



THE CENTURION SMOKEBOX

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

Centurion Society of Model Engineers

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[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 May 2017

COMMITTEE

Chairman – Leon Kamffer
Vice chair. – John O'Mahony
Treasurer – Ballot Marx
Secretary – Imogene Groothuijzen
Committee – Jon Shaw
Committee – Roko Popich
Safety – Norman Reyneke
Non-committee person contacts
Caretaker – Louw Myburgh
Webmaster – David Shaw
Alarm system – David Gough
News letter – Jon Shaw

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Membership Fees 2017

2017 SUBS

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

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

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 2017(or what payment is for).

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.**

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 20th May @ 12.30 at the clubhouse Next running day will be Sunday 21st May 2017.

Next Committee meeting will be. Saturday 20th May 12h30 at the club committee room

Important Notices

1. CHANGE OF CSME EMAIL ADDRESS. NEW ADDRESS: csmetrains@gmail.com
2. Subs for 2017 are now overdue
3. Somebody has paid subs and not given their name on the payment advice so if it's you let us know or you cannot be listed as a paid up member for 2017
4. Do you read the newsletters? 5Persons so far have returned a completed data update form.

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. Prices are as at supply date and not increased until new stock is bought.
- 2 CSME coffee mugs, hats, and also 2016 national badges both cloth and metal.
- 3 Charcoal in 5Kg bags @ R30.00 and firelighters.R12.00 our suppliers have raised prices.

Centurion Society Track Standards.

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

Change of Treasurer

Mike Venter gave us an indication a while ago and at the AGM that he wished to hand over the club finances and retire as treasurer if another member steps forward to take over. Ballot Marx volunteered for this very important position and we are in the process of handing over so that we make sure business continues as normal.

From the chairman and the committee, and I also believe from every member, a massive thanks to Mike for the close to 10 years that he so diligently handled our finances. It is one of the most critical areas to have continuity and he made the job look so easy. We know it is a lot of hard work in the background and we appreciate the excellent way in which he handled the job. He was also in control during the period that we had all the expenses for the track extension.

We again thank him for his contribution over the years and a job well done.

The committee also decided to ask Norman Reyneke to join the committee as member in the vacant position till the next year's general meeting.

April Saturday Club Day

This Saturday club day again arranged by Roko was well attended as a joint effort by CSME and the CNC club. The afternoon started with a talk by Eddie Lloyd on his new Loco Aquila. It is really an impressive 5" tank engine. Leon Kamffer showed his CNC lathe tooling and Roko told us his story of his Schaublin 125 lathe. After the short break the excellent presentation by the CNC club on the CAD/CAM program Fusion 360 was continued.

The three free CAD programs that are available for use are Solid Edge ST9, Draftsight and Autodesk Fusion 360. One can download these free versions of the major CAD vendors and register for free.

April Track Day

The April track day was well attended by the public. We had the same two locos pulling passengers but this time Roko derailed at a substandard piece of 5" rail and damaged the riding car. Someone suggested a plaque on the new water pipe retaining wall "Roko corner". That piece of track has subsequently been fixed. Leon on his Garratt was thankfully relieved by David Shaw doing the afternoon driving. The club Ladies as usual did us all proud with their excellent efforts of tea, coffee and wide variety of cakes etc.

Monday Gang & Saturday Gang

The Saturday gang will be working again as usual on the Saturday morning 20th May so please come and do your bit.

Thanks

Club loco 'Trompie' is being re-fitted with a brand new Eaton hydrostatic drive kindly donated to the club by Leon Kamffer. We hope to see 'Trompie' on the track again in a week or two. **Thanks Leon.**

The brown club riding car is also in for repairs. Hannes Paling has kindly undertaken to machine new wheel-sets which should be fitted soon. Barry is next on the list of refurbishment. Here we are looking at a new engine (also donated by Hannes Paling) and a completely new drive train. **Thanks Hannes.**

Track update from Leon Kamffer

The last of the known places on the inner track were repaired on Monday the 1st May public holiday. We used the opportunity to do repairs on a section that is in regular use. We fixed a piece on the 5" track after the lakeside curves, and cut and replaced a poorly welded section where the lake route was tied in to the old track.

