

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

July 2016

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

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Membership Fees 2016

2016 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
csome.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 2014.

Note the account number change in red

AGM have fixed the fees at the same level until end of 2017

Subs are now due for review at 2017 AGM for 2018.

15 members renewed their subs on January track day.

According to our constitution those in arrears of subs for 2015 as at 1st May 2015 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.

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 lloyd@telkomsa.net or alternatively either bring your certificate to 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.**

58 members inc Boat, yacht & CNC club have renewed their membership to date

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.

2016 Nationals

A subcommittee has been formed consisting of Bill Williams, Imogene Groothuizen, John O'Mahoney, Ballot Marx, & Jon Shaw,

We need volunteers to help before and on the weekend – your club needs **you please**, volunteer now.

Anyone interested in selling candyfloss, popcorn, hamburgers etc. please contact any member of the subcommittee.

Thanks

Our thanks to Hannes Paling who has refurbished and returned the wheel and axle sets for Dennis free of charge – in his words “Monday gang contribution from a distance”.

Thanks to Ryno Powell for the locomotive pictures.

Monday Gang

The bridge main structure is finished, and the rail sections are being made, the abutment areas are being filled and finished so the bridge is on track for finishing before the national.

Safety railings still have to be fitted to the sides of the concrete culvert. A large amount of work must be done to landscaping around the new extension.

Saturday Gang

The Saturday gang have a lot to do prior to the national so please support Leon Kamffer in his sterling efforts each Saturday prior to the Sunday track day. The next session will be on **16th July 2016**.

We hope to have enough volunteers to make 3or4 welding gangs to repair the inner track.

People planning to come can call Leon Kamffer on 0825777813 to confirm their intentions.

Paraffin and Steam cylinder oil – last chance

If anyone requires to purchase 20 or 25L of Paraffin at wholesale price (+/- R8 per litre) in the near future contact Jon Shaw as CSME will have to purchase their supplies before the national and yours can tag on to the bulk order. The same goes for steam oil sold in 20L containers of “ENGEN GENCYL 460 steam cylinder oil” If you want some don't wait until we have ordered let us know now.

Hooray! Dennis is back in service

Centurion Society Track Standards.

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

The Pietermaritzburg Model Engineering Society simple steam engine

Members who wish to acquire one of these should contact Jon Shaw jonsamshaw@gmail.com so that a list can be drawn up and arrangements made for them to be brought up from the WWW at the beginning of August or for the national meet in September.

Why 4 FEET 8.5 Inches is Very Important - Fascinating Stuff . . .



Railroad Tracks

The U.S. Standard railroad gauge (distance between the rails) is 4 feet, 8.5 inches. That's an exceedingly odd number. Why was that gauge used? Because that's the way they built them in England, and English expatriates designed the U.S. Railroads. Why did the English build them like that? Because the first rail lines were built by the same people who built the pre-railroad tramways, and that's the gauge they used. Why did 'they' use that gauge then? Because the people who built the tramways used the same jigs and tools that they had used for building wagons, which used that wheel spacing.



Why did the wagons have that particular Odd wheel spacing? Well, if they tried to use any other spacing, the wagon wheels would break on some of the old, long distance roads in England, because that's the spacing of the wheel ruts.



And the ruts in the roads? Roman war chariots formed the initial ruts, which everyone else had to match for fear of destroying their wagon wheels. Therefore, the United States standard railroad gauge of 4 feet, 8.5 inches is derived from the original specifications for an Imperial Roman war chariot. In other words, bureaucracies live forever.



'What horse's ass came up with this?', you may be exactly right. Imperial Roman army chariots were made just wide enough to accommodate the rear ends of two war horses.



Now, the twist to the story:

When you see a Space Shuttle sitting on its launch pad, you will notice that there are two big booster rockets attached to the sides of the main fuel tank. These are solid rocket boosters, or SRBs. The SRBs are made by Thiokol at their factory in Utah.



The engineers who designed the SRBs would have preferred to make them a bit larger, but the SRBs had to be shipped by train from the factory to the launch site.

The railroad line from the factory happens to run through a tunnel in the mountains and the SRBs had to fit through that tunnel.

The tunnel is slightly wider than the railroad track, and the railroad track, as you now know, is about as wide as two horses' behinds.

So, a major Space Shuttle design feature of what is arguably the world's most advanced transportation system was determined over two thousand years ago by the width of a horse's ass.

And you thought being a horse's ass wasn't important!

Now you know, Horses' Asses control almost everything.

