

THE ROCKET

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ALL CORRESPONDENCE SHOULD BE FORWARDED TO:

The Secretary, Penfield Model Engineers Society Inc.,

P.O. Box 792

SALISBURY, S.A. 5108

OFFICE BEARERS:

President:	Ray Hall	Ph. 8250 9255 (H)
Vice President:	Peter Henley	Ph. 8263 3213 (H)
Secretary:	Gerry Dowling	Ph. N/A
Treasurer:	Barry Grieger	Ph. 8380 5136 (H)
Editor/Historian:	Chris Mackintosh	Ph. 8389 2276 (H)

FACILITIES:

- 5"/7.25" Gauge Ground-Level Railway
- ¼ Scale Speedway
- R/C Boat Pond – *UNDER REDEVELOPMENT*
- G Scale Garden Railway
- HO Scale Model Railway

Cover Photo:

Club Locomotive 'Rock Island' at rest in the station.

– Lynn Venning

Editorial

History is moving pretty fast these days, and, at the time of writing, it is once again time for the AGM. Where the interim time went, I am not entirely sure; in my case I would suspect the necessary evils of University and employment have had something to do with this distortion of reality. With respect to that, I would like to offer my apologies to you all on two counts – firstly that the magazine is late, due to a number of complications at the end of semester and the holidays to date I was unable to get a head-start on this issue. The second apology is that – once more – no further modelling has taken place in my garage. Upon reflection, it is probably time to set aside at least a dedicated hour a week to the various projects on the workbench, something which may be of consideration to those of you who share this unhappy circumstance. As I once remarked to a first-year engineering lecture, you have to have motivation to succeed – without this, we would be a very empty club!

Until the next time,

- Ed



The Editor's 1988 Volvo 'Shitbox Rally' car posing for a photograph beside Uluru; Team Volvo Vikings would like to sincerely thank the Penfield Model Engineers Society for their support.

- D.Wilden

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AGM

Held on the 17th of July, the AGM was once again graced with relatively high attendance. Preceded by the monthly General Meeting, which only lasted ten minutes, the predominant focus of the Agenda was the Club's finances. Owing to increasing operating costs over the past twelve months, Treasurer Barry Grieger presented the members with an in-depth report – the conclusion of which is that the Club must find a way to generate an income of at least \$1500 per month in order to break even with our expenses. Following much debate, it was subsequently decided that the 2014 subscriptions will be subjected to a raise of \$5 across the board; this is in supplement to an increase in entry fees to our facilities on open days and severe budgeting restrictions which will be enforced over the next 12 month period. It is important, however, to consider the major works performed to the boat pond within the 12 month period on which the Treasurer's figures are based. This large-scale operation has increased costs for the last financial year beyond those that would be otherwise expected – particularly the fuel expenditure for the tractors.

Prior to the meeting, Lynn Venning signalled that he would not be continuing in his post of Secretary for the year ahead. This is after twelve years of hard effort, so we wish Lynn all the best in his new-found 'retirement'. Gerry Dowling has been elected as Lynn's replacement for the coming year – he has already put in a bid on Lynn's invaluable tape recorder for producing the minutes.

Also up for re-election were the posts of Treasurer and Editor. Both Barry Grieger and Christopher Mackintosh were re-elected unopposed, with Chris now filling the role of Historian and Librarian for the coming year as Barry announced his retirement from this post.

The Committee for the 2013/2014 financial year were also elected by the members for this year, with Mark Hampel and Geoff Ward joining Wayne

Hoskin and Paul Cain in the hot seat. Thanks are to be extended to both Danny Copic and Ian Jones for their efforts over the past year.

The Rex Brook Memorial Trophy for the best new model was not awarded this year; however Vice President Peter Henley was rewarded for his efforts over the past twelve months with Club Member of the Year.