Work started to remove the crossing at the new bridge. Preparation work was done at the tunnel entrance, to allow the moving of the track. Once the track movement starts the extension will be out of use for a while. We will focus a lot of resources to get this done as fast as possible.

May Saturday club day GATHERING OF THE BROTHERHOOD Saturday (20th May)

On Saturday the club is available from 12:30 for the exclusive use of our members. Please feel free to come and bring your children 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.

Unfortunately Roko has had problems with arrangements for the CSME agenda and if I get details from him before the Saturday I will send out a separate email with details.

SA-CNC AGENDA FOR SATURDAY 20 MAY 2017 - 14:30

- (1) We will show some modelling of a steam locomotive and a stationary engine using Fusion 360. The models are quite elaborate and include mechanisms so that the functioning of the running gear can be simulated.
- (2) Renoux Kritzinger will show photographs and talk on some of the projects in his workshop.
- (3) The creation of CAM G-Code with Fusion 360 will also be discussed. We have a series of 5 videos of which we will show 2 or 3 as time permits.
- (4) We will have some machined parts based on Fusion 360 CAD and CAM modelling.
- (5) Please bring along any parts that you have produced or designed.

The meeting will be followed by the usual bring & braai – Bring your own rolls meat and drinks.
See you Saturday.

Remember to visit - <https://www.machinetoolsafrica.co.za/>

Secretary's bit:

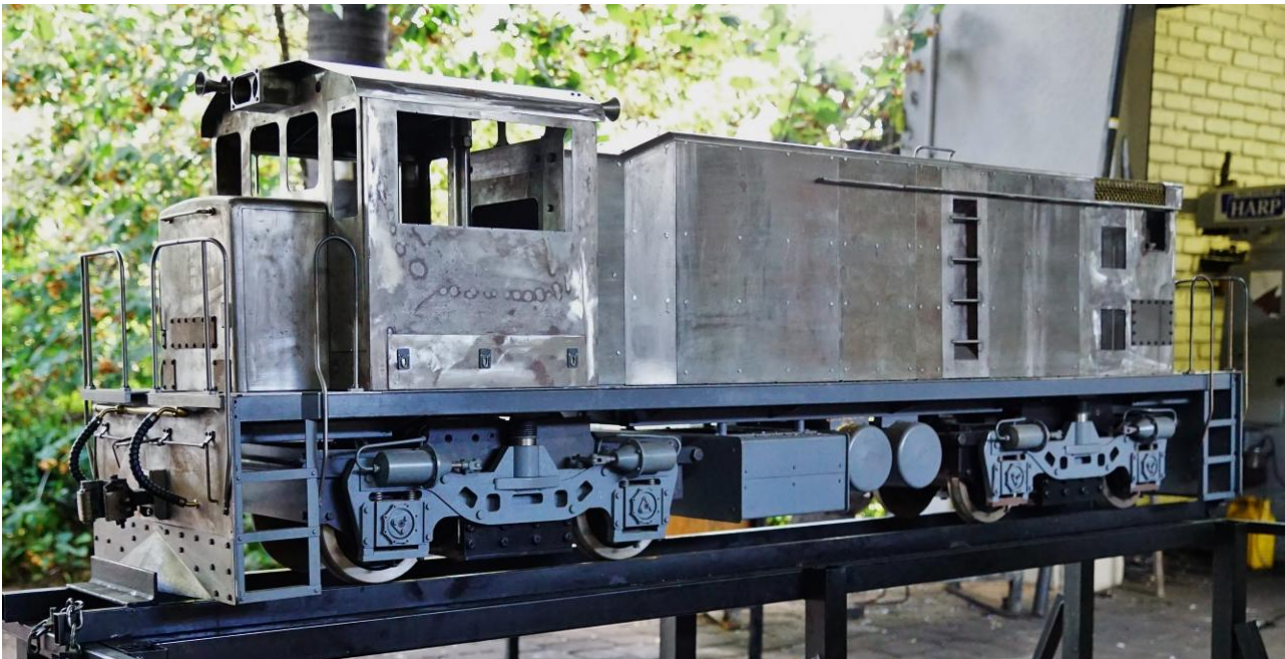
Having returned from a few weeks holiday,
I was hoping to be inundated with completed
Members' Data forms. Disappointment!
Out of a membership of just under 60,
I have received 5 completed forms.
Surely gents, we can do better than this!
Even if you do not have any loco or other
model please still complete the form.

