



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 FEBRUARY 2022

COMMITTEE

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Vice chair. – John O'Mahony
Treasurer – Ballot Marx
Secretary – Imogene Groothuizen
Committee – Jon Shaw
Committee – Carel JanseVrensburg
Safety – Norman Reyneke
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Membership Fees for 2022 are unchanged from 2019

We need to increase the subscriptions for this year!

2022 SUBS R450 FOR ORDINARY MEMBERS R225 FOR SENIORS & STUDENTS

Bank details for any payments to CSME.

For any payments please email details of payment to Ballot Marx at csmetrains@gmail.com or ballotmarx@gmail.com

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 2022 (or what payment is for).

Note the account number change in red

Official correspondence and newsletter

If you read this and are not receiving mail from the CSME you should contact the secretary or editor to update your details. Please ensure we are notified of any change of email address. Those members without email can collect a copy of the newsletter from the clubhouse on track day.

Next Club Meetings

The Saturday and Sunday of the 3rd Sunday weekend of the month will again resume as the member's days and that Sunday also being steam Sunday for the public. This month the 19th & 20th of February will be the member's weekend. Members are welcome any other time by arrangement with Swannie 012 643 0750, or 071 619 1644. The gates are again operational by cellphone. **Remember the AGM will be held at the track site on Saturday 19th February @14H00**

New year event

A few of the members attended our new year braai, which was a very pleasant evening, attended by our regular supporters who all enjoyed themselves as they did Christmas day.



Some of the smiling faces that enjoyed our New Year get together

Over the shutdown period on Christmas day and New Year's Eve, a few members who would otherwise have been "home alone" did not stay and wreck the house like in the film but gathered at the station and had a lekker party. Unfortunately, no photos of Christmas Day are available at present. It was a very pleasant and enjoyable at both gatherings. It is good to see the premises being used for members enjoyment and not just on running days. We must organise more member only gatherings like this but need a wider member attendance not just the same few.

Usage of facilities

It is good to see that our premises are being used not just for public riding, but for social events for members as well. We had a valentine's evening on Saturday 12th February attended by mainly committee, Tuesday gang and drivers. It is a pity that more members did not attend our functions.

Track and grounds

Due to the recent abundant rains everything is growing at an alarming rate and the area between our land and the river is beginning to look like a cross between a smelly rubbish dump, marsh, and jungle. Recent flooding entered the clubhouse building, the workshop and caretakers flat were the worst affected. A new record flood height was attained, reaching just below alarm installations and at carriage seat height in the modified old tunnels. Our grounds were strewn with a mass of litter which entwined anything in the path of the flood waters, the force of which downed

or bent some fences and when the waters subsided a layer of thick clinging mud covered everywhere in sight.

Because the new loco storage and containers were elevated, they were not flooded above the rail height. The old storage tunnels and the earthwork in front being modified for raised carriage storage did not prevent flooding this time. The flood height was above the last highest in 2019. **We Thank Francois Hanekom for being on site from early to late each day since the flood organising a band of hired labour to clear and clean the buildings and grounds. He was assisted by some of the committee, and a few regular members helped on odd days out of our 50 + membership. Our own workers were also involved in the clean-up and continue to do so for which we thank them.**

Tuesday and Saturday Gangs

Any new or newly retired members please consider Joining either or both gangs as you will be most welcome. – there is plenty of work for new hands!

A warm welcome to Roko Popich who has joined us and immediately started by cutting and welding to modify the doors to fit the carriage storage tunnels.

Recent work has focussed on the elevation of the track to the old storage tunnels and raising the tracks within. The new track at higher level has been laid and we are waiting for the soil beneath the track to consolidate before concreting.

Recently, as usual, the gangs have also had to unblock drains, removing root plugs etc.

Maintenance of lawnmowers, the Bagnall loco Lizzy, Loco “SAREL” petrol locos and riding cars are ongoing tasks some or all of which require weekly attention. The lawnmowers were under water and are undergoing cleaning and engine maintenance as a result. Some work has been done on trees with the chainsaw, but much is left to be done as “rain stopped play”. Many of the Karee trees have dead sections and some of the other trees have died completely. Dead trees must be cut down and replacements from the nursery planted.