Peter also received trophies from the ¼ Scale Speedway for convincing championship wins in two of the four classes.-



Peter Henley – Club Member of The Year

SHITBOX RALLY 2013

Christopher Mackintosh



'Valkyrie Val', the Volvo Vikings Shitbox, parked up beside the Olgas

On the 4th of May, the fourth *Shitbox Rally* departed Adelaide for Fremantle, raising invaluable funds for the Cancer Council of Australia. The route, by which the desert was to be traversed in seven days, stretched as far north as Yulara, taking in the opal-mining community of Coober Pedy and the isolated settlements of Warakurna, Tjukayirla and Laverton before arriving in Kalgoorlie for the final stretch of highway to Perth. The event consisted of 200 vehicles from all over the nation; each purchased, repaired and registered for under \$1000.

In order to participate, each two-man crew was required to raise a minimum of \$4000 in charitable donations, which, I am proud to say, our team



The inconspicuous signpost for the Tjukayirla Roadhouse

which to travel over the week, providing a variety of seasoned campaigners and relative newcomers. Our own vehicle, 'Valkyrie Val' a 1988 Volvo station-wagon, soon found itself with a number of its kinsmen (all sedans) in addition to the plethora of Commodores, Falcons, Magnas and Alfa Romeos, all of which require much more description than is permitted in these pages. Fortunately, good mate Ian Jones was on hand with his camera to document many of our comrades – for which we are extremely grateful. Many of Ian's photographs have been forwarded to the appropriate parties, including Tourism SA.

Each crew was released from the car-park with their buddy group and a map directing them to Port Wakefield Road. This did cause some confusion amongst the interstate teams, particularly when confronted by Gepps Cross.

managed to exceed by just over \$1000. Dane and I were the youngest team on this year's rally, in fact perhaps even on any of the trips to date.

The first day required an early start from home to meet with the other crews on Hackney Rd by Botanic Park, and provided the first opportunity to meet our fellow travellers and inspect their vehicles. Amongst these were the two cars provided by Channel Seven's Sunrise news program, in addition to vehicles ranging in age and condition with crews from all walks of life. Each team was pre-allocated to a buddy group with

The first day was, fortunately, uneventful for our group – the only concern being raised in Port Augusta when two gentlemen from Melbourne were found underneath their bonnet over lunch. It transpired that they had connected a copper coil to the radiator system and were using it as a heat-exchanger to warm tins for lunch on the road.

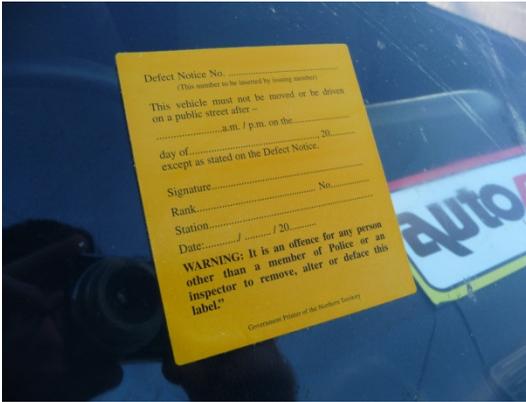
Other teams did not fare so well, including the Kombi van operated by the 'Wolf Creek Taxi Co'. This vehicle had severe problems at the start of the rally, not the least of which was an engine fire. By the end of the trip, the engine was reputed to contain at least a dozen makes of parts that were holding it all together.

The second day was another long stint on the highway, with much activity to be found at each fuel stop as hordes of brightly-coloured cars crawled over each other to get into the queue.

The day was finished with the memorable 'Sounds of Silence' dinner at Yulara – one of the many occasions where Ian's camera would have come in handy as we watched the sun set over Uluru and the Olgas.



Daybreak at Uluru – D. Wilden



Our Rally 'Canary', a gift from the N.T. Police – D.Wilden

was also the first day the rally left the bitumen for the notorious Docker River Rd. Unfortunately, the road had been somewhat improved on since my last visit, so the expected carnage did not occur. This was to be a theme over the next few days, where the number of dead vehicles was far lower than the expected 'mortality rate'.

