



THE COUPLING



The Official News Letter of the Johannesburg Live Steam Club

Volume 1, Issue 5

September/October 1999

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From the Editor

Keith Bradley

Editor and Secretary

For those of us fortunate to attend the RSME steam-up during October will have had a few things to say about the organization of the event, be it good or bad. Apart from the hold up at the station a few times, I found the event to be very enjoyable and well run.

I have been editor of the "Coupling" now some 10 months, and apart from Peter Micenko and Ian Headland, I have had no one submit an article or story to me for publishing. Do we not have any members out there that can put pen to paper and give us their views on past events? I have included in this letter, the February 1999 newsletter that was the last produced by Alex Jones, our former editor.

CHAIRMAN'S CHATTER

Tools on offer, for you who are always looking for tools, here are a couple of places that keep the things you need.

CROMWELL TOOLS Tel, (011) 397 6666/7 A UK based firm in SA that has a selection of drills, BA spanners, slitting saws etc.

WILSON & KENNEDY a Cape Town based company that stock the 'WARRIOR' brand of taps and dies (BA and ME). Tel. Doug Stevens (021) 511 0213

BRADLEY TECHNOLOGIES our own John Bradley will import most live steam fitting, taps, dies etc for those who need special items. Tel. (011) 683 1196

AN ELECTRONIC NEWSLETTER

Do you wish to receive your copy of the newsletter electronically? If so then drop me a line at my email address, bradleyk@unisis.co.za

CALENDAR OF EVENTS

EVENT: CLUB MEETINGS

PLACE: JAMES HALL TRANSPORT MUSEUM
TIME: LAST TUESDAY OF THE MONTH @ 20H00
Monthly Gathering of Members.

EVENT: CLUB FAMILY DAYS

PLACE: THE TRACK, WEMMER PAN
TIME: LAST SUNDAY OF THE MONTH. 12H00 TO 17H00
Fun and Family day at the track grounds.

EVENT: CLUB WORKS DAY

PLACE: THE TRACK, WEMMER PAN
TIME: SATURDAY AFTER THE GENERAL MEETING 10H00 TO 15H00

Track maintenance and construction for the 1999 and 2000 steam meetings.

EVENT: SUNDAY PUBLIC RUNNING DAYS

PLACE: THE TRACK, WEMMER PAN
TIME: EVERY SUNDAY FROM 15H00 TO 17H00, WEATHER PERMITTING.

Public passenger haulage also, members and friends.

LONG-RANGE PLANNING

EVENT: HOBBIES AND CRAFTS FAIR

PLACE: TRANSPORT MUSEUM, WEMMER PAN
TIME: POSTPONED UNTIL YEAR 2000

EVENT: MEMBER WORKSHOP VISITS

PLACE: CONSENTING MEMBER'S WORKSHOPS
TIME: TO BE ADVISED

Monthly visits to some consenting member's workshops will be arranged

EVENT: RSME STEAM MEET

PLACE: LEN RUTTER PARK
TIME: 24TH TO 26TH SEPTEMBER 99

National Steam Meet held at the grounds of the Ran Society of Model Engineers, valid Boiler Certificates and drivers licenses are required by visiting locomotives and drivers.

EVENT: JLSC CHRISTMAS PARTY

PLACE: CLUB TRACK, WEMMER PAN

TIME: 11TH DECEMBER 1999

The annual Children's Christmas Party. Presents for member's children to be no more that R50-00 per child this is to be fair on the children.

LOCAL NEWS

In the news this month.

A strange noise was heard at the club track one fine Saturday morning, if you listened closely the unmistakable triple beat of a V2 class locomotive came wafting through the trees. John Bradley had his "Green Arrow" on the track in steam for its inaugural run. Named "Elsie Marie" after his late wife, the loco ran smoothly after a few minor problems with the water supply to the boiler. The loco is a credit to the builder, we hope to see more of "Elsie" on the track John!

Rumor has it that a new club is going to be formed in Gauteng, The GT'ES otherwise known as the "Gauteng Traction Engine Society".

At the rate our club members are manufacturing engines they will have to!!!!

Only kidding.

