



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 JANUARY 2022

COMMITTEE

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Vice chair. – John O’Mahony
Treasurer – Ballot Marx
Secretary – Imogene Groothuizen
Committee – Jon Shaw
Committee – Carel JanseVrensburg
Safety – Norman Reyneke
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Membership Fees for 2022 are unchanged from 2019

2022 SUBS R400 FOR ORDINARY MEMBERS R200 FOR 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 2022 (or what payment is for).**

Note the account number change in red

Official correspondence and newsletter

If you read this and are not receiving mail from the CSME you should contact the secretary or editor 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.

Wishing all readers, a happy and prosperous year for 2022

Next Club Meetings

The Saturday and Sunday of the 3rd Sunday weekend of the month will again resume as the member's days and that Sunday also being steam Sunday for the public. This month the 15th & 16th of January will be the member's weekend. Members are welcome any other time by arrangement with Swannie 012 643 0750, or 071 619 1644. The gates are again operational by cellphone. **We will schedule the AGM for March club weekend.**

We will resume our activities on Sunday 9th January when we reopen to the public.

Photos of our last track day of 19/12/2021 courtesy of Hannes Paling.

<https://www.flickr.com/photos/alfav8/albums/72177720295449556>

Year-end function

Our year end function was a more subdued affair with covid and other factors influencing attendance, however those attending enjoyed our time together with Santa appearing for the children. The usual trophies were presented and a new one was donated to the society by the Shaw Family for "model maker of the Year". This was presented to Leon Kamffer for his new loco "Karoo" an SAR class 5. This is a superbly made and finished loco – article on Karoo below.



Karoo

The SAR 5 class or enlarged Karoo was ordered by the Cape Government Railways and placed into service of the newly formed SAR as class 5 in 1912. They were built by the Vulcan Foundry.

Reboilered and updated in its later life they had many of the standard SAR features like cowcatcher, standard boilers, and fittings. Originally, they were quite a good looking loco, longer CGR cowcatcher and decorative slide valve covers.

From a practical perspective it is a manageable SAR loco in 7 ¼ inch, the boiler using a 250 NB tube, with a Belpaire firebox that will make a nice steamer. It is also 4-6-2, so will deal with most club tracks.

It all started in 2015 when I decided to make a large pattern for the driving wheels and had them cast when an opportunity arose.



Building only started in December 2018 when I tackled the job of fabricating the cylinders. They feature very prominently with their covers, so they need to look the job. Fabrication took the best part of 7 days machining them out of billets of mild steel with cast iron inners.

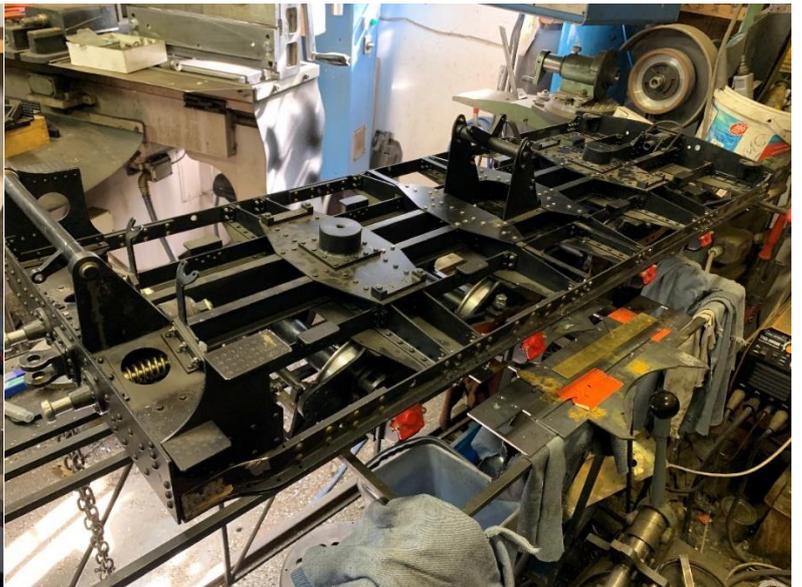


After the major components were completed, the rest of the parts were started. Building usually followed no particular order, just fabricating parts, starting with some of the more complex fabrications that may impact other dimensions. For this reason, the rear frame was done next with the very prominent casting between the frames and outer firebox frames.



