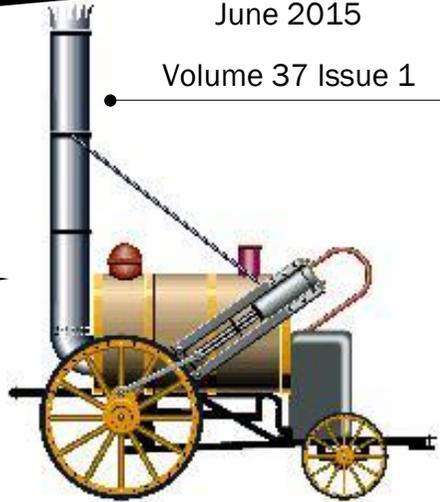


THE ROCKET

June 2015

Volume 37 Issue 1



*1955 Ingersoll-Rand Company compressor Model 3-R-36
6 cylinder (3 engine, 3 compressor) in a radial configuration.*

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: Barry Grieger

Editor: Michael Wilhelm

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Editors Note

This is my first club magazine.

It's based on the template that Lynn Venning created when he was the editor of the rocket.

I would like to thank Lynn for all his support.

It has been a while since the last rocket and I can honestly say that I have missed it.

I need content from club members, so support your magazine.

General Meeting minutes

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

Apologies:- G. Dowling, I. Jones, W. Hoskin, T. Ballard & D. Franks.

Minute Secretary:- L. Venning.

The Minutes of the General Meeting held on the **15th April 2015** were read.

P. Caine proposed that they be accepted as read. Seconded by D. Hawkins. Carried.

Business Arising:- Nil.

The final proceeds from the Convention is \$6,007.00 and all accounts have been settled.

New Membership Applications:-

A new membership applications from Peter Russell (due July 15) and John Vanderzee (due June 2015) remain on the table.

Treasurers Report:- A comprehensive written & verbal financial report was presented.

Additional bills totalling \$1,200 were received in the post this evening.

Crane hire of \$1,000 paid by us for the removal of the storage container due to a water leak is to be recouped from the PSA.

A reminder from the PSA that membership fees (which have been increased by \$5 for per member as from the next PSA-AGM) are due at the end of July, caused general discussion about a future increase in our membership fees. To be decided at the AGM.

. Grieger proposed that the Treasurers Report be accepted. Seconded by P. Henley. Carried.

Correspondence:- In

1. March & April Track Reports.
2. An unsigned letter from Rudiger Wilhelm regarding the transfer of part ownership (from Mike Carmody to Rudi Wilhelm & Ian Jones) of a F4 locomotive was read to members.
3. Letter from the PSA re the Area Insurance. (51 Members @ \$15 per member. Total \$765.00)
4. “Thankyou Certificate from the Red Faces Appeal for the donation of two family tickets.

Correspondence:- Out:- Nil.

Business Arising:-

Two family tickets are to be donated to the 2016 Red Faces Appeal. Our Club Logo and details are displayed on large TV screen’s during the Red Faces Fundraising Appeal, which is held each May.

The PSA has subsidised the Area Insurance by approx \$10.00 per member.

M. Macauley Proposed that the correspondence be tabled. Seconded M. Humbler.

General Business:-

Ray attended a Dinner last Thursday evening and received a certificate of “Thanks” along with an “Outstanding Achievement Award” for the club successfully hosting an inaugural Work for the Dole project. Out of approx. 100 organisations that participated, only three received the outstanding achievement award. This grant has now been

acquitted.

2. Ray and Peter in particular were congratulated by the members for their excellent efforts in overseeing the WFD and successfully completing the project. Our volunteers supervising this project did not receive any recompense for their services provided.
3. After general discussion, M. Macauley proposed that a second WFD programme be undertaken. Seconded by L. Castle. This application must be submitted by next Friday.
4. Peter and Ray have volunteered with assistance from Geoff, Gerry, Len and Wayne to supervise this project. Our volunteer supervisors will not be paid, but will be reimbursed for expenses incurred during the project.
5. The next WFD project will include repairing the wooden walkway, landscaping around the entrance and track making. No cost over runs are anticipated. Any surplus funds will be spent at the end of the project to purchase additional materials.
6. Peter and Ray will be required to undertake a first aid course as required by the WFD programme.
7. We will have to register for GST to participate in the next WFD project.
8. Some tree lopping vehicles are currently being parked overnight on our grounds. In return, free mulch is being provided for our use.
9. Paul Caine reported the passing of our member Kim Foreman (aged 61) last Monday. A condolence card is to be sent to his family.
10. Money from the Canteen is to be used to purchase toilet block, part of which can be converted into a handicapped toilet.