Chairman’s Chatter

We experience a flood at the end January higher than the Dec 2019 floods. Our completed flood prevention plans saved all our locomotives stored in the new bunker. A few pieces of equipment in the workshop got wet.

The work of removing lower items in the offices paid off, only limited damage to a few items left below the waterline. Everything in the station not bolted down was saved by the loop track, as it floated away.

Our caretaker’s flat was again completely flooded to above windowsill level, and all items inside the flat were damaged. Long term we will have to plan a solution, as we need to have someone to manage and safeguard our facility.

Apart from that the washout and cleanup started the Sunday, and with extra labour continued the whole week to clean up all the mud and debris washed in. A massive thanks to the members that came and help, a few supervised on site every day.

We heard some good news regarding plans for a raised track, we look forward to sharing good news and concrete plans soon.

It is the AGM this club weekend, look forward to seeing all members attending.

Secretary’s bit

Romance was in the air! CSME arranged a Valentine Day evening on Saturday, the 12th of February. As at New Year, this was a bring and braai. All members were welcome. Many of the attendees wore something in red for the occasion.

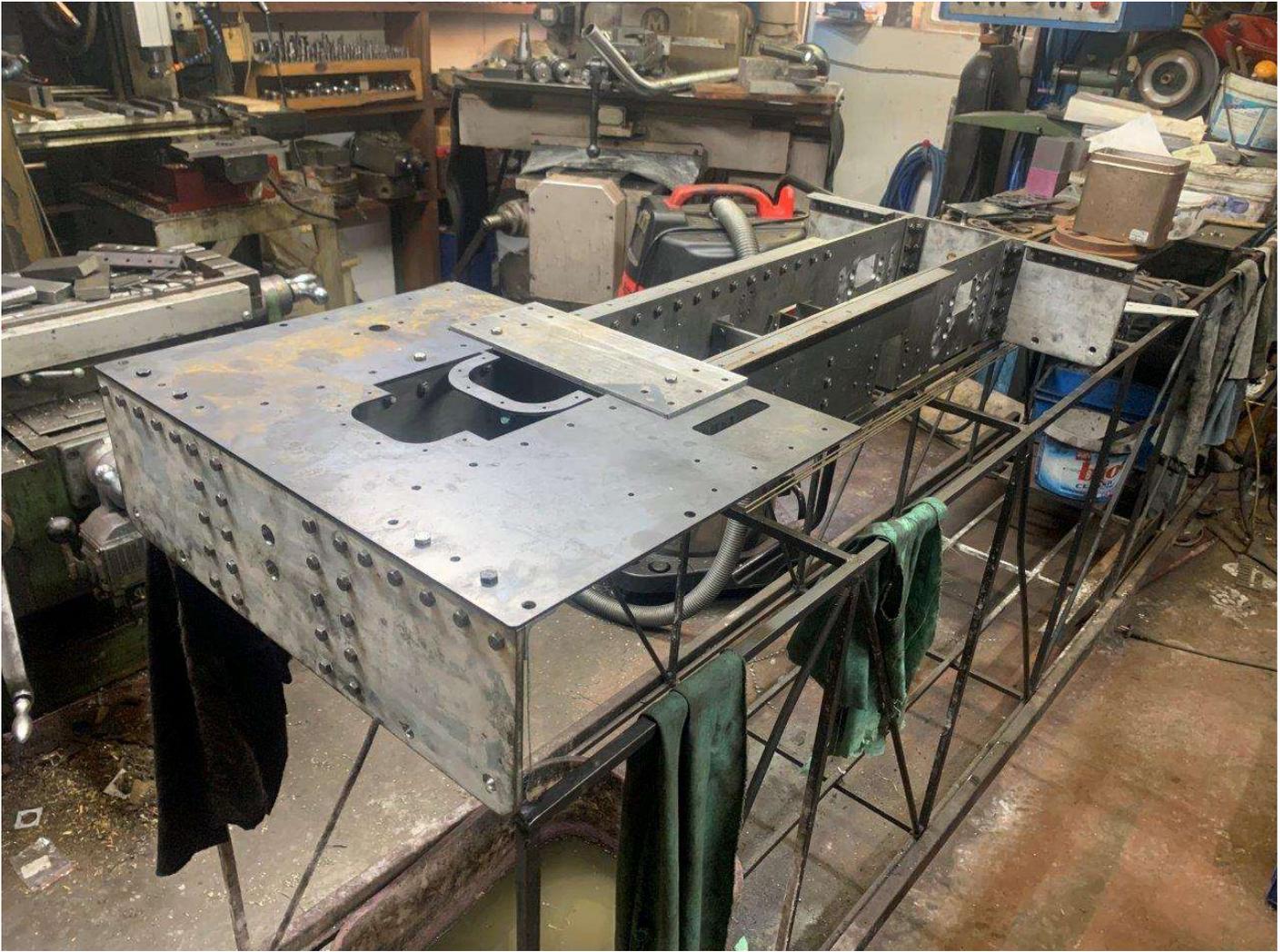
Please note that the Annual General Meeting is scheduled for Saturday, 19 February. Please do your best to attend and vote in a new committee!

