



THE CENTURION SMOKEBOX

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

Centurion Society of Model Engineers

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SocietyofModelEngineers/420612321335973?ref=hl](https://www.facebook.com/pages/-SocietyofModelEngineers/420612321335973?ref=hl)

GPS 25° 51.066'S 28° 10.971' E

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

CSME NEWSLETTER APRIL 2017

COMMITTEE

Chairman – Leon Kamffer
Vice chair. – John O'Mahony
Treasurer – Mike Venter
Secretary – Imogene Groothuijzen
Committee – Jon Shaw
Committee – Roko Popich
Committee – Ballot Marx

Non-committee person contacts

Caretaker – Louw Myburgh
Webmaster – David Shaw
Alarm system – David Gough
News letter – Jon Shaw
Safety – Norman Reyneke

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Membership Fees 2017

2017 SUBS

**R300 FOR ORDINARY MEMBERS
R200 FOR SENIORS & STUDENTS**

Bank details for any payments to CSME.
For any payments please email details of payment to Mike at csmetrains@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 2017.

Note the account number change in red

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. **ALL members are requested to ensure that CSME have copies of the boiler certificates for all their locos. Copies can be scanned and sent by email to jonsamshaw@gmail.com or imogenegroothuijzen@gmail.com or alternatively, bring your certificate to either Jon Shaw or Imogene Groothuijzen on club day to be copied or scanned. We then have a record should there be any insurance or Health & safety queries.**

**AGM have fixed the fees at the same level until end of 2018
Subs are now due for review at 2018 AGM for 2019.**

According to our constitution those in arrears of subs for 2017 as at 1st May 2017 have automatically and voluntarily terminated their membership, and should contact the committee if they require being re-instated.

If you are intending to drive a loco on our track you must either have subs paid up to date as at the time of driving, or be a bona fide paid up member of another model engineering society to be covered by our public liability insurance.

Official correspondence and newsletter

If you are not receiving mail from the CSME you should contact the secretary or editor to update your details.
Those members without email can collect a copy of the newsletter from the clubhouse on track day.

Next Club Meetings

Saturday 15th April @ 12.30 at the clubhouse

Next running day will be Sunday 16th April 2017.

Next Committee meeting will be. Saturday 15th April 12h00 at the club committee room

Important Notices

1. CHANGE OF CSME EMAIL ADDRESS. NEW ADDRESS: csmetrains@gmail.com
2. Subs for 2017 are now due

The following items are for sale at the kiosk

- 1 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.
- 2 CSME coffee mugs, hats, and also 2016 national badges both cloth and metal.
- 3 Charcoal in 5Kg bags and firelighters.

Centurion Society Track Standards.

Please note the Centurion track standards have been published on the member page of our website.

Thanks

Our thanks go to Eddie Lloyd for his donation of beautifully bound volumes of Model Engineer dating from circa 1890. Thanks also to David Shaw for standing in for Leon Kamffer on our March track day and driving the Garrett for the whole day.

CSME: Chairman's Report 2016 – Rudy Du Preez

2016 was a hectic year for CSME. We had a National to prepare for and we had set or targets high to achieve improvements to the club facilities before that special weekend in September. We fortunately, but only with lots of dedicated hard work, achieved those targets to a large extent.

The main projects of the year were the finishing of the new rail track extension around the horseshoe and the building of the swing bridge. Other smaller projects were the compressor shed, the moving and placing of an extra container, steaming bay improvements and site improvements in the form of landscaping and tree planting.

In addition to the Monday gang, which was mostly involved in building the bridge, the Saturday gang played a major role in sorting out problems with the new track and points. All this work and additions delved deeply into our financial resources. Fortunately, with the assistance of some donations, and the income from the National event, we managed to survive the financial onslaught and are still financially sound today, as our Treasurer will (hopefully) report. Although our reserves suffered a great indent, we believe the money was well spent and that the club will benefit from and enjoy the additional facilities.

Other developments include the coming and going of a family market and the model yacht club returning and affiliating with our club in a formal agreement. The property previously managed by the yacht club thereby became part of our property, as proposed by the Council.

In general the activities in the club ran as usual without any serious hiccups, i.e. the monthly club days, other Sunday activities, the picnics, the children parties, special weekends, etc.

In summary, we sold about 21000 train ride tickets and we had 128 children parties during the year.

We want to thank Nick Popich, Carl Rosenstrauch, Ballot Marx, Alex Groothuizen, Leon Kamffer, John O'Mahony, Jon Shaw, Norman Reyneke and Roko Popich for their dedicated hard work most Mondays and some Saturdays. Thanks also to Lucky, our specialist welder, who worked for about 22 days in total, spread over many months, on the bridge.

