



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

csmetrains@gmail.com

<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 JUNE 2019

COMMITTEE

Chairman – Leon Kamffer
Vice chair. – John O'Mahony
Treasurer – Ballot Marx
Secretary – Imogene Groothuijzen
Committee – Jon Shaw
Committee – Hugh Williams
Safety – Norman Reyneke
Non-committee person contacts
Caretaker – Louw Myburgh
Facebook – Norman Reyneke
Alarm system – Norman Reyneke
News letter & Website – Jon Shaw

(082-577-7813) email: lkamffer@mweb.co.za
(082 809-3595) email: john.o@telkomsa.net
(082-808-5783) email: ballotmarx@gmail.com
(082 484 4237) email: imogenegroothuijzen@gmail.com
(072 437 0710) email: jonsamshaw@gmail.com
(082 338 0360) email: bill2hugh@gmail.com
(082-553-7344) email: fangrj@telkomsa.net

(012 643 0750) Phone and fax
(082-553-7344) email: fangrj@telkomsa.net
(082-553-7344) email: fangrj@telkomsa.net
(012 332 0814) email: jonsamshaw@gmail.com

Membership Fees for 2019 were raised as per the 2018 AGM

2019 SUBS, R400 FOR ORDINARY MEMBERS, R200 FOR ASSOCIATE MEMBERS, 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 2019 (or what payment is for).**

Note the account number change in red

Official correspondence and newsletter

If you read a hard copy and are not receiving email from the CSME you should contact the secretary Imogene Groothuijzen & editor Jon Shaw 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

Next running day will be Sunday 16th June 2019.

Next committee meeting will be at the clubhouse on Saturday 15th June 2019

Secunda steamers mini Meet.

Secunda steamers are holding a mini steam meet over the long weekend 15th to 17th June 2019 at the Duck Pond. You are invited to join them so contact either the Chairman Frans Pretorius on 0832369578 or the secretary Leonora Lacante on 0732073658

The Pietermaritzburg Model Engineering Society

Invites you to join them in Pietermaritzburg for the

2019 National Live Steam Meet

Which will be held on the first weekend, Saturday 3rd and Sunday 4th August 2019.

All the normal fare will be available.

Contact: Alan Hill 072 3962592 or Martin Hampton 083 3883149

Relevant e-mail addresses are:

Alan Hill:	hillac@ukzn.ac.za
Dave Tanner:	dawie.tanner@gmail.com
Les Cloete	lescloete012@gmail.com
Martin Hampton:	martinjchampton@gmail.com
Lucas Steyn:	oomstoom@gmail.com
Steven Van Der Watt	mrsvdw@gmail.com

We will at the same time be hosting our annual Hobbies Expo, 'Wings, Wheels and Whistles'.

CSME will also be holding their usual hobbies fair over the September long weekend more on that nearer the date.

May Track day

We had good weather, and passenger numbers were boosted by two parties of 80 persons each in addition to public admissions. We were pleased to have a visit from Alec & Imogene's Daughter Nina and grandson Tim from Holland. Tim augmented the passenger hauling team by driving Alex's petrol loco named after him. Other trains were driven by the usual drivers. The Ladies as usual kept us in tea, coffee and the usual lekker goodies. The supply of these goodies are supplied by the same few ladies each month, and it would be appreciated if some of the other attending members wives could also bless us with sweet or savoury items as the tea and cake table is open to all members families.

All members are reminded to be more vigilant, to close the gate as soon as they have entered the premises, to keep a look out for any persons who should not be entering that gate and to either request the persons to leave or notify a committee member immediately.

Entrance gate control

We are busy installing gate motors on the steaming bay and carpark gates to control access via these gates to members only. Access instructions will be issued soon.

Following the break in and theft of motor vehicle bits at the CSME Steaming Bay members parking area and the committee's decision to motorise the street gate, it was also decided to do the same at the entrance to the eastern fenced parking area generally and predominately used by the members of the Boating Club's. As these affiliated clubs do not generate any income from the attending public, nor draw on the financial resources of the CSME, in the interests of enhancing the safety and security of members, their families and assets, a call for donations from the Boat Club Members was put out, and to this end some 28 of the 37 members contributed amounts from R600.00 to R1000.00 .

Access to this parking area will be by Cell phone, whereby each member will be given a user dedicated cell phone number, to open the gate. Management and control for access will be done by the CSME.

