

THE CENTURION SMOKEBOX

"Providing smoking news and steaming interests to members and friends"



Centurion Society of Model Engineers

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No responsibility is taken by the CSME for any subject matter in this newsletter other than official Society notices.

CSME NEWSLETTER SEPTEMBER 2017

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Our committee member and editor, Jon Shaw, has again been hospitalised following a major gall bladder operation during August and has had subsequent surgeries performed. I am sure all members will join us in wishing Jon a speedy recovery.

The usual Newsletter will, therefore, not be distributed.

SEPTEMBER FAIR

The weekend of our September Fair is rapidly approaching (23 – 25 September).

As we did for the Nationals, we would like to display as many of our members' efforts as possible. I will once again be asking for contributions to our display in the form of completed locos, stationary engines, works in progress etc. If you would like to display some of your work please do not wait for me to phone. Contact me (012 667 2295 or 082 809 3595) or any Committee Member and let us know what you require.

The G-gauge guys will be putting up a track just off the main station. An HO enthusiast is coming from Kimberley to join us for the weekend and will be bringing a layout with him for display in the clubhouse. James Leenders will be there with his live-steam O-gauge. Let me know what you have and we will gladly try our best to accommodate you.

The CNC club will once again be demonstrating numerically controlled machines, 3D printers and perhaps a robot or two? i.e. as opposed to traffic lights.

Camping for tents and/or caravans will be allocated on a first come first served basis. Please drop Imogene a line should you intend camping.

Two food wagons will be in attendance with the usual burgers, rolls etc. Communal fires will be lit at midday for those wishing to braai or, if you are early enough, fireplaces and grids are available around the site. Tables will be in short supply so best you bring your own if possible. Cooldrinks/sweets, ice creams can be purchased at the kiosk as usual.

Once again, we will be asking all participating members to register and to proudly wear their club badge. These will be available at the club from weekend before the Fair as well as on the days of the fair. Public safety is a joint responsibility and thus all members should know the house rules especially those applicable to the day and be conscious of any untoward behaviour. Norman Reyneke is our safety officer appointed by the Committee and he will be in attendance throughout the weekend – but he will need your help.

Registration will not cost anything and may be done ahead of time (form attached). All members and drivers in particular are requested to take time to acquaint themselves with the latest house rules (attached). As has been stated in the previous newsletters, we will be renewing all drivers' licences and re-issuing brand new certificates on the day. And, NO, you won't be required to do an eye-exam or a driving test if you are already a competent driver. If you are uncertain or wish to clarify the status of your licence please contact Imogene to ensure yours can be printed correctly beforehand and can be ready and waiting on the day.

By registering, drivers basically affirm their own competence to drive and acknowledge their public responsibility. This applies to all drivers – whether carrying passengers or not. At the same time, you will need to vouch for the integrity and safety of the loco you are driving.

All drivers are required to wear their nametags at all times whilst on the track.

Car parking will be limited and restricted to members only or pre-allocated to invited guests. The steaming bay area will be limited and no vehicles allowed beyond the track crossing except for caravans and campers. Members may park in the horseshoe loop near the containers. Please be considerate and take care not to park other members in.

Parking for members will also be available in the open field at Yacht club end – again members only. We ask that you cooperate with the guard and display your membership card before entering the members' parking.

John O'M

MONDAY GANG

Noble intentions do not automatically translate into noble actions and/or results, as was lately discovered by the Gang. When it was decided to delay the elimination of the notorious diamond crossing 'till after the September Bash (Truthfully? Nobody had a "handle" on exactly

how long that was gonna take, and trust me, egg on the face in front of your piers is not recommended). Instead it was to be all hands on the pump, literally, to get locomotive Trompie finally into revenue generating action. I think our younger clientele might be getting tired of our feeble excuses why it is not. After some serious re-calculations of the overall drive ratios, the right-angle drive was replaced with a more suitable gear set. Knocking the driveline into line, if you know what I mean, proved to be a bit of a handful. After a couple of false starts and minor corrections to some of the mounting brackets (have a heart, gents it all takes TIME) we finally thought we had “cracked” it. Perhaps that should rather read, “had it made”. With all the components fitted in place we had a “dry” run (a lie as there was lots of lubrication around. I meant stationary actually, wheels off the track]. Quite frankly, the results were not awe inspiring. Despite our best efforts, we were still confronted with a number of strange noises which we have been unable to trace, and for now, driveline smoothness is still a pipedream as well. We shall not be deterred however, we shall fight the good fight, our final objective remains noble and brilliant results are inevitable blah, blah, blah, blah, *ad infinitum*.