Please feel free to pop in on open Sunday to fill in the form if you cannot send by email.

Thank you

Imogene Groothuijzen





Hannes Palings latest project a class 36 diesel is being painted at the moment, in Spoornet orange and grey. Hannes was at Stars of Sandstone 2017, see his excellent portfolio of the Aircraft, vehicles, and trains at - <https://www.flickr.com/photos/alfav8/albums/72157680584101650>

The Olomana (1883)

The Olomana spent 62 seasons working on a Hawaiian sugar plantation on the island of Oahu. When he saw it in California in the early 1950s, Walt Disney called the locomotive the nearest thing to a Mickey Mouse engine he had ever seen.

According to a Hawaiian dictionary, the name Olomana is a corruption of the English words "old man," but according to the donor of the engine to the Smithsonian local Oahuans said the name referred an extinct volcano on the island and that the term meant "big noise" or "forked hill". Whatever the case, Olomana came to the island in August 1883, after a two-month passage by sailing ship around Cape Horn from the Baldwin Locomotive Works of Philadelphia Pennsylvania. It was the third locomotive to come to Oahu, in what was then the Kingdom of Hawaii.

The Waimanalo Sugar Co. operated large plantations and a sugar refinery on the eastern end of the island, near Waimanalo Bay. Olomana spent its working life pulling little four-wheeled railcars piled high with cut cane from the fields to the refinery.

The engine, its sisters and the railcars ran on panels of prefabricated track that could be easily moved about and reassembled in the cane fields as different sections were harvested. The track was "narrow gauge" i.e., three feet in width between the rails. Olomana's relatively light weight of nine tons facilitated operation on these temporary tracks. Leaving the cane fields, the temporary tracks connected with a permanent rail line to the refinery. On the panel tracks, speed was rarely over five miles per hour. Once on the permanent track, Olomana could reach the comparatively blistering speed of 20 miles per hour.

Other than the fact of its original locale, Olomana typifies the thousands of small steam locomotives that once toiled in mills, factories power stations, stone quarries, and lumber yards all over America. Similar engines, running also on temporary tracks, laboured for general contractors at large construction sites throughout the world.

Olomana was in fact a standard Baldwin design of its size and type, one which a purchaser could order from a catalogue. (Olomana is a Baldwin Class "6-8 1./3C16.") By 1883, Baldwin was the largest locomotive manufacturer in the world, producing 557 engines that year for both U.S. and foreign buyers.

One person ran the locomotive, serving as both engineer and fireman. Olomana first ran on coal. But due to the price of coal in Hawaii, the sugar company changed the fuel to oil in 1928. Mechanics removed the coal grates from the firebox and installed an oil burner. Steam pressure in the boiler was 140 pounds-per-square-inch. Occasionally dried cane was used as fuel, but this

practice coated the insides of the boiler with deposits that were hard to remove and so was not often done.

Like the Pioneer, Olomana is a "tank engine," meaning that there is no separate tender. (Olomana is a "0-4-2T" type, the "T" referring to "tank.") Steam pistons are connected to the four diminutive driving wheels; a smaller pair of idler wheels helps support the back of the engine. Fuel was carried at the rear of the engine, and a 110-gallon water supply was carried in the U-shaped "saddle tank" that is draped over the boiler.

Olomana witnessed the December 7, 1941 attack on Pearl Harbour. Three years later the Waimanalo Sugar Co. began converting its cane-haulage to trucks, and Olomana was summarily retired.

After the war ended, a railroad buff and historian named Gerald M. Best, of Beverly Hills, California, decided to realise a boyhood dream: he would buy his own steam locomotive - - and run it!