Any member who wishes to have a new name badge made for himself (or his wife) please contact me. These are made on order and cost R55.

Birthday wishes for Hannes Paling and Michael Kidson.

Imogene Groothuijzen





Work in progress on the new Bagnall loco by Leon

The story of Leon Kamffer' s "Karoo" Progress

The SAR 5 class or enlarged Karoo was ordered by the Cape Government Railways and placed into service into newly formed SAR as class 5 in 1912. They were built by Vulcan Foundry.

Reboilered and updated in its later life they resembled lot more of the standard SAR feature like cowcatcher, standard boilers, and fittings. Originally, they were quite a good looking loco, longer CGR cowcatcher and decorative slide valve covers.

From a practical perspective it is a manageable SAR loco in 7 ¼ inch, boiler using a 250 NB tube, with a Belpaire firebox that will make a nice steamer. It is also 4-6-2, so will deal with most club tracks.

It all started in 2015 when I decided to make a large pattern for the driving wheels and got them cast when an opportunity arose.



Building only started in December 2018 when I tackled the job of fabricating the cylinders. They feature very prominently with their covers, so they need to look the job. Fabrication took the best part of 7 days machining them out of billets of mild steel with cast iron inners.

After these major components were completed, the rest of the parts were started.

Building usually followed no particular order, just fabricating parts, starting with some of the more complex fabrications that may impact other dimensions. For this reason, the rear frame was done next with the very prominent casting between the frames and outer firebox frames.



The front bogie is a typical swing link bogie used by the SAR.



The distinct long cowcatcher.

Wheels and axles were done next, with the eccentric's deep groove ball bearing with bronze cage. The design was used on the Shay, no wear after years of service. Axles use needle roller bearings, and as a first this loco also uses inner sleeves to ensure they can be replaced if they ever wear. The loading of these bearings is a fraction of their maximum, so unless they really get abrasives in, they will last a long time.

