



# THE CENTURION SMOKEBOX

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

## Centurion Society of Model Engineers

Kwikkie Crescent 999  
Centurion Lake Ext 1 (Zwartkop)  
PO Box 16023  
Lyttelton, 0140



[www.centuriontrains.com](http://www.centuriontrains.com)  
[csmetrains@gmail.com](mailto:csmetrains@gmail.com)  
[https://www.facebook.com/pages/-  
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 February 2017

### COMMITTEE

Chairman – Rudy du Preez  
Vice – John O'Mahoney  
Treasurer – Mike Venter  
Secretary – Edward Lloyd  
Committee – Jon Shaw  
Committee – Leon Kamffer  
Committee – Ballot Marx  
Non-committee person contacts  
Caretaker – Louw Myburgh  
Webmaster – David Shaw  
Alarm system – David Gough  
News letter – Jon Shaw  
Safety – David Gough

(012 998-6780) email: [rudy@asmsa.co.za](mailto:rudy@asmsa.co.za)  
(082 809-3595) email: [john.o@telkomsa.net](mailto:john.o@telkomsa.net)  
(082 738 6875) email: [email: csmetrains@gmail.com](mailto:email:csmetrains@gmail.com)  
(012-662 2840) email: [lloyd@telkomsa.net](mailto:lloyd@telkomsa.net)  
(072 437 0710) email: [jonsamshaw@gmail.com](mailto:jonsamshaw@gmail.com)  
(082-577-7813) email: [lkamffer@mweb.co.za](mailto:lkamffer@mweb.co.za)  
(082-808-5783) email: [ballotmarx@gmail.com](mailto:ballotmarx@gmail.com)

(012 643 0750) Phone and fax  
(083 326 2107) email: [david.vero.shaw@gmail.com](mailto:david.vero.shaw@gmail.com)  
(078 222 0695) email: [davepg@gmail.com](mailto:davepg@gmail.com)  
(072 437 0710) email: [jonsamshaw@gmail.com](mailto:jonsamshaw@gmail.com)  
(078-222 0695) email: [davepg@gmail.com](mailto:davepg@gmail.com)

### 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  
[csume.09@iburst.co.za](mailto:csume.09@iburst.co.za)  
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](mailto:jonsamshaw@gmail.com) or [lloyd@telkomsa.net](mailto:lloyd@telkomsa.net) or alternatively, bring your certificate to either Jon Shaw or Rudy du Preez 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 2017  
Subs are now due for review at 2017 AGM for 2018.

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

**Next running day will be Sunday 19<sup>th</sup> February 2017.**

**Committee meeting. Saturday 18<sup>th</sup> February**

## **Important Notices**

1. The AGM will be on 19<sup>th</sup> February 2017 at 14h00 in the clubhouse. This notice is in accordance with the constitution.( relevant extract below)

ANNUAL GENERAL MEETING : held once annually as soon as is expedient after the end of each financial year at any time after the first day of January, but not later than the thirty-first day of March of the same year.  
Notice to members - fourteen (14) days, in writing, stating date, time and place.

2. CHANGE OF CSME EMAIL ADDRESS. NEW ADDRESS: [csmetrains@gmail.com](mailto:csmetrains@gmail.com)
3. 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 this month go to Hannes paling who has donated a video recorder for our future camera additions to our security system.

## **January Track Day**

We had good weather and both the CSME & CMBC turned out to entertain the public. The public attendance was better than the previous week which was wet when we only had 12 public turn up.

We had 5 engines running, Alex first on the track with his Diesel "Tim" then the steam locos were Leon's Garratt, Hannes' UVE, Roko with "Tannie" and later a "Dart" a 7¼" GWR 0-4-2T 14XX class.

### **LOOKING FORWARD INTO 2017 FORTHCOMING EVENTS**

#### **The 2017 National**

2017 National Steam Meet – WESTERN PROVINCE LIVE STEAMERS - CAPE TOWN

We are pleased to confirm that the 2017 Steam Meet will be held from

**Friday, 24 March 2017 to Sunday, 26 March 2017.**

For the gathering that will be held at WPLS site in Bertie Granade Street, Parow (behind Ajax Soccer Field) we will accept locomotives et al from early on Friday morning and those who wish to leave on Monday morning 27/03/2017 will be permitted to stay one extra night on site.

Details of accommodation available - be it hire of caravans and/or camping facilities on our site, (as well as nearby B&B places) will be issued on our entry forms to be sent to all clubs in January 2017. This will also detail booking arrangements, programme of events and on site food/beverages/meals available, etc.

In order to enable us to hire caravans and organise on site food, etc. entry Forms must be returned to us as soon as possible but no later than 18 February 2017.

Ian Dorrat, Chairman WPLS

**The CSME** will be holding an event again over the 2017 September 23<sup>rd</sup> 24<sup>th</sup> 25<sup>th</sup> 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.

**Next Stars of Sandstone** will take place from 30<sup>th</sup> March to 9<sup>th</sup> April 2017.

Have a look at [http://www.ameng.com.au/model\\_engineering\\_downloads.htm](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](http://www.discoverlivesteam.com/forsale/index.html)

### **Monday Gang**

**16<sup>th</sup> Jan.** The whole gang with two chain saws spent the day cutting trees, to improve vision at the top diamond crossing and the big tree on the bend by bridge 3 because the branch overhanging the track was splitting and in danger of falling on the track the wood was reduced to fire wood and brush and removed by goods train.