OVERSEAS NEWS

NEWS FROM THE UK

It has been said that to build a new steam locomotive from scratch was an almost impossible task, given today's high tolerance CAD/CAM design and manufacture. Yesterday things were fitted in-situ and made to work on the job so to speak, by skilled fitters and not off the shelf parts that were mass-produced. Well a group of enthusiasts in the UK started building a "Bulied Peppercorn class" A1 a few years ago and hope to have it in steam by mid-2000.

A Swiss firm called SLM is busy churning out new steam locomotives for the German Reishbann, Argentina and other countries. They are incorporating designs from Porta, Chapelton and Wharldale into their loco's. They are also big into re-boiling other restored locomotives.

It is with great sadness that the Coupling must report that Ernest (Ertjies) Van Rensburg passed away on the 28th October 1999, A prolific boiler builder, he was long standing member of the JLSC and was respected by his friends and colleagues alike, our warmest condolences go out to his family.

Keeping on track (more about track dynamics)

Wheels and Bogies

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A short description of the principles of the wheel/rail interface.

The Wheel on the Rail

Railway wheels sit on the rails without guidance, except for the shape of the tyre in relation to the railhead. Contrary to popular belief, the flanges should not touch the rails. Flanges are only used as a last resort to prevent the wheels becoming derailed, i.e. a safety feature. The wheel tyre is coned and the railhead slightly curved as shown in the following diagram (Fig 1).

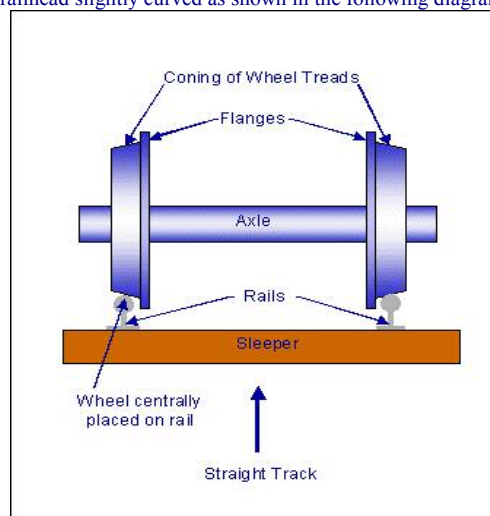


Fig 1: The shape and location of wheels and rails on straight track. This diagram is exaggerated to show the principal of the wheel/rail interface on straight track. Note that the flanges do not normally touch the rails.

On curved track, the outer wheel has a greater distance to travel than the inner wheel.

To compensate for this, the wheelset moves sideways in relation to the track. The larger tyre radius on the inner edge of the wheel is used on the outer rail of the curve.

The inner wheel uses the outer edge of its tyre to reduce the travelled distance during the passage round the curve. The flange of the outer wheel will only touch the movement of the train round the curved rail is not in exact symmetry with the geometry of the track. This can occur due to incorrect speed or poor mechanical condition of the track or train. It often causes a squealing noise. It naturally causes wear

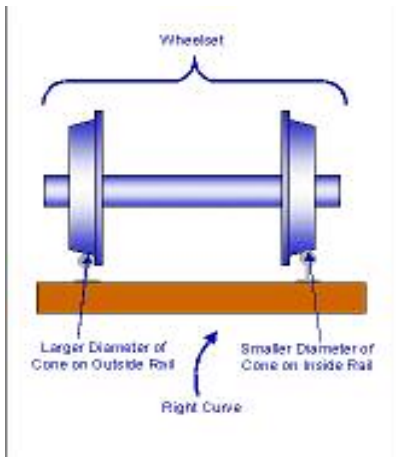


Fig 2: The location of the wheels in relation to the rails on curved track.

Many operators use flange or rail greasing to ease the passage of wheels on curves. Devices can be mounted on the track or the train. It is important to ensure that the amount of lubricant applied is exactly right. Too much will cause the tyre to become contaminated and will lead to skidding and flatted wheels. There will always be some slippage between the wheel and rail on curves but this will be minimised if the track and wheel are both constructed and maintained to the correct standards.

Bogies (Trucks)

A pair of train wheels is rigidly fixed to an axle to form a wheelset. Normally, two wheelsets are mounted in a bogie or truck as it is called in US English. Most bogies have rigid frames as shown below (Fig 3).

