

# THE ROCKET

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The **ROCKET** is the official journal of the Penfield Model Engineering Society Inc. The views or opinions of the 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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- 5"/7.25" Gauge Ground-Level Railway
- ¼ Scale Speedway
- R/C Boat Pond
- G Scale Garden Railway
- HO Scale Model Railway

**Cover Photo:**

*Penfield Club-Member Ian's North Sea Trawler in the tranquil surroundings of the Boat Pond on a sunny afternoon – soon to be a distant memory with the down-sizing of the Pond fast approaching – Ian Jones*

## **President's Report**

Well, Gentlemen, it's Christmas time again, so I will take this opportunity to wish everyone a joyful Christmas and a prosperous New Year on behalf of the Committee.

By now you will most likely have heard of the changes to the Boat Pond. It is deeply regretful that the changes could not have been less severe, but were this the case we would be left with no other option but to revisit this problem again in four or five years time.

I sincerely hope that this does not cause members too much hardship, and that those directly involved with the Pond will be able to see where we are going in the future.

The next six months will be very busy as we try to get water back into the pond; however, on a brighter note, our gate-takings have been on par with last year and the Club's insurance was also cheaper. So, on the whole, everything is going along well.

Happy Modelling,

*- Ray Hall [President]*

## **Secretary's Report**

Well another year is coming to a close and Christmas is almost upon us once again!

It has been quite a busy year, what with the club being awarded the prestigious, City of Salisbury Australia Day for the Community Group of the Year Award for 2012. Our President Ray Hall accepted the award on behalf of the club at the Salisbury Australia Day award ceremony held in Carisbrook Park on the 26th of January. Well done everyone, keep up the good work.

Then in March, the City of Salisbury very kindly awarded us a community grant of \$1485.00 that has allowed Karl to be kept very busy constructing two new sets of points for the track. The points leading from track one to track two in the station was rebuilt in situ and a new set has been made, currently awaiting to be cut into the main line, at the western end of the pond to allow locos to enter the yard and steaming up bays with minimal delay to other trains on running days. In addition the points have been equipped with pneumatic operating systems and associated signalling (financed from club funds) so that they can be easily and safely operated by push buttons and are integrated into the signalling system.

A very successful 56th Annual Easter Convention was hosted at Penfield with visitors from all States, the ACT and New Zealand attending.

The Inter Club Run on Saturday the 3rd of November was a rather quiet day with about 10 visitors enjoying the afternoon followed with a BBQ tea. With about 5 visiting locos and two club locos drivers were able to enjoy a good run on our tracks.

During the year the club has acquired two club locos, 700 and the "Rock Island". Both will be very useful to supplement member's locos on busy open days. The "Rock" has been refurbished along with a change over motor and is ready to re-enter service on Sunday the 25th of November. 700 is currently operational, but is scheduled to be overhauled next year.

Merry Christmas to everyone, and a happy and safe New Year,

Yours in steam, smut, soot, etc.

*- Lynn.....*

## Editorial

Well, as I sit here writing this at the conclusion of my exams, it has occurred to me that we are fast approaching the end of the year; another year gone, another year older, and hopefully wiser. Time flies by with busy life whirling all around us, and I can't help but think of all the changes our Club has undergone over the past year. Work for gauges large and small continues, including the arrival of two club locomotives; the cars continue to impress on the track as another championship season looms; the Garden Rail band staged an invitation-run for their locomotives; and another AALS Convention came and went, and was, by all accounts, a success. These are the positive signs of a strong Club, a unified Club.

As you will no doubt be aware, the approaching alterations to the Boat Pond will be the largest single upheaval within our Club since the dismantling and rebuilding of the large-scale railway just over a decade ago. As this work progresses, I ask each of you in turn to stand united in support of those affected, directly or indirectly, while our Club rises to meet the challenges that lie ahead. It is time for us to show our strength once more as one Club and one Hobby.