At the recent committee meeting of the CSME, it was decided to peg the minimum contribution at R600.00 for all and any club member, who wishes to park in this area.

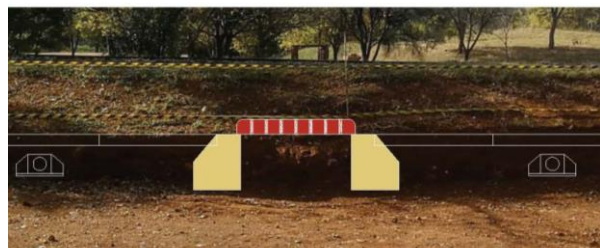
Members who did not consider this worthy and therefore have not contributed, will be denied access to this parking area.

Please take note that the CSME retains all rights of admission to their precinct.

Centurion 32-45mm Update:

The challenge of the 32-45mm gauge layout is that it will accommodate scale models from 1:43 to 1:19, and planning detail to fit in and to "look" correct, is well, as mentioned, a challenge! The detail is thus designed to look the part, rather than sticking to a specific scale. It also goes without saying that with a large outdoor layout like CSME 32-45mm, various considerations have to be kept in mind to ensure functionality, strength and durability of the structures, like choice of construction materials in order to stand up to the African sun and thunderstorms, plus the force of the mighty Hennopsrivier, on occasions.

For the bridges, I thought it would be good to stick to the theme of bridges in and around Pretoria. The material of choice for the steel bridges is aluminum, being very strong for the size of the profiles available, and it should last a long time. Here are two metal bridges under construction, the first is a 3.3 metre double girder bridge that will be on the western side of the layout and will be removable to allow vehicle access to the inside of the layout if required. Then a smaller 75cm plate girder bridge that will form part of the northern section. All will be powder coated in red oxide.



Another bridge that is a serious work in progress, is the railway bridge at Fountains Valley. This bridge will be cast from fiber reinforced cement. The master is a laser cut MDF piece that will be used to create a mold for the casting of 5 arches, creating a bridge of 4,3 meters in total. This bridge will be on the north-eastern section, just exiting the eastern tunnel.



Excavation has also started for the 12 metre by 1435mm station platform, on the southern section. Why 1435mm? That is the size of European Standard Gauge, also utilized on the Gautrain line.

The project is funded by a small group of 32- 45mm gauge train enthusiast. We are fortunate to receive several donations up to know, but are still in need of cement, sand and stone. We will reinforce all concrete castings, so reinforcing rebar and fiber are also needed. Any contributions or donations to the project will be highly valued. Each contributor will be listed in our Founding Members Plate, will receive a special brass etched CSME 32-45mm Group name badge and a special gift at the official opening during the Centurion Engineering Fair during September 2019. Any information, detail or suggestions regarding the project, please feel free to contact Carel Janse van Rensburg at 076 7749221, or carel@angohygiene.com.

Pietermaritzburg model stationary engines

There is no news yet of when boiler kits will be available but watch this space!

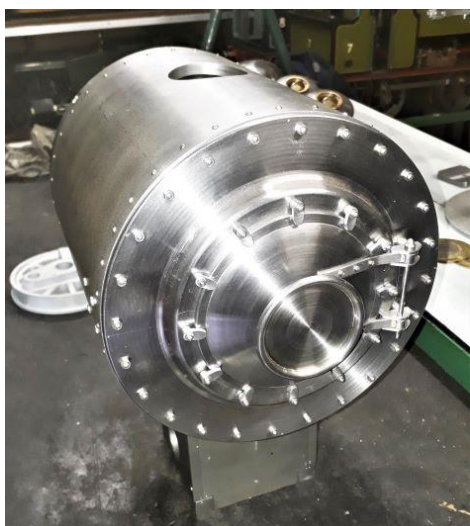
Members Progress



Michael's 7¼ simplex whistle



7¼" Simplex progress



Popich switcher smokebox



Popich switcher brake cylinder & mechanism



Popich wheels.

Leon's SAR 8 class

Secretary/librarian's titbit



This has been a quiet month. I have been requested, however, to point out to our members that the cake table in the clubhouse is the responsibility of ALL members, not only the few regular ladies doing their bit. So, gentlemen, can I ask that please contribute something every now and again. It does not have to be home baked!

