

# 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 January 2018

### COMMITTEE

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

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**The editor and committee wish all members and readers Happy and prosperous**

### New Year

**Our AGM will be held at 14h00 on 18<sup>th</sup> February 2018 in the clubhouse**

**Please note only members in good standing as per our constitution are eligible to vote or use proxy.**

### **Membership Fees 2018 are unchanged**

**2018 SUBS R300 FOR ORDINARY MEMBERS**  
**AGM have fixed the fees at the same level until end of 2018**

**R200 FOR SENIORS & STUDENTS**  
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](mailto:csmetrains@gmail.com) or  
[ballotmarx@gmail.com](mailto: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 2018 (or what  
payment is for).  
**Note the account number change in red**

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 20<sup>th</sup> January gathering of the Brotherhood**

**Next running day will be Sunday 21<sup>st</sup> January 2018.**

**Next committee meeting will be at the clubhouse on Saturday 20<sup>th</sup> January 12.30**

### **Christmas Party**

**Thank you Roko for your organisation of prizes and the prize giving etc.  
Prizes kindly donated by Tony Beverley Tools and Meat World Elardus Park**



### **Winners of the main awards were:**

Rookie of the year: Pine Pienaar,  
Engineer of the Year; Alex Groothuijzen,

Support Person of the year; Ballot Marx,  
Club Member of the year; Imogene Groothuijzen

### **Track and grounds**

The Track and grounds are looking good and should be in good condition for our first 2018 track day.

The Shaws arrived for driving a party train on 9<sup>th</sup> December 2017 and found the track blocked by a large fallen tree branch just west of the level crossing, however, with help of members on site we managed to wield bow saws and clear the track in time to run.

The grass has been rather high during the break but should be sorted out before track day.

The first task on Mon. 8<sup>th</sup> Jan. was cutting up another large tree branch broken off.

### **Monday and Saturday Gangs**

Just before we all broke up all the coupling assemblies and links on locos and carriages where upgraded with new assemblies and Links at a standard height, this should make riding a lot safer and help reduce derailments. During the break Leon has been very industrious (as usual) processing parts of the electric locos ready for the loco builders (Monday gang + Troy & Leon) to have an assembly session on Wed. 3<sup>rd</sup> Jan to assemble the bogies to an advanced stage.

Good progress was made during a working day assembling the frames of the electrics. Help from quite a few assembly line workers made progress fast and the job was finished before lunch. Thanks to all that helped.

The wheels and axles are the next parts to be assembled. Work will continue on the Saturday work day before the 3<sup>rd</sup> Sunday running day. The Monday gang also help to get things done. Axle boxes were CNC machined and bearings pressed in ready for fitting to the wheel sets.

Cutting of parts continue, as they become available we will need help assembling.

Please keep in touch and join us on the working days, no workshop needed, the design is mostly grinding parts apart, drilling, painting and assembling. Leon.

We now await the electric motors to complete the bogies. See photos below.



Wheels Ready for axles.

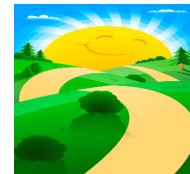


Bogie during assembly process



The results of our efforts on Wednesday 3<sup>rd</sup> January.

## **Secretary/Librarian's Titbit**



It is a bright new year. Wishing you all a prosperous 2018!

I want to thank our ladies especially for the excellent salads provided at the Christmas braai. They say the proof of the pudding lies in the eating – very true as there was just about nothing left over!

In our birthday corner for January are Michael Eykelhof, Petro Pretorius and Pine Pienaar – happy birthday and lots of success with current/old/new projects!

**Imogene Groothuizen**

## **Pietermaritzburg model stationary engines**

As one who attended the last session and enjoyed the progress and company, the editor is awaiting news of the next session. Please contact Leon [lkamffer@mweb.co.za](mailto:lkamffer@mweb.co.za) if you are interested to continue.

## **Pietermaritzburg Model Engineering Society record attempt.**

See this link. <https://www.news24.com/SouthAfrica/News/local-team-set-new-mini-train-record-20171210>

I requested permission from **Stephanie Saville** editor of **The Natal witness** to reproduce their report. Their kind permission was granted under the following conditions:

**You are welcome to use this copy and picture with full accreditation to The Witness for your newsletter once. No one may reproduce it in any other publication.**

**So our thanks go to Stephanie and the Witness for the following:**



## **Local team set new mini train record. KERUSHUN PILLAY, THE WITNESS**

A PIETERMARITZBURG man and his team have shattered the world record for the longest distance covered by a coal-fired miniature steam locomotive in a 24-hour period.

Andries Keyser (30), along with nine others, set a new world record of about 330 km — far surpassing the previous record of 269 km, which was set in 1994 in the UK.

The team hit 269 km four hours ahead of time yesterday, finishing 881 laps and averaging about one minute and 49 seconds per lap.