Until the next time, Merry Christmas and God Bless,

- Ed

***Visitors John Lewis and 'Sevenplex', a 7 ¼" Simplex, steaming around the pond on Saturday the 3<sup>rd</sup> of November – L. Venning***



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*Geoff Ward's impressive Bluebird railcar set traversing the Garden – Ian Jones*



# Penfield Invitation Run & Sponsors Day

On the 3<sup>rd</sup> of November the Club hosted an Invitation Run for members of kindred societies in conjunction with a BBQ to thank the Club's many generous sponsors and their families. The gates opened at 10am, with a BBQ being provided for the visitors at 4 o'clock. There were 5 visiting locomotives in attendance, taking their time to amble around the track free from the pressures of public running. The following photographs were provided by Lynn Venning, to whom your Editor is greatly indebted.



*'Sevenplex', a 7 ¼" version of Simplex steams around the southern side of the pond – L. Venning*



*Also from SASMEE, Barry Dunstan's MIC 6 and trailer are regular visitors at the Penfield Club – L. Venning*

*Another visiting locomotive, this time in 5" gauge, at rest on the steaming bays – L. Venning*



## **October Training Day**

On Saturday the 13<sup>th</sup> of October, the Club held a mandatory training day for both new and continuing Drivers, Guards and Station-Masters for the year ahead. This consisted of three talks from senior Club-Members prior to the issue of an updated club operations manual and written examinations. The day was well-attended, with the number of participants exceeding the amount of paperwork available.

Those members who were unable to attend this event will be able to participate in further club activities upon the completion of the relevant accreditation. Please remember that this documentation is invaluable to the Club in the event of an incident on our grounds.

Driver's Licences will be issued shortly to the successful participants, which will be required when visiting other societies both in our region and interstate.

Many thanks again to Gerry Dowling, who prepared the documentation; Karl Hampel, who provided an overview of the expanded signalling system operating over our track; and Mike Carmody, who provided a talk on fire-prevention and safety procedures for the uninitiated. For those who don't know, Mike was a member of the CFS for many years and fought the Ash Wednesday Bushfires in this state in the 1980s.

# Return of 'THE ROCK'

## PMES Club Locomotive

The Penfield Model Engineers Society was recently offered custodianship of an old acquaintance not seen for many years – Len Peckham's 'Rock Island' locomotive - and its train of 7 ¼" riding cars. This engine has not been seen at our club for many years – in fact, this particular engine used to run on the metals of the club's original circuit prior to its dismantling in 2001. 'The Rock' was purchased from Len in instalments, as dictated by Len, using funds drawn from the Canteen, and an official handing-over ceremony will take place following the locomotive's return to service later this year.

Upon arrival, the original motor was deemed unserviceable due to the years spent out of service. Consequently, the locomotive was dismantled in order to replace this unit with a surplus Mini engine on hand.



*Rock Island and carriages prior to rebuilding in the PMES workshop – L. Venning*

The opportunity was also taken to strip and repaint Rock Island at this point, with Karl and his band of helpers expecting to complete this job by the

November Open Day.

The following images depict their progress to date.



*'The Rock's' Morris Engine and Manual Gearbox prior to reinstallation – L. Venning*

The original riding cars accompanying 'The Rock' are also to be refurbished, before being sold to recoup the money spent on the restoration project – as well as to finance the projected overhaul of the Club's other 7 ¼" locomotive, 700.



***Rock Island's chassis in the Workshop– L. Venning***



***Motor reinstalled on the chassis, complete with control panel – L. Venning***

***Rock Island's undercoated body waits for its final paint scheme – L. Venning***





*The Rock following a respray and the reassembly of the body – L. Venning*



*Riding cars prior to refurbishment – Ed.*



*Finally, a photograph of Rock Island from the old days waiting to enter traffic on the original ground-level circuit – L. Venning*

# Flange Wear

*Karl Hampel*

As many of you would know, Mark Hampel owns and operates *TINY*, an 0-4-4 steam locomotive to the Roger Marsh *Tinkerbelle* design, and has done so for over 20 years. Over this period, he has ran at almost every public running day at either the Morphett Vale Railway, or, more recently, the track of the Penfield Model Engineers Society.