**23<sup>rd</sup> Jan** The remainder of last week's cut tree was removed, and the diesel No 5 Barry was stripped ready for a complete overhaul, new engine, wheels, axle, sprockets, chains, gearing, all for repair, change or upgrade.



I hope these guys know how to re-assemble later!



Leon Kamffer on duty again at a party on 28<sup>th</sup> January.

**30<sup>th</sup> Jan.** The pile of paving bricks was finally stacked.

Some time was spent measuring and contemplating the possibility of removing the top diamond crossing as it has proved to be a hazard. If the line from the bridge over the tunnel is moved toward the tunnel wall and joined to the inner of the two uphill tracks and the other line joined to the outer of the two tracks it will not affect the 7¼" and the 5" can be accommodated with 2 transitions, although the effect of changing the link alignment between a 5" loco and 7¼" coaches is unknown. The Monday and bridge gangs had a braai – it was a good job we lit the fire under the station roof as before we could cook there was a very heavy downpour which lasted a while, which then turned to steady rain for a while so that was that. We had lunch and went our way.

### **Saturday Gang**

The Saturday gang was back working again and on the 14<sup>th</sup> January and added expansion joints to the points/Diamond section joining the extension to the old track. The next workday is 18<sup>th</sup> February start at 9AM and at lunch time we have a wors roll lunch and natter so if you want to join us we will find a job for you. Don't forget to bring your wors, roll & coke. It is likely that we will be correcting a couple more aberrations of the new track this time.

### **Alarm System**

It seems that the funds were well spent on our alarm system as we had many night-time alarm trigger events over the period when Louw and Antoinette were away on leave. Tracing the alarm triggering patterns we could follow the insurgent's path from entry to point of interest which is where steel items were. This was born out by a further incursion after Louw's return to site when he was sitting on his stoep and heard noises from adjacent to the compressor house and coal bins, where thieves were again attempting to remove some of the old track sections stored there.

He successfully managed to frighten them off so we hope they will not return.





## Nederlandse Spoorwegen



According to the internet, (Guardian website) all Dutch electric trains are now powered by wind generated electricity. At the time of reading, one line is still diesel powered. Their target for this milestone was 1<sup>st</sup> January 2018 but has been reached a year early. According to Eneco & NS around 600,000 passengers daily are “the first in the world” to travel thanks to wind energy. NS operates about 5,500 train trips a day. One windmill running for an hour can power a train for 120 miles, the companies said. They hope to reduce the energy used per passenger by a further 35% by 2020 compared with 2005. (I wonder how. – Ed)

Also according to the guardian website, in the UK Imperial College London has partnered with the climate change charity 10:10 to investigate the use of track-side solar panels to power trains, the two organisations announced yesterday. The renewable traction power project will see university researchers look at connecting solar panels directly to the lines that provide power to trains, a move that would bypass the electricity grid in order to more efficiently manage power demand from trains. According to the university, the research team will be the first in the world to test the “completely unique” idea, which it said would have a “wide impact with commercial applications on electrified rail networks all over the world”. “It would also open up thousands of new sites to small- and medium-scale renewable developments by removing the need to connect to the grid,” Imperial College London said in a statement.

Network Rail is currently investing billions in electrifying the UK’s railways in a bid to reduce the number of trains running on diesel fuel, curbing costs, air pollution, and greenhouse gas emissions in the process. Combining this effort with increased renewable energy generation in the UK could significantly decarbonise train lines by 2050, according to 10:10, but in many rural areas the electricity grid has reached its limit for both integrating distributed energy generation and supplying power to train firms.

“What is particularly galling is that peak generation from solar and peak demand from the trains more or less match but we can’t connect the two,” explained 10:10’s Leo Murray, who is leading the project. “I actually believe this represents a real opportunity for some innovative thinking.” Initially the project will look at the feasibility of converting “third rail systems” which supply electricity through a power line running close to the ground and are used on roughly one third of the UK’s tracks. “Many railway lines run through areas with great potential for solar power but where existing electricity networks are hard to access,” explained Prof Tim Green, director of Energy Futures Lab at Imperial College London. The university will collaborate on the technical aspects of the project with Turbo Power Systems – a firm that works on distribution and management of power in the railway sector – while 10:10 is leading on research looking at the size of the long-term power purchase agreement (PPA) market for directly connecting renewable energy systems to transport systems. “I don’t think you get a better fit for PPA than a train line,” added Murray. “A rural train line even more so, the project would open up many investment opportunities across the country and further afield.”

## Seen in Australia by Bill



**Meter maids in Gold Coast Australia go around and feed expired meters for motorists with money from donations. They also support charities from funds received. A photo taken with them will cost Au\$5!**

## 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. Email [jonsamshaw@gmail.com](mailto:jonsamshaw@gmail.com) or phone 0123320814 cell 0724370710



Arthur Culpan has these castings for sale, the loco is unknown, having seen these they could be 3½" or a small 5" and they look like they were originally sourced from the UK. Arthur is open to offers.  
If you are interested phone him on 082 897 0249 or 011 452 2512 or fax 011 452 5946.

**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](mailto: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" loco. Drawings and write up on this loco from Model Engineer is also available. Contact Jon Shaw [jonsamshaw@gmail.com](mailto:jonsamshaw@gmail.com) reasonable offers considered. To buy this lot from Reeves will cost around £1500 today!

