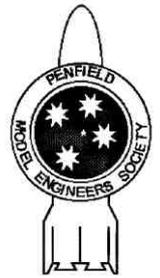


The Rocket

June 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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Congratulations to the winners of the South Australian Penfield Quarter scale Speedway, Speedcar state title meeting.

1st place goes to John Wiggins.
2nd place goes to Paul Cain.
3rd place goes to Grant Muller.

NEW SIGNAL GANTRY

With the re-opening of the Main Line and its extension of 47 m together with the relocation of ' T ' Junction that is where the Main Line joins the Loop Line through the Blade-less Switch and where signals are required to control train movements, it was found that these signals could not be sited on the normal Left Hand side of the tracks due to clearances, so to overcome this problem it was decided to install a Signal Gantry where signals would be located to the Left of the tracks but up on a gantry.

The gantry was constructed by a member of The Work for The Doll work force who was a welder by trade and it was constructed using inch x inch x one eighth mild steel angle and lengths of inch x one eighth mild steel flat to form the lattice work, the two upright columns were 230mm square and 1920mm high from the running rail, the bridge section was 230mm square and 4005mm long.



The columns were welded to stainless plates embedded in two concrete foundation blocks 600mm x 600mm x 700 mm deep, the bridge section welded to the top of each column placing the columns 3545mm apart.

Fitted to the right hand column is the signal relay control box, this having flexible plastic conduit carrying signal and track wires.

Fitted to the bridge section is the two colour light signals, both signals are of the three position type, [red, yellow, and green]. The Loop Line Signal [A T 2] The Main Line Signal [A T 1] they will display the normal signal aspects [red, yellow and green] depending on track conditions. Signal A T 1 will also display a permanent red marker light atop the aspect [indicating a reduce to medium speed Signal] . [see P.M.E. operating rules page 16].

The operation of these signals is totally automatic being controlled by train movements. The signals display a red stop indication at all times except when a train arrives at the A. T. board, these boards are located at the beginning of the Approach Track sections of the Main Line and Loop Line some 29m from the gantry signals.



When a train arrives at the approach track section of the Main Line or Loop Line the signal controlling that movement will clear the signal provided the track is clear.

K.W.L. HAMPEL.
TRACK MANAGER.



Some photos from Ellen and Len, from their recent trip North. Looks like it was a nice day to visit Quorn.

Pete and Karl working together like a well oiled but worn out machine.



Pete walking his car over the finish line, using the only R.C. that he feels comfortable with and yet he still drives it around the track the wrong way. Thanks Lynn for the picture.



Working bees are on every Saturday and we need more members to take the time to help out.

We also need quarter scale speedway members to learn how to prepare the track in case the only two people that know how, get sick or just plain can't do the job any more. I bet no one wants to race on a ruff as guts track. Something to think about before October.

Thanks to Pete and Paul, the John Deere tractor is back from the dead. Lets try to keep it that way or else this may be the last time. Pete with help from other members has got Rock Island back up and running. Are you starting to see a pattern here.

The AGM is on the 19th of July and that means membership fees are due.

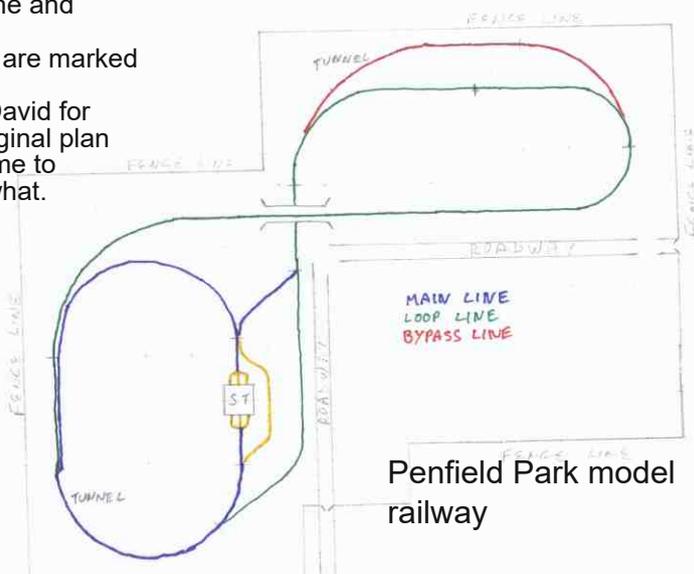
Final tally for the Penfield Quarter Scale Speedway Race season 2016 / 17

Speedcars	
Peter Henley	696
Vic	
Bentvelzen	543
Matt Tonkin	450
Callum	
Shearer	375
John Cooper	285
Paul Cain	108

Sprintcars	
Bryan Meade	587
Peter Henley	551
Grant Muller	486
Shane	
Hannagan	433
Paul Cain	415
Shane Stevens	100
Brian	
O'Shannessy	94
Robert Coombs	83
Paul Waugh	78
John Cooper	40

Dirt Modifieds	
Vic	
Bentvelzen	607
Paul Savage	578
Chris Webb	531
Shane	
Hannagan	460
Jason Bishop	389
Paul Waugh	338
Dean Harmer	297
Bryan Meade	255
Michael	
Wilhelm	74

This is a plan showing the main line, loop line and bypass line. The station lines are marked in yellow. A big thanks to David for supplying the original plan and taking the time to explain what is what.