The front bogie is a typical swing link bogie used by the SAR. The distinct long cowcatcher.

The wheels and axles were done next, with the eccentrics a deep groove ball bearing with bronze cage. The design was also used on the Shay, with no wear after years of service. The axles use needle roller bearings, and as a first this loco also uses inner sleeves to ensure they can be replaced if they ever wear. The loading of these bearings is a fraction of their maximum, so unless they really get abrasives in, they will last a long time.

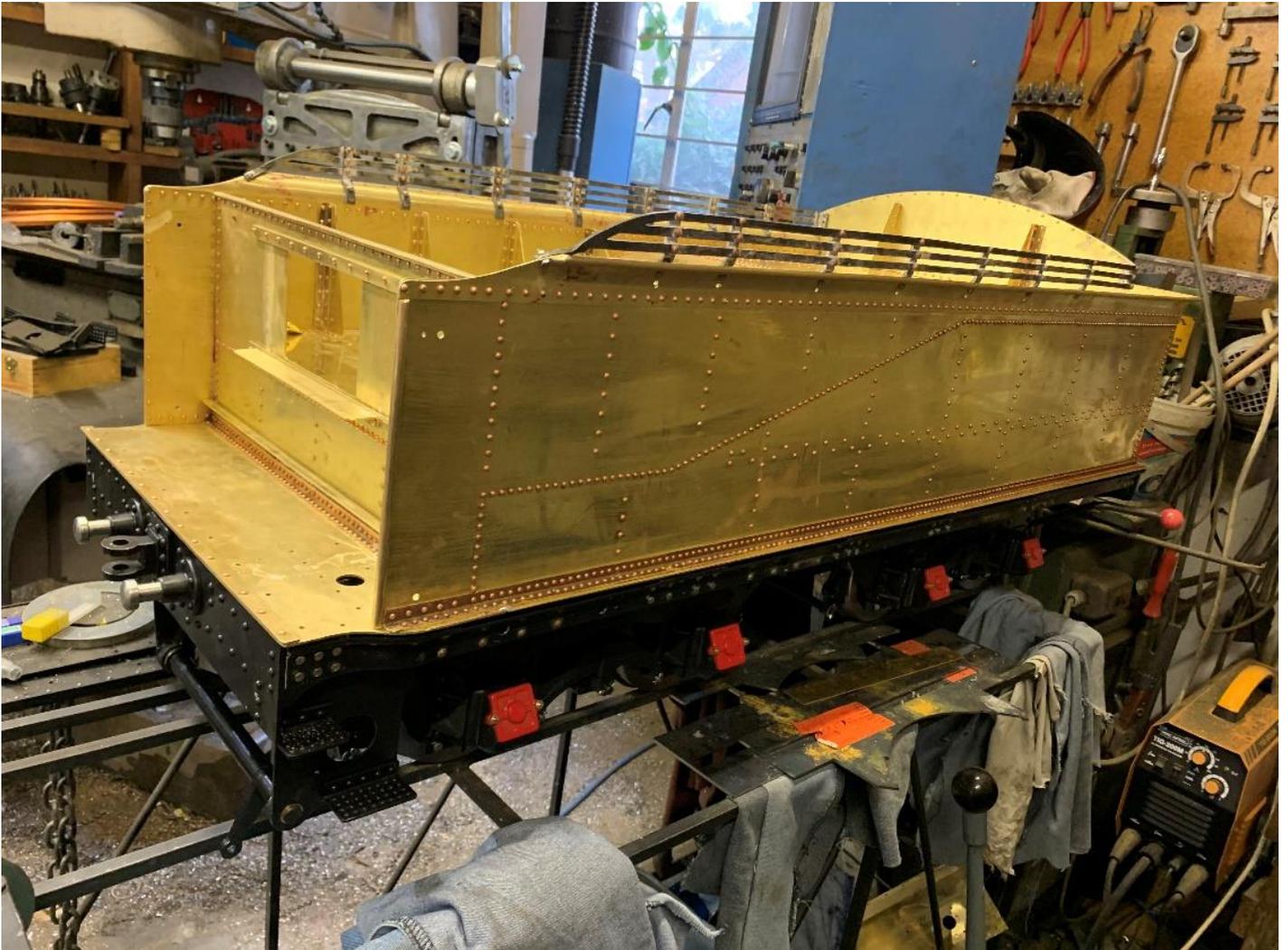


The front end was a simple turning job. The chimney was turned from a solid piece of mild steel and the bottom shaped with a flapper grinding disk as sculpting tool. At this stage with most of the major locomotive components complete, the tender was built, just to make sure that one

does not have a loco and then do a hasty job of the tender. The five class used a typical tender of the day, with the plate frame bogies that were in use at that stage for most tenders.

The tender frames were made up of many channels and angles riveted together. In the small scale one does not get the riveter in all the places necessary, so they were bolted together.

