

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

GPS 25° 51.066'S 28° 10.971' E



www.centuriontrains.com

csome.09@iburst.co.za

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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 November 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

(012 998-6780) email: rudy@asmsa.co.za
(082 809-3595) email: john.o@telkomsa.net
(082 738 6875) email: csome.09@iburst.co.za
(012-662 2840) email: lloyd@telkomsa.net
(072 437 0710) email: jonsamshaw@gmail.com
(082-577-7813) email: lkamffer@mweb.co.za
(082-808-5783) email: ballotmarx@gmail.com

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

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.**

60 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.

Important Notices

1. The last public running day for this year is Sunday 11th December and we reopen to the Public on Sunday 8th January 2017. Closed to the public on 16th December.
2. The club Christmas party will be on Friday 16th December 2016 and members are welcome to come and steam up from early morning. Closed to the public.
3. The AGM will be on 19th 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.

More feedback from attendees of the National

The National Steam Meet at Centurion SME 24/09/2016 by Errol Koch of DSME

The flu nearly prevented me from attending, but it abated enough to permit me to go, and together with Arthur we headed north on Friday, 23rd. Driving through wet, cool and green Natal with signs that the drought was easing was a prelude to the dry and hot Highveld after Harrismith - wow- even the remains of my nasal drip dried up! The Highveld needs rain badly - I could see rocks on the Vaal river bed where one crosses over at Villiers.

After overnighting in Jo'burg, we headed on to the Centurion SME track, off loaded the 'GRESLEY' and went in search of thirst quenching tea. Weather was clear and hot again. We registered our attendance, got name tags, which is always useful as one tends to forget names, but at least remember faces.

The CSME started the proceedings by the commissioning the newly built swing bridge, a necessary construct that would allow access to land on the other side of the bridge by council vehicles. Two plaques were unveiled, one to the 'Monday Gang' and the other to the designer of the bridge and who oversaw the construction and erection by the 'Gang'.

The swing bridge formed part of a new extension to the main line, making it a much longer line, possibly the longest in the country, (talking model engineering here) if I am not mistaken. More tea, and a chance to view and chat with fellow hobbyists. They put up quite a display of work in progress, I even added some of my own to the tables. Big loco's, small loco's, stationary engines, IC engines, some of which I have seen before, but many items new to me.

My favourite exhibit this time was of a 3 1/2" gauge Martin Evans designed 'EUSTON', an LMS Stanier 8F, very similar to a 'BLACK FIVE', but has 2-8-0 wheel arrangement. This model was very well built with much added detail, the loco unpainted as yet, but a very attractive loco, a design I have much admired, even removing the pertinent pages found in the loose copies of the 'Model Engineer' I have come across!

After more tea, Hot Dogs, pancakes, Ice creams, cake etc a stroll around the tables with different interest groups. A 3d printer, a knife maker, book sellers, old tools, and the most interesting being the CNC table, with members of the SA CNC club displaying their wares and constructions. A CNC rotary table on display seems to herald the redundancy of the manual device, a set of dividing plates on sale for a R1000 at a nearby table. In fact this CNC equipment gets cheaper and more powerful all the time and with 4 and 5 axis equipment available to the home workshop, one wonders what else becomes redundant.

I attended the Chairman's meeting, but nothing really to report.

Arthur and I fired up the GRESLEY in the steaming bay after the meeting, around 3pm, with Arthur running the first time on CSME's smaller original track. We ran alternate laps, getting the feel of the loco and the track. The GRESLEY makes steam very easily, we found that driving with the fire hole door open saved water - I think an axle pump mounted on the tender might be a useful thing to build later on. There were two other loco's running on this track, but all went well. One must remember that after coming through the tunnel, one has a level crossing to contend with, but slow speeds make it easy to get through and back into the station. More coal, oil up and water of course get her ready for the next run.

The Main line had plenty of passenger traffic, with queues of passengers waiting. The trouble with an extra long line is that it makes a longer wait for passengers. More trains are needed, more drivers and more locos. In the late afternoon, I decided to take the GRESLEY onto the main line - by then there was only one other train running.

To get onto the main line from the old line, one has to return into the steaming bay and then onto the sidings leading to the main line, so I did so, prepped the loco, pressure at 60psi, not the 100 the loco normally sits at, topped water, lubrication all round, and away we went. A driver has to pay careful attention to the points and ensure that they are correctly set before crossing through, but once clear, away she went.