Arriving at Warakurna, all fuel was locked inside our vehicles upon the request of the W.A. police, a sign that some things never change. The following morning was spent at the Giles Weather Station, a place Grandpa



spent three years of his life. It was wonderful to return there, and I was not

The release of the morning weather balloon from the Giles Weather Station

- D.Wilden

The dawn of Day Three was met with the sights of sunrise on Ayer's Rock – truly breathtaking to behold. The peace and tranquillity were promptly shattered by the sudden appearance of a 'Defect' notice on our windscreen while the Volvo was in the car-park. As it transpired, this was a gift from the local police given in good humour. This

long without him – he was stood in the first photograph I saw in the small museum. We were fortunate enough to witness another weather balloon release, something which many of the rally participants had never seen.



The Volvo made excellent time to Tjukayirla that night, being the last team to depart Giles it was somewhat astounding to be amongst the first dozen crews to arrive at camp that night.

Laverton was a pivotal point of our journey, for it marked the arrival of the rain. It was the first time the drought in the town had been broken in six years, and the water was torrential. Many tents were swamped on the sports oval – no thanks to an over-active sprinkler system – while the wind blew another two blocks down the street. Fortunately, we had elected to

TOP: A photograph of the original station crew in the Giles Museum, Grandpa is 5th from the right.

RIGHT: Team Piston-Broke and 'Earl' mudded up on the road to Kalgoorlie



sleep in the car that night before the rain set in, meaning our tent was dry for our arrival in Kalgoorlie the following day.

The morning briefing was well worth remembering for Day Six – there was some debate about whether we would be permitted to use the dirt road to Kalgoorlie. We were informed that the road's engineer, the police and the local mining company had recommended against our vehicles using the track – however, in true Shitbox style we did it anyway!

The mud provided the most interesting drive-day for the rally, and the Volvo's only hitch was a small amount of water getting under the distributor cap. Other teams, including a woollen blanket-covered Magna, were unfortunate enough to founder within the deeper puddles, requiring a push to get out of the water. These crossings provided a highly entertaining spectacle for all, and we were very fortunate to have the use of a Go Pro camera for them. Commiserations were required for one of our Victorian friends, who was so eagerly filming the action he failed to avoid a wave of mud from one of the group's other cars.



Kalgoorlie was a very welcome rest-stop that night, with several crews spending time at the larger wrecking yards to replace invaluable parts – including fuel tanks and C.V. joints.

Group 3/12 prior to the trek into Fremantle

Some friends that had joined our group discovered to their misfortune that their alternator had also died along with their Mazda's C.V. joint – and although the latter was replaced, they needed to change batteries every

100km or so. This worked for most of the day, until night fell and another storm set in. Here, in true Shitbox spirit, one of the teams drove a hole through their front bumper in order to mount a spotlight from their tent connected to a separate battery. This made for some very hairy work going down the freeway into Perth, especially when the battery had to be changed again on the side of the road. The three teams from Group Twelve managed to shepherd our friends all the way to the finish line at Fremantle in this condition – making for some very anxious communication on the CB.

The 2013 Shitbox Rally was one of the greatest achievements of my life – and finishing it with our ‘stock’ Volvo was one of the proudest. I would like to thank those of you who supported our team, and, in particular, I would like to say a big thank you to the Committee. Without their donation, we may not have got to the starting line. I am proud to say that the car has returned to South Australia intact, and is still wearing its PMES stickers on the back window – although, predictably, the day after the rally finished, the water pump died when the car turned over in the car-park. Roll on Shitbox Rally '14!





A parting view of 'Val' on the side of the Docker River/Great Central Rd waiting for the oncoming road-train to pass.

For more photographs and film footage of Shitbox Rally 2013, produced daily by the Rally's own volunteer production crew, please visit the rally's website at: . Both Day 1 and Day 7 feature a little footage of your Editor, Dane, and the clapped out Volvo – Ed.