A special word of thanks to Jon Shaw, who, in addition to looking after our plants and trees, also handled the newsletter, the web site, the key list, the member list and many other aspects such as coal, paraffin and oil supplies. Also to David Gough, who maintains and expands our security system continuously in order to meet the security demands of our difficult exposed site.

Thanks to our committee members, John O'Mahony (VC), Mike Venter (Tr), Ed Lloyd (Sec), Jon Shaw, Leon Kamffer, and Ballot Marx, for their time and hard work to keep the club running. The meetings were pleasant and the functioning of the committee was efficient and to the point. In addition to the meetings, many extra hours and trips to the club were required to deal with unplanned situations and problems.

Thanks also to the National meet organizing committee, Jon Shaw, Ballot Marx, Bill Williams and Imogene Groothuizen, led by John O'Mahony, for their excellent hard work to make the event such a success.

Without the dedication of these volunteers we would not have had all these facilities, and without the continuous maintenance of what we already have, things would quickly grind to a halt. We want to thank Louw and Antoinette, our caretakers, for their hard work to organise and run the children parties, to keep our facilities and site clean and to look after the place. The neatness of our site and facilities stands out and we get many favourable comments about our club from the public and members of other clubs every year.

Our ladies (the ladies gang) have done their part as well again to look after the kiosk, ticket sales, tea and refreshments. Many thanks for their continued support to help make our club days a pleasant experience every time. We also appreciate the food supply on club days provided so excellently by Louwrens and Celeste.

We also want to express our appreciation for good relations and cooperation to the affiliated clubs, the boat club and yacht club. These clubs add a lot to the attractiveness of our site and activities. We wish them a successful 2017 as well.

We had a year largely free of unpleasant incidents. There were a few serious ones that the committee had to deal with, including accidents. I thank the committee for their support in dealing with them in an appropriate manner.

We can be proud that in our club, people with diverse backgrounds, experience, pride and goals could meet and interact with each other, in a largely pleasant manner, so that we could enjoy our presence at the club, our wonderful hobbies and our fantastic site.

Let us again stand together, build together and enjoy our club and hobbies during 2017.

March Saturday Club Day

The first Saturday club day arranged by Roko was well attended as a joint effort by CSME and the CNC club. Nick's talk was very informative and I, the editor learned a lot about him that even having known Nick since joining the club in 1975 I did not previously know. He brought some of his latest work for us to see, which was some parts for his switcher. Nick has such a wealth of knowledge to pass on.

The excellent presentation by the CNC club on the CAD/CAM program was very interesting to those not into CNC machines as well as CNC club members, but some of it was a bit over my head!

Monday Gang & Saturday Gang

The Saturday gang will be working again as usual on the Saturday morning 15th April so please come and do your bit.

Track update from Leon Kamffer

The Saturday and Monday gang have fixed a substantial amount of track so far since December.

Thanks for the hard work from everyone that has helped so far.

The initial focus was on the lake route but lately most of the known areas with uneven joints or poor camber have been fixed.

If any additional places with substandard track or regular derailments are identified, please mark them and communicate these positions to the track teams or committee so that these areas can also be targeted for repairs.

We will hire labour to start with the demolition of the track identified so that we can relocate the curves at the crossing. It means that the track extension will be unusable for a period while the relocation is in progress.

March Track Day

The March track day was better attended by the public than previous Sundays. Louwrens and Celeste were here as relaxing members rather than spending the day preparing food - it is good to see them socially. The first aid box has been cleaned and replenished with new in-date contents. As usual we had the same two locos pulling passengers but this time Roko and "Tannie" were joined by the Leon's Garratt driven by David Shaw while Leon was elsewhere. The club Ladies again did us all proud with their excellent efforts and wide variety of cakes etc.

From your chairman - April Saturday club day GATHERING OF THE BROTHERHOOD

Saturday (15th April) before our club track day falls in the Easter long weekend so some members may have other plans. For those that need a bit of Model Engineering to brighten up their weekend the following is planned:

Saturday the club is available from 12:30 for the exclusive use of our members. Please feel free to come and play with your loco. Let's create a bit of smoke. If you need a bit of driving to lighten up your day we can pull out the yellow club diesel. A good loco for beginner's young of heart.

Roko has planned a show and tell, **starting at 14h30** he has asked Eddy to give us 10 minutes showing his new loco, Leon 10 minutes showing what he has been up to and Roko will give a short slide show and explain his latest project his SCHAUBLIN 125 lathe -15 minutes, this should total about 40 minutes.

This will be followed at 16h00 with a braai – Bring your own rolls meat and drinks.

See you Saturday.



Secretary's bit:

They say new (old?) brooms sweep clean, so.....

In perusing the Club documentation with a view to digitising all available information (the CSME now has a dedicated computer for club purposes (thanks to Jon and David Shaw) it became obvious pretty quickly that there are gaps in the records regarding drivers' licences and boiler certificates. These are contentious issues, but in order to comply with our insurance policy, we are appealing to members to assist us in compiling an up to date, legal and valid database.