Over the years, I turned the driving wheels three times in order to recover the correct flange profile; however, in August 2004, when this work was required once more, concerns were raised about the removal of an additional 3/16" from the wheel tread in order to obtain the correct flange profile. This was because the height of the trailing truck, which had already been lowered to its furthest conceivable limit for this type of alteration, was unable to be adjusted any further. Mark left this problem in my hands, the obvious solution being to fit new tyres to the drivers. This in itself would have been a big job, especially when one considers that *TINY's* driving wheels are 9 ½" in diameter in new condition.

I gave the problem some serious thought and paid a visit to my rolling-stock engineer friend with the S.T.A. [now Trans-Adelaide] and discussed the issue with him. He informed me that flange rebuilding by welding had been undertaken in a limited way within the rail industry with some success for a number of years. I went away considering this possibility and made enquiries around the traps, and eventually I came across somebody who could MIG weld a ring of metal on the flange face and "E" radius of the existing tyre. This somebody was a Penfield Club Member.

This welding was undertaken with great success – the next test was to turn up the flange to the correct profile, which I did myself.

The end result was very good, and, much to my surprise, I only needed to remove 1/64" off the tread to true up. The wheels were fitted back on *TINY* and are still to this day within the gauge limits.

# Open Day Reports

*Lynn Venning*

**Wednesday the 26th of September** saw the introduction of School-Holiday Wednesday running. This was run in conjunction with one of the Club's weekly working-bees, with only the large scale trains in operation. Although a little windy on the day, this first trial run proved to be relatively successful, with roughly six family groups in attendance. These patrons were seen enjoying themselves while taking several rides on each of the four trains that were in operation.



***Mick Humber's newly completed VR S Class in 5", which made its maiden run on Oct 13<sup>th</sup> – Ed.***

**Sunday the 30th of September** was another pleasant day at

Penfield Park. Despite being a slightly cool and wet day a good many visitors braved the elements to enjoy the afternoon riding around on the trains as well as watching all the action on the smaller gauge railways, the radio controlled race cars and the boats.



With five club members running their trains, a very popular addition was Bill Bagley from Queensland running his BB 18 1/4 QR steam loco.

***The Club's other 7 1/4" Diesel, 700, with a light load under the control of Mick Humber – Ian Jones***



*Visitors from the North, Bill Bagley and his 7 ¼" BB18 ¼ with another train of smiling passengers at the September Open Day – L.Venning*

**Wednesday the 3rd of October** was the second of our School Holiday runs; however, it was, perhaps, a little on the quiet side. Not as many visitors, but those who attended enjoyed themselves by taking several trips around the track.

**Saturday the 13th of October** proved a busy day for the Club, firstly hosting a successful club training afternoon for all members, which preceded our first Twilight Run for the coming summer months.

The former was particularly important as it provided an opportunity for all members to update their qualifications as a Train Driver, Guard or Station Master; else they run the risk of not being able to participate in these facets of the club.

Although it was a pleasant spring evening there was only a hand full of visitors to enjoy the many attractions available. With up to five trains running

there was no waiting for a train ride. Amongst these was Mick Humber's newly completed 5" VR S class, resplendent in its red and green livery, which ran flawlessly on its maiden run on our track. This model also represents the first newly-constructed 5" locomotive in our club for many years.

The Speedway had a very busy evening with the start of their new racing programme. It was pleasing to see several visitors from Victoria attend and compete in the competition.

There was also plenty of action out on the pond as well as on the smaller gauge railways.

**Sunday the 28th of October** was another successful Open Day for the Club, with a good many visitors in attendance, along with two birthday parties. All sections of the club were well represented, providing a wide-range of activities for the public to engage with.