THE PMES BALLAST WAGON

Karl Hampel

With the amount of track being relayed with ' T ' rail and the larger sleepers the need for a ballast wagon was urgently needed.

I had previously designed and built two hopper wagons for the Morphet Vale Railway which had bottom discharge doors so I had some idea what was required.

Mark and I came up with a wagon 2.4m long x 450mm wide and 500mm high having end discharge doors and air brakes fitted to one bogie.

The steel was supplied and cut by Metal Fabricators, the air brake fittings were supplied by Adelaide Pneumatics and the bogies were originally under an old Club loco.

The door operation caused some concern as to the best method of operation; however it was decided to adopt the method used widely on grain trucks, e.g. lift up sliding type. The method of operation was left to Mark, several ideas were tested as they all had to meet certain requirements,

The new wagon awaiting use on a Saturday Working Bee – Lynn Venning





The brake fittings on the Club's new ballast wagon – Lynn Venning

strength, avoid damage, free movement and ease of operation, so he came up with a screw-drive; this worked very well and was adopted, allowing a controlled opening.

The bogies were modified slightly, strengthened the cross bracing and doubled up on the springing, air brakes were fitted to one bogie using my tried and tested arch bar brake gear arrangement, an air tank, pressure gauge ,

regulator, on/off air control switch and a 310 series quick connect fitting for charging the system. All these fittings are located inside the body line to prevent damage to them; however access to this equipment is by elongated holes in the plate work. Thus, the air tank is fitted up in the apex of the wagon floor, while the pressure gauge is recessed and indicates the air pressure in the tank. Finally, the regulator reduces the air to the brake cylinder, with an on/off air switch [it is in the form of a switch] applying and releasing the brake as required.

A quick connect 310 series air fitting is also recessed for charging the tank with shed air.

A decision to fit air brakes was made on the grounds of the weight of this truck and that it may be pushed around by hand and with the gradients at the club there is a need to brake this truck easily.

A load test was carried out and it was found that 170 full shovels of dolomite fill the truck.

The truck is identified as B.W.1 and fitted with a dummy auto coupler at "A" end, the word "BRAKE" is stencilled above the brake operating switch.

The truck has now been used on many maintenance jobs and it works well.