Out in the “garden”, the foliage and undergrowth in the vicinity of the diamond crossing was given a serious shave and haircut, which dramatically improved the visibility and hence the safety of approaching trains. More, actually, much more excess soil was moved and deposited all along the track to fill up where erosion had taken its toll.

Alex

SATURDAY GANG

Progress on new frames for Barry is coming on with the assistance of members old and young. We assembled the lasercut frames, fitted the wheels and sprockets to the axles, did a bit of painting and assembling.

It is already resembling a loco, standing on its own wheels.





The next steps are to refit the Datsun gearbox and cross shafts and sprockets. The cranks and rods are painted and the plan is to fit them the Saturday before the club day. Most of the remaining work is fitting of parts, drilling of holes, painting, so come around for a chat and give a hand. Even the tool carriers and commentators make a valuable contribution – so join us for a braai at lunch.

Leon

Visit to Los Angeles Live Steamers

Recently, Ann and I were fortunate enough to visit the Los Angeles Live Steamers (LALS) railroad and museum in Griffith Park, California.

Nick Popich had told me about this facility and said that I should visit if ever I was in LA. However, there are quite a few railroads running in the park – at least two of which are rather “Mickey Mouse” kiddies rides.

Predictably, we visited all the others in our search for “THE” LALS railroad concerned. All the time believing the ones we had seen surely couldn’t be what Nick had told me about. Of course, in hindsight, we should have stayed at the facility with the longest queues in the first place! Duh?

So, on our third attempt we came upon the LALS railroad and museum.



New Sherwood Station

When I mentioned at the ticket office that we were from a similar club in South Africa, we (with son Ryan in tow) were immediately introduced to the President of the Society. This was followed by a tour of facility by Jeremy, the Maintenance Manager, who lives on site in a 1929 Sante Fe Caboose. How cool is that?

This tour ended at the member's kitchen where volunteer-members served up a standard fare of bacon-burger and fries (NB not chips) with ketchup.

LALS profess to be one of the biggest and oldest such clubs in America. They started in 1956 with Walt Disney as a charter member. It is believed that the miniature railroad at his property in Carolwood inspired his ideas for the Disneyland playground south of LA.

Whilst the LALS mainline track is approx. the same as ours (~ 1.8km) they claim to have a total of 5 miles of ground track when all of the many inner tracks of various gauges are included. These smaller gauges include a Garden-Gauge layout and a One-Gauge raised-track running surrounding a T&NO caboose.



Although I think (my totally unbiased opinion) that the beauty and tranquillity of our setting is unmatched in world terms, the scale of LALS's storage facilities is truly staggering. Three barns filled to the gunnels with three tiers of member's locos and rolling stock!

Interestingly, they do not charge for rides but they do strongly "suggest" a donation of \$3 (R40) per person. In keeping with their philosophy of giving back to the community they also host special events such as a "Ghost Train" to raise funds for local charities. So, Ballot - you up for it?



All for a good cause!

Not to belabour the point too much – their track is fully block protected and all carriages are air-braked. Speedometer and air-pressure gauges are duplicated on the guard's van. Currently they have about 150 members. All new members are expected to do 42 hours of duty during a 6 month probationary period, before finally being voted-in as full members.

John O'M

Secretary's bit



Arrangements for the September fair are progressing. This is a call to all our ladies to please assist in supplying a generous number of treats for the cake table. Remember we have three days to cater for! Your contributions are really, really appreciated.