**Saturday the 10th of November** was another rather pleasant evening following a rather warm afternoon. The park saw a very busy evening with six party groups attending in addition to a number of regular visitors. Again all sections of the club were well represented, although we were a little short on with members. Ron had to be seconded from the Garden Railway to help out on the Station at various times to help keep the trains running.



***Another view of the S class at rest in the station prior to an additional sortie into the Park- L.Venning***



Well, the 2012/2013 Season is well underway with each class out in force for the races to date. The October Meeting reflected this, with the Speedcars, Sprintcars, Dirt Modifieds and Late Models/Outlaws all fighting for Championship points on the track. With the season heating up as it is, the November Meeting, to be held on the 25<sup>th</sup> will no doubt be one to remember.

As of the 28<sup>th</sup> of October, the top three title contenders for each category are listed below.

**Speedcars:**

No.	Driver	Points
5	Grant Muller	227
29	Christopher Burgess	220
2	Peter Henley	206

**Dirt Modified:**

No.	Driver	Points
64	Michael Fyffe	258
63	Colin Kane	168
9	Bryan Taylor	144

**Sprintcars:**

No.	Driver	Points
43	Paul Cain	227
92	Robert Coombes	180
2	Peter Henley	169

**Late Models/Outlaw:**

No.	Driver	Points
24	Mark Whitehead	270
21	Terry Rayner	194
63	Colin Kane	40

***Hitting the dirt hard!  
What appears to be a  
Baja buggy taking a  
battering on the ¼  
Scale Speedway –  
Ian Jones***



***Basking in the sun  
during an open day,  
Cars 7 and  
7 ½  
awaiting  
their next  
turn on  
the track –  
Ian Jones***

***The WISECO Outlaw  
entry at speed as it  
enters a corner–  
Ian Jones***





As the club marks the unfortunate demise of the Boat Pond, as detailed in the following pages, our section is looking to the future. It has been suggested that the Garden Railway will move onto the land made available by this new development in a move to shift the garden layout away from the Speedway. Unfortunately, what these cars may lack in size with respect to their full-sized cousins they make up for in volume, meaning they are very loud! This is not a problem for short periods of operation; however, for extended periods, for example the duration of a running day or open evening, it is detrimental to not only our hearing, but also the effect we are striving to create. A proposal will be put forward to the committee in the near future, subject to plans for resizing the Pond.

***Another lovely  
Deutsches  
Bundesbahn  
locomotive  
running over the  
Garden Railway.  
Your editor saw  
the full-sized  
locomotive in  
operation during  
2008 – Ian Jones***



# *Around the Boat Pond*

## *Desperate Measures*

It is with great sadness that I must report to you the imminent downsizing of the Boat Pond, for many years an icon of the Penfield Model Engineers Society. The pond was first constructed on the site in the early 1970s, being constructed on land provided to the Club by the Department of Defence. The pond's size, approximately 37,500 ft<sup>2</sup> determined by our current president, Ray Hall, at that time using information provided by the Bureau of Meteorology; making it a considerable exercise for the members of the time to construct. My father, although not a Model Engineer, distinctly recalls the working bees this entailed – he and my Uncle would often go to watch my late Grandfather and the others at work.

At the last General Meeting, President Ray Hall announced to the Club-Members present that the sub-committee set up to deal with the task of determining all possible outcomes had reached a final

decision. This proposal, illustrated in the following pages,

entails the reduction of the Boat Pond to almost a quarter of its current size. Consequently, only 10,000 ft<sup>2</sup> of the lake will remain – with the surplus land to be filled and replanted prior to its allocation for future projects.



***A Speedboat powering over the surface of the Boat-Pond on a fine day – Ian Jones***



***Michael and his model tug, the expanse of the current pond evident in the background – Ian Jones***

As described in the preceding issue of the Rocket, it has been increasingly difficult in recent years to maintain the level of water in the pond, particularly due to the high evaporation rate. Additionally, with the

prohibitive increase in the cost of water, the contamination of the

local ground-water and the rejection of a proposal by neighbouring clubs to install a bore beyond the spread of the contamination, the Club was left with no other alternative as we seek to provide a firm financial foundation for the Club for the years ahead. In particular, it was determined that the cost of water in 5 years time should be no greater than \$1500. This was the deciding factor for the determination of the redeveloped pond's size.

