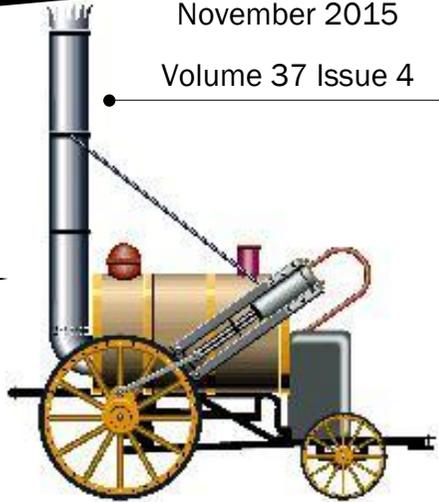


THE ROCKET

November 2015

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Belair railway station South Australia

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.

ALL CORRESPONDENCE SHOULD BE FORWARDED TO:

The Secretary, Penfield Model Engineers Society Inc.,
P.O. Box 792, SALISBURY S.A. 5108

President: Ray Hall

Vice President: Peter Henley

Secretary: Gerry Dowling

Treasurer: Lynn Venning

Editor: Michael Wilhelm beingthere@adam.com.au

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Editors Note

Articles from members are always welcome.

If you have pictures for the Rocket, include some notes to go with it.

Thanks, Michael

General Meeting

General Meeting held on Wednesday, 21st October 2015

President (Ray Hall) welcomed members and declared the meeting open at 8:00 P.M.

Apologies:- R. Russell, W. Hoskin, & B. Meade.

The Minutes of the General Meeting held on the 16th September 2015 were read.

Peter Henley proposed that they be accepted as read. Seconded by David Hawkins. CARRIED

Business Arising:- 1. Post hole borer has been used and the mesh is in the holes for the big sign.

2. An application for a grant has been cancelled.

3. Details of member's medical conditions to be held in the office.

4. Station signs are being arranged.

5. No contact from Ian Jones.

6. Working with Children arrangements are ongoing.

7. Michael Carmody thanked members for the sympathy card.

New Membership Applications:-

John Vanderzee (due October 2015 (5th time) – members agreed to cancel the application.

Callum Shearer and Stephen Shearer – due December 2015.

Treasurers Report:- Attached.

Mick MacCauley proposed that the Treasurers Report be accepted. Seconded by Paul Cain. CARRIED.

Correspondence:- In

1. September Track Report.
2. Cinders and Soot magazine.
3. Narrow gauge newsletter
4. AALS Convention Cobden Information.

Correspondence:- Out:- Nil.

Business Arising:- Nil.

Gerry Dowling proposed that the correspondence be tabled. Seconded David Franks CARRIED

General Business:-

1. A personnel access gate is being put into the fence near the Woomera Ave. entrance.
2. The President advised that the walkway bridge is now

completed and the irrigation system is 75% completed.

3. The Ticket Office is to be painted and the PayPal system is ready TO OPERATE AT THE NEXT Open Day.

4. The new speedway stop/go lights are working well.

5. LED lights are being investigated for use in the Club..

6. Paul Cain moved that the concrete for the new sign be purchased. Seconded by David Franks. CARRIED.



Track Report



PER-WAY REPORT FOR THE MONTH OF AUGUST 2015

Picked up 100m of 6mm cable for signal work.

Serviced the pilot air valve for switch No 14 but could not fit acc weather.

ROLLING STOCK.

Ray purchased 25mm x 25mm x 3mm angel so I could make the seat brackets for the gondola passenger wagon that I delivered to the club in February 2015.

Peter mig welded the seat brackets onto the wagon and all that now required is the timber for the seats and the wheels so I can finish making the bogies and a paint job.

David helped in this work.

Replaced pilot air valve in switch No 14 checked operation O.K.

Checked operation of switch at 'Yâ€™ Junction, tested operation O.K. however asked David to check all wire connections in relay box.

The need to make a sleeper spacing jig was investigated and I decided to make a jig similar to the one I made for Morphett Vale Railway, so set too cutting 12inch lengths of old rail from ladder track, this made the spacings.

A storage draw cabinet was retrieved from the scrap site, painted and placed under my work bench, this now contains all

track and rolling stock fittings. David helped in this work.

Continued work on sleeper jig.

The 6m 'I' beam placed on rolling stock trolley for making 'T' rail.