Penfield Park model railway

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
Rocket Editor: Michael Wilhelm beingthere@adam.com.au

“The little trains and the littler trains”

Very little to report from the garden railway, that is the beauty of it now, we only have some maintenance to do to keep it operating satisfactorily and be visually attractive.

One of our huge headaches is the aluminium rail that we have used, at the time it was a very cheap way of getting track for the old railway, but as the old adage says “it was a good idea at the time” is so very true. The track just moved around a lot in the old railway, but we could ‘sort of’ fix it down so it stayed put, but was always a problem.

Unfortunately, the new site is a bit more prone to winds and we have a continual battle with the very light rail moving around and on occasions blowing away! Burying it in ballast doesn’t help; eventually it just floats up to lay on the top and blow away! We have started a budgeted plan to eventually do away with the aluminium track and replace it with the heavier brass rail, our first batch has recently arrived and we will soon begin to lay it, the aluminium won’t be wasted, that has been on sold to a past member, the funds will purchase more brass track to replace it.



Not a garden railway project but you may have also noticed the boom gates put in by the side access gate (which have been fitted as a swing gate), this arrangement will look far more professional and be more functional than the orange plastic fencing, I am sure you will all agree! A few of us garden railway fella’s find it better to park out on the road and bring our stuff in thru the new access gate that has also been put in, all in a far better arrangement, the boom gates were installed by the garden railway crew.

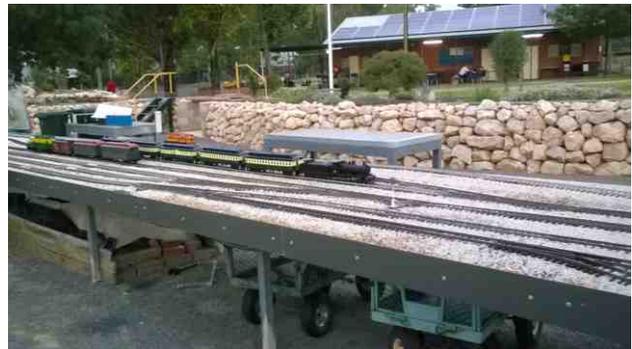


And progress does happen on the H0 railway, I recently borrowed Dan Coppicks laser level to check a gradient on the narrow gauge loop, I always feared it was steeper than I ever planned, and I was right, what should have been a constant 1 in 50 grade had a very roller coaster grade with a 1 in 25 pinch, no wonder any trains had an issue climbing that! Work will return that to a constant 1 in 50 which will be quite manageable for our little trains.

Danny, Rob and I also operate on another private railway on Friday nights, this is a very conventional DC cab powered railway that can have 5 operators at once, which means 5 lots of tethered throttles or cables that we have to step over and negotiate around the room. I spoke to the guru Geoff Ward about this and he has come up with a very nice radio control controller that we can use on H0 railways, thus including Penfield’s H0, recent testing at the club has given some very positive results. It will be so nice to do away with the tethered controllers we use, thank you Geoff for your effort.



Wayne



Some photos from the garden railway. Geoffs centenary cars are a work of art. Thanks Lynn for the pictures.

PER-WAY REPORT FOR THE MONTH OF MARCH 2017

To Secretary P.M.E.

WEDNESDAY 1st Very hot day 37 degs.

I did not attend.

David transferred sleepers from the treatment bath to draining rack.

Club member picked up three truck body shells for his own use.

Made another Auto dummy coupler No 9.

SATURDAY 4th Warm day 33 degs.

Replaced I.J. on Main Line at Signal No14 due to the joint having a poor curve radius, crowed both rails either side of joint and replaced with a new type of I.J.

Attended to a hole in the Loop Line Bypass track at Signal P L L B 1, the one metre section of track was lifted and tamped with Jack Hammer.

Made up one length of ' T ' rail .

I started to alter the ' T ' rail jig to try and make it simpler for fitting and making the rail, still more work to finish.

David helped in this work.

WEDNESDAY 8th Warm day 34 degs.

Made up two lengths of ' T ' rail using the altered jig.

