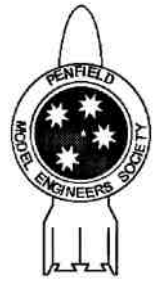


The Rocket

March 2017



The Rocket is the official journal of the Penfield Model Engineers Society Inc. The views or opinions of authors of contributions to this magazine are not necessarily those of the office bearers, committee members or members of this society.



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Photos of Father Christmas, Saturday 10th December 2016.



STANDING TRAIN NOTICE No 6 -16

NOTICE TO ALL TRAIN OPERATING STAFF.

As from SUNDAY 27th NOVEMBER "HOWDY DOODY JUNCTION" will be brought into operation.

The operation of the Signals and Switch will be automatic, Driver\ Guard involvement is not required.

The Signals which are the standard three position colour light, operate on the same principle as at 'T' Junction that is, they clear when the train is on the approach track circuit which is identified by the 'A T' board, provided of course that the switch and track ahead is clear. This operation will apply to both tracks, LOOP LINE and CONTAINER track.

The Signals at the moment will only give a RED or YELLOW indication.

The LOOP LINE Signal is a three position colour light No A H D 1.

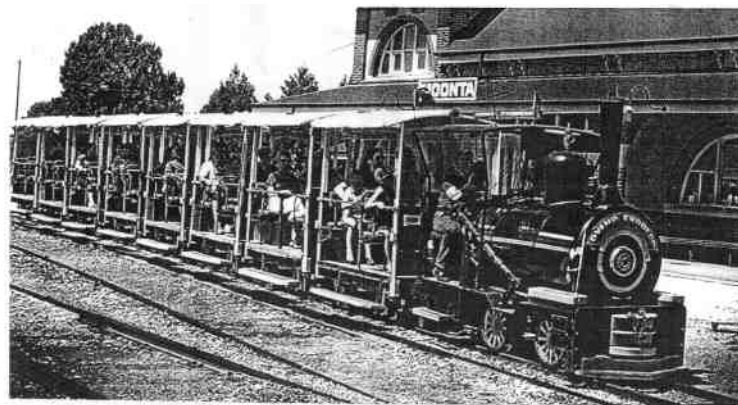
The CONTAINER track Signal is a ground level three position colour light Shunt Signal No A H D 2. it therefore must be passed at LOW SPEED.

A Back Shunt signal No A H D 3 is located on the DRIVERS left at a point just past the switch, this signal will display a Red or Yellow indication, indicating to the DRIVER that he may proceed back onto the Container Track.

For the above Signal and Switch to operate the DRIVER must pull his train clear of Signal No A H D 3 and wait 3 seconds by which time the Switch will operate and the Signal will clear for the Back Shunt movement. The DRIVER making the Back Shunt movement must move his train clear of the 'A T' board [that is not stand on the approach track circuit] as this will prevent the Switch from restoring to normal.

K.W.L. HAMPEL.

TRACK MANAGER.



WHAT'S YOUR PROBLEM?

Little zoo train that could is chugging on

I have a query about the lovely little train that used to carry passengers around the zoo. I understand that it started operating in 1925. Why was it taken away and where is it now? - P. R. (Kadina)

The librarian at the Adelaide Zoo advises that the zoo train was actually the zoo trains (plural). At least the locomotive was changed or

modified more than once in the course of its history because of mechanical problems and wear and tear.

It started operating in 1925 and continued into the 1980s.

According to the Royal Zoological Society annual report 1989-1990, the last entry of income from the train rides was recorded in 1989.

However the Moonta National Trust branch records report that the loco was received from the Adelaide Zoo in "approximately 1983" to be used for their Moonta Mines Tourist Railway, where it is still in operation.

The locomotive's bodywork was extensively altered to resemble the locos that worked around the mines during the mining period (1861-1923).

The train operates at Moonta three days a week normally, and seven days a week during school holidays, as well as catering to bus charter trips as required.

It carries more than 12,000 passengers, and travels approximately 3000km per year.

The train is extremely popular. It has won two Yorke Peninsula Tourist awards, and featured on many documentaries and TV clips.



Winners of the 2016/17 SA Sprintcar Championship.
 1st V92 Robert Coombs.
 2nd S43 Paul Cain.
 3rd W11 Jeff Hedington.



Winners of the 2016/17 SA DirtMod Championship.
 1st V45 David Seckold.
 2nd V28 Dean Rogers.
 3rd V19 Andrew Park.

PER-WAY REPORT FOR THE MONTH JANUARY 2017

To SECRETARY P. M E.

WEDNESDAY 4th Warm day 34degs.

Removed the big air compressor out into the workshop area to check for the oil leak, leak found in the small pipe joint leading to the unloader valve, joints tightened this stopped the leak, will check oil level after next run day.