The team rode a replica of a real engine that ran between Beira, Mozambique and Rhodesia (now Zimbabwe) in 1895. The replica is about a third of the size of the original.

The run to break the world record started at 3 pm on Saturday at the Pietermaritzburg Model Engineering Society's track at Rudling Road.



**Andries Keyser talks about his endurance feat after breaking the world record.**

**PHOTO: KERUSHUN PILLAY, THE WITNESS**

The train, which weighs about 400 kg and is about 2,6 m long, was built over five years by Keyser, who is a professional model train maker.

Covered in grease, coal and oil, and surrounded by a group of family and friends, an ecstatic Keyser yesterday praised his team for the achievement.

"I will have to take about a week to straighten my spine and wait for my intestines to recede back to how they were. This was the most exhilarating boring thing I've ever done," he said.

He and the nine members of his team took turns to drive the steam engine.

He said that the team will today open up the locomotive's engine and assess its condition. "But it's still good to go. We could probably do another 24 hours," he added.

Now Keyser will have to submit reams of paperwork and video footage to the Guinness Book of World Records organisation as evidence of the undertaking.

This includes log books and accounts from 20 people who assisted with tracking the progress.

"I don't know how long it will take, but it took them about six months to grant us permission to actually do this, so who knows," said Keyser.

He said he had to keep an eye on various components, including the water levels, steam pressure and amount of coal, while driving the engine. "You cannot pay attention to anything [else]

that's happening. I don't know why we fitted a headlight, because you don't look beyond the chimney. You have to look at the colour of the smoke, level of boiler water and your fire level."

The event was widely circulated on social media and Keyser said they are already seeing other people from around the world considering challenging their record. "We've got quite a few guys from the UK who want to launch a counterattack, so we'll see what happens there."

As for his next crazy idea, Keyser said he is contemplating building a steam car replica of early models built in the early 1900s.

- [kerushun.pillay@witness.co.za](mailto:kerushun.pillay@witness.co.za)

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I asked Andries Keyser for information not published elsewhere and he replied: Yes Gisela (his wife – where would we be without our supporting wives?) did all the hard work, we just drove.

Visiting drivers from Gauteng were Michael Eykelhof, Leon Kamffer, John Sharpe, Craig Gibson and Shawn Spaan. Shawn did the fastest lap at 1:10 on the 375m loop.

We reached speeds over 24km/h, the fire got so hot that a 6mm stainless steel poker would glow red hot after a few seconds of scratching. The blast from the chimney was unbearable; our ears were ringing for days.

We hauled a B wagon behind with an open top bucket of water piped into the tender. Water was bucketed in on the run; so much was spilled that I can't tell you how much we used. Same for the coal that was handed to the driver in buckets as he they went past.

Lubrication was sprayed on the valve gear with a spray gun as the train passed. We did end up stopping for cleaning the fire every hour or so and this allowed us to top up the lubricator.

And from Keyser Locomotive Works Facebook page.....



I could not ask for a finer team....better looking perhaps, but not finer! What you don't see here is first of all my wife that arranged almost everything and the crowd of people that pitched in to get all



the paperwork, measuring, and communication with GWR and track work ready in time. Making a steam engine go fast is actually a very small part of this record!

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## **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**

**Marais van Zyl**, currently living in Ireland, is looking for plans for an SAR model in 7¼", he has plans for smaller gauges but needs 7¼". Contact him by email [marais@projexis.co.za](mailto:marais@projexis.co.za)

Hugh (Bill) Williams is looking for a small milling machine to make components for his models. Contact him by email [bill2hugh@gmail.com](mailto:bill2hugh@gmail.com) or Cell 0823380360.

### **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](mailto:lkamffer@mweb.co.za) or 0825777813.

**Wanted Jon Shaw** still 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. [jonsamshaw@gmail.com](mailto:jonsamshaw@gmail.com) or phone 0123320814 cell 0724370710.

**Joe Magill** was a member of the Knysna Society of Model Engineers and Barbara Magill has **FOR SALE** a 5-inch gauge kit for an L.N.E.R. 4-6-0 "Springbok" locomotive, drawings by Martin Evans, and although no mention is made of the castings, these are in superb condition, beautifully cast. The tender chassis is complete with wheels and motion. But the locomotive is as yet untouched. This consists of a full set of drawings, 12 in number, also the steelwork for the locomotive mainframes. All the castings are complete. The only thing missing is the material for the boiler, firebox and smoke box although the drawings for these components are included.

Barbara will be asking around R10, 000 for the components in her possession and I have included some photographs to illustrate the quality of castings. Barbara is at present trying to sort out his workshop books etc. You can contact her by email: [jmjomagill@gmail.com](mailto:jmjomagill@gmail.com)



## **Now the fun bits**

An old woman walked up and tied her old mule to the hitching post. as she stood there brushing some of the dust from her face and clothes, a young gunslinger named Luther stepped out of the saloon with a gun in one hand and a bottle of whiskey in the other.