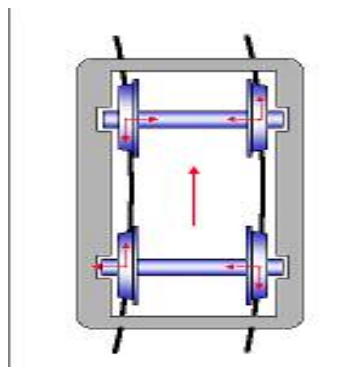


Fig 3: A standard rigid bogie on curved track.

The bogie frame is turned into the curve by the leading wheelset as the rails guide it. However, there is a degree of slip and a lot of force required to allow the change of direction. The bogie is, after all, carrying about half the weight of the vehicle it supports. It is also guiding the vehicle, sometimes at high speed, into a curve against its natural tendency to travel in a straight line.

Steerable Bogies

To overcome some of the mechanical problems of the rigid wheelset mounted in a rigid bogie frame, some modern designs incorporate a form of radial movement in the wheelset as shown below (Fig 4)

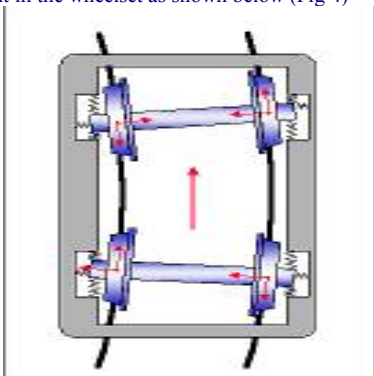


Fig 4: A bogie on curved track with radial steering wheelsets.

In this example, the wheelset "floats" within the rigid bogie frame. The forces wearing the tyres and flanges are reduced, as are the stresses on the bogie frame itself. There are some designs where the bogie frame is not rigid and the steering is through mechanical links between the leading and trailing wheelset.

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NEWSLETTER February 1999

THE NATIONAL LIVE STEAM MEET - 1999.

The Rand Society of Model Engineers will be hosting a National Live Steam Meet at their track, in Len Rutter Park, Golf Club Terrace, Roodepoort, from Friday, 24 September to Monday, 27 September 1999. Friday, 24 September 1999 is a Public Holiday, namely "Heritage Day".

The organiser is Alan Aldridge.

THE NATIONAL LIVE STEAM MEET - 2000

The Johannesburg Live Steam Club will be hosting the National Live Steam Meet in the year 2000 from Thursday, 27 April 2000 to Monday, 1 May 2000.

Thursday, 27 April 2000 and Monday, 1 May 2000 are Public Holidays, namely Freedom Day and Workers Day.

The dates listed hereunder are provisional dates assigned to the various activities centered around The Johannesburg Live Steam Club for the year 1999.

These dates will be confirmed by the Committee in due course.

GENERAL MEETINGS - 1999

31 August 28 September

26 October 30 November

WORKDAYS - 1999

4 September 9 October

30 October 4 December

FAMILY DAYS - 1999

24 October 28 November

CHILDRENS' CHRISTMAS TREE - 1999

27 November

JAMES HALL MUSEUM OF TRANSPORT -

"HOBBIES AND CRAFTS FAIR"

2 and 3 October

A MODEL ENGINEERING EXPERIENCE IN AUSTRALIA

An interlude with Peter Micenko.

I recently visited the City of Adelaide in South Australia and had the opportunity to sample some miniature live steam.

As background the City of Adelaide was founded in 1836 by free settlers arriving on the ship "Buffalo". The City is located on the first high ground and is bounded in the west by the St. Vincent's Gulf and the east and south by the Mt. Lofty Ranges.

The climate is Mediterranean with very hot dry summers and cold wet winters. The population is approximately 1 million.

Although the following peramble is not a full description of every Club in the City, there being several, it is a description of my experiences in the limited time I had at my disposal. On all occasions I showed a selection of photographs taken at the Johannesburg Live Steam Club, and these were well received and much interest was shown in our exploits and experiences.

“Adelaide Minature Steam Railway”

A good friend arranged for my invitation to an informal steam-up at this interesting minature steam railway. The visit took place on the Public Holiday of Monday, 28 December 1998. The informal steam-up proved extremely popular with the Members and was well supported.