11. Members will be asked to reapply for membership at the AGM by filling out a membership form. This will allow our member database to be updated. Details to include a next of kin to be advised in case of an emergency.

12. Project for members to work on was discussed. Sign to be erected. Paving at the back of the Garden Railway. Steps in the new Garden Railway. Race Track, ongoing projects. Container to be moved when the area dries out a bit more.

13. Danny read the Electric Meter at the Workshops before and after the Convention. Approx \$370 worth of electricity was used, mainly for the refrigerated container and air compressor.

14. General reminder of the clean up on Saturday the 30th and of the Open Day on Sunday the 31st of May. Duty Officer P. Henley. P. Caine and L. Castle to assist setting up.

15. Members were reminded to double lock the gates in the correct manner when leaving the premises.

Meeting Closed at 9:30 P.M.



Track Report



PER-WAY REPORT FOR THE MONTH OF MARCH 2015.

TO SECRETARY P.M.E.

WEDNESDAY 4th Nice day 23c.

Painted I.J. sleepers for easy identification so visiting club members can tell the location of insulated track sections.

Put numbers on several signal bases, and the letter 'F' on the relay cabinet.

Painted all switch stands and switch motor boxes.

Ray started to dig out soil for Lay By siding.

Transported the one dual gauge track panel on flat bed wagon and left it on station track No 1.

Allan completed the second indoor elevated track, now needs to be secured to floor.

SATURDAY 7th Nice day 25c.

Prepared road bed for placement of the above track panel, butt welded panel to switch, when Mark arrived he suggested

that we put in the other pre-made 6m panel without the third rail in place as this could be fitted later, this panel was also

butt welded onto the above panel, two hopper wagons of dolomite dropped, track lifted and aligned, Ray used the dinky toy to load the wagon.

Len cut more sleepers and pr-drilled.

WEEDSDAY 12th Nice day 25c.

Made up a 6m length of 'T' rail and fitted it to the above panel.

Allan secured the elevated track section to the floor.

David helped in the work today.

SATURDAY 14th Nice day 27c.

Public run in the evening, 90 trains were run.

Cleaned up three lengths of old rail and made it into 'T' rail.

A 6m track panel was made dual gauge and transported to the Lay By Siding.

David put out and tested switches and signals for the evening run.

WEDNESDAY 18th Warm day 27c.

Transferred 23 sleepers from oil bath to draining rack and replaced with untreated ones.

Ray using the Front End Loader dug out a further 6m of soil so another 6m length of track could be added to the above

siding, this panel fishplate on now giving an in clear standing room of 15 m.

As there is a shortage of dolomite this new section could not be completed with ballast.

Made up two experimental wheel chocks for use at this siding due to the grade.

David helped in this work.

SATURDAY 21st Nice day 29c.

Swept surplus ballast from Lay By Track.

Painted steel bands in tunnel black.

Under cut two 4m sections of LOOP LINE track at the 550m and 600m locations and with the use of the fire engine water

saturated the dolomite so the correct cant could be restored.

WEDNESDAY 25th Nice day 22c .

At the above track locations 1/2 truck of dolomite was dropped and cant checked.

Started to clean out leaves etc from switches, David helped in this work.

SATURDAY 28th Nice day 23c.

A 6m section of surplus duel gauge ladder track was transported by Quad bike and trailer to the Lay By siding, this was

then fishplate to the existing track, this track was laid with only its steel ties directly on the ground as it is only temporary

use for the Easter Convention. One and half trucks of dolomite dropped to build up the shoulder.

The remainder of the switches were cleaned , oiled and tested. David and Mark helped in this work.

SUNDAY 29th Nice day 24c.

Public Run day, the number of train movements totalled 110.

The jumper plug of Signal AT1 found to have a broken connecting pin, replaced plug with a spare.

TRACK MANAGER.



PER-WAY REPORT FOR THE MONTH OF APRIL 2015

To Secretary P.M.E.

Due to the AALS CONVENTION starting on THURSDAY 2nd no track work was carried out WEDNESDAY 1st.

THURSDAY 2nd Nice day 23c

Start of the AALS convention.

FRIDAY Nice day 23c

SATURDAY Nice day 23c

SUNDAY Nice day 22c

MONDAY Cool day 16c with showers.

The number of trains recorded running were 1,360 movements.