To satisfy the insurance stipulations, all locomotive drivers must be in possession of valid drivers' licences while driving on the track. Should you not have a licence (or cannot find yours) a new licence will be issued without retesting if the committee is satisfied that you are competent. Please assist us in this effort by completing the attached Members' Data Form which is inserted at the end of the newsletter.

Thank you
Imogene Groothuijzen



The national steam meet 2017 attendees at Western Province.

“The letter in Mail Stop called *Inspiration or Discouragement by Charlie Liberto resonated somewhat with me. When I began my search for a locomotive to build, I looked at various factors and determined that size **does** matter*, but not necessarily **big** size. For various reasons I’ll get into in a minute, I chose Mr. Hiraoka’s Pennsylvania A3 in the book from *Village Press*. But, in the meantime, I talked to folks who are into large scales and they said once I operated those, I’d never look at small scale equipment again. I was a member of a locomotive club (maybe they should have called themselves a locomotive club for large-scale-only since they didn’t seem to be interested in anything less than 1½” scale) for a couple of years, but let that lapse. While a couple of the members were friendly and, to an extent, helpful and willing to chat, many wouldn’t give me time of day when I mentioned being interested in ¾” scale. So, it seems that between a sort of elitism if you will, and the “moneybags” type of locomotive owners who pay someone else to provide the equipment so they can play trains, the trend seems to be toward the bigger stuff.

Now, in their defence, I can see that as I age myself and get stiffer and have more joint pains, etc. That maybe the bigger is the better in terms of comfort for riding, and if they can afford it great for them – any size promotes the hobby. But, if you’re a large-scale owner/builder/operator, please don’t disparage, ignore or shun us “little guys.” In many ways, I think the small builders have it harder since some of those parts are dang hard to hold onto to machine ... almost an art in many ways. It may actually be easier to build and to detail some of the large locos, for that reason. My reasons (I said I’d get to it in a minute!) for building in ¾” are mostly the size issue and related to that, the expense. Smaller means less material which means lower cost. I have a basement shop and carrying a 7½” gauge loco up from the basement is out of the question. The modifications required to windows, outside entry doors or anything else that would be required is probably not allowed in my neighbourhood (Historic District) on my old house and would probably be more money than I could justify anyway, especially on top of tool and material expenses. I don’t have a garage either and to put one up is also not financially on the cards, at least for now. One further reason for choosing this scale is the book for the A3 was well-documented in terms of the build process as well as explanations to the way the parts related, how to fit, etc. I have been a machinist of sorts for years, but knew next to nothing about locomotives so the A3 seemed like a good way to learn while doing.

As to club tracks where I might be able to run, I know I am limited. The nearest I know of is around 150 miles away, but for me this is not a problem since I don’t have a burning desire to get it on the rails. Playing trains is not my thing so much as just to have a ready-to-hand project to work on in the shop when I have time.

It does seem to me that Charlie is correct in saying (or at least questioning the decision) that eliminating old small scale tracks or building new clubs without those tracks may, in the long run, be detrimental to the hobby. It may be that the price for the big scale locomotives discourages some folks from entering the hobby, so they look at smaller scales. Unless they are near one of the few clubs with smaller scale tracks, then they may also be discouraged enough to give up completely and go back to HO or nothing at all.

Paul Anderson - Holland MI

First, thanks for a great magazine. I read Charlie Liberto’s letter with considerable interest, as I wrote something similar in an issue way back. He has a lot of very valid points to make. To avoid any kind of gauge war, let me state at the outset that I like railroading in all gauges. However, while the large gauges of 7¼” and 7½” are the most popular nowadays, they do have disadvantages for quite a few other enthusiasts for various reasons and are discouraging for those people who would like very much to get into the hobby. For many retirees, like me, cost is a major factor when one lives on a modest fixed income. Three-quarter scale and one inch scale are far more affordable, as long as there is a track somewhere that we can run them. Many, like me, cannot put a track on their property because: A – the back yard is too small, B – the terrain makes it impossible. Therefore the answer is a club track – if you can find one. If you can’t, it is very discouraging for one trying to get into the hobby.

Then, there is the question of size and (for us older guys) the matter of weight. For us older guys, a few of us no longer have the ability to handle huge heavy locos so something on a smaller scale is the only way for us to go.

I can appreciate the fact that a club where the big gauge is the main interest is reluctant to spend money putting in a highline for the smaller scales when they feel no one will use it and don't want to have to maintain it. However, if they don't have a track, even a modest one, how do they expect anyone wanting a track to come along and join the club? Depending on how a high-line is built, it need have very little maintenance, especially if built of steel.