I had had some previous dealings with the Vice President of the Club, a Mr. John Lyas when he was sourcing rails from South Africa for a proposed 15 inch gauge line along part of the former broad (1600 mm) gauge branch line to Willunga.

Of interest is John’s involvement in the restoration of “Pendennis Castle No 4079” to steam on the Iron Ore Railways of the Pilbarra.

John is currently working as a Project Manager on the Pichi Richi Railway restoring a “W Class” to steam on this scenic and progressive tourist railway in South Australia. Also John had arranged the steam-up and invited a former Member of the Club, Mr. John Wakefield who has made several railway oriented visits to South Africa in the early 1970’s.

He is perhaps better known for his 5 inch gauge Class 16 F, basically a South African Railways Class 16 E with Walschaerts valve gear.

The AMSR track is a ground level line located in an otherwise residential area. The ground is owned by the Prospect Council from whom the Club leases the land for a nominal rent and the undertaking to run two Charity Days per year for the Council nominated local Charity.

The Club opens to the Public once a month with an entrance fee being charged and then the Public being able to ride trains for free. The track is roughly a folded figure of eight with an intricate diamond crossing set up giving a “circuit” of approximately 750 metres. The diamond crossing is part of a scissors crossing which automatically crosses the inner track to the outer and vice versa but can be over ridden from the signal cabin to provide two independent shorter circuits.

The grounds have been laid out in a parkland setting with numerous eucalyptus trees with several picnic benches located strategically around the grounds for the benefit of the Public. The “L” shaped plot has one long side given over to a long 4-track yard with access to the elevated roundhouse style steaming bays and ground level rolling stock storage sidings/sheds.

The other side contains a roofed Public station with coal and water facilities. Between the yard and the station is an elevated “signal cabin” used for controlling the routing of trains through 9 “hydraulic” activation of the turnouts with a spring return. Other yard turnouts are manually controlled.

A 15 m x 6 m Clubhouse has been erected with a small kitchen for tea and facilities for selling refreshments to the Public. A large and much appreciated veranda abuts the Clubhouse. The Club has a strong leaning to modelling scale rolling stock and most trains operated with trains of appropriate rolling stock. These wagons were either suitable for passenger carrying or purely scenic

A recently produced item was John Lyas’s working dynamometer car modelled on a prototype used by the joint Victorian and South Australian railways.

Several Members offered me the opportunity to drive their locomotives. After some successful circuits made by John’s older son, Michael, I was given the throttle of John Lyas’s “Clishay” as described in the American “Live Steam Magazine”. Being a logging locomotive this engine had a matching train of log wagons complete with log loads and a red caboose bringing up the rear.

I found this an excellent locomotive to drive. Free steaming, powerful, and with injectors that picked up immediately and a regulator enabling the engine to be easily controlled under all loads and track conditions. The vertical boiler took a little getting used to in terms of the grate characteristics but it had the bonus of tolerating a very large water level range.

The locomotive and rolling stock was lettered as the “Nullarbor Logging Company”. Those who know something of Australian geography may find this name amusing. After this experience I can strongly recommend the “Clishay” to Members who do not have a lot of engineering machinery,

although looking different, the engine does not need a large lathe for construction and is strong yet simple to construct.

Another engine that I had the opportunity to drive was Peter Hoye’s D. & R. G. W. Class K 27 number 453.

This Mudhen has only recently been completed after being conceived as a suggestion in 1990. The model is based on the Allan J Brewster drawings in the June 1973 “Model Railroader Magazine” suitably scaled up to 5 inch gauge and amended where necessary using information from the Baldwin records now held in the De Goyler Library in Dallas.

The model is 8 feet 4 inches over the couplers, has a 200 mm diameter copper boiler over 1 metre long. The boiler is equipped with four superheater elements; a combustion chamber with Galloway tubes and I found it a very free steamer. The locomotive frames and cylinders are fabricated from steel and bronze. A large gondola car and tank wagon based on D. & R. G. W. prototypes trailed the engine. Peter has or is in the process of building 5 or 6 wagons to represent a typical D. & R. G. W. 3 feet gauge train.

The invited guest, John Wakefield, was cosistently lapping the track with his blue painted South African Railways Class 16F.