Liz Popich will be selling some plants and tools and if anyone has something for sale and does not want to go to the trouble of selling, she is happy to do so for you. Please contact her on 073 368 7977 to arrange.

In our birthday corner for September, I have Martin Roediger, Norman Reyneke and Ballot Marx – happy birthday!

We also welcome two new members, Chris and Petro Pretorius. We are sure that they will enjoy being members of the CSME and also contribute and participate in the activities of the club. All new members please note that **nametags** will be available in the library. Please come and collect.

Imogene

ADMIN STUFF

Bank Details are as follows:

Bank: First National
Branch: Centurion, code 26-15-50
Account Name: Centurion Society of Model Engineers
Account No: **62060752906**
Reference: Your Full Name/ subs 2017 / party date

Note the account number change in red

CHANGE OF CSME EMAIL ADDRESS. NEW ADDRESS: csmetrains@gmail.com

Members are reminded that to obtain a CSME boiler certificate, the builder must consult our boiler inspector prior to commencing any work. This is to ensure the envisaged boiler is of an acceptable design and to ensure the boiler is built to current regulations and to plan the interim stages at which inspection is required. Our inspector is Leon Kamffer.

CSME have now adopted the Pietermaritzburg boiler code which will be published on the member's page of the website.

Next Club Meetings

Saturday 16 September 2017 at 12.30 at the clubhouse

Next running day will be Sunday 17 September 2017.

Next Committee meeting will be Saturday 16 September at 13h00 at the club committee room

The following items are for sale at the kiosk

- Steam cylinder oil Engen Gencyl 460 available in 2L@ R120, 1L, 500mL and 250mL sizes are while stocks last. Smaller quantity prices pro rata. Pack sizes will not be replaced until entire stock is sold.
- CSME coffee mugs, hats, and also 2016 national badges both cloth and metal.
- Charcoal in 5Kg bags and firelighters.

CSME HOUSE RULES for the
CSME MODEL ENGINEERING FESTIVAL: 23 – 25 September 2017

GENERAL

- All drivers need to register for the event and sign the required forms.
- All drivers should wear some form of identification as a “DRIVER” whilst driving.
- Drivers must obey track/house rules at all times. A full set of rules is available. This document provides a summary of these rules and is provided for convenience. It does not take precedence over official rules.
- CSME has two separate tracks. The outer track is up to 1.8km long and will be used for heavier 5” and 7¼” locomotives. Public passenger hauling will also only be done on the outer track/s.
- The inner track will be allocated to smaller 3½” and 5” locos and should not be used for paid passenger carrying. Club carriages will be assigned to the outer track preferentially.

SPEED LIMIT

- All trains shall run at a safe speed determined by sensible driving.
- A **maximum** speed limit of **10km/h** applies to all sections of the track (this is approximately consistent with adult jogging speed). Speeds should be reduced over points.
- Be aware that the tunnels cannot be assumed to be clear (children, stones on track, derailed trains etc.).
- Reduce speed to slow **walking pace approaching the station**. Be vigilant of children crossing the track.
- Take particular care when approaching and entering the **diamond crossings**. At these crossings, one line will be indicated as a “cautionary right-of-way” whilst the other line will be designated a full yield/stop. Trackside signs indicate driver’s responsibility.

WEIGHT LIMIT

- The outer track includes a number of bridges which are designed to carry a locomotive/train with maximum all-up-mass of 300kg per meter of length.
- In the case of steam locomotives, this mass includes a full boiler and tender.

BRAKES

- All locomotives/road tractors and or their accompanying riding car, must have suitable working brakes.
- Following distances should always be consistent with own speed and stopping distance.
- This is primarily the driver’s responsibility.

WHISTLE

- All locomotives must be fitted with some suitable form of audible warning device. If not, the driver and/or guard must carry a suitable portable whistle.

PLATFORMS

- **Platforms 1, 2 and 3** will be used to load and offload public passengers.
- **Platform 4** is allocated as a ‘through line’ – trains on this platform should continue through the station if safe to do so. Do not hold up following trains.
- **Platforms 5 and 6** are for maintenance and servicing of locos.