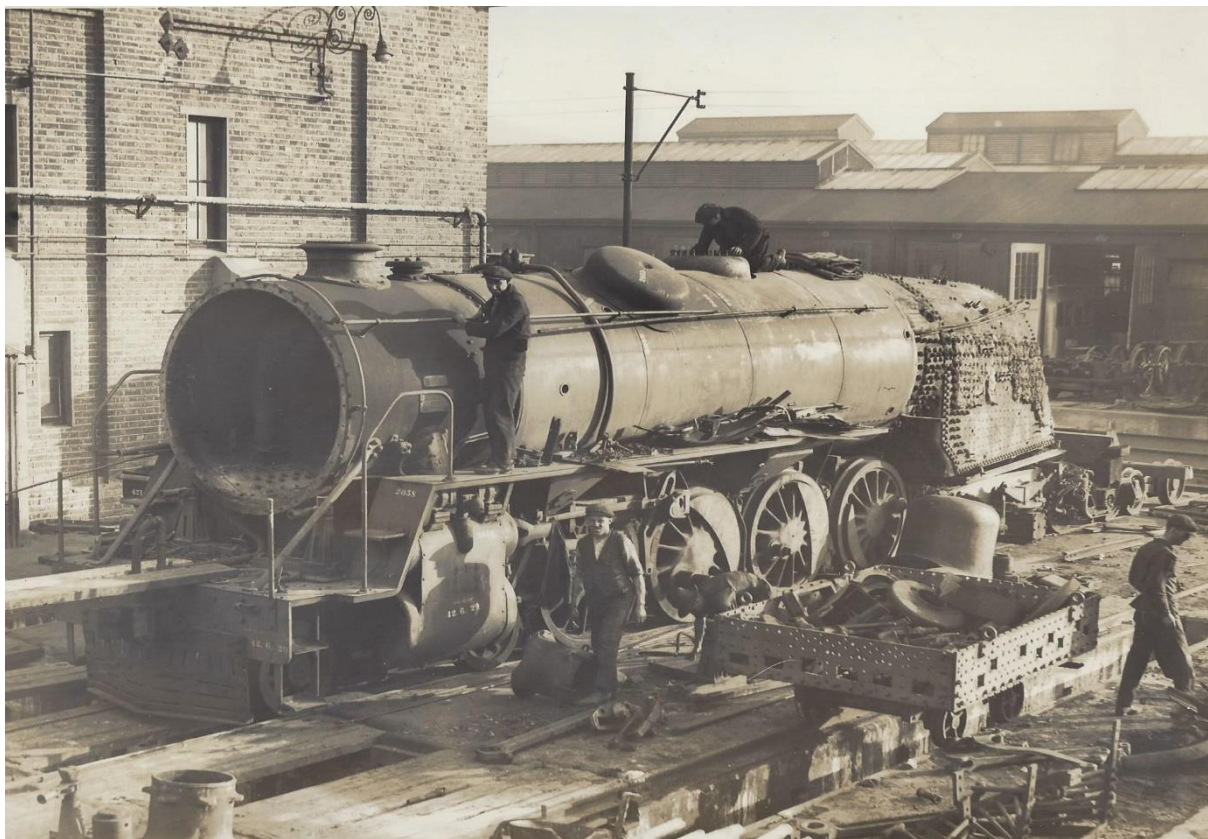
The birthday corner is quite busy this month: Ray Greyvenstein, Alex Groothuijzen, Jon Shaw and Ian Brink are all wished a happy birthday!

Imogene Groothuijzen

A BIT OF SOUTH AFRICAN RAIL HISTORY – SALT RIVER RAILWAY FOUNDRY

During a recent clean-up session, a friend of Alex came across some photos of the Salt River Railway Foundry. His grandfather, Edward Frank Horne (known as Frank) was born in South Africa in 1889. During 1929 (when the photos were taken) Mr Horne worked at the foundry as Foreman of the foundry, and possibly also the machine shop.