THE 'DL' CLASS D/E LOCOMOTIVES OF THE ANR



Class-leader DL36 with a rake of empty hoppers in tow - Unknown

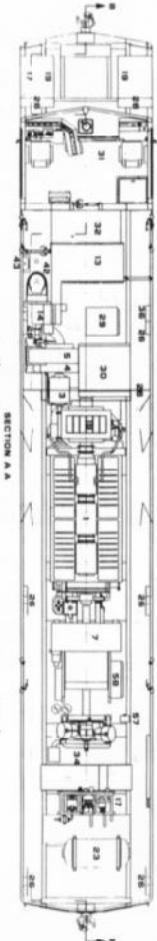
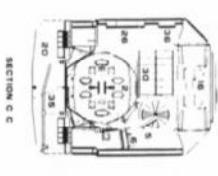
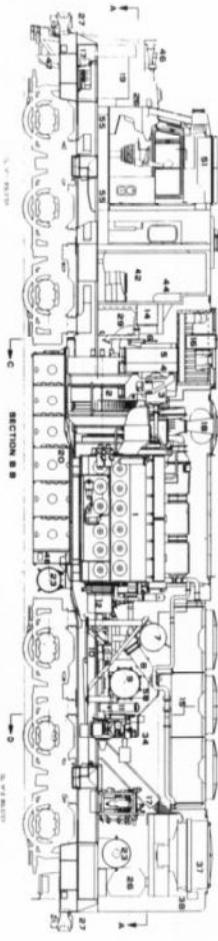
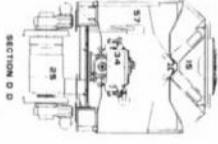
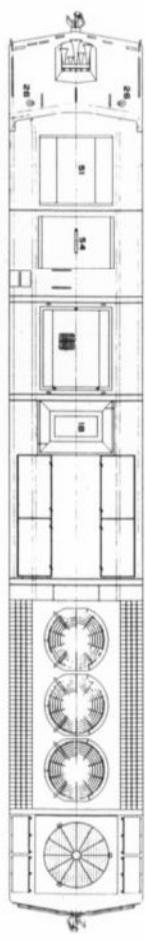
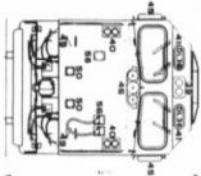
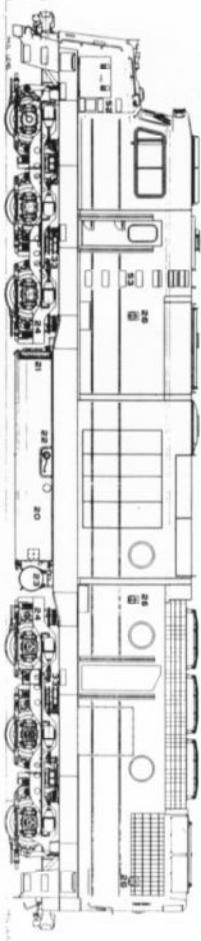
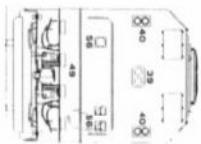
Built between February 1988 and February 1990, the 'DL' class locomotives were produced for the Australian National Railways by Clyde Engineering in New South Wales. Numbering DL36 to DL50, each class member was built for the Commonwealth's standard-gauge line across the nation and operated between Broken Hill, Adelaide, Alice Springs and Kalgoorlie.

After a short service life, all units were transferred to National Rail in 1995 along with all of AN's interstate operations. This expanded their field of operations to other parts of regional New South Wales running blue-metal trains, including Dunmore and Port Kembla.

DL37 was destroyed in 1996 in the horrific Hines Hill collision, and is the only class member to have been scrapped to date. All other class members were soon inherited by Pacific National for use either on regional freight trains or as second locomotives for the Indian Pacific, with DL41, DL44, DL47 and DL49 currently retaining their orange and grey livery in spite of National Rail's sale in 2002. Curiously, class-leader DL36, *Peter Morris*, still wears the green and gold colours of its original master, though the engine is now in storage at Port Augusta. Similarly, class members 43 and 48 also wear the colours of a bygone era as far afield as the eastern seaboard.

No models of the DL class have yet appeared at the Penfield Model Engineers Society's large-scale track, although a HO scale edition may have appeared in the Club House on occasion.

SECTION A-A
SECTION B-B
SECTION C-C
SECTION D-D
SECTION E-E
SECTION F-F
SECTION G-G

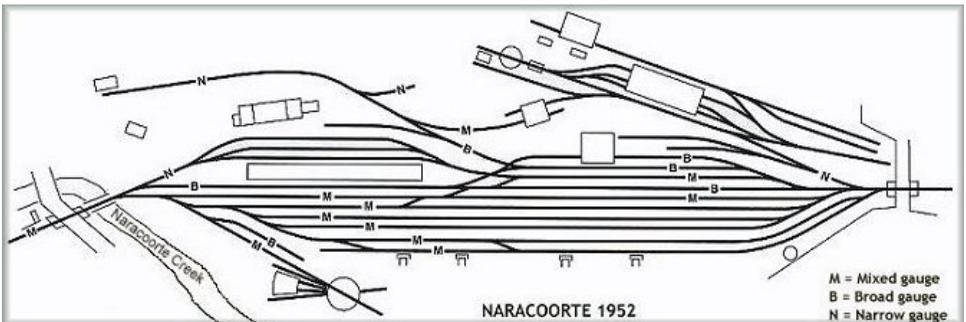




Work on the resizing of the boat pond progresses with leaps and bounds – it is truly saddening how quickly this unique aspect of our club has disappeared, especially when one considers the back-breaking work that went into its construction those many years ago. The fill is starting to grass over now, although the recent rains have left a few sizeable puddles sitting on top of the dirt. This does, however, mean that the resized pond has been filled relatively quickly without the need of outside assistance.