Furthermore, it has been decided that, due to the dimensions of the space to be retained (the North-Western end of the present lake), the use of large whipper-snipper powered boats must be prohibited. Additionally, this location will require the extension of the inflow pipes from the buildings and that to the overflow pipe. This also means that the 6 inch water main running to 'nowhere' underneath the pond will not need to be disturbed. The current liner is to be left in situ and punctured in order to avoid the reclaimed land from turning into a quagmire after heavy rain.

Research into the method of dividing the pond is still ongoing, with concrete blocks, sand-bags or tyres being used to hold back a bank of earth which will form the perimeter of the new Pond area. It is suggested that the reclaimed area will be used for the provision of picnic shelters and tables, with the

Garden Rail group potentially moving into this space as well. Provision will also be made for the addition of a dual-gauge track across this area leading directly to the station. It is hoped that, if necessary, this will reduce the bottle-neck experienced by the Club during conventions through the cutting area.

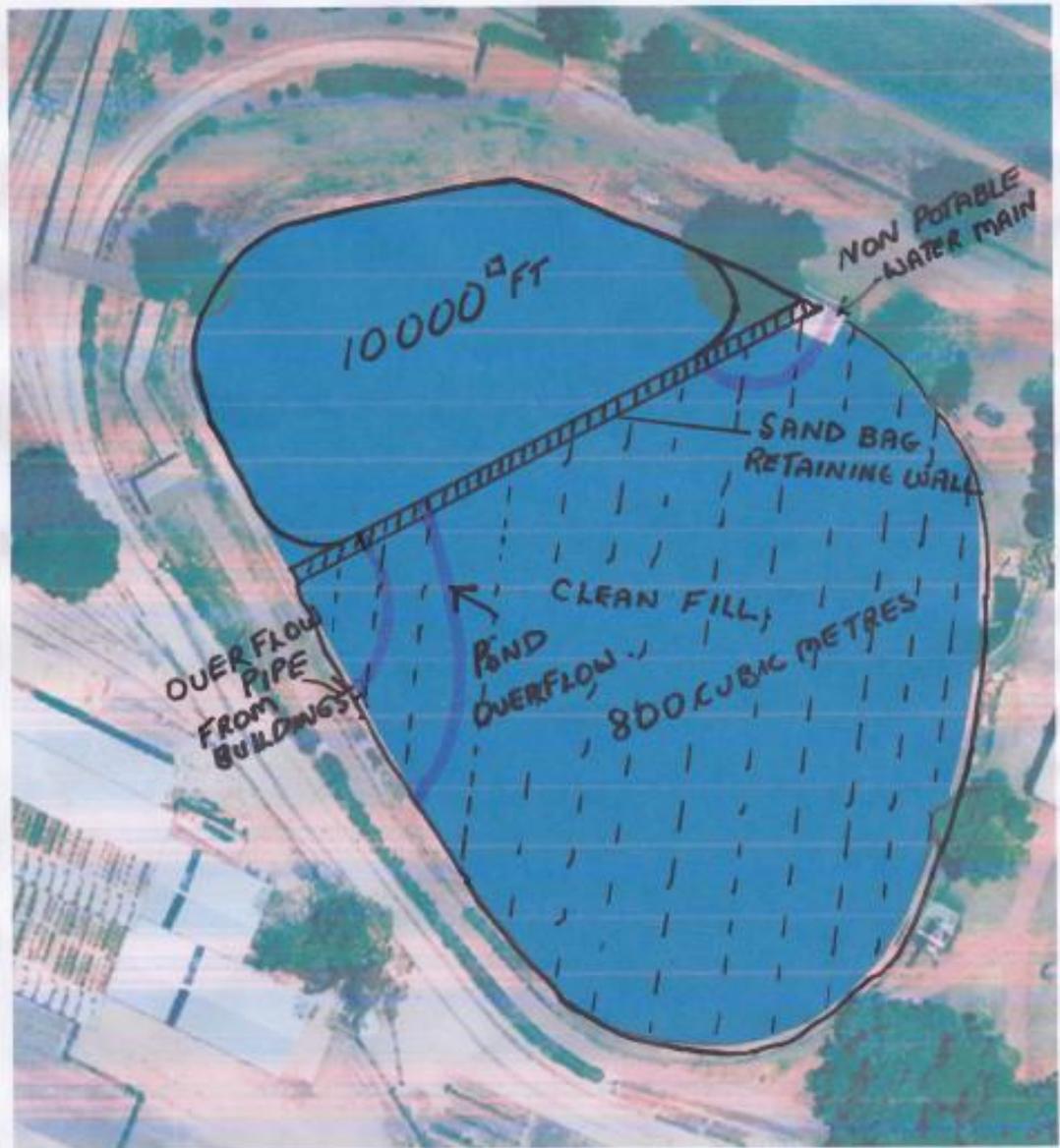
Boat Members are to be warned that, at the present time, the use of model-boats, both electric and petrol-powered, is currently prohibited in Mawson Lakes. If anybody knows of any alternative sites, please advise the Editor, the Secretary, or the members of the boating fraternity directly, particularly as the pond will likely be out of commission over Christmas and for approximately 6 months thereafter.