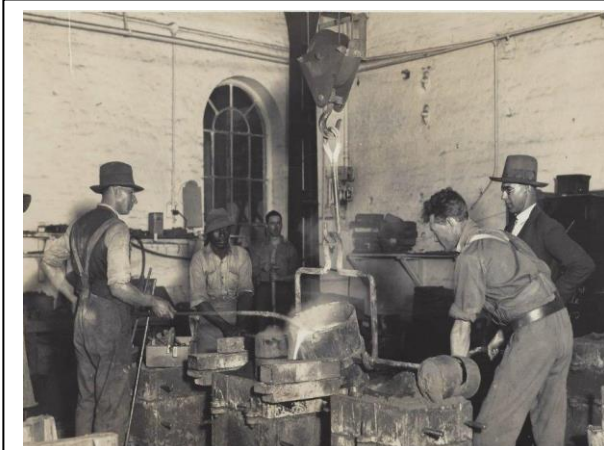
Research into the history of the Foundry shows that as far back as 1853 the Western Cape government was interested in the development of railways. The Salt River Workshops were created in 1862 on the flat marshes of the Salt River estuary which were the least appealing area for residential development. The workshops were established to maintain the imported rolling stock, and the earliest plan of the workshops, dated 1869, shows that it covered an area of 2000 m² consisting of two main buildings containing locomotive erecting, blacksmith, machine, carriage and paint shops.



Driven by the discovery of diamonds and gold, the railway network expanded rapidly, reaching Worcester in 1876, and Kimberley in 1885. Expansion at Salt River kept pace with the increased activity. By 1881 the workshop area had grown to 5000 m² and now included a

spring-smithing shop, a foundry, and a woodworking shop. In 1886 a 60-ton Traverser (a transfer table used for the maintenance of railway coaches etc.), which remained in use for the next century, was provided, while the addition of new engine erecting, machine, carriage and wagon shops doubled the workshop floor area to nearly 10 000 m².

Here, in Salt River life was harsher than in the other suburbs. It was hard and dirty work and working conditions were far from ideal. Work started promptly at 7.15 a.m. Being more than two minutes late in clocking in a worker lost an hour's pay. If more than half an



hour late the worker was not allowed to start work that day which of course resulted in no pay for the day.



The workshops were heavy with smoke causing every beam of light in the foundry to appear as if it was solid dust. A kind of powder in the castings, plumbago (powdered graphite), was used. It was black, and filled the air, along with the smoke from the fire.

During the 1960's there was a decline in Salt River's output following the investment in new workshops at Koedoespoort and Bloemfontein to build modern rolling stock and electric units. This slack led to Salt River becoming more involved in the maintenance of harbour equipment such as cranes and mechanical craft. This in turn, following the completion of the Ben Schoeman Dock, led to the introduction and maintenance of specialized equipment to handle cargo containerisation. It also played a vital role in keeping the Cape Town harbour operating at peak efficiency during the 1973 Suez Canal crisis.

Although the Salt River Workshop floor area had grown to 95 000 m² with a further 28 000 m² covered by store buildings, transport deregulation had led to a sharp decline in the railway industry as uncontrolled competition allowed road freight to take over rail's main freight transport activities. This led to the closure of many branch lines and the cancellation of uneconomic passenger and freight services, and rail infrastructure and operating equipment was left to deteriorate to a point that more than 30% of the rail system became inoperative.

The restructuring under Transnet also had its effect as the high tech and lucrative locomotive overhaul, repair and upgrades now went to the more modern Koedoespoort and Bloemfontein facilities. Inevitably this led to massive staff reductions and eventually resulted in a workforce of 400. The foundry finally closed in 1987.
Imogene Groothuijzen

Commercials

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

If the editor is not informed as to the required duration of adverts, these will only be displayed for one month

I am a member at the Port Elizabeth Model Locomotive Society and am looking for a steam locomotive to purchase, or pointers to a South African web site. Any 5" gauge locomotive will be considered. Importing is out of the question, so I must hunt locally. Any help in this regard will be much appreciated. Many thanks, Mark Viviers 078 4586473



For sale by Jon Shaw R400 O.N.C.O 0724370710.

Fun bits

Women make better assassins

The CIA had an opening for an assassin. After all the background checks, interviews and testing were done, there were three finalists: two men and a woman.

For the final test, the CIA agents took one of the men to a large metal door and handed him a gun. "We must know that you will follow your instructions no matter what the circumstances.

Inside the room you will find your wife sitting in a chair. Kill her."

The man said "You can't be serious. I could never shoot my wife". The agent said, "Then you are not the right man for this job. Take your wife and go home".