SATURDAY 11th Nice day 30 degs.

Public run day [evening run].

Simon cleaned tracks of leaves etc..

Checked operation of Signals and Switches.

Made up two lengths of ' T ' rail.

WEDNESDAY 15th Nice day 24 degs.

Finished making parts and fitting to ' T ' rail jig.

Made up two lengths of ' T ' rail.

Removed two I.J s from discarded rail for future use.

SATURDAY 18th Warm day 34 degs.

Made up one track panel.

Found the switch blade jig, given to Mark.

Gantry Signals relocated to a higher position, there have been reports that passengers have tried to touch the signals.

The new section of Main Line dressed with dolomite, track lifted and levelled, three and half trucks of dolomite dropped and graded, then washed under sleepers using the Wand, Mark did this work.

ROLLING STOCK.

Ray took deliver of eight wheel blanks from Blue Scope Steel and were given to me, Mark is machining 4 and I will do the rest, these are for Rock Island loco.

WEDNESDAY 22nd Warm day 32 degs.

Completed levelling and aligning the new main Line track section.

Put in post by Head Shunt Switch stand for fitting water proof box to house the pilot air valve.

SATURDAY 25th Warm day 33 degs .

Lifted and aligned the Main Line track from level crossing to Gantry Signal, ground three butt weld joints, welded bond wires across nine E.J. s.

Fitted 240 v plug socket together with indicator light to Traverser.

SUNDAY 26th Hot 36 degs

Public run cancelled.

WEDNESDAY 29th Cool day [some drizzle.

Started work on power Switch No 14, could not finish because of rain, David helped in this work.

PER-WAY REPORT FOR THE MONTH OF APRIL 2017

To SECRETARY P.M.E.

SATURDAY 1st Nice day 25 degs.

Completed working on Switch No 14 tested O.K.

ROLLING STOCK

The motor in ROCK ISLAND has been removed for reconditioning by Peter.

Received four AUTO Couplings from Ray.

WEDNESDAY 5th Nice day 29 degs.

Made another signal head cover and painted .

Put in a signal head cover support post at Skeeter Junct this is used for the placement of covers when signals are being used.

A Made up one length of ' T ' rail.

SATURDAY 8th Nice day 29 degs.

Fitted new switch magnet valve box to post which will contain the LAY BY switch magnet valve.

A 2m section of station track No 4 was undercut and sleepers removed, this section of track had lifted out of the ground due to the hot weather, the track was also cut and three E.J s were fitted.

The under cutting and ballast removal was carried out by Simon and Mike.

The sleepers replaced and one truck of dolomite dropped, track lifted, levelled and aligned Mark and David did this work.

An I.J. was put in place in the LAY BY track for readiness for back shunt signal placement.

ROLLING STOCK.

Peter gave me the two axle drive bearings for ROCK ISLAND.

WEDNESDAY 12th Nice day 23 degs.

On the Loop Line at HOWDY DOODY JUNCT the track was slightly out of alignment this was crowed back to its correct alignment.

Made up one length of ' T ' rail.

ROLLING STOCK.

Removed power bogie from ROCK Island and taken home to recondition.

SATURDAY 15th Nice day 24 degs.

Made up one dual gauge track panel and transported to HOWDY DOODY JUNCT.

Made up three lengths of ' T ' rail.

Simon cut 180 plastic sleepers to length.

WEDNESDAY 19th Nice day 23 degs.

Public run day [School holidays] [Very quiet].

Filled hopper wagon with dolomite.

Used the hole boring machine to make hole for the LAY BY back shunt signal, Paul used the machine.

Put in the signal base, David helped in this work.

SATURDAY 22nd Nice day 24 degs.

Replaced the 6m section of Loop Line at HOWDY DOODY JUNCT with a ' T ' rail track panel, as this section of track was badly out of alignment and due to it made of ladder construction could not be addressed in another way, the section was fish-plated at one end and butt welded the other, one half truck of dolomite used, track aligned and levelled, Mark and David did this work.

WEDNESDAY 29th Nice day 20 degs.

Public run [School holidays].

Sarted to dig signal cable trench from Station Signal Gantry to new LAY BY back shunt signal.

SATURDAY 29th Nice day 19 degs.

Checked operation of all signals and switches lubricating same. Finished digging cable trench and laying cable, back filled trench with dolomite.

Transferred 50 sleepers from treatment bath to draining rack. Swept the whole track in places using Track Broom.

SUNDAY 30th Nice day 20 degs.

Public run [Good day].

One derailment no damage no injuries,

Teds loco caught fire, put out quickly no injuries.

Tiny withdrawn from traffic because the grate clinkered up due to type of coal.

K.W.L. HAMPEL

TRACK MANAGER.