I had a short working day today.

David helped today.

Finished work on the sleeper spacing jig.

Carried out measurement and marking out for future signal gantry at 'T' Junction [moved to tunnel entrance].

Started to set out jigs for welding up 'T' rail but could not improve on the current method.

David helped in this work.

Checked all track drains.

Fitted another two I.J.s to Loop Line and new track at Howdy Doody Junction for future signalling .

Started to cut and drill steel ties for track circuits.

Measured out distance from Signal LBP1 to Howdy Junction for signal cable and it is shorter than from Skeeter Junction from which I was going to obtain the power from originally.

Nearly completed drilling and cutting steel ties, also welding on bond wires, David and Allan helped in this work.

The dole workers dug a trench under the track at Signal LBP1 for cable placement.

Made up one I.J.

Completed drilling and cutting the steel ties at Howdy -

Doody Junction.

Simon dug the cable trench from Signal LBP 1 to a distance 6.5m where the cable goes under the track then Bill dug the

remaining 1.2m to the tunnel entrance, he also used the post hole borer for the placement of a new Permissive signal at the tunnel southern entrance portal. This signal is track circuited but its main role is to advertise the railway when we are running.

David also helped in this work.

Completed laying cable for the above signal , the trench back filled with dolomite.

One and a half trucks of dolomite used to fill cable trenches.

The hole I made in the signal base for cable to pass through was too small so Allan skilfully made it bigger as at the time of placing Signal LBP 1 I did not look into the future where more cables may be required.

Signal LBP 1 to wire up next Saturday.

David and Allan helped in this work today.

Geoff obtained a spare pilot air valve via the internet this valve will now cover any faults that occur with the switch machines.

Completed wiring up and testing the new Permissive Signal LBP 3 .

Tested operation of signals and switches for Run Day Sunday . Lubricated all switches with diesel fuel.

Number of trains run totalled 144, very good day.

One derailment occurred at the 10.2m mark and at " F" Junction, no injuries.

PER WAY REPORT FOR THE MONTH OF SEPTEMBER 2015

Due to a wet rainy day pre-drilled 248 plastic sleepers, David helped in this work.

Made up 5 fishplates.

Made up 16 lengths of ' T ' rail this being made into eight track panels five of these having plastic sleepers.

The track panels transported to a location at ' F ' Junction. Loco 700 derailed in the yard between switches No 3 and No 4 the track had sunk by about 1/2 inch over a half metre, this was lifted, dolomite dropped and the section tamped to correct cross level using the Jack Hammer.

Bill and David helped in this work.

The work for the Dole welders made up 6 lengths of 'T' rail. The eight track panels that were on location at 'F' Junction, made the following - two 6m track panel butt welded together and fishplated to the new track , this method to be used in joining the other panels, This work carried out by Allan, Bill and David, Peter regraded the road bed under the Fly Over.

Two fishplates made up.

One track panel made up using plastic sleepers and another three panels using treated pine sleepers.

The track that will be laid at the level crossing will be

made up of panels using all plastic sleepers as they will eventually be covered in ballast the ' T ' rail used at this crossing will have no 'E. J.s ' all joints will be butt welded as these joints do not work well when used at crossing.

The three treated pine panels will be added next Wednesday.

The short section 4m of lead track towards the L. L. By Pass track at 'F' Junction switch was found to have incorrect cross level and was restored by tamping, Mark. Bill and David helped in this work.

About 10 lengths of 'T' rail made up by the unemployed. Made up two fishplates and one I.J.

The three track panels were connected to the new track by fishplates and butt welds.

The four switches that were originally used at container No 2 were laid out as a guide to for correct location of tracks into the container also a facing L.H. switch put in place for use as a track to run along side the outside of the container also a trailing L.H. switch will be used for a ballast siding.

David helped in this work.

Connected another 4 track panels to the above new track fishplating and butt welding together.

The four switches as mentioned above were all connected up using fishplates and butt welds

All the switches were fitted with plastic sleepers. David,

Mark and Bill carried out this work today.

Made up 5 'T' rail track panels.

A 4m track panel butt welded into place between switch and No 1 container track.

A 6m track panel butt welded to the ballast siding switch.

Allan and David helped in this work.