One hears another argument against smaller scales from time to time "They can't pull anything word a damn." That's a fallacy! I have seen a 1" scale Mountain type loco [3½"G] pulls 60 passengers without too much trouble. The Southampton Club in England once pulled 80!!!

Anyway, seriously, what does someone build a loco for? I sincerely hope it is to have fun running it! Or, does someone build it just to haul heavy loads to impress others? My ¾" scale Northern has managed 16 people quite happily and that keeps me very happy. It is now in the process of getting a new boiler before it can be used again.

I know that in the USA here out west, the Lost Angeles Live Steamers and the Golden Gate Live Steamers both offer high-lines, though high-lines seem very scarce otherwise. Many more clubs back east have high-lines. Quite a few Canadian clubs offer high-lines as well.

Please guys, think of those who would love to get into the hobby but can't afford the big gauge or simply can't handle the larger scales. If your club track is complete as you want it, consider putting in a high-line – even a modest sized one – at some time and try to encourage others into the hobby.

Happy Steaming!"

LOOKING FORWARD INTO 2017 FORTHCOMING EVENTS

The CSME will be holding an event again over the 2017 September 23rd 24th 25th weekend.

Watch this space for camping weekends in 2017. You do not have to wait for an official weekend you can camp at any time by arrangement with our caretaker.

Have a look at http://www.ameng.com.au/model_engineering_downloads.htm for some interesting ME topics. Not a magazine, but an interesting American site to peruse:
www.discoverlivesteam.com/forsale/index.html

Commercials

Use this newsletter to advertise your for sale and wanted (wish list) items.

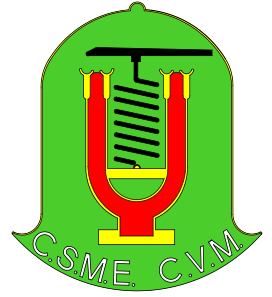
If the editor is not informed as to when to delete adverts, these will be removed at the editor's discretion

Jon Shaw is looking for a workshop manual for a 2005 Opel Corsa 1.7DTI Bakkie to either buy or loan for a few days. Haynes manual number 5577 is the nearest to my requirement unless you have genuine Opel documentation. He also has **Haynes manuals for sale** for Mazda 626, MX6, Ford probe (# 61042), VW Passat, Dasher & diesel versions 1973-82 (# OWM 843), **Genuine** Toyota Corolla manuals for *Chassis and body* AE80.82, CE80 series April 83, *Engine* 2A, 3A, 3A-C, 4A 4A-C, & 4A-GE Aug 1983. & Toyota manuals for the Cressida Engine body and electrical systems. Email jonsamshaw@gmail.com or phone 0123320814 cell 0724370710 and make an offer.

Ian Dewsbury is interested in the hobby and is contemplating constructing a loco, so he needs some means with which to proceed, so if you have a lathe for sale such as a Myford ML7 or similar in reasonable condition contact him at dewsburyian@gmail.com , alternatively if you can offer advice on which would be good Chinese lathes please contact him.

For Sale a set of Reeves bronze castings, frames, copper boiler material, some boiler fittings and misc bits for a 3½" narrow gauge 0-4-0 "Conway" a typical Welsh slate railway engine. Because this engine is a 2' NG it is more the size of a 5" SG loco. Drawings and write up on this loco from Model Engineer is also available. Contact Jon Shaw jonsamshaw@gmail.com reasonable offers considered. To buy this lot from Reeves will cost around £1500 today! **Make an offer - I am not expecting the equivalent exchange rate but wish to put any funds received into a larger Loco!**

Centurion Society of Model Engineers
Members Data update form



SURNAME:

FIRST NAME:

DATE OF BIRTH:

WIFE'S NAME:

HOME ADDRESS:

.....Postal code:

POSTAL ADDRESS:

.....Postal code:.....

EMAIL ADDRESS:

CONTACT NUMBERS: HOME:

WORK:

CELL:

Do you hold a locomotive **driving licence** of any category issued by any South African model locomotive society of which you are still a member?

PLEASE NOTE: *The information being requested below is for the compilation of our data base. The supplied information is not to penalize anyone who does not have certificates, or to subject anyone to retesting, but is, however, to assist wherever possible, current drivers to obtain registration on a national database.*

If you do have a current licence, please give details below and if possible, make a copy available by emailing imogenegroothuijzen@gmail.com or handing in at the club.

Type of loco : Steam/diesel/electric	Issuing club	Licence Number	Date of issue

Kindly assist in furnishing particulars of any current locomotive/s in your possession:

Locomotive Design name	Weight	Gauge	Designer	Boiler Pressure	Boiler Cert No	Issuing society	Boiler Inspector

For those who already comply with club requirements of certification, copies of valid boiler certificates must please be emailed to Imogene Groothuijzen imogenegroothuijzen@gmail.com or handing in at the club.

Are you currently busy with a project? If so, please give a short description thereof.

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