



THE CENTURION SMOKEBOX

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

Centurion Society of Model Engineers

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 **Centurion Society of Model Engineers**
& Centurion Society of Model Engineers' Supporters Group

CSME NEWSLETTER NOVEMBER 2023

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2023 SUBS: R500 FOR ORDINARY MEMBERS R250 FOR SENIOR MEMBERS AND STUDENTS

Official Correspondence & 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 and cell phone number. Those members without email can collect a copy of the newsletter on request from the clubhouse on track day. The news letters are also distributed via the official CSME Whatsapp group.

Next Club Meetings

The committee meeting is on Saturday, 18 November 2023, and club track day on 19 November 2023.

Members are welcome any other time by arrangement with Swannie 064 520 8572. The gates are operational by cell phone for members. Members, please contact Norman Reyneke to be added to the gate motor list.

Chairman's Chatter

Good weather apart from one very wet afternoon resulted in good public attendance during the month.

We made good progress on the track alterations, first new curve is in position, need to adjust level and weld joints so concreting can start. We will again work on it Friday and Saturday, please come and help, there is a lot that we can do.

The inner raised track is all ready to start with concrete track bed, only short of the track builders, as some resources focus on the outer track modifications in the mean time.

We managed to buy a lathe and milling machine for the club, stored it in the mean time above flood level till we can make a permanent home for them.

Please remember our members day on the 16th of December 2023, with a night run as well after the braai. Please confirm attendance so we can properly plan the catering.

Secretary's Bit

Recent communications via email to members, has revealed a serious lack of correct email addresses for many members. If your email address has changed in the last few years, please update your details by sending an email to admin@centuriontrains.com.

The long track remains closed for track repositioning and the enlargement of the water escape tunnel at the far end of the grounds on the horseshoe. We already had our first flood on Tuesday 7 November.

Our November birthdays: Leon Kamffer, Dirk Boshoff, Robbie Wait. We wish them all the best.

From the Editor

Thank you very much for all the contributions for this edition of **THE CENTURION SMOKEBOX**.

James Leanders' contribution to this news letter is an excellent example of members projects that makes for interesting reading/viewing. We don't need an essay, just clear pictures with some notes regarding. Thanks James!

As well as the interesting scan by Gerrit de Vries, thank you very much..

So, **please** send any activities you see, or are busy with on your computer in planning, workshop in machining and assembling, or testing at the club. We need contributions every month!

If you have any material, tools, parts or projects for sale, please share and we will do our best to get parts used and projects revived or locos running again. Contributions to this months **SELL / SWOP / WANTED** is what assist to keep the hobby alive, and might just convince a potential new model engineer to get going!

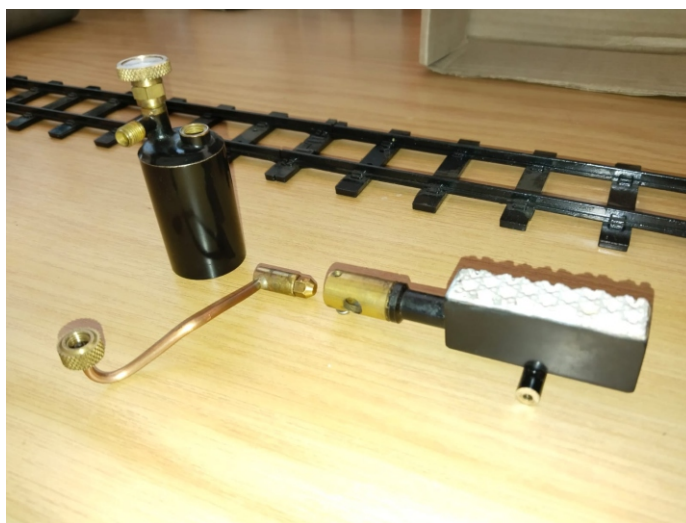
Please continue to send any contributions and/or suggestions to Carel at 076 7749 221 by whatsapp or mail to kgmodelbouery@gmail.com.

32mm Live Steam

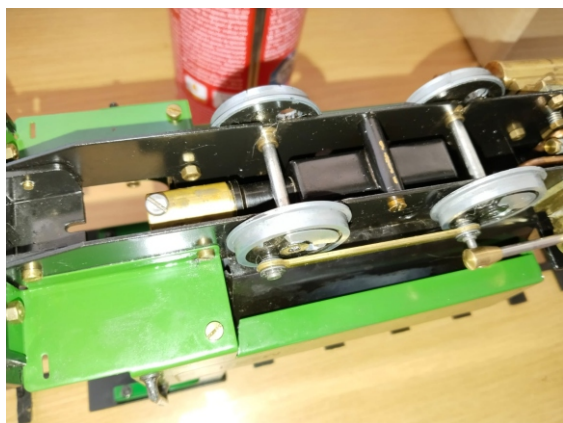
James Leanders shared this very interesting modification to a MAMOD 32mm locomotive after a member of the public enquired about the gas tank spotted on the traditionally fuel tablet fired loco during the ME Fair 2023.