Many thanks to Barry, Ian, Peter, Dennis, Danny, and any other members of the Boat-Pond Sub-Committee I may have missed – this was not an easy job to have undertaken.

***The plan of the re-developed pond, as drawn by President Ray Hall, is presented overleaf on Page 22. Please take into consideration all who will be affected by the redevelopment project – we are, after all, one Club and one Hobby – Ed.***



***Inside the cab of one of Peter's live-steamers in the Garden – Ian Jones***



SCALE APPROX  
1" = 40 FT.

**The projected re-development of the Boat-Pond – Ray Hall**

## News Desk

It is my sad duty to inform you all of the passing of **Laurie Bellchambers**. Laurie was an active member of our club during the late 1990s and even held the office of President for a few years. Laurie was, until recently, a familiar sight driving his 700 class diesel locomotive at our club, hiding beneath his sunglasses and wide-brimmed hat. The Club wishes to extend its condolences to Laurie's family.

Similarly, our thoughts and prayers are with **John Beal** and his family. John has recently undergone surgery to remove cancerous lumps from his ear, and it is hoped that there will be no further developments as he recovers at home.

The **redevelopment of the Boat-Pond** site, as detailed elsewhere in this issue of the Rocket, is slated to commence over the summer break. This major project will last approximately 6 months as the pond must be drained before the alterations are made, trees must be removed to facilitate the movements of trucks with clean fill, and it is highly likely that the section of track forming the level-crossing may be removed at this stage to prevent damage to the rail.

In addition to these matters, there is still a lot going on around the Club. The **Christmas Party**, for those of you who do not yet know, is to be held on December the 8<sup>th</sup>, with play-time before hand and a BBQ dinner at 4pm.

The Club's **school holiday openings** proved relatively successful, it is envisaged that with wider exposure the numbers of patrons in attendance will increase. This exercise is to be repeated in January, with a couple of large group-bookings already having been made. I do not have the dates of these runs to hand; please ask the President, Secretary or Treasurer if you would like to assist on these days. Please recall that these days are also club working-bee days for the ongoing maintenance of our Club.

The 57<sup>th</sup> **AALS Convention** will be held at the site of the Queensland Society of Model & Experimental Engineers from the 29<sup>th</sup> of March until the 1<sup>st</sup> of April. If you are planning on attending this event, please ensure that you contact the Convention Committee. If you register before the 31<sup>st</sup> of December, there will be a reduction in fees such that you will get four days for the price of three. March 22<sup>nd</sup> is the cut-off date for meal bookings.