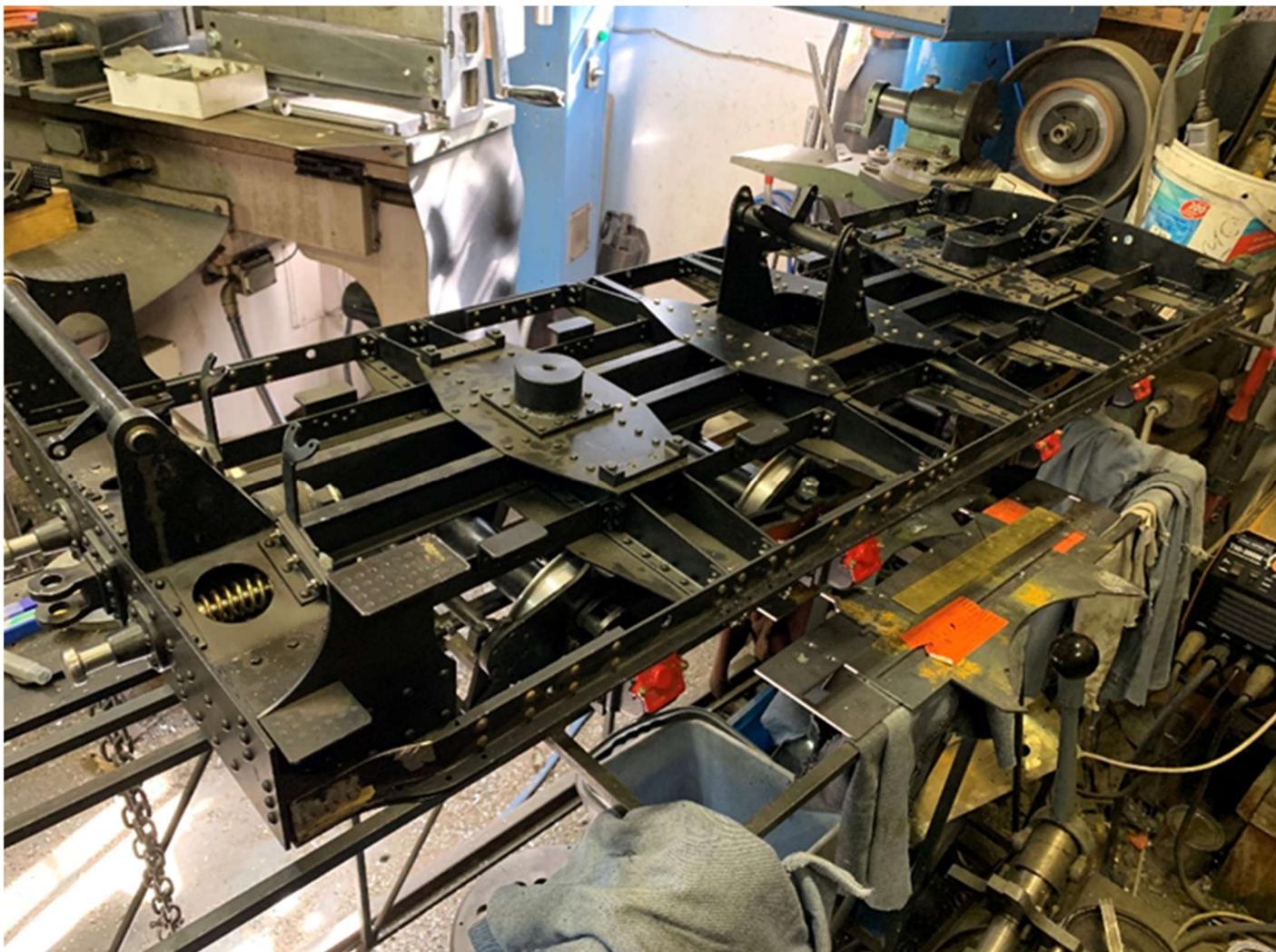




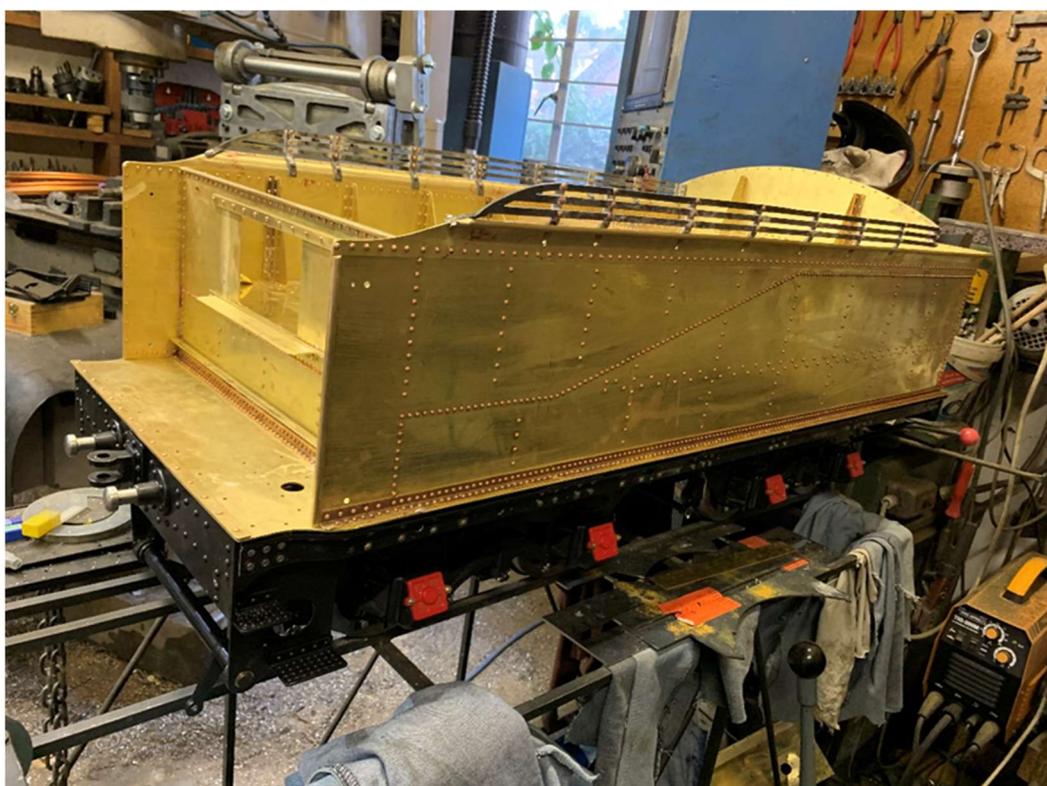
The front end is a simple turning job. The chimney was turned from a solid piece of mild steel and the bottom shaped with a flapper grinding disk as sculpting tool.