This is the original burner tray which used the fuel tablets, but the fire is not consistent or hot enough to be efficient.



The gas conversion is made by Bixhead Engineering and is made as a direct replacement for the burner tray. It consists of a refillable gas tank, jet and burner.



There are only 2 screws required to hold the burner in place.

32mm Live Steam



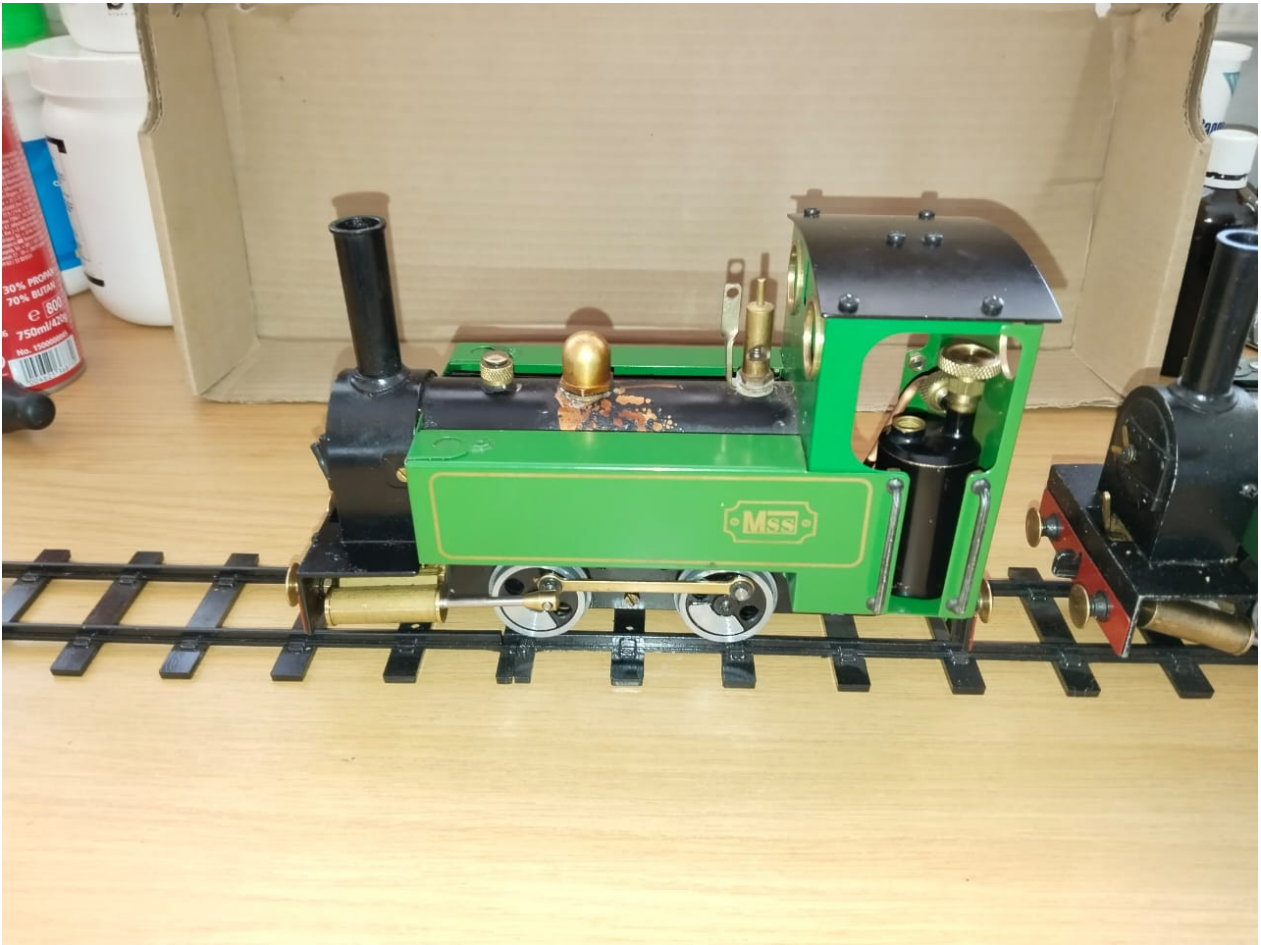
Then the jet is placed into the burner and locked with the screw. The tube partially covers the sight glass, but it is just visible.