The track and Signal system worked well I did not hear of any complaints.

There were only to my knowledge 3 mainline derailments one of these due to fault with the locomotive.

There were only two signal faults which occurred on the last day Monday, one was due to wet track which was rectified straight away by replacing the track resistor the other was failure of signal S 1 to clear when button pressed, this was rectified by using the L Line back shunt signal, to check fault on WEDNESDAY next, all signals to check for water entry.

I received quite a few compliments about the track and signals.

WEDNESDAY 8th Nice day 22c

Due to the evidence of water in some signal bases, I checked all signals for water entry and fitted weather strips to some signal heads, David helped in this work.

SATURDAY 11th Nice day 24c

checked all terminal connections in RELAY BOX 'B' found no loose terminals. This box controlled Signal S 1.

The club air compressor was low in oil, so to check the operation of switches, I fitted up the small portable unit to supply the air needed. In the afternoon a water leak was discovered under container No 2 , it looked very serious.

Ray recommended that the container be emptied of all rolling stock as the container may require removal, this was done. The work train was marshalled on the workshop track and the sleepers that were stored in the container were placed on the flatbed wagon and moved to a steaming up elevated track close to the saw bench so LEN can cut them up into track sleepers.

The re-railing lifting bar that has been bent for some time was put under the press and straightened, a 12 x 25 x 360mm length of rail welded to same for extra strength, this unit requires modification to make re-railing easy, will address in the near future.

Made up one fishplate.

ROLLING STOCK.

The auto coupling on ' A ' END Loco 700 that was subject to uncoupling when in traffic was removed and taken home for repairs , the lift block needed to be replaced and made bigger together with a new lifting pin.

THURSDAY 15th Nice day 20c

The container No 2 was removed and placed in the car park.

All the rolling stock and loco's were removed and re-marshalled into the carriage shed and container N01.

As the club was opened for a public run today Loco Rock Island was used however the switches leading to the station

yard were not checked and the loco was derailed causing damage to check rail for switch N03 and it could not be used so all trains were re-routed through track No 4 until repairs could be carried out.

Peter advised a rough ride through Howdee Doody Junction switch, on inspection could not find a cause . however the E.J. joint bar was slightly above the L.H. running rail, this was removed ,ground back and replaced.

Transferred 20 sleepers from oil bath to draining rack and replaced with untreated ones.

The generator that was removed for service was replaced on work train.

David helped in this work.

SATURDAY 18th Cool day 17c

Made a supplementary reservoir from a used L.P.G. cylinder to replace the small air compressor located at ' Y ' Junction in the power distribution cabinet which is used to operate the set of points, more about this when it becomes in use.

Drilled hole in station signal gantry for the fitting of the Lay By Shunt Signal, more about this later.

With Mark, Bill and Ray some time was spent discussing the route of the proposed track extension and location of the

Containers.

Started to replace the I.J. at Signal L.B.P.1 with a modified version, however the rain prevented me from completing the job, finish on Wednesday next.

Len cut to size and pre-drilled about 25 sleepers.

Made up a small type Wheel Chock.

WEDNESDAY 22nd Nice day 19c

Completed fitting the modified I.J. at Signal L.B.P.1 .

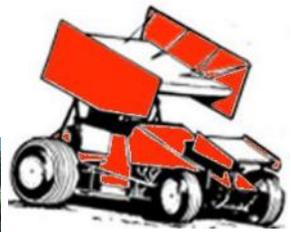
The power supply for Signal operation at ' T ' Junction is in the most cases left on which of cause is a waste of power, so today I fitted a relay that will power up the Signals only when ' T ' Junction Signal is put in place.

It was a Public Run day and was well patronised.

Track Manager



Penfield Posse



Photos from the national title meeting Easter 2014



Rails in the Garden

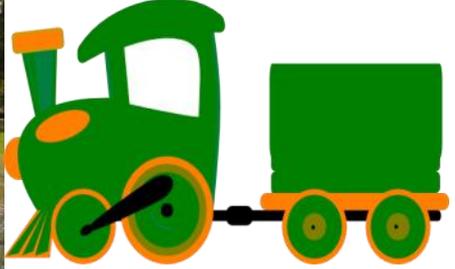


The new garden railway under construction.

They are all working very hard to get it ready for the convention.

Nothing like a dead line to get you motivated.





Around the Duck Pond



Filling the pond for the convention.



The ducks are back.



A new boat on the pond.



Lynn brings his tug boat out of retirement.



The Gallery





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.