This is a very powerful and free steaming locomotive and I was privileged to have a late afternoon drive.

The injectors are excellent being models of South African Railways practice complete with Sellars valves. A departure from prototype and an indication of the injectors efficiency is that steam is applied first and then water, the opposite to normal practice.

Vacuum brakes working on the tender and the first two wagons of the train made stopping easy. The brake valve being located in the front corner of the tender and easily accessible.

An interesting accessory on this and several other engines was the installation of a “Cyclists watch” connected to the wheels which gave a digital display of the train speed at a glance and also recorded maximum speed. I achieved a maximum speed of 14 kph. John confirmed my findings that the engine is strong and wants to get a move on.

On a past occasion John opened up the “City of Cape Town” and achieved 18 kph but had to restrain the engine because of the rough Canberra track on which it was running at the time. John’s latest project is a 7.25 inch gauge model of the proposed South African Railways Class 22, 10 inch diameter drivers and Lempor Exhaust. Andre Murray should find this of interest.

The final locomotive I was fortunate to drive was worth the wait. This was a model of the massive South Australian 720 Class. These engines were Australia’s only Berkshires and although originally designed as a powerful freight engine for light 60 pound rails of Australian branch lines they were too heavy and spent the majority of their lives dragging heavy freights over the Mount Lofty Ranges on the main line between Adelaide and Melbourne.

John Meer’s model was dragging along train of 15 bogie goods wagons plus 3 adults and 4 Children. A lot of uncharacteristic slipping on the initial circuits revealed a loose gland on the regulator allowing the regulator to fully open further of it’s own accord once the initial throttle opening had been made.

Once this problem had been detected and rectified I was given the opportunity to drive and had several enjoyable circuits. The Westinghouse brake pump had been modified to feed the boiler and kept the water level constant. The injectors were both excellent and were only occasionally necessary.

Again the injectors were so good that they would pick up from “steam first”. John noted that this engine was a poor steamer until he modified the grate to restrict the airflow. Since this modification the engine steams magnificently.

Other engines seen were several Simplexes lapping the track at speed. One Simplex that I had last seen 25 years ago was that of Bob Smythe. This model still has its original copper boiler but has had to have the wheels retired because of many miles of wear. His adult childred have now joined Bob in running this excellent piece of workmanship.

Another father and son team was that of Keith and Wayne Bradford. 25 years ago they operated a 5 inch gauge "Firefly" which is still in their possession. This day they were running a 1.5 inch scale model of a 3 feet 6 inch gauge Garratt. The prototypes were originally manufactured for service on the Western Australian Railways and later sold to the Portland Cement Railway in Victoria for which service several modifications were required such as replacing the Vacuum brakes with Air brakes. The model uses the "airpump" for boiler feed.

No report would be complete without mentioning the beautiful models of Maurie Turner. He has built a dozen or so over the years but in old age has sold all except one. His Webb Pacific Number 609 "Duke of Gloucester".

Like the South Australian Railways 720 class no 600 class heavy Pacific survived the scrapper's torch. Maurie had an enjoyable time circling the track with this regal engine.

One story doing the rounds is that Maurie's doctor suggested that in his old age he should spend his time on a project, so in his eighties Maurie followed his doctor's advice and built three 5 inch gauge live steam locomotives simultaneously. Representing one of each of the original South Australian Railway Webb locomotives, viz. Mikado Number 709, Pacific Number 609, and the huge Mountain Number 509.

Some Members may recall Maurie's streamliner built in the early 70's

One aspect of the Club is quite relevant to Model Engineering in South Africa. What is the future of the hobby?

John Lyas advised those although they have a membership of about 40, of which only 20 are active, only 6 of those Members are less than 50 years of age. The perception is that Model Engineering appears to be an "old man's hobby" and only a small number of youngsters are entering the hobby. The Club has regular general meetings on the third Thursday of the month at which a talk, slide show, etc., is given. The Club is located approximately 5 km north of the Adelaide City centre. The postal address of the Club is:

Adelaide Miniature Steam Railway Club,
P O Box 205,
Prospect
5082
South Australia.