The track at Signal No 14 still covered with water at this stage.

Asked Simon if he would rake up leaves etc from the big tunnel on the Loop By Pass track, he did a good job, he also blow the leaves etc from the Carriage Shed which was filthy.

Mark and I spent some time trying to get the Carriage Shed doors to work properly as the shed frame had moved, a guide was fixed to the concrete floor in an attempt to assist in correct tracking, Mark did this work. David used the Weed Control Wagon to poison weeds on all tracks, could not spray the Container track due to a section unstable.

A gondola load of cable trench soil from ' T ' Junct taken and dumped at Skeeter Junct.

SATURDAY 7th Nice day 25degs.

Simon used the Blower and cleaned all the main running tracks of leaves etc.

At Skeeter Junct the curved track into the facing switch was unbolted at the fishplates and the rail ends of the three bent slightly to line up with the switch stock rails. this improved the radius through the fishplated joint.

Three rail anchors were put in place on the container track cun/e 10 feet apart , the track was lifted and aligned and saturated with water this allowed to restore the correct cant, three trucks of dolomite dropped, track graded with plough, Mark, Simon and David helped in this work.

WEDNESDAY 11th Nice day 24degs.

Public Runn day [poor attendance].

Four trucks of dolomite dropped on new aligned Main Line, still about 15m to ballast.

Peter loaded the hopper wagon using the tractor , David helped in this work.

SATURDAY 14th Nice day 30degs.

David with the Weed Control Wagon completed the poisoning of the Container track and sidings. Three trucks of dolomite dropped on the new re-aligned Main Line, this will now allow for lifting ,aligning and tamping.

Crossing Bell not working correctly, Geof to look at. During the week another storm dropped about 70mm of rain and again water covered Switch N014 , thank goodness I never replaced the repaired switch motor unit. Simon cleaned all the tracks of leaves etc.

Switch No 3 has an air leak, I removed the unit and taken home to fix and service as it was filthy, this Switch is inoperative at the moment.

With the water now on two occasions covering Switch No 14 and track I discussed the situation with Mark and have decided to lift the switch section of track about 3 inches this will place it clear of further flooding, this lift will take some time to carry out.

WEDNESDAY 18th Warm day 30degs.

Public Run Day . Replaced switch motor No 3 together with new air lines, tested O.K.

Replaced the non E.Js. with the standed E.Js. on the new Main Line.

SATURDAY 21st Nice day 26degs.

Cut 50 sleeper ties on Loop Line at ' T ' Junct david helped .

ROLLING STOCK.

The passenger trucks in Container cleaned and wiped down Mark did this work.

WEDNESDAY 25th Warm day 30degs.

Public Run Day.

Fitted Signal heads to new signal gantry to check for clearances etc , will leave in place and await views from members.

Cut another 40 sleeper ties on Loop Line at ' T ' Junct for track circuits, David helped in this work.

SATURDAY 23th Warm day 34degs.

Cut anoter 20 sleepers on Loop Line.

Raised the base of Signal No 14 three inches this will place it clear of flood waters. Fitted RELAY BOX to new gantry. John supplied six 150mm plastic pipe caps for use as signal head covers Thanks John. Fitted these caps to the six pipes cut to various lengths.

ROLLING STOCK.

Made and fitted dummy auto coupler to Club Loco TED.

Mark delivered his refurbished brake van which now has been fitted with an Emergency Brake feature.

SUNDAY 29th Hot day 38degs.

Public Run Day cancelled.

K.W.L Hampel
Track Manager

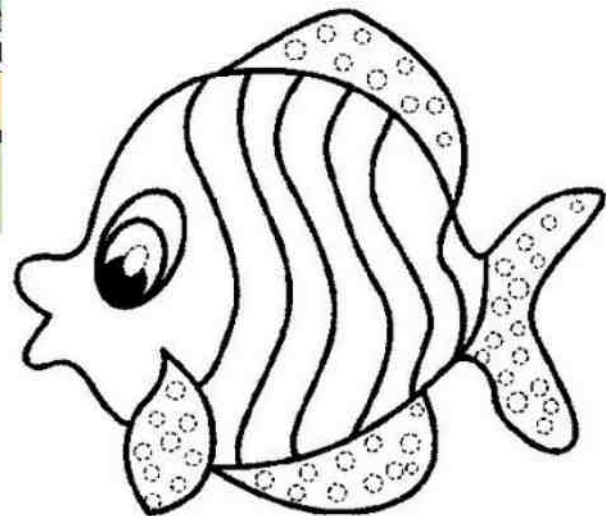
Spot the SIX differences



The garden railway looking fantastic, the plants are really loving the wet summer.



Some of the action from the Dirtmod championship, Speedcar racing above and a display of late model racing by V.Q.S. below.



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