



THE CENTURION SMOKEBOX

“Providing smoking news and steaming interests to members and friends”

Centurion Society of Model Engineers

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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 2020

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 2020 are unchanged from 2019

2020 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 2020 (or what payment is for).**

Note the account number change in red

Official correspondence and newsletter

If you 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.

Next Club Meetings

Due to the corona virus CSME Have closed all activities until further notice.

Obituary

The editor, committee and members offer their sincere condolences to Hannes Paling and family on the sad passing of his wife Vera on 28th April 2020.

Chairman's comments.

We trust that everyone is still healthy and coping with the lockdown due to Covid19. It has a massive impact on society, as well as our Hobby. In support and as a result of the lockdown most of the planned model engineering activities had to be cancelled, like our Mini Meet, the Nationals in Port Elizabeth, as well as other hobby gatherings.

At this stage, the President announced a risk-based strategy with 5 levels of restrictions. Currently we are at the highest level of lockdown, with all but essential services restricted and at the 1st of May the moving to level 4.

From the current guidelines published, some still in draft and regulations not passed yet, it is clear that the club's public activities will be severely restricted at all stages of lockdown.

Some of the working members may be part of essential services or working remotely and others may be back to work at different stages of the lockdown. It may be a good time to make some progress on the current project, as well as an opportunity to tackle a new project. At the lower stages of the lockdown one will be able to procure the needed materials.

At this stage there is a lot of uncertainty, but we will have to wait and see when we will be able to meet as members, even in limited and staggered quantities.

Let us keep the spirits up, and although we cannot meet in person, let us keep the hobby active. I challenge everyone to share a bit of what they are doing or take the time to write a short titbit on their projects, tools, techniques and keep the interest in what we do live.

Leon

Secretary's Bit

While we are all reflecting on how our lives are going to change, maybe it is as good a time to take a look at the running of our club. We foresee that we will not be able to operate fully (or even partially) much before November or December, so these are trying times for the club as well. But it is not all doom and gloom.....

Nick Popich was kind enough to alert me to an article from the *Live Steam* magazine entitled "Hints for Live Steam Club Success". I am not quoting the whole article but thought the following points are worth sharing:

- "No matter how effective or popular people are, for the good of the organization, leadership positions must be rotated among various people, especially young people. Some technical positions, such as treasurer or construction, may be best left in the care of the same individual, but over-all it is far better to rotate jobs.
- Overuse of rules often becomes a power struggle rather than a safety concern, and eventually drives good members from an organization. (*My comment: This does not mean that rules must not be obeyed. They are after all there for a good reason.*)
- Listen to what other people are saying and follow through.
- Are members assured that the people managing the organization are doing their best?
- Work on organization's public image. First impressions are important.
- Are there any organizational goals?
- Start a library to support the organization. Probably few members will ever use the library in the sense that most public libraries are used, but your organizational library can be an excellent repository for future needs.
- Remember that the future of your organization rests not with you, but with that ten-year old watching you. A friendly gesture, a technical discussion, a training session will pay dividends someday."

We would really appreciate any comments, suggestions or criticisms from our members.

In our birthday corner we have Francois Hanekom, Marius Human and Nick Carr who will have to find some interesting ways to celebrate. Happy birthday!!

Stay safe

Imogene Groothuijzen

Secretary

Contribution on Eccentrics with ball races.

I prefer to use ball races in my eccentrics for Stevenson valve gear. One can use thin profile bearings, but then one need to fit them before the wheels are pressed onto the axles.

Another method is to make split bearings for the eccentrics. Cooper split bearings were invented in 1907 according to their website, and is a roller bearing in 2 halves that can be replaced in situ without stripping the couplings off shafts.

I make both the eccentrics and the outside parts of reasonably hard steels, and machine grooves into the eccentrics for the balls with carbide tools and make a cage out of bronze to keep the ball apart. The outside groove one can measure with 2 rods in the grooves. The inner groove one uses 2 balls on a spring wire to keep them in place while you measure. Stainless balls are the best as one can drill them for the wire. The 2 halves have small dowel pins to keep the halves lined up. The cage in the photo still need to be split in 2 so it can be fitted.

Attached is 2 photos of an example. The eccentrics are 80mm diameter with 8mm balls. My Shay locomotive used the same principal, smaller with 6mm balls.

Leon

Pietermaritzburg model stationary engines

Stock of the PMB engines, conversion kits, and boilers have been depleted after orders received at the September fair, woodworking show and since. A new waiting list will be started for those requiring items out of stock. Email jonsamshaw@gmail.com or john.o@telkomsa.net with your requirements. Unfortunately, prices will have to increase when new stocks are ordered and delivered eventually. We will only be ordering kits after the virus pandemic is over.

