



P01 - After standing for several years, 'Dusty' the Semuma Coach is back in the 15M workshop for a total interior refit. This coach is to be refitted as the third of our rebuilt day sitters. She will be the extra coach used to allow other day-sitter coaches to be cycled out for repairs and upgrades.



P02 - Some of the hardest work to be done is the repair of the exterior sheeting which is perforated due to the corrosion of coastal air, and the years of using steam heat. Stripping has already commenced on the obsolete steam heating and electrical equipment 'under the decks.'



P03 - Although weathered from exposure, and still a bit caked with limestone from her days at a cement plant, the interior isn't in bad shape. It has been stripped to allow better access for a THIRD cleaning, a repaint in our two-town brown scheme and to have new floor coverings laid.



P04 - The louvered shutters are going to be removed and relocated to our sleeper coaches, where they are of more use. The louvered corner skirting and the steam heating pipes within will be removed and scrapped to allow for a clean edge to the flooring.



P05 - The lights in the main cabin have already been upgraded to 220V high-efficiency tubes with integrated electronics. The water pumps will need to be replaced.

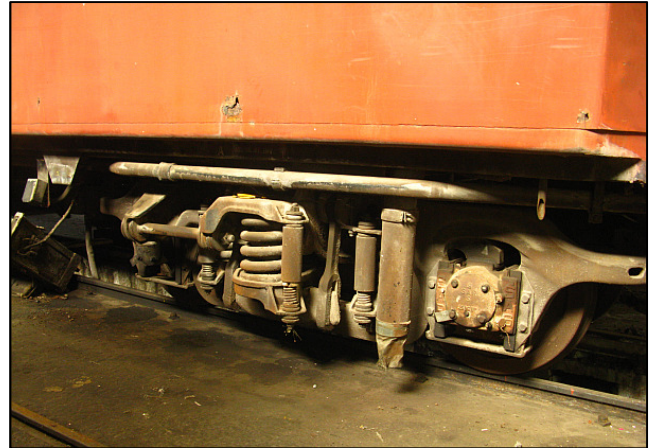


P06 - The seats and their cushions were in fairly good condition as the coach interior was never vandalized. The pile of cushions here simply need a good cleaning. They will be stored away in 'The Millsite' store during the restoration process.





P07 - Dusty's toilets are intact but derelict. This coach will be the first of our day sitters to be fitted with porcelain toilet bowls. We are also considering using this coach as a test bed for our planned on-board cess-tank systems to gain experience before converting the sleeper coaches.



P08 - Although the Semuma Coach was roadworthy before being hauled from Port Shepstone, she will need a full undercarriage service and lifting session before entering service. Of interest in front of this commonwealth bogie is the flexible end to the toilet scat pipe as originally fitted.



P09 - Naturally, being stored in the coastal region means a lot of rust. Thankfully, 'Dusty' wasn't stored directly at the Shepstone Coast, so the tin worm isn't as bad as it could have been. The coach boys will need to use the techniques they learned by patching up the Sandstone Sleeper Coach to fix this lot up.



P10 - Underbody clearing is getting under way between other jobs. This is an old fibre-glass battery box that has just been cut away. Obsolete equipment is cut away to reduce weight and clutter, and to free up space for the fitting of new equipment – including the planned sewerage cess tanks. (And extended water tanks for the sleepers.)



P11 - Union Carriage and Wagon duplex accommodation. Bird's nests in one of the vestibule light apertures. The entire roof of the coach is coated with baked-on lime dust from the Cimpor Cement Factory which stored this coach. This coach will likely need abrasive or chemical treatment to clean the roof for a proper well-bonded re-paint.



P12 - This is what 'Dusty' the Semuma Coach looked like after her first high pressure WAP washout in May 2012. You can see how caked the roof and crevices were, and where the evil rust has taken a hold.