



P01 - David Shepherd's Class 15F 3052 'Avril', entrusted into the care of Reefsteamers via Sandstone Heritage Trust in Oct. 2007, is formally in steam again and has received a three year boiler certificate.



P02 - Seen backing up the incline outside the 15M approach yard, on her way to the Top Shed. The first mainline test run is planned for 28 May and a special 15F + 15F double-header revenue trip is planned for the 4th June.

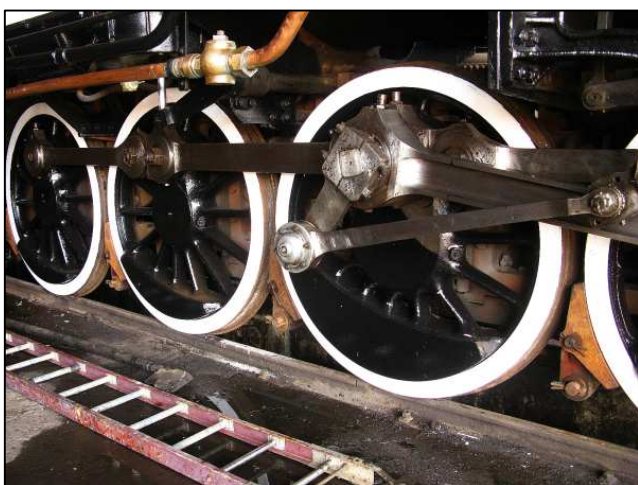
=== 15F 3052 – PRE-STEAM TEST WORK ===



P03 - The first coat on the front end is done. She will be receiving a second coat of paint on the smokebox at a later date, while the cow-spreader and buffer beam would be painted by hand the following week.



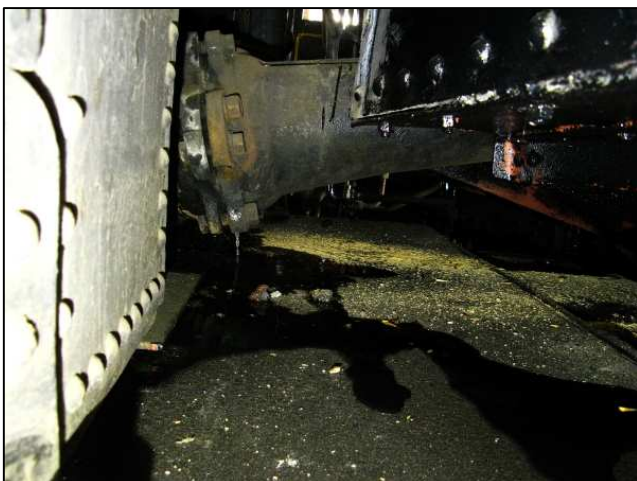
P04 - The newly reassembled front end at the end of the work day, with all of the external fixtures bolted back on. Just missing a nose wheel, which was left off in case access was needed to the smokebox on test day.



P05 - The wheel centers and rims had been painted the previous week. We normally run with bare steel rims. David Shepherd has requested white rims, as this is what 15F 3052 wore when officially handed over to him in 1991.



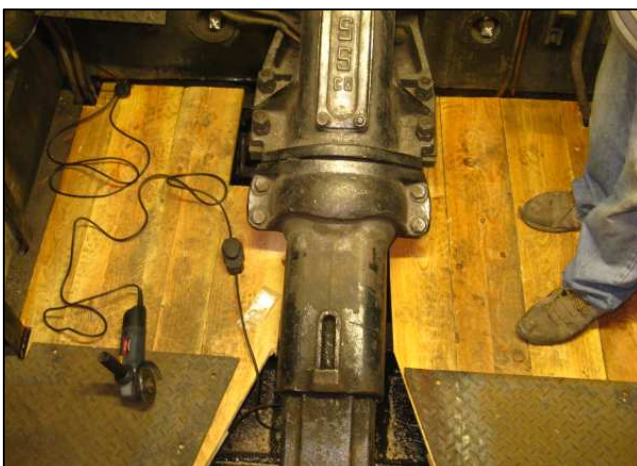
P06 - The cylinders were cleaned and the cylinder head covers were repainted as well. Interesting 15F fact. The cylinder bore and stroke (24 in x 28 in) matches that for the rebored 15CAs and the Class 23s as built.



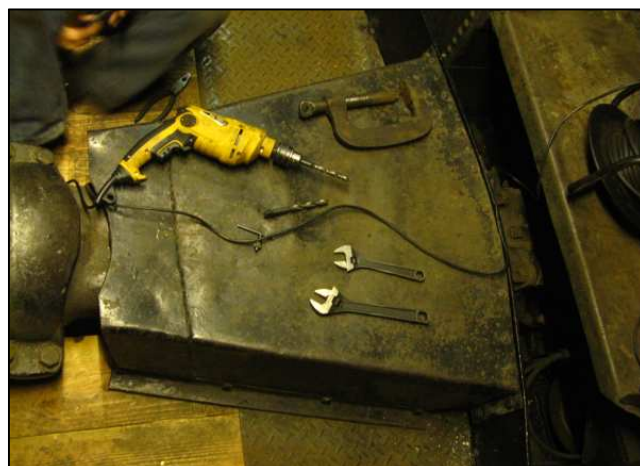
P07 - A rather wet snag. The tender water tank has developed a leak while standing idle for many years. You can see the water running out the stoker's ball coupling just behind the cab. Some welded patching will need to be done before the first test run on 28 May.