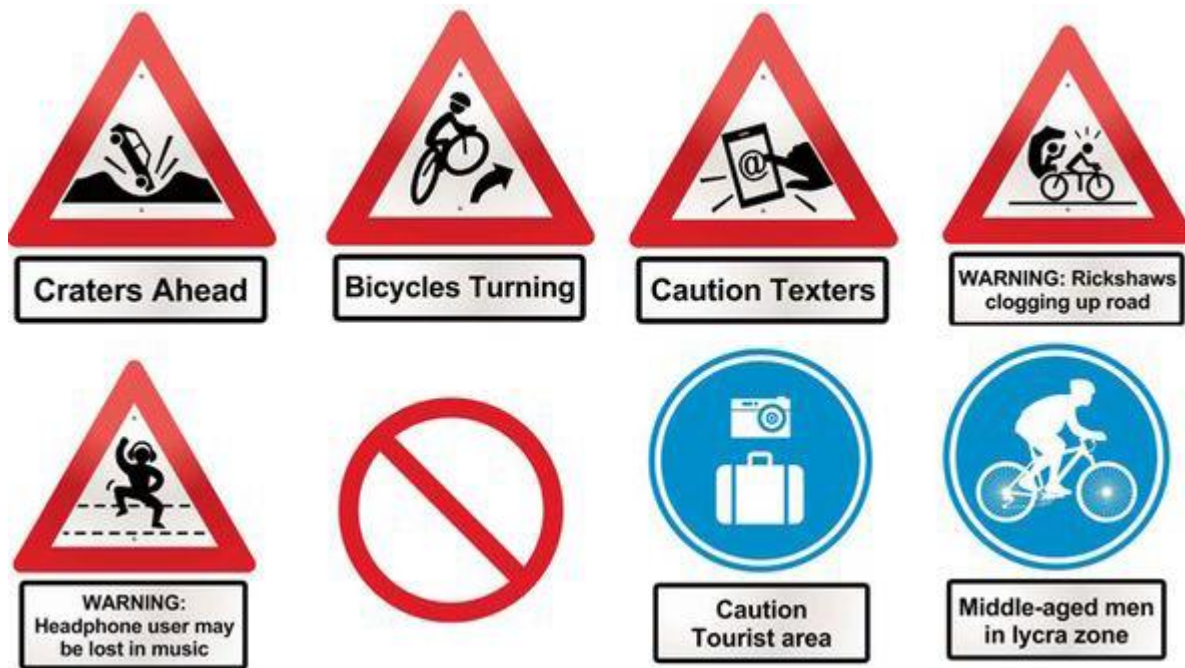
The second man was given the same instructions. He took the gun and went into the room. All was quiet for about five minutes. The man came out with tears in his eyes. "I tried, but I can't kill my wife." The agent said, "You don't have what it takes, so take your wife and go home"

Finally, it was the woman's turn. She was given the same instructions: to kill her husband. She took the gun and went into the room. Shots were heard one after another. They heard screaming, crashing, and banging on the walls. After a few minutes, all was quiet.

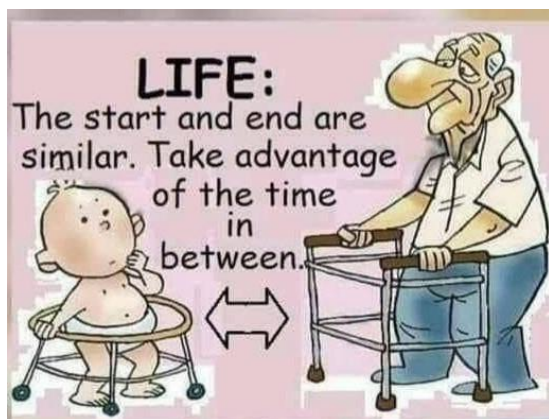
The door opened slowly and there stood the woman, wiping sweat from her brow. "The gun was loaded with blanks" she said. "I had to kill him with the chair."

British signs





Motoring groups have welcomed plans to rid British roadsides of unnecessary signs



Shock is when you come across your wife's high school report card comments:

..."Very obedient & soft spoken student"...

WARNING FOR ICY CONDITIONS

A government warning has said that anyone travelling in icy conditions should take:

Shovel, Blankets or sleeping bag

Extra clothing including scarf, hat and gloves

24 hours supply of food and drink

De-Icer

5Kgs of Rock Salt

Torch or lantern with spare batteries

Road Flares and Reflective Triangles

Tow rope

5 gallon petrol can

First Aid Kit

Jump Leads

I looked like a complete prat on the bus this morning !!!!!