I was surprised by the smoothness of the ride, similar to Durban's raised track. The loco enjoyed the run as the dusk approached. Did I say it's a long track? After successfully negotiating the first diamond crossing, the steam pressure had climbed higher, so open the fire door and on we went, getting to second diamond crossing, following the track as it made its way around a loop and over the new swing bridge, all very smoothly too. Back up the main line, through the 2nd diamond crossing, sun behind me now, setting fast on me wondering if this track is going to end or me stuck in a continual loop!

The loco behaved well, plenty steam, water level ok, just trying to keep the speed under control, the GRESLEY raring to go all the time. We rounded a loop, and then went through a tunnel and then through the 1st diamond, and by then I knew I was on the way back to sanctuary of the station, not left to contend with a darkening Africa. Another loop, brought me under the swing bridge, then alongside the steaming bay and under another bridge and finally into the station, safeties lifting, a quarter glass, and a very satisfied steam meet enthusiast.

After returning to the steaming bay and prepping the loco for a night under the stars, Arthur and I attended a braaibeque, enjoying a braaipack, before we made our weary and sunburn't way back to Joburg.

On Sunday, we returned, but I had decided not to run the loco again - the heat and Sun making me find shade wherever I went. I managed to find an enthusiast to acquire some ground level rolling stock I owned and so emptied my trailer for a nominal sum. This allowed me to return home with a band saw plus other bits.

At last comes the time to pack up as others do, loading their heavy metal into trailers as necessary. The GRESLEY is a pretty light loco and is easy to manhandle into the car and at home, so is a pleasure to travel with. We said our goodbyes and returned to our base in Joburg, satisfied with the whole journey. While still hot and dry, it was a real pleasure to find Natal green and cool, with the Bluff particularly so. Normally it is the reverse! A big thank you to the members and helpers of the CSME. Errol Koch.

Hannes Paling's fotos of the event <https://www.flickr.com/photos/alfav8/albums/72157674472816335>

Monday Gang & Saturday Gang

Things have been a bit laid back since the national as we recover from that pressure so no major items have been tackled but a few minor maintenance items have been done.

Immediately after the shutdown and the Christmas party members of the Monday and Saturday Gangs are planning to work on the new track commencing with the lakeside loop to sort out and rectify a few nasties. We are expecting to have work for volunteers every day until Christmas, so if you can put in some time over this period it will be much appreciated. It is hoped that enough volunteers will be on leave in the area to assist in this project. The leaders of this project will be Ballot Marx and Leon Kamffer, so contact them next running day or early December for more information and to volunteer

Centurion Society Track Standards.

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

LOOKING FORWARD INTO 2016 & 2017 FORTHCOMING EVENTS

The 2017 National model live steam meet will be at Western Province live steamers in the early part of the year, could be March or April – date yet to be confirmed by them.

The CSME are contemplating an event again over the 2017 September 23rd 24th 25th weekend. Watch this space for camping weekends in 2017.

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

EXCITING STEAM WEEKENDS

<p>DAY VISITORS ON STEAM WEEKENDS ONLY</p> <p>Entrance Fee R300 per person, R150 per child (under 12 years) * includes unlimited train rides *</p> <p>UNLIMITED STEAM TRAIN RIDES INCLUDED</p> <p><small>read more at www.sandstone-estates.com</small></p>	 <p><small>ALSO AVAILABLE</small> Walking Tours, Ox Wagon Rides Military Vehicle Rides & more Visit the Waenhuis Café!</p>	<p>30 min excursion LESOTHO MEANDER Southern route toward the Lesotho Border. Departs 09h00, 11h00, 12h30, 14h30, 16h00 on Steam Weekends</p> <p>90 min excursion MOUNTAIN WANDERER Travel entire 26km Sandstone Narrow Gauge Rail System. Departs 10h00 & 14h00 on Steam Weekends</p>
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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.



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, alternatively if you can offer advice on which would be good Chinese lathes please contact him.

Next Club Meetings

Next running day will be Sunday 20th November 2016.

Committee meeting. Contact Rudy du Preez.

Christmas party Friday 16th December

Following the demise of my Cressida Station wagon I am looking for replacement wheels, something like a Ford Bantam or Opel / Chev corsa. Year is not as important as condition. I am looking for a bakkie that has been well kept and capable of being reliable and passing roadworthy, reasonable mileage for the year. Diesel or petrol considered, aircon & power steering would be nice but not essential. Nissan 1200/1400 will not be suitable. If you know of one, please contact Jon Shaw at jonsamshaw@gmail.com or 0123320814 or leave an SMS on 0724370710. Cash waiting for the right vehicle.

My son thought this was in my price range!

Might be fun grass mowing races at the track site!



Make trains, play trains, ride trains, smell the smoke and.....