Once completed, the gas tank is fastened to the tube with the knurled connector. The gas output is controlled with the brass knurled wheel on top of the cylinder.



There is just enough space for the back plate to be refitted closing the cab.

32mm Live Steam



Then the whole thing has to be reassembled. Note the paint blistering around the steam dome, this will also need to be silver soldered soon.

However, not all roads are smooth. The steam output from the bottom of the boiler is "soft soldered" and if the water level gets a bit low, the solder melts away... The answer is to Silver Solder the tube back on to the boiler bottom.



The gas tank has a test certificate, although none is provided for the boiler.

The "Mamod" locos are now made by MSS Steam models.1, Vale Park, Colomendy Industrial Estate, Denbigh, North Wales. LL16 5TA.tel.

+44 (0) 1745815222

www.steammodels.com

e-mail. mss@steammodels.com.

Gerrit de Vries shared this stunning copy of the cover page of the oldest **MODEL ENGINEER** (and Amateur Electrician) magazine in his digital collection, dated May 15, 1901:

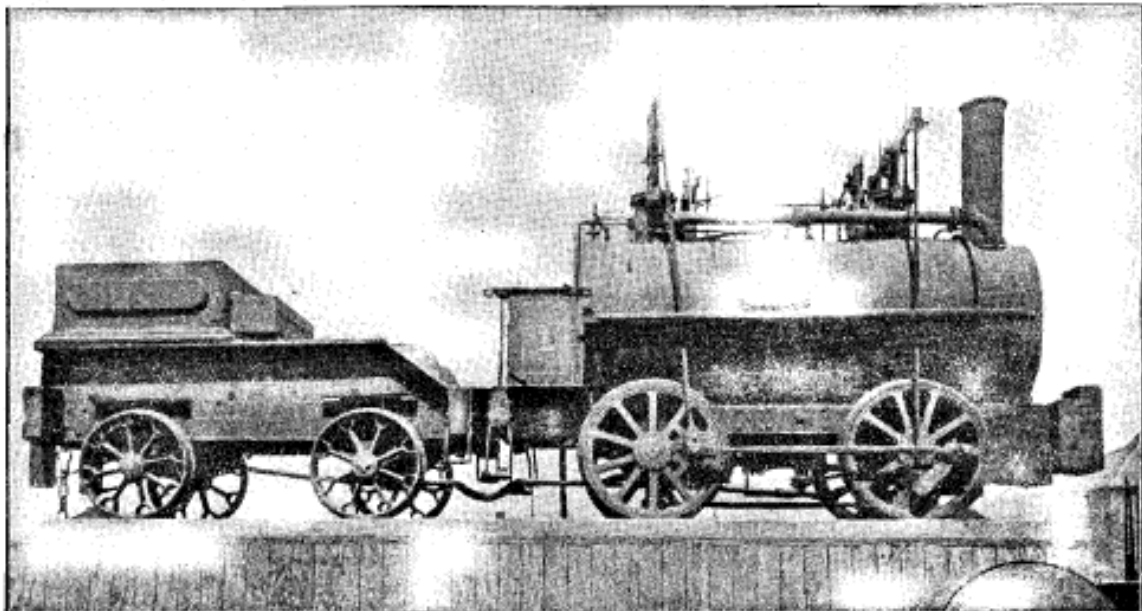
THE
Model Engineer
AND
Amateur Electrician.
A JOURNAL OF MECHANICS AND ELECTRICITY FOR AMATEURS AND STUDENTS.
EDITED BY PERCIVAL MARSHALL, A.I.MECH.E.
VOL. IV. No. 49. MAY 15, 1901. PUBLISHED TWICE MONTHLY.

Stephenson's No. 1 Engine "Billy."

THE accompanying photograph shows one of Stephenson's engines, which was originally built for work at Killingworth Colliery, Northumberland. It had vertical cylinders of 8 ins. diam., and 24 ins. stroke, whilst the boiler was of simple construction—34 ins.

world. What would the inventor of the above think of our "Edinburgh to London" racers of to-day?

As a matter of fact, this engine has undergone a good deal of alteration since its earliest days, when it doubtless boasted the elongated and crudely-built chimney inseparable from locomotives of that time. The wheels are evidently modernised, and as Stephenson's earliest engines were fitted either with gear wheels or an endless chain for the two pairs of wheels, the outside coupling rod seen in the photograph is probably a later addition.



ONE OF GEORGE STEPHENSON'S EARLIEST LOCOMOTIVES.