Peter Hoyer has commenced positioning the new fence-line along the pond's edge, which will then detour to incorporate the new garden railway layout.

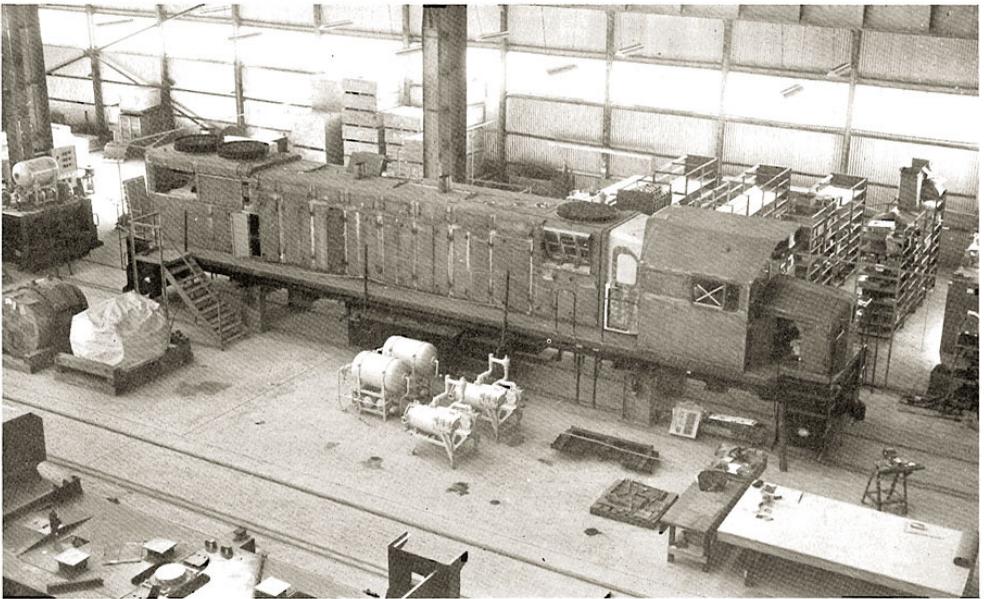
Work on the excavation of the pond's original launching pit was at one stage hampered by the discovery of a number of concrete pylons from the old elevated railway buried beneath the top soil. Along with sandbags dating back to the WRE days of the Salisbury defence area, these items required quite a lot of effort to facilitate their removal. Fortunately, Michael Wilhelm, at times assisted in a minor capacity by Dennis Greenhill and your Editor, has all but completed this task.



Out In the Garden



Preparation continues for the move of the Garden Railway to its new home atop the former boat pond. The road-base for the existing railway, consisting predominantly of an elevated timber structure is fast deteriorating and is unlikely to survive another winter in an operable condition. A plan depicting the proposed layout for the new circuit is on display in the club office. Provision shall be made for smaller locomotives through the construction of a small inside loop of track, including a single loop of O Gauge track.



The first of a new order for 10 X class main line diesel-electric locomotives, nears completion at Clyde Engineering (S.A.) Pty. Ltd.'s plant at Rosewater, near Adelaide.

This particular locomotive is scheduled for delivery next month.

The 10 locos are needed to meet present traffic needs and cope with predictions which indicate that interstate traffic will continue to increase.

They will also allow the lower-horsepower locomotives to be released for more appropriate use.