Semaphore & Fort Glanville Railway

This 2 km railway runs along the coastline in the historic Semaphore area of suburban Adelaide. It is complementary to and only 5 minutes from the nearby Port Dock historical area and railway museum. The railway was conceived in 1992 when the local municipality was seeking a means of upgrading and rejuvenating the local beach area

This railway is built to the unusual gauge of 18 inches, which can be attributed to the supply of equipment of this gauge in the 1960's when the Railway Museum was in its infancy.

The railway runs from the Semaphore jetty along the foreshore, passing through a portion of some of the last areas of metropolitan coastal sand dunes to the historic Fort Glanville. This latter was built in the mid 19th Century to protect Adelaide from a perceived Russian invasion. The invasion never came and the guns were never fired in anger.

A trip on the railway takes about 40 minutes and uses a lovely coal fired 2-4-0 tender engine pulling a rake of covered passenger coaches. Willis Engineering in Perth, Western Australia, built the locomotive under contract. This company is perhaps better known for their supply of 7.25 inch gauge live steam locomotives and full size steam locomotive restoration. Some details of the locomotive "Bill" are as follows:

Cylinders 130 mm bore by 180 mm stroke
Wheel diameter 400 mm
Roller bearings and Mechanical lubrication.
Engine mass 2.5 ton
Tender mass 0.5 ton
Brakes straight steam
Valve Gear is modified Hackworth
Boiler is a Briggs type with heating surface of 7.62 sq m

I was fortunate to have been given the opportunity of several driving turns, admittedly only shunting at the terminals, but the experience was most enjoyable. The engine steams freely, perhaps too freely as I handed the

engine over to the driver with a very high water level, which had to be blown out to avoid the problems of priming.

The regulator, which was of the pull out type, I found to give excellent control. The reverser had a flip over guard to prevent unintentional reversing. The steam brakes were a gem and enabled precise control of the locomotive during shunting and coupling on to the train. My only regret was that domestic requirements prevented the promised mainline run after the normal commercial running for the day.

I did return on Australia Day, 26 January 1999, and had some quasi mainline runs as part of the stabling procedure. Of note were the decorations for the day with engine and coaches carrying full flag regalia and paraffin tail lamps.

What I did find appreciative was the knowledge the local people had of South African steam, several had a copy of Dennis Moore's latest book and one has even footplated on the Friday "Trans Karoo" with double-headed 25 NC locomotives.

A delightful and enjoyable railway.

S. A. S. M. E. E.

The South Australian Society of Model and Experimental Engineers (S.A.S.M.E.E.) can trace its history back to 1927 so can claim to be the oldest model engineering society in South Australia. The Society's grounds, S.A.S.M.E.E. Park is located in a fork between the diverging Main south and Nurlunga railway lines approximately 5 km south west of Adelaide. Their land is currently leased from the railways but to secure tenure in these changing times they have applied for the land to be taken over by the local Municipality from whom they will rent in a similar manner to the adjacent tennis and bowling clubs. The site is completely fenced and is open to the Public on the first Sunday and third Saturday of each month, except December. Entrance is charged to the site, but the public then has the benefit of picnic facilities with free train rides. The Club has a recently rebuilt and modernised clubhouse with adjacent large toilet facilities to cater for the Public.

Average Public attendance at an open day is 300 people.

The grounds have been laid out with trees, a steam house containing miniature and full size stationery steam plant fed from a medium sized vertical boiler.

In addition there is a circular pond for model steam launches, sailing boats and diesel hydroplanes. Traction enthusiasts are catered for with a prepared pathway.

Surrounding all are two live steam railways. The first being the original track, which is a folded figure of eight with tunnel to facilitate crossing over. This track was originally raised and multigauge with 1.25; 2.5; 3.5; and 5 inch gauges, but these have recently been lowered for safety reasons. The track gives a circuit of about 400 metres.

Surrounding this and completed in 1982 is a 5 and 7.25 inch gauge ground level track. There are several steaming areas for off-loading and preparing locomotives. Station areas have electrically controlled points to facilitate passing trains and both railways are track circuited and complete with operating colour light signals. Membership is open to all persons above 18 years with a Junior Membership catering for 14 to 18 year olds.

I was invited to attend a normal Club meeting which is normally held on the evening of the second Tuesday in the month. Normally General Meetings have a lecture or talk and are attended by about 50 Members, but this night being in January they had a night steam up and run which was well attended. I was privileged to again drive John Meer's South Australian Railways 720 Class with the scale goods train.