Furthermore, there will be a number of **Post-Convention runs** held throughout fair Queensland after Easter. Should you have inquiries about these, the aforementioned Committee should be contacted through Hugh Elsol, either by his email [hj.elsol@optusnet.com.au](mailto:hj.elsol@optusnet.com.au), or home phone, (07) 3849 5573.

Des Allen has advised the Club he is selling a 7 ¼" version of LBSC's *Virginia*. This **partially completed locomotive** is advertised **for sale** on the Club Noticeboard. It appears there are castings to complete the engine, and that the chassis is either at the rolling or running-on-air stage. Unfortunately, there is no boiler or tender; however your Editor has the articles with which LBSC deals with the two optional tenders and some aspects of the plate-work if anybody were to want assistance with this.

On September the 30<sup>th</sup>, the Penfield Park Railway played host to **Bill Bagley** and his magnificent QR BB18 ¼ in 7 ¼" as they journey around Australia by motor-home. The club wishes to thank Bill for his visit, and we hope to see him again sometime in the future.

Finally, as you may have realised, the Convention and Easter both clash with our Sunday Open Day in March. For this reason, we have elected to cancel this event. Please make note of this in your diaries.

## Maintenance

Karl and his busy band of helpers have been hard at work with many improvements taking shape around the club. An additional set of points and associated track-work for bringing trains from the main-line straight into the yard should now be in place, which should greatly simplify operations around this area.

The group were also responsible for the rebuild of *Rock Island* over the past few weeks. This locomotive was in operation on the last Sunday in November, with Ray ably demonstrating the comforts experienced by those with longer legs (or, rather, the distinct lack thereof) in the locomotive's cab. Unfortunately it would appear there is a leak in the air-braking system, and, consequently, this will have to be found before the engine enters traffic on a more permanent basis.

Attention will now be turned to *The Rock's* carriages, which are to be refurbished and then sold, with or without air-brakes. Expressions of interest are welcome at this stage, however it is estimated prices will range from \$800-\$1000 based on the installation of brakes after the rebuilds are completed.

Work continues with the gradual replacement of the ladder-track around the circuit with T-rail with more lengths being produced every weekend. Production has slowed due to an increase in higher-priority projects around the Club, however this is nothing that can't be solved with the help of more members.

The earthworks for the extension are still sitting dormant – this will have to be delayed until after the Boat Pond has been resized and the reclaimed land redeveloped at the very earliest. This may also assist somewhat in the reduction of the build-up of trains around our track with the longer run spreading the trains out a little more.



*Visitors from kindred societies, Bob Smith (above) and his N.E.R. 2-4-0 'Fletcher', and John Mere's SAR 720 class and freight train (below) graced the Penfield Park Railway over the past 12 months – Ian Jones*



## Coming Events:

### December:

08/12 – **Penfield Model Engineers Society Christmas Party:** 4pm Sausage Sizzle, BYO Salad or Dessert to share

### January 2013:

08/01 – **SASMEE Invitation Night:** 4pm start, BBQ provided. Possible obstruction to 7 ¼" Turntable and Steaming Bays due to DTEI infrastructure upgrade.

12/01 – **Twilight Run:** Gates Open 6pm

16/01 – **General Meeting:** 7.30pm start

27/01 – **Open Day:** Gates Open 12pm – 4.30pm

### February:

09/02 – **Twilight Run:** Gates Open 6pm

20/02 – **General Meeting:** 7.30pm start

24/02 – **Open Day:** Gates Open 12pm – 4.30pm

### March:

09/03 – **Twilight Run:** Gates Open 6pm

20/03 – **General Meeting:** 7.30pm start

***PLEASE NOTE: Due to the 57<sup>th</sup> AALS Convention at Warner in Qld and Easter, the Penfield Model Engineers Society WILL NOT be operating on Sunday 31<sup>st</sup> March. Apologies are extended for any inconvenience caused to all patrons and members of kindred societies – Ed.***



**YOUR CLUB NEEDS YOU**