The tender tank was made next, brass despite the cost was selected, just to make sure no rust developed in the tank to block the injectors.



After completion of the tender the loco frames were cut as the final major part of the loco. At this stage all the smaller parts were completed. Frames are bar frames, 4 inches thick, so they scaled to 16mm plate. 15 years ago, the only option was to waterjet the frames, now the result is even better in laser cutting. Frames are cut back-to-back, and only split after final machining.



The next major item to make after the frames were assembled, was the boiler. The boiler is steel. Using a 250NB seamless steel pipe, and 8mm plate for the firebox. Due to the non-availability of copper tubes at the time of drilling the tube plates, ½ inch NB seamless steel was chosen for the tubes.

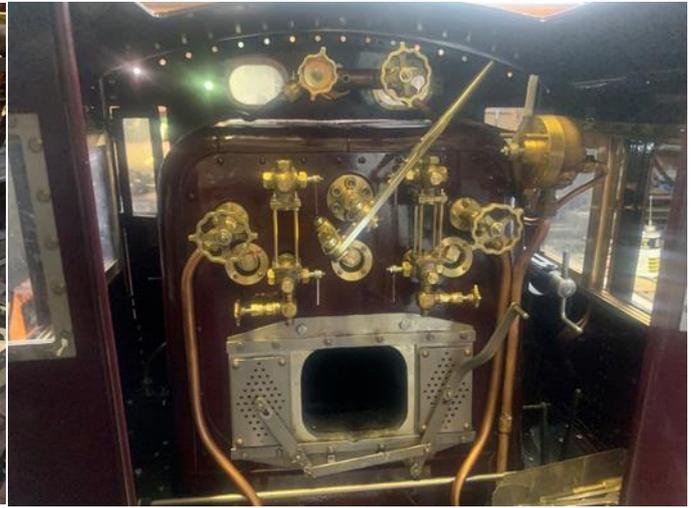
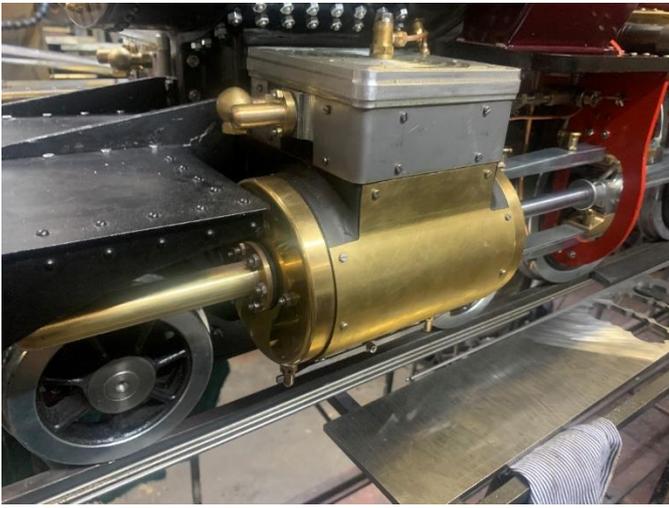
Mostly the firebox was manufactured complete, mounted on the mill for drilling and tapping all the holes, before being welded to the barrel.