An interesting fuel is "char" which is a coked brown coal which does not have the terrible eye watering problems of the more common brown coal briquettes, plus it burns clean and hot. Occasionally additions of the rare "black coal" are added to give smoke and smell effects.

The Club has a membership of about 120 and holds regular monthly General Meetings on the second Tuesday of the month, the average attendance of which is 50.

When I discussed the future of the hobby it was noted that there is an attraction to younger model engineers but the high cost of "tooling up" to build a locomotive has caused some younger Members to fall away. The

highest success seems to be in sons following father where access to machine tools is easier.

The Club can be contacted through their secretary as follows:

P O Box 208
Goodwood
5034
South Australia.

I was very well received by the Club Treasurer, Mr John Lewis, who incidentally immediately recognised my father through their mutual membership of a local Orchid Club. I also met and had a long pleasant talk with their secretary, Mr Ian Clark.

P.S. I met young Geoff Wilkinson in Australia. His father, Geoff Wilkinson Senior, was a Member of the Johannesburg Live Steam Club prior to moving to Natal and joining up with the Durban Society of Model Engineers. Geoff Junior, who lives in Perth, sends regards to all his friends at J. L. S.

I am indebted to Peter Micenko for finding the time upon his return to South Africa for putting pen to paper detailing his travels down under.

NEWS AROUND THE CLUBS

The Western Province Live Steam Society has begun to re-establish themselves after the disastrous move to the Tyger Valley area. Their track and clubhouse is slowly coming together at the De Grendel Sports Complex, Bertie Genade Street, off Frans Conradie Drive, Churchill, Parow.

Mike Thurgood is their Secretary and may be contacted at telephone 021-52-6634.

The Workbench, the Newsletter of The Durban Society of Model Engineers, which is edited by Eddie Frow, published a letter by Jack Coumi in the Editorial under the title "Quo Vadis".

The following are extracts from this letter!

"How committed should Members be? Does the Society soldier on in its present form to dwindle away to nothing, like Alice's Cheshire Cat, only the grin remaining?"

It is, of course, not the first time this question has been raised. It has been discussed at Meetings and in the pages of this Newsletter before. However, I would like to put forward some of my own thoughts on the subject.

We cannot expect a significant increase in the numbers of young members because starting up in the hobby requires a fair amount of capital and also time, both of which commodities are usually in short supply for a man with a young family. When recruiting Members we should aim at the man whose family is approaching the age where they fly the nest.

Now, what is it that has attracted our present Members? I would suggest two things, the joys of creating something that works using machines, and second, the thrill of operating the finished product and demonstrating it to others. For many of us the first is the most important, for others the second".

The Rand Society of Model Engineers' Safety Manager, Alan Aldridge, writes as follows:

Fifteen to twenty years ago a derailment of a passenger carrying train on the RSME track might have resulted in a graze, a scraped knee, some spilt tears, need for a Band Aid and some TLC. However a similar accident today would result in contusions, trauma and possibly a civil court case, with damages awarded. One might wonder what the world has come to and why there is so much fuss over small matters. The fact is, accident litigation has become big business in the U. S. A. and is a growing legal practice in South Africa, no matter how regrettable that fact is.

The Members responsibilities and liabilities will be forthcoming from Alan in the next edition of their Newsletter.

Dave Steynberg, Secretary of the Witbank Society of Model Engineers, has advised us through their Newsletter, The Connecting Rod, that because of disputes with the Authorities controlling the Witbank Dam Resort, the

Authorities insist that all Members and Friends of the Witbank Society carry membership cards with passport photographs.

Members who frequently visit the Witbank Society are asked to forward their details and a photograph together with their vehicle's registration number to Dave Steynberg at P O Box 12321, Leraatsfontein, 1038.

Dave can be contacted on telephone 0135-656-5626 for additional details.

WHERE HAVE ALL THE FLOWERS GONE

Where have all the flowers gone, a long time passing..... This piece of music could well describe the activity in the Model Engineering Clubs.

When last did we have feedback from our Members as to their progress in the construction of "Live Steam" models.