The hydraulic post hole borer failed to bore holes for the advertising sign and signal base holes due to the soil very hard. The Jack Hammer used to break up stones etc in the above mentioned holes.

The new track starting back from the level crossing to the Container was re-aligned as it is to take into account tracks leading to Container and the proposed new Loop Line.

The Container doors will require about 6 inches to be cut off the bottom as to accept the three tracks into the Container.

Two track panels butt welded to the Ballast siding switch.

Mark, Bill and David helped in this work.

Public Run day 105 trains were run , very good day.

Run Day for School Holidays, 55 trains were run.

The middle track into the Container required the rails to be crowed as the radius between switch and Container was too severe, normal pulling 'T' rail was not possible, so I used the fork of a gum tree to bend the rails this will do a good job if done carefully and as luck happened they turned out to be a perfect, these were then butt welded in place.

Bill and Mark cut and completed fitting plastic sleeper to all switches leading to the Container.

Two more track panels fishplated and butt welded onto the ballast siding track.

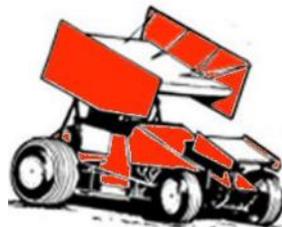
Made up two Fishplates.

K.W.L HAMPEL.

PER- WAY MANAGER.



Penfield Posse



After a very quiet winter of racing, and now being November and at the time of writing, only five weeks to Christmas 2015 and we are two meetings into our 12 meeting season.

Those of us who were unable to race the second meeting because of going to Etihad Stadium in Melbourne for the final round of the “World Speedway Solo Motor Bike Championships” are already booked again for the 22nd October, 2016 to watch the top 20 riders in the world. It was speedway at its best despite having to put up with the air horns all night.

At our first meeting on 10th October, we had a great roll up, with also visitors racing with us from Mildura, Melbourne and Tasmania ,and they say they will return for the SA ¼ scale Sprint car Championship to be held at Penfield on Saturday night 12th December.

Victorian, Robert Coombs showed us that he can still get done and won the Sprint car ‘A’ Main from a much improved Bryan Meade with his #27 FSR chassis.

Grant Muller has rebuilt the ex Jim Bell “Predator Chassis” #5 and was



soon on the pace. Grant's attention to detail on this car is worth the time to take a look at.

The speed cars had a few "real estate" wars in the heats and resulted in repairs to be carried out. Peter Henley's #2 was quick, as was Vic. John Wiggins #17. The big improver was Matt Tonkin, and Coop had the Beagle Chassis #29 set up working well to take the 'A' Main.

Shane Hannigan after his 12 month sabbatical racing 1/5 scale Minis at Little Hampton, has returned to the speedway and has lost nothing of his 2014 Australian Championship 3rd place podium form.

Meeting 2 was down in numbers a bit, but Grant Muller worked his way to a podium second place in the Sprint car 'A' Main. Paul Cain's "Back Shed Truck and Trailer" SA1 was the top drive on the night.

Michael Wilhelm has put a lot of work into the track control system and has the traffic lights and racing warning devices working well. Good job Michael. Well Done.

Matt Tonkin has cracked it for an 'A' Main win in the Speed car. Will be interesting when Christopher Burgess returns with his SA1, and the old bloke Coop mix it with them with the #29.

There are still some Sprint cars yet to make an appearance. Shane Hannigan with his new Storm Chassis Car,

“Team Green” of Michael Fyffe and Colin Kane ,and Christopher Burgess with the New “Beagle Chassis/Raejay Racing #3.

Last years track champion Dale Goldfinch would be a welcome addition with his NAC Chassis #69 when he can find time.

Dec 12th is the SA ¼ scale Sprint car Championship.

Would not like to pick a winner but would not go past one of the following.

Vic 92 Robert Coombs, SA27 Bryan Meade, SA1 Paul Cain, SA2 Peter Henley (stick to only one of the 3 cars Pete), SA12 Shane Stevens and SA 72 Brenton Meade, or take a look at these 2 rookies #5 Grant Muller and #3 Christopher Burgess once they get it sorted from six seasons racing in speed cars with huge success.

Thank you to Shane Stevens driver of #12 Sprint car, of “Allstyles Tiling”, for his advertising sponsorship of Penfield column in “State Racing Magazine.”