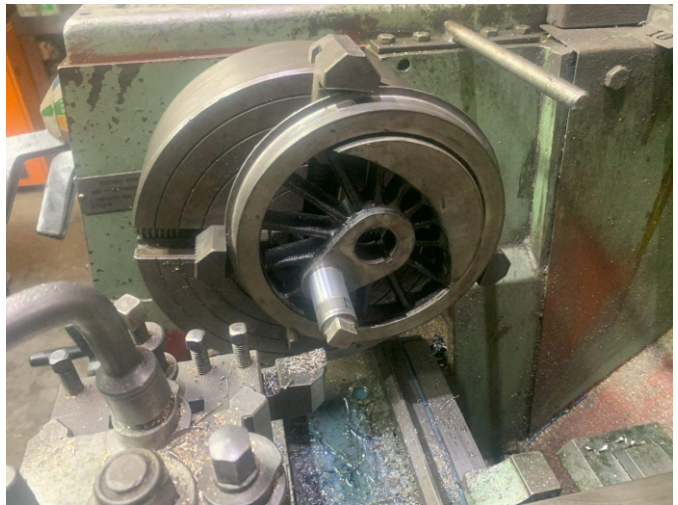
diam. and 8 ft. long—and having a single flue tube. The engine is now on the platform of the Newcastle-upon-Tyne Central Station, North Eastern Railway, where every care is taken to preserve this relic of the past. The reader need only look at any of our express engines of to day to see the contrast and note the progress we have made with the revolutioniser of the whole

On a tablet placed on the above engine are the words: "This locomotive engine was one of the first built by George Stephenson, for the Killingworth Colliery. It was presented to the Mayor and Corporation of Newcastle-upon-Tyne, by Sir Charles Mark Palmer, Bart., M.P., on the occasion of the centenary of the birth of George Stephenson, Ninth day of June, 1881."

Who's doing what?



Leon cutting keys in the new axles for the Garratt.



Leon turning the Garratt crankpin to fit bearing sleeves.



The CSME milling machine and lathe moved into a container above Centurion Sea Level for safe storage. (Any contributions to the CSME Model Engineering Workshop will be welcome!)

Who's doing what?



The 5 inch change over section on the new top-loop being tested. The result: as smooth as a normal straight section of 5 inch track!



Men at work, or is it one man at work, with three supervisors!



The new curve on the top-loop in place.

Who's doing what?



The enlargement of the culvert on the top-loop is a huge undertaking, and well underway.



The first flood testing the enlarged culvert!

Sell / Swop / Wanted pages

WANTED

A friend in Knysna has built a Stuart beam engine and is seeking a Stuart boiler (vertical or horizontal, meths or butane fired) to power it. If anyone has one and is willing to part with it, please contact David Cairns at 082 653 5642.

FOR SALE

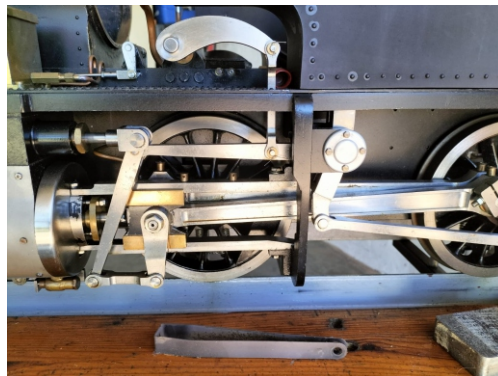
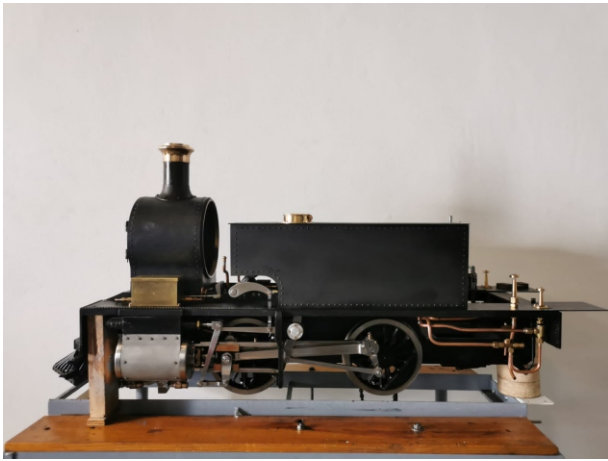
Charl Marais is selling this Simplex locomotive with the support wagon. Copper boiler. Please contact Charl for more details at 0723913033 or charlmaraism@gmail.com



Sell / Swop / Wanted pages

FOR SALE

Oom Willie Visagie in the Cape is looking at selling his 7 1/4 inch Hercules engine project. Designed with an improved boiler by his late brother Jan Visagie, it runs on air and needs the boiler construction, most of the copper is included.
Please contact oom Willie for more detail: 084 701 7213



Sell / Swop / Wanted pages

FOR SALE

Chris in the East Rand is selling this BETTY project. Parts were imported from England.
40% built. Please contact Chris on 0828951162