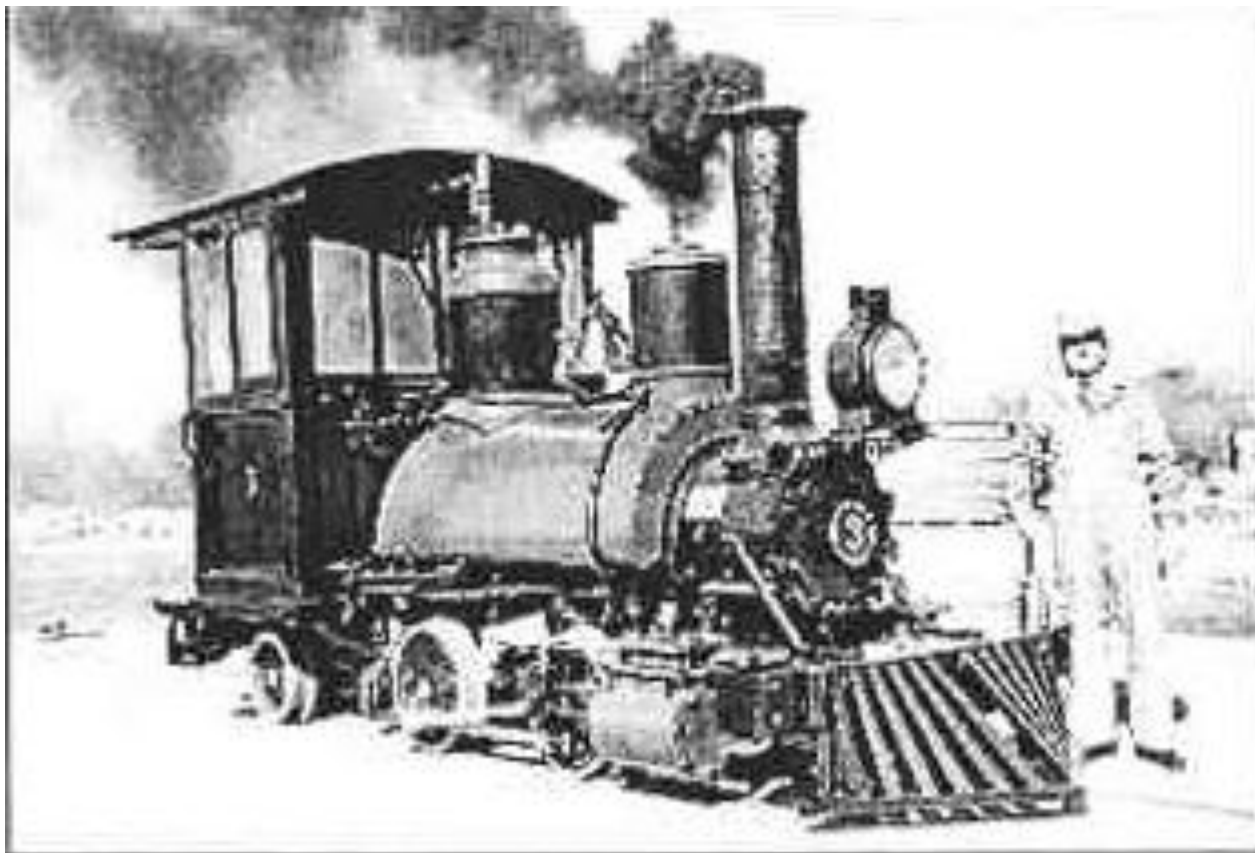
The Olomana at work in Hawaii.



Jerry Best was a pioneer in perfecting sound technology and film processing for Warner Brothers Studios. He could afford to travel widely. He discovered Olomana rusting in the weeds near the Waimanalo mill in 1948 and asked if he might purchase it. Soon the decrepit little engine was eastward bound in the hold of a Matson Lines freighter.

After storage on a Hollywood back lot for a few years, Best moved Olomana in 1951 to the property of artist and animator Ward Kimball in San Gabriel, Ca. Kimball, one of the "grand old men"

of Disney animation, had a private backyard narrow-gauge railroad: an engine house, water tower, tiny depot, a locomotive and passenger car which had formerly run in Nevada, and several hundred feet of track. Shaded by tall eucalyptus trees, Kimball's property was a celebrated landmark among rail buffs. An invitation to visit was prized - even by Kimball's boss Walt Disney.