Rails in the Garden

The last comprehensive report by Wayne that was published in the September issue of the Rocket detailed the work carried out just prior to our annual G1 invitation run in August 2015.

Since then work has slowed back to an easier pace with the railway in a state that is great to use with small projects being undertaken to improve the layout.

Over the winter months the following projects have been completed.

The irrigation system has been installed with drippers and sprayers to every plant on the layout, with the capacity to add drippers as required. The system is controlled by a controller that waters the layout daily at 5am for 10 minutes.

To get our drippers on line John Hall has rebuilt the solenoid valve gallery, installing new solenoids for both the garden railway and the lawn sprinklers with separate isolation cocks. The lawn sprinklers can now be automatically controlled from the same controller.

The Wednesday group has completed the plant out as planned for now. All of the plants are showing good growth as can be seen in the photo below.

Peter Russel “Mac” as he prefers to be called is our resident native plant enthusiast. Each Wednesday he lovingly tenders all of the plants, fertilising and pruning as required.





The photo above shows the branch line loop with John Hall's recently added goods platform, associated buildings and the church on top of the hill partially hidden by miniature trees.

We have also hard wired the flood lights that can be seen top left of the above photo. This has improved the lighting for our twilight runs.

To give use shelter on the warmer days 4 umbrellas have been purchased with stands fitted on each side of the yard area. We felt that a permanent structure over the

yard area would detract from the overall look of the railway and spoil the overall view as visitors enter the Park.



Still a lot of work to be done, luckily the back breaking work is now behind us.

Looking at the photo above reminds me of the efforts of all involved to get the Garden Railway to where it is today.

Geoff Ward for the Garden Railway Group

Operating without signals

In 2002 when we had rebuilt the track system following the drastic destruction of our rail system when Edinburgh Parks and Woomera Ave were established, we had two loops of track which combined where they go round the boat pond.

A set of points to combine the loops was put in where it is now, near the entrance gate on Woomera Avenue. A give way to the right rule was used as it is on roads for vehicles and it was left to the judgement of the driver on the inner loop to decide when any train on the main down line was distant enough for him to go safely first.

A road equivalent is the Form One Lane except that on the road the rule is the vehicle that is even partly ahead goes first.

Another road equivalent is the roundabout where it is wise to give 2 or 3 car lengths but that is very dependent on your own car's performance.

To give an idea of time and distance, a train at 8 kph travels 2.2 metres / sec and at 12kph 3.3 metres / sec. A loco with 4 cars will be about 13 metres long and will take 4 secs to pass by at 12kph and 6 secs at 8kph

A train on the inner loop of about the same size as a 4 car train on the down slope and say 5 or so metres from the points would feel safe to proceed over the points if the other train was 30 or more metres behind and the driver would expect the other train to go slower if needed to ensure that the train spacing was at least 15 metres or so once the points were cleared.

On entering the first tunnel speed should be reduced because the wall limits the visibility and extra careful attention to the track ahead must be maintained. Later a spur from the inner loop was added to combine with the outer loop with another set of points just before the overpass bridge.

The visibility is good and without signals the situation would be as for the first points.

The most recent addition is a minor loop alongside the road in order to make use of the spare tunnel. Another set of combining points had to be added at the end.

The big difference is that the visibility between the loops is spoiled by the bushes and the driver on the road loop has to be extra vigilant when he clears them. That situation would benefit by a signal but with care, operation without one is still possible.

Ted Crawford

A Signal System for Modellers

The present Signal System is very well organised as it is based on Full Size practice, but is such a system the most suitable for the amateur drivers of our club?

Karl, who introduced the present system, is the only member who spent years driving on the Full-size railway and is now of course the only member completely familiar with it.

The main drawback of the present signals is the use of vertical positioning to show which is the left and which the right. Modellers prefer to have the signals disposed side by side, left for left and right for right.

A similar sort of criticism can be directed at the use of A and P. A red signal should just mean stop and wait for it to change to orange and proceed more carefully than usual or green to proceed normally.

Ted Crawford

The Gallery



A hat for every job



Air Force Association lunch

Club Calendar

General Working Bees are held every Saturday

Please do your bit to support the club!

On Open Days Members are asked to arrive early to help set up equipment etc. for use on the day, then to assist to pack up afterwards. Additionally, everyone is requested to, wherever possible, operate their models until the conclusion of the Open Day.