At this stage with most of the major locomotive components complete, the tender was built, just to make sure that one does not have a loco and then do a hasty job of the tender. The five class used a typical tender of the day, with the plate frame bogies that were in use at that stage for most tenders.

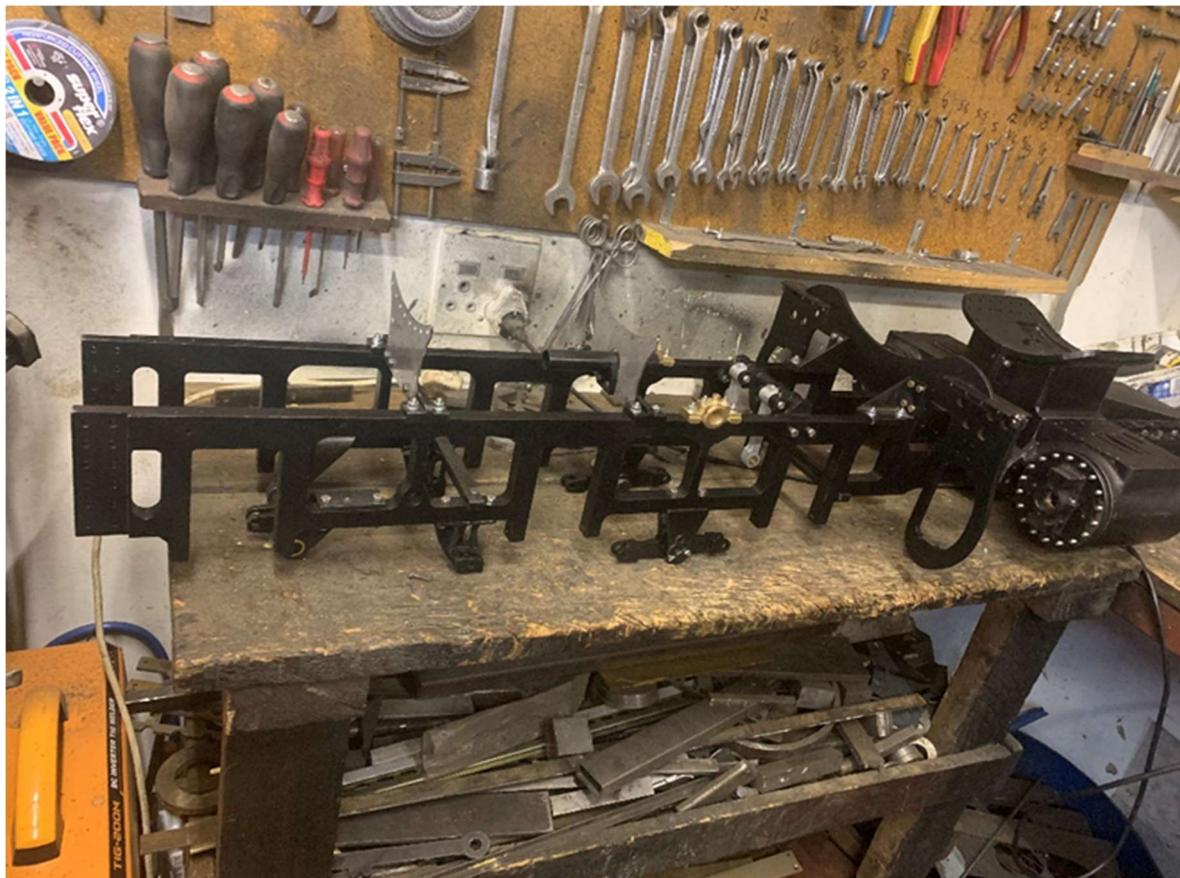
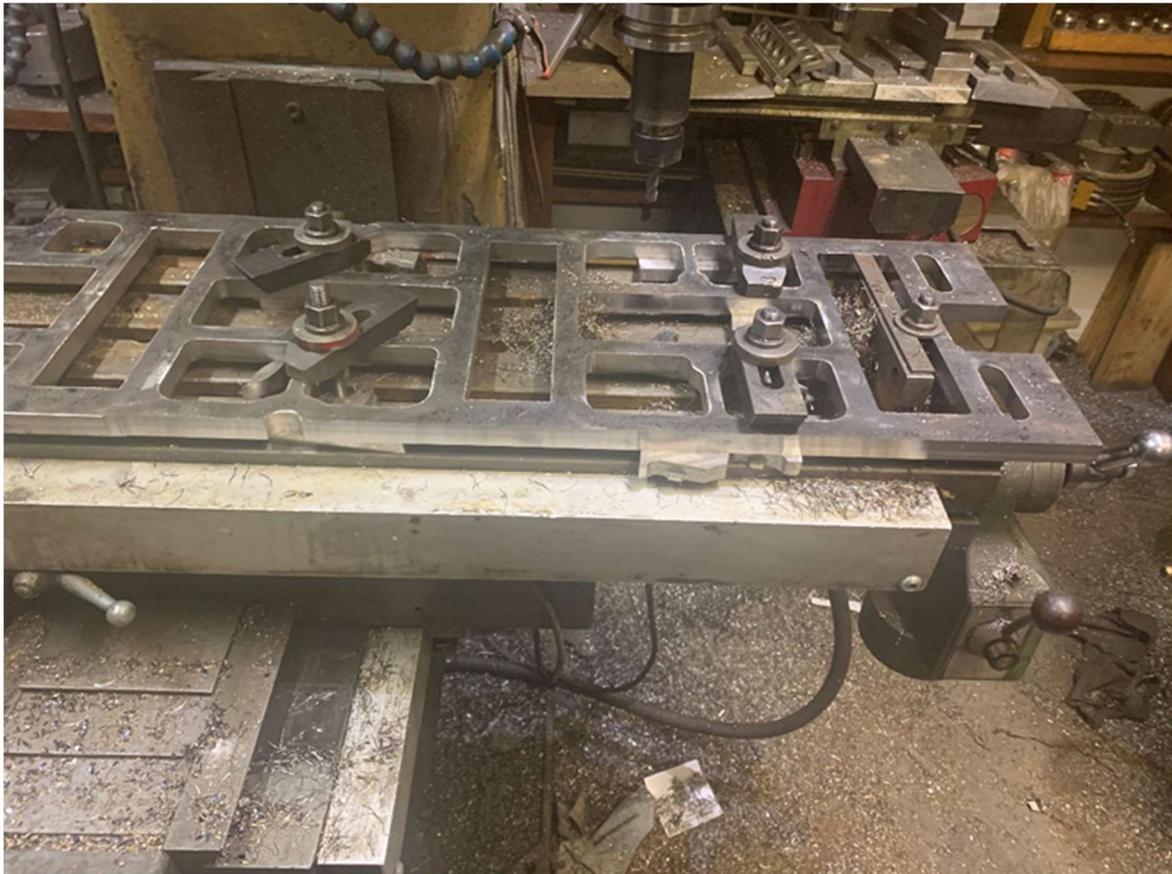
The tender frames are many channels and angles riveted together. In the small scale one does not get the riveter in all the places, so they were bolted together.



The tender tank was made next, brass despite the cost was selected, just making sure no rust gets in the tank to block the injectors.



After completion of the tender, the loco frames were cut as the final major part of the loco. At this stage all the smaller parts were completed. The frames are bar frames, 4 inches thick, so they scaled to 16mm plate. 15 years ago, the only option was to waterjet the frames, now the result is even better in laser cutting. Frames are cut back-to-back, and only split after final machining.