Explains a whole lot of stuff, doesn't it?

Wanted by the Editor

I am trying to find our newsletters prior to 2002 and a few odd ones since. If you have kept any on file please make them available to me to scan and return to you. I will take great care of them while I have them. I also need bits and pieces to publish – workshop or engineering tips helpful to others or anything of interest to the hobby that can make the newsletter interesting to members. I need to give you what you want to read. Thanks Nick for your loan of documents. If anyone else can help, please do so.

LOOKING FORWARD INTO 2016 & 2017 FORTHCOMING EVENTS

Wings Wheels & Whistles at **Pietermaritzburg 6th and 7th August 2016**

National live steam meet 2016- CSME will host this event 24th & 25th September.

RSME SPRING STEAM MEET for 3 consecutive days during school holidays between 1st and 9th October, actual dates to be determined later in the year.

The Great Model Train Expo Hoërskool Randburg 8th & 9th October 2016

Next Stars of Sandstone will take place from 30th March to 9th April 2017.

EXCITING STEAM WEEKENDS

DAY VISITORS ON STEAM WEEKENDS ONLY

Entrance Fee
R300 per person,
R150 per child (under 12 years)
* includes unlimited train rides *

UNLIMITED STEAM TRAIN RIDES INCLUDED
read more at www.sandstone-estates.com



ALSO AVAILABLE
Walking Tours, Ox Wagon Rides
Military Vehicle Rides & more
Visit the Waenhuis Café!

30 min excursion
LESOTHO MEANDER
Southern route toward the Lesotho Border.
Departs 09h00, 11h00, 12h30, 14h30, 16h00 on Steam Weekends

90 min excursion
MOUNTAIN WANDERER
Travel entire 26km Sandstone Narrow Gauge Rail System.
Departs 10h00 & 14h00 on Steam Weekends

BOOKING ESSENTIAL 051 933 2235 or 079 327 7649

FORTHCOMING STEAM WEEKENDS

6 August • 24 September • 17 to 19 November 2016

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

If you are interested in building a 7.25 Fairlie complex contact Jon Shaw who has access to drawings and some parts donated from the estate of the late John Gundry which can be viewed by appointment. A cash offer to the committee will be considered.

CSME are looking for a coal crusher, if anyone has one to donate it will be gratefully received.

Next Club Meetings

Saturday work party 16th July 2016

Next running day will be Sunday 17th July 2016.

Committee meeting. Contact Rudy du Preez.

That's life



Stop press from our travelling reporter John O'Mahoney

Steam-Head in UK

For any steam-head traveling to the UK, a visit to the National Railway Museum (NRM) in York is an absolute must. The exhibitions are breathtaking and "getting-up-close" gives such a sense of the majesty of these machines. I saw one old fella walking around, tapping the connecting rods with his stick - disbelieving, I think, that such huge structures could ever be made of steel.

Over the past few decades the number of heritage railways has proliferated in the UK from the one or two narrow-gauge lines in the Welsh valleys to over 120 independent lines today. Their gaining popularity is largely due to the injection of funds from the National Lottery. They have built the A1 "Tornado" from scratch and re-built the "Flying Scotsman" at a cost of over 4 million pounds.

The "Flying Scotsman"! Ah! Rumours were abounding that the "Flying Scotsman" would be calling in at York Station around midday, for re-fuelling, before hauling its tourist train back to King's Cross. Although the name "Flying Scotsman" used to refer to the train, it is now almost exclusively used to refer to locomotive No 4472 of the LNER line - the locomotive most distinguished for being the first to officially break the 100mph speed record.

I say "rumours" for good reason. The exact schedule and itinerary of the "Flying Scotsman" has been kept a national secret since a group of enthusiasts (with children) blocked the tracks in their attempts to get the ultimate picture. This caused some long delays whilst the line was cleared and the cost in fines to the touring company was considerable for causing further delays to commuter trains.

So, there I was, trying to 'sus' out any "intelligence" from the officials at the NRM and also from people with big cameras on the platforms. No-one was forthcoming but the feeling of nervous excitement was almost palpable.....cameras being stealthily removed from camo' bags, furtive notes being made.

As the "big cameras" started to converge onto platform 10 I knew I was on to something BIG.

And at exactly 7 minutes past 1 o'clock there she was in full steam.

The moment was over in a flash and my picture obscured by a station stanchion. So, the picture of 4472 is from the amazing internet!

Never mind, I will just save up and visit again! This time I'll settle for pictures of cathedrals - they don't move so fast!

John O'Mahony