We have heard a lot about the South African Railways Class 25 Condenser locomotive in 5 inch gauge being constructed by Chris Greeff. This project has already made headline news in the S A Rail publication under the section written by the Secretary of the International Brotherhood of Live Steamers, Ken. J. Barnes.

John Bradley is very far advanced with his 5 inch gauge "Green Arrow". This locomotive which sports three cylinders should be on the track within the next few months.

Alex Nicholl has produced masses of cast iron filings machined from the cylinders of his 5 inch gauge Hunslet tank, which is based on the little slate railway locomotives that worked in the mines in Wales.

Traction engines in 4.5 inch scale are now on the move. Led by Werner Bick, who has had his under steam just recently, there is now a "following", led by Clive Chadwick, John Barty, and Uncle Tom Cobbly and all. Sounds like Widecombe on the Moor.

Ernest van Rensburg is making boilers as if his very life depended on it. He has just finished a South African Railways Class 21 boiler for Alex Jones, and a nice job at that.

He is busy with a South African Railways Class 16 DA (Wide Firebox) boiler for Koos Geldenhuis's locomotive.

We have heard that he has commenced work on the following boilers, some on contract, and some on spec: South African Railways Class GMAM; Springbok; Simplex; Sweet Pea; et al.

Alex Jones has taken over the Simplex locomotive previously owned by Clive Chadwick and is presently overhauling it. This should be on the track in the next two or three months.

Andre Murray is about to start work on a South African Railways Class 22 modified which is to be based on drawings prepared by Alex Jones. To be known as a Class 27, this locomotive which will be four metres in length will have a wheel arrangement of 2-10-6 with a lengthened Class 23 tender on eight wheel trucks.

A Lawley is now on the track! Eddie Steyn after much persistence has got the Lawley, or South African Railways Class NG 6, in steam and rolling around the track.

Johnny van der Merwe is making steady progress with his 0-4-2 plantation locomotive. This locomotive is designed by Rene Etter of Knysna. Several are under construction with about three already completed.

Bert Wegener, when he has completed the paintwork on his home, has to just complete the tender for his Class 10 locomotive. It looks like the Club Members are going to have to assist Albie so that he can get that locomotive on the track!

George Corlett is busy with one of Rene Etter's designs, namely an 0-4-2 plantation locomotive in 5 inch gauge.

What are you doing in your workshop? Or have you all become Couch Potatoes and Television Addicts.

BUSHVELD TRAIN SAFARIS

Ex teacher Boon Boonzaaier recognised the need for affordable holidays and started Bushveld Train Safaris. First class coaches are hired from Spoornet and trips organised to scenic parts of South Africa. Each carriage

has a hot water shower and two toilets and passengers can take a compartment of coupe according to their needs. No dining cars are used as Boon prefers to use local retirement homes, churches and schools to provide meals. All the trips start from Pretoria where undercover parking is available next to the railway station.

There are a variety of trips available, from a one-day adventure, to a weekend away and up to a weeks travel around South Africa.

Their Prices are:

	Adult	Children
Nylstroom	70-00	40-00
Bushveld	700-00	400-00
Graskop	700-00	400-00
Swaziland	950-00	500-00
Riemland	700-00	400-00
Bosveld	1700-00	800-00
Knysna	2500-00	1250-00
Hantam	2500-00	1250-00

Bedding – R 50-00 per trip per person

The Club is hoping to organise a week-end away using the Riemland trip. All interested parties are requested to contact the Secretary so that planning can be commenced.

THE GREAT 100 WORKING

The “Veteran Farmer” is sponsoring the largest Vintage Agricultural and Steam Show ever staged in South Africa in the Eastern Free State from 9 to 11 April 1999.

It is the last year of the Millennium and it is one hundred years ago since the start of the Anglo Boer War.

It was the British Army that deployed powerful road locomotives to haul ammunition wagons while the railway network played a major role. Threshing machines driven by portable steam engines were already in use and shortly after the turn of the century, the country saw the first gasoline tractors in use.

The Great 100 Working will be made up of:

- Mainline Steam
- Agricultural Steam
- Vintage Tractors
- Stationary Engines
- Earth Moving Equipment
- Vintage Commercial Vehicles and Motor Cars.

Yours in Live Steam

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