Penfield Posse

Things have been busy around the car track, with the final sums of money required for the new timing system expected in the coming months. This system requires the purchase of a number of transponders, which will be fitted to the cars. The club is to purchase five of these units to accommodate visiting cars during events like the National Titles, which are to be held at the club at Easter next year; the remainder of which are being bought outright by the members involved with the speedway.



South Australian Railways Pacific 605 under way at an undisclosed location on the state's broad-gauge network – Unknown

Coming Events:

September:

10/09 – **PSA AGM:** To be held at the Bowling Club Clubroom, 7pm start. All executive positions are vacant, to be decided by vote by members of the PSA – including all members representing the Penfield Model Engineers Society.

14/09 – **National Railway Museum Miniature and Model Railway Show:**
The Club will be providing a display at the National Railway Museum at Port Adelaide in celebration of the 50th anniversary of the Museum's founding. Exhibitors will be able to set up on the Friday prior to the event, and may arrive for 8.30am for further set-up. The exhibition will run during normal museum hours, with the Cafeteria Car being provided with bottomless tea and coffee for exhibitors. The Club is seeking as many volunteers for this weekend as possible, as well as a variety of models from each of the facets of the club. Naturally there is a preference for model locomotives and rolling stock.

15/09 – **National Railway Museum Miniature and Model Railway Show:**
Please see the information provided for Saturday the 14th of September.

18/09 – **General Meeting:** 7.30pm start

21/09 – **Club Working Bee:** A compulsory day of work for all Club members necessary to advance major works around the Club.

29/03 – **Open Day:** Gates Open 12pm – 4.30pm

October:

02/10 – **School Holiday Running**

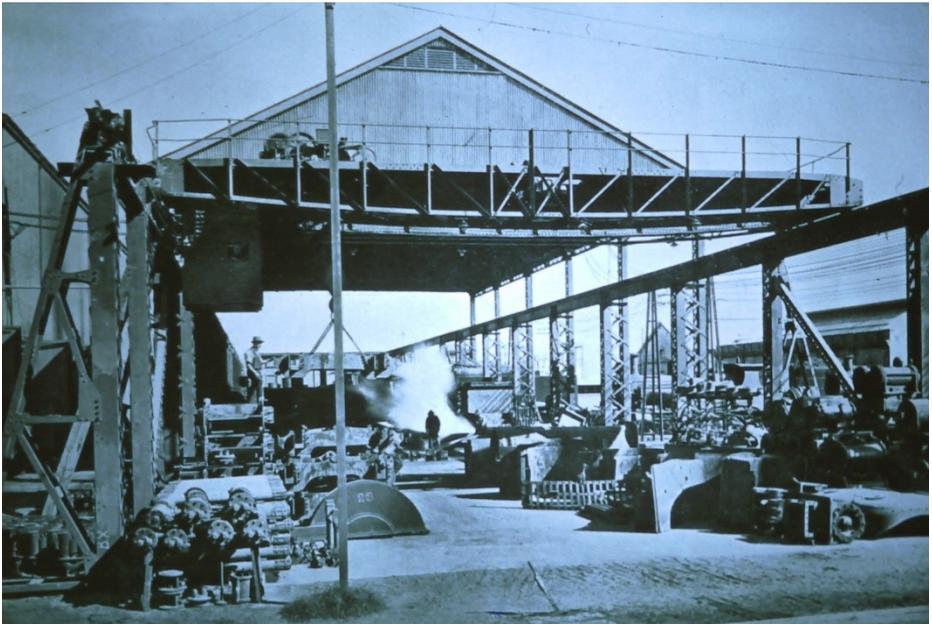
09/10 – **School Holiday Running**

12/10 – **Club Training Day:** A compulsory day of training for all Club members not yet certified as drivers, guards and station masters, in addition to fire safety.

12/10 – **Twilight Run:** Gates Open 6pm

16/10 – **General Meeting:** 7.30pm start

27/10 - **Open Day:** Gates Open 12pm – 4.30pm



Islington Workshops with a number of projects underway - Unknown



YOUR CLUB NEEDS YOU