Once the boiler was fitted, building reached the final stages.

After the boiler, the cab was constructed, and final assembly and painting was done. It is amazing how much time is spent on the final detail, vacuum fittings, lots of piping and handrails. A lot of these are decorative, but really make the loco look scale.





Close up of the cylinder, a very visible part of the loco.

Driver controls is slightly larger than scale but built to be easily accessible to the driver.



The Loco was first steamed on the 8th of December 2021 at Centurion. Building took 210 mostly full days in the workshop in just over 3 years.

Since the locos debut on the track there have been no teething problems to date. It has been an excellent passenger hauler and most of the licenced steam drivers have driven it or are eagerly waiting to do so. - ED

Chairman's note.

The weather was rainy on quite a few recent Sundays, impacting on public attendance. We finished the year in a position to fund a lot of improvements. Raising the old storage is nearly complete, and we also added a few more brick-built braais around the grounds.

The Christmas party on the 16th was well attended, thanks to all members that came out to enjoy the day.

Special thanks to Shaun Spaan supplying the steam for the day, also Roko assisting with our usual trophy handover and Imogene arranging the refreshments. Congratulations to the members that got the trophies for the year, they are really well deserved.

Prize Giving

ROOKIE OF THE YEAR.

Presented to Marius Human.

DRIVER OF THE YEAR.

Presented to Francois Hanekom

SUPPORT PERSON OF THE YEAR

Presented to John O'Mahony

CSME MEMBER OF THE YEAR 2021

Presented to Ballot Marx

MODEL MAKER OF THE YEAR

Presented to Leon Kamffer for his SAR 5 class "Karoo"

Track and grounds

Due to the recent abundant rains everything is growing at an alarming rate and the area between our land and the river is beginning to look like a jungle. So far flooding has not entered the clubhouse building, but the workshop and caretakers flat were flooded.

Because the new loco storage and containers were elevated, they were not flooded. Due to the old storage tunnels and the earthwork in front being modified for raised carriage storage they have not been flooded so far.

Secretary's Bit



Happy new year. I wish to remind new members to please collect their name badges from me. Unfortunately, most of the new members are unknown to me so it would be nice to meet face to face.

For new and old members: Swannie is in charge of the kitchen (kiosk) and he has help to wash cups etc. so less work for the ladies. Remember to bring cake – all members (it is only fair that if you eat to also contribute!). If the wife does not want to bake, there is a tin on the table for a monetary contribution.

Birthday wishes go to Pine Pienaar and Michael Eykelhof.

Imogene Groothuijzen

Tuesday and Saturday Gangs

Any new or newly retired members please consider Joining either or both gangs as you will be most welcome. – there is plenty of work for new hands!

Recent work has focussed on the elevation of the track to the old storage tunnels and raising the tracks within, we now hope everything is above previous flood levels! Recently as usual the gangs have also had to unblock drains, removing root plugs etc.

Laying new track to the old storage is almost finished. Maintenance of lawnmowers, the Bagnall loco Lizzy, petrol locos and riding cars are ongoing tasks some or all of which require weekly attention. Some work has been done on trees with the chainsaw, but much is left to be done. Many of the Karee trees have dead sections and some of the other trees have died completely. Dead trees must be cut down and replacements from the nursery planted.

Usage of facilities

Over the shut down period on Christmas day and new years eve, a few members who would otherwise have been "home alone" did not stay and wreck the house like the film but gathered together at the station and had a lekker party. Unfortunately, no photos are available at present. It was a very pleasant and enjoyable at both gatherings. It is good to see the premises being used for members enjoyment and not just on running days. We must organise more member only gatherings like this but need a wider member attendance not just the same few.

For sale & Wanted

johan@fleischer.co.za is hoping someone can help him: he is looking for a Miniature Train with Carriages to buy which he would like to use at a Market where he would like to operate a Miniature Railway offering rides to the public. He was hoping someone could put Him in touch with someone who either would like to sell their train or who builds trains that he sells as his business. He would prefer an electric one but if there is no alternative, He is willing to buy a Steam Train.

Funnies