FOLLOWING DISTANCE

- Keep sufficient distance between yourself and the train ahead. Each driver is responsible for maintaining safe following distances taking into account his own speed, mass and braking ability.
- During normal operations leave 30m to 50m clear to the train ahead. Two markers (at 30m and 50m from the station) are positioned on the far side of the first bridge to assist drivers.

RECKLESS BEHAVIOUR

- Drinking (or being drunk) whilst driving, constitutes a danger to other members and to the public. It prejudices the club's public liability cover and can result in the individual being personally liable for all damages and injury.
- CSME officials reserve the right to remove equipment from the track in instances of any form of reckless behavior.

PASSENGER HAULING

- Only adult, licensed, drivers may drive trains carrying members of the public.
- Children (<16y) are not allowed to haul passengers under any circumstances.
- Drivers should be aware that members of the public may not be fully aware of all possible dangers.
- The driver (and guard if applicable) is responsible for ensuring that passengers are seated safely and facing forward before sounding his whistle/horn and moving off from the station.

PUBLIC CONTROL

- All passengers may only embark and disembark at the station and are expected to follow directions given by the Station Master or other appointed CSME officers.
- Passengers are required to face forward and keep their feet on the running boards at all times.
- Leaning out, standing or rocking the carriages is dangerous and not permitted.
- Selfie-sticks are not allowed whilst a train is moving.
- Placing obstructions (stones etc.) on the track is just plain unacceptable .
- Walking along the track and through tunnels is dangerous –public to be kept away.

DRIVING PRACTICE

It is the driver's responsibility to make sure:

- that points are set for his route. (he is not responsible to reset points).
- that the couplers between the locomotive and all passenger cars are in position and secure.

In addition:

- No one shall drive with another person on their lap.
- Children (<16y) may, under supervision, drive a locomotive that is not carrying passengers. In this case the adult should be seated behind the junior in a position to be able to reach the controls in an emergency)

DISTRESS SIGNAL

Should a driver suffer a derailment, loss of power or any other problem which causes him to stop on the line:

- He must send the guard or an adult passenger back down the line to warn any oncoming traffic and give three long blasts on the whistle or horn if he needs assistance to clear the line and
- Should a train be stuck on (or close to) a diamond crossing, he must be aware that at least **two directions** need to be protected.

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- **2. Information on Loco's/Traction Engines to be driven at the meet**

Particulars of Loco's/Traction Engines											
Type	Name	Wheel Arrangement	Gauge			Working Pressure (psi) or Petrol, Diesel, Electric	Total Volume of Boiler in Litre	Boiler Material (Copper / Steel) C/S	Boiler Certificate Y/N	Brakes (loco or riding car fitted with working brakes) Y/N	Working audible warning (Whistle /Horn) Y/N
			7¼"	5"	3½"						
			Scale								
			1 ½	1	3/4						

- All locomotives and tractors are welcome. Please put Diesel, petrol, foot powered or Electric under working pressure if it is not steam driven
- Drivers Licence No: Issued by:

Or

I hereby declare that I am a competent driver and the above locomotives are suitable to haul passengers at my resident club,

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Name:

.....Signature.....Date:.....

I hereby also declare that the boilers of the above locomotives comply with the standard requirements of safety and testing for my resident club, as well as accepted model engineering standards.

- Name:Signature: Date:
.....

- CSME has public liability cover for any drivers complying with the stipulations contained in this document. This does, however, NOT cover damage or loss to you or your locomotive, etc. Although the grounds are regarded as relatively safe, it remains your responsibility to look after yourself and your belongings.
- **Although registration can be done on site, it is requested that you please inform Imogene Groothuijzen at imogenegroothuijzen@gmail.com if you are planning on coming to the Fair, to enable the club to do as much of the preplanning as possible.**
- **If you require space for a caravan please pre-book at least two weeks in advance to allow us to allocate the limited spaces available.**
- **Water supply points – Blue with Quick Coupler**
Air Supply Points – Red with Quick Coupler