Gerald Best in the studio lot with Olomana, 1949

In 1952-53, Best and Kimball repaired and restored Olomana to jewel like condition. In the process, Best took out the oil-fuel tank and changed the engine's fuel to wood- mostly because Kimball's neighbours did not want black oil smoke wafting overhead. Best spent nearly \$10,000 acquiring and restoring the engine, a heady sum in those days.

Disney visited San Gabriel often, delighted by donning engineer's cap and gloves and occasionally running Olomana. It was during one of those occasions that, according to Best and Kimball, Disney made his remark about the engine being entirely suitable for Mickey Mouse. Animated film lovers can recall the film, "Dumbo," in which the little steam engine "Casey Jr." struggles to start his circus train. Any resemblance between "Casey Jr." and Olomana may not be entirely coincidental. Although Olomana came to California almost a decade after "Dumbo" was made, rail-buff Kimball did much of the concept art and animation for that film.

In 1977, Best donated his labour of love to the Smithsonian, which promptly installed it in NMAH's Railroad Hall. Smithsonian Secretary S. Dillon Ripley made Jerry Best a member of the Smithson Society. In 1999, in its second century, the engine has now left NMAH to reside in a building constructed not long before Olomana was built.

There, at the Smithsonian's Arts & Industries Building, the little veteran is to become a centrepiece this spring in a new exhibit about life in Hawaii - "From Bento to Mixed Plate: Americans of Japanese Ancestry in Multicultural Hawai'i

LOOKING FORWARD INTO 2017 FORTHCOMING EVENTS

Pietermaritzburg MES will be holding their Annual **wings wheels and whistles** during the first weekend in August – so plan your leave!

The CSME will be holding an event again over the 2017 September 23rd 24th 25th weekend and we will be open to members for camping. 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.

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

Wanted Jon Shaw needs 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 small 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!**

Wheels required

A modeller needs a pattern or castings for 160mm wheels for a 5" gauge British loco. If someone has a pattern to borrow or wheels to sell please contact Leon Kamffer on lkamffer@mweb.co.za or 0825777813.



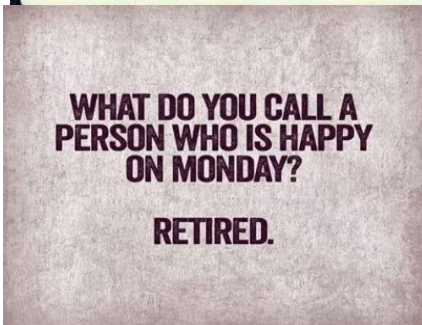
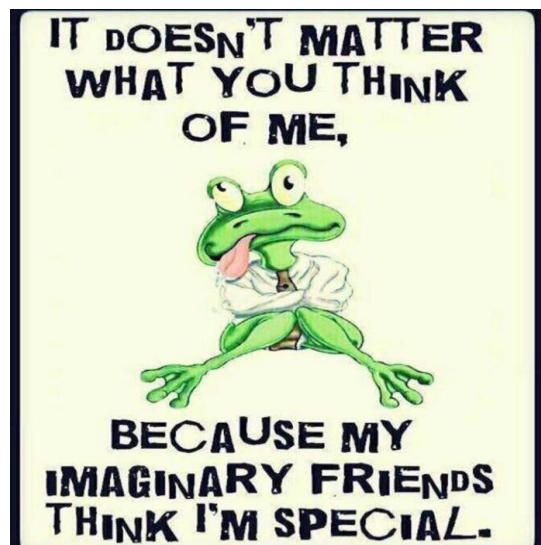
And Roko still has his smile!

Now the fun bits

Have a look at <http://i.imgur.com/l3XAHAb.gifv> it is a pity we have to do it the hard way!

<https://www.youtube.com/embed/QQ9gs-5lRkC?wmode=transparent>

Obviously not a loco builder!



Hmm! I wonder how many near misses?



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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