Track and grounds

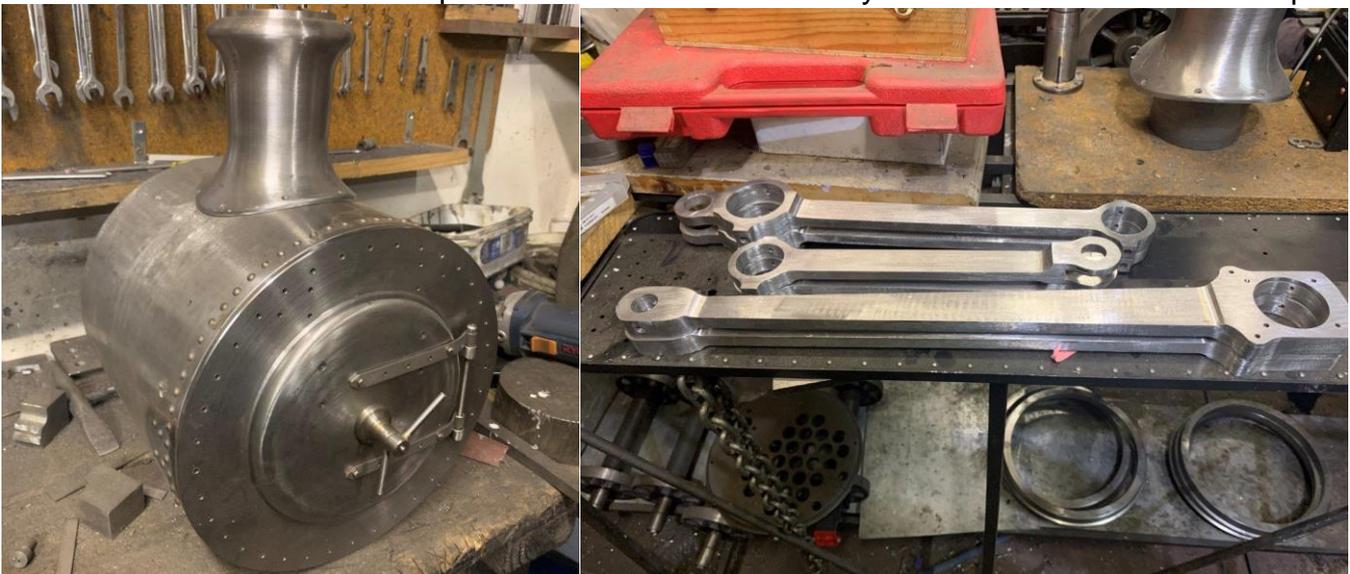
Due to the lockdown nobody can get on site to do maintenance so next time we visit we may have to slash our way through the jungle to find the infrastructure!

Monday and Saturday Gangs

What can be said? No action, but I hope the members are productive in their workshops.

Member's home progress

Leon Kamffer has set an example for us as he has been busy with his loco and sent these pics.



PIETERMARITSBURG WINGS WHEELS AND WHISTLES IN AUGUST IS CANCELLED

Commercials

Hannes Paling still has the Roland DXY 990 A3 plotter and operation manual looking for a good home. Contact him on 013 697 0342 or japeng@mweb.co.za

Jon Shaw is looking for 3 pieces of flat bar, 50x20x220 long, 50x20x75 long, 50x20x150 long. If anyone has some pieces for sale, please contact me on 0724370710 or jonsamshaw@gmail.com

Is anyone able to assist Jaco? he has a Zyto lathe like the Portass xl model. He's on the hunt for some technical information, can anyone please assist Him. Jaco.Bloem@vanderlande.com

Hendrik Kassebohm hkrail@consultant.com

Being a retired German (Mech.) Engineer, and, of course, a big fan of railways for all of my life, I can finally find the time now to dedicate more time to my hobby, after years of travelling the globe from project to project (most of them having to do with railways, one of them GAUTRAIN, that once brought me to South African shores in 2007).

Currently I'm planning a (non-profit) project for a little school here in Boksburg, where my grandson is attending Grade 2 classes now.

Although I had originally planned to build a 5" or 7 1/4" gauge little shunter type (battery or gasoline powered) from scratch myself (which I technically could have done, given my skills), I had to abandon these plans nevertheless, as it would require too much investment in expensive machinery, a vast array of additional tools, plus costly pre-manufacture (laser-cut & pre-machined metal parts) of numerous components.

Not talking about the time to be spent on this.

Importing an affordable pre-machined kit (i.e. from UK or USA) has become prohibitively expensive in the meantime, too - with the prices soaring and the Rand in freefall at the moment against major foreign currencies, plus the enormous looming shipping costs (as these items are very heavy).

Thus, I'm checking whether there is someone in South Africa, who would like to give his locomotive into good, caring hands.

For the children's project a simple two or three axle design would do (i.e. "shunter type" or similar, Gasoline engine or Battery-powered, 5" or 7 1/4" gauge)

If such a used loco has some minor issues (i.e. a worn-out gasoline engine, or defective electric motors, problems with the electronic speed controller or similar) I wouldn't mind, **if the price is right.**

I can fix a lot of things in my little home workshop and am able to source new spare gasoline engines and electronic components (the latter from China) at relatively low costs.

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Funnies