P08 - The entire cab floor was stripped and re-laid from aircraft packing timbers. (!) It wasn't part of the contract, but the cab floor was too rotted to be safe. Gordon is seen grinding down the old welds on the toe plate and the nosing caps before the tread plates could be reinstalled.



P09 - Here's the new floor with the checkered heel plates still being fitted. Note the drop grate lever exposed on the left – the slot needs to be opened up a bit more around the noggin. The front end was correctly gapped to allow for expansion of the boiler.



P10 - The stoker transport screw's floor cover had to be remounted through different holes as the original studs were broken off under floor plank level and wouldn't drill out. In this photo, the four mounting bolts in the toe board (right) had already been installed.



P11 - The firebox is done. The tube beads were welded during the previous week. If you look carefully, you'll see two of the fusible plugs screwed into the crown sheet at the front center.



P12 - The firebox door and latch was removed to allow the coded welder access to the firebox. It was replaced on Saturday evening.



P13 - The cab is coming back together. Both the main pressure gauge and the duplex vacuum gauges were SANAS calibrated and certified. The turret spindles and their universal joints still need some work. We plan to move the speedometer a few inches to the left, as it is obstructed by the brake ejector's steam pipe.



P14 - 15F 3052 was gifted a deeper headlamp bracket to accommodate a classic Pyle Chicago-style headlamp. As the smokebox front plate's mounting holes had been drilled skew in the past, it is rotated to the right slightly. The fellows dismantled the brackets and put shims on the right side to level the headlamp relative to ground level.



P15 - A closer view of the classic style Pyle National headlamp. This particular example is interesting as it has a retro-fitted GE sealed-beam unit in the middle, rather than the very obsolete Romania-made incandescent globe.



P16 - Test-fitting the 'new' headlamp. The name plate was later mounted on the forehead rail instead of from under the bracket (as is usual practice.) The problem with the easier bracket mount is that the name plate then has to be removed whenever the smokebox door is opened.



P17 - Darryn had been de-greasing and polishing the name plate, and making up brackets for the rear. Excuse the funny faces – if we were all 'normal' we wouldn't be spending our free time working with these lumps of iron.



P18 - Painting the headlamp glass with grease to protect it from paint gun over-spray. The paint overspray then comes off with a paraffin rag. This is much easier than using masking paper on a circular surface!



P19 - Tea time in the machine shop. Thus, I got an unobstructed view of the half-done paint while Donovan was topping up on tea before topping up his paint reservoir.



P20 - Some newly polished bokkies for the front end. These were borrowed from the 12AR to save time, but we will draw some items from stores eventually. (Likely a pair of similarly-sized brass lions.)



P21 - The charter train for the day was late, as our passengers were having a good time and wanted to extend their day a bit. So we got to do some small jobs after the sun had gone down, while waiting for the train to get back.



P22 - Coaling from a wheel barrow. The service guys decided to pre-lay the fire for Monday morning fire lighting for the impending live steam test.

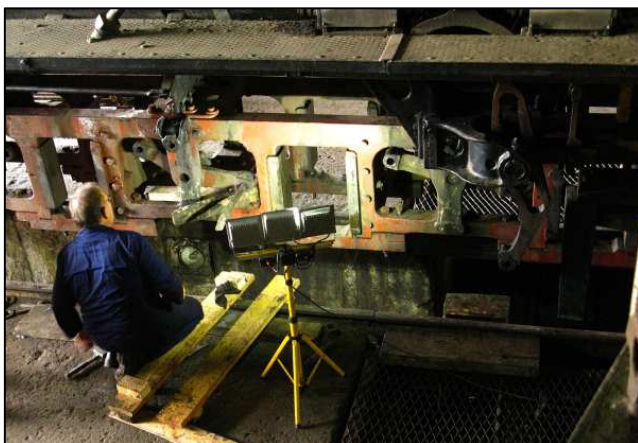


P23 - Not a conventional fire bed. It had been laid to get rid of scrap timber as well. Kindling still needs to be put in but that's a Monday job. Somehow, Michael Thiel's lunch bucket ended up in there as well.



P24 - The last job of the day was to shunt the loco out so the chimney would be clear of the unventilated workshop roof. The safety valves also needed to be clear of the roof as they would be allowed to blow-off for calibration.

==== 15CA 2056 –EQUALISER LINK REMOVAL ====



P25 - Although 15F 3052 is getting all the attention for now, work quietly continued with the 15CA 2056 next door.



P26 - The inter-axle equaliser links were all removed with the aim of cleaning, inspection and rebushing if necessary.



P27 - A growing collection of suspension and brake parts. All of them have been stamp-marked with their wheel allocation to be able to be returned from whence they came. Bushes may need to be custom fitted per component.



P28 - If time permits, greasing facilities will be added to the equaliser link pivots (center) and to the brake beam hangers. Due to their inaccessibility behind adjacent wheel rims, they are prone to not being lubricated on a regular basis, and have no engineered lubrication points anyway.

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