cracks and seams as dirt traps and places where the vinyl would start to chip and peel. Some of the tiles came loose after only a single trip!

Our coach boys are laying the laminated planking UNDER where the fittings will go, as you can see with the toilet drain. (That plank is still one piece - not cut and then notched!) The toilets, sinks and showers will all have their footings sealed with silicone as well.

The laminated planks are made by Trento (A German brand ☺ ) and they are 8.3 thick with a 10 year guarantee. These not the cheaper stick-on adhesive strip floors.



**W29 – Chunk.**

The skirting board is of veneered fine-grained Joshua \* Wood and is of a hefty cross section. A traditional routed grained wood board would tend to warp in the moist atmosphere of a bathroom.

However, chip wood has the disadvantage that it tends to swell if it gets deeply wetted. These boards will need waterproofing top and bottom to protect their unfinished surfaces but the veneered surfaces are naturally 100% waterproof. They have the benefit of a wide footing to hold the flooring down.

\* Aka : 'The Little Chipper.'



**W30 – Converting wood into dust.**

Alan and Gordon (Pictured) were using Dr. Smudge's useful little portable radial saw to cut the mitres for the skirting boards. As always, it was a trick to measure to the inside or outside ends of the cut (And to remember them) and then to cut the 45 degree angles the right way!

As they were so used to the radial action, it took Shaun to give them a nudge in the afternoon that the saw can also move back and forth along the red guide – so it was later used to cut the planks to length as well.

However, the floor planks for the center Gold Class bathroom, with its quadranted shower base will need to be cut and trimmed by hand.





**W31 – Looking good!**

Here is a completed laminated floor in one of the easier rectangular bathrooms at the end of the Gold Class coach. The entire floor is tightly interlocked and the planks are mechanically held down by those skirting boards.

The new skirtings are fastened with cadmium-plated screws, rather than nailed or glued, so they can be later removed without having to rip the bathroom up. They have properly mitred corners too, done on a jig-equipped saw.

Shining in the light, you can just see the new beads of fresh clear silicone sealer at both the top and the bottom of the skirtings for full water proofing, and it will be repeated around the toilet base and the sink's pedestal. The planks are already varnished, even around their interlocking joints.



**W32 – Looking up.**

Alan looks up into the ceiling cavity of one of the cramped end-compartment showers. The Gold Class showers were actually built into linen cupboards which used to open into the coach corridors. Above the shower is the old electrical inverter chamber.

If we have time and volunteers, we are going to remove the ceiling bracing and move the one-piece ceiling moulding up to the same height as within the coach compartments.

Alan is a small gent, about 5ft4 and you can see that even he risks braining himself on the shower rose if it was in place, especially on a moving train. Imagine a big beefy 6ft tall German trying to use this cubby hole! (Don't forget that this is meant to be a first class coach!)



This Reefsteamers Waybill Newsletter was compiled by Mr. Lee D. Gates on behalf of Reefsteamers Association NPC. For observations, corrections and suggestions – email me at [documenter@reefsteamers.com](mailto:documenter@reefsteamers.com)

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