The next major item to make after the frames were assembled was the boiler. The boiler is steel. Using a 250NB seamless steel pipe, and 8mm plate for the firebox. Due the non-availability of copper tubes at the time of drilling tube plates, ½ inch NB seamless steel was chosen for the tubes.

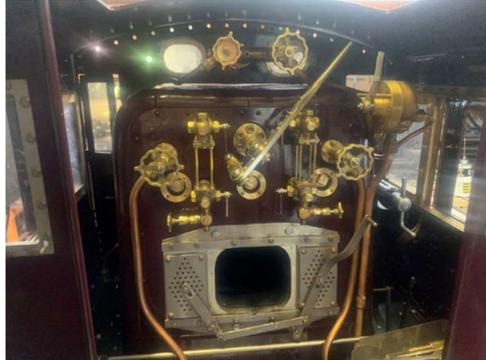
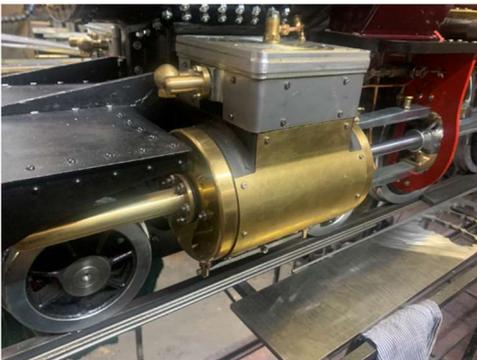
In most cases the firebox is manufactured complete, mounted on the mill for drilling and tapping all the holes, before being welded to the barrel.



After the boiler, the cab was constructed, and final assembly and painting was done. It is amazing how much time is spent on the final detail, vacuum fittings, lots of piping and handrails. Many of these are decorative, but really make the loco look true to scale.



Close up of the cylinder, a very visible part of the loco.

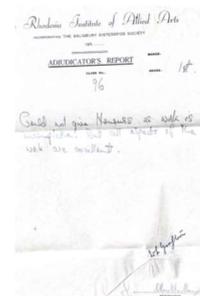




The Loco was first steamed on the 8th of December 2021 at Centurion. Building took 210 mostly full days in the workshop in just over 3 years.

For sale & Wanted

johan@fleischer.co.za is hoping someone can help him: he is looking for a Miniature Train with Carriages to buy which he would like to use at a Market where he would like to operate a Miniature Railway offering rides to the public. He was hoping someone could put Him in touch with someone who either would like to sell their train or who builds trains that he sells as his business. He would prefer an electric one but if there is no alternative, He is willing to buy a Steam Train.



The builder was an engineer and he spent roughly 15 years hand crafted each piece individually and building the train. The train is an exact, down-sized replica of the Royal Scott. The track width is 10cm from inside to inside. The train does move along the track and as far as we can tell it does run and is not static. Contact Adrian Wolfson wolfsonadrian@gmail.com for more info.

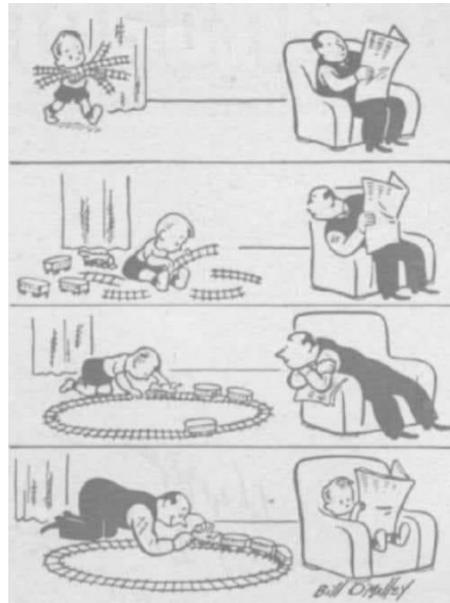
Funnies and interesting links

Meerpark ghost train.

<https://www.facebook.com/groups/486081302082525/permalink/928024077888243/>

New Zealand news

<https://www.1news.co.nz/2022/01/17/rare-steam-locomotive-back-in-southland-for-restoration/>



Let's laugh a little



Our new driver recruit, Mario.

